Chapter 21: Modifications to the Proposed Project[1]

A. INTRODUCTION

The applicant, Durst Development L.L.C., has proposed revisions to the proposed project analyzed in this Final Supplemental Environmental Impact Statement (FSEIS), and the City Planning Commission (CPC) is contemplating certain modifications to the proposed project (the "proposed modifications"), including:

APPLICANT PROPOSED REVISIONS

- Limit the number of residential units on the project block to a total of 1,432 (comprising 597 existing units in the Helena and 835 new units on projected development sites 1 and 2).
- In addition to the affordable units analyzed as part of the Reasonable Worst Case Development Scenario (RWCDS) on projected development site 1 (up to 145), the RWCDS has been updated to reflect the applicant's intention to include up to 20 percent of the units on projected development site 2 as affordable units (up to 22 affordable units) as a response to community comments. In total, it is assumed that the proposed project would include up to 167 affordable units on projected development sites 1 and 2.
- Consider, in the RWCDS, the inclusion of an approximately 25,000 gross square foot neighborhood grocery use intended by the applicant to be located in the retail space on projected development site 1.

In addition, as noted in Chapter 1, "Project Description," in order to provide for a conservative analysis 80,000 gross square feet (gsf) was analyzed as office space, but that space could be allocated as commercial, residential, amenity, or community facility space. During the design process, after the DSEIS was certified, it was determined that approximately 50,000 gsf of this space would be allocated to residential space; because the number of units on the project block would be limited in accordance with the Restrictive Declaration, this reallocation of office space to residential space would not affect the overall number of units in the proposed project.

CPC PROPOSED MODIFICATIONS

- Narrow the width of the midblock access drive from 25 feet to 22 feet, and widen the adjacent sidewalks accordingly, resulting in an approximately 18 foot wide pedestrian path on the western edge and an approximately 10 foot pedestrian path on the eastern edge. The widened sidewalk would include benches to provide seating, and trees and planters that would flank the edges of the pedestrian walkway next to the vehicle drive through. The accessway would have a uniform elevation throughout (i.e., no sidewalk curbs) and the paving treatment would be continued into the lobby of the building on projected development site 1.

[1] This chapter is new to the FSEIS.

- Include retail frontage at the northeast portion of projected development site 1 adjacent to the midblock access drive along West 58th Street.
- Require a minimum of three establishments in projected development site 1 along West 57th Street.
- Require street level façade transparency on West 57th Street.
- Commit to "wrap-around" the Twelfth Avenue establishment to approximately 80 feet east along the West 58th Street frontage.
- Where feasible, include lit, ground-floor display areas along West 58th Street where mechanical space is required for the proposed building, subject to review by the New York City Department of City Planning (DCP) and the New York City Department of Buildings.

Together, the proposed applicant revisions, updates to the RWCDS, and proposed modifications (the "modified project") would result in a decrease in the total number of residential units and an increase in the number of affordable units on the project block, a possible neighborhood grocery use, a reduction in the proposed commercial office square footage on the project block, changes to the project's midblock access drive, and requirements as to the number of storefronts on West 57th Street, street level façade transparency along West 57th Street, and the placement of display areas where certain mechanical space is required along West 58th Street.

This chapter describes the proposed revisions and modifications and examines whether the changes would result in significant adverse environmental impacts for each technical area presented in the FSEIS. Where appropriate, the analyses compare the effects of the modified project to those of the proposed project. In addition, this chapter presents a brief summary of the process of developing the proposed revisions and modifications.

PRINCIPAL CONCLUSIONS

As discussed in more detail below, the modified project would not result in any significant adverse impacts, including transportation impacts. The modified project would have the same impact conclusions as those disclosed in the previous chapters of this FSEIS.

B. BACKGROUND

As described and analyzed in the previous chapters of this FSEIS, the proposed actions are being requested to facilitate the applicant's proposed project. As analyzed in the previous chapters of this FSEIS, the proposed project would include approximately 1.1 million gsf on the project block consisting of approximately 850,000 gsf of residential space (up to 863 residential rental units, of which the applicant intends to provide up to 151 affordable units, or 20 percent of the units on projected development site 1); approximately 80,000 gsf of commercial office; 62,000 gsf of retail; 28,000 gsf of community facility space; and 285 additional accessory parking spaces. As described in greater detail in Chapter 1, "Project Description," development of the proposed project requires approvals from the CPC and the New York City Council, including:

- Rezoning of a portion of the project block from M1-5 to C6-2;
- Special permit pursuant to Section 74-743 of the New York City Zoning Resolution to allow, in a large-scale development, (1) floor area to be distributed across the entire zoning lot, (2) buildings to be located without regard for distance between building regulations, and (3) to permit the location of buildings without regard to height and setback regulations;

- Special permit pursuant to Section 13-561 of the New York City Zoning Resolution for a 285 space accessory parking garage;
- Modification of the Large Scale General Development site plan associated with the existing special permits (Amendment to ULURP No. C010151 ZSM); and
- Modification of the existing Restrictive Declaration (Modification and termination of Restrictive Declaration No. D-145 associated with ULURP No. C010148 ZMM).

The Restrictive Declaration currently encumbering the project block provides that the project site shall be developed in substantial conformity with the plans approved in connection with the 2001 large-scale permits as modified in 2004. As mentioned above, those plans specifically limit residential uses on the block to 520,800 zsf and further limit certain retail uses (use groups 6A, 6C and 10A, except radio or television studios) to an aggregate of no more than 125,000 zsf, including no more than 78,000 zsf of Use Group 10A retail uses. As noted above, the eastern portion of the project block currently contains The Helena (the Eleventh Avenue tower in the 2001 *FEIS*). The Helena contains approximately 519,860 zsf of floor area and 597 residential units, which nearly maximizes the allowable residential use under the existing special permit and Restrictive Declaration. Therefore, the Restrictive Declaration and special permit would need to be modified to permit any additional residential uses on the zoning lot. The plans approved in 2001, as modified, also include, among other things, maximum envelopes for buildings on the project site, setback requirements from each of the streets, a through-block driveway near the western portion of the block, and other bulk limitations. Thus, modification of the Restrictive Declaration and special permit is also necessary for the proposed massing of the new buildings on the project site.

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

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

Baseline conditions for evaluating potential impacts in 2015, the year in which the project would be operational, are the same for both the proposed action and the modified project.

C. DESCRIPTION OF THE PROPOSED REVISIONS AND MODIFICATIONS

APPLICANT PROPOSED REVISIONS

During the course of the preparation of this FSEIS, the applicant proposed revisions to the proposed project to reflect changes to the project as the design was refined and to respond to community concerns. Specifically, the applicant has proposed the following revisions:

- Limit the number of residential units on the project block to a total of 1,432 (comprising 597 existing units in the Helena and 835 new units on projected development sites 1 and 2).
- In addition to the affordable units analyzed as part of the RWCDS on projected development site 1 (up to 145), the RWCDS has been updated to reflect the applicant's intention to include up to 20 percent of the units on projected development site 2 as affordable units (up to 22 affordable units) as a response to community comments. In total, it is assumed that the proposed project would include up to 167 affordable units on projected development sites 1 and 2.
- Consider, in the RWCDS, the inclusion of an approximately 25,000 gross square foot neighborhood grocery use intended by the applicant to be located in the retail space on projected development site 1.

In addition, as noted in Chapter 1, "Project Description," in order to provide for a conservative analysis 80,000 gsf was analyzed as office space, but may have been allocated as commercial, residential, amenity, or community facility space. During the design process, after the DSEIS was issued, it was determined that approximately 50,000 gsf of this space would be allocated to residential space; because the number of units on the project block would be limited in accordance with the Restrictive Declaration, this reallocation of office space to residential space would not affect the overall number of units in the proposed project.

Table 21-1
Modified Project Development Program

Project Components	Projected Development Site 1 (GSF)	Projected Development Site 2 (GSF)	Total (GSF)	Proposed Zoning Floor Area	Approx. Proposed FAR
Residential[1]	810,000	90,000	**900,000**	860,000	**5.15**
Total Residential Units	*725*	*110*	***835***	*NA*	***NA***
Affordable Residential Units	*145[2]*	*22*	***167***	*NA*	***NA***
Commercial Office (Flexible Use Space)[3]	30,000	0	**30,000**	25,500	**0.2**
Retail	55,000	5,000	**62,000[4]**	52,000	**0.3**
Community Facility	13,000[5]	15,000	**28,000**	27,600	**0.2**
Above-Grade Parking	50,000	0	**50,000**	0	**0.0**
Accessory Parking Spaces[6]	*285*	*0*	***285***	*NA*	***NA***
Mechanical and Loading	50,000	0	**50,000**	0	**0.0**
Total	**--**	**--**	**1,120,000**	**965,100[7]**	**6.0[7]**

Note: GSF = gross square feet
[1] The residential GSF includes residential amenity, lobby, and storage space.
[2] It is expected that 20 percent or up to 167 units on projected development sites 1 and 2 would be affordable.
[3] The commercial office GSF may be allocated as commercial space, residential space, amenity space, or community facility space. To provide for a conservative analysis, it is analyzed as office space. If it were allocated to residential space it would not affect the overall number of units in the proposed project.
[4] The total retail GSF includes approximately 2,000 gsf of new retail that would be created by relocating and converting the existing Helena garage entrance on West 57th Street.
[5] The community facility use on projected development site 1 would be located in the midblock community facility building.
[6] The modified project would include a new 285-space accessory parking garage. The existing 100-space accessory parking garage under The Helena would be retained.
[7] The total proposed zoning floor area and FAR presented in this table includes floor area that may be allocated as commercial space, residential space, amenity space, or community facility space as both residential floor area and office floor area.
Source: Durst Development L.L.C.; SLCE Architects, LLP

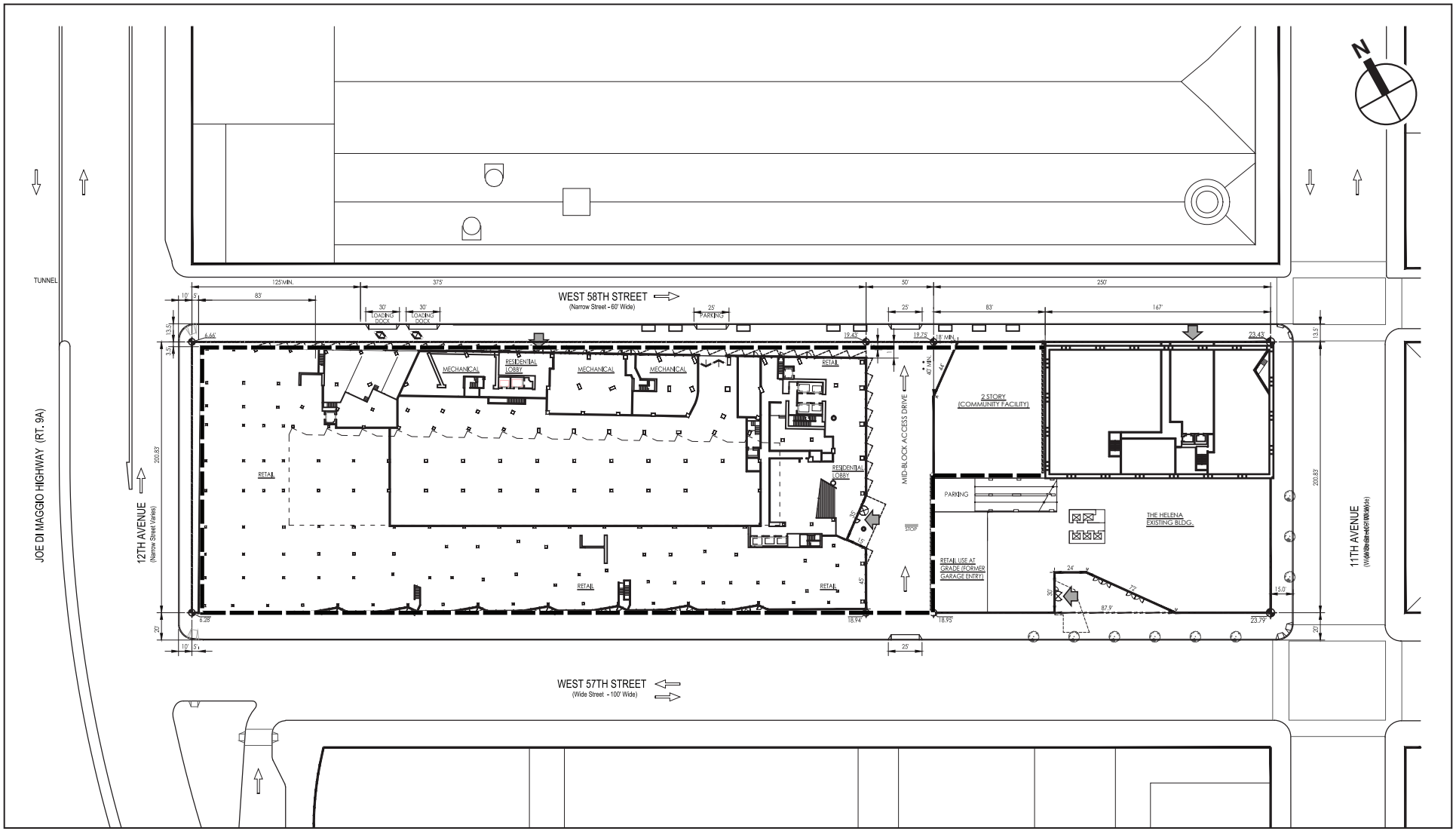
CPC PROPOSED MODIFICATIONS

CPC issued a Notice of Completion for the DSEIS on July 11, 2012, and circulated the DSEIS for public review. Since the issuance of the DSEIS, the applicant has continued to work on refinements to the proposed project with Community Board 4 (CB4), the Manhattan Borough President, and DCP to respond to comments voiced at the scoping hearing, various CB4 meetings, and the DSEIS public hearing. In response to these discussions, the CPC is considering additional requirements for the proposed project (see **Figures 21-1** and **21-2)**, as described below:

- Narrow the width of the midblock access drive from 25 feet to 22 feet, and widen the adjacent sidewalks accordingly, resulting in an approximately 18 foot wide pedestrian path on the western edge and an approximately 10 foot pedestrian path on the eastern edge, as shown in **Figure 21-2**. The widened sidewalk would include benches to provide seating, and trees and planters that would flank the edges of the pedestrian walkway next to the vehicle drive through. The accessway would have a uniform elevation throughout (i.e., no sidewalk curbs) and the paving treatment would be continued into the lobby of the building on projected development site 1.
- Include retail frontage at the northeast portion of projected development site 1 adjacent to the midblock access drive along West 58th Street.
- Require a minimum of three establishments in projected development site 1 along West 57th Street.
- Require street level façade transparency on West 57th Street.
- Commit to "wrap-around" the Twelfth Avenue establishment to approximately 80 feet east along the West 58th Street frontage.
- Where feasible, include lit, ground-floor display areas along West 58th Street where mechanical space is required for the proposed building, subject to review by DCP and the New York City Department of Buildings.

D. ANALYSES

The proposed revisions would facilitate development of a project with 28 fewer residential units, up to 16 more affordable units, and 50,000 gsf less commercial office space than the project analyzed in the SEIS. The proposed modifications would result in a through-block driveway of 22 feet and sidewalk 3 feet wider than previously analyzed and modest changes to the appearance of street level retail spaces along the West 57th and West 58th Street frontages to improve the pedestrian experience. The proposed revisions and modifications to the proposed project (referred to, with such revisions and modifications, as the "modified project") would not change the overall proposed land uses, building massing, or zoning actions analyzed in the other chapters of this FSEIS, and therefore no changes to the analyses presented in the FSEIS are required for land use, zoning, and public policy; shadows; historic and cultural resources; hazardous materials; air quality; greenhouse gas emissions and climate change; public health; construction; growth-inducing aspects of the proposed actions; and irreversible and irretrievable commitment of resources. The potential for significant adverse environmental impacts to result from the modified project is therefore focused on the areas of socioeconomic conditions, open space, community facilities and service, urban design and visual resources, transportation, noise, and neighborhood character, as discussed below:



Projected Development Site 1

Projected Development Site 2

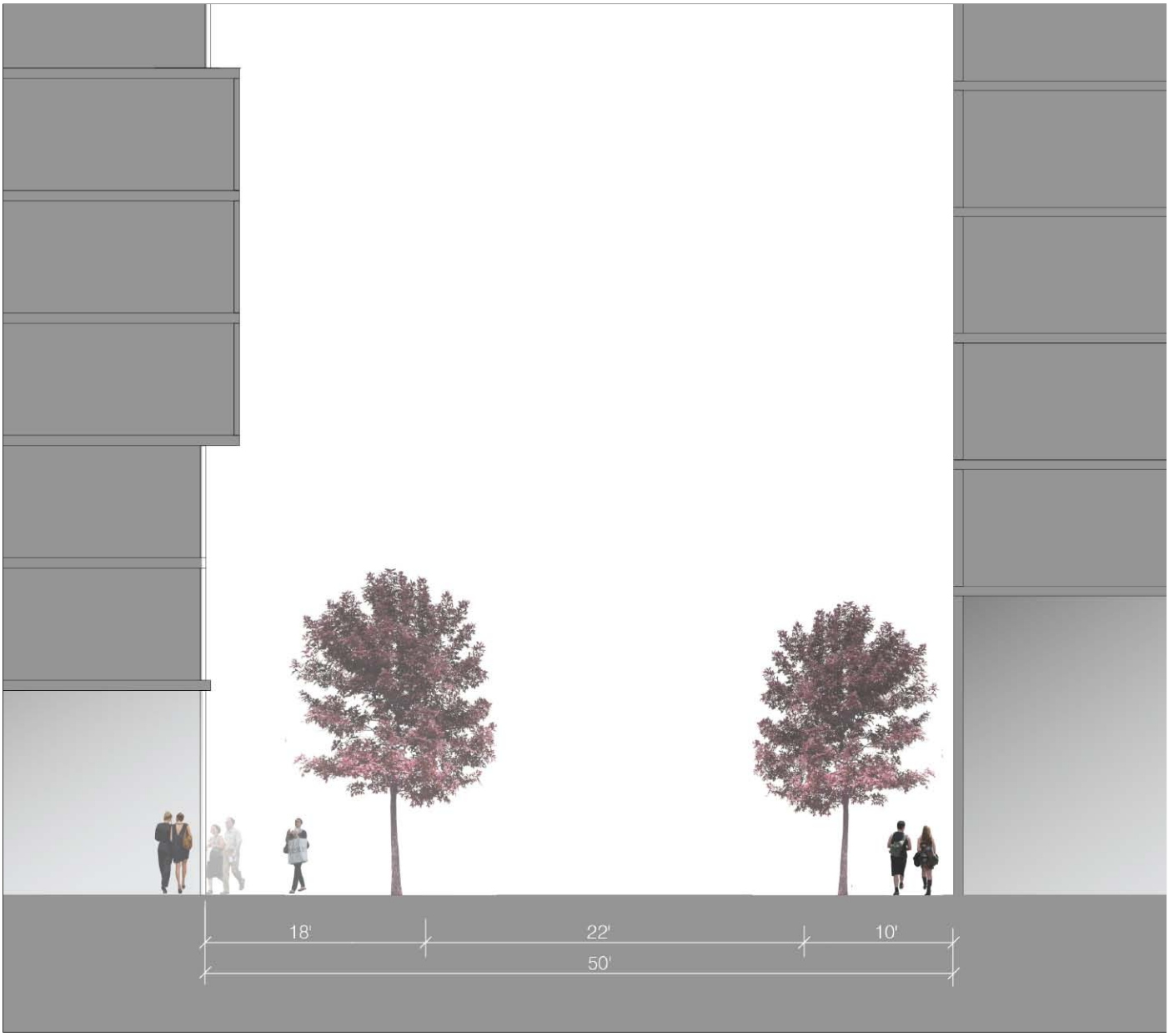
NOTE: Under the modified project, a minimum of three establishments would be required in projected development site 1

625 WEST 57TH STREET

Modified Project Illustrative Ground Floor Plan

Figure 21-1

12.4.12



Modified Project Section of
Midblock Illustrative Access Drive
Figure 21-2

SOCIOECONOMIC CONDITIONS

The reduction in the overall number of residential units and the potential inclusion of a 25,000 neighborhood grocery within the retail space with the modified project would not substantively affect socioeconomic conditions in the relevant study areas compared to the proposed project, and would therefore not alter the conclusions that the proposed project would not result in significant adverse impacts due to direct or indirect displacement of residents and business that were not addressed in the 2001 *FEIS*.

COMMUNITY FACILITIES AND SERVICES

As noted above, the modified project would include 28 fewer residential units and up to 16 more affordable units than the proposed project analyzed in the previous chapters of this FSEIS. With respect to public schools, the modified project would result in the introduction of fewer students than the proposed project, and therefore neither the modified project nor the proposed project would result in significant adverse school impacts that were not addressed in the 2001 *FEIS*.

Based on the 2012 *CEQR Technical Manual* screening methodology, detailed analyses of public high schools, libraries, outpatient health care facilities, child care facilities, and police and fire services are not warranted. With respect to child care facilities, according to the 2012 *CEQR Technical Manual*, if a proposed project in Manhattan would introduce 170 or more low-income and low- to moderate-income units, a detailed analysis of its impact on publicly funded child care facilities is warranted. Because the modified project would introduce up to 167 affordable units, it does not meet or exceed this CEQR threshold. Therefore, like the proposed project, the modified project would not result in any significant adverse impacts to public high schools, libraries, outpatient health care facilities, child care facilities, and police and fire services that were not addressed in the 2001 *FEIS*.

OPEN SPACE

As noted above, the modified project would include 28 fewer residential units than the proposed project analyzed in the previous chapters of this FSEIS. Because the modified project would introduce fewer new residents, it would result in less demand for open space resources than the proposed project. Furthermore, the modifications to the midblock access drive are intended to, in part, help the drive function as a pedestrian open space with benches and plantings. Therefore, neither the modified project nor the proposed project would result in significant adverse impacts to open space resources that were not addressed in the 2001 *FEIS*.

URBAN DESIGN AND VISUAL RESOURCES

The modified project would result in changes to the project's midblock access drive and requirements as to the number of storefronts, street level façade transparency along West 57th Street, and the placement of display areas where mechanical space is required along West 58th Street. Overall, these modifications are intended to improve the pedestrian experience around the project block by enlivening West 57th Street, West 58th Street, and the midblock access drive. The modified project would not result in any changes to the building massing and would therefore have the same effect on visual resources as the proposed project. Therefore, the modified project, like the proposed project, would not result in any significant adverse impact to urban design and visual resources that were not addressed in the 2001 *FEIS*.

TRANSPORTATION

As summarized in Chapter 10, "Transportation," the proposed project, when compared to the future without the proposed project, would result in 24, 21, and 73 more vehicles per hour (vph) in the weekday AM, weekday midday, and Saturday midday peak hours respectively, and 35 fewer vph in the weekday PM peak hour. The modified project described above would not result in a significant increase to traffic in the area and would actually reduce vehicle trips to the weekday AM, midday, and PM peak hours. **Tables 21-2** and **21-3** summarize the Trip Generation and the Travel Demand Forecast for the modified project, and show that the modified project, when compared to the future without the proposed project, would generate 7, 21, and 91 vph in the weekday AM, weekday midday, and Saturday midday peak hours respectively, and 42 fewer vph in the weekday PM peak hour. Compared to the weekday peak hours analyzed in the DSEIS, the modified project would result in a reduction of 17, 0, and 7 vph in the weekday AM, midday and PM peak hours, respectively. During the Saturday midday peak hour the modified project would result in an increase of 18 vph (9 in and 9 out); this number of additional vehicle trips on a Saturday peak hour would be dispersed among the various streets and intersections around the project site and would not cause the analysis in this FSEIS to change. The 9 additional inbound vehicle trips would all pass through the intersection of West 57th Street and Eleventh Avenue from the east and West 57th Street and Twelfth Avenue from the west. The 9 additional outbound vehicle trips would be split between the intersection of 57th Street and Twelfth Avenue for access to the West Side Highway northbound and the intersection of West 58th Street and Eleventh Avenue from vehicles exiting the garage. Based on the additional 9 inbound vehicles and 9 outbound vehicles, no movement or approach increases by more than 3 vehicles per hour. Therefore, as with the transportation analysis presented in this FSEIS, the modified project would not result in any significant adverse transportation impacts.

As summarized in Chapter 10, "Transportation," the proposed project, when compared to the future without the proposed project, would result in 92 new transit trips during the AM peak hour and 56 new transit trips during the PM peak hour. As shown on **Table 21-3**, the modified project would result in fewer transit trips during either peak hour with 51 during the AM peak hour and 19 during the PM peak hour based on the reduction of commercial office use. Therefore, as with the transit analysis presented in this FSEIS, the modified project would not result in any significant adverse transit impacts.

As summarized in Chapter 10, "Transportation," the proposed project, when compared to the future without the proposed project, would result in 247, 225, and 394 more pedestrian trips per hour (vph) in the weekday AM, weekday PM, and Saturday midday peak hours respectively, and 295 fewer vph in the weekday midday peak hour. **Table 21-3** shows that the modified project, when compared to the future without the proposed project, would generate 227, 222, and 443 pedestrians in the weekday AM, weekday PM, and Saturday midday peak hours respectively, and 418 fewer pedestrians in the weekday midday peak hour. The modified project includes a neighborhood grocery on the western side of the site and the pedestrian analysis in the FSEIS did not assign any trips to the western edge of the project as most of the office, residential and retail uses are concentrated in the center of the block. The increase of 49 pedestrian trips based on the addition of the neighborhood grocery would likely cause a portion of the overall pedestrian increment to travel to the grocery along Twelfth Avenue. The new Riverside South buildings north of West 59th Street would likely add a few pedestrian trips to the corner of Twelfth Avenue and West 58th Street. In addition, the entire pedestrian increment was assigned in the DSEIS to areas north, east and south of the project block, however, with the proposed 835 dwelling units, a community facility and commercial office space, it is likely that many of these

Table 21-2
Transportation Planning Assumptions
Future With the Proposed Project Scenario

Land Use:	**Destination Retail**		**Residential**		**Commercial Office**		**Neighborhood Supermarket**		**Medical Office**	
Size/Units:	37,000 gsf		835 DU		30,000 gsf		25,000 gsf		28,000 gsf	
Trip Generation:									(4)	
	(1)		(1)		(1)		(1)		Staff	Visitors
Weekday	78.2		8.075		18		175.0		10	33.6
Saturday	92.5		9.6		3.9		231		4.3	14.5
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(4)	
AM (8-9)	3.0%		10.0%		12.0%		5.0%		24.0%	6.0%
MD (12-1)	9.0%		5.0%		15.0%		6.0%		17.0%	9.0%
PM (5-6)	9.0%		11.0%		14.0%		10.0%		24.0%	5.0%
SatMD (1-2)	11.0%		8.0%		17.0%		9.0%		17.0%	9.0%
	(2)		(2)		(2)		(2)		(5)	(4)
Modal Splits:	AM/MD/PM	Sat	AM/MD/PM/SAT		AM/PM	MD/SAT	AM/MD/PM	Sat	Staff	Visitor
Auto	10.0%	12.0%	10.8%		22.1%	2.0%	10.0%	12.0%	22.1%	25.0%
Taxi	15.0%	15.0%	4.1%		2.2%	3.0%	15.0%	15.0%	2.2%	25.0%
Subway	20.0%	18.0%	41.8%		56.6%	6.0%	20.0%	18.0%	56.6%	29.0%
Bus	20.0%	20.0%	14.7%		10.6%	6.0%	20.0%	20.0%	10.6%	11.0%
Walk/Other	35.0%	35.0%	28.6%		8.5%	83.0%	35.0%	35.0%	8.5%	10.0%
	100.0%	100.0%	100.0%		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	(2)		(2)		(2,3)		(2)		(4)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out
AM (8-9)	61%	39%	16%	84%	95%	5%	61%	39%	94.0%	6.0%
MD (12-1)	55%	45%	50%	50%	48%	52%	55%	45%	50.0%	50.0%
PM (5-6)	47%	53%	67%	33%	15%	85%	47%	53%	12.0%	88.0%
SatMD (1-2)	55%	45%	53%	47%	60%	40%	55%	45%	50.0%	50.0%
Vehicle Occupancy:	(3)		(2)		(3)		(3)		(4)	
Auto	2.00		1.26		1.17		2.00		1.17	1.65
Taxi	2.00		1.40		1.40		2.00		1.40	1.20
Truck Trip Generation:	(1)		(1)		(1)		(1)			
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	(4)	
	0.35	0.04	0.06	0.02	0.32	0.01	0.35	0.04	0.32	0.01
	per 1,000 sf		per DU		per 1,000 sf		per 1000 sf		per 1,000 sf	
	(1)		(1)		(1)		(1)		(4)	
AM (8-9)	8.0%		12.2%		10.0%		8.0%		10.0%	
MD (12-1)	11.0%		9.0%		11.0%		11.0%		11.0%	
PM (5-6)	2.0%		2.0%		2.0%		2.0%		2.0%	
SatMD (1-2)	11.0%		9.0%		11.0%		11.0%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out
All Peak Hours	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) 2012 CEQR Technical Manual

(2) Riverside Center FEIS.

(3) West 57th Street Rezoning FEIS, March 2001. Temporal distribution for Saturday midday based on weekday midday

(4) Based on 506 East 76th Stret Rezoning EIS, Table C-8.

(5) 2000 Census Reverse Journey to Work

Linked trip credit of 25 percent was applied to the supermarket use.

Table 21-3
Travel Demand Forecast
Future With the Proposed Project Scenario

Land Use:	Future With the Proposed Project Program: Destination Retail		Residential		Commercial Office		Neighborhood Supermarket		Medical Office				Total Project Demand		Future Without the Proposed Project Trips & Existing Mini-Storage Trips		Net Project Increment		
Size/Units:	37,000	gsf	835	DU	30,000	gsf	25,000	gsf	28,000	gsf									
									Staffs		Visitors								
Peak Hour Person Trips:																			
AM (8-9)	87		674		65		164		67		56		1,114		926		187		
MD (12-1)	260		337		81		197		48		86		1,009		1,423		-414		
PM (5-6)	260		742		76		328		67		47		1,521		1,365		156		
SatMD (1-2)	376		641		20		390		20		37		1,484		945		540		
Person Trips:																			
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM Auto	5	3	12	61	14	1	10	6	14	1	13	1	68	73	184	40	-116	33	**-83**
Taxi	8	5	4	23	1	0	15	10	1	0	13	1	42	39	29	10	13	29	**42**
Subway	11	7	45	237	35	2	20	13	36	2	15	1	162	262	404	32	-242	230	**-12**
Bus	11	7	16	83	7	0	20	13	7	0	6	0	67	103	91	16	-24	87	**63**
Walk/Ferry/Other	19	11	31	161	4	0	35	22	6	0	5	0	100	194	93	26	7	169	**176**
Total	54	33	108	565	61	3	100	64	64	3	52	3	439	671	801	124	-362	548	**186**
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD Auto	14	12	18	18	1	1	11	9	5	5	11	11	60	56	62	56	-2	0	**-2**
Taxi	21	18	7	7	1	1	16	13	1	1	11	11	57	51	52	46	5	5	**10**
Subway	29	23	70	70	2	3	22	18	14	14	12	12	149	140	78	71	71	69	**140**
Bus	29	23	25	25	2	3	22	18	3	3	5	5	86	77	78	71	8	6	**14**
Walk/Ferry/Other	51	41	47	48	32	34	38	31	3	3	4	4	175	161	448	461	-273	-299	**-572**
Total	144	117	167	168	38	42	109	89	26	26	43	43	527	485	718	705	-191	-219	**-410**
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM Auto	12	14	54	26	3	14	15	17	2	13	1	10	87	94	79	206	8	-112	**-104**
Taxi	18	21	20	10	0	1	23	26	0	1	1	10	62	69	36	54	26	15	**41**
Subway	24	28	208	102	6	36	31	35	5	33	2	12	276	246	116	452	160	-206	**-46**
Bus	24	28	73	36	1	7	31	35	1	6	1	5	131	117	58	125	73	-8	**65**
Walk/Ferry/Other	43	49	141	70	1	5	54	61	1	6	2	5	242	196	88	148	154	49	**203**
Total	121	140	496	244	11	63	154	174	9	59	7	42	798	722	377	985	421	-262	**159**
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
SatMD Auto	25	20	37	33	0	0	26	21	2	2	5	5	95	81	66	57	29	24	**53**
Taxi	31	25	14	12	0	0	32	26	0	0	5	5	82	68	61	49	21	19	**40**
Subway	37	30	142	126	1	0	39	32	7	6	6	5	232	199	76	61	156	138	**294**
Bus	41	34	50	44	1	0	43	35	1	1	2	2	138	116	84	67	54	49	**103**
Walk/Ferry/Other	71	59	97	86	8	7	75	61	1	1	2	2	254	216	242	182	12	34	**46**
Total	205	168	340	301	10	7	215	175	11	10	20	19	801	680	529	416	272	264	**536**
Vehicle Trips :																			
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM Auto (Total)	3	2	10	48	12	1	5	3	12	1	8	1	50	56	145	10	-95	46	-49
Taxi	4	3	3	16	1	0	8	5	1	0	11	1	28	25	6	6			
Taxi Balanced	0	0	18	18	1	1	9	9	1	1	11	11	39	39	9	9	30	30	60
Truck	1	1	3	3	0	0	0	0	0	0			4	4	6	6	-2	-2	-4
Total	4	3	31	69	13	2	14	12	13	2	19	12	93	99	160	25	-67	74	7
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD Auto (Total)	7	6	14	14	1	1	6	5	4	4	7	7	39	37	35	32	4	5	9
Taxi	11	9	5	5	1	1	8	7	1	1	9	9	35	32	29	26			
Taxi Balanced	14	14	7	7	2	2	11	11	2	2	14	14	50	50	41	41	9	9	18
Truck	1	1	2	2	1	1	0	0	0	0			4	4	7	7	-3	-3	-6
Total	22	21	23	23	4	4	17	16	6	6	21	21	93	91	83	80	10	11	21
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM Auto (Total)	6	7	43	21	3	12	8	9	2	11	1	6	63	66	50	159	13	-93	-80
Taxi	9	11	14	7	0	1	12	13	0	1	1	8	36	41	19	30			
Taxi Balanced	15	15	14	14	1	1	19	19	1	1	9	9	59	59	40	40	19	19	38
Truck	0	0	1	1	0	0	0	0	0	0			1	1	1	1	0	0	0
Total	21	22	58	36	4	13	27	28	3	12	10	15	123	126	91	200	32	-74	-42
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD Auto (Total)	13	10	29	26	0	0	13	11	2	2	3	3	60	52	35	30	25	22	47
Taxi	16	13	10	9	0	0	16	13	0	0	4	4	46	39	32	25			
Taxi Balanced	20	20	14	14	0	0	21	21	0	0	6	6	62	62	41	41	21	21	42
Truck	0	0	1	1	0	0	0	0	0	0			1	1	0	0	1	1	2
Total	33	30	44	41	0	0	34	32	2	2	9	9	123	115	76	71	47	44	91

pedestrian trips would only need to travel along the sidewalk directly in front of the project site and would not need to leave the block. In addition, the FSEIS sidewalk analysis shows that both sidewalks along West 57th Street and West 58th Street operate at LOS B with platoon conditions during all peak hours. Therefore, as with the pedestrian analysis presented in this FSEIS, the modified project would not result in any significant adverse pedestrian impacts.

NEIGHBORHOOD CHARACTER

The modified project, like the proposed project, would result in the creation of new buildings that are consistent with their surroundings, and the revitalization of the project block, and would be consistent with the key components of the area's character. As noted above, certain changes under the modified project—including the changes to the project's midblock access drive, and requirements as to the number of establishments on West 57th Street, street level façade transparency along West 57th Street, and the placement of display areas along West 58th Street—are intended to improve the pedestrian experience around the project block. The modified project would not have the potential to affect the defining features of the neighborhood's character, either through a significant adverse impact in a specific technical area or through a combination of moderate effects. Therefore, the modified project, like the proposed project, would not result in any significant adverse impacts on neighborhood character that were not addressed in the 2001 *FEIS*.

NOISE

The modified project, like the proposed project, would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of Noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). As discussed above, the modified project would reduce vehicle trips compared to the proposed project during all peak hours except the Saturday midday peak hour, when it would result in a modest increase in vehicle trips (18 vph). This number of vehicle trips would not have the potential to cause a significant noise impact (i.e., it would not result in a doubling of Noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). Therefore, the modified project, like the proposed project, would not generate sufficient traffic to have the potential to cause a significant noise impact.

The modified project will be designed to provide the same window/wall attenuation levels as required for the proposed project, which will result in acceptable interior noise levels according to CEQR criteria. These requirements are shown in **Table 21-4**. Consequently, the proposed project would not result in any significant adverse noise impacts.

CONCLUSIONS

Overall, the modified project would not result in any significant adverse impacts, including transportation impacts. The modified project would have the same impact conclusions as those disclosed in the previous chapters of this FSEIS.

Table 21-4
Building Attenuation Requirements

Location	Façade	Elevation	Governing Noise Measurement Location/Source	Maximum Measured $L_{10(1)}$ Value(s) (in dBA)	Attenuation Required (in OITC)[2]
Projected Development Site 1: Mixed Use Building	North	Up to 100 feet	1[1], 2	79.7[3], 75.3[3]	35 within 100 feet of West Side Highway, 31 elsewhere
		Greater than 100 feet			28
	East	Up to 100 feet	4, 5	75.4[3], 68.6[3]	31 within 120 feet of West 57th Street, 30[4] elsewhere
		Greater than 100 feet			28 within 120 feet of West 57th Street, 30[4] elsewhere
	South	Up to 100 feet	1, 2, 3	79.7[3], 75.3[3], 74.6[3]	35 within 100 feet of West Side Highway, 31 elsewhere
		Greater than 100 feet			28
	West	Up to 100 feet	1, 2	79.7[3], 75.3[3]	35 within 100 feet of West Side Highway, 31 elsewhere
		Greater than 100 feet			28
Projected Development Site 1: Community Facility Building	North	All	2	75.3[3]	31
	East, South, West	All	5	68.6[3]	30[4]
Projected Development Site 2	North	All	2	75.3[3]	31
	East	All	Existing (E) Designation	n/a	35
	South, West	All	5	68.6[3]	30[4]

Notes: [1] Because no measurement was performed along the north façade of the project site within 100 feet of the West Side Highway, the measurement at site 1 along the south façade of the project site within 100 feet of the West Side Highway was used to represent the north façade as well.
[2] Required attenuation values shown are for residential uses. Attenuation for commercial or cultural uses would be 5 dBA less.
[3] Noise levels adjusted based on build traffic increments.
[4] The maximum measured L_{10} is below 70 dBA, and the *CEQR Technical Manual* does not specify minimum attenuation guidance for exterior L_{10} values below this level, however the applicant has committed to 30 dBA of attenuation for residential uses or 25 dBA of attenuation for commercial/non-residential uses along the mid-block drive greater than 120 feet from West 57th Street.

Source: 625 West 57th Street Acoustical Analysis for DCP memorandum from Cerami & Associates to AKRF, dated October 30, 2011, revised November 15, 2011.

✶