City Environmental Quality Review

# ENVIRONMENTAL ASSESSMENT STATEMENT

## PART I, GENERAL INFORMATION

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**Reference Numbers**

1. 05 DCP 063 Y
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)

BSA REFERENCE NO IF APPLICABLE

N060103ZRY
060104ZMM
060105ZSM
060106ZSM
ULURP REFERENCE NO IF APPLICABLE

OTHER REFERENCE NO (S) IF APPLICABLE
(e g , Legislative Intro, CAPA, etc )

**Lead Agency & Applicant Information**
PROVIDE APPLICABLE INFORMATION

2a. **LEAD AGENCY**

New York City Department of City Planning
NAME OF LEAD AGENCY

Robert Dobruskin
NAME OF LEAD AGENCY CONTACT PERSON

22 Reade Street, Room 4E
ADDRESS

New York | NY | 10007
CITY | STATE | ZIP

(212) 720-3423 | (212) 720-3495
TELEPHONE | FAX

Rdobrus@planning.nyc.gov
EMAIL ADDRESS

2b. **APPLICANT INFORMATION**

West End Enterprises, LLC and West 60th Street Associates, LLC.
c/o Paul Hastings Janofsky & Walker, LLP
NAME OF APPLICANT

Jeremiah Candreva or Paul Selver
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

75 East 55th Street
ADDRESS

New York | NY | 10022-3205
CITY | STATE | ZIP

(212) 318-6288 | (212) 230-7683
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jeremiahcandreva@paulhastings.com
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**Action Description**

SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL: West 61st Street Rezoning Project and Citywide General Large Scale Development Text Amendment

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

See Page 1a.

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S)

See Page 1a.

**Required Action or Approvals**

4. CITY PLANNING COMMISSION ☒ Yes ☐ No

- ☐ Change in City Map
- ☐ Zoning Certification
- ☐ Site Selection – Public Facility
- ☒ Zoning Map Amendment
- ☐ Zoning Authorization
- ☐ Disposition – Real Property
- ☒ Zoning Text Amendment
- ☐ Housing Plan & Project
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Concession
- ☐ Charter 197-a Plan
- ☒ Zoning Special Permit, specify type:
  1. Special permit for public parking garage (Section 74-52)
  2. General large-scale development (Section 74-74)
  3. Zoning text amendment to the provisions of Section 74-74
- ☐ Modification of:
- ☐ Renewal of:
- ☐ Other:

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

6. BOARD OF STANDARDS AND APPEALS ☐ Yes ☒ No

- ☐ Special Permit ☐ New ☐ Renewal Expiration Date
- ☐ Variance ☐ Use ☐ Bulk

Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENT PROTECTION ☐ Yes ☒ No

- ☐ Title V Facility
- ☐ Power Generating Facility
- ☐ Medical Waste Treatment Facility

8. OTHER CITY APPROVALS ☒ Yes ☐ No

- ☐ Legislation
- ☐ Rulemaking specify agency
- ☐ Construction of Public Facilities
- ☐ Funding of Construction, Specify
- ☐ Funding of Programs, Specify
- ☐ Policy or plan
- ☒ Permits, Specify

Other, explain: Demolition and new building permits to be issued by the New York City Department of Buildings.

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

## INTRODUCTION

West End Enterprises, LLC and West 60th Street Associates, LLC, the applicant, proposes to rezone the western half of the block bounded by West End Avenue, West 61st Street, Amsterdam Avenue, and West 60th Street (Block 1152) (see Figure 1). In addition, the applicant is requesting a special permit for a public parking garage, a special permit for a general large-scale development, and a zoning text amendment. The proposed rezoning, special permits, and text amendment (collectively, "the proposed action") would facilitate the construction of a new residential building with ground floor retail, community facility use, and below-grade parking.

The proposed mixed-use development would be constructed on Lots 5, 8, 10-13, 43, 52, 53, and 55 of Block 1152 (the "project site"). The applicant merged Lots 56 and 57 with the project site to create a combined zoning lot (the "combined zoning lot"). This would allow a portion of the unused development rights from Lots 56 and 57 to be used in developing the proposed project. The rezoning area would consist of Lots 1, 5, 8, 10-13, a portion of Lot 43, Lots 52, 53, 55-58, and 61.

## PROPOSED ACTION

A more detailed description of the proposed action follows:

**Rezoning.** The applicant is seeking an amendment to the New York City zoning map to rezone the western portion of Block 1152 from M1-6 to C4-7/C6-2 (Lots 1, 5, 8, 10-13, a portion of Lot 43, Lots 52, 53, 55-58, and 61 would be rezoned [see Figures 2 and 3]). The area within 100 feet of the West End Avenue street frontage would be rezoned to a C4-7 zoning district (Lots 1 and 61), which permits a floor area ratio (FAR) of 10, bonusable to 12 pursuant to New York City's Inclusionary Housing provisions, and the remainder of the area to be rezoned would be mapped with a C6-2 zoning district, which permits an FAR of 6.02 (the "rezoning"). As stated above, the project site has been merged with Lots 56 and 57 to create a combined zoning lot. This permits a portion of the unused development rights from Lots 56 and 57 to be used in developing the proposed project.

**Special Permits.** The applicant is requesting a special permit pursuant to Zoning Resolution (ZR) Section 74-52 for a public parking garage and a special permit pursuant to ZR Section 74-74 as proposed to be amended (see below) for a general large-scale development (collectively, the "special permits").

**Text Amendment.** The applicant is requesting a text amendment to the provisions of Section 74-74 to modify the applicable open space requirements in certain large-scale developments. This text, as proposed to be amended, is provided in Attachment A. The proposed text amendment would apply to proposed general large-scale developments located in R8, C4, C5, or C6 districts. The text amendment would allow the City Planning Commission to waive open space requirements pursuant to the underlying district regulations provided that the applicant comply with applicable open space requirements of New York City's Quality Housing Program.

## PROPOSED PROJECT

The proposed action is being requested to allow a new residential building to be constructed on the project site. The building would include a total of approximately 481,425 gross square feet (gsf) containing 342 residential units; 4,420 gsf of medical office space; 10,340 gsf of ground-floor retail space; and 281 parking spaces, of which 121 would be accessory parking spaces and 160 would be public parking spaces. The building would be massed to contain a 29-story tower (approximately 304 feet in height to the top of the parapet*) and three mid-rise components of 7 (approximately 93 feet), 9 (approximately 138 feet) and 14 (approximately 173 feet) stories, respectively.

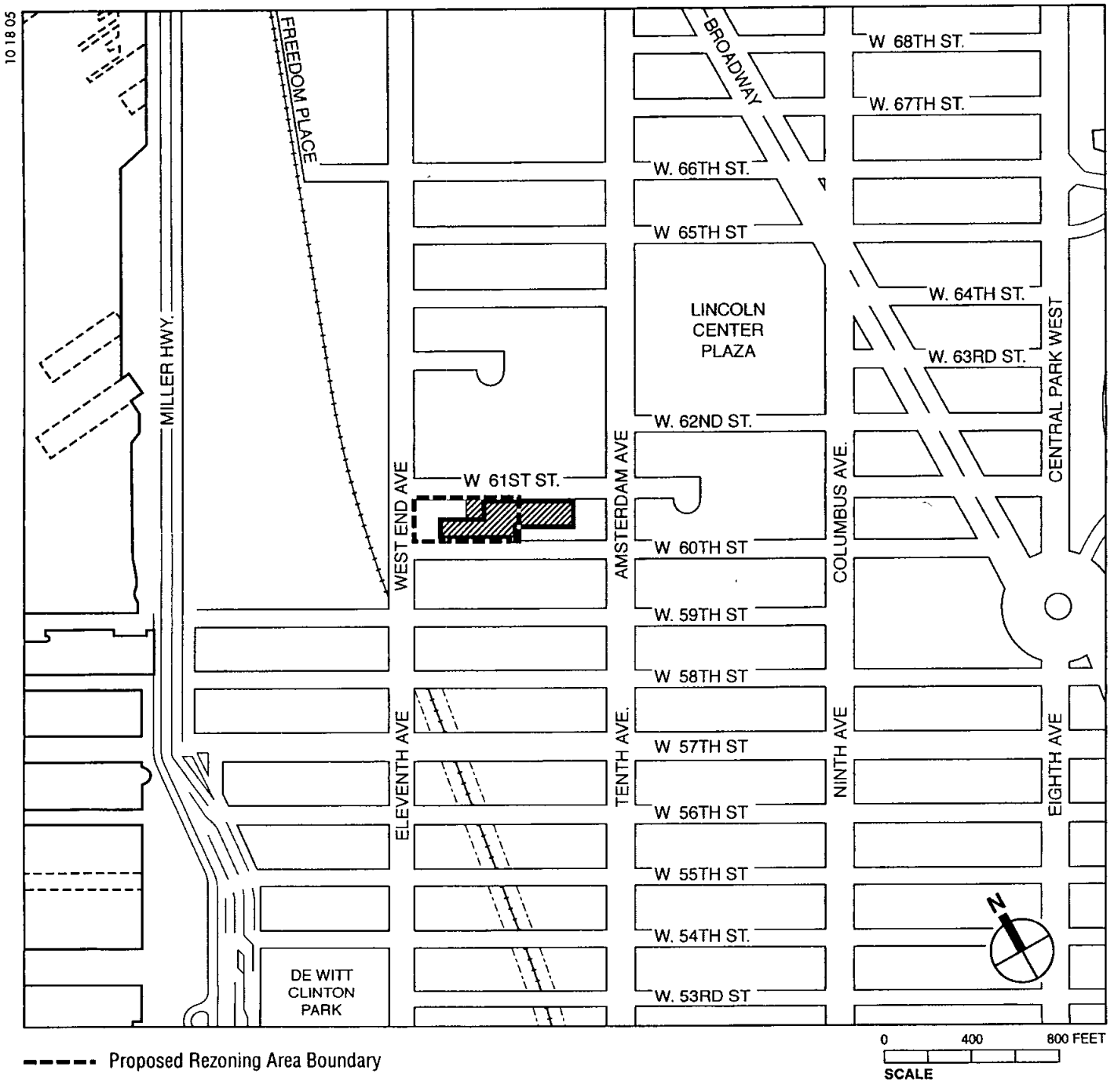
The proposed project would have entrances on both West 60th and West 61st Streets. Specifically, there would be two residential entrances on West 60th Street. The ground-floor retail space is planned to contain neighborhood stores and be located on West 60th Street. The medical office space is planned to be located on West 61st Street. Vehicles would enter the garage on West 60th Street and exit on West 61st Street. The site currently has 12 curb cuts. The proposed project would eliminate all 12 curb cuts and create two—one on each street at the garage entrance/exit

The private open spaces would be at-grade and are planned to be landscaped. The open space to be developed on a portion of Lot 43 could contain a tennis court and running track for use by building residents.

Until recently, the project site contained a mix of uses, including motor vehicle repair shops, surface parking, and warehouse and commercial uses. These uses have been demolished, and the project site is now vacant, with the exception of the 100-space public parking lot located on a portion of Lot 43.

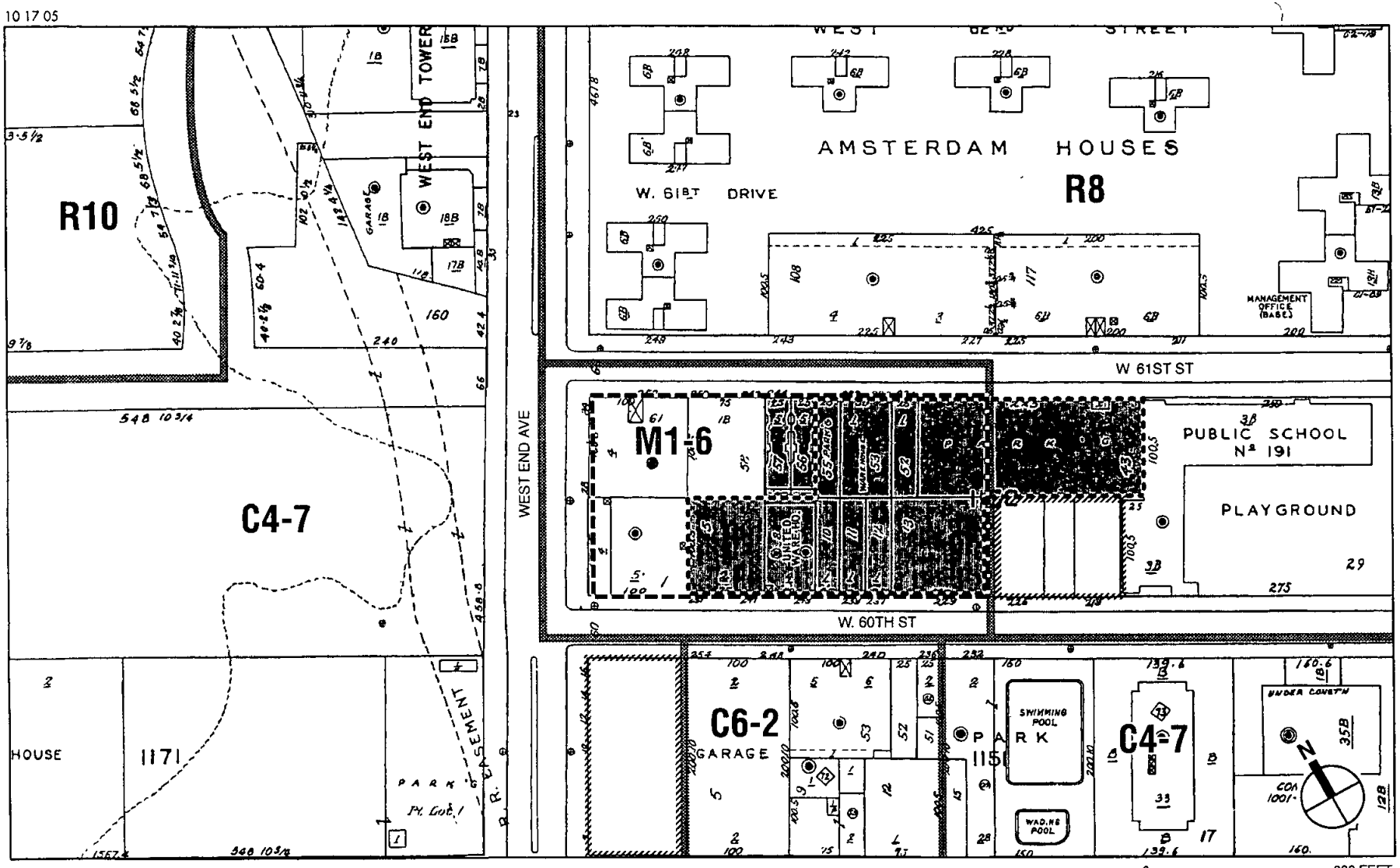
Independent of the proposed action, the applicant is participating in the Brownfields Cleanup Program (BCP) administered by the New York State Department of Environmental Conservation (NYSDEC). The applicant was accepted into the BCP on April 19, 2005

* All heights are measured from the mean curb elevation to the top of the parapet. The mean curb elevation at West 60th Street is 40.46 feet. At West 61st Street, the mean curb elevation is 51.49 feet.




**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Project Location
Figure 1




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

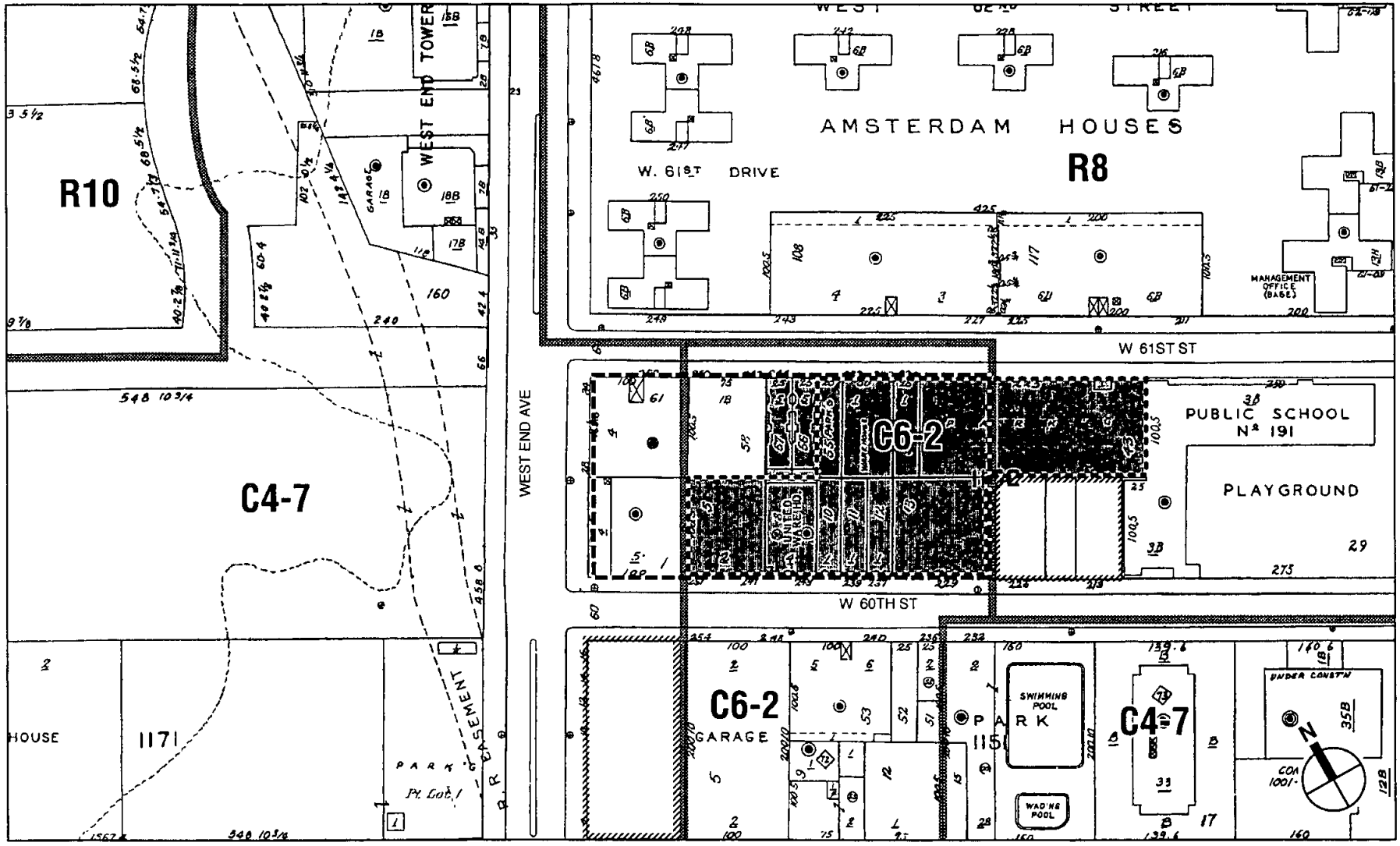
Zoning District Boundary

Sites Currently Under Construction

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Existing Zoning
Figure 2

10.17.05




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

Zoning District Boundary

Sites Currently Under Construction

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Proposed Zoning
Figure 3

## REASONABLE WORST-CASE DEVELOPMENT SCENARIO

For purposes of providing a conservative City Environmental Quality Review analysis, a reasonable worst-case development scenario was prepared for the proposed action (see Table 1). While the applicant proposes to construct 342 units on the project site, under the reasonable worst-case development scenario it is assumed that 559 units would be c onstructed on the project site. This is based on the maximum allowed dwelling units as per zoning (i.e., the project sponsor would construct larger apartments than required under zoning).

In addition to the units on the project site, it is assumed in the reasonable worst-case development scenario that Lots 58 and 61 are redeveloped and that two penthouse units are constructed on Lots 56 and 57. Currently, these two lots contain a one-story motor vehicle repair shop (Lot 58) and a recently vacated 4-story building formerly occupied by Potamkin Volkswagen. Based on the proposed action, these two lots could be redeveloped with a total of 251 residential units and a middle school of approximately 100,000 gsf. The development on Lot 58 is assumed to be 10 stories in height (approximately 150 feet). The development on Lot 61 is assumed to be 31 stories in height (approximately 340 feet). The reasonable worst-case development scenario also assumes that two penthouse units would be constructed on Lots 56 and 57.

The reasonable worst-case development scenario is summarized in Table 1.

**Table 1**

**Reasonable Worst-Case Development Scenario**

| Lot | Proposed Zoning | Allowable Floor Area Ratio (FAR) | Projected Use |
|---|---|---|---|
| **Project Site** | | | |
| 5, 8, 10-13, 43, 52, 53, 55 | C6-2/R8 | 6.02 | 559 Residential Units*<br>121 Accessory Parking Spaces<br>160 Public Parking Spaces<br>4,420 gsf Medical Office<br>10,340 gsf Retail |
| **Projected Development Sites** | | | |
| 58 | C6-2 | 6.02 | 61 Residential Units |
| 56, 57 | | | 2 Penthouse Units |
| 1 | C4-7 | 10.0** | The RWCDS assumes that the existing Heschel School will remain on Lot 1 and that any excess floor area would be transferred to Lot 61. |
| 61 | | | 100,000 gsf Middle School<br>190 Residential Units |
| **Total Reasonable Worst-Case Development Scenario** | | | **812 Residential Units**<br>**121 Accessory Parking Spaces**<br>**160 Public Parking Spaces**<br>**4,420 gsf Medical Office**<br>**10,340 gsf Retail**<br>**100,000 gsf Middle School** |

**Notes:**

* Residential units assume 740 square feet per unit, as per the New York City Zoning Resolution.

** Bonusable to 12.0 FAR in Community Board 7 for inclusionary housing projects; the reasonable worst-case development scenario assumes that the projected development is an inclusionary housing project.

**9.** **STATE ACTIONS/APPROVALS/FUNDING** ☐ Yes ☒ No

If "Yes," identify **Independent of the proposed action, the applicant is participating in the Brownfield Cleanup Program.**

**10.** **FEDERAL ACTIONS/APPROVALS/FUNDING** ☐ Yes ☒ No

If "Yes," identify

**Action Type**

**11a.** ☒ Unlisted; or ☐ Type I, specify category (see 6 NYCRR 617 4 and NYC Executive Order 91 of 1977, as amended)·

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

**Analysis Year**

**12.** Identify the analysis year (or build year) for the proposed action **2008**

Would the proposal be implemented in a single phase? ☒ Yes ☐ No ☐ NA.

Anticipated period of construction. **18 months**

Anticipated completion date **2008**

Would the proposal be implemented in multiple phases? ☐ Yes ☒ No ☐ NA

Number of phases **N/A**

Describe phases and construction schedule **N/A**

**Directly Affected Area**

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

**13a.** **LOCATION OF PROJECT SITE**

**239 West 60th Street**

STREET ADDRESS

**Western portion of the block bounded by West 60th and West 61st Streets between West End and Amsterdam Avenues.**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

**M1-6** **8c**

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY — ZONING SECTIONAL MAP NO

**As described on page 1a, the project site would include Lots 5, 8, 10-13, 43, 52, 53, and 55 of Block 1152. The combined zoning lot includes the project site and Lots 56 and 57. The rezoning area would include the western portion of Block 1152, specifically Lots 1, 5, 8, 10-13, a portion of Lot 43, 52, 53, 55-58, and 61.** **Manhattan** **7***

TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO

**13b.** **PHYSICAL DIMENSIONS AND SCALE OF PROJECT**

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR **67,760** SQ FT

PROJECT SQUARE FEET TO BE DEVELOPED **481,425, containing 342 residential units, 4,420 gsf of medical office space, and 10,340 gsf of ground-floor retail** SQ FT

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED

IN THE NUMBER OF UNITS, SQ FT OR OTHER APPROPRIATE MEASURE **N/A** % OF

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE **303*** HEIGHT **100** WIDTH **175** LENGTH

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE **300 feet on W. 60th and 325 on W. 61st Street**

*** Measured from mean curb elevation at West 61st Street, which is 51.49 feet, to the top of the parapet.**

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

**N/A**

**13d.** DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT?

☒ Yes ☐ No

IF 'YES,' IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE

**As described on page 1a and in response to 13a, the rezoning would affect an area larger than the project site. This area includes the project site, the additional lots on the zoning lot (Lots 56 and 57), and the remaining three lots on the project block (Lots 1, 58, and 61). See Figure 1.**

**The proposed text amendment would apply to proposed general large-scale developments located in R8, C4, C5, or C6 districts. General large-scale developments must be on sites of 1.5 acres or larger.**

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* The proposed text amendment would apply to areas in the following Community Districts:
Manhattan: 1,2,3,4,5,6,7,8,10,11,12
Queens. 1,2,3,4,5,6,7,8,9,10,12,13,14
Bronx: 1,2,3,5,6,7,9,10,11,12
Staten Island: 1,2,3
Brooklyn: 1,2,3,4,5,6,8,9,11,12,14,15,16,17,18

# PART II, SITE AND ACTION DESCRIPTION

**Site Description**

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

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

**See Figures 4, 5, and 6.**

2. **PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (sq ft.) **80,400*** Water surface area (sq. ft.) **0**

Roads, building and other paved surfaces (sq ft) **80,400** Other, describe (sq ft.) **0**

*** This is the project site zoning lot, and rezoning area. In addition to the potential and projected development on the project site, zoning lot, and rezoning area, the proposed action includes a proposed text amendment. The text amendment would apply to proposed general large-scale developments located in R8, C4, C5, or C6 districts. General large-scale developments must be on sites of 1.5 acres or larger.**

3. **PRESENT LAND USE** **See page 3a for a detailed description of the project site, zoning lot, and rezoning area.**

Residential **See page 3a.**

Total no of dwelling units _____ No of low-to-moderate income units _____

No of stories _____ Gross floor area (sq ft) _____

Describe type of residential structures

Commercial **See page 3a.**

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

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

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

Specify type(s). _____ No of stories and height of each building _____

Manufacturing/Industrial **See page 3a.**

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

No of stories and height of each building _____

Types of use(s) _____ Open storage area (sq ft) _____

If any unenclosed activities, specify

Community facility **See page 3a.**

Type of community facility

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

No of stories and height of each building _____

Vacant Land **See page 3a.**

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

If yes, describe briefly

Publicly accessible open space

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

If yes, describe briefly

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

If yes, describe briefly.

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

If yes, describe briefly:

Other Land Use

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

Type of use(s) _____

## PRESENT LAND USE

Until recently, the project site, zoning lot, and rezoning area were occupied by a variety of uses, as follows:

*PROJECT SITE*

Lot 5: a 2-story taxi garage was located on Lot 5. This garage has been demolished.

Lot 8: a 4-story warehouse was located on Lot 8. This warehouse has been demolished.

Lot 10: a 1-story garage was located on Lot 10. This garage has been demolished.

Lots 11 and 12: a 1-story auto repair shop, which has been demolished.

Lot 13: parking, including taxi parking. This use is no longer active.

Lot 43 located on the project site was divided between two parking uses. The western portion (currently in the M1-6 zoning designation) was used by the New York Police Department (NYPD) as parking for its vehicles. The remainder of Lot 43 (outside the rezoning area and located in an R8 zoning district) contains a 100-space public surface parking lot. The public parking use is still active.

Lots 52 and 53: a 1-story warehouse, which has been demolished.

Lot 55: an unimproved lot formerly used for auto parking.

*ZONING LOT*

As previously discussed, the zoning lot includes the project site (discussed above), and Lots 56 and 57. Lots 56 and 57 are each occupied by a 5-story residential building.

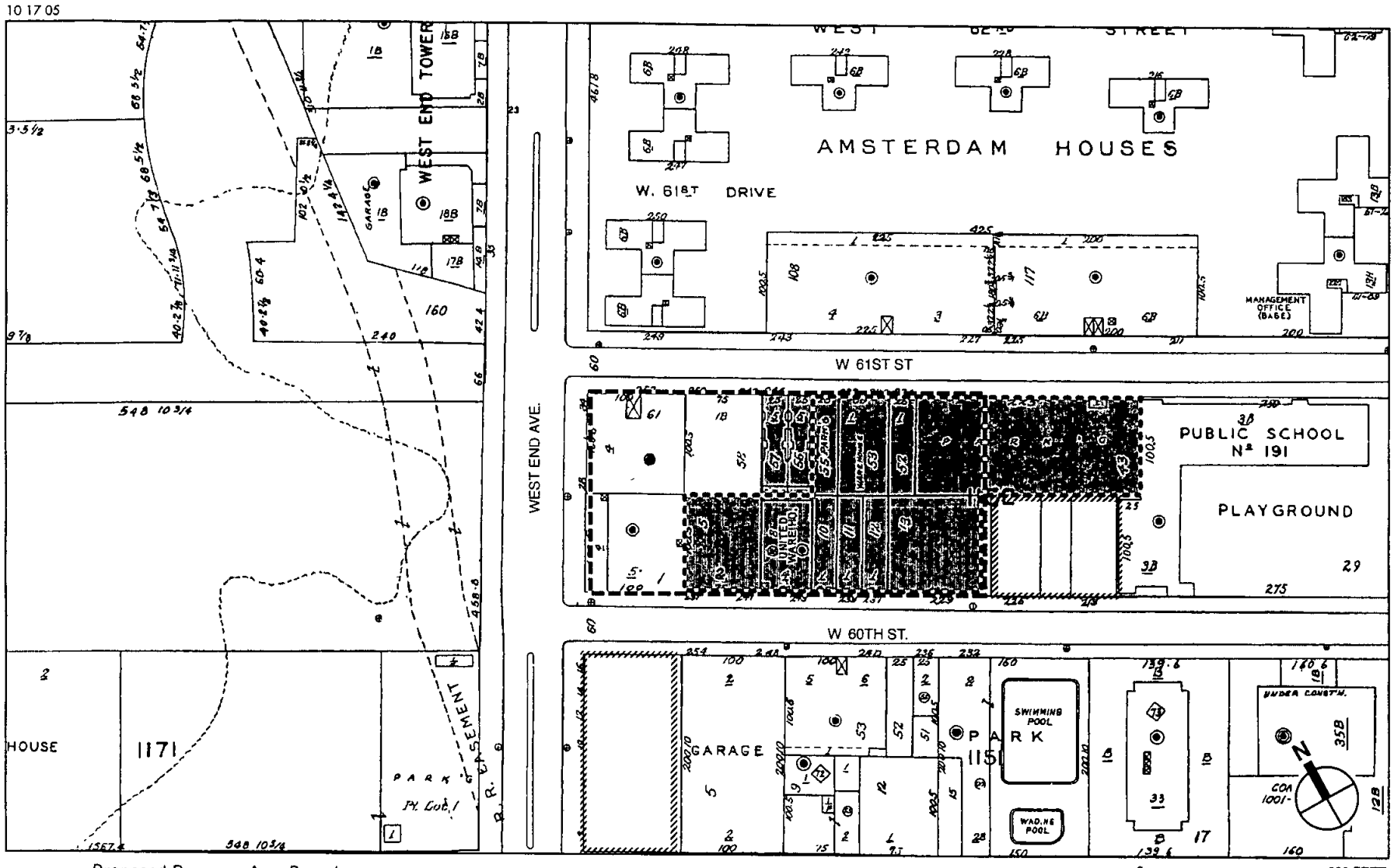
*REZONING AREA*

The area from the lot line on West End Avenue back 100 feet into the block would be rezoned C4-7, and the remainder of the western half of Block 1152 would be rezoned C6-2. In addition to the lots on the project site and zoning lot, the rezoning area includes the following lots (however, the rezoning area does not include the portion of Lot 43 located in the R8 zoning district).

The six-story building on Lot 1 was recently constructed for use by The Heschel School as a high school. The school opened in September 2002 with a freshman class of 75 students. Each subsequent year, another freshman class of 75 students is being added until the school reaches its capacity of 300 students.

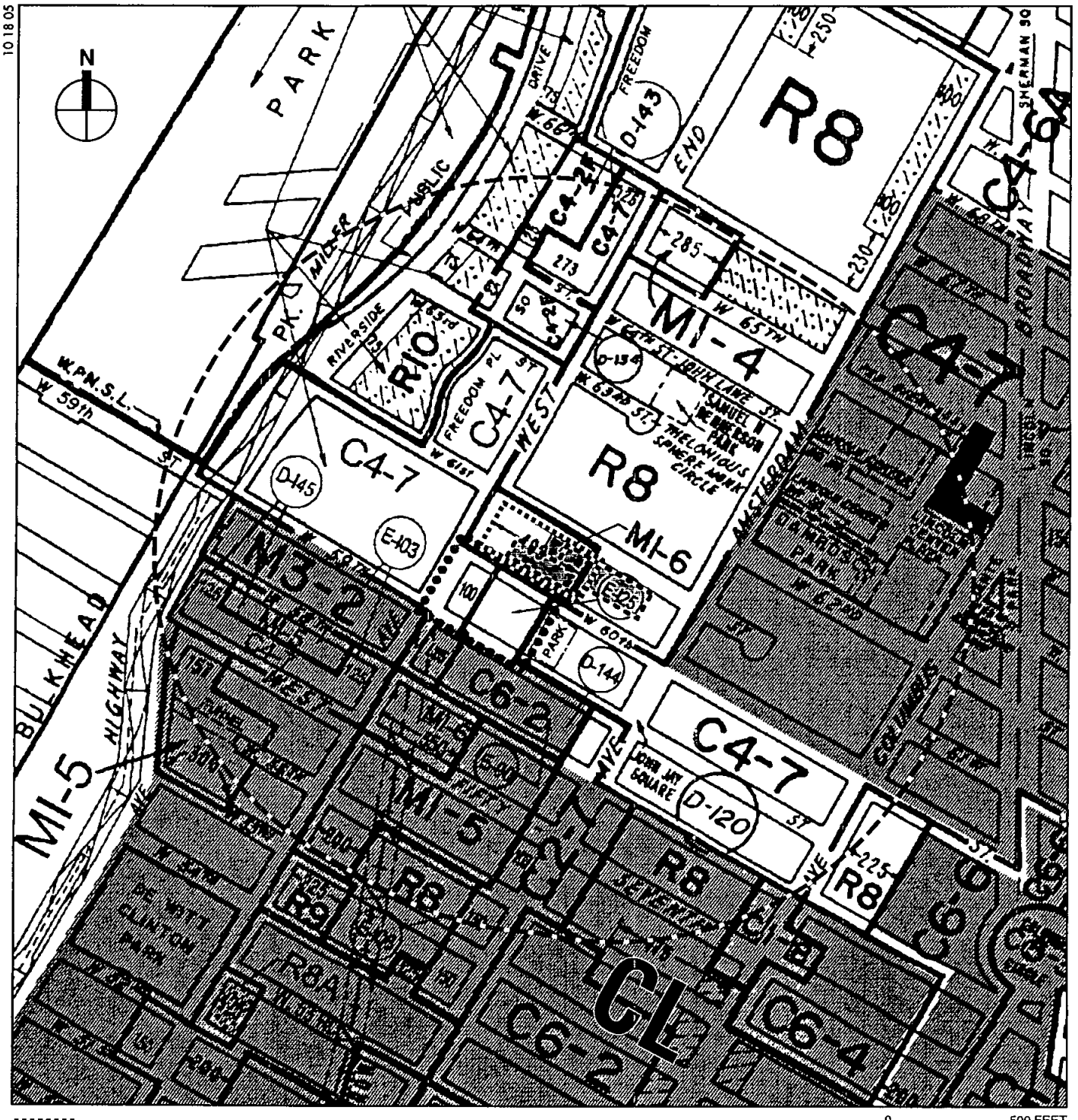
Lot 58 is occupied by a 1-story motor vehicle repair shop.

Lot 61 is occupied by a 4-story building used as an auto showroom. This site is owned by The Heschel School. As part of The Heschel School's long-range plan, this site will be redeveloped as a school.




**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Sanborn Map
Figure 4




Proposed Rezoning Area

Project Site

Zoning Lot Boundary/
Proposed General Large-Scale Development Boundary

Study Area Boundary (1/4- Mile Perimeter)

Zoning District Boundary

Special Purpose District

C2-5 Overlay

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

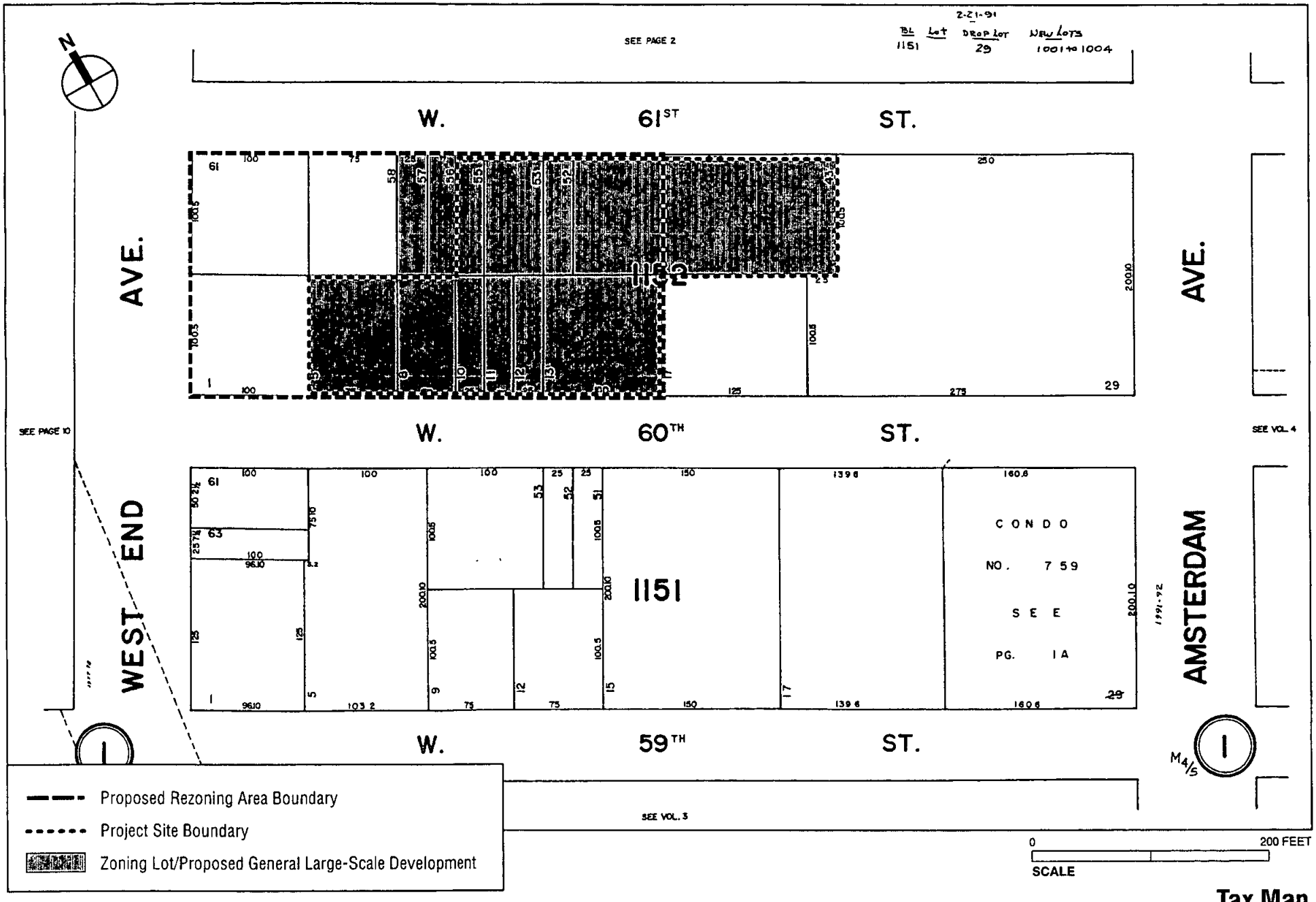
**Existing Zoning**
**1/4-Mile Study Area**
Figure 5




**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

**Land Use**
Figure 6

10 18 05




**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

**Tax Map**
Figure 7

**4. EXISTING PARKING**

Garages

No of public spaces: _____ No of accessory spaces _____

Operating hours _____ Attended or non-attended? _____

Lots

No of public spaces **100 on the eastern portion of Lot 43.** No. of accessory spaces _____

Operating hours. _____ Attended or non-attended? _____

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

**5. EXISTING STORAGE TANKS**

Gas or service station? ☐ Yes ☒ No Oil storage facility? ☐ Yes ☒ No Other? ☒ Yes ☐ No

If yes, specify. **See below*** _____

Number and size of tanks. _____ Last NYFD inspection date _____

Location and depth of tanks. _____

**6. CURRENT USERS**

No of residents· **See page 4a** No and type of businesses **See page 4a**

No and type of workers by business **See page 4a** No and type of non-residents who are not workers· **See page 4a**

SEE CEQR TECHNICAL MANUAL CHAPTER III F, HISTORIC RESOURCES

**7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

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

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

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

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

(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; No.

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

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

Identify any resource

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource.

**See discussion on page 7a.**

SEE CEQR TECHNICAL MANUAL CHAPTER III K, WATERFRONT REVITALIZATION PROGRAM

**8. WATERFRONT REVITALIZATION PROGRAM**

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? ☐ Yes ☒ No

(A map of the boundaries can be obtained at the Department of City Planning bookstore )

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used

**Project Description**

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

**9. CONSTRUCTION**

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

If yes, describe briefly

**Buildings not on the project site but located on the zoning lot and in the rezoning area (on Lots 1, 56, 57, 58, and 61) would not be affected, although under the reasonable worst-case development scenario, Lots 58 and 61, which currently contain 1- and 4-story buildings, respectively, could be developed. In addition, it is expected that two penthouse units will be developed on Lots 56 and 57.**

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

If yes, describe briefly

**The proposed action would result in in-ground construction on the project site. In addition, in-ground construction is projected to occur on Lots 58 and 61 under the reasonable worst-case development scenario. In-ground construction is not expected in other areas (Lots 1, 56, and 57 would be rezoned only). No in-ground construction is anticipated on the other lots.**

* **Based on a review of Sanborn Maps, regulatory databases, local building department and fire department records, and a site visit, the following tanks were determined to be located on the project site, zoning lot, or in the rezoning area. Lot 5 has three 275-gallon aboveground tanks containing waste and motor oil and one 1,080-gallon fuel oil aboveground storage tank, Lot 8 contains one 1,050-gallon fuel oil vaulted aboveground storage tank, Lot 10 has one 275-gallon waste oil aboveground tank, and Lot 61 has three 275-gallon aboveground used and lube oil tanks. Additional evidence indicates the potential presence of historically on-site tanks.**

**Table 1**
**Existing and Former Uses**

| Use | Lot No. | Stories | Approximate Gross Floor Area | Estimated Number of Employees |
|---|---|---|---|---|
| **PROJECT SITE** | | | | |
| Former Taxi Garage | 5 | 2 | 15,075 | 15 |
| Former Warehouse | 8 | 4 | 5,025 | 5 |
| Former Garage | 10 | 1 | 2,513 | 3 |
| Former Auto Repair Shop | 11 and 12 | 1 | 5,025 | 5 |
| Former Surface Parking | 13 | | 10,050 | 3 |
| Surface Parking | 43 former NYPD section<br>43 100-space public parking | | 7,538<br>15,075 | 5 |
| Former TV and Sound Studio | 52 and 53 | 1 | 7,538 | 10 |
| Former Surface Parking | 55 | | 2,513 | 1 |
| **ZONING LOT** | | | | |
| Residential Buildings | 56<br>57 | 5<br>5 | 12,560<br>12,560 | 1<br>1 |
| **REZONING AREA** | | | | |
| The Heschel School | 1 | 6 | 60,300 | 40* |
| Motor vehicle showroom | 58<br>61 | 1<br>4 | 7,538<br>40,200 | 0<br>0 |

**Notes:** Assumptions based on *West 57th Street Rezoning Project EIS*:
Residential: 1 employee per 22 dwelling units;
Studio: 1 employee per 750 square feet;
Auto Service Facility: 1 employee per 1,000 square feet.

* Based on conversation with The Heschel School, the existing 40 employees include full- and part-time as well as volunteer staff.

**10. PROPOSED LAND USE**

Residential
Total no. of dwelling units 812* No. of low-to-moderate income units _____ Gross floor area (sq ft.) _____

*** While 559 units could be constructed on the project site based on the maximum number of dwelling units as per zoning, it is anticipated that the project sponsor would construct 342 larger units on the project site. It is assumed that under the reasonable worst-case development scenario, an additional 251 residential units would be developed on Lots 58 and 61, and that two penthouse units would be constructed on Lots 56 and 57.**

No of stories _____

Describe type of residential structures

**One building massed to contain a 29-story tower and three mid-rise components of 7, 9, and 14 stories would be located on the project site.**

Commercial*
Retail No. of bldgs _____ Gross floor area of each building (sq ft.) _____
Office No of bldgs _____ Gross floor area of each building (sq ft.) _____
Other No of bldgs _____ Gross floor area of each building (sq. ft.). _____
No of stories and height of each building _____

***The project would contain 4,420 gsf of medical office space located on 61st Street and 10,340 gsf of ground retail use located on 60th Street.**

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

Community facility
Type of community facility **It is assumed that under the reasonable worst-case scenario, approximately 100,000 gross square feet of school use would be developed on Lot 61.**
No of bldgs _____ Gross floor area of each building (sq ft) _____
No of stories and height of each building _____

Vacant land
Is there any vacant land in the directly affected area? ☒ Yes ☐ No
If yes, describe briefly

Publicly accessible open space
Is there any existing publicly accessible open space to be removed or attached? ☐ Yes ☒ No
If yes, describe briefly

Is there any publicly accessible open space to be removed or attached? ☐ Yes ☒ No
If yes, describe briefly

Any publicly accessible open space to be added? ☐ Yes ☒ No
If yes, describe briefly

**Two areas of private open space would be provided on the project site. The first would be located on a portion of Lot 43. This area would be an at-grade space of approximately 15,000 square feet and could contain a tennis court and running track. The second open space would also be located on the project site and would total approximately 7,125 square feet.**

Other Land Use
No of stories _____ Gross floor area (sq ft.) _____

Type of use(s)

**11. PROPOSED PARKING**

Garages
No of public spaces **160** No of accessory spaces **121**
Operating hours. **24 hours** Attended or non-attended? **Attended**

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

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

12. **PROPOSED STORAGE TANKS**

Gas or storage stations? ☐ Yes ☒ No Oil storage facility? ☐ Yes ☒ No

Other? ☒ Yes ☐ No

If yes, specify **Fuel tanks to support the residential development.**

Number and size of tanks _____ Location and depth of tanks _____

13. **PROPOSED USERS**

No of residents **1,393*** No and type of businesses? **4,420 gsf of medical office space**
**10,340 gsf of retail space**

*** For both the proposed project and the projected development under the reasonable worst-case scenario. Based on 1.72 persons per household for Census Tract 147 (2000 U.S. Census).**

No and type of workers by businesses **137**** No and type of non-residents who are not workers: **375 students**

****Based on a rate of 1 worker per 22 dwelling units, 37 workers would be associated with the residential space. Approximately 10 workers would be associated with the medical office space, 34 workers would be associated with the retail, and 56 employees (faculty/staff) would be associated with The Heschel School expansion.**

14. **HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

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

If yes, describe briefly

**See discussion on page 7a.**

SEE CEQR TECHNICAL MANUAL CHAPTER III B, SOCIOECONOMIC CONDITIONS

15. **DIRECT DISPLACEMENT**

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

If yes, describe briefly

**Independent of the proposed project, the applicant is remediating the project site under the Brownfield Cleanup Program; therefore, the proposed project would not have the potential to displace any business. The uses on Lots 1, 56, 57, 58, and 61 would not be affected by the proposed project. However, Lots 58 and 61 are projected to be redeveloped under this rezoning action.**

SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACILITIES & SERVICES

16. **COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals, and other health care facilities, day care centers, police stations, or fire stations? ☐ Yes ☒ No

If yes, describe briefly

## Zoning Information

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

**M1-6**

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

**67,760 x 10 FAR = 677,600 gsf manufacturing use**

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

**C6-2 in the midblock**

**C4-7 within 100 feet of West End Avenue.**

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

**C6-2 = 67,760 x 6.02 FAR = 407,915 residential use**
**67,760 x 6.0 (7.2 w/bonus) FAR = 405,720 (487,872 w/bonus) commercial use**
**C4-7 = 20,100 x 10 FAR = 201,000 residential or commercial use**

21. What are the predominant land uses and zoning classifications within a ¼-mile radius of the proposed action?

**The predominant land uses within a 1/4-mile study area are residential, institutional, industrial, commercial, and entertainment.**

**The zoning classifications within a 1/4-mile radius of the project site are residential (R8, R9, and R10), manufacturing (M1-4, M1-5, M1-6, M2-3, M3-2), and commercial (C1-8, C2-7, C4-2F, C4-7, C6-2; also C2-5 overlay). The study area also contains the Special Clinton District and the Special Lincoln Square District.**

**Additional Information**

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

**Analyses**

**23.** Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable)

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

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

# A. ANALYSES

## LAND USE, ZONING, AND PUBLIC POLICY

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

The proposed action would alter the existing manufacturing zoning to zoning that would permit residential uses. In addition, the proposed action would replace existing manufacturing uses with a residential development. Therefore, a full land use analysis has been proposed for the EIS to analyze potential land use and zoning impacts and to provide baseline conditions for other analyses in the EIS to be completed for the proposed action (see Draft EIS Scope). In addition, other proposed developments in the future without the proposed action will be identified in this section of the EIS.

## 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 *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.

As there are no residential properties on the project site, the proposed action would not result in the direct displacement of any residents. Independent of the proposed action, the applicant is remediating the project site under the Brownfields Cleanup Program. Therefore, the proposed action would not result in the direct displacement of any businesses, and no further analysis of direct displacement is warranted.

Pursuant to the *CEQR Technical Manual* methodology, the preliminary assessment will consider the potential for: indirect residential displacement, indirect business displacement, and effects on specific industries.

## COMMUNITY FACILITIES

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

Based on these criteria, the proposed action would not trigger the threshold for an analysis of libraries, hospitals, or day care centers In addition, the proposed action would not directly affect any police or fire protection services, and an assessment of these services is not required. However, the police and fire facilities that serve the project site and rezoning area will be identified for informational purposes.

The analysis of community facilities and services will be limited to an assessment of the ability of public schools to serve the new residents. See attached Draft EIS Scope.

## OPEN SPACE AND RECREATIONAL FACILITIES

Based on the *CEQR Technical Manual*, an open space assessment is typically conducted if the proposed action would directly affect an open space or if the action would increase the population by more than 200 residents or 500 workers. The proposed action's new residents (approximately 1,393 with the proposed project and projected development under the reasonable worst-case development scenario) and workers and students (approximately 137 workers and 375 students with the projected development under the reasonable worst-case development scenario) would exceed the CEQR threshold of 200 new residents and 500 new persons in the daytime population; therefore, an open space analysis will be provided as described in the attached Draft EIS Scope.

## SHADOWS

The CEQR criteria for a shadows assessment states that actions that result in new shadows long enough to reach a publicly accessible open space (except within an hour and a half of sunrise and sunset), a historic landscape, a historic resource with sunlight dependent features, or an important natural feature would require analysis. With a new building containing both mid- and high-rise components of 7, 9, 14, and 29 stories, the proposed project would be taller than the existing 1- to 4-story buildings on the project site. A discussion of the new building's potential to create shadow impacts in the area will be included in the EIS, as described in the attached Draft EIS scope.

## HISTORIC RESOURCES

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

### *ARCHAEOLOGICAL RESOURCES*

A Phase 1A Archaeological Assessment determined that portions of the project site, zoning lot, and rezoning area were sensitive for precontact (Native American) resources (see *West 60th Street Rezoning Project, CEQR No 90-113M, Phase 1A Archaeological Assessment Report*, prepared by Historical Perspectives, Inc., June 1990). Specifically, Lots 5 and 43 on the project site were identified as possessing potential precontact archaeological sensitivity. The report concluded that neither the project site, the zoning lot, nor the rezoning area possess potential historic-period (European period) archaeological resources. The report recommended that soil borings be performed within the areas of the sensitive lots to clarify subsurface conditions and potential archaeological sensitivity. This report was submitted to the New York City Landmarks Preservation Commission (LPC) for review as part of a request to LPC for an up-to-date determination of archaeological sensitivity on the site. In letters dated May 7, 2003 and February 2, 2005, LPC concluded that the project site, zoning lot, and rezoning area have no archaeological significance. Therefore, no further analysis is warranted.

### *ARCHITECTURAL RESOURCES*

The buildings on and adjacent to the proposed project site, zoning lot, and rezoning area are not known architectural resources—they are not New York City Landmarks (NYCLs), properties within New York City Historic Districts (NYCHDs), or listed on or determined eligible for the State or National Register of Historic Places (S/NR, S/NR-eligible). Further, none of the buildings are architecturally distinguished.

Within the study area, the West 60th Street Bathhouse, at 232 West 60th Street, appears potentially eligible for listing on the S/NR and for designation as a NYCL. It is located on West 60th Street across the street from the project site. In addition, other architectural resources are located in the vicinity of the proposed project, including the former Consolidated Edison Power House (S/NR-eligible, pending NYCL designation as per a public hearing in 1990), located on the west side of West End Avenue between West 59th and 58th Streets.

An analysis of potential impacts on known and potential architectural resources in the vicinity of the proposed action is proposed as an EIS task, as outlined in the attached Scope of Work.

## URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual,* a detailed assessment of urban design and visual resources is undertaken when a proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than exists; when an action would change block form, demap an active street, map a new street, or would affect the street hierarchy, street wall, curb cuts, pedestrian activity, or other streetscape elements; or when an action would result in above-ground development or would change the bulk of new above-ground development and is proposed in an area that includes significant visual resources. As part of the proposed action, a new building containing mid- and high-rise components of 7, 9, 14, and 29 stories will be constructed on a vacant site that currently contains surface parking on a portion of the site, and additional construction on Lots 58 and 61 is projected under the reasonable worst-case development scenario. Therefore, a discussion of the action's effects on urban design and visual resources will be included in the EIS, as described in the attached Draft EIS Scope.

## NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of buildings, the presence of notable landmarks, and a variety of other features. According to CEQR criteria, a neighborhood

character assessment is conducted if the action would result in a significant impact in the areas of land use, zoning, and public policy; urban design; visual resources; historic resources; socioeconomic conditions; traffic; or noise. In addition, if the action falls below these thresholds but would result in moderate changes in the elements that contribute to neighborhood character, thereby resulting in a significant impact, an analysis of neighborhood character is required. The action would change the site's land use and would involve a change in the scale of development on the site. The action would also change the visual character of the project site and would introduce pedestrian and vehicular traffic to the site. These factors and others could contribute to a change in the character of the neighborhood and this will be analyzed in the EIS. See attached Draft EIS Scope.

## NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near the project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures. The project site, zoning lot, and rezoning area are located in a fully developed area in Manhattan. Currently, the project site, zoning lot, and rezoning area are occupied by vacant parcels, existing buildings, and a surface parking area. There are no significant natural resources on the site, zoning lot, or in the rezoning area, and it is not anticipated that the proposed action would result in any significant adverse impacts on natural resources. No further analysis is required.

## HAZARDOUS MATERIALS

The project site has been occupied by a number of auto-related and manufacturing uses that may have used, stored, or produced hazardous materials. Independent of the project, the applicant is participating in the Brownfield Cleanup Program administered by the New York State Department of Environmental Conservation. Therefore, irrespective of the proposed action, the project site will be remediated. The EIS will provide a summary of the remediation efforts. In addition, the EIS will provide a preliminary screening assessment to determine whether E designations for hazardous materials are warranted for the lots not on the project site (Lots 1, 56, 57, 58, and 61). See Draft Scope of Work.

## WATERFRONT REVITALIZATION PROGRAM

The project site, zoning lot, and rezoning area are not located within the boundaries of the city's Coastal Zone; therefore, no further analysis is warranted.

## INFRASTRUCTURE

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

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

The proposed action (the proposed project and the projected development under the reasonable worst-case development scenario) is not large enough nor is it located in a water or sewer service area with the capacity deficiencies to require a full infrastructure analysis. Therefore, in accordance with the *CEQR Technical Manual*, the EIS will simply disclose the action's water demands and wastewater generation. See attached Draft EIS Scope.

## SOLID WASTE AND SANITATION SERVICES

According to CEQR criteria, a detailed solid waste and sanitation services assessment is appropriate if an action enacts regulatory changes affecting the generation or management of the City's waste of if the action involves the construction, operation, or closing of any type of solid waste management facility. The manual also states that actions involving construction of housing or other developments generally do not require evaluation for solid waste impacts unless they are unusually large. Therefore, in accordance with the *CEQR Technical Manual*, the EIS will simply disclose the action's sewage and solid waste generation. See attached Draft EIS Scope.

## ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Therefore, in accordance with the manual, the EIS will simply disclose the action's energy consumption.

## TRAFFIC AND PARKING

For this area of Manhattan, the *CEQR Technical Manual* specifies that if an action would result in development of more than 200 dwelling units and 25,000 gsf of community facility use, quantified traffic, and parking assessments will be warranted (see Table 3O-1 in the *CEQR Technical Manual*). In addition, the *CEQR Technical Manual* further specifies that if an action would result in more than 50 peak hour vehicle trips, quantified analyses are warranted. The scale of the proposed residential development (both the proposed project and the projected development under the reasonable worst-case development scenario) exceeds this threshold, indicating the need for quantified traffic and parking analyses. Preliminary estimates for trips generated by development under the reasonable worst-case development scenario, assuming the proposed project's development program and the projected future development on Lots 58 and 61 are shown in the tables at the end of this section. The attached Draft EIS Scope outlines the studies to be undertaken.

## TRANSIT AND PEDESTRIANS

According to CEQR criteria, the transit and pedestrian analyses should be coordinated with the traffic and parking analyses (see "Traffic and Parking," above). If an action results in fewer than 200 peak hour rail or bus transit riders, further transit analyses are not typically required. Pedestrian analyses are typically conducted if an action would result in residential or office projects that are 50 percent greater than the levels identified in Table 3O-1 (see 2001 *CEQR Technical Manual* Section 3O). Based on preliminary trip generation estimates, an analysis of critical elements at the Columbus Circle subway station will be required. Pedestrian facilities immediately surrounding the project site and rezoning area will be analyzed as well. The specific studies to be undertaken are described in the Draft EIS Scope.

## AIR QUALITY

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

The air quality studies for the proposed action will include both mobile and stationary source analyses. The mobile source air quality analysis will be one of the critical issues for the project. The stationary source analysis will include an assessment of the Con Edison West 59th Street generating station and an analysis of the effects of the project's heating, ventilation, and air conditioning (HVAC) systems' emissions. HVAC impacts from nearby (400-foot radius) commercial, institutional, or large-scale residential developments on the proposed action buildings will be assessed. Since the proposed project would be located in a manufacturing zoned area, an analysis must be undertaken to assess potential impacts from manufacturing and processing facilities. In addition, the proposed project would include a garage that would exhaust pollutants from its mechanical ventilation system. This garage would be analyzed in combination with the existing parking facility on West End Avenue. A stationary source parking garage analysis is required to evaluate future CO concentrations resulting from the vehicles that would utilize the proposed project. See attached Draft EIS Scope.

## NOISE

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, of if the action would be located in an area with high ambient noise levels resulting from stationary sources. The proposed action would increase the volume of traffic in the area, which could result in additional traffic noise in the area. In addition, the project site and rezoning area are located near a major roadway and near a rail cut. Therefore, the noise study will examine impacts on residences and sensitive land uses that would be affected by changes in traffic resulting from the proposed action. Building attenuation required to provide acceptable interior noise levels will also be examined and discussed (see the attached Draft EIS Scope).

## CONSTRUCTION IMPACTS

As recommended in the *CEQR Technical Manual*, construction-related impacts are typically analyzed to determine any disruptive or noticeable effects arising during a project's construction. Construction analyses for most new projects should include an assessment of at least traffic-related impacts, air quality and noise. As discussed in the Draft EIS Scope, an analysis of construction impacts with a focus on traffic, air quality, historic resources, and noise will be included in the EIS.

## PUBLIC HEALTH

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

# Table 1
# Trip Generation: Residential Component

812 Dwelling Units

**Daily Trip Rates (1, 3)**

| | | |
|---|---|---|
| Person Trips | 8 | Trips per dwelling unit |
| Truck Trips | 0.03 | Trips per dwelling unit |

**Temporal & Hourly In/Out Distribution (1, 3)**

| | Person Trips | | | Delivery Trips | | |
|---|---|---|---|---|---|---|
| | Temporal | In | Out | Temporal | In | Out |
| AM Peak Hour | 9 1% | 15 0% | 85 0% | 9 7% | 100% | 100% |
| Midday Peak Hour | 4.7% | 50.0% | 50.0% | 7 8% | 100% | 100% |
| PM Peak Hour | 10.7% | 70 0% | 30 0% | 5 1% | 100% | 100% |

**Modal Split & Vehicle Occupancy (1, 2)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/Midday/PM | 9 0% | 6 1% | 41.3% | 9 6% | 34 0% | 100% |
| Vehicle Occupancy | 1 10 | 1 40 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 8 | 45 | 5 | 31 | 37 | 208 | 8 | 48 | 30 | 171 | 88 | 503 | 592 |
| Midday Peak Hour | 14 | 14 | 9 | 9 | 63 | 63 | 15 | 15 | 52 | 52 | 153 | 153 | 306 |
| PM Peak Hour | 44 | 19 | 30 | 13 | 201 | 86 | 47 | 20 | 165 | 71 | 487 | 209 | 696 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 4 | 22 | 2 | 2 | 2 | 2 | 20 | 20 | 24 | 24 |
| Midday Peak Hour | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 9 | 9 |
| PM Peak Hour | 21 | 9 | 9 | 9 | 12 | 12 | 0 | 0 | 21 | 21 |

**Vehicle Trips by Mode & Distribution**

| | Auto | | Taxi | | Delivery | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 7 | 41 | 24 | 24 | 2 | 2 | 33 | 67 | 100 |
| Midday Peak Hour | 13 | 13 | 9 | 9 | 2 | 2 | 24 | 24 | 48 |
| PM Peak Hour | 40 | 17 | 21 | 21 | 1 | 1 | 62 | 39 | 101 |

**Source:** (1) Pushkarev & Zupan, *Urban Space for Pedestrians*, 1975
(2) U S Department of Commerce, Bureau of the Census, *2000 Census of Population and Housing*
(3) Wilbur Smith Associates, *Motor Trucks in the Metropolis*, 1969

**Table 2**
**Trip Generation: Medical Office Component – Staff**

4,420 Square feet

**Daily Trip Rate (1)**

Person Trips 10 Trips per 1,000 square feet

**Temporal & Hourly In/Out Distribution (1)**

| | Temporal | In | Out |
|---|---|---|---|
| AM Peak Hour | 24 0% | 100% | 0% |
| Midday Peak Hour | 17.0% | 50.0% | 50 0% |
| PM Peak Hour | 24 0% | 0% | 100% |

**Modal Split & Vehicle Occupancy (1)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/Midday/PM | 20 0% | 10 0% | 30.0% | 30.0% | 10.0% | 100% |
| Vehicle Occupancy | 1 00 | 1.40 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 10 | 0 | 10 |
| Midday Peak Hour | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 3 | 6 |
| PM Peak Hour | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 10 | 10 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |

**Vehicle Trips by Mode & Distribution**

| | Auto | | Taxi | | Total | | |
|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 2 | 0 | 1 | 1 | 3 | 1 | 4 |
| Midday Peak Hour | 1 | 1 | 0 | 0 | 1 | 1 | 2 |
| PM Peak Hour | 0 | 2 | 1 | 1 | 1 | 3 | 4 |

**Source:** (1) *506 East 76th Street Rezoning FEIS* (CEQR No. 98DC009M), October 1999

**Table 3**
**Trip Generation: Medical Office Component – Visitors**

4,420 Square feet

**Daily Trip Rate (1)**

Person Trips 33.6 Trips per 1,000 square feet

**Temporal & Hourly In/Out Distribution (1)**

| | Temporal | In | Out |
|---|---|---|---|
| AM Peak Hour | 6.0% | 92.5% | 7.5% |
| Midday Peak Hour | 9 0% | 50.0% | 50.0% |
| PM Peak Hour | 5 0% | 31.4% | 68.6% |

**Modal Split & Vehicle Occupancy (1)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/Midday/PM | 25.0% | 25 0% | 29 0% | 11 0% | 10.0% | 100% |
| Vehicle Occupancy | 1 65 | 1 20 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 8 |
| Midday Peak Hour | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 8 | 8 | 16 |
| PM Peak Hour | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 3 | 5 | 8 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 |
| Midday Peak Hour | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 |
| PM Peak Hour | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

**Vehicle Trips by Mode & Distribution**

| | Auto | | Taxi | | Total | | |
|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 1 | 0 | 2 | 2 | 3 | 2 | 5 |
| Midday Peak Hour | 1 | 1 | 3 | 3 | 4 | 4 | 8 |
| PM Peak Hour | 1 | 1 | 1 | 1 | 2 | 2 | 4 |

**Source:** (1) *506 East 76th Street Rezoning FEIS* (CEQR No 98DC009M), October 1999

# Table 4
## Trip Generation: Ground-floor Retail Component

10,340 Square feet

**Daily Trip Rate (1, 2)**

| | | |
|---|---|---|
| Person Trips | 205 | Trips per 1,000 square feet |
| Delivery Trips | 0 35 | Trips per 1,000 square feet |

**Temporal & Hourly In/Out Distribution (1, 2)**

| | Person Trips | | | Delivery Trips | | |
|---|---|---|---|---|---|---|
| | Temporal | In | Out | Temporal | In | Out |
| AM Peak Hour | 3 1% | 50.0% | 50 0% | 6 0% | 100% | 100% |
| Midday Peak Hour | 19.0% | 50 0% | 50 0% | 11.0% | 100% | 100% |
| PM Peak Hour | 9.6% | 50.0% | 50.0% | 1.0% | 100% | 100% |

**Modal Split & Vehicle Occupancy (1)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/Midday/PM | 2.0% | 3 0% | 6.0% | 6.0% | 83 0% | 100% |
| Vehicle Occupancy | 1.65 | 1.40 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 27 | 27 | 33 | 33 | 66 |
| Midday Peak Hour | 4 | 4 | 6 | 6 | 12 | 12 | 12 | 12 | 167 | 167 | 201 | 201 | 402 |
| PM Peak Hour | 2 | 2 | 3 | 3 | 6 | 6 | 6 | 6 | 84 | 84 | 101 | 101 | 202 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Midday Peak Hour | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 6 |
| PM Peak Hour | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 |

**Vehicle Trips by Mode & Distribution**

| | Auto | | Taxi | | Delivery | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 4 |
| Midday Peak Hour | 2 | 2 | 6 | 6 | 0 | 0 | 8 | 8 | 16 |
| PM Peak Hour | 1 | 1 | 3 | 3 | 0 | 0 | 4 | 4 | 8 |

**Source:** (1) *River Center FEIS (CEQR No. 96DCP005M)*
(2) Federal Highway Administration, "*Curbside Pickup and Delivery and Arterial Traffic Impacts*", 1981

**Table 5**

## Trip Generation: Middle School Component—Faculty/Staff

75 Faculty/Staff

**Daily Trip Rate (1, 2)**

Person Trips 2 4 Trips per person

**Temporal & Hourly In/Out Distribution (2)**

| | Temporal | In | Out |
|---|---|---|---|
| AM Peak Hour | 18 8% | 100% | 0% |
| Midday Peak Hour | 7 5% | 50.0% | 50.0% |
| PM Peak Hour | 2.1% | 0% | 100% |

**Modal Split & Vehicle Occupancy (2, 3)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/PM Peak Hour | 14 6% | 2 7% | 58 3% | 15.3% | 9 1% | 100% |
| Midday Peak Hour | 0% | 0% | 0% | 0% | 100% | 100% |
| Vehicle Occupancy | 1.20 | 1.40 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 5 | 0 | 1 | 0 | 20 | 0 | 5 | 0 | 3 | 0 | 34 | 0 | 34 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 7 | 14 |
| PM Peak Hour | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 4 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Vehicle Trips by Mode & Distribution**

| | Auto | | Taxi | | Total | | |
|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 4 | 0 | 1 | 1 | 5 | 1 | 6 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 1 | 0 | 0 | 0 | 1 | 1 |

**Source:** (1) Institute of Transportation Engineers, *Trip Generation Manual, 6th Edition*, 1997
(2) *Columbia University 110th Street EAS* (CEQR No. 01-BSA-075M), March 2001
(3) U.S. Department of Commerce, Bureau of the Census, *1990 Reverse Journey to Work*

**Table 6**

## Trip Generation: Middle School Component—Students

500 Students

**Daily Trip Rate (1, 2)**

Person Trips 2 4 Trips per person

**Temporal & Hourly In/Out Distribution (2)**

| | Temporal | In | Out |
|---|---|---|---|
| AM Peak Hour | 41.6% | 100% | 0% |
| Midday Peak Hour | 16 7% | 50 0% | 50.0% |
| PM Peak Hour (4) | 4 6% | 0% | 100% |

**Modal Split & Vehicle Occupancy (2)**

| | Auto | Taxi | Subway | Local Bus | Walk/Other | Total |
|---|---|---|---|---|---|---|
| AM/PM Peak Hour | 10.0% | 5 0% | 30.0% | 30 0% | 25 0% | 100% |
| Midday Peak Hour | 0% | 0% | 0% | 0% | 100% | 100% |
| Vehicle Occupancy | 1 30 | 1 40 | | | | |

**Person Trips by Mode & Distribution**

| | Auto | | Taxi | | Subway | | Local Bus | | Walk/Other | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 50 | 0 | 25 | 0 | 150 | 0 | 150 | 0 | 125 | 0 | 500 | 0 | 500 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 200 |
| PM Peak Hour | 0 | 6 | 0 | 3 | 0 | 17 | 0 | 17 | 0 | 14 | 0 | 57 | 57 |

**Taxi Trips**

| | Demand | | Shared Trips | | Inbound Only | | Outbound Only | | Total Trips | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM Peak Hour | 18 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 18 | 18 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 |

**Vehicle Trips by Mode & Distribution**

| | Auto (3) | | Taxi | | Total | | |
|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In+Out |
| AM Peak Hour | 38 | 38 | 18 | 18 | 56 | 56 | 112 |
| Midday Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 5 | 5 | 2 | 2 | 7 | 7 | 14 |

**Source:** (1) Institute of Transportation Engineers, *Trip Generation Manual, 6th Edition*, 1997
(2) *Columbia University 110th Street EAS* (CEQR No. 01-BSA-075M), March 2001
(3) Note – Auto trips are assumed to be pick-ups and drop-offs with similar patterns as taxi trips
(4) Note – School PM peak is 32 5% between 3 PM and 4 PM.

## Table 7
## Trip Generation: Public Parking Garage

| | | |
|---|---|---|
| | 160 | Public parking spaces |
| | 121 | Accessory parking spaces |
| Total Capacity | 281 | Parking spaces |

**Temporal & Hourly In/Out Distribution (1)**

| | Temporal | In | Out |
|---|---|---|---|
| AM Peak Hour | 9 3% | 90.7% | 9 3% |
| Midday Peak Hour | 5 6% | 38.5% | 61.5% |
| PM Peak Hour | 9.5% | 27.3% | 72.7% |

**Vehicle Trips by Distribution & Parking Utilization (2)**

| | In | Out | In+Out | Utilized Spaces | Utilization Rate % |
|---|---|---|---|---|---|
| AM Peak Hour | 23 | 2 | 25 | 266 | 94.5% |
| Midday Peak Hour | 6 | 9 | 15 | 277 | 98.7% |
| PM Peak Hour | 7 | 19 | 26 | 260 | 92.5% |

**Sources:** (1) 1926 Broadway Parking Garage EAS, surveyed by AKRF, Inc.
(2) Assumed 100% overnight utilization rate.

## Table 8
## Trip Generation Summary

**Peak Hour Person Trips**

| Analysis Time Period | Auto (1) | | Auto (2) | | Taxi | | Subway | | Local Bus | | Walk Only | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Pk Hr | 18 | 46 | 50 | 0 | 35 | 32 | 214 | 210 | 170 | 50 | 187 | 198 | 674 | 536 | 1,210 |
| MD Pk Hr | 21 | 21 | 0 | 0 | 17 | 17 | 78 | 78 | 29 | 29 | 327 | 327 | 472 | 472 | 944 |
| PM Pk Hr | 47 | 25 | 0 | 6 | 34 | 21 | 208 | 115 | 53 | 48 | 249 | 171 | 591 | 386 | 977 |

**Peak Hour Vehicle Trips**

| Analysis Time Period | Auto (1) | | Auto (2) | | Taxi | | Deliveries | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In+Out |
| AM Pk Hr | 38 | 44 | 38 | 38 | 47 | 47 | 2 | 2 | 125 | 131 | 256 |
| MD Pk Hr | 23 | 26 | 0 | 0 | 18 | 18 | 2 | 2 | 43 | 46 | 89 |
| PM Pk Hr | 49 | 41 | 5 | 5 | 28 | 28 | 1 | 1 | 83 | 75 | 158 |

**Note:**
(1) Drive and park
(2) Drop-off or pick-up

**Applicant Certification**

**24.**

**Allison Ruddock**
PREPARER NAME

**Senior Planner**
PREPARER TITLE

PREPARER SIGNATURE

3/1/05
DATE

**West End Enterprises, LLC and West 60th Street Associates, LLC**
PRINCIPAL

**Jeremiah Candreva**
NAME OF PRINCIPAL REPRESENTATIVE

**Paul Hastings Janofsky & Walker LLP**
TITLE OF PRINCIPAL REPRESENTATIVE

SIGNATURE OF PRINCIPAL REPRESENTATIVE

3/1/05
DATE

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

# PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

**TO BE COMPLETED BY THE LEAD AGENCY**

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

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

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

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

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

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

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

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

| | |
|---|---|
| Brad Kieves | Robert Dobruskin |
| PREPARER NAME | NAME OF LEAD AGENCY REPRESENTATIVE |
| Project Manager | Director, DCP Environmental Review |
| PREPARER TITLE | TITLE OF LEAD AGENCY REPRESENTATIVE |
| Brad Kieves | Robert Dobruskin |
| PREPARER SIGNATURE | SIGNATURE OF LEAD AGENCY REPRESENTATIVE |
| 11/16/05 | 11/16/65 |
| DATE | DATE |

## Impact Significance

# PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

**TO BE COMPLETED BY THE LEAD AGENCY**

The lead agency should complete this Part after Parts I and II have been completed In completing this Part, the lead agency should consult 6 NYCRR 617 7, which contains the State Department of Environmental Conservation's criteria for determining significance

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

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

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

**2.** Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment

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

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

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

## Lead Agency Certification

**6.**

| | |
|---|---|
| PREPARER NAME | NAME OF LEAD AGENCY REPRESENTATIVE |
| PREPARER TITLE | TITLE OF LEAD AGENCY REPRESENTATIVE |
| PREPARER SIGNATURE | SIGNATURE OF LEAD AGENCY REPRESENTATIVE |
| DATE | DATE |

## A. INTRODUCTION

West End Enterprises, LLC and West 60th Street Associates, LLC, the applicant, proposes to rezone the western half of the block bounded by West End Avenue, West 61st Street, Amsterdam Avenue, and West 60th Street (Block 1152) (see Figure 1). In addition, the applicant is requesting a special permit for a public parking garage, a special permit for a general large-scale development, and a zoning text amendment. The proposed rezoning, special permits, and text amendment (collectively, "the proposed action") would facilitate the construction of a new residential building with ground floor retail, community facility use, and below-grade parking.

The proposed mixed-use development would be constructed on Lots 5, 8, 10-13, 43, 52, 53, and 55 of Block 1152 (the "project site"). The applicant merged Lots 56 and 57 with the project site to create a combined zoning lot (the "combined zoning lot"). This would allow a portion of the unused development rights from Lots 56 and 57 to be used in developing the proposed project. The rezoning area would consist of Lots 1, 5, 8, 10-13, a portion of Lot 43, Lots 52, 53, 55-58, and 61.

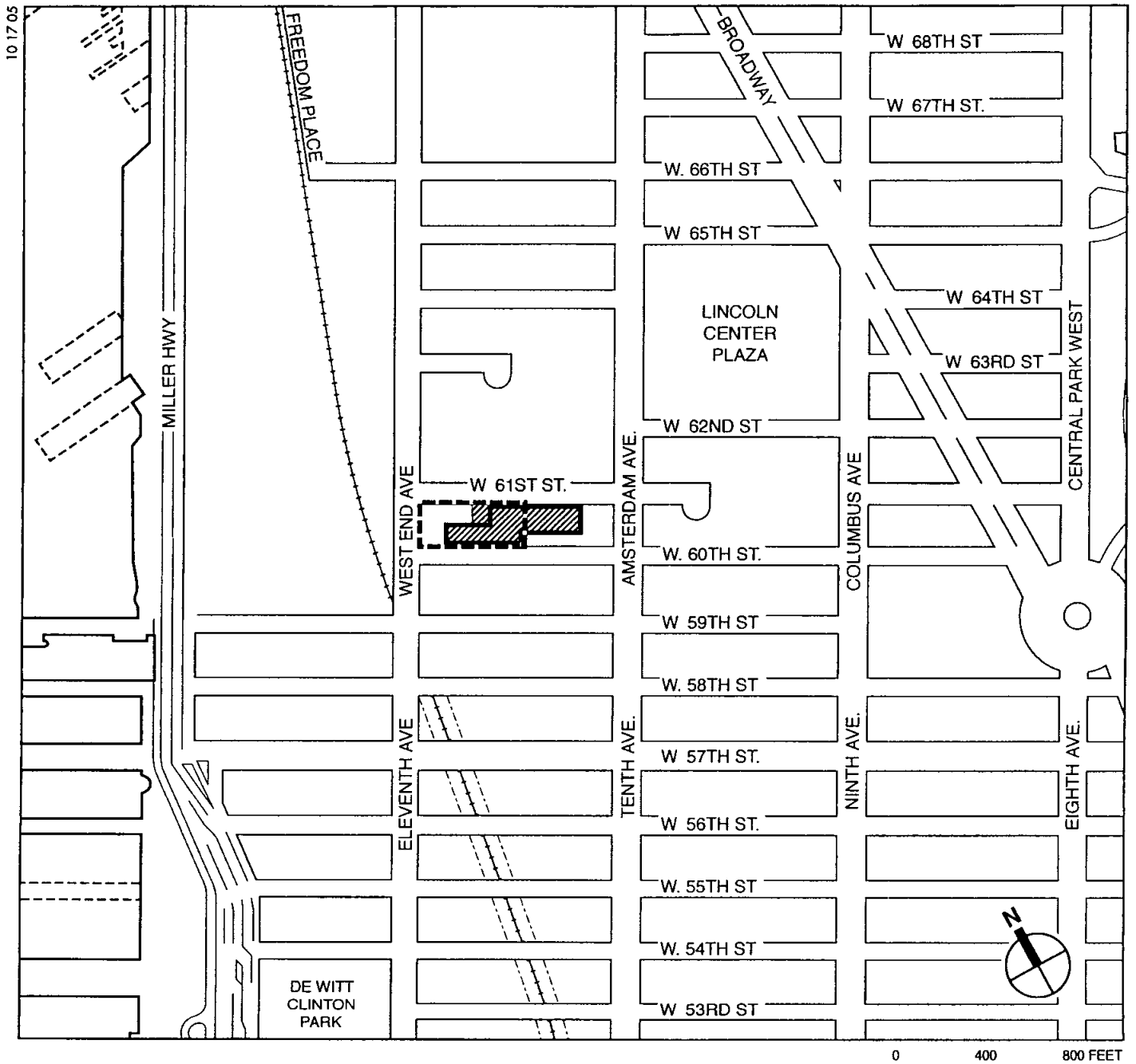
## B. PROPOSED ACTION

A more detailed description of the proposed action follows:

- **Rezoning**. The applicant is seeking an amendment to the New York City zoning map to rezone the western portion of Block 1152 from M1-6 to C4-7/C6-2 (Lots 1, 5, 8, 10-13, a portion of Lot 43, Lots 52, 53, 55-58, and 61 would be rezoned [see Figures 2 and 3]). The area within 100 feet of the West End Avenue street frontage would be rezoned to a C4-7 zoning district (Lots 1 and 61), which permits a floor area ratio (FAR) of 10, bonusable to 12 pursuant to New York City's Inclusionary Housing provisions, and the remainder of the area to be rezoned would be mapped with a C6-2 zoning district, which permits an FAR of 6.02 (the "rezoning"). As stated above, the project site has been merged with Lots 56 and 57 to create a combined zoning lot. This permits a portion of the unused development rights from Lots 56 and 57 to be used in developing the proposed project.

- **Special Permits**. The applicant is requesting a special permit pursuant to Zoning Resolution (ZR) Section 74-52 for a public parking garage and a special permit pursuant to ZR Section 74-74 as proposed to be amended (see below) for a general large-scale development (collectively, the "special permits").

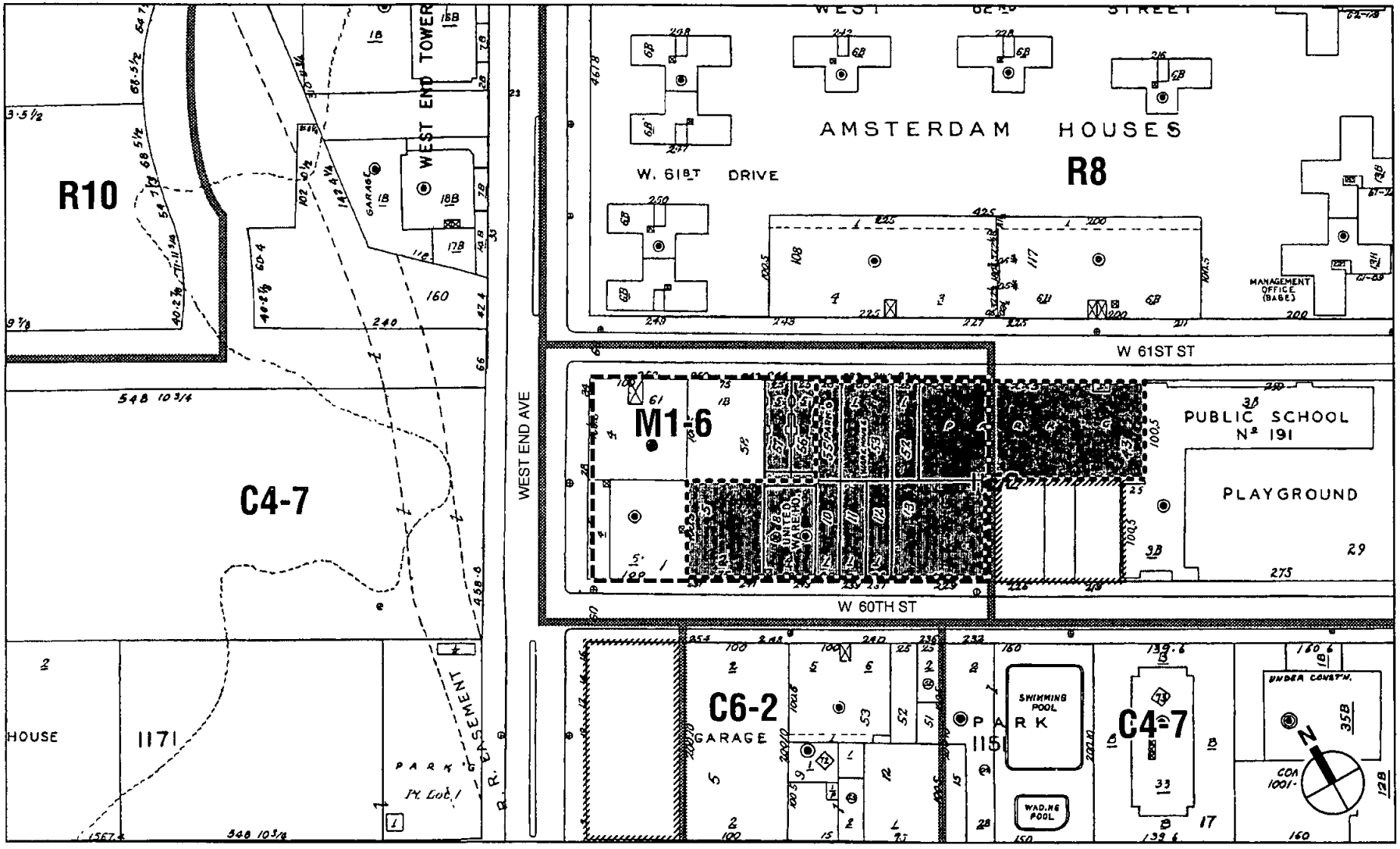
- **Text Amendment**. The applicant is requesting a text amendment to the provisions of Section 74-74 to modify the applicable open space requirements in certain large-scale developments. This text, as proposed to be amended, is provided in Attachment A. The proposed text amendment would apply to proposed general large-scale developments located in R8, C4, C5, or C6 districts. The text amendment would allow the City Planning Commission to waive open space requirements pursuant to the underlying district




**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Project Location
Figure 1

10.17.05




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

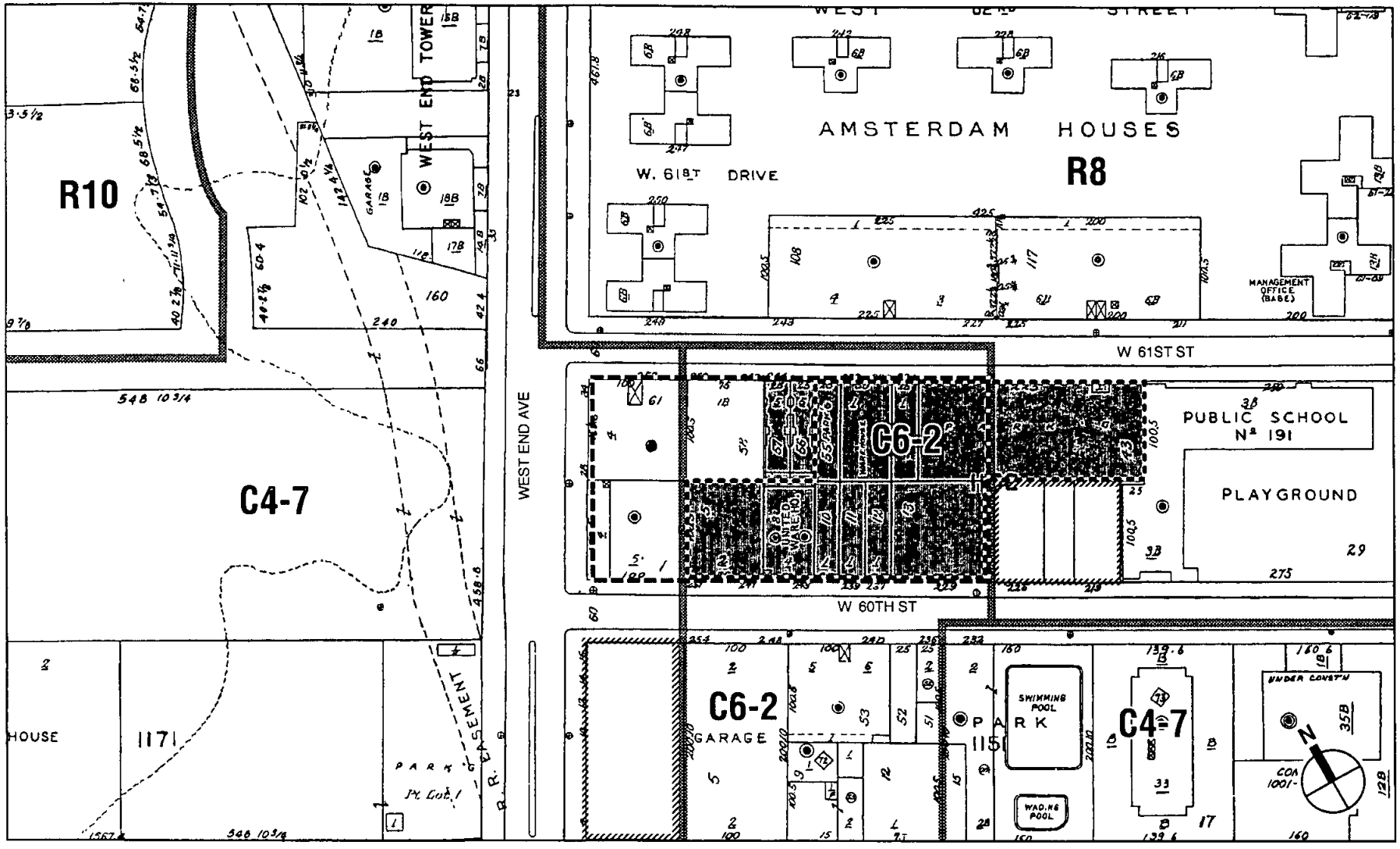
Zoning District Boundary

Sites Currently Under Construction

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

**Existing Zoning**
Figure 2

10 17 05




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

Zoning District Boundary

Sites Currently Under Construction

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

## Proposed Zoning
Figure 3

regulations provided that the applicant comply with applicable open space requirements of New York City's Quality Housing Program.

## C. PROPOSED PROJECT

The proposed action is being requested to allow a new residential building to be constructed on the project site. The building would include a total of approximately 481,425 gross square feet (gsf) containing 342 residential units; 4,420 gsf of medical office space; 10,340 gsf of ground-floor retail space; and 281 parking spaces, of which 121 would be accessory parking spaces and 160 would be public parking spaces. The building would be massed to contain a 29-story tower (approximately 304 feet in height to the top of the parapet*) and three mid-rise components of 7 (approximately 93 feet), 9 (approximately 138 feet) and 14 (approximately 173 feet) stories, respectively. Figure 4 shows the proposed site plan, Figure 5 shows the proposed ground-floor plan, and Figures 6a and 6b show the proposed parking garage. Figures 7, 8, and 9 show the building elevations, and Figures 10 and 11 show illustrative views of the project.

As shown in the figures, the proposed project would have entrances on both West 60th and West 61st Streets. Specifically, there would be two residential entrances on West 60th Street. The ground-floor retail space is planned to contain neighborhood stores and be located on West 60th Street. The medical office space is planned be located on West 61st Street. Vehicles would enter the parking garage on West 60th Street and exit the garage on West 61st Street. The site currently has 12 curb cuts. The proposed project would eliminate all 12 curb cuts and create two—one on each street at the garage entrance/exit.

The private open spaces would be at-grade and are planned to be landscaped. The open space to be developed on a portion of Lot 43 could contain a tennis court and running track for use by building residents.

Until recently, the project site contained a mix of uses, including motor vehicle repair shops, surface parking, and warehouse and commercial uses. These uses have been demolished, and the site is now vacant with the exception of the 100-space public parking lot located on a portion of Lot 43.

Independent of the proposed action, the applicant is participating in the Brownfields Cleanup Program (BCP) administered by the New York State Department of Environmental Conservation (NYSDEC). The applicant was accepted into the BCP on April 19, 2005.

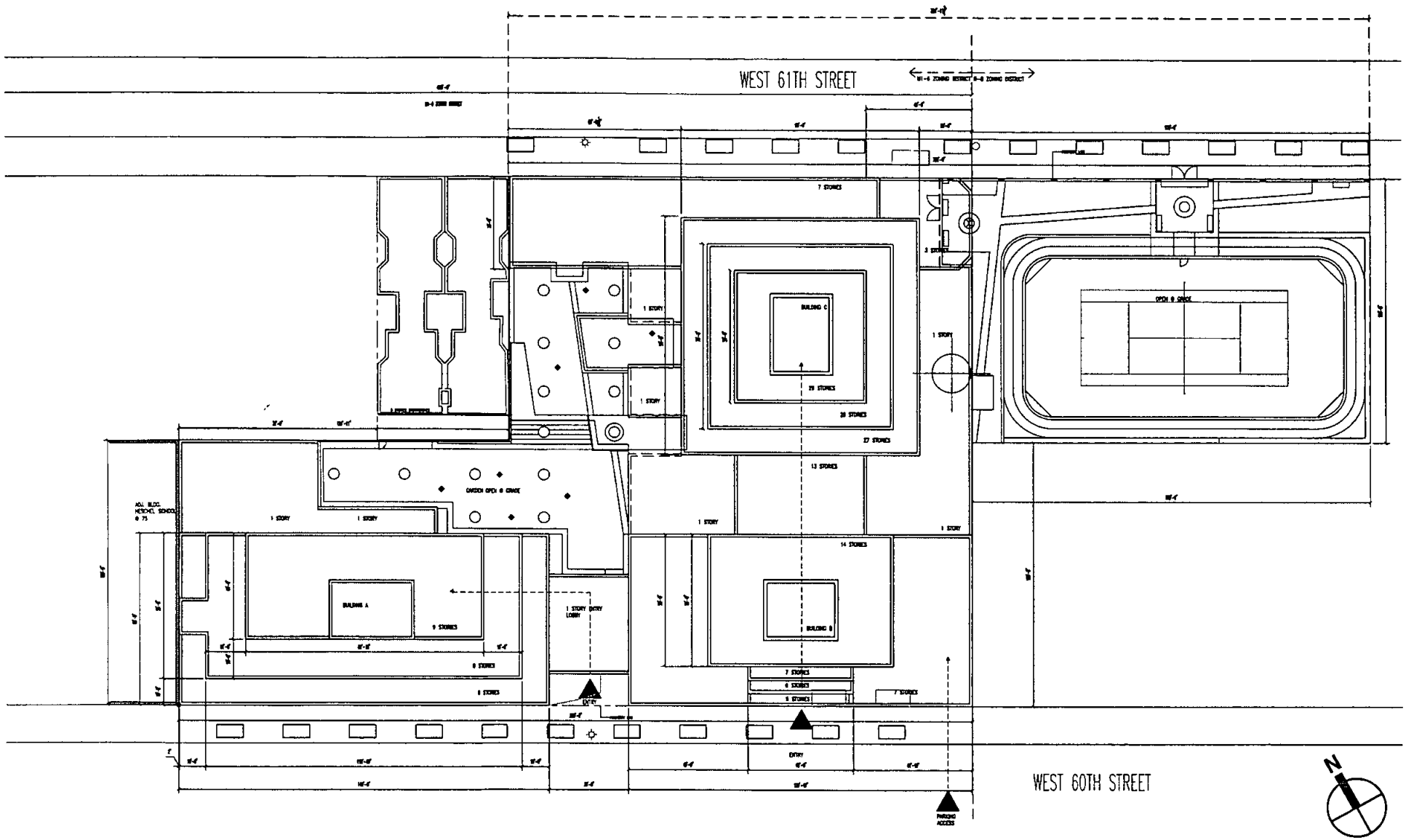
## D. REASONABLE WORST-CASE DEVELOPMENT SCENARIO

For purposes of providing a conservative City Environmental Quality Review analysis, a reasonable worst-case development scenario was prepared for the proposed action (see Table 1). While the applicant proposes to construct 342 units on the project site, under the reasonable worst-case development scenario it is assumed that 559 units would be constructed on the project site. This is based on the maximum allowed dwelling units as per zoning (i.e., the project sponsor would construct larger apartments than required under zoning).

In addition to the units on the project site, it is assumed in the reasonable worst-case development scenario that Lots 58 and 61 are redeveloped and that two penthouse units are

* All heights are measured from the mean curb elevation to the top of the parapet. The mean curb elevation at West 60th Street is 40.46 feet. At West 61st Street, the mean curb elevation is 51.49 feet.

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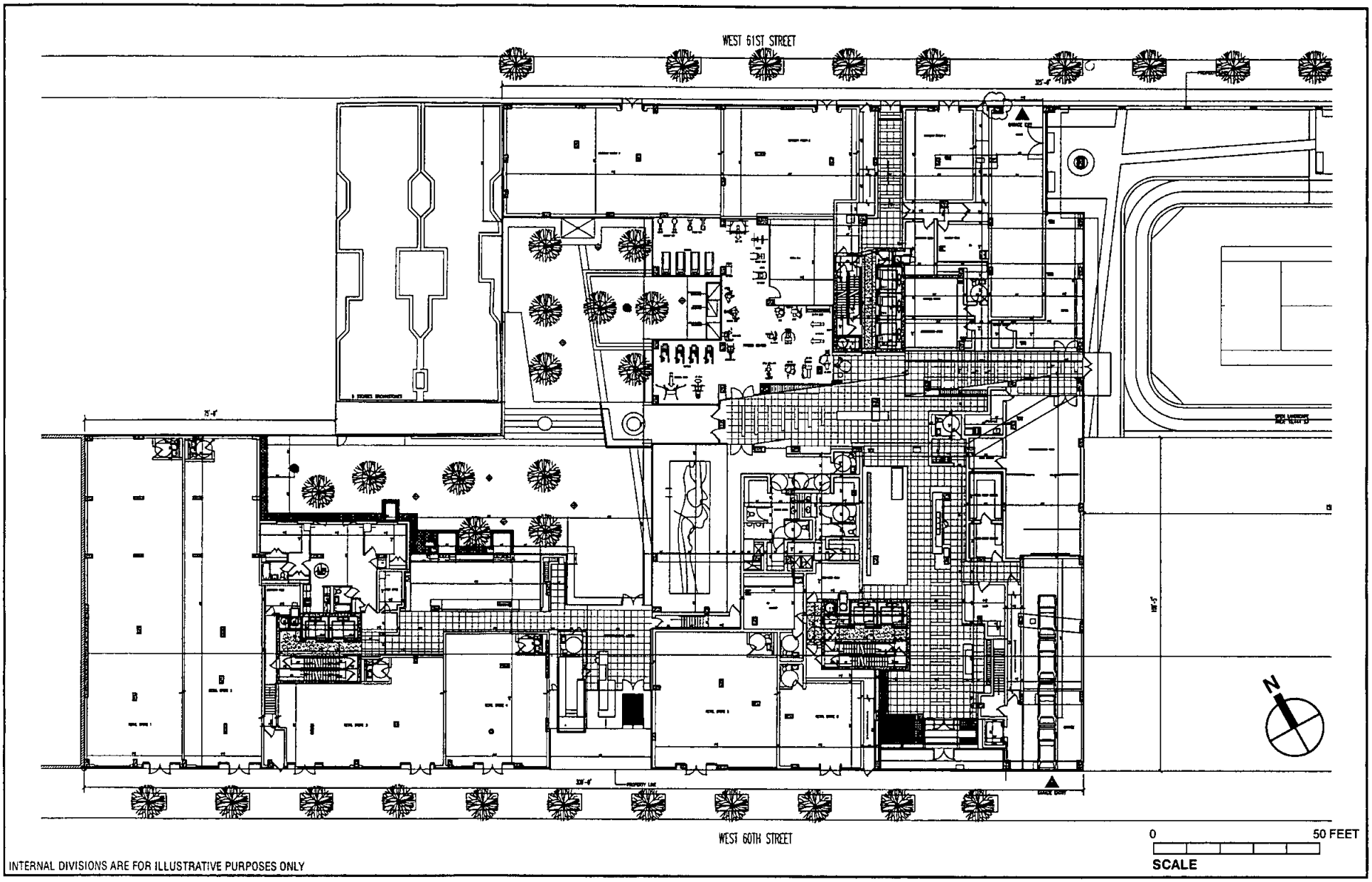

Source: H. Thomas O'Hara Architect, PLLC

0 50 FEET
SCALE

**West 61st Street Rezoning**
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## Proposed Site Plan
Figure 4

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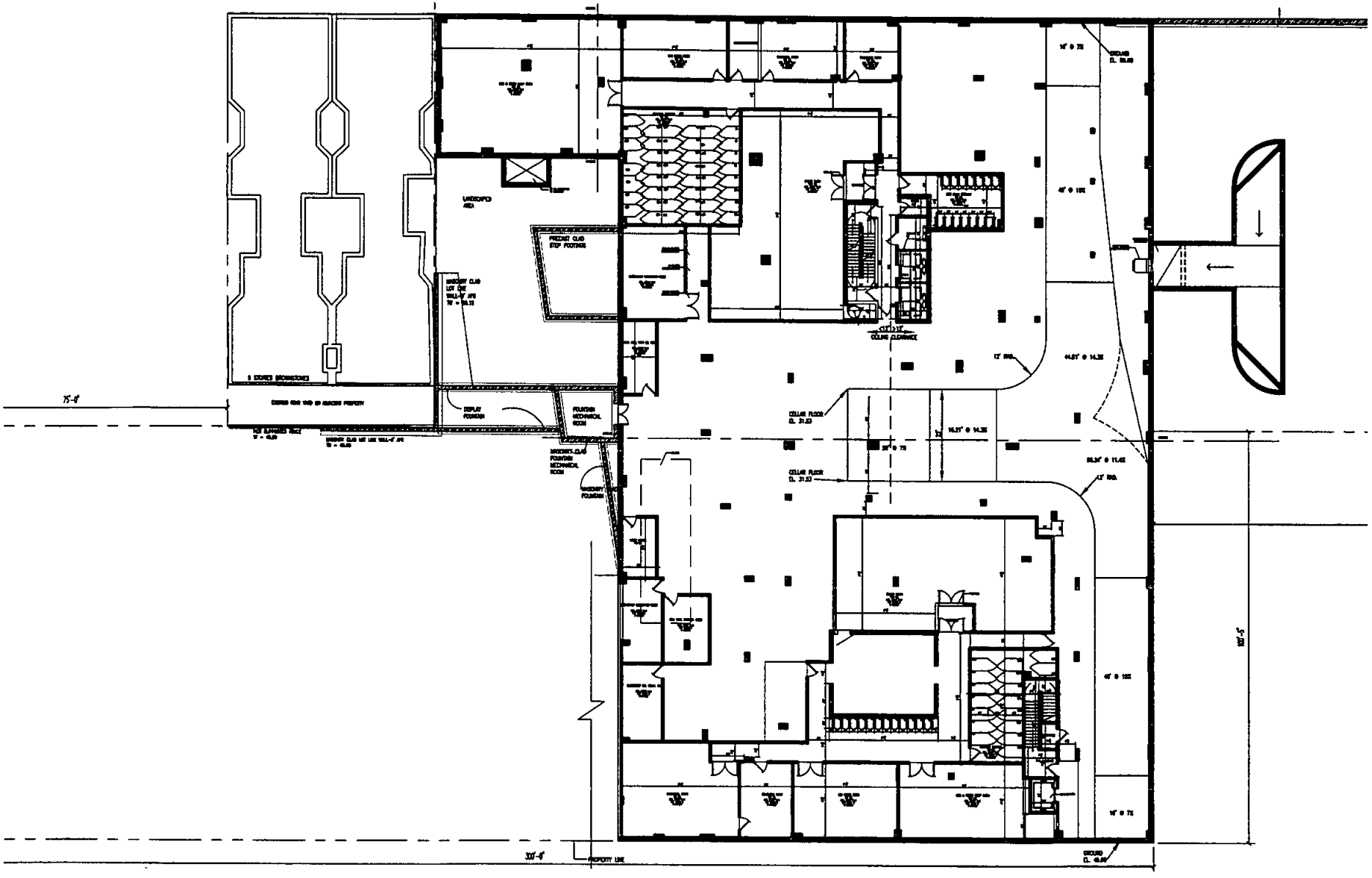



Source H. Thomas O'Hara Architect, PLLC

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment

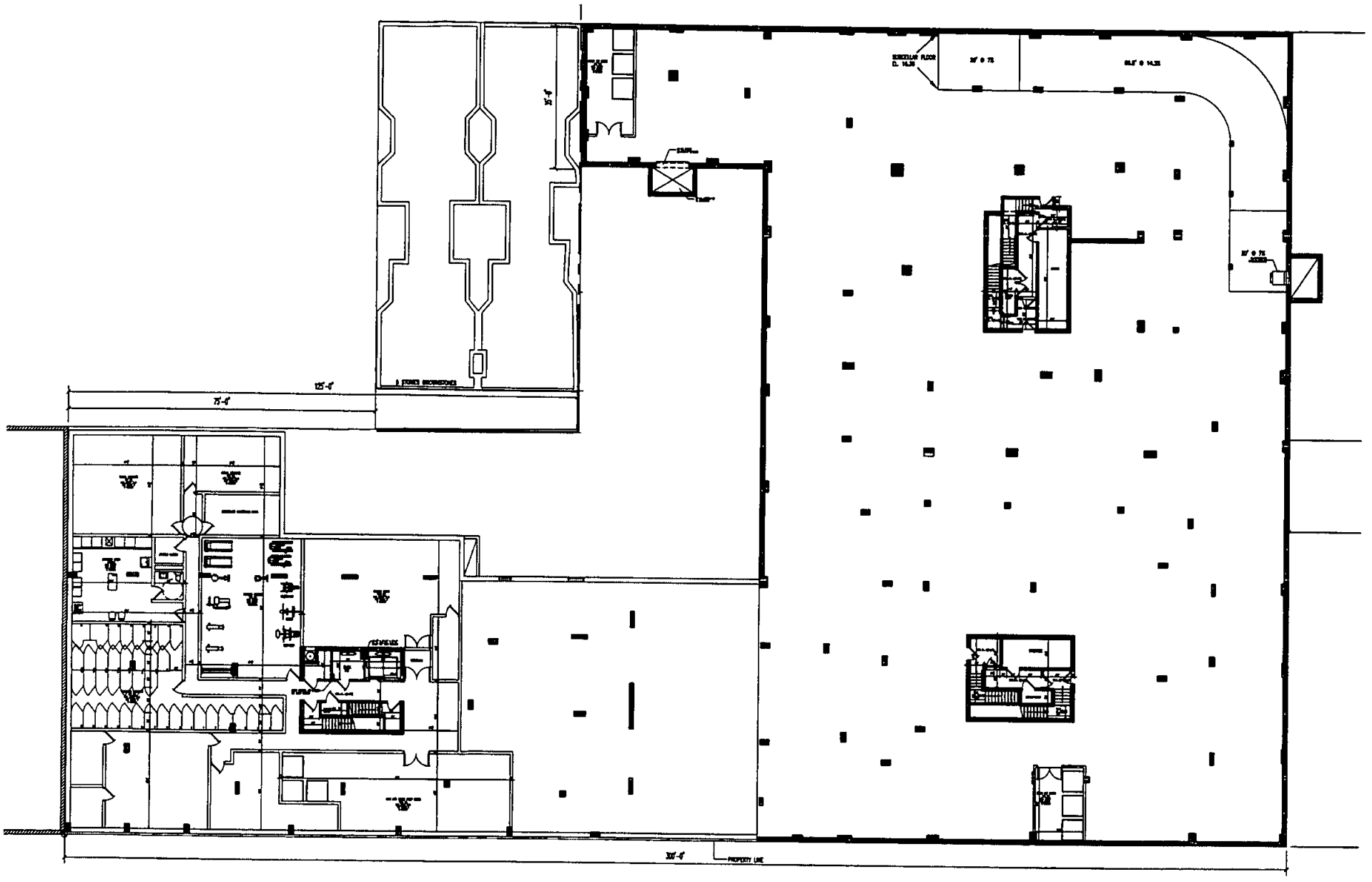
## Proposed Ground-Floor Plan
Figure 5

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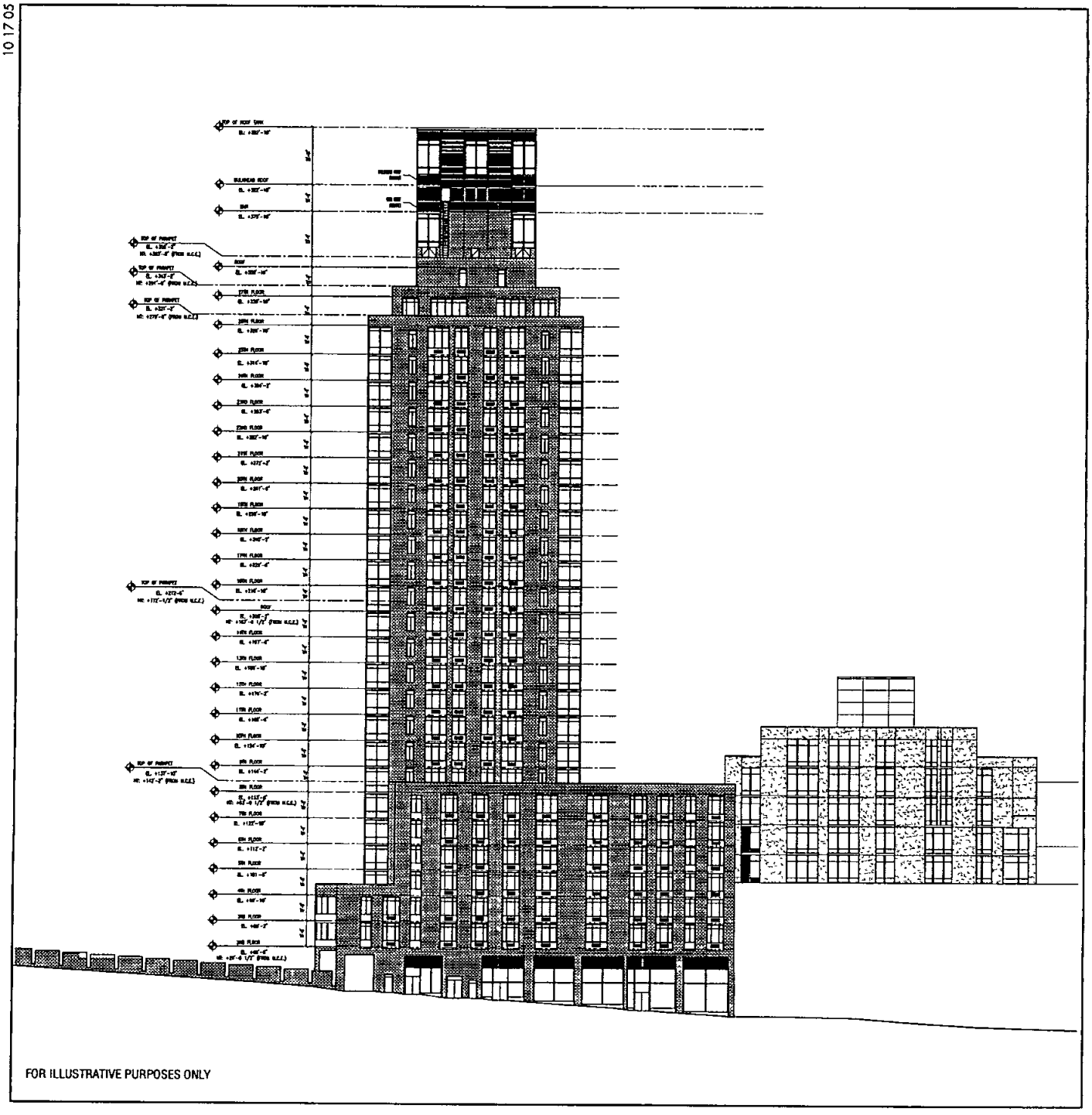
**Illustrative Parking Plans**
**Cellar Level**
Figure 6a

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**Illustrative Parking Plan**
**Subcellar Level**
Figure 6b

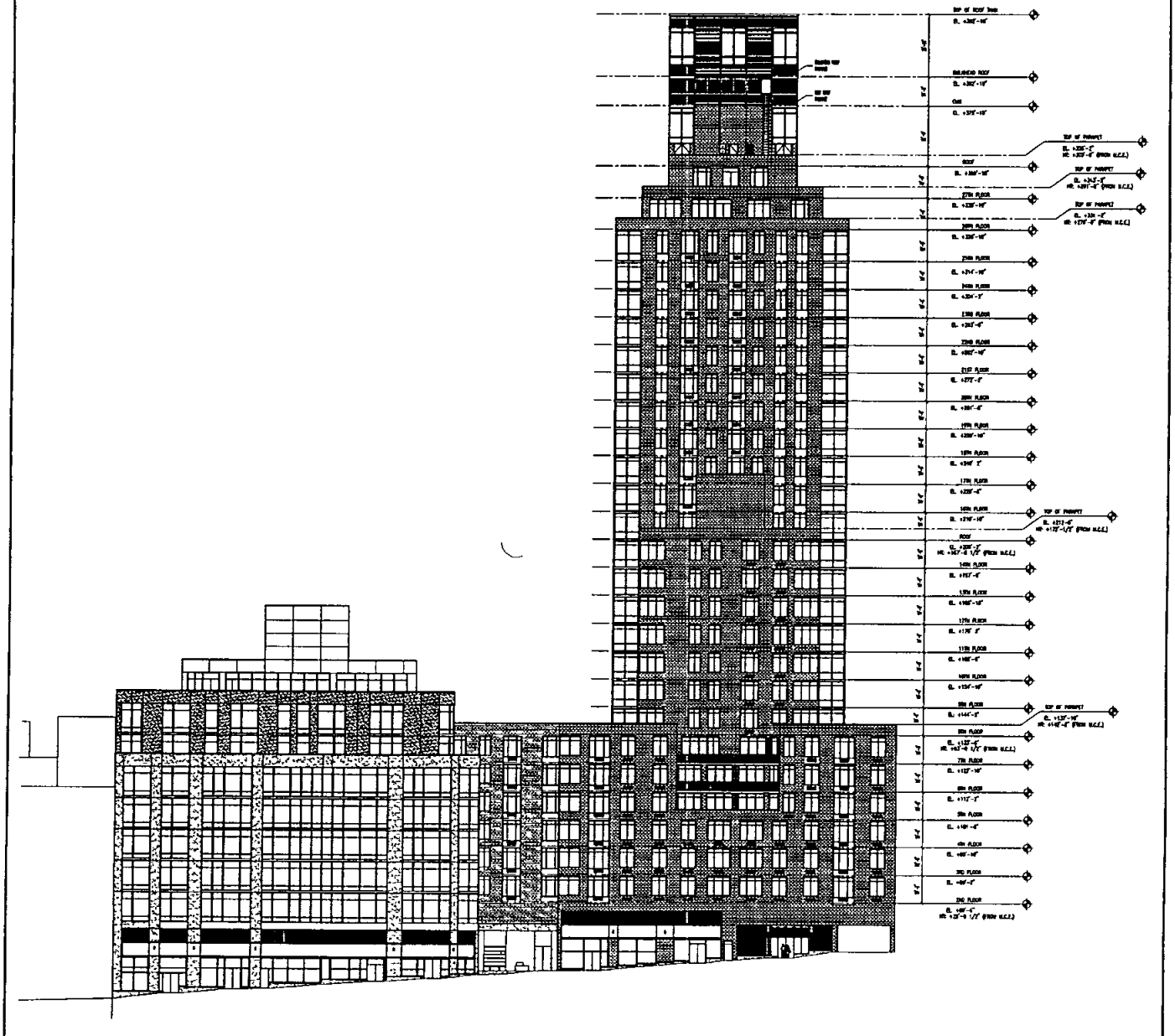
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Source: H. Thomas O'Hara Architect, PLLC

**Building Elevation**
**61st Street**
Figure 7

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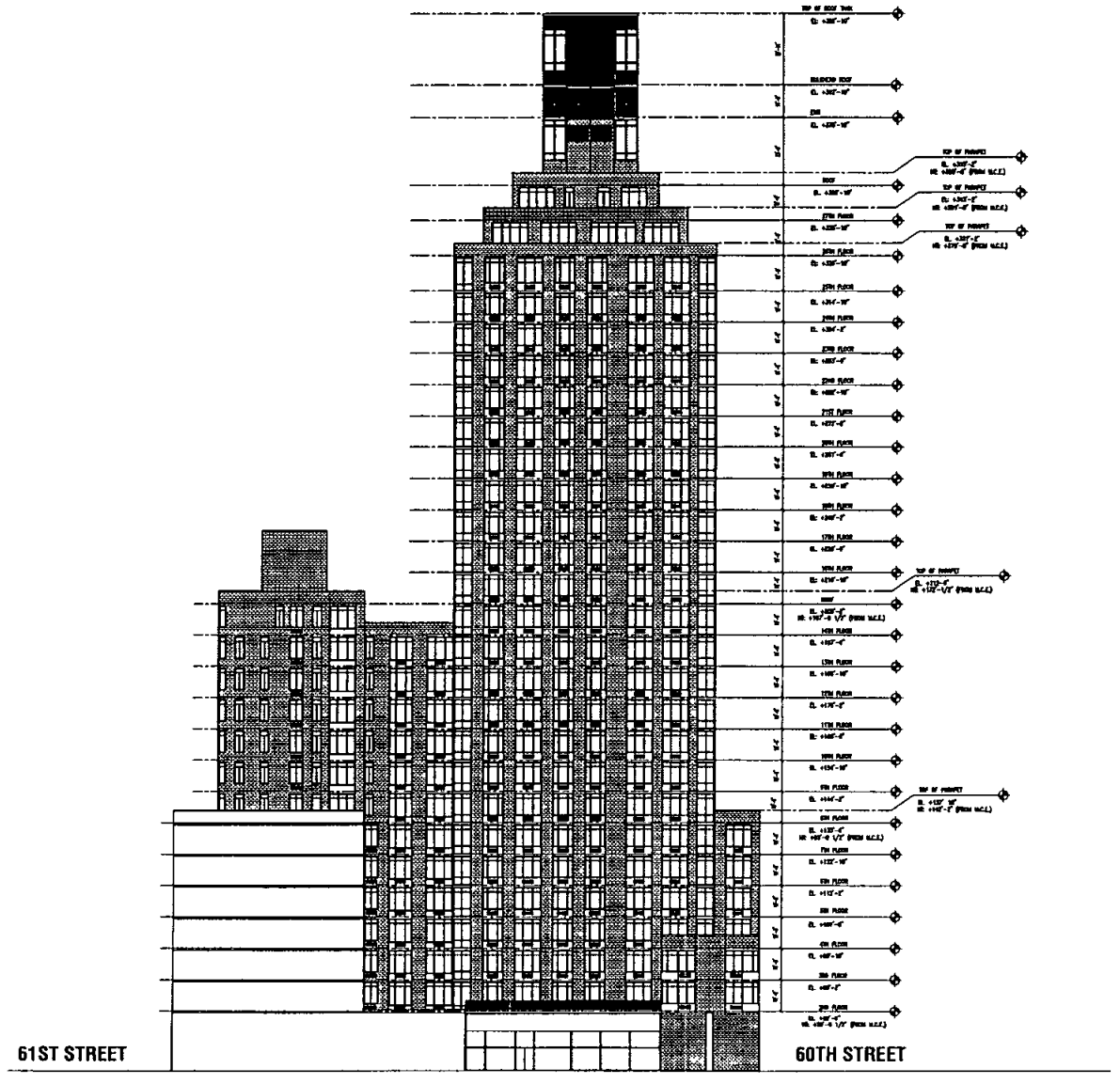


FOR ILLUSTRATIVE PURPOSES ONLY

Source: H. Thomas O'Hara Architect, PLLC

**Building Elevation**
**60th Street**
Figure 8

10.17.05




FOR ILLUSTRATIVE PURPOSES ONLY

Source H. Thomas O'Hara Architect, PLLC

**Building Elevation**
**60th Street to 61st Street**
Figure 9

10.18.05



**Illustrative View of the Project**
**60th Street**
Figure 10

10.18.05



**Illustrative View of the Project**
**60th Street**
Figure 11

constructed on Lots 56 and 57. Currently, these two lots contain a one-story motor vehicle repair shop (Lot 58) and a recently vacated 4-story building formerly occupied by Potamkin Volkswagen. Based on the proposed action, these two lots could be redeveloped with a total of 251 residential units and a middle school of approximately 100,000 gsf. The development on Lot 58 is assumed to be 10 stories in height (approximately 105 feet). The development on Lot 61 is assumed to be 31 stories in height (approximately 340 feet). The reasonable worst-case development scenario also assumes that two penthouse units would be constructed on Lots 56 and 57. Figure 12 shows an illustrative diagram of the reasonable worst-case development scenario.

The reasonable worst-case development scenario is summarized in Table 1.

**Table 1**
**Reasonable Worst-Case Development Scenario**

| Lot | Proposed Zoning | Allowable Floor Area Ratio (FAR) | Projected Use |
|---|---|---|---|
| **Project Site** | | | |
| 5, 8, 10-13, 43, 52, 53, 55 | C6-2/R8 | 6.02 | 559 Residential Units*<br>121 Accessory Parking Spaces<br>160 Public Parking Spaces<br>4,420 gsf Medical Office<br>10,340 gsf Retail |
| **Projected Development Sites** | | | |
| 58 | C6-2 | 6.02 | 61 Residential Units |
| 56, 57 | | | 2 Penthouse Units |
| 1 | C4-7 | 10.0** | The RWCDS assumes that the existing Heschel School will remain on Lot 1 and that any excess floor area would be transferred to Lot 61. |
| 61 | | | 100,000 gsf Middle School<br>190 Residential Units |
| **Total Reasonable Worst-Case Development Scenario** | | | **812 Residential Units**<br>**121 Accessory Parking Spaces**<br>**160 Public Parking Spaces**<br>**4,420 gsf Medical Office**<br>**10,340 gsf Retail**<br>**100,000 gsf Middle School** |

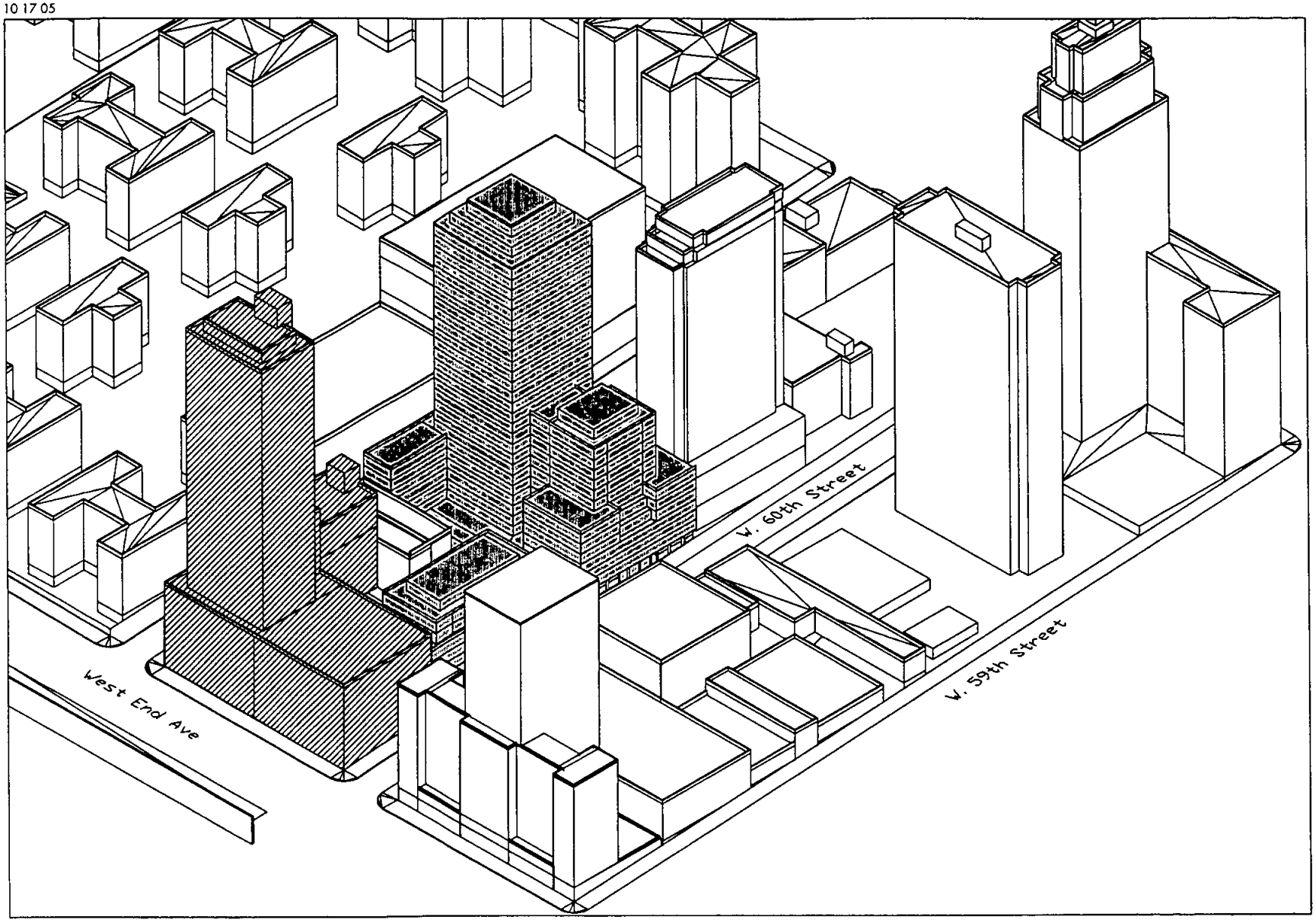
**Notes:**
* Residential units assume 740 square feet per unit, as per the New York City Zoning Resolution.
** Bonusable to 12.0 FAR in Community Board 7 for inclusionary housing projects; the reasonable worst-case development scenario assumes that the projected development is an inclusionary housing project.

## E. 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

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Proposed Project

RWCDS

**Illustrative View of the Proposed Project and Reasonable Worst Case Development**

Figure 12

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 West 61st Street proposal, DCP is the CEQR lead agency.

The lead agency, after reviewing the Environmental Assessment Statement (EAS), has determined that this proposed action has the potential for significant adverse environmental impact and that an EIS must be prepared. A public scoping of the content and technical analysis of the EIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft EIS (DEIS) for public review. This review is coordinated with the public review required as part of ULURP. The ULURP application for the West 61st Street project must contain a completed DEIS, so that public review of the DEIS begins with public review under ULURP.

The lead agency and the City Planning Commission hold a joint ULURP/CEQR hearing during the Commission's period for consideration of the application. That hearing record is held open for 10 days following the open public session, at which time the public review of the DEIS ends. The lead agency then oversees preparation of a final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency must make before taking any action within its discretion on the proposed action.

### SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed action. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at a public scoping meeting to be held on December 20, 2005. The meeting record will remain open for 10 days following the meeting, at which point the scope review process will be closed. The lead agency will oversee preparation of a final EIS scope, 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 DEIS will be prepared in accordance with the final Scope of Analyses for an EIS.

## F. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The scope of the EIS will conform to all applicable laws and regulations and will follow the guidance of the *CEQR Technical Manual*, October 2001.

The EIS will contain:

- A description of the proposed action and its environmental setting;

- A statement of the environmental impacts of the proposed action, including its short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented;
- A discussion of alternatives to the proposed action;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented; and
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The analyses for the proposed rezoning will be performed for the expected year of completion of construction of the proposed project (2008) and will include the cumulative impacts of projected soft site development induced by the rezoning and the impacts from other projects that would affect conditions in the study area. The "No Build" future baseline condition to be analyzed under "The Future Without the Proposed Action" in all technical chapters will assume that absent the proposed action, the site will be remediated under the BCP program administered by NYSDEC. As stated above, the applicant was accepted into the BCP on April 19, 2005.

The proposed text amendment would apply to proposed general large-scale developments in R8, C4, C5, or C6 zoning districts. The text amendment would permit the City Planning Commission to waive open space requirements pursuant to the underlying district regulations provided that the applicant comply with applicable open space requirements of New York City's Quality Housing Program. The EIS will include a conceptual analysis of the proposed text amendment. The conceptual analysis will identify all of the areas where the proposed text could be applied and consider the potential effects of future utilization of the provisions of the proposed text.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and described in the Environmental Assessment Statement, the following environmental areas would not require detailed analysis in the EIS:

**Socioeconomic Conditions**. The proposed action would not result in the direct displacement of any residents as there are no residents located on the project site. In terms of direct business displacement, site remediation under the NYSDEC BCP program in the No Build condition would necessitate that the existing businesses on the project site relocate so that the clean-up could move forward. Therefore, while no further analysis of direct residential or business displacement is warranted, a screening analysis of these areas will be provided in the EIS.

**Community Facilities and Services**. Community facilities are public or publicly-funded facilities, such as schools, hospitals, libraries, day care centers, and fire and police protection. Because the reasonable worst-case development scenario would neither physically alter any community facility nor directly affect the delivery of services, there would be no direct effects on community facilities due to the proposed project. Under the proposed actions as part of the reasonable worst-case development scenario, it is anticipated that The Heschel School would develop Lot 61 as a school. The reasonable worst-case development scenario is not expected to result in significant adverse impacts on libraries, day care centers, hospital or public health facilities or police and fire protection, as described below:

- Libraries. The reasonable worst-case development scenario would not result in more than a 5 percent increase in the ratio of residential units to libraries in the borough. Therefore, no further analysis is warranted.

- Daycare. The *CEQR Technical Manual* requires a detailed analysis of daycare facilities if a proposed action would result in the addition of 357 or more low-income residential units. Since the reasonable worst-case development scenario would not introduce 357 or more low-income residential units, no further analysis is warranted.
- Healthcare Facilities. The CEQR threshold for conducting an analysis of healthcare facilities is 600 low- to moderate-income units. The proposed action would not exceed this threshold, and no further analysis is warranted.
- Police and Fire Protection. The New York City Police Department (NYPD) regularly reviews its operations at each of its precincts and—based on geographic area, population and crime levels—will adjust its staffing levels to maintain adequate community protection. The New York Fire Department (FDNY) similarly adjusts its operations as needed. The proposed project is not expected to affect the ability of the local police and fire department to provide protection services; therefore, no further analysis is warranted.

**Archaeological Resources**. A Phase 1A Archaeological Assessment determined that portions of the project site and rezoning area were sensitive for precontact (Native American) resources (see *West 60th Street Rezoning Project, CEQR No. 90-113M, Phase 1A Archaeological Assessment Report*, prepared by Historical Perspectives, Inc., June 1990). Specifically, Lots 5 and 43 on the project site were identified as possessing potential precontact archaeological sensitivity. The report concluded that neither the project site, the zoning lot, nor the rezoning area possess potential historic-period (European period) archaeological resources. The report recommended that soil borings be performed within the areas of the sensitive lots to clarify subsurface conditions and potential archaeological sensitivity. This report was submitted to the New York City Landmarks Preservation Commission (LPC) for review as part of a request to LPC for an up-to-date determination of archaeological sensitivity on the project site, zoning lot, and rezoning area. In letters dated May 7, 2003 and February 2, 2005, LPC concluded that the project site, zoning lot, and rezoning area have no archaeological sensitivity. Therefore, no further analysis is warranted.

**Natural Resources**. The project site, zoning lot, and rezoning area are fully developed with existing buildings, recently vacated parcels, and a surface parking use; they are substantially devoid of natural resources, as defined by the *CEQR Technical Manual*. In addition, the study area does not contain "built resources" that are known to contain or may be used as habitat by a protected species as defined by the Federal Endangered Species Act (50 CFR 17) or the New York State Environmental Conservation Law (6 NYCRR Parts 182 and 193). The disruption of the subsurface of the proposed project site would not affect the function or value of natural resources. Therefore, no further analysis is warranted.

**Waterfront Revitalization Program**. The project site, zoning lot, and rezoning area are not within the boundaries of the City's Coastal Zone. Therefore, no detailed assessment of the proposed actions' conformance with the City's Waterfront Revitalization Program is necessary.

While the assessment areas described above will not be analyzed in the EIS, the screening analyses of socioeconomic conditions (direct displacement), community facilities (libraries, daycare centers, hospitals, and police and fire protection), and archaeological resources will be provided in the EIS. Thus, the specific areas to be included in the EIS, as well as their respective tasks, are described below.

## PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the action and sets the context in which to assess impacts. The chapter may contain a project identification (brief description and location of the action); the background and/or history of the action, a statement of purpose and need for the proposed action; a detailed description of the proposed action and development program and project siting and design; and discussion of approvals required, procedures to be followed, and the role of the EIS in the process. The chapter is the key to understanding the proposed action and its impact, and gives the public and decision-makers a base from which to evaluate the action against both No Build and alternative options.

The project description will include appropriate items from the ULURP application and will include a discussion of key project elements, such as site plans and elevations, access and circulation, and other project features. The section on required approvals will describe all public actions required to develop the project. The proposed action and the reasonable worst-case development scenario to be assessed under the proposed action will be discussed. In addition to the proposed project, the soft sites on Lots 58 and 61 and their projected redevelopment under the proposed rezoning will be discussed.

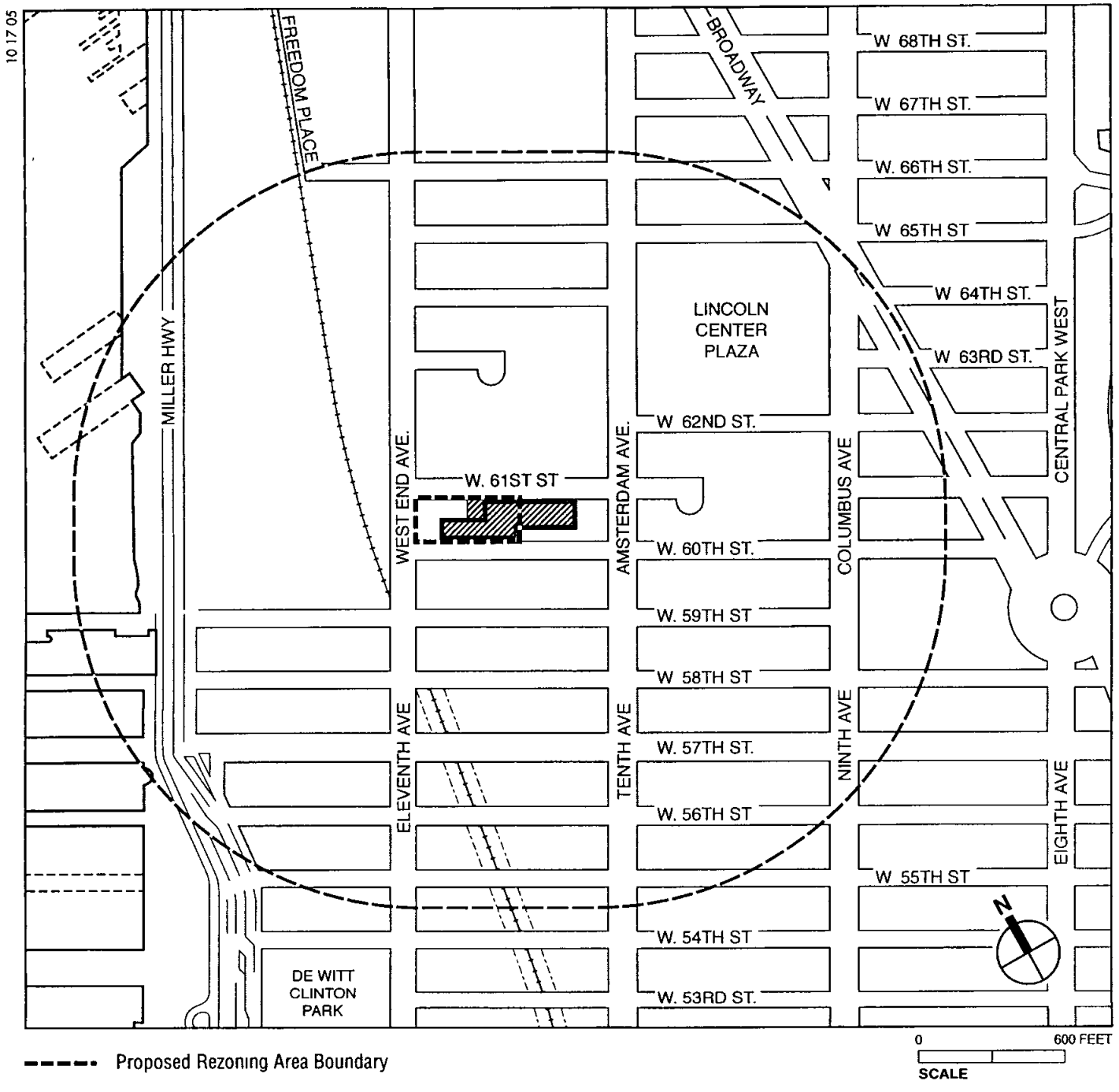
The role, if any, of any other public agency in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

## LAND USE, ZONING, AND PUBLIC POLICY

The project site, zoning lot, and rezoning area are currently zoned M1-6, except for the eastern portion of Lot 43, which is zoned R8. The area to be rezoned is currently mapped within an M1-6 zoning district. The project site is vacant except for a surface parking use on a portion of Lot 43. The additional lots on the zoning lot (Lots 56 and 57) contain residential uses. The additional three lots in the rezoning area contain a motor vehicle repair shop, an automobile dealership, and a private high school that opened in September 2002. The proposed action would rezone the existing M1-6 zoning district to C4-7 and C6-2 zoning districts. The proposed action would result in the construction of a residential building with mid- and high rise components of 7, 9, 14, and 29 stories on the project site. In addition, the reasonable worst-case development scenario includes an assessment of additional residential and school use to provide a conservative assessment of development that could occur on Lots 58 and 61 not under the control of the applicant and resulting from the proposed action.

In accordance with the *CEQR Technical Manual*, an assessment of the proposed action's consistency with land use, zoning, and public policy will be provided. Further, information on existing land use now and in the future without the proposed action is important to set the context in which many of the other technical tasks are understood. The land use tasks are as follows:

1. Provide a brief development history of the project site, zoning lot, and rezoning area and study area (about ¼-mile from the site [see Figure 13]). Include discussion of the special zoning districts in the study area.
2. Describe conditions on the project site and zoning lot and in the rezoning area, including existing conditions and the underlying zoning.




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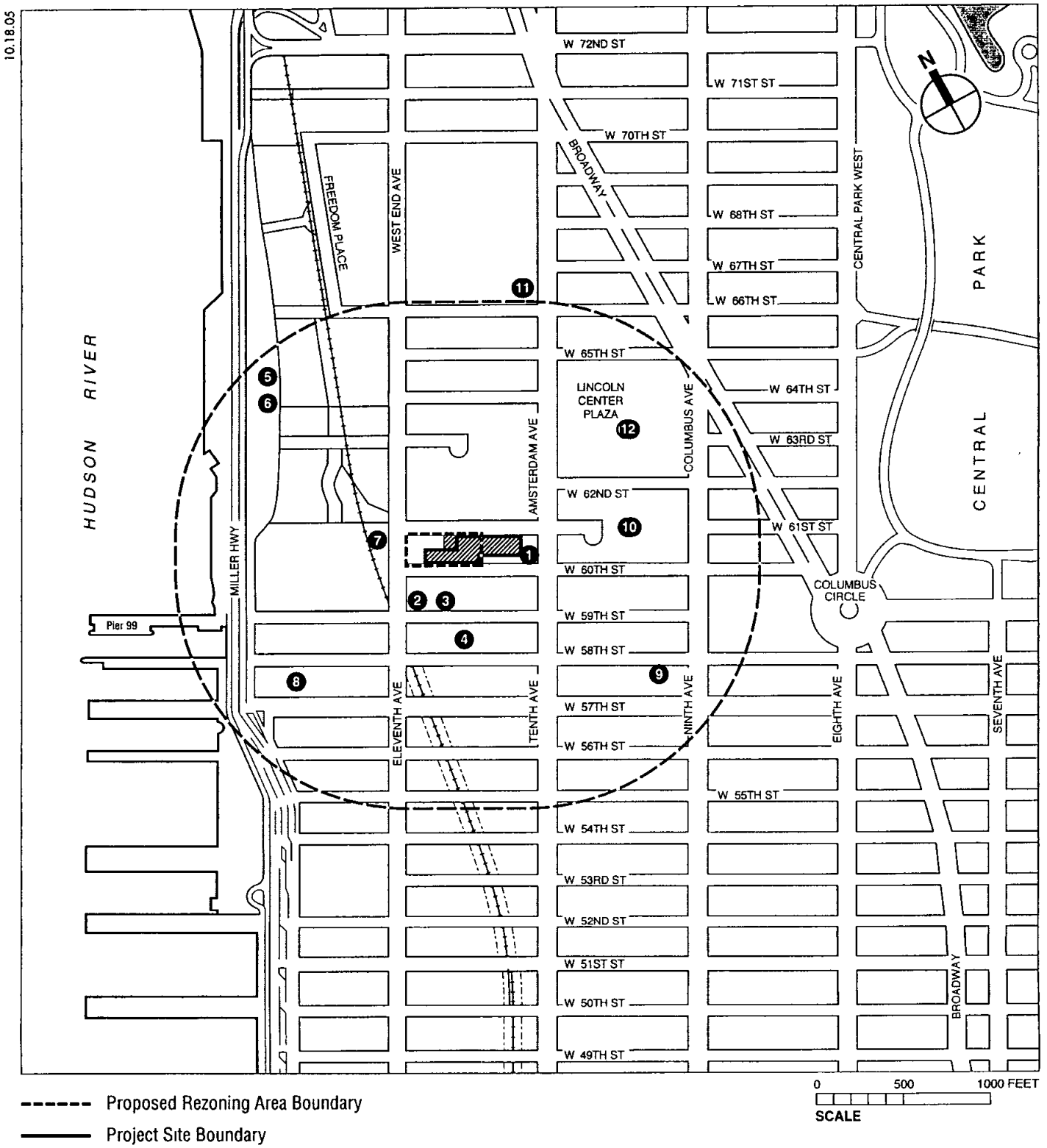
## Land Use Study Area
Figure 13

3. Describe predominant land use patterns in the study area, including a description of recent development trends. Land use patterns in the blocks surrounding the project block will be highlighted.
4. Describe existing zoning and recent zoning actions in the study area, including the recent rezoning of the portion of the block just to the south of the project block.
5. Describe other public policies that apply to the project site/zoning lot/rezoning area and the study area, including specific development projects and plans for public improvements.
6. Prepare a list of future projects in the study area and describe how these projects might affect land use patterns and development trends in the study area in the future without the project. Also identify pending zoning actions (including those associated with the proposed No Build projects) or other public policy actions that could affect land use patterns and trends in the study area as they relate to the proposed action. A preliminary list of No Build projects includes the following (see also Figure 14):
   - 223-227 West 60th Street Touro College
   - 2 West End Avenue
   - 248 West 60th Street
   - John Jay College—Western portion of block between West 58th and 59th Streets, Tenth and Eleventh Avenues
   - Riverside South Parcel H, West 64th Street between West End Avenue and Route 9A
   - Riverside South Parcel I, West 63rd Street between West End Avenue and Route 9A
   - Riverside South Parcel O, West 61st Street at West End Avenue
   - West 57th to West 58th Streets, Eleventh and Twelfth Avenue
   - 426 West 58th Street
   - Fordham Lincoln Center
   - Red Cross Building at 150 Amsterdam Avenue
   - Lincoln Center Parking Garage
7. Assess impacts of the proposed project and the projected redevelopment on soft sites Lots 58 and 61 on land use and land use trends, zoning, and public policy. Project impacts relate to issues of compatibility with surrounding land use, the consistency with zoning and other public policy, the loss of manufacturing zoning, the effect on neighborhood scale, and the effect of the action on ongoing development trends and conditions in the area.

## SOCIOECONOMIC CONDITIONS

Under the reasonable worst-case development scenario, the proposed action would result in the development of up to 812 residential units in the rezoning area (559 units on the project site and 253 units elsewhere). According to the *CEQR Technical Manual*, residential development of 200 units or more can potentially result in significant socioeconomic impacts. Since the potential residential development exceeds this threshold, a socioeconomic analysis is required under CEQR.

The analysis will follow the guidelines of the *CEQR Technical Manual* in assessing the proposed action's effects on socioeconomic conditions within a ¼-mile study area. According to the *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




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# No Build Projects
Figure 14

residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry.

As discussed above, the proposed action would not result in the direct displacement of any residents nor would it result in the direct displacement of any businesses (as discussed above, in the No Build condition, the businesses on site have been displaced by the remediation performed under the BCP program). Therefore, a screening analysis of direct residential and business displacement will be provided, and the EIS analyses will focus on indirect residential displacement; indirect business and institutional displacement; and adverse effects on a specific industry.

The concern with respect to indirect displacement is whether a proposed action—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it difficult for some residents or businesses to remain in the area. Following *CEQR Technical Manual* guidelines, the EIS will present preliminary analyses of both indirect residential and business and institutional displacement. The indirect residential displacement analysis will use 1990 and 2000 U.S. Census data to present demographic and residential market trends and conditions for the study area (see Figure 15), and compare these values to the levels expected to be introduced by the proposed action. Similarly, the indirect business and institutional displacement analysis will identify employment and business trends in the study area, and evaluate whether the proposed action would introduce uses that would substantially alter these trends.

Finally, the analyses of indirect displacement will provide enough information to determine whether the proposed action could have any adverse effects on a specific industry.

## COMMUNITY FACILITIES AND SERVICES

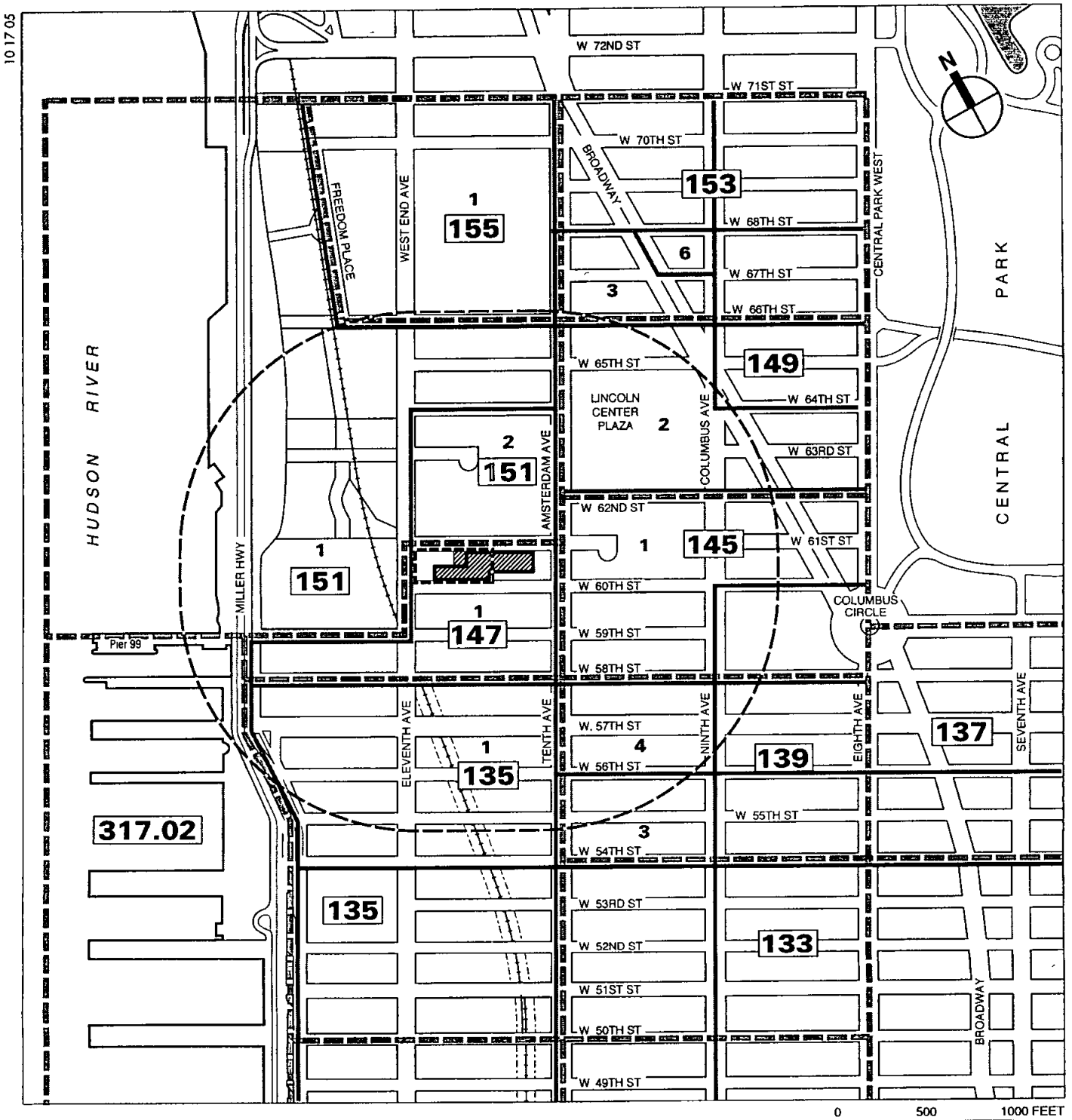
As discussed above, the reasonable worst-case development scenario would not trigger the threshold for an analysis of libraries, hospitals, or day care centers, nor would it directly affect any police or fire protection services; therefore a screening analysis of these services will be provided. However, the police and fire facilities that serve the project site and rezoning area will be identified for informational purposes.

Therefore, analysis of community facilities and services will be limited to an assessment of the ability of public schools to serve the new residents. Tasks are as follows:

1. Identify public schools that serve the project site and rezoning area within the schools analysis study area (see Figure 16). Assess conditions in terms of enrollment and utilization during the current school year, noting any specific problems with school capacity. Identify conditions that will exist in the future without the proposed action, taking into consideration projected increases in future enrollment and plans to increase school capacity either through administrative actions on the part of the Department of Education or as a result of the construction of new school space. Impacts will be assessed by estimating the number of new students generated as a result of the proposed action, relative to available capacity that may exist in the future without the proposed action.

## OPEN SPACE AND RECREATIONAL FACILITIES

Based on the *CEQR Technical Manual*, an open space assessment is typically conducted if the proposed action would directly affect an open space of if the action would increase the




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

1/4-Mile Study Area Boundary

Census Tract Boundary

129 Census Tract Number

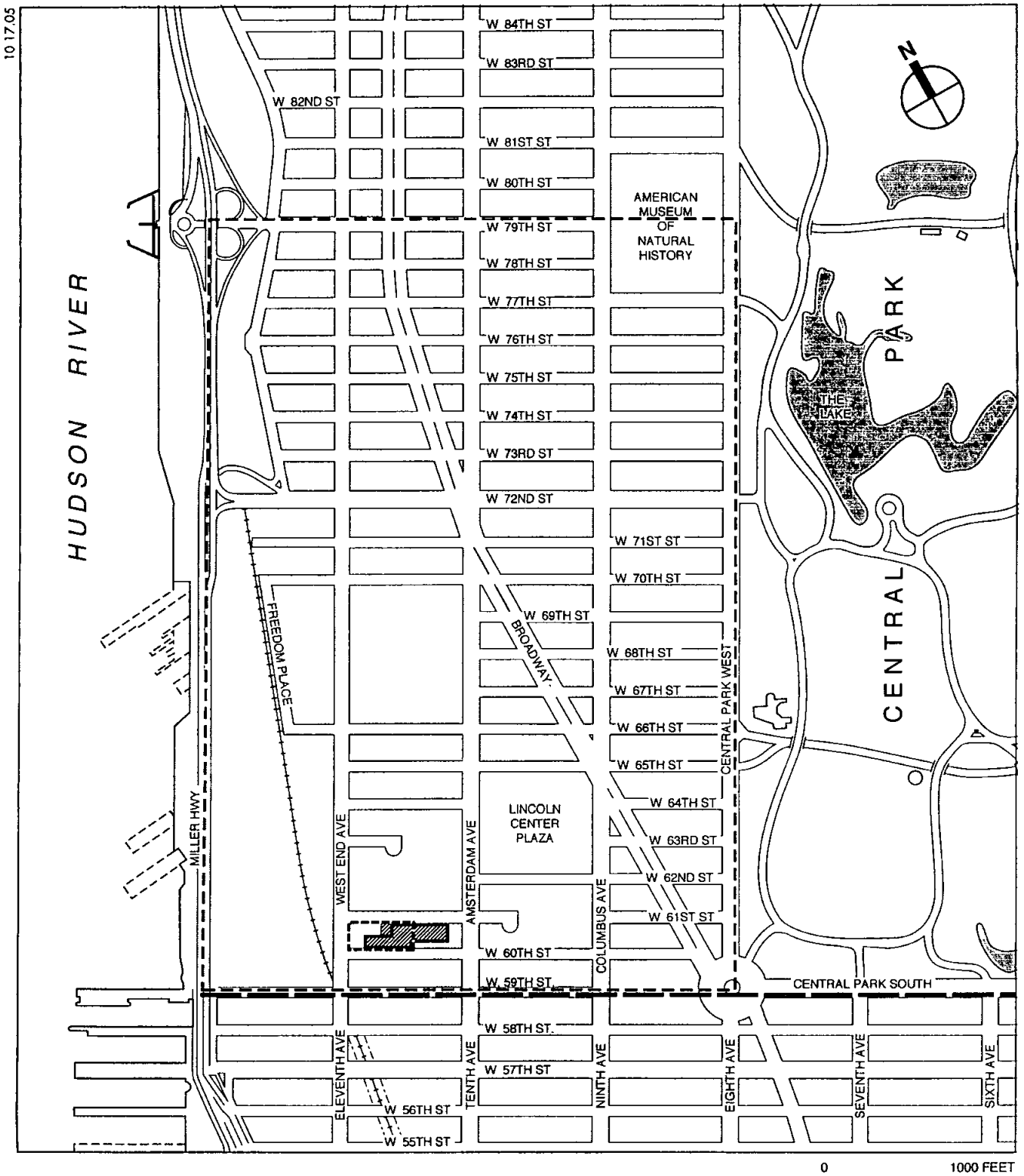
Block Group Boundary

1 Block Group Number

## Socioeconomic Conditions Study Area

Figure 15

**West 61st Street Rezoning**
Project and Citywide GLSD Text Amendment




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot Boundary/
Proposed General Large-Scale Development Boundary

Study Area Boundary

Community School District 3 Boundary

## Community Facilities (Schools) Study Area

Figure 16

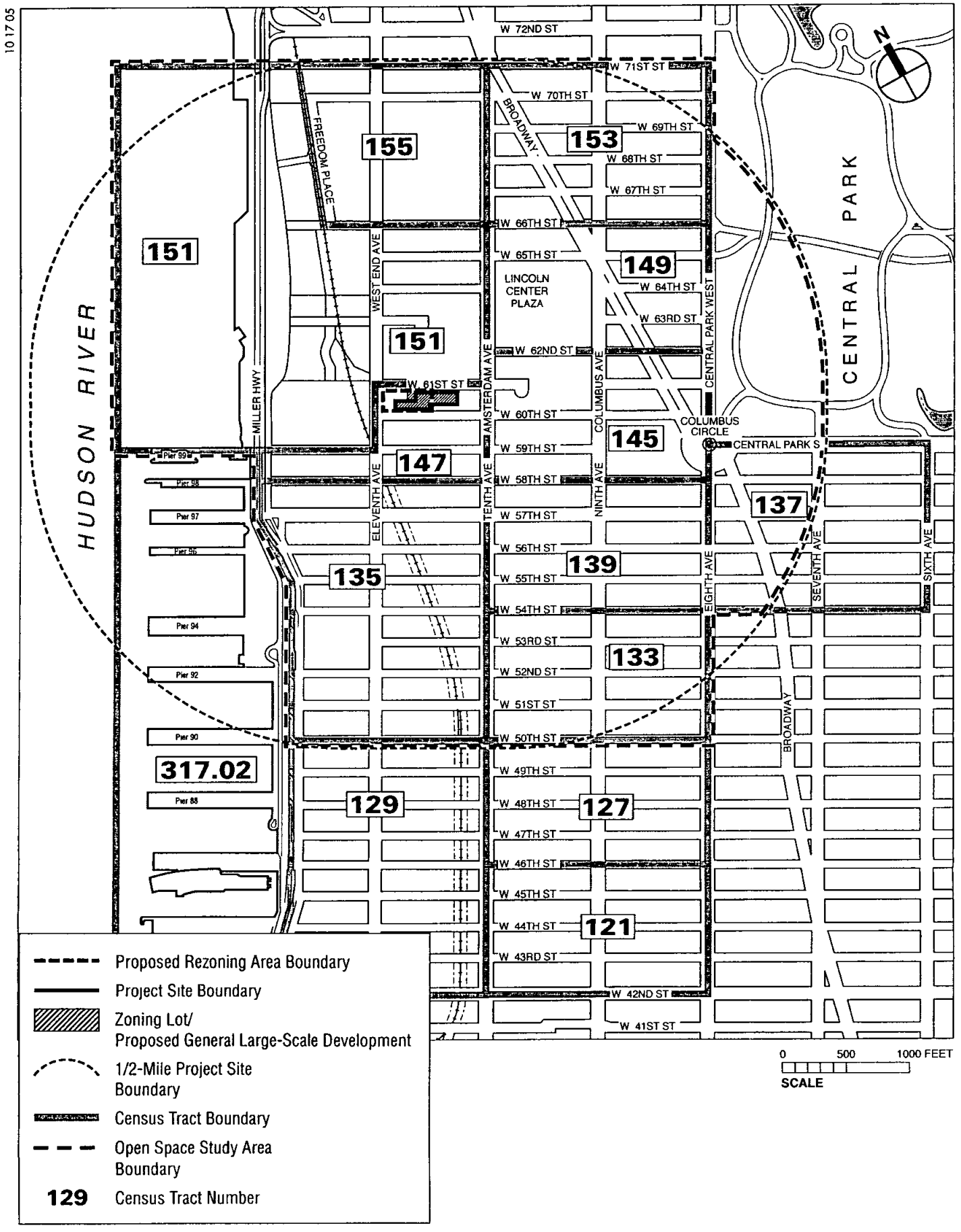
population by more than 200 residents or 500 workers. While the proposed action would not directly affect any open space, the project and projected development under the reasonable worst-cast development scenario would bring more than 200 new residents and 500 workers and students to the site. This analysis will determine whether the action will affect the quantitative and qualitative measures of open space adequacy within a ¼-mile commercial study area and a ½-mile residential study area recommended for projects with residential populations in the *CEQR Technical Manual*. The following tasks are proposed for the open space analysis.

1. Inventory existing open space and recreational facilities within a ½-mile radius of the project site/rezoning area (see Figure 17). Tally open space acreage for active and passive, publicly accessible recreational facilities.
2. Estimate the residential and daytime populations of the open space study area using available U.S. Census data on population (2000) and 2000 Reverse Journey to Work data compiled by the New York City Department of City Planning.
3. In conformance with *CEQR Technical Manual* methodologies, assess the adequacy of existing publicly accessible open space facilities. The assessment of adequacy is based on a comparison of the ratios of total, active, and passive space per 1,000 residents and passive space/1,000 workers and students to city guidelines.
4. Assess expected changes in future levels of open space supply and demand in the build year based on other planned development projects within the study area. Develop open space ratios for future conditions and compare them with existing ratios to determine changes in future levels of adequacy.
5. Based on the population added by the proposed action, assess the action's effects on open space supply and demand. The assessment of impacts will be based on a comparison of open space ratios with the proposed action and open space ratios in the future without the proposed action.

## SHADOWS

The CEQR criteria for a shadows assessment state that actions that result in developments with shadows long enough to reach a publicly accessible open space (except within an hour and a half of sunrise or sunset), a historic landscape, a historic resource with sunlight dependent features, or an important natural feature would require an analysis of shadows. Because the proposed project would replace vacant lots, low-rise buildings, and surface parking with new mid- and high-rise buildings, and because the project would be located near open spaces—in particular, open spaces at Manhattan West and at the Amsterdam Houses, a detailed shadow analysis will be undertaken to determine if any portion of the open space resources would be cast in shadow. Tasks will be as follows:

1. Prepare shadow diagrams for time periods when shadows from the new buildings (the proposed project and the buildings projected under the reasonable worst-case development scenario) could fall onto publicly accessible open space. These diagrams will be prepared for two representative times each on March 21, May 6, June 21, and December 21, if shadows from the buildings would fall onto the open spaces on those days. As part of the diagrams, open spaces within the potential impact area would be identified.




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## Open Space Resources Study Area

Figure 17

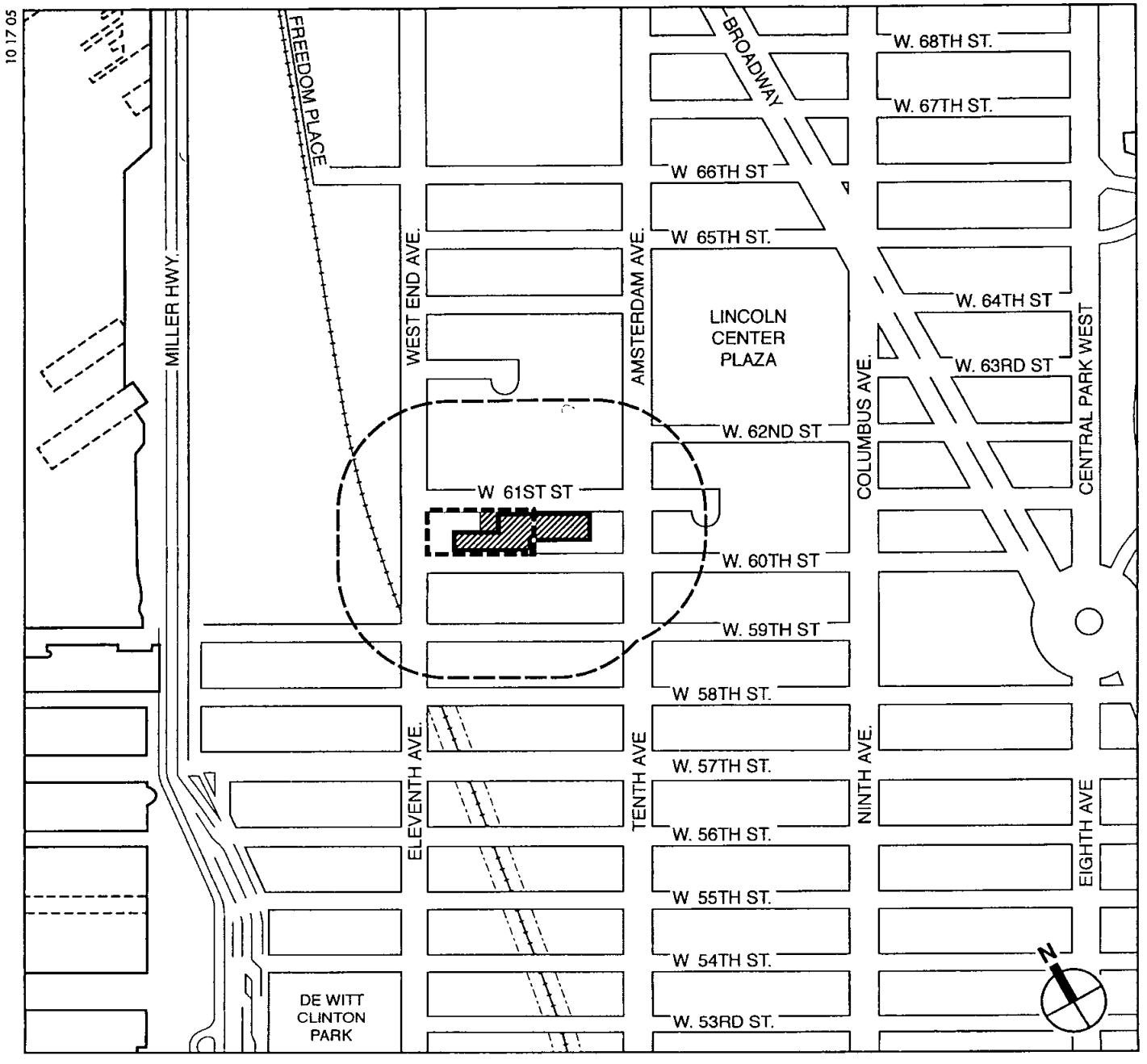
2. Describe the effect of the new shadows on the publicly accessible open spaces based on the shadow diagrams for each of the analysis dates. Assess the effects of the incremental shadow from the reasonable worst-case development scenario.
3. If vegetation or sun-sensitive activity areas will be covered by the incremental shadow for a significant amount of time, the duration of the increment will be compared with the existing amount of sunlight on those areas and described.

## HISTORIC RESOURCES

According to the *CEQR Technical Manual*, a historic resources assessment is undertaken if there is the potential to affect either archaeological or architectural resources. As discussed above, there is no potential for the project site, zoning lot, or rezoning area to contain archaeological resources. Therefore, the Historic Resources section will focus on architectural resources. Actions that trigger an architectural resources assessment include new construction, demolition, or significant alteration to any building, structure, or object; a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; construction, including but not limited to, excavation, vibration, subsidence, dewatering, and the possibility of falling objects; additions to or significant removal, grading, or replanting of significant historic landscape features; screening or elimination of publicly accessible views; and the introduction of significant new shadows or significant lengthening of the duration of existing shadows over a historic landscape or on a historic structure with sunlight dependent features (see "Shadows," above).

As discussed in the EAS, the project site, zoning lot, and rezoning area do not contain any known architectural resources—the buildings are not New York City Landmarks (NYCLs), properties within New York City Historic Districts (NYCHDs), or listed on or determined eligible for the State or National Register of Historic Places (S/NR, S/NR-eligible). Further, none of the buildings are architecturally significant. However, the project site is immediately across West 60th Street from a public bath, a 1902 building that has been identified as potentially eligible for listing on the S/NR and for designation as NYCL. The project site, zoning lot, and rezoning area are also two blocks north of the Consolidated Edison Powerhouse, which has been determined eligible for S/NR listing by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), and is pending NYCL designation. Therefore, consistent with CEQR requirements, the effects of the proposed action on these and other architectural resources nearby will be assessed.

1. Map and briefly describe designated architectural resources within 400 feet of the site of the proposed action (NYCLs and properties under consideration for designation as NYCLs; properties listed on or determined eligible for listing on the S/NR) (see Figure 18). Also identify any resources in the surrounding area that may meet the criteria for designation or listing, based on information available from LPC and OPRHP, and a field visit by an architectural historian.
2. Based on planned development projects, qualitatively discuss any impacts on architectural resources that are expected in the future without the proposed action.
3. In conjunction with the urban design task, assess the impacts of the proposed action on any architectural resources, including any visual and contextual changes as well as any direct physical impacts.




**Historic Resources/**
**Urban Design and Visual Resources/**
**Neighborhood Character Study Area**
Figure 18

## URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* requires a detailed assessment of urban design and visual resources when a proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than exists; when an action would change block form, demap an active street, map a new street, or would affect the street hierarchy, street wall, curb cuts, pedestrian activity, or other streetscape elements; or when an action would result in above-ground development or would change the bulk of new above-ground development and is proposed in an area that includes significant visual resources. The proposed project would change the appearance of the project site by replacing existing vacant lots, low-rise manufacturing buildings and surface parking with new residential buildings containing mid- and high-rise components. Therefore, this section will examine the effect of the proposed project and the projected development on Lots 58 and 61 under the reasonable worst-case development scenario on the urban design and visual resources in the area, as follows:

1. Through field visits, collect relevant information on the urban design characteristics of the site and surrounding area, including building bulk, height, setbacks, and density; building use and arrangement; and block form and street pattern. Using photographs and text as appropriate, assess the existing urban design character of the project site, zoning lot, and rezoning area, and their relationship to the surrounding study area (see Figure 18).
2. In conjunction with the urban design analysis, identify and describe in text and photographs the area's visual resources, including important views and natural resources.
3. Based on planned development projects identified in the land use task, describe anticipated changes in urban design characteristics and visual resources expected in the future without the action.
4. Assess the changes in urban design characteristics and visual resources that are expected to result from the action on the project site/zoning lot/rezoning area and in the study area and evaluate the significance of the change.

## NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, residential, worker, and visitor population, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. According to CEQR criteria, a neighborhood character assessment is conducted if the action would result in a significant impact in the areas of land use, zoning, and public policy; urban design; visual resources; historic resources; socioeconomic conditions; traffic; or noise. In addition, if the action falls below these thresholds but would result in moderate changes in the elements that contribute to neighborhood character, thereby resulting in a significant impact, an analysis of neighborhood character is required. Since most of these elements will already be covered in other EIS sections, this section will essentially represent a summary of the key thoughts of these other analyses.

1. Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood, focusing primarily on the area within 400-feet of the project site and rezoning area (see Figure 18).

2. Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the action.
3. The analysis of impacts on various EIS sections will serve as the basis for assessing and summarizing the action's impacts on neighborhood character.

## HAZARDOUS MATERIALS

As stated above, independent of the proposed action, the applicant is participating in the BCP administered by NYSDEC. The Phase I Environmental Site Assessment (ESA) has been completed, and the applicant is currently conducting the Subsurface (Phase II) Investigation, in accordance with a NYSDEC-approved work plan and health and safety plan. Therefore, the EIS will:

- Summarize the hazardous materials assessments (including any Phase I Environmental Site Assessments and Phase II Subsurface Site Investigations, as applicable) conducted for the project site.
- Describe the site remediation as undertaken under the Brownfield Cleanup Program. Any remediation plans, soil management plans, and/or construction health and safety plans would be forwarded to the NYCDEP.

In the event that the applicant decides to "opt out" of the BCP, the hazardous materials approval process would be redirected to the NYCDEP. All aboveground and/or underground storage tanks would continue to be administered by NYSDEC (the Division of Environmental Remediation and/or the Bureau of Spill Prevention and Response), however, all work plans and reports would also be submitted to the NYCDEP for comments/approvals.

At this time, there are no specific proposals for development of the projected development sites under the reasonable worst-case development scenario (Lots 1, 58, and 61). However, because these lots (and Lot 56 and 57) would be rezoned, a preliminary screening assessment of these five lots will be undertaken to determine whether E designations for hazardous materials are warranted for these sites.

## INFRASTRUCTURE

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

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

As discussed in the EAS, the developments on the project site and in the rezoning area under the reasonable worst-case development scenario are not large enough and are not located in a water or sewer service area with the capacity deficiencies to require a full infrastructure analysis.

Therefore, in accordance with the *CEQR Technical Manual*, the EIS will disclose the water demands and wastewater generation from the proposed action.

## SOLID WASTE AND SANITATION SERVICES

According to CEQR criteria, a detailed solid waste and sanitation services assessment is appropriate if an action enacts regulatory changes affecting the generation or management of the City's waste of if the action involves the construction, operation, or closing of any type of solid waste management facility. The manual also states that actions involving construction of housing or other development generally do not require evaluation of solid waste impacts unless they are unusually large. Therefore, in accordance with the *CEQR Technical Manual*, the EIS will disclose the sewage and solid waste generation from the proposed action.

## ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Therefore, in accordance with the manual, the EIS will disclose the energy consumption from the proposed action.

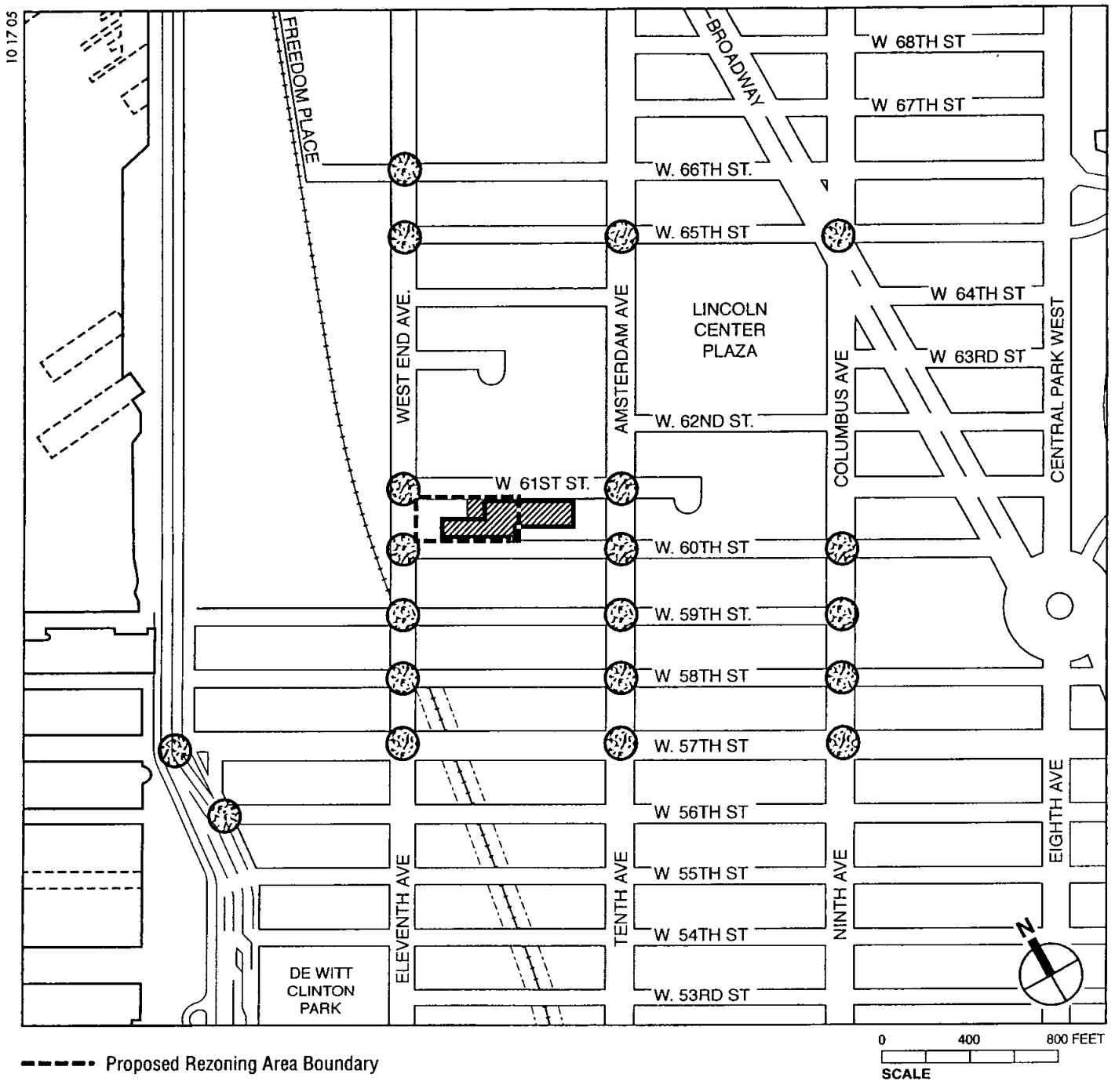
## TRAFFIC AND PARKING

The street network in the vicinity of the proposed action, its ability to absorb traffic from the new proposed residential development and the projected future development under the reasonable worst-case development scenario, is expected to be one of the major issues for the proposed action. With other significant development projects either in the development stage or under construction in the study area, the traffic system surrounding the site of the proposed action will become more constrained.

The traffic analyses will focus on the traditional AM, midday, and PM peak hours. It will examine impacts based upon an assumed "worst-case" development that would occur with the proposed action. Since this is a predominantly residential project and the proposed action would result primarily in residential development (with limited ground-floor non-destination retail uses), the Saturday residential peak hour trip-generation rates are lower than for the AM or PM weekday peak rates. In addition, the background traffic volumes on Saturdays in this area are much lower than the weekday peak volumes. Therefore, examination of the weekday traffic peaks would account for any likely project impacts, and the effects of the development on a Saturday peak would be expected to be less than during weekdays.

Below is a description of the tasks necessary to complete the traffic and parking analysis:

1. Define the study area proposed for the traffic studies. It is bounded on the north by West 66th Street, on the south by 57th Street, on the east by Columbus Avenue, and on the west by Twelfth Avenue. As shown in Figure 19, 20 intersections will be analyzed for impacts in the traffic study area. These include the intersections immediately adjacent to the project site/rezoning area and critical and sensitive intersections on the major feeder roadways to and from the proposed rezoning area.
2. Existing traffic flows in the study area for the weekday AM, midday, and PM peak hours will be established based on new field count data supplemented with available traffic data from other projects in the area. New traffic counts will be made according to procedures and




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## Traffic Study Area
Figure 19

criteria set forth in the *CEQR Technical Manual*, and will also include Automatic Traffic Recorder (ATR) counts to establish daily and hourly patterns. Vehicle classification and time/delay data along key corridors will be collected and used for the traffic analyses, as well as for the air quality and noise studies.

3. Inventory and update street widths, number of moving lanes, intersection geometries, traffic flow directions, curbside parking regulations, as well as any other items required for the traffic analyses. Acquire current official signal timings from the New York City Department of Transportation (NYCDOT) for the study area intersections to be analyzed.
4. Analyze the capacity of the street system in the study area using the 2000 *Highway Capacity Manual* methodology. Determine the existing traffic volumes and volume-to-capacity (v/c) ratios on streets in the traffic study area for the weekday AM, midday, and PM peak hours.
5. In coordination with the land use task, determine the future development in the area and future traffic volumes without the proposed action. Determine traffic volumes, calculate v/c ratios, and identify problem intersections. Estimate future traffic volumes using existing volume information and adding incremental increases in traffic from discrete projects plus background growth of 0.5 percent per year. Include mitigation measures approved and accepted by NYCDOT for all No Build soft sites in the future No Build network.
6. Determine the trips generated by the proposed action and the modes of transportation used for these trips, using such sources as *Urban Space for Pedestrians* by Pushkarev & Zupan, Census Data, and any other available environmental studies for similar uses in the study area. These new trips will be assigned to the various travel modes and networks (i.e., vehicle trips, subway/bus system riders, and pedestrians).
7. Perform a traffic impact assessment with the proposed action. Assign vehicle-trips generated by the proposed action to the network for each analysis period, and evaluate the impact on v/c ratios and delays. The impact criteria established in the *CEQR Technical Manual* will be used to identify significantly impacted intersections.
8. Analyze current and future parking conditions for the midday and overnight periods, including existing commercial lots/garages. Assess available capacity and average utilization. The analysis of future conditions will reflect changes in the parking supply and any changes in accumulated parking demand generated in the future without the proposed action and with the proposed action.
9. Prepare traffic inputs for analysis of air quality in the study area. Provide volumes, speeds, and classification for principal study area roadways, as well as the arrival/departure and auto/taxi/truck splits for the project increment and principal No Build soft sites. Average travel speeds, which are based on field measurements, will include time spent in queues.
10. Prepare noise quality input for analysis, including volumes and vehicle classifications for existing, No Build, and Build conditions.

## TRANSIT AND PEDESTRIANS

The public transportation system and the pedestrian facilities in the area surrounding the project site, zoning lot, and rezoning area and their ability to absorb the new trips from the proposed action are an important issue. With other significant development projects either in the development stage or under construction in the study area, it will be important to forecast the ability of these systems to accommodate future No Build growth and project trips from both the

proposed project and the projected future development under the reasonable worst-case development scenario.

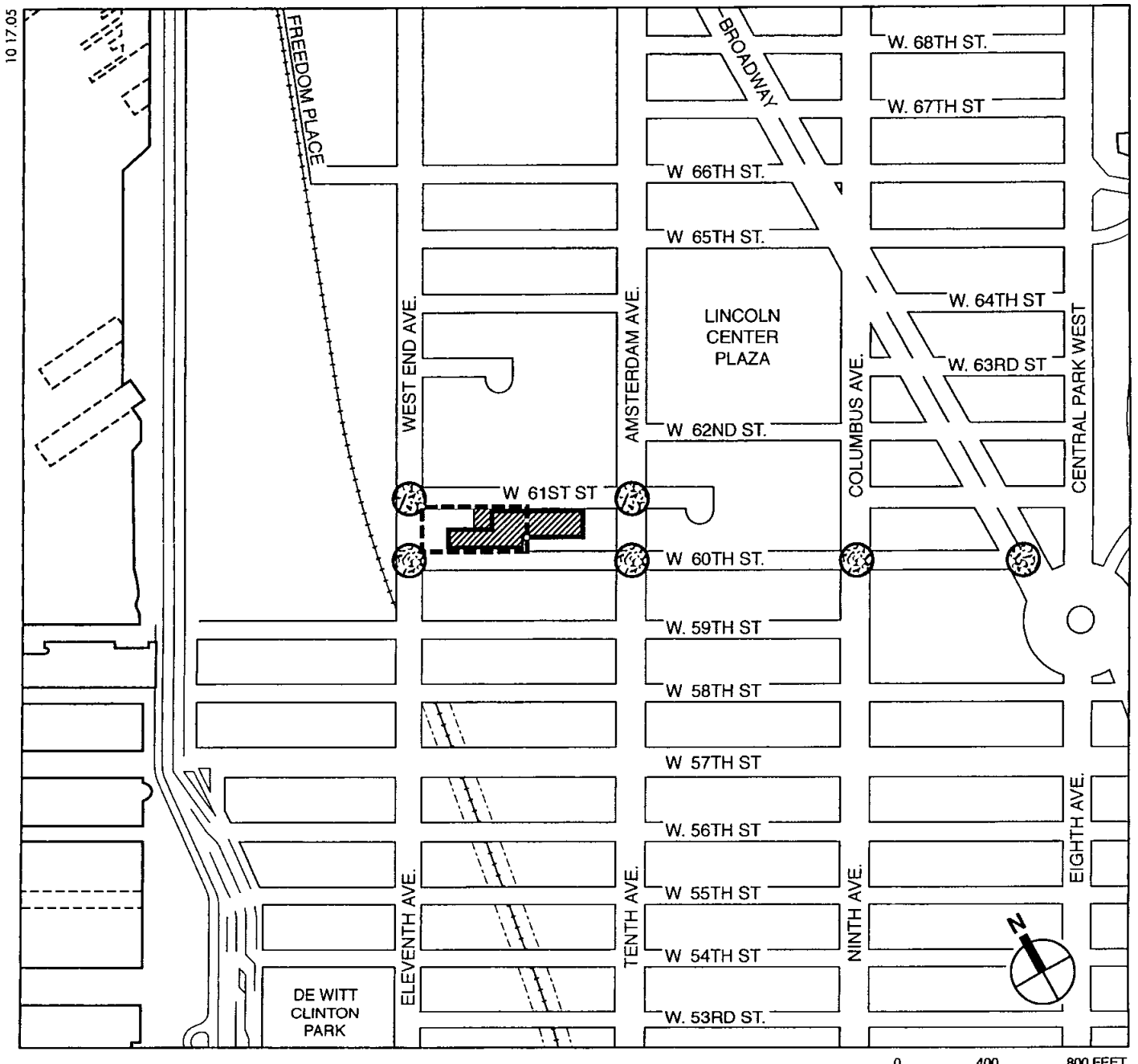
Following CEQR guidelines (see Section 3P), the public transportation and pedestrian analyses will examine impacts based upon an assumed "worst-case" development that would occur with the proposed action. It is assumed that the proposed action would not generate sufficient transit trips to warrant detailed analysis of potential impacts during the midday peak hour.

Below is a description of the tasks necessary to complete the transit and pedestrian analyses:

1. Describe available transit services in the area. Quantitatively assess the impact of the proposed action on subway station elements for the AM and PM peak hours. Collect data on existing bus and subway use at the Columbus Circle subway station.
2. Analyze the pedestrian elements at the four intersections cornering the project site and at the intersections of 60th Street and Columbus Avenue and 60th Street and Broadway (see Figure 20). These analyses will follow the steps presented below.
3. Inventory and update sidewalk, corner, and crosswalk widths, pedestrian sidewalk obstacles, and crosswalk timings, as well as other items required for pedestrian analyses. Acquire current official signal timings from NYCDOT.
4. In coordination with the land use task, determine the future development in the area and future pedestrian volumes without the proposed action. Determine pedestrian volumes, calculate levels of service, and identify problem locations. Estimate future pedestrian volumes using existing volume information and adding incremental increases in pedestrians from discrete projects plus background growth of 0.5 percent per year.
5. Determine the trips generated by the proposed action and the modes of transportation used for these trips, using such sources as *Urban Space for Pedestrians* by Pushkarev & Zupan, Census Data, and any other available environmental studies for similar uses in the study area. These new trips will be assigned to the various travel modes and networks (i.e., vehicle trips, subway/bus system riders, and pedestrians).
6. Perform a pedestrian impact assessment with the proposed action. Assign trips generated by the proposed action to the network for each analysis period, and evaluate the impact on levels of service. The impact criteria established in the *CEQR Technical Manual* will be used to identify significantly impacted locations.

## AIR QUALITY

As discussed in the EAS, an air quality assessment is required for actions that can result in either significant mobile source or stationary source air quality impacts. The mobile source air quality analysis will determine (using computerized dispersion modeling techniques) the effects of traffic both with and without the proposed action on carbon monoxide (CO) levels at selected intersection locations within the study area. Where significant impacts are predicted to occur, feasible traffic measures to alleviate those impacts would be developed. The analysis methodology involves selection of appropriate receptor sites, calculation of vehicular emissions, calculation of pollutant levels using dispersion models that have been approved by the applicable regulatory agencies (i.e., EPA, NYSDEC, and NYCDEP), and the determination of impacts. At locations where exceedances may occur, EPA's refined mobile source simulation model, CAL3QHCR, will be used.




**Transit and Pedestrians Study Area**
Figure 20

The proposed project includes a garage that would exhaust pollutants from its mechanical ventilation system. Therefore, a mobile source parking garage analysis is required to evaluate future CO concentrations resulting from the vehicles that would utilize the proposed project. The proposed action would also involve the rezoning of lots located near an existing large parking lot, and a screening analysis of emissions from this facility will be performed to ensure that impacts on the proposed project are not significant.

In addition to mobile source analyses, stationary source analyses will be performed. These analyses will include an assessment of the potential impacts from the Con Edison West 59th Street Generating Station and nearby commercial, institutional or large-scale residential developments on the proposed project's projected and potential development sites, and an analysis of HVAC emissions from the proposed project on existing buildings on the project sites (i.e., project-on project).

*MOBILE SOURCE ANALYSIS*

The specific work program for the mobile source air quality studies is as follows:

1. Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area.
2. Determine receptor locations for microscale analysis. Perform a mobile source analysis using EPA's CAL3QHC intersection CO model to predict the maximum change in carbon monoxide concentrations, and to determine if the potential for future exceedances of the carbon monoxide ambient standard exists at intersections near the site of the proposed action. Select critical intersection locations in the study area based on data obtained from the traffic analysis. At each intersection, analyze multiple receptor sites in accordance with CEQR guidelines.
3. Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model. For the "worst-case" analysis, conservative meteorological conditions to be assumed in the dispersion modeling are a 1 meter per second wind speed, Class D stability, 50°F temperature, and a 0.77 persistence factor.
4. At each microscale receptor site, calculate maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, the future analysis year without the proposed action, and the future analysis year with the proposed action. No field monitoring will be included as part of these analyses.
5. Assess impacts from parking garage emissions. Information on the potential garage design will be used to determine potential off-site impacts from these ventilated emissions. A temperature of 50° F will be assumed in the analysis, and a point source screening analysis will be employed. Calculate cumulative impacts from on-street sources and the garage exhaust.
6. Analyze impacts of existing parking facility. An analysis of the parking facility adjacent to the project site will be conducted following the recommended procedures in the *CEQR Technical Manual* for surface parking lots. Data on departing and entering vehicles will be based on field counts taken at the parking facility.

7. Compare future CO pollutant levels with standards and applicable *de minimis* criteria, and with one another to determine trends and, more important, impacts due to the proposed actions.
8. Determine the consistency of the proposed action with the strategies contained in the SIP for the area.

*STATIONARY SOURCE ANALYSES*

*HVAC Source Analysis*

1. Perform simulation analyses using the EPA-developed Industrial Source Complex (ISC3) dispersion model to determine impacts of the Con Edison 59th Street Generating Station and nearby commercial, institutional or large-scale residential developments on the proposed project. The analyses 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). The most recent available five years of meteorological data (LaGuardia Airport, 1999-2003) will be used for these simulation analyses. Determine concentrations of nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and particulate matter ($PM_{10}$) on elevated receptors on buildings at the site of the proposed action. Initial worst-case background levels will be assumed in the analysis. Daily backgrounds over the past five years will be included in the simulations. Compare predicted values with national and state ambient air quality standards. A discussion will be provided addressing air quality impacts of $PM_{2.5}$ from the Con Edison 59th Street Generating Station on the proposed action.
2. Perform a detailed analysis of the proposed project's HVAC systems on air quality. The analysis will consider emissions from HVAC systems associated with the project site, as well as the projected development on Lots 58 and 61. The analysis will assess impacts of $NO_2$, $SO_2$, and particulate matter ($PM_{10}$ and $PM_{2.5}$) on existing buildings and on the proposed project. The ISC3 dispersion model will be used in the analysis. Impacts will be compared to national and state ambient air quality standards and the City's current interim $PM_{2.5}$ guidance criteria.
3. Perform a screening analysis of HVAC systems associated with the projected redevelopment on soft sites Lots 56 and 57 to determine whether HVAC emissions from the site of the proposed action are below the significance levels. The screening analyses will use the procedures outlined in the *CEQR Technical Manual*. If the screening analysis indicates potential significant impacts, a detailed analysis will be performed using the ISC3 model.

*Industrial Source Analysis*

4. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the proposed action. The NYCDEP's Bureau of Environmental Compliance (BEC) files will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. Based upon this information a determination will be made of whether further detailed analysis is necessary. The ISC3 dispersion model screening database will be used to estimate the short-term and annual concentrations of critical pollutants at the potential receptor sites. Predicted worst-case impacts on the proposed action will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the NYSDEC's *DAR-1 AGC/SGC Tables* (December 2003) to determine the potential for

significant impacts. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

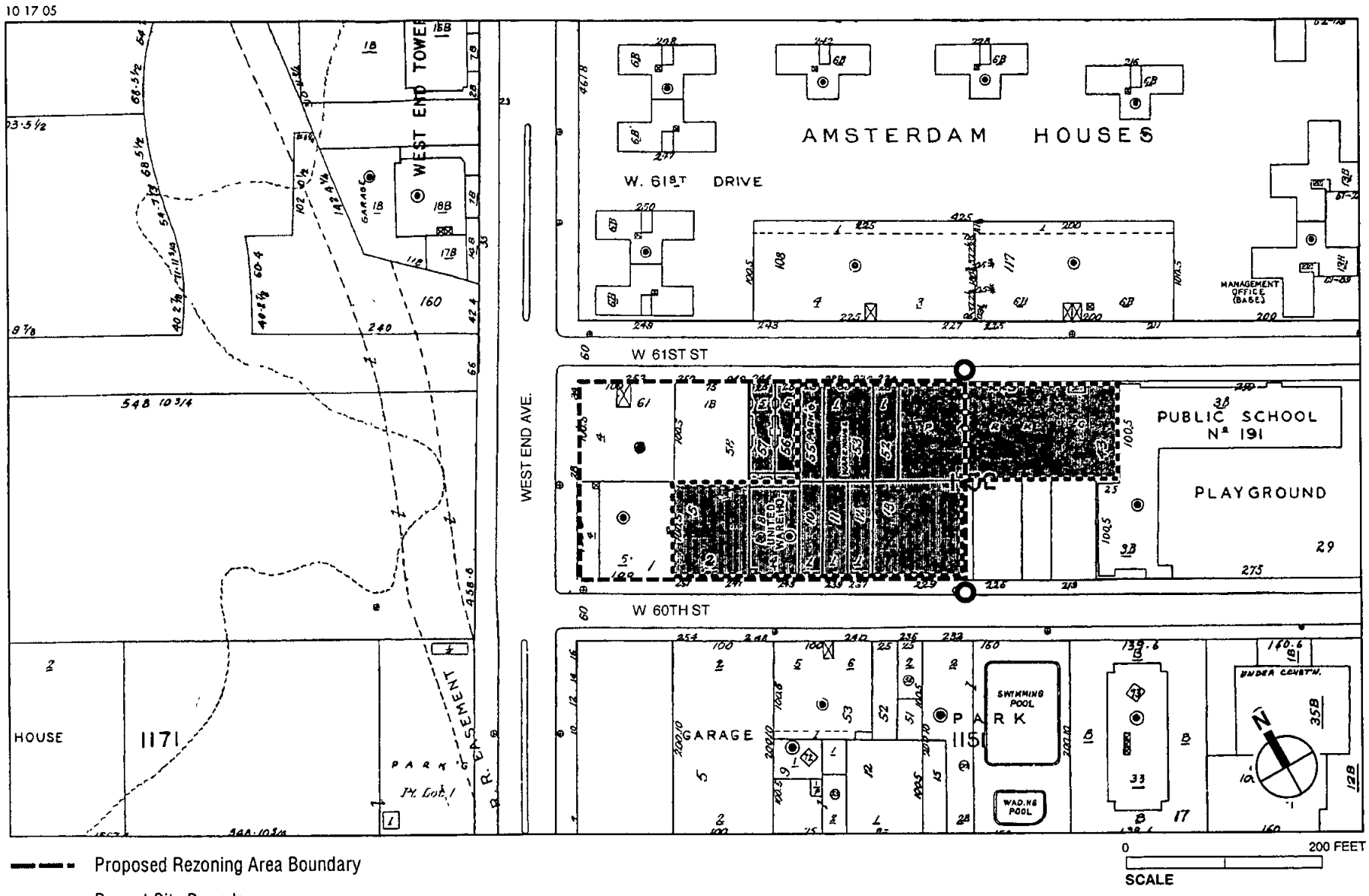
## NOISE

As discussed in the EAS, a noise assessment is required for actions that generate any mobile or stationary sources of noise or would be located in an area of high ambient noise levels. Therefore, the noise study will examine impacts on residences and sensitive land uses that would be affected by changes in traffic resulting from the proposed action. The proposed scope of work contains all the standard elements that go into a CEQR noise study—selection of receptor sites, measurement of existing noise levels, prediction of future noise levels both with and without the proposed action, impact evaluation, and the examination of noise abatement measures (where necessary). The methodologies used for this analysis will be consistent with the methodologies contained in the *CEQR Technical Manual.*

1. Appropriate noise descriptors to describe the noise environment and the impact of the proposed action will be selected. Following current city criteria regarding noise descriptors, it is anticipated that where and when appropriate, the $L_{10}$, and 1-hour equivalent ($L_{eq(1)}$) noise levels will be examined.
2. Receptor sites will be selected for detailed analysis. Receptor sites analyzed will include locations where the proposed action would have the greatest potential to affect ambient noise levels. Figure 21 shows the proposed receptor sites.
3. Measurements will be made at each of the receptor sites to determine existing noise levels. At each site 20-minute measurements will be made during a typical weekday AM, midday, and PM peak period. Hourly $L_{eq}$, $L_1$, $L_{10}$, $L_{50}$, and $L_{90}$ values will be recorded. Stationary sources of noise and rail noise will be discussed.
4. At each receptor location identified above, determine future noise levels without the proposed action using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
5. At each receptor location identified above, determine future noise levels with the proposed action at full Build using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
6. Compare existing noise levels and future noise levels, both with and without the proposed action, with various noise standards, guidelines, and other appropriate noise impact evaluation criteria. In addition, compare future noise levels with the proposed action with future noise levels without the proposed action to determine impacts of the proposed action (i.e., based on the criteria contained in the *CEQR Technical Manual*, a change of 3 A-weighted decibels [dBA] or more would be considered a significant impact).
7. Determine the level of building attenuation necessary to conform with New York City building codes and CEQR standards. Recommend measures to attain acceptable interior noise levels and/or reduce noise impacts to acceptable levels.

## CONSTRUCTION IMPACTS

The likely construction schedule for development at the project site and an estimate of activity on-site will be described. In addition, a qualitative analysis of the effects of construction activities will be performed. Technical areas to be analyzed include:




Proposed Rezoning Area Boundary

Project Site Boundary

Zoning Lot/Proposed General Large-Scale Development

Noise Monitoring Location

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## Proposed Noise Monitoring Locations

Figure 21

1. *Historic Resources*. This assessment will consider the protection of the identified historic resources and the structural integrity of other surrounding buildings.
2. *Transportation Systems*. This qualitative assessment will consider the extent and duration of any street, roadway, or sidewalk closure; any impacts on the parking supply, and any loss in other transportation services during the various phases of construction. In addition, the assessment will identify the increase in vehicle trips from construction workers and equipment. No roadway closure or traffic rerouting is anticipated during construction of the proposed project; therefore, a quantified traffic analysis during construction phase is not required.
3. *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.
4. *Noise*. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity.
5. *Hazardous Materials*. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.
6. *Other Technical Areas*. As appropriate, discuss the other areas of environmental assessment for potential construction-related impacts.

No specific development is proposed for Lots 58 and 61 under the reasonable worst-case development scenario; therefore, construction activities related to projected development on these sites will not be described.

## PUBLIC HEALTH

Following the guidelines presented in the *CEQR Technical Manual*, this task will examine the project's potential to significantly impact public health concerns related to 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.

## MITIGATION

Where significant project impacts have been 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 impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## ALTERNATIVES

The specific alternatives to be analyzed are typically finalized with the lead agency as project impacts become clarified. However, a No Build Alternative must be included. It is anticipated that the EIS will analyze an As-of-Right Alternative and a Rezoning Only Alternative. The Rezoning Only Alternative would analyze a project under the proposed rezoning (to C4-7 and C6-2) but without the special permits.

## SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the 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 action, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action.
2. *Unavoidable Adverse Impacts*. Those impacts, if any, that could not be avoided and could not be practicably mitigated will be listed in this chapter.
3. *Growth-Inducing Aspects of the Propose Action*. This chapter will focus on whether the proposed action 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 project be built.
5. *Short-Term Use of the Environment vs. Long-Term Productivity*. This chapter permits an examination of the adverse and beneficial impacts of the proposed action in the short-term (e.g., during construction) and over the long term. ✷

# ATTACHMENT A
# PROPOSED TEXT AMENDMENT

## ATTACHMENT A

## PROPOSED TEXT AMENDMENTS TO SECTION 74-743

Matter in **bold type** is new, to be added;

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

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

**74-743**
**Special provisions for bulk modification**

(a) For a #general large-scale development#, the City Planning Commission may permit:

(1) distribution of total allowable #floor area#, #rooming units#, #dwelling units#, #lot coverage# and total required #open space# under the applicable district regulations within a #general large-scale development# without regard for #zoning lot lines# or district boundaries subject to the following limitations:

(i) no distribution of #bulk# across the boundary of two districts shall be permitted for a #use# utilizing such #bulk# unless such #use# is permitted in both districts;

(ii) when a #general large-scale development# is located partially in a #Residence District# or in a C1, C2, C3 or C4-1 District and partially in other #Commercial# or #Manufacturing Districts#, no transfer of commercial #floor area# to a #Residence District# or to a C1, C2, C3 or C4-1 District from other districts shall be permitted;

(2) location of #buildings# without regard for the applicable #yard#, #court#, distance between #buildings#, or height and setback regulations; ~~and~~

(3) variation in the location of primary business entrances and #show windows# along frontages adjacent to #zoning lots# outside the #general large-scale development# without regard to regulations applicable near #Residence District# boundaries~~.~~**; and**

**(4) when a #general large-scale development# is located partially in a #Residence District# or in a C4, C5 or C6 District, the amount of #open space# required by the #floor area# located in the C4, C5 or C6 District may be waived provided that the plan for the #general large scale development# complies with the recreational standards set forth in section (b)(3) below.**

(b) As a condition of granting a special permit pursuant to this Section for any #general large-scale development#, the Commission shall find that:

(1) the distribution of #floor area#, #open space#, #dwelling units#, #rooming units# and the location of #buildings#, primary business entrances and #show windows# will result in a better site plan and a better relationship among #buildings# and open areas to adjacent #streets#, surrounding development, adjacent open areas and shorelines than would be possible without such distribution and will thus benefit both the occupants of the #general large-scale development#, the neighborhood, and the City as a whole;

(2) the distribution of #floor area# and location of #buildings# will not unduly increase the #bulk# of #buildings# in any one #block# or unduly obstruct access of light and air to the detriment of the occupants or users of #buildings# in the #block# or nearby #blocks# or of people using the public #streets#;

**(3) when a waiver of #open space# is granted, the plan for the #general large scale development# includes recreation space equal in area to the minimum amount of recreation space required by Section 28-31 for a #development# having the same #residential# #floor area# and satisfying the standards for recreation space set forth in Section 28-32, respectively;**

~~(3)~~ **(4)** where a #zoning lot# of a #general large-scale development# does not occupy a frontage on a mapped #street#, appropriate access to a mapped #street# is provided;

~~(4)~~ **(5)** considering the size of the proposed #general largescale development#, the #streets# providing access to such #general large-scale development# will be adequate

to handle traffic resulting therefrom;

~~(5)~~ **(6)** when the Commission has determined that the general large-scale development# requires significant addition to existing public facilities serving the area, the applicant has submitted to the Commission a plan and timetable to provide such required additional facilities. Proposed facilities that are incorporated into the City's capital budget may be included as part of such plan and timetable; and

~~(6)~~ **(7)** a declaration with regard to ownership requirements in paragraph (b) of the #general large-scale development# definition in Section 12-10 (DEFINITIONS) has been filed with the Commission.

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