Midtown South Mixed-Use Plan

City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT



New York City Department of City Planning
CEQR No. 24DCP094M
ULURP No. Pending

Prepared by:



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March 19, 2024

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Midtown South Mixed-Use Plan

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP094M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT New York City Department of City Planning, DCP Manhattan Borough Office		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Erik Botsford, Director, DCP Manhattan Borough Office		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 120 Broadway, 31st Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10271
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3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(5)(v)

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The Applicant, the Department of City Planning (DCP), is proposing a series of land use actions, including zoning map and zoning text amendments, (the "Proposed Actions") to implement land use and zoning changes to nurture a more vibrant, mixed-use neighborhood, create opportunities for new housing through both ground-up development and conversions, support critical commercial activity and job growth, stabilize the commercial real estate market in the wake of the COVID-19 pandemic and shifting work patterns, and reflect the historic architectural legacy and industrial character of the neighborhood.

The Proposed Actions would affect an approximately 127-acre area (the "Project Area") consisting of all or parts of 42 blocks of the Midtown South neighborhood. The majority of the Study Area (all or portions of 35 blocks) is located in Manhattan Community District 5, while the balance (all or portions of seven blocks) is located in Manhattan Community District 4. The Project Area consists of four noncontiguous manufacturing-zoned areas roughly bounded by 40th Street to the north, Fifth Avenue to the east, 23rd Street to the south, and Eighth Avenue to the west.

The Reasonable Worst-Case Development Scenario ("RWCDS") for the Proposed Actions identified 27 projected development sites. On these sites, the Proposed Actions are expected to result in a net increase of approximately 3,153 dwelling units, including 622 to 886 permanently affordable units; 296,946 gross square feet (gsf) (259,954 zoning square feet [zsf]) of projected local retail space; and 19,491 gsf (16,957 zsf) of projected community facility space. The RWCDS would result in a net decrease of 136,530 gsf (121,663 zsf) of commercial office space and 19,977 gsf (17,777 zsf) of warehouse space. The RWCDS also identified 15 potential development sites which are considered less likely to be developed by the analysis year. On these sites the Proposed Actions may result in a net increase of approximately 819 dwelling units, including 172 to 243 permanently affordable units. The RWCDS also modeled the potential for the conversion of existing commercial and manufacturing floor area to residential use -- informed by DCP's understanding of historical conversion patterns from 2010 to 2020 and the potential for conversions in our study area -- excluding projected and potential development sites and recent hotel development, which is unlikely to convert to residential use.

The conversion analysis resulted in a net loss of 1,118,305 gsf of commercial floor area and a net increase of approximately 799 dwelling units, including 150 to 225 permanently affordable units.

The environmental analyses will assume a development period of 10 years for the RWCDS for the Proposed Actions. Therefore, a build year of 2034 will be analyzed for the Proposed Actions.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) MN CB 4 and 5	STREET ADDRESS N/A
TAX BLOCK(S) AND LOT(S) Refer to Appendix 1		ZIP CODE 10001, 10010, 10011, 10018

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Four noncontinuguous areas roughly bounded by 40th Street to the north, Fifth Avenue to the east, 23rd Street to the south, and Eighth Avenue to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-6, M1-6D, M1-6 (GC) (SD A-1), M1-6 (MD)	ZONING SECTIONAL MAP NUMBER 8d

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

State or Federal Actions/Approvals/Funding: ☐ YES ☐ NO If "yes," specify:

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

Graphics: *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

☐ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 127 acres (5.5 million sf) Waterbody area (sq. ft.) and type: N/A

Roads, buildings, and other paved surfaces (sq. ft.): To be described in the EIS Other, describe (sq. ft.): To be described in the EIS

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to the RWCDS table on page 3

NUMBER OF BUILDINGS: GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):

HEIGHT OF EACH BUILDING (ft.): NUMBER OF STORIES OF EACH BUILDING:

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: TBD

The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: TBD sq. ft. (width x length) VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: TBD sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2034

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? TBD

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: TBD

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Public facilities & institutions

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Mixed-use residential and commercial buildings	Mixed-use residential and commercial buildings	Mixed-use residential and commercial buildings	No change
No. of dwelling units	18 DU	18 DU	3,970 DU	+ 3,952 DU
No. of low- to moderate-income units	4-7 DU	4-7 DU	776 - 1,118 DU	+ 772 - 1,111 DU
Gross floor area (sq. ft.)	18,974 gsf	18,974 gsf	4,231,363 gsf	+ 4,209,652 gsf
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Local retail, office	Local retail, office	Local retail, office	No change
Gross floor area (sq. ft.)	1,432,066 gsf	1,432,066 gsf	474,177 gsf	- 957,889 gsf
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Warehouse	Warehouse	N/A	- Warehouse
Gross floor area (sq. ft.)	19,977 gsf	19,977 gsf	N/A	- 19,977 gsf
Open storage area (sq. ft.)	N/A	N/A	N/A	N/A
If any unenclosed activities, specify:	N/A	N/A	N/A	N/A
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	House of Worship	House of Worship	House of Worship/TBD	TBD
Gross floor area (sq. ft.)	13,984 gsf	13,984 gsf	33,475 gsf	+ 19,491 gsf
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	N/A
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	N/A	N/A	N/A	N/A
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	N/A
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	225	225	N/A	- 225 spaces
No. of accessory spaces	N/A	N/A	N/A	N/A
Operating hours	24/7	24/7	N/A	N/A
Attended or non-attended	Attended	Attended	N/A	N/A
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	N/A
No. of accessory spaces	N/A	N/A	N/A	N/A
Operating hours	N/A	N/A	N/A	N/A
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	N/A
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	30 residents	30 residents	6,669	+ 6,639 residents

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Assumes 1.68 persons per DU for residential units in Manhattan Community Districts 4 and 5.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Local retail/office	TBD, Local retail/office	TBD, Local retail/office	No Change
No. and type of workers by business	5,618 workers	5,618 workers	1,643 workers	-3,975 workers
No. and type of non-residents who are not workers	N/A	N/A	N/A	N/A
Briefly explain how the number of businesses was calculated:	Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office, 1 employee per 333 sf of local retail, 1 employee per 875 sf of destination retail, 1 employee per 1,000 sf of community facility, 1 employee per 1,000 gsf of warehouse, one employee per 50 parking spaces. 1 employee per 25 dwelling units.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	N/A	N/A	N/A	N/A
Briefly explain how the number was calculated:	N/A			
ZONING				
Zoning classification	M1-6, M1-6 (Special Garment Center Distrrict Subdistrict A-1), M1-6D	M1-6, M1-6 (Special Garment Center Distrrict Subdistrict A-1), M1-6D	M1-9A/R10 and M1-8A/R10	
Maximum amount of floor area that can be developed	TBD	TBD	TBD	TBD
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Commercial, Mixed-use residential and commerical, public facilities & institutions, manufacturing	Commercial, Mixed-use residential and commerical, public facilities & institutions, manufacturing	Commercial, Mixed-use residential and commerical, public facilities & institutions	- Manufacturing
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B		
(e) Is the project a large, publicly sponsored project?	☒	☐
○ If "yes," complete a PlaNYC assessment and attach. See Attachment B		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☒	☐
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☒
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☒
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☒	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☒	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☒	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☒

	YES	NO
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☒	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☒	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Attachment B		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Attachment B. To be assessed as part of the EIS.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☐
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. See Attachment B. To be assessed as part of the EIS.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

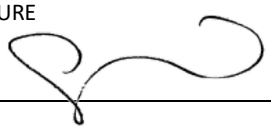
	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. See Attachment B		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 166,153 lb. per week (Refer to Table B-2 in Attachment B)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☒	☐
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 644,319.6 Mbtu (Refer to Table B-3 in Attachment B)		
(b) Would the proposed project affect the transmission or generation of energy?	☒	☐
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) Assessed in the EIS	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☒	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. See Attachment B	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐

	YES	NO
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. See Attachment B. To be assessed as part of the EIS.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B. To be assessed as part of the EIS		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Erik Botsford		March 19, 2024

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☑	☐
Socioeconomic Conditions	☑	☐
Community Facilities and Services	☑	☐
Open Space	☑	☐
Shadows	☑	☐
Historic and Cultural Resources	☑	☐
Urban Design/Visual Resources	☑	☐
Natural Resources	☐	☑
Hazardous Materials	☑	☐
Water and Sewer Infrastructure	☑	☐
Solid Waste and Sanitation Services	☑	☐
Energy	☑	☐
Transportation	☑	☐
Air Quality	☑	☐
Greenhouse Gas Emissions	☑	☐
Noise	☑	☐
Public Health	☑	☐
Neighborhood Character	☑	☐
Construction	☑	☐

2. Are there any aspects of the project relevant to the determination of whether the project 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? ☑ YES ☐ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☑ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY NYC Department of City Planning
NAME Evren Ulker-Kacar, AICP	DATE March 19, 2024

SIGNATURE



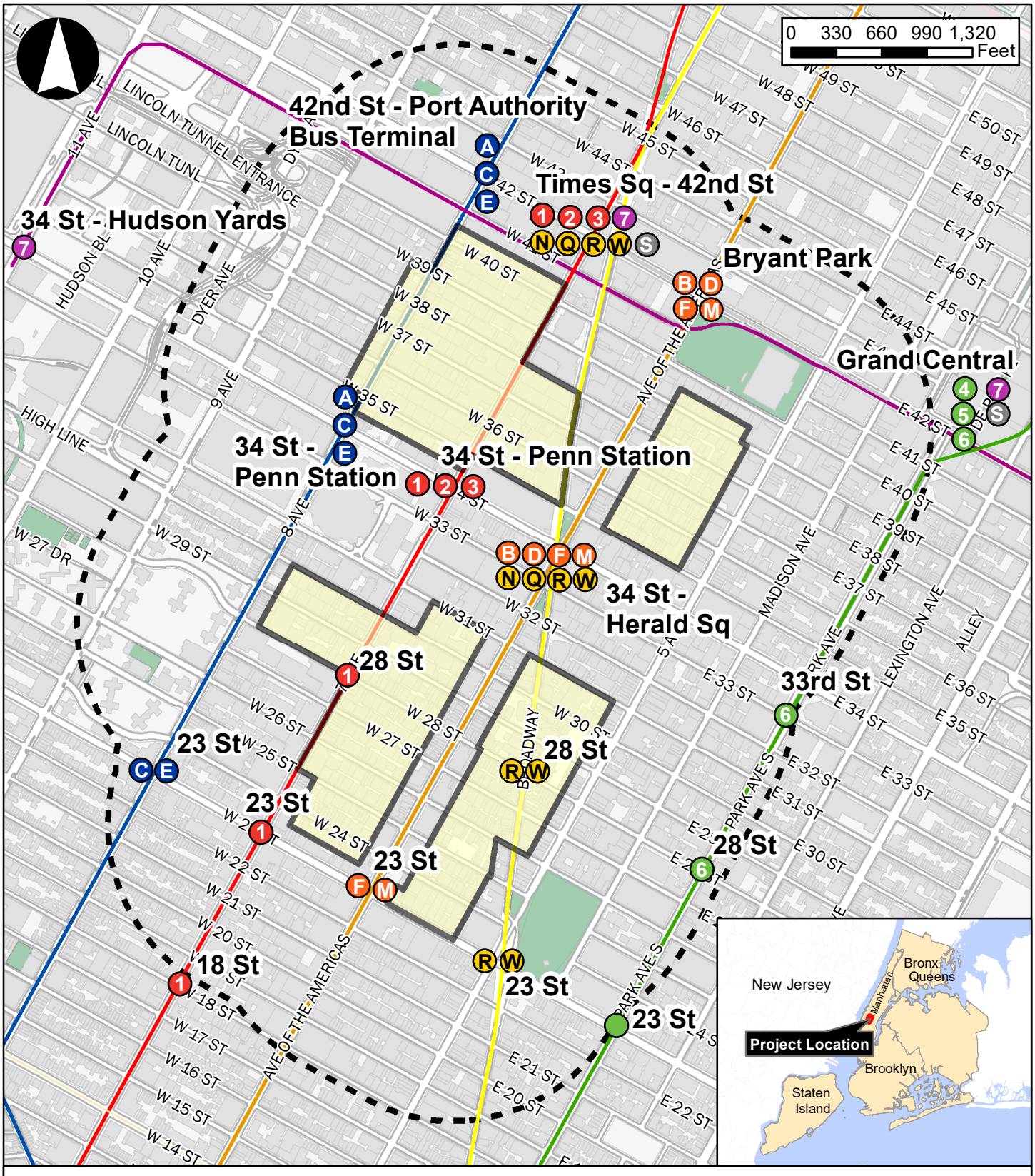
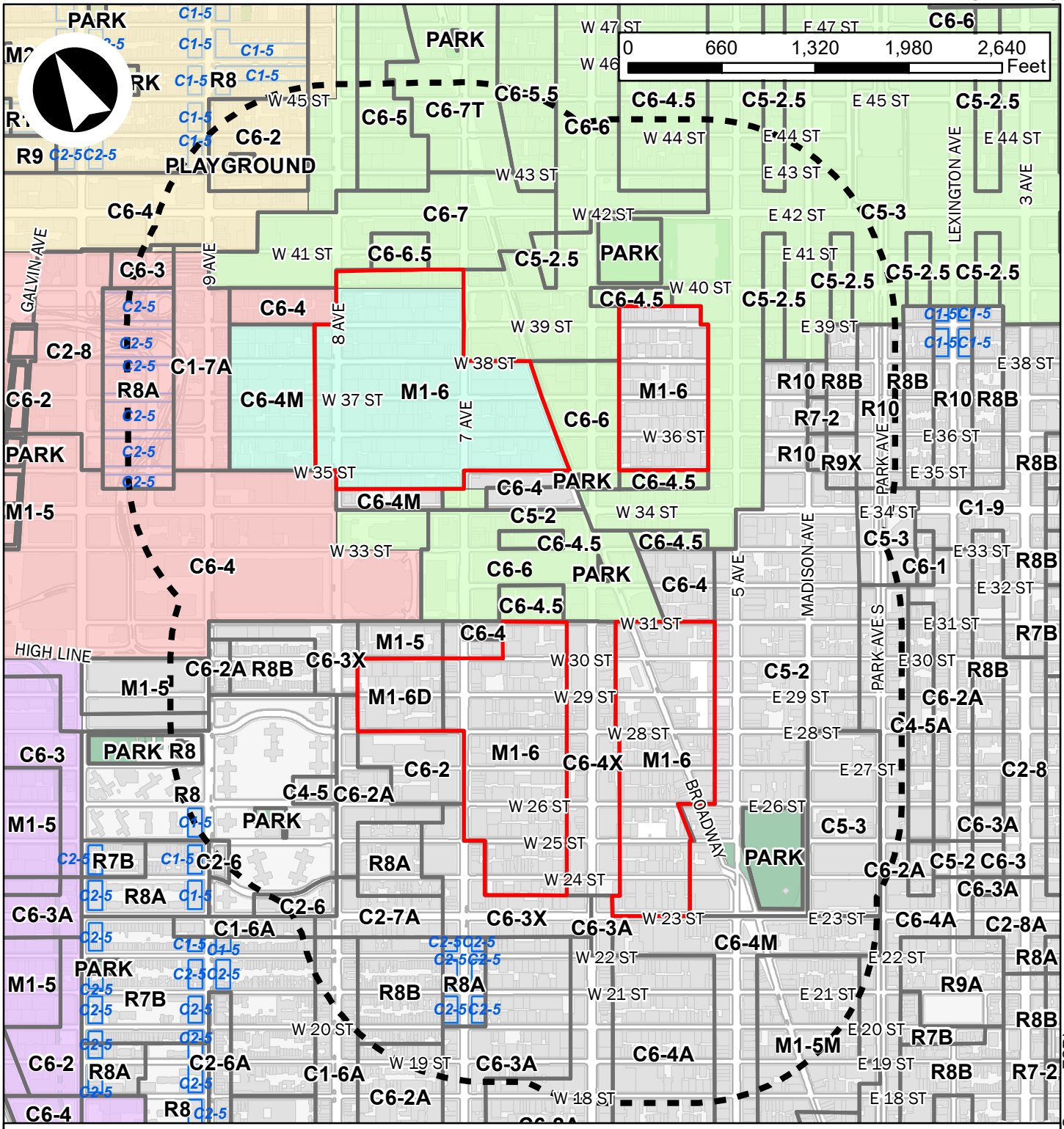

0 330 660 990 1,320
Feet
42nd St - Port Authority Bus Terminal
Times Sq - 42nd St
34 St - Hudson Yards
Bryant Park
Grand Central
34 St - Penn Station
34 St - Herald Sq
28 St
33rd St
23 St
18 St
LINCOLN TUNNEL ENTRANCE
HIGH LINE
AVE OF THE AMERICAS
MADISON AVE
PARK AVE S
LEXINGTON AVE
BROADWAY
New Jersey
Bronx
Queens
Manhattan
Brooklyn
Staten Island
Project Location
Legend
MSMX Project Area
Open Space
1/4-mile radius

Figure 2
Existing Zoning



Source: ESRI

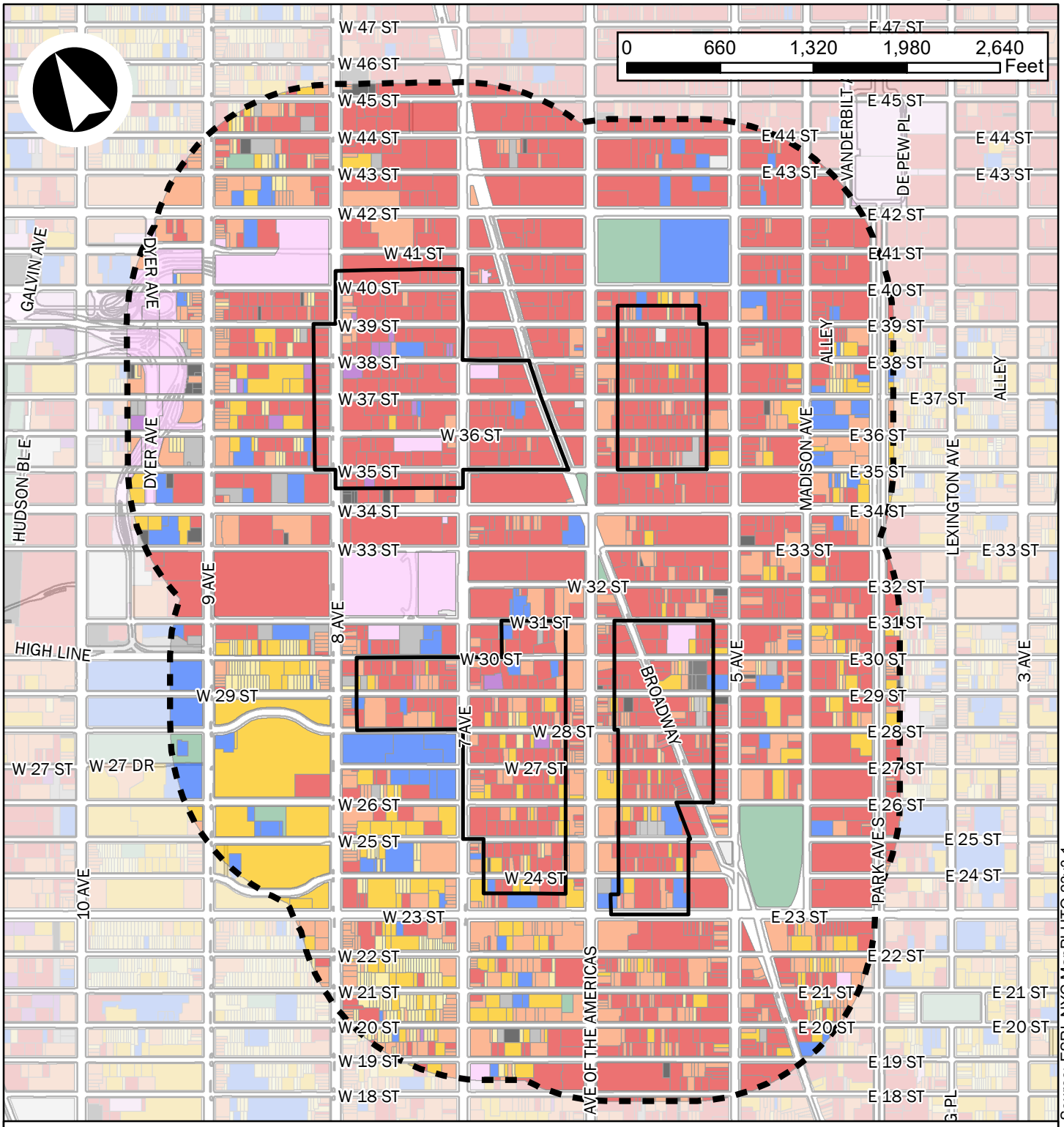
Legend

- MSMX Project Area
- 1/4-mile radius
- Open Space
- Zoning Districts

Special District

- Special Clinton District
- Special Garment Center District
- Special Hudson Yards District
- Special Midtown District
- Special West Chelsea District
- Commercial Overlay

Figure 3
Existing Land Use



Source: ESRI, NYC MapPLUTO 23v3.1

Legend

- MSMX Project Area
- 1/4-mile radius

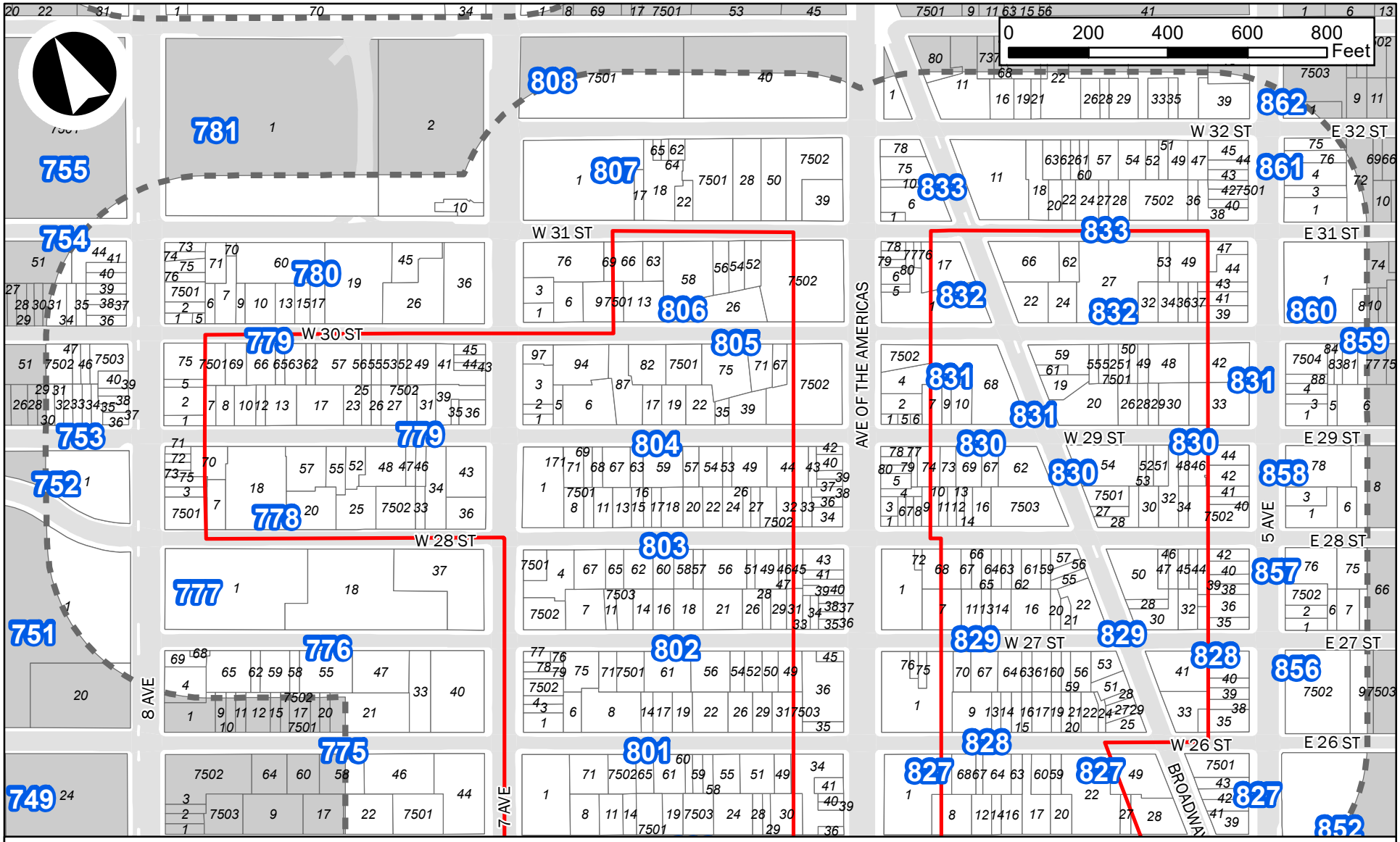
Land Use

- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data



Legend

- 400-foot Radius
- MSMX Project Area
- 839 Tax Blocks
- 1 Tax Lots



Midtown South Mixed Use Plan

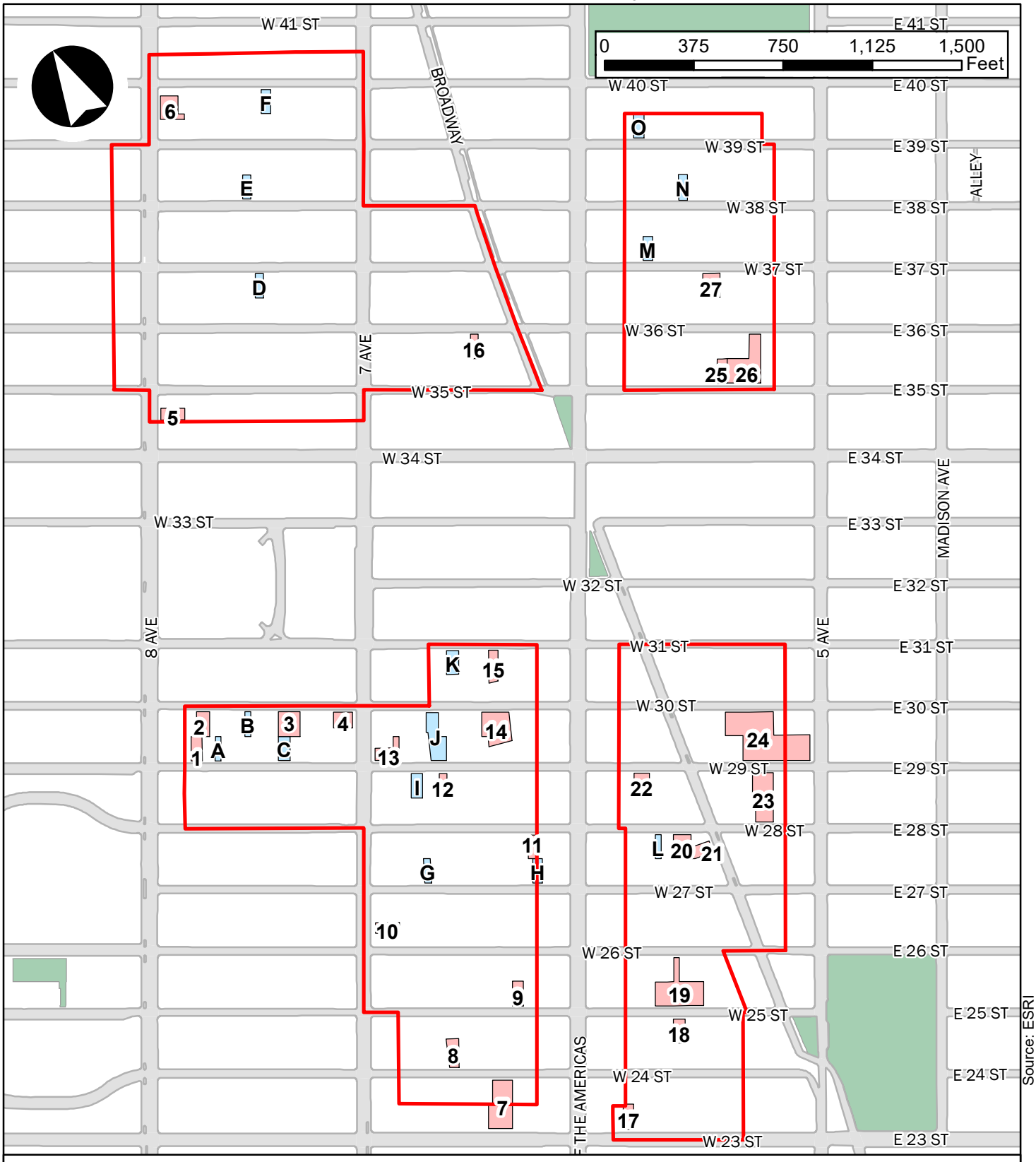
Figure 4b
Tax Map - Southeast and Southwest Quadrant



Midtown South Mixed Use Plan

Figure 4c
Tax Map - Southeast and Southwest Quadrant

Figure 5
Projected and Potential Development Sites



Legend

- MSMX Project Area
- Open Space
- 1 Projected Development Sites
- A Potential Development Sites

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Attachment A.
Project Description

A. INTRODUCTION

The New York City Department of City Planning (DCP), together with other partner agencies, is proposing a series of land use actions, including zoning map amendments and zoning text amendments (the "Proposed Actions") that would implement land use and zoning changes to nurture a more vibrant, mixed-use neighborhood, create opportunities for new housing through both ground-up development and conversions, support critical commercial activity and job growth, stabilize the commercial real estate market in the wake of the COVID-19 pandemic and shifting work patterns, and reflect the historic architectural legacy and industrial character of the neighborhood. This proposal has been prepared in response to neighborhood- and city-wide planning challenges brought by changes in the real estate and labor markets, and informed by local residents, the business community, property owners, landlords, nonprofit organizations, elected officials, neighborhood associations, and other civic leaders during the stakeholder engagement process undertaken in late 2023 and early 2024 by DCP to solicit feedback and potential areas for intervention in advance of the formal Uniform Land Use Review Process (ULURP) public review period.

The Proposed Actions would affect an approximately 127-acre area (the "Project Area" or "Rezoning Area") consisting of all or parts of 42 blocks of the Midtown South neighborhood. The majority of the Study Area (all or portions of 35 blocks) are in Manhattan Community District 5, while the balance (all or portions of seven blocks) are in Manhattan Community District 4. The Project Area consists of four noncontiguous manufacturing-zoned areas roughly bounded by 40th Street to the north, Fifth Avenue to the east, 23rd Street to the south, and Eighth Avenue to the west (refer to **Figure A-1**).

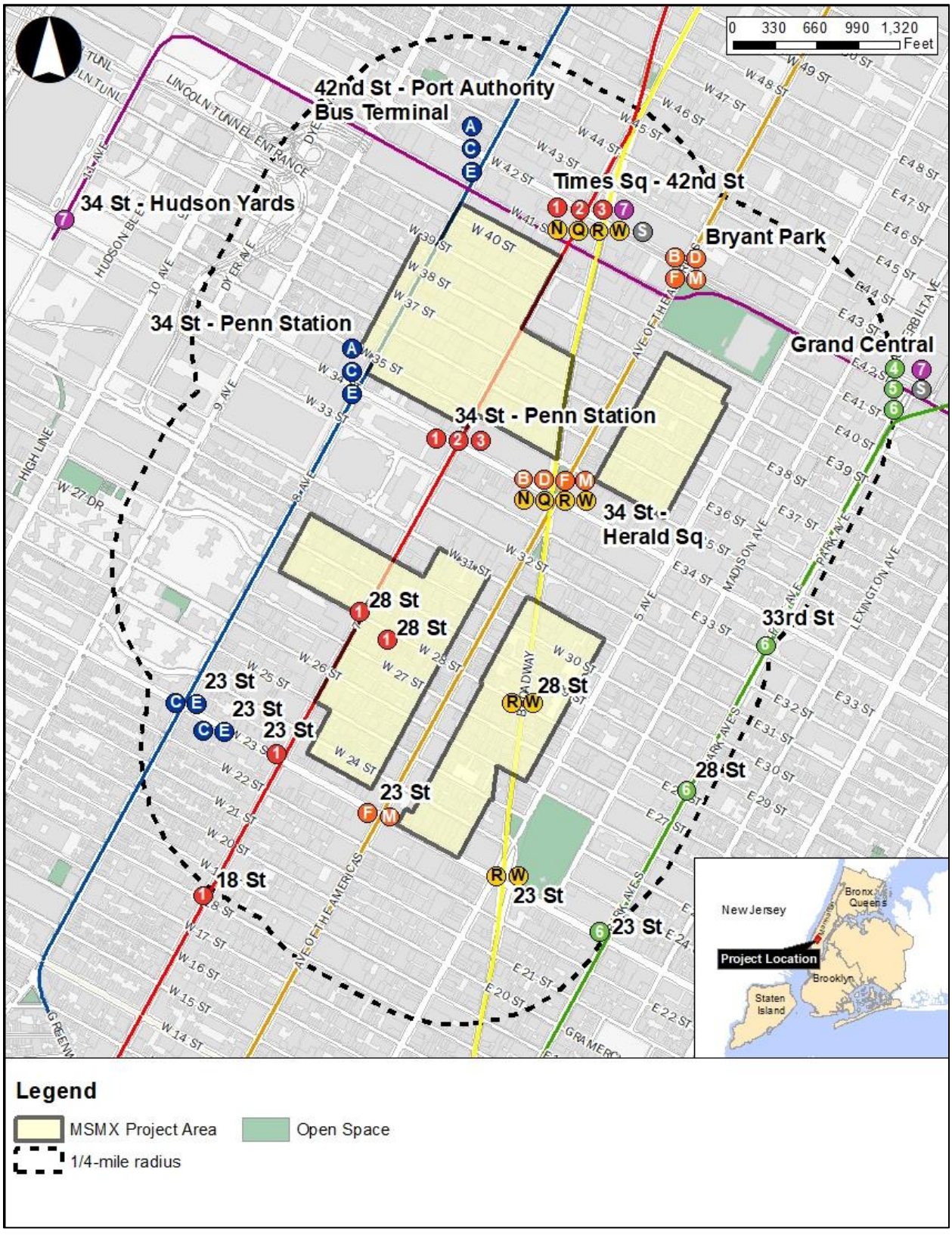
The Reasonable Worst-Case Development Scenario ("RWCDS") for the Proposed Actions identified 27 projected development sites, as well as 1,118,305 gross square feet (gsf) of sites eligible for residential conversions within the project area. On these sites projected development sites and the eligible conversion area, the Proposed Actions are expected to result in a net (incremental) increase of approximately 3,952 dwelling units (DU), including 772 to 1,111 permanently affordable units; 296,946 gross square feet (gsf) (259,594 zoning square feet [zsf]) of projected retail space (local retail), 19,491 gsf (16,957 zsf) of community facility use, a decrease of 136,530 gsf of commercial office space (121,663 zsf), and a decrease of 19,977 gsf of warehouse space (17,777 zsf). The RWCDS also identified 15 potential development sites which are considered less likely to be developed by the analysis year. On these sites the Proposed Actions may result in a net increase of approximately 819 DU including 172 to 243 permanently affordable units.

The RWCDS modeled the potential for the conversion of existing non-residential floor area to residential use. The non-residential area modeled as eligible residential conversion gsf was informed by DCP's understanding of historical conversion patterns from 2010 to 2020 and the potential for conversions in our study area under the RWCDS With-Action condition. DCP's model for assumed residential conversions in

the project area excluded projected and potential development sites and recent hotel development, which is unlikely to convert to residential use. The conversion analysis resulted in a net loss of 1,118,305 gsf of non-residential floor area and a net increase of approximately 799 DU, including 150 to 225 permanently affordable units through the Mandatory Inclusionary Housing (MIH) program. Development on some of these sites, due to their location within historic districts, would be subject to future review and approval by the Landmarks Preservation Commission (LPC). These units are included in the totals above.

Based on the 2020 Census, the average household size for Manhattan Community Districts 4 and 5 is 1.68, Under the With Action condition, the population of the Project Area would be approximately 6,669 residents, which would be a net increase of 6,639 residents, including residents from the projected development site DU and the additional DU anticipated by DCP's conversion model. The Proposed Actions would result in 1,643 workers in the Project Area, a net decrease of 3,975 workers.

FIGURE A-1: PROJECT LOCATION



The Proposed Actions seek to accomplish the following land use and zoning objectives:

- Expand housing opportunities by allowing residential uses as of right and requiring permanently affordable housing through the Mandatory Inclusionary Housing (MIH) program in new development, conversions, and expansions to support neighborhood diversity and further the city's equity and Fair Housing goals.
- Promote economic recovery, resiliency, and growth by allowing a wider range of compatible commercial, community facility, and light manufacturing uses, modernizing outdated zoning provisions and reducing existing zoning barriers to accommodate a more balanced mix of uses.
- Establish appropriate floor area ratios (FAR) and bulk regulations that ensure new development harmonizes with the surrounding built context and incentivizes mixed-use buildings.
- Promote the adaptive reuse of existing commercial buildings by eliminating non-residential floor area preservation requirements, where applicable.

An overview of the area subject to the Proposed Actions (also referred to as the Project Area or Rezoning Area), the purpose and need for the Proposed Actions, and their specific components are discussed below. Appendix 1 includes a full list of the blocks and lots that would be affected by the Proposed Actions.

B. REQUIRED APPROVALS

The Proposed Actions include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process, as follows:

- ***Zoning Map Amendments.*** The Proposed Actions would rezone all of the existing M1-6 and M1-6D districts with high-density paired manufacturing/residential mixed-use districts, establish a new Special District coextensive with the Project Area, and eliminate the Special Garment Center District from the Project Area's northwest quadrant.
- ***Zoning Text Amendments.*** The Proposed Actions include amendments to the New York City Zoning Resolution (ZR) to establish regulations for a proposed Special District, amend Appendix F of the ZR to apply the MIH program to qualifying portions of the Project Area, and various modification to the Special Garment Center District text. The Proposed Actions would also make the entire Project Area eligible for a floor area increase pursuant to the transit bonus authorization.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 New York Codes, Rules and Regulations (NYCRR) 617.4 and 43 Rules of the City of New York (RCNY) 6-15, subject to environmental review in accordance with CEQR guidance. This Environmental Assessment Statement (EAS) was completed on March 19, 2024. A Positive Declaration, issued on March 19, 2024, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an Environmental Impact Statement (EIS). DCP will be acting as lead agency on behalf of the City Planning Commission (CPC) and will conduct a coordinated environmental review with involved and interested agencies, including the New York City Landmarks Preservation Commission (LPC), Board of Standards and Appeals (BSA), Department of Housing Preservation and Development (HPD), Department of

Sanitation (DSNY), Department of Parks and Recreation (DPR), Department of Transportation (DOT), Department of Environmental Protection (DEP), Department of Cultural Affairs (DCLA) and the New York State School Construction Authority (SCA).

The City Environmental Quality Review (CEQR) scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be used to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Manhattan Community Boards (CB) 4 and 5, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on April 18, 2024, starting at 2:00 PM. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (https://www.nyc.gov/site/planning/applicants/scoping-documents.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. To continue to allow for broad public participation options, DCP will hold the public scoping meeting remotely.

Comments received during the Draft Scope's public meeting and written comments received up to 10 days after the meeting until 5:00 PM on April 29, 2024, will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision-makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

The Midtown South Mixed-Use (MSMX) planning process began in earnest in 2022 in response to COVID-19, which exacerbated household wealth inequality and fundamentally reshaped commuting and work patterns. As New York City slowly recovered from the worst effects of the pandemic, such as lower foot traffic, growing public safety concerns, and increased retail and office vacancies, it became clear that certain neighborhoods were, for a variety of reasons, more resilient and better positioned to rebound from the economic shocks of the pandemic. Other neighborhoods, however, continued to languish. In particular, Midtown South suffered from fewer employees travelling to the workplace as well as a shortage of residents, leading to the perception that the neighborhood was becoming a ghost town. Concerned for their

neighborhood's future, local stakeholders, including the Garment District Alliance Business Improvement District (BID), asked the City to study and consider any land use or policy changes that would help reinvigorate the area.

At the same time, DCP was working on two separate studies with implications for Midtown South. The Manhattan Office was undertaking a comprehensive review of the borough's manufacturing-zoned areas to: 1) Better understand how exclusive manufacturing zones contributed to the local and regional economies; 2) Analyze the strength of the manufacturing sector in Manhattan vis-a-vis other industries; 3) Determine the extent to which Manhattan was at a competitive advantage or disadvantage when it came to demand for manufacturing space relative to other boroughs; and 4) Investigate which types of businesses were most vulnerable to displacement pressures as a result of potential zoning changes that might introduce a more expansive range of allowed uses. At the citywide level, the Department was tasked by Local Law 43 with investigating how a more liberalized office-to-residential conversion regulatory framework might expand opportunities for housing production and address the growing glut of Class B and C office space – a liability that became particularly acute in the wake of COVID-19. That effort culminated in the January 2023 Office Adaptive Reuse Study, which called for eleven legal and regulatory reforms that would increase opportunities for productive conversions and help ensure the city's central business districts remain vibrant, adaptable, and successful over the long term.

Given the Project Area's manufacturing zoning and abundance of outdated office buildings, a more targeted look at Midtown South seemed appropriate. In early 2023, with support from the Manhattan Borough President and local City Councilmembers, DCP began the baseline data gathering and analysis phase of the planning process that would set the stage for the community engagement efforts to follow. The analysis' initial findings provided specific data confirming the sustained decline of the manufacturing sector, the growth of a diverse office-based economy, consistently high commercial vacancy rates, the outsize potential for office-to-residential conversions, and the mismatch between the demand for new housing and a zoning regime which largely prohibits housing development as of right. Concurrently, DCP also began conducting initial outreach with key stakeholders, including the local BIDs and interested city agencies, to identify any policy or planning areas that might warrant closer attention or a greater degree of sensitivity.

In October 2023, DCP, alongside local elected officials, hosted a virtual public kickoff meeting, initiating the monthslong stakeholder engagement process to examine key land use and zoning issues, share with the public the results of the data collection and analysis, and seek community input to develop strategies to help foster vibrant, 24/7 mixed-use neighborhoods across the Project Area. The stakeholder engagement process consisted of multiple phases and touchpoints. The first phase, proposal development, was anchored by a series of curated roundtables attended by practitioners, experts, and those with first-hand knowledge of five topic areas: housing, business, existing residents, social services, and real estate. Rather than maximize attendance, the roundtables, with invitation-only participation and facilitated discussions, were designed to dig deep into the issues affecting the community. Proposal development also consisted of a robust digital engagement effort with a website where the public could go to learn more about the study and receive updates on the process. Virtual public office hours staffed by members of the MSMX team also offered an opportunity for anyone to ask questions and provide feedback on the plan. The proposal development phase culminated in the publication of a community priorities document which synthesized the comments and discussions from the stakeholder engagement process and laid out a preliminary zoning proposal along with other recommendations.

D. MIDTOWN SOUTH PROJECT AREA

PROJECT AREA HISTORY

THE EARLY HISTORY OF MIDTOWN SOUTH

Midtown South's history can be traced back to the late 18th century when it was part of the sparsely populated outskirts of New York City. The area that would become Midtown South was characterized by open farmland, small villages, and estates owned by the city's elite. In the early 19th century, the district underwent a gradual transformation as the city expanded northward and the neighborhood's population grew. The Commissioners' Plan of 1811, which laid out the Manhattan street grid, had a profound impact on the development of Midtown South. The opening of streets and avenues, such as Broadway, Sixth Avenue (originally known as the Eastern Post Road), and Eighth Avenue (Central Avenue at the time), facilitated access to the area and rapid real estate development.

During the mid-19th century, Midtown South experienced significant population growth and economic diversification. The area immediately to the north and west of Madison Square Park between West 23rd and West 34th streets became known as the city's social center and home to some of New York's wealthiest residents who patronized the grand hotels and opera houses that lined Fifth Avenue and Broadway. Notable establishments included the landmarked Hotel Gilsey and the Manhattan Opera House. The southeastern part of the Project Area was historically one of the city's most fashionable shopping districts populated by large department and dry goods stores. Further west, the area between West 23rd and West 42nd streets saw a boom in the construction of inexpensive hotels, vaudeville theaters, and other popular entertainment venues, transforming it into a notorious hub of cultural activity known as the Tenderloin. It was in this era that the district earned a reputation as a vice-ridden neighborhood, known for its gambling houses, saloons, and brothels. The area's name is believed to originate from the practice of police officers accepting bribes from illegal businesses, which allowed them to afford pricier cuts of meat, such as tenderloin steak.

In the latter part of the 19th century, the neighborhood became a hub for industry, including printing, publishing, and wholesaling. West 28th Street between Broadway and Sixth Avenue became home to a significant concentration of sheet music publishers, dubbed "Tin Pan Alley" to evoke the noise of piano music audible on the block. By the 1890's, the city's flower wholesaling businesses, which earlier congregated along the Hudson waterfront to meet arriving ships from Long Island's farms, had moved over to the blocks between Sixth and Seventh avenues from West 26th to West 29th streets. In this burgeoning Flower District, the sellers gained closer proximity to the elegant residences, hotels, and fashionable department stores of Fifth Avenue's Ladies' Mile.

The opening of Pennsylvania Station at 34th Street and Seventh Avenue in 1910 and Grand Central Terminal in 1913 dramatically accelerated the transformation of the Project Area from a primarily entertainment, shopping, and residential district into the city's premier manufacturing zone. During the early years of the twentieth century, as New York City's entertainment center of gravity moved north to Times Square, the area around Madison Square became home to growing numbers of small garment manufacturers who moved into lofts and showrooms from cramped tenements in Lower Manhattan. At the same time, the introduction of improved rapid transit service along Broadway and the major avenues made it easier for thousands of workers, many of them newly arrived immigrants from Europe, to access employment and for business to thrive. An influential business trade group, the Fifth Avenue Association,

took issue with the encroachment of industrial uses and immigrant laborers into the tony district and endeavored to push the nascent garment businesses west into the Tenderloin. By the 1920s, the area from Sixth to Ninth avenues between West 30th and West 42nd streets evolved into the garment district, with hundreds of manufacturing lofts, design showrooms, and offices. The fur district, centered on West 25th and West 31st streets between Sixth and Eighth avenues, employed highly skilled fur designers and workers.

THE DECLINE OF MANUFACTURING

In the years immediately before World War II, garment manufacturing, wholesale, retail, and related trades became New York's largest industry in terms of both work force and commercial output. A development boom resulting from the economic impact of the apparel sector led to a significant amount of construction of mid- and high-rise mercantile loft buildings designed to house all aspects of the garment industry, including office space, showrooms, and manufacturing facilities.

Following the war, however, changes in transportation and spatial needs, as well as larger macroeconomic shifts such as automation and offshoring production to countries with lower labor costs, the number of manufacturing and associated businesses in New York City declined significantly, with the garment industry being hit particularly hard. Between 1958 and 1977, the number of garment manufacturing firms in Manhattan declined by about half – from approximately 10,000 to a little over 5,000. During this period, the geographic extent of the Garment District shrunk as well. Today, the center of the garment industry is generally limited to the northwest quadrant of the Project Area.

Fearing this decline in industrial activity, which for decades had provided union-wage jobs and a steppingstone into the middle class for hundreds of thousands of workers as well as a stable tax base, the City initiated a series of protectionist land use policy interventions to try to stabilize the manufacturing sector. In 1961, the northeast quadrant of the Project Area, roughly the midblocks from West 35th to West 39th streets between Fifth and Sixth avenues, was zoned C6-4 – a high-density commercial zoning designation that reflected its historically mixed-use character near Midtown East's office market and Fifth Avenue's concentration of retail, hospitality, and residential uses. Nonetheless, this quadrant contained a significant amount of light manufacturing, wholesale, warehousing, and office uses of considerable economic value to the city. By the 1970s, increasing residential demand south of 59th Street coupled with extremely low vacancy rates for industrial loft spaces led policymakers to conclude that manufacturing businesses in industrial areas warranted increased protections from residential development pressures. In February 1981, the City Planning Commission (CPC) approved a series of actions (C 800459 ZMM, N 800458 ZRM) to rezone the Garment Center East from C6-4 to C6-4M – a mixed-use district that limited as-of-right residential development and incentivized the preservation of manufacturing space. However, in their consideration of that proposal, the CPC determined that non-residential uses deserved a higher level of protection and on the same day certified a proposal (C 810124 ZMM, N 810407 ZRM) to rezone the area to M1-6, thereby prohibiting all new residential use.

Although the heart of the Garment District, roughly from West 35th to West 40th streets between Broadway and Ninth Avenue and zoned M1-6 in 1961, was not under particular threat from residential encroachment, policymakers feared that the conversion of mercantile lofts to offices might jeopardize the long-term viability of apparel production. In the early 1980s, as the area around Times Square was becoming a more attractive office market, DCP, the Office for Economic Development, and the Public Development

Corporation studied the potential impacts of the Times Square redevelopment on the garment industry, including the possible loss of industrial loft space and manufacturing jobs. The study undertook a census of apparel and related Garment District firms to identify their basic characteristics and use of space. The census showed that of the 7,345 businesses in the area in 1985, approximately 4,868 (66%) were in the apparel industry; they employed approximately 61,000 people and occupied approximately 20 million square feet of space. Manufacturing was found to be the industry's leading sector with about 25,000 employees (41% of the industry) and 8 million square feet of space (40%). The census also indicated that of the 20 million square feet of apparel industry space, nearly half was used for production-related operations. The study also analyzed the projected demand for office space in Manhattan and in the Garment Center over the succeeding years, evaluating the office conversion potential of every loft in the area. Market research showed that approximately 3.5 million square feet of garment-related production activity - over 40% of the manufacturing loft inventory - would be threatened if the then-existing M1-6 zoning, which allowed for unrestricted industrial to office conversions, remained unchanged.

In 1987, the CPC intervened by establishing the Special Garment Center District (C 870242 ZMM, N 870241 ZRM), creating a safe haven for garment manufacturers by insulating them from market competition for loft space. In the midblocks between Broadway and Ninth Avenue, which were seen as particularly vulnerable to displacement pressure, the Special Garment Center District regulations allowed for conversion to office use only by preserving an equal amount of comparable floor area for retail, wholesale, showroom, warehousing, or industrial uses. The zoning on the avenues remained unchanged and office use remained as-of-right. Since the enactment of the special district, approximately 180,000 feet of space has been preserved for manufacturing or warehousing uses, representing a little over 2% of the manufacturing floor area in the Special Garment Center District.

However, despite the controls put in place to stem the loss of manufacturing in Midtown, the sector has continued to erode. A 2003 report prepared by the Fashion Center Business Improvement District (later renamed the Garment District Alliance, or GDA), found that while fashion-related jobs still accounted for a plurality (47%) of the area's jobs, employment in the garment sector declined by more than 15% between 1989 and 2000; most of this decrease was attributable to garment manufacturing specifically, which declined by more than 30% to fewer than 15,000 jobs in 2000 from more than 21,000 in 1989.

In the early 2000s, as the city sought to recover from the post-9/11 economic recession, the Bloomberg administration pursued an aggressive strategy of encouraging new commercial development in Manhattan's central business districts in an attempt to recapture some of the office jobs that had migrated to office parks and other low-density suburban campuses in the region beginning in the 1970s. As part of the 2005 Hudson Yards Rezoning (N 040500(A) ZRM, et al.), the City rezoned the midblocks from West 35th to West 39th streets between Eighth and Ninth avenues from M1-5 and M1-6 to C6-4M and modified the Special Garment Center District regulations to encourage contextual loft-like building envelopes and established an Inclusionary Housing area to incentivize the creation of income-restricted affordable housing. The new C6-4M district regulations allowed for new residential development and commercial-to-residential conversions on sites with less than 70,000 square feet of floor area as of right. DCP's analysis found that the vast majority of industrial uses tended to locate in the larger loft buildings and, therefore, allowing residential uses as of right on smaller sites would pose little displacement risk to existing manufacturing firms. However, despite the rezoning's goal of promoting housing, most new development resulted in hotels. In pursuing this rezoning, the City recognized the diminishing need for space for the garment

industry and that the underutilized parcels in the area were unlikely to redevelop under the existing regime that encouraged non-contextual manufacturing buildings. A similar rationale was used to justify the 2011 rezoning of the midblocks bounded by West 28th Street, Eighth Avenue, West 30th Street, and Seventh Avenue in the southwest quadrant of the Project Area from M1-5 to M1-6D (C 100063 ZMM, N 110285 ZRY). Once part of the Fur District, many of the fur related businesses within the rezoning area had left and the fur businesses that remained shifted from production to sales. Like the C6-4M district, the M1-6D district sought to protect the economically important Class B and C office market which was disproportionately concentrated on the larger sites. Under the new M1-6D rules, for lots with less than 40,000 square feet of floor area, residential uses are allowed as-of-right; lots with more than 40,000 square feet of floor area are required to preserve the amount of non-residential floor area in order to construct any new residential floor area. Additionally, the rezoning applied contextual bulk rules so that new development matched the pre-war character of the area, introduced restrictions on new large hotel development, and mapped an Inclusionary Housing area that has since resulted in the production of hundreds of income-restricted affordable homes. The rezoning recognized that the legacy M1-5 manufacturing zoning had stymied new investment such as new housing and that the reforms could complement existing uses, enhance the business environment by enlivening streets and bringing in new retail services, and create a more robust mixed-use community.

By 2016, on the eve of the Special Garment Center District's 30th anniversary, the goals of the special district, which include providing opportunities for apparel production, proved difficult to meet. In the Garment Center, apparel manufacturing employment declined to approximately 4,400 employees – an approximately 75% decline from 1987. Similarly, apparel manufacturing space in the special district shrunk by almost 93% over the same 30-year period to only about 1.4 million square feet. The statistics for the midblock Preservation Areas, which limited existing buildings to retail, wholesale showroom, warehousing, and industrial uses, were even more bleak - apparel manufacturing jobs had declined by 90%. These trends reflected the general trajectory of the sector throughout Midtown, the city, and the country as a whole, which accelerated in the 1990s and early 2000s due to globalization and automation. Many of the manufacturing firms that did remain managed to significantly reduce their employee footprint by adopting new technologies.

However, the decline of manufacturing and the newly available space enabled other commercial businesses and nonprofits to largely replace the thousands of lost apparel manufacturing sector jobs. Despite zoning that limited office use, the Special Garment Center District saw a 56% increase in jobs between 2000 and 2016, much of which were office-based. In 2018, recognizing that the zoning rules designed to preserve manufacturing uses were ineffective in supporting a transformed apparel industry and unnecessarily constrained the Garment Center as a diverse employment center, the City passed a text amendment to the Special Garment Center District (N 180373 ZRM) to better align zoning with the area's land use and employment trends. The changes lifted restrictions on the conversion of manufacturing and warehousing uses to office uses, created new contextual bulk envelopes for the M1-6 zoned areas, and established a CPC special permit for transient hotels. In tandem with these zoning reforms, the City also developed a package of incentives and subsidies to support investments in the broader apparel production industry to support what remains of a waning – yet historically important – source of jobs. Today, while the Project Area contains a mere 3% of New York City's total jobs, almost a quarter of the city's fashion manufacturing and wholesale jobs are still located there.

ECONOMIC RECOVERY AND DIVERSIFICATION

The Project Area has experienced a renaissance in recent years and evolved into a more diverse neighborhood compared to the economic nadir of the 1970s and 1980s when New York City was hemorrhaging jobs across all sectors. Today, the Project Area is home to approximately 7,000 businesses across a wide range of industries employing over 135,000 people - a comparable job density to what is typically considered the core Midtown office submarket to the north. Only about 2,300 jobs in fashion manufacturing remain in the Project Area, representing less than 2% of total jobs and marking an almost 80% decline over the preceding 20-year period. While apparel production has fallen precipitously, non-fashion manufacturing and wholesale employment has remained relatively steady over the last 20 years with approximately 6,400 jobs, 84% of which are in wholesale. This trend is not distributed evenly across the Project Area's four quadrants. While manufacturing has declined in the northeast, southeast, and southwest quadrants, in the northwest quadrant, wholesale jobs have grown by 24% and manufacturing by 29% over the last 20 years. However, overall manufacturing growth has not offset the decline in fashion manufacturing.

At over 23%, job growth across the Project Area has outpaced the Manhattan (11%), New York City (19%), and U.S. (17%) economies over the last decade. The largest share of jobs across the Project Area – about one third - is in professional and business services; this sector represents the plurality of jobs in all quadrants except for the southeast area near Madison Square Park's upscale retail market, where the highest share of jobs is in leisure and hospitality. This trend is driven by outsize gains in emerging technology and creative industries, which have seen an explosive 60% growth rate over the last decade. Complementing the Garment District's established fashion-related businesses, the northwest quadrant's share of jobs in design, media, and the arts has almost doubled over the last ten years. The tech sector, which includes software, web platform, and computing services as well as nano and biotechnology development, has grown by 35% overall in the last decade, but has seen a particularly rapid acceleration (73%) in the southeast - a popular cluster for startups and where much of the Project Area's trophy office space is located.

In addition to its central location accessible by 15 subway lines and regional transit, businesses and non-profit organizations are attracted to the Project Area because of lower rents compared to other Central Business District submarkets. With a median building age of 103 years, almost 90% of the buildings in the Project Area were built prior to 1961. Many of these buildings, typically versatile lofts or older purpose-built offices, generally have lower floor-to-ceiling heights, smaller floorplates, and fewer amenities than the newer Class A office space. In fact, 99 percent of the office space in the Project Area is classified as either Class B or Class C according to CoStar. Largely due to the age and condition of the building stock, asking rents are lower than the Manhattan average of $55 per square foot – from a high of $52 per square foot in the southeast quadrant to a low of $39 per square foot in the northwest quadrant. Because of its desirable location, bargain rents, and favorable zoning, the Project Area is both a gateway for small, growing businesses to gain a foothold in Manhattan to establish themselves, grow and move on, but also a refuge for non-profits and firms in vulnerable industries that have fewer options for where they can locate affordably.

Although businesses in the Project Area have largely recovered the jobs lost during the COVID-19 pandemic, new remote work policies have put a strain on commercial landlords as vacancy and sublease rates continue to rise. Reflecting a growing trend of fewer in-office days for workers and more flexible

work environments, MTA turnstile data for the subway stations in and around the Project Area show that ridership is only at 2/3 of the pre-pandemic average. As a result, the office market is experiencing heightened commercial vacancy rates, averaging 17.5 percent citywide and representing approximately 100 million square feet of available office space. These vacancy rates are nearly double the rates pre-COVID, and they are anticipated to remain elevated as the office stock supply responds to structural changes to workplace cultures and office space demand.

the Project Area's commercial availability rate of more than 19% indicates a softer office market that will struggle to attract and retain tenants. Compounding this challenge, many businesses are taking advantage of the downturn by moving to higher quality offices as a strategy for encouraging employees to work from the office and equipping them to be their most productive when there. This "flight to quality" phenomenon represents an existential threat to the Project Area where Class A office properties are almost nonexistent. Projections indicate that in the coming years, as long-term leases expire, office vacancies will continue to grow and are unlikely to return to the 10 percent average pre-Covid rate in the foreseeable future.

HOUSING

Due to its history as a commercial and manufacturing center, the Project Area only contains approximately 2,300 housing units, or about 17.5 dwelling units per acre - a significantly lower housing density than the rest of Manhattan (63 dwelling units/acre) and lower than New York City overall (19 dwelling units/acre). This is a particularly surprising statistic considering that there are about 74,000 homes within an approximately 10-minute walk of the Project Area (½ mile radius). Housing types fall within four general categories: 1) Residential buildings such as walkup tenements that pre-date the current manufacturing zoning and are considered legally nonconforming; 2) converted or newly constructed residential units approved by BSA variances or CPC special permits; 3) new residential units constructed following the 2011 rezoning of the M1-6D portion of the southwest quadrant, and; 4) converted former manufacturing loft buildings such as Interim Multiple Dwellings (IMDs) and former IMDs that have legalized or are undergoing legalization under the Loft Law (a.k.a. Article 7C of the New York State Multiple Dwelling Law (MDL)).

In the early 1980s, recognizing a growing trend of illegal residential loft conversions in former manufacturing and commercial buildings in certain parts of Manhattan and Brooklyn, the City and State introduced zoning and legislative changes to regulate the conversion of non-residential loft buildings to safe, permanent housing. The MDL was amended by the enactment of the Loft Law, which enabled the creation of IMDs, a temporary legal status conferred upon commercial, or manufacturing buildings occupied by three or more families and established the New York City Loft Board to regulate such conversions to legal residential use. Article 7C of the MDL provided that residential conversions were only permitted in areas where zoning allowed residential use as-of-right, which effectively excluded IMDs in the Project Area. In 1987, Article 7C was amended to allow IMDs in zoning districts where residential use was not permitted as-of-right, opening the door to legal residential occupancy in Midtown South. Subsequent Loft Law amendments extended filing windows and eligibility for coverage.

Most of the residential units in the Project Area are market-rate, however, some are subject to various affordability programs. Approximately 30%, or 317 units, of the dwelling units built under the M1-6D regulations since 2011 are permanently income-restricted pursuant to the city's Inclusionary Housing Program. There are approximately 425 additional units that are not income-restricted but are subject to the

New York State Rent Stabilization Law, which generally governs buildings with six or more residential units built before 1974. Under the Rent Stabilization Law and subsequent legislation such as the Housing Stability and Tenant Protection Act (HSTPA) passed by the State in 2019, rent, services, leases, and evictions are subject to greater regulations. There are an additional 409 units that were previously under Loft Law jurisdiction but are no longer rent-stabilized. Generally, once the legalization process for IMDs is completed, the affected units become rent stabilized. However, rent stabilization does not apply to units in former IMDs that are owner-occupied or for which a tenant has voluntarily waived rent protection in exchange for a buy-out from the building owner.

Based on the 2020 Census' average household size for Manhattan Community District 4 and 5 of 1.68, the population of the Project Area is estimated to be approximately 3,864. However, because the Census Blocks for the Project Area overlap with neighboring zoning districts that allow residential development as of right, it is difficult to disaggregate data for the Project Area from the wider neighborhood context. As a result, demographic information such as age, race, income, education, household composition, tenancy, and other metrics cannot be determined with any certainty.

PROJECT AREA

The Proposed Actions would affect an approximately 42-block, 127-acre area of the Midtown South neighborhood of Manhattan, Community Districts 4 and 5. The Project Area consists of four noncontiguous M1-zoned areas. The northwest quadrant is roughly bounded by Eighth Avenue to the west, Broadway to the east, West 35th Street to the south and West 40th Street to the north. The northeast quadrant consists of the midblocks between Fifth Avenue to the east, Sixth Avenue to the west, West 35th Street to the south and West 40th Street to the north. The southeast quadrant consists of the midblocks between Fifth Avenue to the east, Sixth Avenue to the west, West 23rd Street to the south and West 31st Street to the north. The southwest quadrant is roughly bounded by Seventh Avenue to the west, Sixth Avenue to the east, West 24th Street to the south and West 31st Street to the north, with a small, two-block portion extending west to Eighth Avenue between West 28th and West 30th Streets.

The Project Area lies at the nexus of Manhattan's busiest and most visited neighborhoods. The four M1-6 zoned quadrants are bifurcated by a commercially zoned area extending from West 31st to West 34th streets between Fifth Avenue to Eighth Avenue. This area, which contains Penn Station, Penn Plaza, Madison Square Garden, Macy's department store, Herald and Greeley squares, and the Empire State Building, among other destinations, is one of the most heavily trafficked transportation, business, and retailing neighborhoods in the country. To the north of the Project Area across 42nd Street, Times Square, the Port Authority Bus Terminal, the theater district, Bryant Park, and the New York Public Library's main branch draw millions of tourists, workers, and other visitors each day. To the south, 23rd Street is a major east-west corridor and shopping destination.

Except for Broadway, which cuts across the northwest and southeast quadrants at a diagonal, the Project Area is laid out on a typical gridiron pattern in accordance with the Commissioners' Plan of 1811 with blocks that are generally 800 feet wide by 200 feet deep. The four quadrants are broadly similar in terms of building typologies and building ages represented, with the majority of structures consisting of mercantile and office lofts constructed in the first decades of the 20th century. Approximately 11.5 acres of the Project Area's southeast quadrant is located within either the Ladies' Mile Historic District (all or parts of 14 tax lots) or the Madison Square North Historic District (all or parts of 62 tax lots).

HISTORIC DISTRICTS

Approximately 9% of the Project Area is within City-designated historic districts. Proposed development affecting buildings in the historic districts are subject to Landmarks Preservation Commission (LPC) review, inclusive of any new construction, alteration, reconstruction, or demolition.

The Ladies' Mile Historic District was designated by the LPC in 1989. The district is roughly bounded by West 15th Street at the south to West 24th Street at the north, extending into the blocks east of Broadway and into the blocks west of Sixth Avenue, and consists of all or parts of 28 city blocks and contains approximately 440 individual buildings. With its concentration of surviving hotels and large department stores which once catered to clienteles of varying economic classes, the Ladies' Mile Historic District is significant for its historic role in the commercial, retail, and hospitality development of New York City.

The Madison Square North Historic District, designated by the LPC in 2001, consists of approximately 96 buildings representing the period of New York City's commercial history from the 1870s to the 1930s, when this area prospered first as a major entertainment district of hotels, clubs, stores and apartment buildings, and then as a mercantile district of high-rise offices and lofts. Located to the north and west of Madison Square Park, along Fifth Avenue and Broadway, the district also contains numerous rowhouses, Art Deco-style towers, as well as modest twentieth-century commercial structures, all of which testify to each successive phase in the area's development.

NEIGHBORHOOD CONTEXT

Unlike most other neighborhoods in Manhattan and elsewhere that tend to have commercial uses concentrated on avenues and wide streets and predominantly residential uses in the midblocks and side streets, the Project Area is almost uniformly commercial – primarily offices interspersed with manufacturing, wholesale, and showroom uses as well as some newer hotel developments. While the overwhelmingly commercial makeup of the area contributes to its status as an important jobs hub and economic driver of the local and regional economy, the absence of residents and retail options creates its own set of challenges and does not support the conditions necessary for vibrant, diverse, mixed-use neighborhoods that are active outside of the workday. The Project Area's four quadrants have subtle differences in terms of built character and mix of uses, as detailed below.

Northwest Quadrant

The northwest quadrant, which makes up the majority of the Garment Center, is roughly bounded by Broadway and Seventh Avenue to the east, West 35th Street to the south, West 40th Street to the north, and a line 100 feet west of Eighth Avenue to the west. The northwest is characterized by loft buildings constructed in the early part of the 20th century that were originally used for both production and showroom space. On the side streets, buildings are generally around 15 stories tall; on the avenues, buildings tend to range from 25 to more than 40 stories. These were designed as general-purpose buildings that could accommodate manufacturing, warehousing, retail and office uses. More recently, buildings whose upper floors were used for production have become showrooms or Class B or C office spaces, though some garment production remains. The northwest has the fewest residential units of any part of the Project Area. Avenue frontages tend to have a consistent ground-floor retail presence, often occupied by large chain stores including banks, restaurants, and variety stores; second-floor retail is not uncommon. The midblocks tend to have smaller retail storefronts populated by bars, local services, and specialty, fashion-related

wholesale establishments. Among the four quadrants, the northwest has the largest economy with 65,000 jobs, representing almost half of the Project Area's total employment.

The northwest is the densest quadrant, with FARs generally in the 9.0 to 18.0 range, but with some buildings over 30.0 FAR. Existing commercial loft buildings come in two basic variations – the more squat, boxy typology that typically rises to its full height at the street wall, and the wedding-cake style, which, above a high street wall, has multiple, shallow setbacks forming tiers each set back from the one below. The wedding-cake loft, with its distinctive ziggurat-like profile, is a legacy of the 1916 Zoning Resolution, which was designed to allow light and air to filter into the narrow streets below. Both loft typologies have high streetwalls, often rising to over 150 feet before setbacks on side streets, and as much as 200 feet before setbacks on the avenues. The buildings tend to have very high lot coverage with no or very shallow rear yards.

Northeast Quadrant

The northeast quadrant, also known as the Garment Center East, but outside of the special zoning district, is bounded by a line 150 feet west of Fifth Avenue to the east, 150 feet east of Sixth Avenue to the west, West 35th Street to the south and the centerline of the block between West 39th and West 40th streets to the north.

Unlike the other three quadrants, which have been zoned for manufacturing since 1961, the northeast quadrant was originally zoned C6 and only rezoned to M1-6 in the 1980s. As a result, the building stock tends to be more diverse, with lofts interspersed with older walkup rowhouses and tenements, most of which have been altered and converted, as well as newer hotels. Buildings tend to be around 15 stories tall with a median FAR of 11, but with a significant concentration of buildings in the 3.0 to 6.0 and the 12.0 to 15.0 FAR ranges. Most of the loft buildings have been converted from manufacturing and wholesale to Class B and C office use. Over the last fifteen years, due to the permissive M1-6 zoning (which, as of 2021, no longer allows transient hotel accommodations as of right) and proximity to the Midtown theater district, the northeast quadrant has seen a proliferation of budget and mid-rate chain hotel development. As a result of the quirks of the M1-6 bulk regulations, these hotels tend to have streetwalls that set back 10 to 20 feet from the street line and rise to their full height without setback, breaking up the street wall and creating a somewhat awkward "missing tooth" character. Ground-floor retail typically consists of local services, such as salons, dry cleaners, and hardware stores, and eating and drinking uses.

Southeast Quadrant

Bisected by Broadway, the southeast quadrant consists of the midblocks bounded by a line 100 to 275 feet west of Fifth Avenue to the east, a line 125 to 150 feet east of Sixth Avenue to the west, West 23rd Street to the south and West 31st Street to the north. The southeast quadrant is the most historically intact portion of the Project Area; approximately 50% of the area is within a LPC historic district with a further nine individual landmarks. In terms of the built character, the southeast is perhaps the most heterogeneous. While 10- to 15-story lofts are still the predominant building type, there are a number of three- to six-story historic rowhouses as well as Class A office buildings, many of which were converted from former department stores and hotels. The median FAR for the southeast quadrant is 5.2, though there is a notable concentration of buildings in the 9.0 to 15.0 FAR range.

In recent years, this area has become part of the trendy NoMad (North of Madison Square Park) neighborhood. Because of its popularity with tourists and employers alike, the southeast has seen a proliferation of large upscale hotel developments, including the Ritz-Carlton at Broadway and West 28th Street and the Virgin Hotel at Broadway between West 29th and West 30th streets. A number of institutional uses are concentrated here, including the Serbian Orthodox Cathedral of Saint Sava at 13 West 25th Street and Marble Collegiate Church at Fifth Avenue and West 29th Street. The southeast has the second-highest residential population among the four quadrants, with approximately 425 residential units, mostly IMDs, pre-1961 legally nonconforming residences, as well as at least one 74-711 special permit at 39-41 West 23rd Street in the Ladies' Mile Historic District that allowed for 43 homes, four of which are affordable. In approving that application (C 140404 ZSM), the Commission noted that there was already an appreciable residential presence in the M1-6 district and surrounding areas alongside shrinking demand for conforming manufacturing and commercial uses, particularly on small sites. There are a wide range of retail offerings in the area, including upmarket restaurants, boutiques, bookstores, and gyms, alongside a robust, if dwindling, concentration of small wholesale import shops and low-cost clothiers. Notably, the southeast quadrant has the Project Area's highest concentration of large, underdeveloped and undeveloped soft sites such as parking lots.

Southwest Quadrant

The southwest quadrant is roughly bounded by Seventh Avenue and a line 100 east of Eighth Avenue to the west, a line 125 west of Sixth Avenue to the east, West 28th Street and the centerline of the block between West 23rd and West 24th Street to the south, and West 30th and West 31st streets to the north. While the majority of the building stock consists of 12- to 15-story masonry loft buildings, like the northeast quadrant, the southwest has seen a proliferation of hotels over the last two decades that are built 15 to 20 feet from the street line and rise without setbacks or articulation to a height taller – sometimes over 40 stories - than their pre-war neighbors. The southwest has the widest variation of building densities; while the median FAR is 8.3, there is a significant number of buildings built to less than 5.0 FAR and greater than 12.0 FAR.

While many of the older lofts have been converted to office use, the southwest still has the Project Area's highest concentration of wholesale establishments – a trend that's remained relatively stable over the last two decades despite a shrinking manufacturing sector. With approximately 37,000 jobs, the southwest is second only to the northwest quadrant in terms of economic impact, which includes a flourishing creative and tech sector. The southwest has historically been the heart of the Flower District; today, there are a couple of dozen floral retail and wholesale businesses employing around 200 people, mostly concentrated along West 28th Street between Sixth and Seventh avenues. In the warmer months, the sidewalks and streets along this stretch of West 28th Street transform into an open-air flower market serving restaurants, hotels, and other businesses across Manhattan and the city.

The southwest is within the orbit of the Fashion Institute of Technology (FIT) and its large population of students and staff. Like the northwest quadrant, avenue frontages tend to have ground-floor retail consisting mostly of chain stores and restaurants with smaller storefronts in the midblocks tenanted with bars, local services, and fashion-related businesses. The southwest has by far the biggest residential presence of any quadrant, containing over 70% of the Project Area's homes. The majority of residential development is concentrated in the roughly two-block M1-6D area west of Seventh Avenue, which was rezoned in 2011

from M1-5 and mapped as an Inclusionary Housing area. The M1-6D district requires buildings to line up at the street line in loft-like building forms to match the surrounding context. The success of the 2011 rezoning, catalyzing hundreds of new market-rate and affordable units, indicates strong demand for residential development in the Project Area.

PREVIOUS PLANNING EFFORTS AND PAST ACTIONS

GARMENT CENTER TEXT AMENDMENT

In May 2017, then New York City Deputy Mayor for Housing and Economic Development Alicia Glen, then Manhattan Borough President Gale A. Brewer, and then Council Member Corey Johnson announced the formation of the Garment Center Steering Committee. With the proposed text amendment lifting the manufacturing preservation requirement, the Committee was formed with the purpose of identifying non-zoning strategies to support the continued presence of garment manufacturing in mid-Manhattan that could be implemented by the City. Chaired by then Borough President Brewer, the Steering Committee was comprised of representatives from: the fashion and garment industries; organized labor; industrial advocates; real estate and economic development organizations; local Manhattan Community Boards; and local, state, and federal elected officials. DCP and NYCEDC served as technical advisors to the Committee.

A zoning text amendment to the special district regulations was proposed to meet the City's goal of preserving the Garment Center, an area the encompasses eight full blocks and five partial blocks in the midtown neighborhood, as both a hub for the fashion industry as well as a center for a variety of types of office space for a diversity of businesses across an array of industries (CEQR No. 17DCP149 and N 180373 ZRM). This zoning text amendment was intended to reflect existing conditions and simplify the rules of the special district that in some cases created contradictory standards in different parts of the special district. The area subject to the Garment Center Text Amendment was conterminous with the current Project Area's northwest quadrant, discussed above.

BSA Applications

In the past 10 years, there have been several applications approved by the BSA within the Project Area, consisting of special permits of physical cultural establishments (PCE) within an existing commercial building and variances. These PCE special permit approvals include applications at 132 West 31st Street (235-13-BZ) and 218-222 West 35th Street (279-13-BZ).

In addition, the BSA granted several variances in the Project Area. At 1162 Broadway (175-14-BZ), a variance to allow the construction of a 14-story hotel building seeking waivers for setback and side yard requirements in the M1-6 district was approved in 2015, a subsequent CEQR Technical Memorandum was issued in 2021. At 118 West 28th Street (2019-179-BZ), a variance was approved in 2022 to permit the development of a 12-story mixed-used building containing commercial use at the ground floor and twelve residential condominium units above, contrary to ZR 42-00. As of January 2024, there is a variance application currently before the BSA at 112-116 West 28th Street (2021-60-BZ) to permit the enlargement of an existing hotel, contrary to ZR 42-111.

E. EXISTING ZONING

The Project Area consists of approximately 0.2 square miles, or approximately 127 acres, in Manhattan's Midtown South, Garment Center, and NoMad neighborhoods. The Project Area's 42 blocks are split between Community Board 4 (all or parts of seven blocks) and Community Board 5 (all or parts of 35 blocks).

The Project Area is comprised of M1-6 and M1-6D zoning districts. These existing zoning districts are discussed below. See **Figure A-2**.

PROJECT AREA

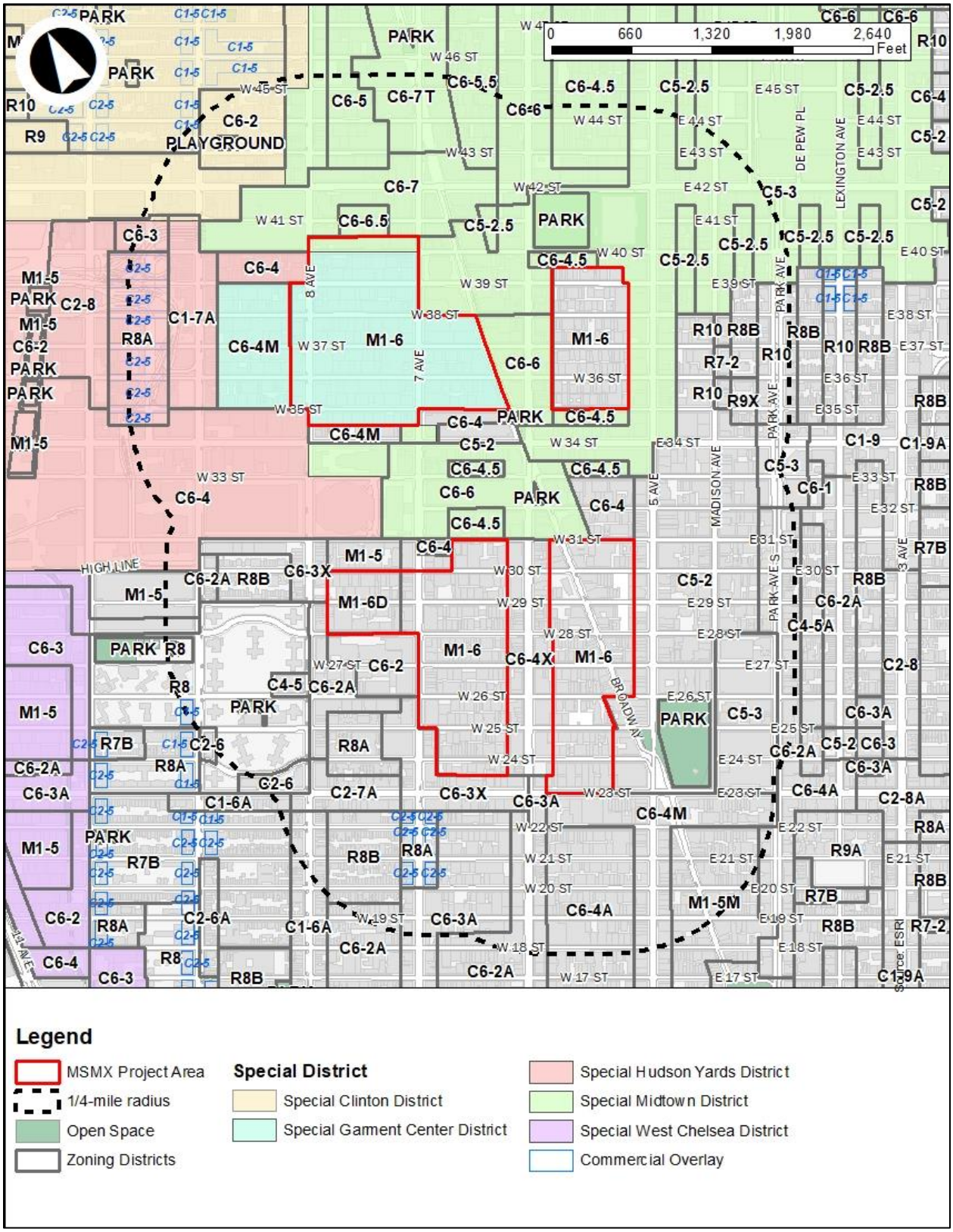
M1-6

The vast majority of the Project Area – all or parts of 40 blocks - is mapped M1-6. M1-6 districts are high-density manufacturing districts that permit a maximum FAR of 10.0 for commercial, light manufacturing, and community facility uses. Residential use or community facility uses with sleeping accommodations are not permitted as of right. M1-6 districts are eligible for a density bonus for the provision of public plazas and arcades. The maximum height of a building at the street wall is six stories or 85 feet, whichever is less, above which, an initial setback of 20 feet (narrow street) or 15 feet (wide street) is required. Maximum building height and setbacks are controlled by a sky exposure plane (2.7:1 on a narrow street or 5.6:1 on a wide street) which may be penetrated by a tower subject to lot coverage requirements. If front setbacks are provided at the ground floor, a steeper sky exposure plane is permitted. A 20-foot rear yard is required is most cases. Most of the loft buildings in the Project Area were built prior to 1961 and would not be compliant with today's M1-6 bulk regulations.

M1-6D

The M1-6D district, mapped across portions of two blocks in the southwest quadrant, is a high density mixed-use district that allows 10.0 FAR for light manufacturing, commercial, community facility, and residential uses. When mapped within an Inclusionary Housing (IH) area, the base residential FAR is 9.0 bonusable up to 12.0 through the IH program. M1-6D district bulk regulations are designed to mirror bulky, loft-like building envelopes which tend to have unbroken street walls at the street line. A building's base height must be between 125 feet and 155 feet high on a wide street and between 85 feet and 135 feet high on a narrow street. Along wide streets, after an initial setback of 10 feet, a building can rise to a maximum height of 290 feet. Bulk stacking rules, which limit the floor area of the highest two stories of a building to 80% of the floor area of the stories directly below them, are intended to limit tower heights. Residential buildings under IH rules with narrow street frontage can rise to a height of 235 feet after an initial 10-foot setback, or, alternatively, can comply with sky exposure plane regulations designed to mirror the wedding cake loft typology with a slope of 4:1 above the base. Residential buildings have a maximum lot coverage of 70% for interior and through lots and 100% for corner lots. Residential buildings are required to provide a rear yard of at least 30 feet in most cases.

FIGURE A-2: EXISTING ZONING



Special Garment Center District – Subdistrict A-1 (M1-6)

In the northwest quadrant of the Project Area, most of which is co-extensive with Special Garment Center District Subdistrict A-1, contextual bulk regulations modify the underlying M1- 6 zoning. Street walls are required to be located at the street line. On wide streets, the base height must be between 125 feet and 155 feet but may extend up to 205 feet to match existing adjoining buildings. On narrow streets, the minimum base height is 85 feet, and the maximum base height is 135 feet. After an initial setback above the base height (10 feet on wide streets, 15 feet on narrow streets), there is no maximum building height; rather, buildings must comply with tower regulations, which limit tower coverage to a maximum of 50% of the lot area. The arcade bonus is not available, and the public plaza bonus is only available on lots 100 feet from a wide street in order to promote contiguous streetwalls along the avenues. The signage regulations applicable to C6-4 districts apply across the special district.

Special Midtown District – Theater Subdistrict A-1 (M1-6)

The portion of the northwest quadrant between Seventh Avenue to the east, Eighth Avenue to the west, West 40th Street to the south, and the midline of the block between West 40th Street and West 41st Street to the north is within the Theater Subdistrict of the Special Midtown District. The Theater Subdistrict was created to preserve and protect the character of the area as a cultural, theatrical, and entertainment destination and to preserve a complementary cluster of shops, restaurants, and related amusement activities. Permitted uses are limited to a defined set of uses meant to support the theater industry and enhance the character of the area; ground floors are further restricted to more active retail and service uses. Larger developments are required to provide entertainment-related uses such as theaters and studios. Qualifying sites may increase the maximum allowable FAR up to an additional 4.4 FAR through one or a combination of density bonus programs, including a transfer of development rights from a listed theater or a CPC special permit for the substantial rehabilitation or restoration of a theater. Retail and street wall continuity requirements apply along Seventh Avenue.

SURROUNDING AREA

M1-5

An M1-5 manufacturing district is mapped across a small area south of Penn Station between West 31st Street, Eighth Avenue, West 30th Street, and Seventh Avenue. M1-5 districts permit a maximum FAR of 5.0 for commercial and manufacturing uses and 6.5 FAR for community facility uses. Residential uses are not permitted unless paired with residence districts in a Special Mixed-Use District. The maximum height of a building at the street wall is six stories or 85 feet, whichever is less, above which, an initial setback of 20 feet (narrow street) or 15 feet (wide street) is required. Maximum building height and setbacks are controlled by a sky exposure plane (2.7:1 on a narrow street or 5.6:1 on a wide street) which may be penetrated by a tower subject to lot coverage requirements. If front setbacks are provided at the ground floor, a steeper sky exposure plane is permitted. A 20-foot rear yard is required in most cases.

C5

Much of the Project Area is surrounded by various high-density C5 commercial districts to the east and north, including C5-2, C5-2.5, and C5-3 districts. C5 is a central business district commercial district with continuous retail frontage intended for offices and retail establishments that serve the entire metropolitan region. In contrast to C6 districts, which are also mapped broadly in Midtown near the Project Area, C5

districts don't allow uses in Use Groups 7, 8, 12 and impose ground-floor limitations on certain Use Group 6, 9, and 12 retail and service uses. Most residential and community facility uses are also allowed as of right. The basic maximum commercial FAR in the surrounding areas ranges from 10.0 (C5-2) to 15.0 (C5-3). C5 districts without a letter suffix have a corresponding residential district equivalent of R10, which regulates the bulk of residential and mixed-use buildings. Under typical C5 bulk regulations, the maximum height of a building at the street wall is six stories or 85 feet, whichever is less, above which, an initial setback of 20 feet (narrow street) or 15 feet (wide street) is required. Maximum building height and setbacks are controlled by a sky exposure plane (2.7:1 on a narrow street or 5.6:1 on a wide street) which may be penetrated by a tower subject to lot coverage requirements. If front setbacks are provided at the ground floor, a steeper sky exposure plane is permitted. A 20-foot rear yard is required is most cases. There are no off-street parking requirements.

Most of the surrounding C5 districts are within the Special Midtown District (MiD), which may, depending on the particular subdistrict, modify the underlying C5 use, height, setback, and/or streetscape regulations. In almost all cases, the height and setback regulations of the underlying C5 districts are superseded by two exotic height and setback regulations - Daylight Compensation and Daylight Evaluation. The MiD also provides a menu of as-of-right and discretionary density bonus incentives that allows qualifying sites to achieve significantly higher FARs, in some cases exceeding 18.0 FAR.

C6

Much of the Project Area is surrounded by various medium- and high-density C6 commercial districts to the north, west, and south, including C6-2, C6-2A, C6-3A, C6-3X, C6-4, C6-4M, C6- 4X, C6-4.5, C6-6, C6-6.5, and C6-7 districts. C6-2 and C6-3 districts are typically mapped in areas just outside central business districts such as Chelsea and have a basic maximum commercial FAR of 6.0. C6-4 through C6-9 districts, typically mapped within the city's major business districts, have a basic maximum commercial FAR of 10.0 (C6-4) or 15.0 (C6-6 and C6- 7), exclusive of any bonuses. C6 districts permit a wide range of high-bulk commercial uses requiring a central -location as well as most residential and community facility uses. Corporate headquarters, large hotels, department stores, and entertainment facilities in high-rise mixed buildings are permitted in C6 districts. C6 districts without a letter suffix have a corresponding residential district equivalent of R8 (C6-2) or R10 (C6-4, C6-6, C6-7), which regulates the bulk of residential and mixed-use buildings; C6 districts with a letter suffix have a corresponding residential district equivalent of R8A (C6-2A), R9A (C6-3A), R9X (C6-3X), R10 (C6-4M), or R10X (C6-4X). Under typical C6 bulk regulations, the maximum height of a building at the street wall is six stories or 85 feet, whichever is less, above which, an initial setback of 20 feet (narrow street) or 15 feet (wide street) is required. Maximum building height and setbacks are controlled by a sky exposure plane (2.7:1 on a narrow street or 5.6:1 on a wide street) which may be penetrated by a tower subject to lot coverage requirements. If front setbacks are provided at the ground floor, a steeper sky exposure plane is permitted. A 20-foot rear yard is required is most cases. There are no off-street parking requirements. C6-4M districts have special rules for the conversion of non-residential floor area to residential.

Most of the surrounding C6 districts are within special districts, including the Special Garment Center District (GC), the Special Hudson Yards District (HY), and the Special Midtown District (MiD). C6-4M districts in GC are governed by contextual bulk regulations designed to mirror the high streetwall loft buildings. C6 districts in HY generally have bespoke building envelope and FAR regulations which

supersede those of the underlying zoning districts as well as a unique density bonus structure which allows FARs to reach between 13.0 and 19.5, depending on the subdistrict. MiD rules generally modify the underlying C6 use, height, setback, and/or streetscape regulations, depending on the subdistrict. In almost all cases, the height and setback regulations of the underlying C6 districts are superseded by two exotic height and setback regulations - Daylight Compensation and Daylight Evaluation. The MiD also provides a menu of as-of-right and discretionary density bonus incentives that allows qualifying sites to achieve significantly higher FARs, in some cases exceeding 18.0 FAR.

F. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

Midtown South is one of the most well-connected and transit-dense areas of the entire country. Because of its central location and older building stock, the area has become a magnet for businesses across a wide range of industries seeking both accessibility and affordability. As a result, the Project Area supports a diverse ecosystem of thousands of businesses and tens of thousands of jobs - mostly in office-based sectors – that are critical to the local and regional economies. However, while the Department recognizes the significant value of the affordable office market that has been created and the importance of the array of businesses that locate in these areas to the City's economic diversity, the existing manufacturing zoning has, in general, stymied new investment and development, such as new housing, that could complement existing uses, enhance the business environment by enlivening streets and bringing in new retail services, and generally create a more robust mixed-use community. The percentage of jobs in the Project Area in the manufacturing sector is a fraction of what it once was. As described in greater detail in the background section of this document, the goal of preserving manufacturing jobs and businesses by retaining a zoning regime favorable to manufacturing has largely not achieved its stated purpose. The Proposed Actions are necessary to address neighborhood and city-wide planning goals, including supporting economic recovery and resiliency, increasing access to housing, establishing a harmonious built form, and promoting the adaptive reuse of older buildings.

Introduce residential use, promote equity in housing, and reinvigorate the retail and service sectors

Despite Covid-19-related shocks to the office market, the New York City economy has largely recovered from the worst of the pandemic job losses. In fact, the city has consistently added jobs at a higher rate than the dwelling units necessary to house all those new workers. Since 1980, the number of jobs in the city has grown by 35% while the number of residential units has only grown by 24%. More workers competing for a smaller universe of homes not only drives up the price of housing, but is a direct contributor to homelessness, tenant harassment, and displacement. High housing costs place a considerable burden on the city's working families and exacerbate legacies of segregation, discrimination, and concentrated poverty that have led to neighborhood-based inequities and unequal access to resources and opportunities. One of the most direct ways to combat the city's housing crisis is to grow the stock of both market-rate and affordable housing.

While a very limited number of residential conversions have occurred through various means including legalizations under the Loft Law as well as use changes and new construction allowed by BSA approvals, the Project Area's M1-6 manufacturing zoning does not allow residential use (Use Group 2) as-of-right. This is a significant barrier to the equitable production of market rate and affordable housing in a high-opportunity neighborhood close to transit and employment. There are no income-restricted affordable housing units in the M1-6 districts; the existing stock of affordable housing consists primarily of units subject to rent regulation by way of the Loft Law and legally nonconforming residential units that predate the manufacturing zoning and are subject to rent stabilization laws. The limited number of residential conversions and ground-up developments in the past few decades have only provided market-rate units and made marginal contributions to the city's overall housing supply.

The absence of a residential population also has direct implications on the health of the microeconomy and street life. Although the daytime population of workers supports an ecosystem of restaurants, convenience stores, banks, and other local services, the streets are noticeably less active outside of work hours and on weekends and businesses tend to close earlier than in areas with a more established, captive residential presence. This lack of demand limits the diversity of retail offerings and directly contributes to storefront vacancy. The Project Area has a storefront vacancy rate of 15%, higher than New York City's overall 12% retail vacancy rate. Vacant and dark storefronts make for an unpleasant pedestrian experience and contribute to a sense that the Project Area is unsafe or should be avoided, further eroding demand for goods and services. The Proposed Actions would allow residential use as of right in conversions, expansions, and new construction and implement the MIH program within the Project Area's M1-6 zoning districts. This proposal would help further the city's objective of increasing housing production across all five boroughs as articulated by Mayor Adams's "City of Yes" suite of zoning reforms whose moonshot goal aims to deliver 500,000 new homes to New Yorkers by 2033. A larger residential population would expand the number and diversity of retail stores and amenities, invigorating the public realm and contributing to greater economic stability.

Remove barriers to housing production in the M1-6D district

The experience of the M1-6D district provides valuable insight into the potential pent-up demand for housing in Midtown South. The roughly two-block M1-6D area consisting of the midblocks between Seventh and Eighth avenues from West 28th Street to West 30th Street has seen a remarkable transformation

over the past decade. Prior to the 2011 rezoning from M1-5, this area was languishing with an overabundance of parking facilities and vacant lots. In the last 12 years, the former center of the city's fur trade has emerged as the Project Area's densest sub-neighborhood. Although it represents only a little over 5% of the Project Area, the M1-6D district contains approximately 38% of the total number of homes and 100% of the income-restricted affordable units in the Project Area. Between 2011 and 2022, total built floor area in the M1-6D increased by almost 50%, driven almost exclusively by 920,000 square feet of residential development. Interestingly, across the same period, employment in the M1-6D area also rose by 44%.

Despite the success of the 2011 rezoning, the M1-6D zoning district is still limited in how much residential capacity it can deliver. As a result of the 40,000 square foot non-residential floor area preservation requirement, the district hasn't seen any major conversions of the older loft buildings to residential use. This measure was intended to preserve the area's remaining production jobs which tended to locate in larger buildings. However, despite these protections, the M1-6D area still lost approximately 7% of its industrial jobs between 2011 and 2022. This data, coupled with evidence from prior protectionist zoning proposals described in greater detail above, demonstrate that even the most well-intentioned land use policies designed to support specific sectors have limited success as macroeconomic headwinds continue to pummel already shrinking manufacturing and production businesses.

Recognizing that these outdated policies have had a chilling effect on housing production and only a marginal – if any – impact on preserving specific non-residential uses, the City is moving forward with a separate proposal – City of Yes for Housing Opportunity (COYHO) - which would eliminate commercial-to-residential conversion restrictions in most districts where such regulations exist. Importantly, this proposal would remove the prohibition on residential conversions in buildings over 70,000 square feet in the C6-4M district immediately to the west of the Project Area's northwest quadrant within the Special Garment Center District. COYHO is expected to enter public review in spring 2024 and obtain final approval at approximately the same time that MSMX is scheduled to start ULURP. The Proposed Actions would remap the M1-6D district to allow for unrestricted residential development, bringing the MSMX Plan into alignment with broader citywide policies.

Right-size the commercial real estate market and stabilize the city's property tax base

As described above, Midtown South's economic landscape has changed significantly since manufacturing zoning was put in place decades ago, consistent with citywide and regional macroeconomic trends and the shift towards an office-based and service-oriented economy. However, the Project Area's manufacturing zoning continues to prioritize traditional light industrial and related uses that have largely relocated to other parts of the city, region, and beyond, creating significant barriers for property owners and businesses who wish to respond to market and industry changes. The shift away from manufacturing towards retail, office, creative production, tech, and other commercial uses are consistent with economic conditions and land use trends around the Project Area.

Prior to the COVID-19 pandemic, office vacancy rates for Manhattan averaged around 10%. In the post-pandemic market, however, as remote work has become more common and businesses seek to trim their office footprints, Manhattan vacancy rates have soared to almost 19%. In certain portions of the Project Area, vacancy rates are even higher. As leases begin to expire in the coming years and tenants opt for higher quality office space to better compete for talent, the outlook for the Class B and C office market is

particularly dire. This not only threatens landlords who depend on the income generated by their properties but endangers the financial stability of the entire city as consistently high vacancy rates may lead to depressed property values. One way the city is attempting to address this is through COYHO's proposal to expand the relaxed residential conversion rules (ZR Article I, Chapter 5) to commercial buildings constructed before 1990, which would apply to the vast majority of commercial buildings in the Project Area. However, that policy change wouldn't add any housing to the Project Area if the M1-6 zoning, which doesn't allow housing as of right, were to remain. Therefore, the Proposed Actions would allow for the broadest possible range of residential, commercial, light industrial, and community facility uses as of right so that property owners have the flexibility to reposition their assets to respond to shifting demand.

The Proposed Actions would replace the outdated manufacturing zoning with rational, appropriately flexible regulations that promote a mix of uses and support COVID-19 economic recovery, business adaptation, and long-term resiliency. The broad range of uses would support existing businesses as they continue to operate, expand, and evolve, while allowing a greater range of commercial, cultural, and civic activities within the existing highly adaptable loft buildings and new mixed-use developments.

Facilitate superior urban design and appropriate building form

While the Special Garment Center District and M1-6D zoning district have bulk regulations that create contextual building envelopes, the existing bulk regulations in the M1-6 districts do not always facilitate building forms that relate harmoniously to the loft building context. As a result, much of the development that has occurred pursuant to the M1-6 sky exposure plane regulations have low base heights or shallow front setbacks that break the street wall and create an awkward pedestrian experience. The proposed actions would establish bulk regulations that respond to neighborhood context, including appropriate base and building heights and street wall requirements and provide flexibility to minimize the effects of new developments and enlargements on neighboring buildings.

Summary

Informed by existing land use and economic conditions in the Project Area and the neighborhood and citywide needs in light of the ongoing housing crisis and the Covid-19 pandemic, the purpose of the Proposed Actions is to support the transformation of Midtown South into a dynamic, mixed-use neighborhood by addressing the area's significant challenges while respecting its unique economic legacy. By removing zoning barriers for businesses and property owners, allowing residential use and requiring affordable housing, and supporting more active, vibrant streetscapes, the Proposed Actions would ensure Midtown South's economic vitality, adaptability, and resiliency, support citywide housing and equity goals, and expand access to the neighborhood's amenities and opportunities.

G. DESCRIPTION OF PROPOSED ACTIONS

The Proposed Actions are intended to address the land use and zoning challenges raised during the MSMX planning process with the objective of strengthening Midtown South as a vibrant, mixed-use, and inclusive community while striking an appropriate balance among residential and non-residential uses. The Proposed Actions would:

- Allow a wider range of non-residential uses, strengthen the mixed-use character of the neighborhood, and support a healthy retail ecosystem;
- Allow residential use and apply MIH;
- Establish appropriate bulk regulations to better reflect the existing character and enhance the historic built environment while also providing flexible envelopes for new development.

To accomplish these goals, DCP is proposing a zoning map and zoning text amendments that would affect all or parts of approximately 42 blocks in Midtown South. The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with DCP acting on behalf of CPC as the lead agency. The environmental analyses in the EIS will assume a development period of 10 years for the Reasonable Worst Case Development Scenario (RWCDS) for the Proposed Actions (i.e., an analysis year of 2034). DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies. Each of these actions is discretionary and subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. The proposed actions are described in further detail below.

PROPOSED ZONING MAP AMENDMENTS

The proposed zoning map amendment would rezone all or portions of existing M1-6 and M1-6D districts within the Project Area with a range of paired districts.

PROPOSED ZONING DISTRICTS

As detailed in **Table A-1** and **Figure A-3** below, M1-8A/R10, and M1-9A/R10 districts would be mapped in different areas to respond to the varied bulk contexts within the Project Area. These zoning districts are proposed to reflect differing conditions between corridors and interior of the neighborhood, achieve the right balance among uses, and facilitate appropriate building forms that reflect the bulkier, loft-style buildings, which tend to have high streetwalls.

PROPOSED SPECIAL MIDTOWN SOUTH MIXED-USE DISTRICT (MSMX)

The proposed Special Midtown South Mixed-Use District (MSMX) would be mapped over the entire Project Area, encompassing all or parts of 42 blocks, to establish special regulations to address the neighborhood's unique history, building typologies, and the existing and anticipated mix of uses, and to support the above-specified planning goals.

SPECIAL GARMENT CENTER DISTRICT

The Proposed Actions would eliminate from the Zoning Map the portion of the Special Garment Center District that is coextensive with the Project Area (Subdistrict A-1). The new boundaries of the Special Garment Center District would be a line 100 feet east of Ninth Avenue to the west, West 35th Street to the south, a line 100 feet west of Eighth Avenue to the east, and West 39th Street to the north. Other map changes may be made to regularize the remaining portion of the Special Garment Center District.

FIGURE A-3: PROPOSED ZONING

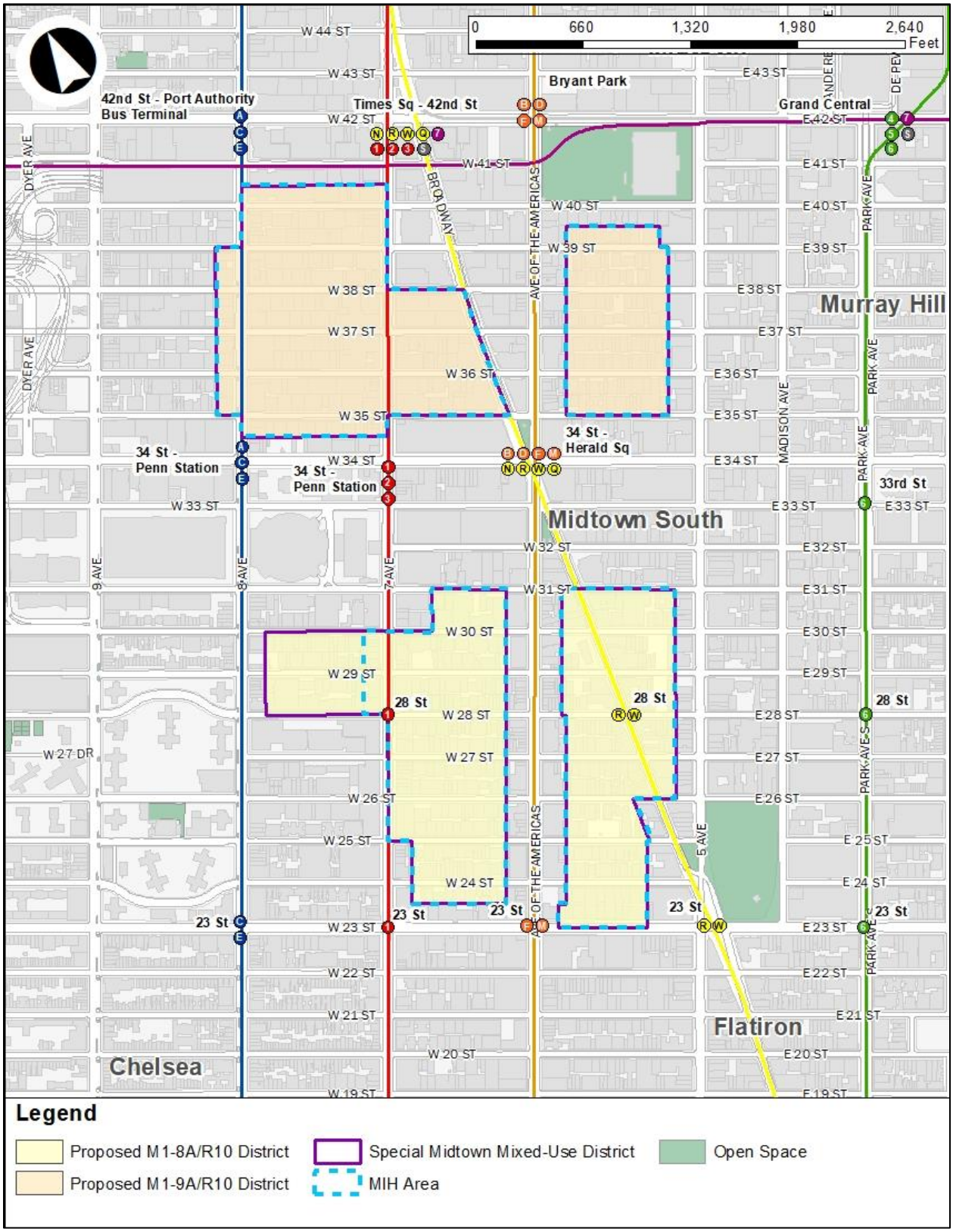


TABLE A-1: PROPOSED ZONING DISTRICTS

Sub-Area	Proposed District	Proposed Res.	Proposed Comm./Man. FAR	Proposed Comm. Facility FAR
Northeast	M1-9A/R10	12.0	12.0	12.0
Northwest	M1-9A/R10	12.0	15.0	15.0
Southeast	M1-8A/R10	12.0	12.0	12.0
Southwest	M1-8A/R10	12.0	12.0	12.0

PROPOSED ZONING TEXT AMENDMENTS

The Proposed Actions include amendments to the NYC Zoning Resolution to establish special rules for MSMX districts including regulations related to building envelope, Dwelling Unit Factor, and residential conversions. Additionally, the Proposed Action include an amendment to Appendix F of the Zoning Resolution to map an MIH area across the former M1-6 districts, setting mandatory affordable housing requirements pursuant to the MIH program.

SPECIAL MIDTOWN SOUTH MIXED-USE DISTRICT

The special district (MX) would modify the typical regulations of the underlying paired districts and establish additional requirements and parameters for future development derived from and responsive to block- and neighborhood-wide characteristics.

Street Wall Requirements

The Proposed Actions would create special base height regulations differentiating between narrow and wide street frontages. In order to maintain a strong street wall and create an inviting pedestrian experience, the Proposed Actions would also require that a certain percentage of the street wall be located at the street line, with appropriate flexibility for recesses, articulation, and other architectural expression.

Provide More Flexible Base Heights

Base height provisions are generally intended to align new development with neighboring buildings but can prevent alignment when they are not flexible enough. The Proposed Actions would retain existing minimum and maximum base heights while adding an allowance that enables new developments in the Project Area to go lower or higher than those limits to match the base heights of neighboring buildings, similar to a provision that already exists in Subdistrict A-1 of the Special Garment Center District.

Dormer Provisions

Dormers—that is, portions of a building permitted within the required setback above the maximum base height— allow for design flexibility and can enable building envelopes at a given maximum height to accommodate more floor area. Typically, they consist of an allowance expressed as a percentage of street wall width, which narrows as height increases. The Proposed Actions would enable dormers with a width of up to 40 percent to rise above maximum street wall height.

Eliminate Dwelling Unit Factor (DUF) Within the Project Area

Within the Project Area, the Proposed Actions would eliminate DUF, thereby removing from the Zoning Resolution controls on the maximum number of dwelling units. Unit size would be determined by the combination of other relevant regulations, such as room size limits, in the New York City Building Code and Housing Maintenance Code, and the New York State Multiple Dwelling Law, as well as market demand. In these areas with excellent access to transit, developers who wish to may develop projects consisting entirely of smaller units that accommodate the pronounced trend in New York City toward smaller household sizes.

Conversions

The existing adaptive reuse framework in Article I, Chapter 5 of the Zoning Resolution, which provides relaxed bulk regulations for conversions of nonresidential buildings built before 1997 in MX districts, allows conversions to "dwelling units" only—that is, units that are classified as Use Group 2 and have full cooking and sanitary facilities. Conversion to Use Group 2 "rooming units," which lack full cooking and/or sanitary facilities, or to Community Facility uses with sleeping accommodations, such as supportive housing and dormitories, is explicitly prohibited. As part of an effort to encourage a wider variety of housing types to serve the diverse needs of families and households, the Proposed Actions would enable conversion to rooming units and Community Facilities with sleeping accommodations for the first time in the Project Area, as permitted by other relevant bodies of law such as the Housing Maintenance Code.

Noncompliance Allowances for Beneficial Alterations

In most instances, noncomplying buildings—that is, buildings that do not comply with one or more bulk regulations, such as FAR, maximum height, and the like—are not permitted to make alterations that would create a new noncompliance or increase the degree on an existing noncompliance. This makes sense in most instances, but it can also inadvertently prevent alterations that serve important policy and planning goals or that are otherwise beneficial. The Proposed Actions would provide limited allowances for a new noncompliance or an increase in the degree of an existing noncompliance for alterations that achieve enumerated goals, such as compliance with ADA policies, provision of rooftop recreation space in multifamily buildings, and other aims.

Clarify Adjacency Rules for MX Districts

The adjacency requirements of Section 43-30, Special Provisions Applying Along District Boundaries, of the zoning resolution were never intended to apply to Special Mixed Use Districts (MX) mapped adjacent to residence districts. MX districts contain residence districts themselves. A recent New York State court decision found to the contrary, creating significant uncertainty.

The Proposed Actions would clarify that the adjacency requirements of Section 43-30 do not apply to MX districts.

Covered Pedestrian Space Bonus

Currently, Covered Pedestrian Spaces, as outlined in Section 74-87 are not permitted within M1-9A/R10 or MX districts. The Proposed Actions would allow certain new development sites within the NW Quadrant's M1-9A/R10 district to apply for the Covered Pedestrian Space Bonus, for a floor area increase of up to 20%. For the purposes of applying the provisions of Section 74-87, inclusive, certain new development sites within the proposed M1-9A/R10 district would be considered the equivalent of a C5-3 district.

TRANSIT BONUS

Currently, large portions of the Project Area are located more than 500 feet from a mass transit station, making many sites ineligible for a transit bonus and related bulk waivers pursuant to ZR 66-50. For the purposes of applying ZR Article 6, Chapter 6 regulations, the Proposed Actions would add the proposed MX to the definition of "Central Business District" (ZR 66-11), thus making all sites within the Project Area qualifying transit improvement sites.

SPECIAL GARMENT CENTER DISTRICT

The Special Garment Center District extends roughly from a line 100 feet east of Ninth Avenue to Broadway between West 35th and West 40th streets. When it was established in 1987, residential use was already restricted by the M1-6 zoning; the primary goal of the special district was to protect the remaining garment manufacturing sector and the ecosystem of related businesses by restricting the conversion of existing factory, warehouse, and showroom floor area to office use within the designated "Preservation Areas," roughly corresponding to the midblocks within the special district boundaries. As part of the 2005 Hudson Yards Rezoning, the Preservation Areas were divided into two zones with slightly different preservation requirements: P-1, two midblock areas east of Eighth Avenue where most of the remaining garment-related activity was concentrated, and P-2, the midblock area west of Eighth Avenue outside of the Project Area. In area P-1, the manufacturing preservation controls of the Special Garment Center District were maintained. In area P-2, which was also remapped to C6-4M from M1-5 and M1-6, restrictions on office conversions were lifted and residential conversions and the construction of new residential buildings on sites with less than 70,000 square feet of floor area became permitted as-of-right; residential conversions on sites above 70,000 square feet of floor area were permitted subject to modified preservation requirements. The 2005 amendments also applied new bulk regulations to area P-2 to ensure that new development would be consistent with the distinctive "wedding cake" silhouette typical of the bulky loft buildings. In addition, area P-2 became subject to many of the Special Hudson Yards District's regulations, including those for parking, anti-harassment and anti-demolition, and the District Improvement Bonus (DIB) for Inclusionary Housing developments.

The 2018 Garment Center Text Amendment removed the restriction on the conversion of manufacturing and warehousing uses to office uses in area P-1. Area P-1 and all the avenue frontages outside of the preservation areas were redesignated as Subdistrict A-1. In area P-2, which was redesignated Subdistrict A-2, the floor area preservation requirements were slightly amended to prohibit the conversion of manufacturing and warehousing space in buildings 70,000 square feet or larger to residential or dormitory use to maintain the larger sites for both office and manufacturing uses. The 2018 text amendment also

established contextual bulk regulations for Subdistrict A-1 similar to the height, setback, and street wall rules for M1-6D zoning districts, which was created to permit a building envelope more in keeping with the existing context of Manhattan loft districts. Additionally, new buildings on eligible sites in Subdistrict A-1 were permitted to use a density bonus for privately owned public spaces (POPS). The POPS bonus was limited to the side streets to preserve a contiguous street wall along the avenues and maintain an inviting pedestrian experience.

The Proposed Actions would remove references to Subdistrict A-1 in the Special Garment Center District text – all Regulations applicable to Subdistrict A-2, including bulk and relevant Hudson Yards regulations, would continue to apply. Other text changes may be made to rationalize the remaining portion of the Special Garment Center District.

MIH PROGRAM

The Proposed Actions include a Zoning Text amendment to Appendix F of the ZR to apply the MIH program to the Project Area's M1-6 zoning districts. The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped Mandatory Inclusionary Housing Areas (MIHAs). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 square feet, a payment into an Affordable Housing Fund. Developments, enlargements, or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area would be exempt from the requirements of the program.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set- aside. Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council and CPC could decide to apply an additional, limited workforce option for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI. A Deep Affordability Option could also be applied in conjunction with Options 1 and 2. The Deep Affordability Option would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI.

Today, residential use is allowed as of right on sites with less than 40,000 square feet of floor area in the M1-6D district up to 12 FAR under the city's existing voluntary Inclusionary Housing program. While the M1-6D area would be remapped to a paired M1-8A/R10 district, MIH would not apply to that portion of the Project Area. Rather, residential use up to 12 FAR would continue to be allowed as of right under the City of Yes for Housing Opportunity's proposed Universal Affordability Preference framework as long as 2 FAR is set aside as permanently income-restricted affordable housing.

NEW HIGH-DENSITY LIGHT MANUFACTURING DISTRICTS

Zoning options available for job-intensive purposes have gaps in density and heights, are hampered by outdated bulk regulations, and are relatively uniform in their approach to use mixes. The maximum allowable FAR for M1 districts is 10.0. However, many loft buildings that pre-date the 1961 ZR are built at densities well over 10 FAR. These are the type of buildings that can help the city meet the needs of a range of business types and sizes—as the city's loft buildings have historically—that will ensure economic resilience in the face of future disruptions and changing economic trends.

The Proposed Actions include the creation of two new high-density light manufacturing districts – M1-8A (12 FAR) and M1-9A (15 FAR). The new districts will mimic the use mix of today's M1 districts while adopting more bulky, flexible building envelopes that better reflect the character of the city's older loft districts.

H. FRAMEWORK FOR ENVIRONMENTAL REVIEW

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, a RWCDS was developed, in accordance with the methodologies in the 2021 CEQR Technical Manual and as explained in this Draft Scope for both the current (future No-Action) and proposed zoning (future With-Action) conditions for a 10-year period (analysis year 2034). The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analyses of the EIS. A 10-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development. To determine the With-Action and No-Action conditions, standard site selection criteria have been used, following the CEQR Technical Manual guidelines, as described below. These methodologies have been used to identify the amount and location of future development in response to the Proposed Actions.

DEVELOPMENT SITE CRITERIA

In determining the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide zoning changes that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

Development sites were initially identified based on the following criteria:

- Lots located in areas where changes in use would be permitted.
- Lots located in areas where a substantial increase in permitted residential FAR is proposed;

- Lots with a total size of approximately 4,000 sf or larger (may include potential assemblages totaling approximately 4,500 sf, respectively, if assemblage seems probable[1]) or certain smaller-sized lots (2,000 sf or greater) that are substantially underutilized;[2]

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning.

- Lots where construction activity is actively occurring or has recently been completed.
- Long-standing institutional uses, such as schools (public and private), municipal libraries, government offices, and large medical centers in control of their sites, with no known development plans. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (i.e., existing individual buildings with six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent stabilized units. Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Certain large commercial or industrial structures, such as certain large, multi-story non-residential buildings where redevelopment is unlikely to occur, sites owned and operated by major national corporations. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots occupied by buildings designated by LPC as individual landmarks, as well as buildings located within City-designated historic districts (sometimes identified in designation reports as "with style"). Individual landmarks and buildings within City-designated historic districts are subject to LPC review and approval in accordance with the New York City Landmarks Law under a significant level of scrutiny and are therefore highly unlikely to be altered or redeveloped. Several substantially underbuilt buildings that are considered "no style" by LPC are included as potential development sites as an exception for the purpose of a conservative analysis.
- Lots whose size, location or highly irregular shape would preclude or greatly limit future as of right development. Generally, development on highly irregular lots does not produce marketable floor space.

[1] Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.

[2] Underutilized lots are defined as vacant lots, lots with buildings containing a single occupied floor or multiple vacant floors, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning.

- Lots utilized for public transportation and/or public utilities.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the analysis year 2034) while potential sites are considered less likely to be developed over the approximately ten-year analysis period. Potential development sites were identified based on the following criteria:

- Lots whose slightly irregular shapes, smaller size or encumbrances would make development more difficult.
- Lots with 10 or more commercial tenants, which are less likely to redevelop in the foreseeable future.
- Lots occupied by larger buildings, or larger buildings with higher occupancies.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations that are unlikely to move.

Based on the above criteria, 42 development sites (27 projected and 15 potential) have been identified in the Rezoning Area. These projected and potential development sites are depicted in **Figure A-4** and the detailed RWCDS tables provided in Appendix 2 identify the uses expected to occur on each of these sites under No-Action and With-Action Conditions.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, effects on stationary air quality, shadows effects from development sites, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted to ensure a conservative analysis in accordance with the 2021 *CEQR Technical Manual*.

DEVELOPMENT SCENARIO PARAMETERS

For the purposes of presenting a conservative analysis, and where applicable, reasonable factors based on recent development trends were utilized to approximate the gross square footage, zoning floor area, and dwelling unit size of each soft site in this document.

Dwelling Unit Factor

The number of projected dwelling units in residential use buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number.

Floor to floor height

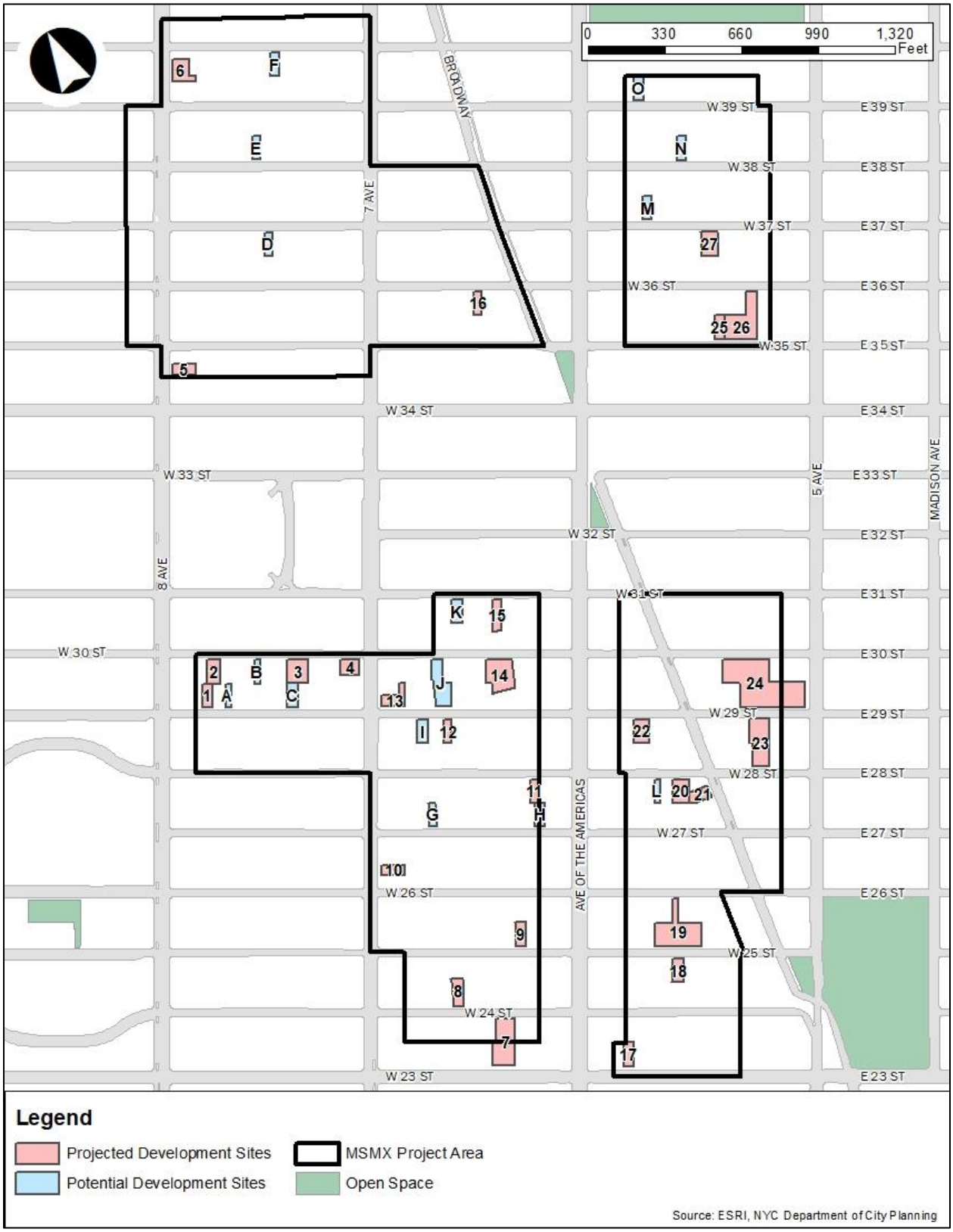
All non-residential use: 15 feet (ground floor)/10 feet

Residential: 10 feet

Development within historic districts on Projected and Potential Sites

Development shown on sites within historic districts is assumed to maximize the permitted FAR within the allowable building envelope for conservative analysis purposes. The represented building form does not reflect LPC's future review and approval, which is required for actual development on all of the projected and potential sites on a site-by-site basis.

FIGURE A-4: PROJECTED AND POTENTIAL DEVELOPMENT SITES



Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action condition), the identified projected development sites are assumed to remain unchanged from existing conditions. Given the outdated manufacturing zoning and low demand for ground-up manufacturing and commercial development in the area, vacant parcels and sites occupied by low intensity uses are not likely to be developed as-of-right. **Table A-2** shows the No-Action condition for the projected development sites.

The limited number of recent developments in the Project Area have consisted of mid-rise market-rate residential buildings pursuant to variances granted by the BSA, high-rise commercial office/retail buildings, and mid- to high-rise hotels which require a CPC special permit as of 2021.

In the future without this action, based on recent development trends, it is anticipated that there would be limited development in the Project Area. As-of-right residential development would not be able to occur without a zoning map amendment. While underutilized sites could be developed pursuant to the existing M1-6 district regulations, there is currently a glut of commercial space and little, if any, demand for new inventory. Absent the Proposed Actions, it is anticipated that the conversion of former industrial space to other commercial uses would continue to occur on occasion.

As detailed below, it is anticipated that, in the future without the Proposed Actions, existing conditions would remain. Under the RWCDS, the total No-Action development would comprise 18 existing residential dwelling units with no affordability requirement. The total No-Action condition floor area would be approximately 1,485,001 gsf and include 149,845 gsf of local retail space, 163,916 gsf of office space, 13,984 gsf of community facility (house of worship), 19,977 gsf of manufacturing space (warehouse), and 1,118,305 gsf of non-residential area eligible for residential conversions. Based on 2020 U.S. Census, the average household size in Manhattan Community Districts 4 and 5 is 1.68. The No-Action estimated population would remain unchanged and include approximately 30 residents and 5,618 workers on these projected development sites and eligible conversion area.

Future with the Proposed Actions (With-Action Condition)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites.

With the Proposed Actions, with the introduction of residential use and allowance for residential infill development, it is anticipated that there would be significant housing production, including affordable housing. This residential development would include two stories of commercial use across the rezoning area. Some sites with wider street frontages that can accommodate larger floorplates may be redeveloped with a mix of residential, community facility, and/or commercial uses.

Under the Proposed Actions, the total development in the RWCDS With-Action condition would consist of approximately 4,736,278 gsf (4,130,203 zsf). Approximately 4,228,626 gsf (3,683,596 zsf) of residential use is anticipated on the Projected Development sites and area eligible for residential conversions, including approximately 3,970 DU, a substantial proportion of which are expected to be affordable, and 474,177gsf (417,164 zsf) of commercial floor area (local retail and office).

The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be a net increase of approximately 3,952 projected DU (including 772 to 1,111 affordable units), 296,946 gsf of local retail space, 19,491 gsf of community facility space, and a decrease of 136,530 gsf of office space and 19,977 gsf of warehouse space.

In the RWCDS With-Action condition, a total of 15 sites with a potential of 830 DU, including between 178 and 249 permanently affordable DU, were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 2). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria described above. However, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

Outside of the projected and potential development sites, it is assumed that approximately 1,118,305 gsf of existing non-residential floor area will convert to residential use over the next decade – an estimate informed by DCP's understanding of historical conversion patterns from 2010 to 2020 and the potential for conversions in our study area under the RWCDS With-Action condition. Assuming one DU for every 1,400 square feet converted, which is the historical average for office-to-residential conversion from 2010 to 2020, conversion may yield approximately 799 net DU over the next decade. Approximately 150 to 225 of those DU will be permanently income restricted under the MIH program. (refer to **Table A-3**).

Development shown on sites within historic districts is assumed to maximize the permitted FAR within the allowable building envelope for conservative analysis purposes. The represented building form does not reflect the LPC's future review and approval, which is required for actual development on all of the projected and potential sites a site-by-site basis.

Based on 2020 Census data, the average household size in Manhattan Community Districts 4 and 5 is 1.68. Based on these ratios and standard ratios for estimating employment for commercial and industrial uses, **Table A-2** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As indicated in **Table A-2**, the Proposed Actions would result in a net increment of 6,639 residents, including residents expected from DU generated by conversions to residential use. The size of the workforce is estimated decrease by 3,975 workers.

TABLE A-2: 2034 RWCDS NO-ACTION AND WITH-ACTION LAND USES

Land Use	No-Action Condition	With-Action Condition	Increment
Residential			
Residential	18,974 gsf	3,110,321 gsf	+ 3,091,347 gsf
	18 DU	3,171 DU	+ 3,153 DU
Residential (From Conversions)			
Residential (via conversions)	0 gsf	1,118,305 gsf	+ 1,118,305 gsf
	0 DU	799 DU	+ 799 DU
Residential Total			
Total Residential	**18,974 gsf**	**4,228,626 gsf**	**+ 4,209,652 gsf**
	18 DUs	**3,970 DUs**	**+ 3,952 DUs**
Commercial			
Local Retail	149,845 gsf	446,791 gsf	+ 296,946 gsf
Office	163,916 gsf	27,386 gsf	- 136,530 gsf
Total Commercial	**313,761 gsf**	**474,177 gsf**	**+ 160,416 gsf**
Community Facility			
Community Facility	13,984 gsf	33,475 gsf	+ 19,491 gsf
Total Community Facility	**13,984 gsf**	**33,475 gsf**	**+ 19,491 gsf**
Industrial			
Warehouse	19,977 gsf	0 gsf	- 19,997 gsf
Total Industrial	**19,977 gsf**	**0 gsf**	**- 19,997 gsf**
Total Floor Area	**1,485,001 gsf**	**4,736,278 gsf**	**+ 3,251,277 gsf**
Parking	**69,500 gsf**	0 gsf	**- 69,500 gsf**
Parking Spaces	**225**	**0**	**- 225 spaces**
Population			
Residents [1]	30	6,669	+ 6,639 residents
Workers [2]	5,618	1,643	- 3,975 workers

Notes:

[1] Assuming an average occupancy of 1.68 persons per household based on the average household size within both Manhattan Community District 4 and Community District 5 (2020 Decennial Census).

[2] Estimate of workers based as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 1,000 sf of warehouse space; 1 employee per 1,000 sf of community facility space; and 1 employee per 50 parking spaces.

Attachment B.
Additional Technical Information for EAS

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 appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. A detailed assessment of land use conditions is necessary if a detailed assessment has been deemed appropriate for other technical areas or in a generic or area-wide zoning map amendment.

The Proposed Actions include zoning map and zoning text amendments, including mapping a special zoning district and Mandatory Inclusionary Housing [MIH]) that would affect an approximately 42-block area (127 acres) of four noncontiguous manufacturing-zoned areas roughly bounded by 40th Street to the north, Fifth Avenue to the east, 23rd Street to the south, and Eighth Avenue to the west.

Several public policies are applicable to the Project Area and surrounding area, including Housing New York, Housing our Neighbors, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts (BIDS), policies related to historic resources, and the City's sustainability/OneNYC policies. The Project Area is not located within the City's Coastal Zone boundary, and therefore would not require an assessment of its consistency with the policies of the City's Waterfront Revitalization Program (WRP).

As such, the Proposed Actions have the potential to significantly affect land use, zoning, and public policy and therefore, consistent with *CEQR Technical Manual* guidance, an assessment of land use, zoning and public policy will be provided in the EIS, as described in the Draft Scope of Work.

SOCIOECONOMIC CONDITIONS

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 adverse 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 specific industries. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action is reasonably expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population or substantial numbers of businesses or employees or eliminate a business or institution that is unusually important to the community. It can also

occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore could lead to indirect displacement of businesses or residents from the area

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for each of the principal socioeconomic issues of concern.

DIRECT RESIDENTIAL DISPLACEMENT

According to the *CEQR Technical Manual*, if a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and a preliminary assessment of direct residential displacement is appropriate. As discussed above, under Existing and No-Action conditions, the Projected Development Sites expected to be redeveloped as a result of the Proposed Actions contain approximately 30 residents. Therefore, as the Proposed Actions would directly displace less than 500 residents, further analysis is not warranted. The Proposed Actions would not result in direct displacement related significant adverse impacts.

DIRECT BUSINESS DISPLACEMENT

According to the *CEQR Technical Manual*, if a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. The Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees; therefore, a preliminary assessment of direct business displacement will be conducted pursuant to CEQR guidelines, as described in the Draft Scope of Work.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions are expected to increase the number of residential units in the area, including affordable units, and would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT BUSINESS DISPLACEMENT

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Actions would introduce more than 200,000 square feet (sf) of new commercial uses to the Project Area, which is the CEQR threshold for "substantial" new development warranting assessment. Therefore, as described in the Draft Scope of Work, an assessment of indirect business and institutional displacement will be provided in the EIS.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the guidance in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the Study Area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

COMMUNITY FACILITIES

Community facilities are public or publicly funded schools, libraries, early childhood programs, health care facilities and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement of any existing community facilities, nor would they affect the physical operations of or access to and from any police stations or firehouses. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from a proposed action. Per the *CEQR Technical Manual*, depending on the size, income characteristics and age distribution of the new population, an action may have indirect effects on public schools, libraries, or early childhood programs. The RWCDS associated with the Proposed Actions indicates a net increase of approximately 3,952 DU in the area. Assuming an average occupancy of 1.68 persons per household based on the average household size within both Manhattan Community District 4 and Community District 5 (2020 Decennial Census), the incremental population anticipated to be introduced as a result of the Proposed Actions would be approximately 6,639 residents. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

PUBLIC SCHOOLS

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required.

Using the *Projected Public School Ratios* published by the New York City School Construction Authority (SCA), implementation of the Proposed Actions is projected to introduce approximately 199 elementary and middle school students, and 80 high school students in Community School District (CSD) 2. Because the Proposed Actions would exceed the analysis threshold of 50 elementary/middle school students detailed in Table 6-1 of the *CEQR Technical Manual*, the Proposed Actions warrant an analysis of public elementary and middle schools in CSD 2. A public elementary and middle school assessment will be provided in the EIS as described in the Draft Scope of Work.

The Proposed Actions would result in 80 high school students, less than the CEQR analysis threshold of 150 high school students, as detailed in the *CEQR Technical Manual*. Therefore, no analysis of public high schools is warranted, and the Proposed Actions would not result in significant adverse impacts to high schools.

LIBRARIES

According to the guidance established in the *CEQR Technical Manual*, if a proposed action increases the number of DU served by the local library branch by more than five percent, then an analysis of library

services is necessary. In Manhattan, the introduction of 1,033 DU would represent a 5 percent increase in DU per branch. Implementation of the Proposed Actions would result in the addition of approximately 3,952 DU to the study area compared to No-Action conditions, which exceeds the CEQR threshold for a detailed analysis. As such, an analysis will be provided in the EIS, as described in the Draft Scope of Work.

EARLY CHILDHOOD PROGRAMS

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that could therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age five require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of affordable housing units needed to yield 20 or more eligible children in Manhattan would be 170 DU. Implementation of the Proposed Actions would result in a net increment of approximately 3,952 DU, of which up to approximately 1,137 DU would be set aside as affordable. As such, the Proposed Actions exceeds the threshold for an analysis of early childhood programs and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

POLICE/FIRE PROTECTION AND HEALTH CARE FACILITIES

According to the *CEQR Technical Manual*, a detailed analysis of police and fire protection and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As implementation of the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire protection and health care facilities is not warranted; however, for informational purposes, a description of existing police, fire, and health care facilities serving the study area will be proved in the EIS.

OPEN SPACE

The *CEQR Technical Manual* defines Open Space as publicly accessible, publicly or privately owned land that is available for leisure, play, or sport or is set aside for the protection or enhancement of the natural environment. Open space may be public or private and may include areas used for sports, exercise, or play (active open space) and/or areas used for sitting, strolling, or relaxing (passive open space). The *CEQR Technical Manual* guidance indicates that an open space analysis should be conducted if an action would result in a direct effect, such as the physical loss or alteration of public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces. An open space analysis focuses on officially designated existing or planned public open space. The *CEQR Technical Manual* indicates that if a project would result in an increase of more than 200 residents or 500 employees, then an analysis of open space would be appropriate.

As discussed in Attachment A, "Project Description," development that could result from the Proposed Actions is expected to add approximately 6,639 residents and reduce the number of workers in the Study Area by 3,975.

The residential population expected to result from the Proposed Actions exceeds the CEQR analysis thresholds (an increase of more than 200 residents. Therefore, an open space assessment is warranted and will be provided in the EIS, as described in the Draft Scope of Work. As the non-residential population is expected to decline by approximately 3,975 workers, an analysis of indirect non-residential open space impacts is not warranted.

SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s) or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight-sensitive resources (e.g., Madison Square Park, Bryant Park, Herald Square, Greeley Square Park, Worth Square, and Penn South Playground). Therefore, the Proposed Actions have the potential to result in new structures that would cast shadows on sunlight-sensitive resources. As such, an analysis of the Proposed Actions' potential to result in significant adverse shadow impacts is warranted and will be included in the EIS, as described in the Draft Scope of Work.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include archaeological (buried) resources and architectural (historic standing structure) resources. The *CEQR Technical Manual* identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties scheduled for consideration as NYCLs by the New York City LPC or determined eligible for NYCL designation (NYCL-eligible); properties listed in the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR- eligible), or properties contained within a S/NR-listed or eligible district; properties recommended by the New York State Board for listing in the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). According to the *CEQR Technical Manual*, a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources.

As described in Attachment A, "Project Description," the Project Area includes a portion of the Madison Square North Historic District and a portion of the Ladies' Mile Historic District. There are 14 designated NYCL within the Project Area and several S/NR-eligible and –listed buildings. The Project Area is also partially within the S/NR-listed Garment Center Historic District. In addition, there are several NYCL and S/NR historic buildings within 400-feet of the Project Area. Therefore, it is necessary to analyze the potential impacts of the Proposed Actions on historic architectural resources, and this assessment will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Actions would also result in additional in-ground disturbance on many of the projected and potential development sites identified in the RWCDS, and therefore have the potential to affect archaeological resources that may be present on those sites. Therefore, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual,* an assessment of urban design is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, and wind. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. The *CEQR Technical Manual* stipulates a detailed analysis is required for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Actions do not have the potential to result in the development of multiple tall buildings at or near waterfront sites that would exacerbate wind conditions due to channelization or downwash effects. Therefore, the Proposed Actions are not expected to affect pedestrian wind conditions, and an assessment is not warranted. However, the Proposed Actions would result in development beyond the bulk and form currently permitted as-of-right. These changes would affect a pedestrian's experience of public space and would require an urban design assessment per *CEQR Technical Manual* guidance. Therefore, a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water; soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

According to the *CEQR Technical Manual,* a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. The Project Area is located in a fully developed area of Manhattan, and the affected area and immediately adjacent areas are substantially devoid of natural resources. Therefore, the Proposed Actions would not have a significant adverse impact on natural resources, and no further analysis is warranted. Accordingly, an analysis of natural resources will not be provided in the EIS.

HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with

the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential development sites identified in the RWCDS, as described in the Draft Scope of Work.

WATER AND SEWER INFRASTRUCTURE

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

For the Proposed Actions, an analysis of water supply is not warranted because the RWCDS would result in a demand of less than 1 million gpd compared to the No-Action condition (see **Table B-1**). As shown in **Table B-1**, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in an incremental use of approximately 446,711 gpd compared to the No-Action condition.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No--Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island, or Queens. Because the Proposed Actions would result in a net increase 3,952 residential units compared to the No-Action condition, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

TABLE B-1: EXPECTED WATER DEMAND AND WASTEWATER GENERATION 2034 NO-ACTION VS. 2034 WITH-ACTION CONDITIONS[1]

	Land Use	Gross Square Feet	Residents	Gallons Per Day (gpd)		
				Air Conditioning (AC Only)	Water/ Wastewater Generation (Domestic Only)	Total (AC + Domestic)
No-Action Condition	Residential	18,974	30	-	3,000	3,000
	Office	163,916	-	27,866	16,392	44,257
	Local Retail	149,845	-	25,474	35,963	61,436
	Commercial Conversion Area	1,118,305	-	190,112	111,831	301,942
	Community Facility	13,984	-	2,377	1,398	3,776
	Industrial	19,977	-	3,396	1,998	5,394
No-Action Total				***249,225***	***170,581***	***419,806***
With-Action Condition	Residential	4,209,652	6,669	-	666,900	666,900
	Office	27,386	-	4,656	2,739	7,394
	Local Retail	446,791	-	75,954	107,230	183,184
	Commercial Conversion Area	0	-	-	-	-
	Community Facility	33,475	-	5,691	3,348	9,038
	Industrial	-	-	-	-	-
With-Action Total				***86,301***	***780,316***	***866,517***
Net Difference: No-Action vs. With-Action Condition						**446,711**

Notes:

[1]Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"

Residential – 100 gpd/person, assuming 1.68 persons per household, and 1 household per unit;

Commercial (Retail) – domestic - 0.24 gpd/sf and A/C- 0.17 gpd/sf Commercial (non-retail/office): domestic - 0.10 gpd/sf and A/C - 0.17 gpd/sf

Industrial: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf[2]No-Action condition: Community facility includes houses of worship and community centers, and commercial uses include retail, office, and auto-related uses.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's *Solid Waste Management Plan* (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in **Table B-2** based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in a net increase of approximately 166,153 pounds of solid waste per week (83.08 tons), compared to the No-Action condition. Therefore, an analysis of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

TABLE B-2: EXPECTED SOLID WASTE GENERATION: 2034 NO-ACTION VS. 2034 WITH-ACTION CONDITIONS

Use	Incremental Floor Area (sf)	Incremental Population	Solid Waste Generation Rate (lbs/wk)	Incremental Solid Waste Generation	
				(lbs/wk)	(tons/wk)
Residential	4,209,652	3,952 DUs	41 per household	162,023	81.01
Local Retail	296,946	892 employees	79 per employee	70,446	35.22
Office	- 136,530	-546 employees	13 per employee	-7,099	-3.55
Commercial Conversion	-1,121,042	-4,472 employees	13 per employee	-58,151	-29.08
Community Facility	19,491	19 employees	13 per employee	253	0.13
Industrial (Warehouse)	-19,977	-20 employees	66 per employee	-1,319	-0.66
Total Solid Waste Generation				**166,153**	**83.08**
Solid Waste Handled by DSNY (includes residential and all CF uses)				**162,023**	**81.01**
Solid Waste Handled by Private Carters				**4,130**	**2.07**

Notes:

Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual*, and estimates of workers by use as follows:

Residential use: 41 lbs/wk. per dwelling unit

General retail: 79 lbs/wk. per employee; assume 3 employees per 1,000 sf

Office: 13 lbs/wk. per employee; assume 1 employee per 250 sf

Industrial use: use Wholesale rate of 66 lb./wk. per employee; assume 1 employee per 1,000 sf

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). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions because this information is required for the assessment of greenhouse gas (GHG) emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-3**, it is estimated that the RWCDS associated with the Proposed Actions would result in an annual energy consumption of approximately 644,319.6 million BTUs, an increment of 317,580.7 million BTUs more than the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS.

TABLE B-3: 2034 NO-ACTION CONDITION AND 2034 WITH-ACTION CONDITION ESTIMATED ENERGY CONSUMPTION[1]

	Land Use	Size (GSF)	Consumption Rates (thousand BTU (MBTU)/sf	Annual Energy Use (million BTUs)
No-Action Condition[2]	Residential	18,974	126.7	2,404.0
	Community Facility	13,984	250.7	3,505.8
	Commercial	313,761	216.3	67,886.5
	Commercial (Conversion Area)	1,118,305	216.3	241,889.4
	Industrial (Warehouse)	19,977	554.3	11,073.3
			No-Action Total	***326,738.9***
With-Action Condition[3]	Residential	4,209,652	126.7	533,362.9
	Community Facility	33,475	250.7	8,392.2
	Commercial	474,177	216.3	102,564.5
	Commercial (Conversion Area)	-	-	-
	Industrial (Warehouse)	-	554.3	-
			With-Action Total	***644,319.6***
			Net Difference: No-Action vs. With-Action Condition	***317,580.7***

Notes:

[1]Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City."

[2]No-Action condition: Commercial uses include local retail and office uses.

[3]With-Action condition: Commercial uses include local retail and office uses.

TRANSPORTATION

Consistent with *CEQR Technical Manual* guidance, the EIS will assess transportation. Based on preliminary estimates for the RWCDS, the Proposed Actions are expected to generate more than 50 incremental vehicular trips in one or more peak hours. The RWCDS is also expected to generate 50 or more vehicles through one or more intersections during one or more peak hours (refer to Appendix 3). Therefore, the Proposed Actions have the potential to result in significant adverse traffic impacts, and a traffic analysis will be provided in the EIS, as detailed in the Draft Scope of Work.

As shown in Table 5 of Appendix 3, the RWCDS is expected to generate less than 200 subway trips during the AM and PM peak hours, which is below the 200-trip *CEQR Technical Manual* threshold for further analysis.

The RWCDS is expected to generate less than the 50-trip CEQR Technical Manual threshold for further analysis during the AM peak and PM peak hours. Therefore, further assessment is not warranted as the Proposed Actions would not have the potential to result in significant adverse impacts to public transit services.

Based on preliminary estimates, more than 200 incremental pedestrian trips are expected in one or more peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as subway stations, bus stops, and parking facilities. Although these pedestrian trips would be dispersed throughout the Project Area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development sites and along corridors connecting these sites to area transit services. Therefore, a detailed pedestrian analysis and a pedestrian and vehicle safety assessment are warranted and will be provided in the EIS, as described in the Draft Scope of Work.

AIR QUALITY

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality and considers the potential of existing sources of air pollution to affect the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis that includes both mobile and stationary sources.

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. Mobile source impacts also could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses. Additional stationary source impacts could occur with actions that add uses near existing or planned future emission 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 stacks so that they begin to affect surrounding uses.

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections. Action-generated trips could exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in a peak hour in the Study Area. In addition, the projected number of heavy-duty trucks or equivalent vehicles could exceed the applicable fine particulate matter (PM2.5) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted and will be developed as part of the EIS.

In addition, the Proposed Actions and associated RWCDS would result in projected and potential developments that would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

GREENHOUSE GAS EMISSIONS

The *CEQR Technical Manual* notes that while the need for a GHG emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on City capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy intense, such as a data processing center or health care facility). The proposed development associated with the RWCDS would exceed 350,000 sf; therefore, a GHG assessment will be provided in the EIS, as discussed in the Draft Scope of Work. Because a GHG emissions analysis will be provided in the EIS, pursuant to *CEQR Technical Manual* guidelines, the energy consumption of the Proposed Actions and the associated RWCDS will be calculated and provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in an environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. However, based on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) issued in December 2013, the rezoning would be located beyond the 100- and 500-year flood zones and beyond the 100- and 500-year projection for 2020 and 2050. Therefore, the Rezoning Area is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

NOISE

For most sources of noise (except train noise), the initial impact screening noise analysis identifies whether the potential exists for the project to generate a significant noise impact at a receptor or be significantly affected by high ambient noise levels. If the basic analysis does not identify the potential for significant impacts, no further noise analysis is necessary, and it may be stated that the proposed project would not result in a significant noise impact.

While exact levels are not known, high ambient noise levels currently exist in the Study Area. These existing sources include traffic on nearby roadways such as Broadway, Seventh Avenue, Eighth Avenue, and other high-volume local streets (e.g., 23rd Street). As a result, the trip generation from the incremental development of the Proposed Actions would likely result in a low level of additional noise. Exceptions to this may occur on other less-traveled streets in the Project Area (e.g., one-way local roads). It is assumed

that the greatest concern for project-generated noise impacts would be related to the impact of existing and future noise sources on existing residences and future residential development sites.

Typically, potential significant impacts on the newly created receptor relate to absolute noise limits. Lead agencies follow the Noise Exposure Guidelines shown in Table 19-2 of the *CEQR Technical Manual* for this purpose. If a proposed project introduces noise sensitive receptors within an area where the project noise levels exceed the marginally acceptable limit shown in the Noise Exposure Guidelines (as measured at the proposed building line, or if that is not known, at the property line), a significant impact would occur, unless building design as proposed provides a composite building attenuation that would be sufficient to reduce these levels to an acceptable interior noise level.

Pursuant to Section 123-32 of the New York City Zoning Resolution, residential dwelling units in Special Mixed Use Districts shall be provided with a minimum 35 dBA of window-wall attenuation to maintain an interior noise level of 45 dBA or less with windows closed and an alternate means of ventilation provided.

DCP is applying a blanket 3 percent conversion factor, excluding projected and potential development sites and recent hotel development, of existing commercial/manufacturing space to residential space. No specific conversion sites or prototypical sites are identified; therefore, during building design, an acoustical consultant will be responsible for ensuring the design and construction of converted residential spaces achieve acceptable CEQR interior noise level limits and interior permissible noise level limits established within New York City Noise Code §24-218, §24-231, and §24-232 for residential receiving properties.

The Proposed Actions would introduce new sensitive receptors to the Project Area. Therefore, an analysis of noise is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in these other CEQR analysis areas, the lead agency may determine that a public health assessment is warranted for a specific technical area.

None of the relevant analyses have been completed yet; therefore, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

NEIGHBORHOOD CHARACTER

Per the *CEQR Technical Manual*, a neighborhood character assessment considers how elements of the built and natural environment combine to create the context and feeling of a neighborhood and how a project

may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed action has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, community facilities, open space, shadows, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the action may result in moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the Project Area's neighborhood character, including land use patterns, urban design, and levels of traffic and noise. Therefore, an assessment of the Proposed Actions' potential to result in significant adverse impacts on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

CONSTRUCTION

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which are near sensitive receptors should undergo a preliminary impact assessment. Therefore, construction impacts will be assessed in the EIS, following the guidance in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidance contained in the *CEQR Technical Manual* (see Draft Scope of Work).

APPENDIX 1:
LIST OF BLOCKS AND LOTS INCLUDED IN PROPOSED REZONING AREA

Block	Lots
759	37 (p/o), 41, 45 (p/o)
760	38 (p/o), 39 (p/o), 43 (p/o), 46 (p/o)
761	31 (p/o), 32, 33 (p/o), 37 (p/o), 39 (p/o)
762	33, (p/o), 38, (p/o), 42 (p/o)
778	3 (p/o), 7 (p/o), 18, 20, 25, 33, 34, 36, 43, 46, 47, 48, 52, 55, 57, 70 (p/o), 7501 (p/o), 7502 (p/o)
779	7, 8, 10, 12, 13, 17, 23, 25, 26, 27, 31, 35, 36, 39, 41, 43, 44, 45, 52, 53, 55, 56, 57, 62, 63, 65, 66, 69, 7501, 7502
784	5 (p/o), 8 (p/o), 12 (p/o), 15 (p/o), 17 (p/o), 18 (p/o), 19 (p/o), 28 (p/o), 34 (p/o), 41 (p/o), 47, 48, 50, 51, 54, 60, 64, 68, 71, 74, 77, 80
785	1, 7, 11, 15, 18, 23, 25, 29, 37, 41, 43, 45, 46, 49, 67, 73, 75, 82
786	1, 13, 18, 20, 23, 29, 31, 42, 51, 60, 61, 62, 64, 66, 68, 76
787	1, 11, 20, 23, 25, 31, 40, 44, 58, 59, 64, 65, 67, 70, 72, 76, 84
788	1, 4, 8, 9, 11, 16, 19, 24, 26, 36, 37, 43, 44, 45, 46, 49, 64, 66, 71, 73, 78, 86, 89, 7501
789	1, 4, 5, 7, 9, 14, 21, 27, 30, 36, 40, 42, 43, 44, 52, 60, 62, 67, 69, 75, 78, 79, 82
799	3 (p/o), 8 (p/o), 9 (p/o), 12 (p/o), 21 (p/o), 24 (p/o), 28 (p/o), 30 (p/o), 35 (p/o), 46, 67, 60, 63, 67, 69, 7501
800	9, 10, 14, 15, 19, 20 ,21 ,22, 23, 25, 33 (p/o), 49, 50, 53, 55, 56, 57, 59, 61, 65, 68, 71, 74 (p/o), 7502 (p/o), 7503, 7505 (p/o)
801	1, 8, 11, 14, 19, 24, 28, 29, 30 (p/o), 34 (p/o), 49, 51, 55, 58, 59, 60, 61, 65, 71, 7501, 7502, 7503
802	1, 3, 4, 6, 8, 14, 17, 19, 22, 26, 29, 31, 49 (p/o), 50, 52, 54, 56, 61, 71, 75, 76, 77, 78, 79, 7501, 7502, 7503 (p/o)
803	4, 7, 11, 14, 16, 18, 21, 26, 28, 29, 31 (p/o), 46 (p/o), 47, 49, 51, 56, 57, 58, 60, 62, 65, 67, 7501, 7502, 7503
804	1, 8, 11, 13, 15, 16, 17, 18, 20, 22, 24, 26, 27, 32 (p/o), 44 (p/o), 49, 53, 54, 57, 59, 63, 67, 68, 69, 71, 171, 7501, 7502
805	1, 2, 3, 5, 6, 17, 19, 22, 35, 39, 67, 71, 75, 82, 87, 94, 97, 7501, 7502 (p/o)
806	9 (p/o), 13, 26, 52, 54, 56, 58, 63, 66, 69 (p/o), 7501, 7502 (p/o)
811	1, 9, 10, 16, 21, 47, 49, 51, 55, 56, 60, 62, 7501
812	6, 12, 13, 16, 19, 22, 56, 62, 63, 68, 69, 161, 162, 167, 7501
813	1, 16, 55, 64
825	1 (p/o), 7 (p/o), 8, 9, 12, 17, 24, 28 (p/o), 31 (p/o), 52, 56, 7501, 7502
826	1 (p/o), 11, 13, 16, 17, 19, 24, 25, 26, 28, 29, 46 (p/o), 55, 56, 57, 61, 63, 65, 69 (p/o)
827	1 (p/o), 8 (p/o), 12, 14, 16, 17, 20, 22, 27, 28 (p/o), 49 (p/o), 59, 60, 63, 64, 67, 68
828	1 (p/o), 9, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24, 25, 27, 28, 29, 33, 35 (p/o), 41 (p/o), 51, 53, 55, 59, 60, 61, 63, 64, 67, 70
829	7 (p/o), 11, 13, 14, 16, 20, 21, 22, 28, 30, 32, 35 (p/o), 36 (p/o), 38 (p/o), 39 (p/o), 40 (p/o), 42 (p/o), 44, 45, 46, 47, 50, 55, 56, 57, 59, 61, 62, 63, 64, 65, 66, 67, 68 (p/o)
830	10, 11, 12, 13, 14, 16, 27, 28, 30, 32, 34, 40 (p/o), 41 (p/o), 42 (p/o), 44 (p/o), 46, 48, 51, 52, 53, 54, 62, 67, 69, 73, 74 (p/o)
831	4 (p/o), 7, 9, 10, 19, 20, 26, 28, 29, 30, 33 (p/o), 42 (p/o), 48, 49, 50, 51, 52, 55, 59, 61, 68, 7501, 7502 (p/o)
832	1 (p/o), 17 (p/o), 22, 24, 27, 32, 34, 36, 37, 39 (p/o), 41 (p/o), 43 (p/o), 44 (p/o), 47 (p/o), 49, 53, 62, 66
837	6 (p/o), 9, 12, 15, 19, 20, 23, 26, 27, 28, 29, 30, 36 (p/o), 48 (p/o), 52, 56, 58, 62, 65, 66, 67, 71, 72, 74, 77, 78, 7501
838	12, 15, 20, 24, 27, 29, 30, 32, 34, 35, 36, 38 (p/o), 54, 56, 58, 60, 61, 62, 65, 66, 68, 69, 70, 72, 74, 76, 7502
839	9 (p/o), 14, 15, 16, 19, 24, 27, 29, 33, 34, 37, 55 (p/o), 58, 59, 60, 62, 63, 67, 68, 69, 70, 73, 78, 79 (p/o), 7503
840	6 (p/o), 12, 13, 16, 19, 21, 23, 28, 30, 31, 34, 42 (p/o), 58, 60, 69, 70, 71, 76, 78, 80, 81, 7501, 7502, 7503
841	8 (p/o), 12, 13, 14, 15, 18, 20, 21, 26, 27, 31, 75 (p/o), 7501 (p/o)
1012	15, 23, 35, 26, 29, 32, 37, 38, 42, 7501

APPENDIX 2:
REASONABLE WORST CASE DEVELOPMENT SCENARIO TABLES

	Projected Sites								Existing Conditions																																	
									Residential Uses					CF Uses						Commerical Uses										Industrial Uses						Parking						
Existing Zoning	Dev. Site ID	BBL	Block	Lot	Address	Lot Area	Land Use	Owner Name	Residential GSF	*Residential ZFA*	Residential Units	Affordable Units @ 25%	Affordable Units @ 30%	Medical Office GSF	*Medical Office ZFA*	Other CF GSF	*Other CF ZFA*	Total CF GSF	*Total CF ZFA*	Local Retail GSF	*Local Retail ZFA*	Destination Retail GSF	*Destination Retail ZFA*	Other Commercial GSF	*Other Commercial ZFA*	Office GSF	Office ZFA	Total Com SF	*Total Com ZFA*	Warehouse GSF	*Warehouse ZFA*	Industrial GSF	*Industrial ZFA*	Total Industrial GSF	*Total Industrial ZFA*	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Total SF
	1	1007790008	779		253 WEST 2	4678			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6D			779	8	253 WEST 2	4678	10	8TH AVE LU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	1007790069	779		250 WEST 3	5643			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14811	13224	14811	13181	0	0	0	0	0	0	0	0	0	0	0	0	14811
M1-6D		1007790069	779	69	250 WEST 3	5643	5	BRIDGET REA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14811	13224	14811	13181	0	0	0	0	0	0	0	0	0	0	0	0	14811
	3	1007790053, 1007790055, 1007790056	779		216 WEST 30 STREET, 220 WEST 30 STREET, 222 WEST 30 STREET	9419			0	0	0	0	0	0	0	0	0	0	0	13915	12384	0	0	0	0	2312	2058	16227	14442	0	0	0	0	0	0	0	0	0	0	0	0	16227
M1-6D		1007790053	779	53	216 WEST 3	4360	5	216 WEST 3	0	0	0	0	0	0	0	0	0	0	0	7184	6394	0	0	0	0	0	0	7184	6394	0	0	0	0	0	0	0	0	0	0	0	0	7184
M1-6D		1007790055	779	55	220 WEST 3	2559	5	220 WEST 3	0	0	0	0	0	0	0	0	0	0	0	4419	3933	0	0	0	0	0	0	4419	3933	0	0	0	0	0	0	0	0	0	0	0	0	4419
M1-6D		1007790056	779	56	222 WEST 3	2500	5	HEMAT REAL	0	0	0	0	0	0	0	0	0	0	0	2312	2058	0	0	0	0	2312	2058	4624	4115	0	0	0	0	0	0	0	0	0	0	0	0	4624
	4	1007790043, 1007790044, 1007790045	779		356 7 AVENUE, 358 7 AVENUE, 360 7 AVENUE	5279			0	0	0	0	0	0	0	0	0	0	0	8277	7366	0	0	0	0	5702	5074	13979	12441	1425	1268	0	0	1425	1268	0	0	0	0	0	0	15404
M1-6		1007790043	779	43	356 7 AVEN	1509	5	CORNER RE	0	0	0	0	0	0	0	0	0	0	0	2000	1780	0	0	0	0	1990	1771	3990	3551	1425	1268	0	0	1425	1268	0	0	0	0	0	0	5415
M1-6		1007790044	779	44	358 7 AVEN	1612	5	CORNER RE	0	0	0	0	0	0	0	0	0	0	0	2565	2283	0	0	0	0	0	0	2565	2283	0	0	0	0	0	0	0	0	0	0	0	0	2565
M1-6		1007790045	779	45	360 7 AVEN	2157	4	CORNER RE	0	0	0	0	0	0	0	0	0	0	0	3712	3304	0	0	0	0	3712	3303	7424	6607	0	0	0	0	0	0	0	0	0	0	0	0	7424
	5	1007840080	784		490 8 AVEN	4838			0	0	0	0	0	0	0	0	0	0	0	9400	8366	0	0	0	0	0	0	9400	8366	0	0	0	0	0	0	0	0	0	0	0	0	9400
M1-6		1007840080	784	80	490 8 AVEN	4838	5	MCDONALD	0	0	0	0	0	0	0	0	0	0	0	9400	8366	0	0	0	0	0	0	9400	8366	0	0	0	0	0	0	0	0	0	0	0	0	9400
	6	1007890005, 1007890079, 1007890082	789		608 8 AVENUE, 612 8 AVENUE, 610 8 AVENUE	7950			4419	3843	4	1	2	0	0	0	0	0	0	13371	11900	0	0	0	0	1653	1471	15024	13371	0	0	0	0	0	0	0	0	0	0	0	0	19443
M1-6		1007890005	789	5	608 8 AVEN	2317	4	608 8TH AV	4419	3843	4	1	1	0	0	0	0	0	0	1500	1335	0	0	0	0	0	0	1500	1335	0	0	0	0	0	0	0	0	0	0	0	0	5919
M1-6		1007890079	789	79	612 8 AVEN	3640	4	HATA REALT	0	0	0	0	0	0	0	0	0	0	0	8264	7355	0	0	0	0	1653	1471	9917	8826	0	0	0	0	0	0	0	0	0	0	0	0	9917
M1-6		1007890082	789	82	610 8 AVEN	1993	5	610 EIGHTH	0	0	0	0	0	0	0	0	0	0	0	3607	3210	0	0	0	0	0	0	3607	3210	0	0	0	0	0	0	0	0	0	0	0	0	3607
	7	1007990024	799		131 WEST 2	18592			0	0	0	0	0	0	0	0	0	0	0	600	536	0	0	0	0	31747	28254	32347	28790	0	0	0	0	0	0	0	0	0	0	0	0	32347
M1-6/C6-3X		1007990024	799	24	131 WEST 2	18592	5	127 WEST 2	0	0	0	0	0	0	0	0	0	0	0	600	536	0	0	0	0	31747	28254	32347	28790	0	0	0	0	0	0	0	0	0	0	0	0	600
	8	1008000019	800		139 WEST 2	5619			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13621	12122	13621	12122	0	0	0	0	0	0	0	0	0	0	0	0	13621
M1-6		1008000019	800	19	139 WEST 2	5619	5	G&G ELECTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13621	12122	13621	12122	0	0	0	0	0	0	0	0	0	0	0	0	13621
	9	0028, 1008010029	801		117 WEST 25 STREET, 115 WEST 25 STREET	4697			0	0	0	0	0	0	0	0	0	0	0	6475	5763	0	0	0	0	1815	1615	8290	7378	1790	1593	0	0	1790	1593	0	0	0	0	0	0	10080
M1-6		1008010028	801	28	117 WEST 2	2576	5	JJHA MORA	0	0	0	0	0	0	0	0	0	0	0	4500	4005	0	0	0	0	0	0	4500	4005	0	0	0	0	0	0	0	0	0	0	0	0	4500
M1-6		1008010029	801	29	115 WEST 2	2121	4	JJHA MORA	0	0	0	0	0	0	0	0	0	0	0	1975	1758	0	0	0	0	1815	1615	3790	3373	1790	1593	0	0	1790	1593	0	0	0	0	0	0	5580
	10	0003, 1008020004	802		287 7 AVENUE, 289 7 AVENUE	4386			0	0	0	0	0	0	0	0	0	0	0	8534	7595	0	0	0	0	2435	2167	10969	9762	1350	1201	0	0	1350	1201	0	0	0	0	0	0	12319
M1-6		1008020003	802	3	287 7 AVEN	2205	4	287TH AVE	0	0	0	0	0	0	0	0	0	0	0	3014	2682	0	0	0	0	675	601	3689	3283	1350	1201	0	0	1350	1201	0	0	0	0	0	0	5039
M1-6		1008020004	802	4	289 7 AVEN	2180	4	DOREEN LLC	0	0	0	0	0	0	0	0	0	0	0	5520	4913	0	0	0	0	1760	1566	7280	6479	0	0	0	0	0	0	0	0	0	0	0	0	7280
	11	0046, 1008030047	803		108 WEST 28 STREET, 110 WEST 28 STREET	3665			0	0	0	0	0	0	0	0	0	0	0	5200	4628	0	0	0	0	0	0	5200	4628	4250	3782	0	0	4250	3782	0	0	0	0	0	0	9450
M1-6		1008030046	803	46	108 WEST 2	1706	4	FPK REALTY	0	0	0	0	0	0	0	0	0	0	0	4600	4094	0	0	0	0	0	0	4600	4094	1260	1121	0	0	1260	1121	0	0	0	0	0	0	5860
M1-6/C6-4X		1008030047	803	47	110 WEST 2	1959	4	THIHA LLC	0	0	0	0	0	0	0	0	0	0	0	600	534	0	0	0	0	0	0	600	534	2990	2661	0	0	2990	2661	0	0	0	0	0	0	3590
	12	1008040063	804		142 WEST 2	3348			0	0	0	0	0	0	0	0	0	0	0	3000	2670	0	0	0	0	1525	1357	4525	4027	1526	1358	0	0	1526	1358	0	0	0	0	0	0	6051
M1-6		1008040063	804	63	142 WEST 2	3348	4	RATNA REAL	0	0	0	0	0	0	0	0	0	0	0	3000	2670	0	0	0	0	1525	1357	4525	4027	1526	1358	0	0	1526	1358	0	0	0	0	0	0	6051
	13	1008050001, 1008050002, 1008050005	805		341 7 AVENUE, 343 7 AVENUE, 167 WEST 29 STREET	6368			0	0	0	0	0	0	0	0	0	0	0	10104	8992	0	0	0	0	9837	8353	19941	17345	0	0	0	0	0	0	0	0	0	0	0	0	19941
M1-6		1008050001	805	1	341 7 AVEN	2035	4	EMPIRE 345	0	0	0	0	0	0	0	0	0	0	0	3700	3293	0	0	0	0	3700	3293	7400	6586	0	0	0	0	0	0	0	0	0	0	0	0	7400
M1-6		1008050002	805	2	343 7 AVEN	1884	5	EMPIRE 345	0	0	0	0	0	0	0	0	0	0	0	1850	1646	0	0	0	0	3410	3035	5260	4681	0	0	0	0	0	0	0	0	0	0	0	0	5260
M1-6		1008050005	805	5	167 WEST 2	2449	5	EMPIRE 345	0	0	0	0	0	0	0	0	0	0	0	4554	4053	0	0	0	0	2271	2271	6831	6324	0	0	0	0	0	0	0	0	0	0	0	0	6831
	14	1008050075	805		122 WEST 3	15198			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008050075	805	75	122 WEST 3	15198	5	AFGHAN HO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15	1008060056	806		124 WEST 3	5275			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008060056	806	56	124 WEST 3	5275	10	124 WEST 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16	1008110049	811		128 WEST 3	3367			0	0	0	0	0	0	0	0	0	0	0	6334	5637	0	0	0	0	5793	5155	12127	10793	0	0	0	0	0	0	0	0	0	0	0	0	12127
M1-6		1008110049	811	49	128 WEST 3	3367	4	EVER BRIGHT	0	0	0	0	0	0	0	0	0	0	0	6334	5637	0	0	0	0	5793	5155	12127	10793	0	0	0	0	0	0	0	0	0	0	0	0	12127
	17	0007, 1008250008	825		69 WEST 23 STREET, 67 WEST 23 STREET	4646			0	0	0	0	0	0	0	0	0	0	0	5360	4770	0	0	0	0	0	0	5360	4770	4806	4276	0	0	4806	4276	0	0	0	0	0	0	10166
M1-6		1008250007	825	7	69 WEST 23	2534	4	TTMH NYC H	0	0	0	0	0	0	0	0	0	0	0	3385	3013	0	0	0	0	0	0	3385	3013	4806	4276	0	0	4806	4276	0	0	0	0	0	0	8191
M1-6		1008250008	825	8	67 WEST 23	2112	5	TTMH NYC H	0	0	0	0	0	0	0	0	0	0	0	1975	1758	0	0	0	0	0	0	1975	1758	0	0	0	0	0	0	0	0	0	0	0	0	1975
	18	1008260061	826		32 WEST 25	5055			0	0	0	0	0	0	0	0	0	0	0	5000	4450	0	0	0	0	0	0	5000	4450	0	0	0	0	0	0	0	0	0	0	0	0	5000
M1-6		1008260061	826	61	32 WEST 25	5055	5	HMH SPECIA	0	0	0	0	0	0	0	0	0	0	0	5000	4450	0	0	0	0	0	0	5000	4450	0	0	0	0	0	0	0	0	0	0	0	0	5000
	19	1008270014, 1008270016, 1008270017, 1008270020	827		39 WEST 25 STREET, 35 WEST 25 STREET, 29 WEST 25 STREET, 25 WEST 25 STREET	22755			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008270014	827	14	39 WEST 25	2520	10	ALJUD ESTAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008270016	827	16	35 WEST 25	5231	10	L & M 25TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008270017	827	17	29 WEST 25	9563	10	L & M 25TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008270020	827	20	25 WEST 25	5442	10	25 WEST 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20	0059, 1008290061	829		24 WEST 28 STREET, 26 WEST 28 STREET	7430			0	0	0	0	0	0	0	0	0	0	0	15800	14062	0	0	0	0	11597	10321	27397	24383	0	0	0	0	0	0	0	0	0	0	0	0	27397
M1-6		1008290059	829	59	24 WEST 28	2402	5	REAL EVERG	0	0	0	0	0	0	0	0	0	0	0	2200	1958	0	0	0	0	11597	10321	7797	6939	0	0	0	0	0	0	0	0	0	0	0	0	7797
M1-6		1008290061	829	61	26 WEST 28	5028	4	REAL EVERG	0	0	0	0	0	0	0	0	0	0	0	13600	12104	0	0	0	0	0	0	19600	17444	0	0	0	0	0	0	0	0	0	0	0	0	19600
	21	0055, 1008290056	829		1177 BROADWAY, 1179 BROADWAY	4516			0	0	0	0	0	0	0	0	0	0	0	6307	5613	0	0	0	0	5625	5006	11932	10619	0	0	0	0	0	0	0	0	0	0	0	0	11932
M1-6		1008290055	829	55	1177 BROA	2405	5	JTRE 1177 N	0	0	0	0	0	0	0	0	0	0	0	4432	3944	0	0	0	0	0	0	4432	3944	0	0	0	0	0	0	0	0	0	0	0	0	4432
M1-6		1008290056	829	56	1179 BROA	2111	5	AEP PROPER	0	0	0	0	0	0	0	0	0	0	0	1875	1669	0	0	0	0	5625	5006	7500	6675	0	0	0	0	0	0	0	0	0	0	0	0	7500
	22	1008300069	830		36 WEST 29	6571			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008300069	830	69	36 WEST 29	6571	11	40 WEST 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23	1008300032, 1008300034, 1008300048, 1008300051	830		WEST 28 STREET, 7 WEST 28 STREET, 6 WEST 29 STREET, 10 WEST 29 STREET	16693			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008300032	830	32	WEST 28 STR	7761	10	DRUCKER M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008300034	830	34	7 WEST 28 S	2605	10	DRUCKER RE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008300048	830	48	6 WEST 29 S	2551	10	PHILMAR RE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008300051	830	51	10 WEST 29	3776	10	DRUCKER RE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	24	1008310028, 1008310029, 1008310030, 1008310033, 1008310048, 1008310049, 1008310050, 1008310051, 1008310052	831		11 WEST 29 STREET, 9 WEST 29 STREET, 3 WEST 29 STREET, 270 5 AVENUE, 8 WEST 30 STREET, 16 WEST 30 STREET, 18 WEST 30 STREET, 20 WEST 30 STREET, 22 WEST 30 STREET	49922			14555	12657	14	4	5	0	0	13984	12486	13984	12486	11966	10649	0	0	0	0	2105	1873	14071	12523	0	0	0	0	0	0	0	0	0	0	0	0	42610
M1-6		1008310028	831	28	11 WEST 29	2864	11	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008310029	831	29	9 WEST 29 S	2749	11	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008310030	831	30	3 WEST 29 S	8076	11	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C5-2		1008310033	831	33	270 5 AVEN	16319	8	COLLEGIATE	0	0	0	0	0	0	0	13984	12486	13984	12486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13984
M1-6		1008310048	831	48	8 WEST 30 S	9976	11	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008310049	831	49	16 WEST 30	2651	11	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M1-6		1008310050	831	50	18 WEST 30	2106	4	HFZ KIK 30T	6710	5835	6	2	2	0	0	0	0	0	0	1650	1468	0	0	0	0	0	0	1650	1468	0	0	0	0	0	0	0	0	0	0	0	0	8360
M1-6		1008310051	831	51	20 WEST 30	2739	4	HFZ KIK 30T	0	0	0	0	0	0	0	0	0	0	0	8416	7490	0	0	0	0	2105	1873	10521	9363	0	0	0	0	0	0	0	0	0	0	0	0	10521
M1-6/C5-2		1008310052	831	52	22 WEST 30	2442	3	HFZ KIK 30T	7845	6822	8	2	3	0	0	0	0	0	0	1900	1691	0	0	0	0	0	0	1900	1691	0	0	0	0	0	0	0	0	0	0	0	0	9745
	25	0027, 1008370028	837		25 WEST 35 STREET, 23 WEST 35 STREET	4466			0	0	0	0	0	0	0	0	0	0	0	5915	5264	0	0	0	0	9885	8797	15800	14061	0	0	0	0	0	0	0	0	0	0	0	0	15800
M1-6		1008370027	837	27	25 WEST 35	2261	5	23-25 WEST	0	0	0	0	0	0	0	0	0	0	0	1600	1424	0	0	0	0	6366	5665	7966	7089	0	0	0	0	0	0	0	0	0	0	0	0	7966
M1-6		1008370028	837	28	23 WEST 35	2205	4	23-25 WEST	0	0	0	0	0	0	0	0	0	0	0	4315	3840	0	0	0	0	3519	3132	7834	6972	0	0	0	0	0	0	0	0	0	0	0	0	7834
	26	0029, 1008370030	837		21 WEST 35 STREET, 9 WEST 35 STREET	19491			0	0	0	0	0	0	0	0	0	0	0	4345	3867	0	0	69500	61855	0	0	73845	65722	0	0	0	0	0	0	0	0	0	0	0	0	73845
M1-6		1008370029	837	29	21 WEST 35	2299	5	21 W 35 LL	0	0	0	0	0	0	0	0	0	0	0	4345	3867	0	0	69500	61855	0	0	73845	65722	0	0	0	0	0	0	0	0	0	0	0	0	73845
M1-6		1008370030	837	30	9 WEST 35 S	17192	10	9 WEST 35T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	27	0065, 1008380066	838		26 WEST 37 STREET, 28 WEST 37 STREET	7318			0	0	0	0	0	0	0	0	0	0	0	9942	8848	0	0	0	0	0	0	9942	8848	4830	4298	0	0	4830	4298	0	0	0	0	0	0	14772
M1-6		1008380065	838	65	26 WEST 37	2427	5	YAEL 26 REA	0	0	0	0	0	0	0	0	0	0	0	4491	3997	0	0	0	0	0	0	4491	3997	0	0	0	0	0	0	0	0	0	0	0	0	4491
M1-6		1008380066	838	66	28 WEST 37	4891	4	28-30 WEST	0	0	0	0	0	0	0	0	0	0	0	5451	4851	0	0	0	0	0	0	5451	4851	4830	4298	0	0	4830	4298	0	0	0	0	0	0	10281

Existing Zoning	Dev. Site ID	BBL	Block	Lot	Address	Lot Area	Land Use	Owner Name	Residential GSF	Residential ZFA	Residential Units	Affordable Units @ 25%	Affordable Units @ 30%	Medical Office GSF	Medical Office ZFA	Other CF GSF	Other CF ZFA	Total CF GSF	Total CF ZFA	Local Retail GSF	Local Retail ZFA	Destination Retail GSF	Destination Retail ZFA	Other Commercial GSF	Other Commercial ZFA	Office GSF	Office ZFA	Total Com SF	Total Com ZFA	Warehouse GSF	Warehouse ZFA	Industrial GSF	Industrial ZFA	Total Industrial GSF	Total Industrial ZFA	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area SF	Total SF
	A	1007790012	779		247 WEST	2476			1941	1686	1	1	1	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	0	0	0	0	0	0	4418
M1-6D		1007790012	779	12	247 WEST	2476	4	246 W 29t	1941	1686	1	1	1	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	0	0	0	0	0	0	4418
	B	1007790062	779		234 WEST	2312			0	0	0	0	0	0	0	0	0	0	0	2200	1958	0	0	0	0	1600	1424	3800	3382	0	0	0	0	0	0	0	0	0	0	0	0	3800
M1-6D		1007790062	779	62	234 WEST	2312	4	GROKASH	0	0	0	0	0	0	0	0	0	0	0	2200	1958	0	0	0	0	1600	1424	3800	3382	0	0	0	0	0	0	0	0	0	0	0	0	3800
	C	1007790025, 1007790026	779		223 WEST 29 STREET, 225 WEST 29 STREET	4622			2113	1838	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2608	2321	2608	2321	0	0	4226	3761	4226	3761	0	0	0	0	0	0	8947
M1-6D		1007790025	779	25	223 WEST	2311	4	ROVER-NY	2113	1838	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2608	2321	2608	2321	0	0	0	0	0	0	0	0	0	0	0	0	4721
M1-6D		1007790026	779	26	225 WEST	2311	6	GAVARTIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4226	3761	4226	3761	0	0	0	0	0	0	4226
	D	1007860066	786		232 WEST	3702			0	0	0	0	0	0	0	0	0	0	0	2500	2225	0	0	0	0	12437	11068	14937	13293	0	0	0	0	0	0	0	0	0	0	0	0	14937
M1-6		1007860066	786	66	232 WEST	3702	5	232 ASSO	0	0	0	0	0	0	0	0	0	0	0	2500	2225	0	0	0	0	12437	11068	14937	13293	0	0	0	0	0	0	0	0	0	0	0	0	14937
	E	1007860024	786		243 WEST	3373			0	0	0	0	0	0	0	0	0	0	0	5272	4692	0	0	0	0	3828	3407	9100	8099	0	0	0	0	0	0	0	0	0	0	0	0	9100
M1-6		1007860024	786	24	243 WEST	3373	4	RAFAEL IN	0	0	0	0	0	0	0	0	0	0	0	5272	4692	0	0	0	0	3828	3407	9100	8099	0	0	0	0	0	0	0	0	0	0	0	0	9100
	F	1007890060	789		236 WEST	3924			0	0	0	0	0	0	0	0	0	0	0	7021	6249	0	0	0	0	3221	2867	10242	9115	0	0	0	0	0	0	0	0	0	0	0	0	10242
M1-6		1007890060	789	60	236 WEST	3924	4	236 W. 40	0	0	0	0	0	0	0	0	0	0	0	7021	6249	0	0	0	0	3221	2867	10242	9115	0	0	0	0	0	0	0	0	0	0	0	0	10242
	G	1008030011	803		149 WEST	2756			0	0	0	0	0	0	0	0	0	0	0	2595	2309	0	0	0	0	7785	6928	10380	9238	0	0	0	0	0	0	0	0	0	0	0	0	10380
M1-6		1008030011	803	11	149 WEST	2756	5	149 WEST	0	0	0	0	0	0	0	0	0	0	0	2595	2309	0	0	0	0	7785	6928	10380	9238	0	0	0	0	0	0	0	0	0	0	0	0	10380
	H	1008030031	803		105 WEST	3950			0	0	0	0	0	0	0	0	0	0	0	3503	3118	0	0	0	0	0	0	3503	3118	7530	6692	0	0	7530	6692	0	0	0	0	0	0	11023
M1-6/C8-4X		1008030031	803	31	105 WEST	3950	4	NOMAD W	0	0	0	0	0	0	0	0	0	0	0	3503	3118	0	0	0	0	0	0	3503	3118	7530	6692	0	0	7530	6692	0	0	0	0	0	0	11023
	I	1008040068, 1008040069	804		154 WEST 29 STREET, 156 WEST 29 STREET	4691			1200	1044	1	1	1	0	0	0	0	0	0	4604	4097	0	0	0	0	3956	3521	8560	7618	2097	1866	0	0	2097	1866	0	0	0	0	0	0	11857
M1-6		1008040068	804	68	154 WEST	2420	4	NYMYHEA	0	0	0	0	0	0	0	0	0	0	0	2350	2091	0	0	0	0	0	0	2350	2091	2097	1866	0	0	2097	1866	0	0	0	0	0	0	4447
M1-6		1008040069	804	69	156 WEST	2271	5	KJI-FAMS	1200	1044	1	1	1	0	0	0	0	0	0	2254	2006	0	0	0	0	3956	3521	8210	5527	0	0	0	0	0	0	0	0	0	0	0	0	7410
	J	1008050087	805		140 WEST	12220			0	0	0	0	0	0	0	0	0	0	0	9000	8010	0	0	0	0	0	0	9000	8010	11164	9935	0	0	11164	9935	0	0	0	0	0	0	20164
M1-6		1008050087	805	87	140 WEST	12220	5	140 AB LLC	0	0	0	0	0	0	0	0	0	0	0	9000	8010	0	0	0	0	0	0	9000	8010	11164	9935	0	0	11164	9935	0	0	0	0	0	0	20164
	K	1008060063	806		140 WEST	4900			0	0	0	0	0	0	0	0	0	0	0	4500	4005	0	0	0	0	13423	11946	17923	15951	0	0	0	0	0	0	0	0	0	0	0	0	17923
M1-6		1008060063	806	63	140 WEST	4900	5	L-S REALT	0	0	0	0	0	0	0	0	0	0	0	4500	4005	0	0	0	0	13423	11946	17923	15951	0	0	0	0	0	0	0	0	0	0	0	0	17923
	L	1008290064	829		36 WEST 3	2471			0	0	0	0	0	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	0	0	0	0	0	0	3216
M1-6		1008290064	829	64	36 WEST 2	2471	5	36 WEST A	0	0	0	0	0	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	0	0	0	0	0	0	3216
	M	1008390014, 1008390015	839		47 WEST 37 STREET, 45 WEST 37 STREET	3950			1800	1565	1	1	1	0	0	0	0	0	0	4300	3827	0	0	0	0	900	801	5200	4628	3325	2959	0	0	3325	2959	0	0	0	0	0	0	10325
M1-6		1008390014	839	14	47 WEST 3	1975	4	37TH STRE	1800	1565	1	1	1	0	0	0	0	0	0	2400	2136	0	0	0	0	900	801	3300	2937	0	0	0	0	0	0	0	0	0	0	0	0	5100
M1-6		1008390015	839	15	45 WEST 3	1975	4	45 WEST 3	0	0	0	0	0	0	0	0	0	0	0	1900	1691	0	0	0	0	0	0	1900	1691	3325	2959	0	0	3325	2959	0	0	0	0	0	0	5225
	N	1008400021	840		35 WEST 3	3659			0	0	0	0	0	0	0	0	0	0	0	3250	2892	0	0	0	0	8800	7832	12050	10724	0	0	0	0	0	0	0	0	0	0	0	0	12050
M1-6		1008400021	840	21	35 WEST 3	3659	5	FLAME RE	0	0	0	0	0	0	0	0	0	0	0	3250	2892	0	0	0	0	8800	7832	12050	10724	0	0	0	0	0	0	0	0	0	0	0	0	12050
	O	1008410012, 1008410013	841		49 WEST 39 STREET, 47 WEST 39 STREET	4126			6200	5392	6	2	2	0	0	0	0	0	0	3681	3276	0	0	0	0	1730	1540	5411	4816	0	0	0	0	0	0	0	0	0	0	0	0	11811
M1-6		1008410012	841	12	49 WEST 3	2063	5	KENDOR D	0	0	0	0	0	0	0	0	0	0	0	1951	1736	0	0	0	0	0	0	1951	1736	0	0	0	0	0	0	0	0	0	0	0	0	1951
M1-6		1008410013	841	13	47 WEST 3	2063	4	KENDOR D	6200	5392	6	2	2	0	0	0	0	0	0	1730	1540	0	0	0	0	1730	1540	3460	3079	0	0	0	0	0	0	0	0	0	0	0	0	9660

No Action

			Residential Uses					Off-Sales							Commercial Uses									Industrial Uses						Leisure						
Scenario Zoning	Area Site Ha	Lot Area	Residential GIA	Residential JRA	Residential Units	Affordable Units - Rent	Affordable Units - Shared Ownership	Retail GIA	Retail JRA	Other CP GIA	Other CP JRA	Total CP GIA	Total CP JRA	Total CP Units	Local Retail GIA	Local Retail JRA	Destination Retail GIA	Destination Retail JRA	Office + Commercial GIA	Other Commercial JRA	Office GIA	Office JRA	Total Com GIA	Total Com JRA	Warehouse GIA	Warehouse JRA	Industrial GIA	Industrial JRA	Total Industrial GIA	Accommodation GIA	Accommodation JRA	Hot Spaces	F Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area	Total GIA
	10	99750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-MD	1	10473	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14511	13210	14511	13210	0	0	0	0	0	0	0	0	0	0	0	0	14511
MU-MD	1	10473	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14511	13210	14511	13210	0	0	0	0	0	0	0	0	0	0	0	0	14511
	9	94424	0	0	0	0	0	0	0	0	0	0	0	0	13915	12356	0	0	0	0	2311	2098	16227	14453	0	0	0	0	0	0	0	0	0	0	0	0	16227
MU-MD	1	10964	0	0	0	0	0	0	0	0	0	0	0	0	7283	6954	0	0	0	0	0	0	7283	6954	0	0	0	0	0	0	0	0	0	0	0	0	7283
MU-MD	1	10964	0	0	0	0	0	0	0	0	0	0	0	0	4372	3813	0	0	0	0	2911	2644	7283	6457	0	0	0	0	0	0	0	0	0	0	0	0	7283
MU-MD	1	10964	0	0	0	0	0	0	0	0	0	0	0	0	2911	2644	0	0	0	0	2911	2644	5822	5288	0	0	0	0	0	0	0	0	0	0	0	0	5822
	4	42796	0	0	0	0	0	0	0	0	0	0	0	0	8277	7394	0	0	0	0	9702	9074	13979	12444	1425	1298	0	0	1425	1298	0	0	0	0	0	0	15404
MU-B	1	10970	0	0	0	0	0	0	0	0	0	0	0	0	2355	2182	0	0	0	0	1956	1771	4311	3953	1425	1298	0	0	1425	1298	0	0	0	0	0	0	5737
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	2565	2353	0	0	0	0	0	0	2565	2353	0	0	0	0	0	0	0	0	0	0	0	0	2565
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	1282	1176	0	0	0	0	3733	3425	5015	4601	0	0	0	0	0	0	0	0	0	0	0	0	5015
	9	94424	0	0	0	0	0	0	0	0	0	0	0	0	9403	8264	0	0	0	0	0	0	9403	8264	0	0	0	0	0	0	0	0	0	0	0	0	9403
MU-B	1	10970	0	0	0	0	0	0	0	0	0	0	0	0	2355	2182	0	0	0	0	1956	1771	4311	3953	1425	1298	0	0	1425	1298	0	0	0	0	0	0	5737
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	2565	2353	0	0	0	0	0	0	2565	2353	0	0	0	0	0	0	0	0	0	0	0	0	2565
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	1282	1176	0	0	0	0	3733	3425	5015	4601	0	0	0	0	0	0	0	0	0	0	0	0	5015
MU-B	9	94424	0	0	0	0	0	0	0	0	0	0	0	0	9403	8264	0	0	0	0	0	0	9403	8264	0	0	0	0	0	0	0	0	0	0	0	0	9403
	6	79841	41439	38402	4	1	0	0	0	0	0	0	0	0	13371	11955	0	0	0	0	1819	1671	15190	13371	0	0	0	0	0	0	0	0	0	0	0	0	19410
MU-B	1	10417	4439	3842	4	1	0	0	0	0	0	0	0	0	1335	1193	0	0	0	0	1335	1193	2670	2386	0	0	0	0	0	0	0	0	0	0	0	0	6842
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	8012	7164	0	0	0	0	1819	1671	9831	8835	0	0	0	0	0	0	0	0	0	0	0	0	9831
MU-B	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	2667	2384	0	0	0	0	0	0	2667	2384	0	0	0	0	0	0	0	0	0	0	0	0	2667
MU-B/CA-01	1	10112	0	0	0	0	0	0	0	0	0	0	0	0	603	539	0	0	0	0	0	0	603	539	0	0	0	0	0	0	0	0	0	0	0	0	603
MU-B/CA-01	9	94424	0	0	0	0	0	0	0	0	0	0	0	0	7238	6474	0	0	0	0	9033	7233	16271	13707	0	0	0	0	0	0	0	0	0	0	0	0	16271
MU-B	1	10970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9033	7233	9033	7233	0	0	0	0	0	0	0	0	0	0	0	0	9033
	8	4987	0	0	0	0	0	0	0	0	0	0	0	0	6473	5783	0	0	0	0	1816	1616	8289	7378	1795	1583	0	0	1795	1583	0	0	0	0	0	0	10085
MU-B	1	25252	0	0	0	0	0	0	0	0	0	0	0	0	4805	4293	0	0	0	0	0	0	4805	4293	0	0	0	0	0	0	0	0	0	0	0	0	4805
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	1675	1743	0	0	0	0	1816	1616	3491	3173	1795	1583	0	0	1795	1583	0	0	0	0	0	0	5286
	13	4789	0	0	0	0	0	0	0	0	0	0	0	0	8316	7426	0	0	0	0	2135	2167	10964	9764	1305	1161	0	0	1305	1161	0	0	0	0	0	0	12269
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	3211	3162	0	0	0	0	814	651	4025	3813	1351	1201	0	0	1351	1201	0	0	0	0	0	0	5376
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	5105	4515	0	0	0	0	6702	1946	7893	6470	0	0	0	0	0	0	0	0	0	0	0	0	7893
	11	3965	0	0	0	0	0	0	0	0	0	0	0	0	5203	4639	0	0	0	0	0	0	5203	4639	4203	3782	0	0	4203	3782	0	0	0	0	0	0	9406
MU-B	1	1793	0	0	0	0	0	0	0	0	0	0	0	0	4305	4041	0	0	0	0	0	0	4305	4041	1261	1121	0	0	1261	1121	0	0	0	0	0	0	5567
MU-B/CA-01	1	1953	0	0	0	0	0	0	0	0	0	0	0	0	603	539	0	0	0	0	0	0	603	539	2961	2641	0	0	2961	2641	0	0	0	0	0	0	3564
MU-B	13	51605	0	0	0	0	0	0	0	0	0	0	0	0	9908	8578	0	0	0	0	1816	1387	11724	9965	2257	1940	0	0	2257	1940	0	0	0	0	0	0	13981
MU-B	1	3163	0	0	0	0	0	0	0	0	0	0	0	0	3163	2673	0	0	0	0	1816	1767	4979	4437	1329	1168	0	0	1329	1168	0	0	0	0	0	0	6308
	13	6969	0	0	0	0	0	0	0	0	0	0	0	0	10316	8952	0	0	0	0	7133	6328	17451	15280	0	0	0	0	0	0	0	0	0	0	0	0	17316
MU-B	1	3163	0	0	0	0	0	0	0	0	0	0	0	0	3763	3263	0	0	0	0	3763	3263	7526	6526	0	0	0	0	0	0	0	0	0	0	0	0	7526
MU-B	1	1163	0	0	0	0	0	0	0	0	0	0	0	0	1163	1009	0	0	0	0	1163	1009	2326	2018	0	0	0	0	0	0	0	0	0	0	0	0	2326
MU-B	1	1163	0	0	0	0	0	0	0	0	0	0	0	0	4564	4013	0	0	0	0	0	0	4564	4013	0	0	0	0	0	0	0	0	0	0	0	0	4564
	11	11160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20977	18193	20977	18193	0	0	0	0	0	0	0	0	0	0	0	0	20977
MU-B	1	11160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20977	18193	20977	18193	0	0	0	0	0	0	0	0	0	0	0	0	20977
	11	5273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	5273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16	5967	0	0	0	0	0	0	0	0	0	0	0	0	4193	3637	0	0	0	0	9765	6193	13957	10765	0	0	0	0	0	0	0	0	0	0	0	0	13957
MU-B	1	5967	0	0	0	0	0	0	0	0	0	0	0	0	4193	3637	0	0	0	0	9765	6193	13957	10765	0	0	0	0	0	0	0	0	0	0	0	0	13957
	17	6665	0	0	0	0	0	0	0	0	0	0	0	0	9363	8735	0	0	0	0	0	0	9363	8735	4203	3782	0	0	4203	3782	0	0	0	0	0	0	10369
MU-B	1	2531	0	0	0	0	0	0	0	0	0	0	0	0	3383	3013	0	0	0	0	0	0	3383	3013	4203	3782	0	0	4203	3782	0	0	0	0	0	0	8185
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	1675	1743	0	0	0	0	0	0	1675	1743	0	0	0	0	0	0	0	0	0	0	0	0	1675
	14	5065	0	0	0	0	0	0	0	0	0	0	0	0	5065	4554	0	0	0	0	0	0	5065	4554	0	0	0	0	0	0	0	0	0	0	0	0	5065
MU-B	1	5065	0	0	0	0	0	0	0	0	0	0	0	0	5065	4554	0	0	0	0	0	0	5065	4554	0	0	0	0	0	0	0	0	0	0	0	0	5065
	19	127765	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	2327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	9261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	9582	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	9261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	29	74283	0	0	0	0	0	0	0	0	0	0	0	0	15803	14062	0	0	0	0	9197	4981	21967	19043	0	0	0	0	0	0	0	0	0	0	0	0	21967
MU-B	1	2482	0	0	0	0	0	0	0	0	0	0	0	0	2303	1918	0	0	0	0	1837	4981	7797	6899	0	0	0	0	0	0	0	0	0	0	0	0	7797
MU-B	1	5243	0	0	0	0	0	0	0	0	0	0	0	0	13500	12143	0	0	0	0	0	0	13500	12143	0	0	0	0	0	0	0	0	0	0	0	0	13500
	21	4939	0	0	0	0	0	0	0	0	0	0	0	0	8307	6615	0	0	0	0	9870	9208	11932	10618	0	0	0	0	0	0	0	0	0	0	0	0	11932
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	4153	3315	0	0	0	0	0	0	4153	3315	0	0	0	0	0	0	0	0	0	0	0	0	4153
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	1473	1655	0	0	0	0	9870	5208	7343	6863	0	0	0	0	0	0	0	0	0	0	0	0	7343
	21	5217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	5217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	5217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	5217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	24	109622	14939	12937	14	4	0	0	0	13956	12186	13956	12186	11766	10649	0	0	0	0	11566	10149	14971	12523	0	0	0	0	0	0	0	0	0	0	0	0	42933
MU-B	1	2962	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	2723	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	9574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	9574	0	0	0	0	0	0	0	13956	12186	13956	12186	11766	10649	0	0	0	0	11566	10149	14971	12523	0	0	0	0	0	0	0	0	0	0	0	0	42933
MU-B	1	2481	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU-B	1	10970	4730	4093	0	0	0	0	0	0	0	0	0	0	1663	1655	0	0	0	0	0	0	1663	1655	0	0	0	0	0	0	0	0	0	0	0	0	6385
MU-B	1	2121	0	0	0	0	0	0	0	0	0	0	0	0	8315	6893	0	0	0	0	9330	8787	15852	14261	0	0	0	0	0	0	0	0	0	0	0	0	16922
MU-B/CA-01	1	2121	7745	6702	0	0	0	0	0	0	0	0	0	0	1963	1631	0	0	0	0	0	0	1963	1631	0	0	0	0	0	0	0	0	0	0	0	0	9733
	25	84884	0	0	0	0	0	0	0	0	0	0	0	0	9915	8254	0	0	0	0	9930	8787	15852	14261	0	0	0	0	0	0	0	0	0	0	0	0	15830
MU-B	1	2351	0	0	0	0	0	0	0	0	0	0	0	0	1903	1616	0	0	0	0	9350	5160	7252	6776	0	0	0	0	0	0	0	0	0	0	0	0	7252
MU-B	1	2351	0	0	0	0	0	0	0	0	0	0	0	0	1903	1616	0	0	0	0	9350	5160	7252	6776	0	0	0	0	0	0	0	0	0	0	0	0	7252
	26	84884	0	0	0	0	0	0	0	0	0	0	0	0	4305	3807	0	0	0	0	69920	61953	0	0	73903	65722	0	0	0	0	0	0	0	0	0	0	73903
MU-B	1	2284	0	0	0	0	0	0	0	0	0	0	0	0	4305	3807	0	0	0	0	69920	61953	0	0	73903	65722	0	0	0	0	0	0	0	0	0	0	73903
MU-B	1	77972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	27	73316	0	0	0	0	0	0	0	0	0	0	0	0	9912	8816	0	0	0	0	0	0	9912	8816	4203	3782	0	0	4203	3782	0	0	0	0	0	0	14772
MU-B	1	2327	0	0	0	0	0	0	0	0	0	0	0	0	4351	3907	0	0	0	0	0	0	4351	3907	0	0	0	0	0	0	0	0	0	0	0	0	4351
MU-B	1	2283	0	0	0	0	0	0	0	0	0	0	0	0	5461	4909	0	0	0	0	0	0	5461	4909	4203	3782	0	0	4203	3782	0	0	0	0	0	0	10393

No Action

			Residential Uses					CF Uses						Commercial Uses									Industrial Uses						Parking						
No-Action Zoning	Dev. Site ID	Lot Area	Residential GSF	Residential ZFA	Residential Units	Affordable Units @25%	Affordable Units @ 30%	Medical Office GSF	Medical Office ZFA	Other CF GSF	Other CF ZFA	Total CF GSF	Total CF ZFA	Local Retail GSF	Local Retail ZFA	Destination Retail GSF	Destination Retail ZFA	Other Commercial GSF	Other Commercial ZFA	Office GSF	Office ZFA	Total Com GSF	Total Com ZFA	Warehouse GSF	Warehouse ZFA	Industrial GSF	Industrial ZFA	Total Industrial GSF	Total Industrial ZFA	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area	Total SF
	A	2476	1941	1688	1	1	1	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	0	0	0	0	0	0	4418
M1-6D		2476	1941	1688	1	1	1	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	2477	2204	0	0	0	0	0	0	0	0	0	0	0	0	4418
	B	2312	0	0	0	0	0	0	0	0	0	0	0	2200	1958	0	0	0	0	1600	1424	3800	3382	0	0	0	0	0	0	0	0	0	0	0	0	3800
M1-6D		2312	0	0	0	0	0	0	0	0	0	0	0	2200	1958	0	0	0	0	1600	1424	3800	3382	0	0	0	0	0	0	0	0	0	0	0	0	3800
	C	4622	2113	1838	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2608	2321	2608	2321	0	0	4226	3761	4226	3761	0	0	0	0	0	0	8947
M1-6D		2311	2113	1838	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2608	2321	2608	2321	0	0	0	0	0	0	0	0	0	0	0	0	4721
M1-6D		2311	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4226	3761	4226	3761	0	0	0	0	0	0	4226
	D	3702	0	0	0	0	0	0	0	0	0	0	0	2500	2225	0	0	0	0	12437	11068	14937	13293	0	0	0	0	0	0	0	0	0	0	0	0	14937
M1-6		3702	0	0	0	0	0	0	0	0	0	0	0	2500	2225	0	0	0	0	12437	11068	14937	13293	0	0	0	0	0	0	0	0	0	0	0	0	14937
	E	3373	0	0	0	0	0	0	0	0	0	0	0	5272	4692	0	0	0	0	3838	3407	9110	8099	0	0	0	0	0	0	0	0	0	0	0	0	9100
M1-6		3373	0	0	0	0	0	0	0	0	0	0	0	5272	4692	0	0	0	0	3838	3407	9100	8099	0	0	0	0	0	0	0	0	0	0	0	0	9100
	F	3924	0	0	0	0	0	0	0	0	0	0	0	7021	6249	0	0	0	0	3231	2867	10242	9115	0	0	0	0	0	0	0	0	0	0	0	0	10249
M1-6		3924	0	0	0	0	0	0	0	0	0	0	0	7021	6249	0	0	0	0	3231	2867	10242	9115	0	0	0	0	0	0	0	0	0	0	0	0	10249
	G	2756	0	0	0	0	0	0	0	0	0	0	0	2595	2309	0	0	0	0	7785	6928	10380	9238	0	0	0	0	0	0	0	0	0	0	0	0	10386
M1-6		2756	0	0	0	0	0	0	0	0	0	0	0	2595	2309	0	0	0	0	7785	6928	10380	9238	0	0	0	0	0	0	0	0	0	0	0	0	10380
	H	3950	0	0	0	0	0	0	0	0	0	0	0	3503	3118	0	0	0	0	0	0	3503	3118	7520	6692	0	0	7520	6692	0	0	0	0	0	0	11659
M1-6/O8-4X		3950	0	0	0	0	0	0	0	0	0	0	0	3503	3118	0	0	0	0	0	0	3503	3118	7520	6692	0	0	7520	6692	0	0	0	0	0	0	11025
	I	4691	1200	1044	1	1	1	0	0	0	0	0	0	4604	4097	0	0	0	0	3956	3521	8560	7618	2097	1866	0	0	2097	1866	0	0	0	0	0	0	11857
M1-6		2420	0	0	0	0	0	0	0	0	0	0	0	2350	2091	0	0	0	0	0	0	2350	2091	2097	1866	0	0	2097	1866	0	0	0	0	0	0	4447
M1-6		2271	1200	1044	1	1	1	0	0	0	0	0	0	2254	2006	0	0	0	0	3956	3521	6210	5527	0	0	0	0	0	0	0	0	0	0	0	0	7410
	J	12220	0	0	0	0	0	0	0	0	0	0	0	9000	8010	0	0	0	0	0	0	9000	8010	11164	9935	0	0	11164	9935	0	0	0	0	0	0	20164
M1-6		12220	0	0	0	0	0	0	0	0	0	0	0	9000	8010	0	0	0	0	0	0	9000	8010	11164	9935	0	0	11164	9935	0	0	0	0	0	0	20164
	K	4900	0	0	0	0	0	0	0	0	0	0	0	4500	4005	0	0	0	0	13423	11946	17923	15951	0	0	0	0	0	0	0	0	0	0	0	0	17923
M1-6		4900	0	0	0	0	0	0	0	0	0	0	0	4500	4005	0	0	0	0	13423	11946	17923	15951	0	0	0	0	0	0	0	0	0	0	0	0	17923
	L	2471	0	0	0	0	0	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	0	0	0	0	0	0	3216
M1-6		2471	0	0	0	0	0	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	3216	2862	0	0	0	0	0	0	0	0	0	0	0	0	3216
	M	3950	1800	1565	1	1	1	0	0	0	0	0	0	4300	3827	0	0	0	0	900	801	5200	4628	3325	2959	0	0	3325	2959	0	0	0	0	0	0	10325
M1-6		1975	1800	1565	1	1	1	0	0	0	0	0	0	2400	2136	0	0	0	0	900	801	3300	2937	0	0	0	0	0	0	0	0	0	0	0	0	5100
M1-6		1975	0	0	0	0	0	0	0	0	0	0	0	1900	1691	0	0	0	0	0	0	1900	1691	3325	2959	0	0	3325	2959	0	0	0	0	0	0	5225
	N	3650	0	0	0	0	0	0	0	0	0	0	0	3250	2892	0	0	0	0	8800	7832	12050	10724	0	0	0	0	0	0	0	0	0	0	0	0	12050
M1-6		3650	0	0	0	0	0	0	0	0	0	0	0	3250	2892	0	0	0	0	8800	7832	12050	10724	0	0	0	0	0	0	0	0	0	0	0	0	12050
	O	4126	6200	5392	6	2	2	0	0	0	0	0	0	3681	3276	0	0	0	0	1730	1540	5411	4816	0	0	0	0	0	0	0	0	0	0	0	0	11611
M1-6		2063	0	0	0	0	0	0	0	0	0	0	0	1951	1736	0	0	0	0	0	0	1951	1736	0	0	0	0	0	0	0	0	0	0	0	0	1951
M1-6		2063	6200	5392	6	2	2	0	0	0	0	0	0	1730	1540	0	0	0	0	1730	1540	3460	3079	0	0	0	0	0	0	0	0	0	0	0	0	9060

With Action

Proposed Zoning	Dev. Site ID	Lot Area	Total Res Units	Max CFI GFA	Max Fin Area	Residential GIF	Residential JFA	Residential Units	Allocated Level 1 (25%)	Allocated Level 2 (25%	Allocated Level 3 (25%	Vertical Office GIF	Vertical Office JFA	Other CF GIF	Other CF JFA	Level 2 GIF	Level 2 JFA	Level 3 GIF	Level 3 JFA	Local Retail GIF	Local Retail JFA	Mid-Market GIF	Mid-Market JFA	Destination GIF	Destination JFA	Semi-Commercial GIF	Other Comm JFA	Office GIF	Office JFA	Total Comm GIF	Total Comm JFA	Warehouse GIF	Warehouse JFA	Industrial GIF	Industrial JFA	Hall Industrial GIF	Hall Industrial JFA	Ind Spaces -	Res @ 2/1	Res @ 3/	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @ 2/1	Total @ 3/1	Parking Area	Parking Area JFA	Total SF	Total JFA	Build FAR	Building Height
MU-BA/R10	1	26778	12	120	12	240720	240720	240	60	60	60	0	0	0	0	0	0	0	0	48144	48144	0	0	0	0	0	0	0	0	48144	48144	0	0	0	0	0	0	0	0

With Action

| | | | | | | Residential Uses | | | | | | | | | | | Commercial Uses | | | | | | | | | | |

increment

Residential Uses					Off-Uses					Commercial Uses										Industrial Uses						Mixed									
Residential GIF	Residential JRA	Residential Units	Affordable Units @25%	Affordable Units @ 50%	Medical Office JRA	Medical Office GIF	Other CP GIF	Other CP JRA	Total CP GIF	Total CP JRA	Local Retail GIF	Local Retail JRA	Destination Retail GIF	Destination Retail JRA	Other Comm JRA	Other Comm GIF	Hotel Comm JRA	Hotel Comm GIF	Office GIF	Office JRA	Total Ofc GIF	Total Ofc JRA	Other Com GIF	Warehouse GIF	Warehouse JRA	Industrial GIF	Industrial JRA	Total Industrial GIF	Total Industrial JRA	Total Industrial JRA	Mix Spaces	P Spaces	Inno Spaces	Ind Spaces	Hotel Spaces	Parking Area	Parking Area JRA	Total GIF	Total JRA
5367	51470	53	13	13	0	0	0	0	0	0	4870	4560	0	0	0	0	0	0	2677	26769	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10043	5367
6347	59510	63	15	15	0	0	0	0	0	0	5810	4560	0	0	0	0	0	0	11853	118531	0	0	-5510	-55110	0	0	0	0	0	0	0	0	0	0	0	10157	6347
113931	982351	1121	311	311	0	0	0	0	0	0	89981	-27999	0	0	0	0	0	0	-3312	-33124	-66099	-66224	0	0	0	0	0	0	0	0	0	0	0	0	0	1033831	911231
62596	540134	60	19	19	0	0	0	0	0	0	22176	19621	0	0	0	0	0	0	6753	68741	0	0	-5223	-52231	-12589	0	0	-1139	-11389	0	0	0	0	0	0	57169	49635
6466	57953	65	21	21	0	0	0	0	0	0	2701	1161	0	0	0	0	0	0	0	0	2701	1161	0	0	0	0	0	0	0	0	0	0	0	0	0	9167	7627
105687	912393	106	27	32	0	0	0	0	0	0	-13373	-11960	0	0	0	0	0	0	25733	257332	12360	10812	0	0	0	0	0	0	0	0	0	0	0	0	0	117429	1022125
19933	196455	191	23	24	0	0	0	0	0	0	36430	32183	0	0	0	0	0	0	0	0	36430	32183	0	0	0	0	0	0	0	0	0	0	0	0	0	216951	196455
64709	594172	65	17	18	0	0	0	0	0	0	11156	9847	0	0	0	0	0	0	4027	40271	15183	13030	0	0	0	0	0	0	0	0	0	0	0	0	0	87063	59417
9.E+05	486731	56	14	17	0	0	0	0	0	0	2938	2583	0	0	0	0	0	0	-1915	-19151	1153	858	-1780	-17800	0	0	0	-1780	-17800	0	0	0	0	0	0	54374	47599
51637	446422	52	13	16	0	0	0	0	0	0	236	121	0	0	0	0	0	0	-3435	-21427	-21199	-20104	-1350	-13501	0	0	0	-1350	-13501	0	0	0	0	0	0	49999	41470
46287	402784	47	12	15	0	0	0	0	0	0	2718	2331	0	0	0	0	0	0	0	0	2718	2331	-4250	-37750	0	0	0	-4250	-37750	0	0	0	0	0	0	44757	39616
39116	33177	39	10	12	0	0	0	0	0	0	3855	3310	0	0	0	0	0	0	-1021	-10212	2834	2881	-1026	-12826	0	0	0	-1026	-12826	0	0	0	0	0	0	39783	33825
73696	640383	75	19	23	0	0	0	0	0	0	2610	2210	0	0	0	0	0	0	-7103	-40230	-4478	-4113	0	0	0	0	0	0	0	0	0	0	0	0	0	69174	59693
172156	1542159	181	49	55	0	0	0	0	0	0	36265	29731	0	0	0	0	0	0	-10071	-61001	-4813	-17153	0	0	0	0	0	0	0	0	0	0	0	0	0	168108	1427159
61857	539464	64	16	19	0	0	0	0	0	0	10548	9181	0	0	0	0	0	0	0	0	10548	9181	0	0	0	0	0	0	0	0	0	0	0	0	0	72405	62646
49434	429141	51	13	15	0	0	0	0	0	0	838	388	0	0	0	0	0	0	9781	53161	-5265	-48826	0	0	0	0	0	0	0	0	0	0	0	0	0	45753	39529
55533	48397	58	14	17	0	0	0	0	0	0	4270	3933	0	0	0	0	0	0	0	0	4270	3933	-6806	-62776	0	0	0	-6806	-62776	0	0	0	0	0	0	54854	47593
54414	474444	56	14	16	0	0	0	0	0	0	5143	4464	0	0	0	0	0	0	0	0	5143	4464	0	0	0	0	0	0	0	0	0	0	0	0	0	54828	54228
2679599	2335868	2731	683	813	0	0	0	0	0	0	459199	400349	0	0	0	0	0	0	0	0	459199	400349	0	0	0	0	0	0	0	0	0	0	0	0	0	3138798	2736184
87127	75783	89	23	27	0	0	0	0	0	0	-9122	-7933	0	0	0	0	0	0	-5387	-53851	-48139	-42826	0	0	0	0	0	0	0	0	0	0	0	0	0	83074	69616
52554	456915	53	13	16	0	0	0	0	0	0	2725	2365	0	0	0	0	0	0	-5423	-36056	-2952	-26173	0	0	0	0	0	0	0	0	0	0	0	0	0	49831	42870
77728	675581	79	20	24	0	0	0	0	0	0	10143	11563	0	0	0	0	0	0	0	0	13143	11563	0	0	0	0	0	0	0	0	0	0	0	0	0	90911	79726
193603	1686139	198	50	60	0	0	0	0	0	0	33386	29378	0	0	0	0	0	0	0	0	33386	29378	0	0	0	0	0	0	0	0	0	0	0	0	0	226989	1977317
5951232	513383	600	150	166	0	0	0	0	0	0	552420	-69491	0	0	0	0	0	0	-11966	-119649	53135	-66917	0	0	0	0	0	0	0	0	0	0	0	0	0	6415268	5983016
61220	53393	62	16	19	0	0	0	0	0	0	3016	2583	0	0	0	0	0	0	-5985	-37577	-4673	-4214	0	0	0	0	0	0	0	0	0	0	0	0	0	64253	47141
2679599	2323429	273	68	82	0	0	0	0	19191	16557	316437	301439	0	0	0	0	0	0	-639182	-619545	0	0	-51859	-516129	0	0	0	0	0	0	0	0	0	0	0	2515833	2179854
1033351	87159	102	26	31	0	0	0	0	0	0	-6093	-5329	0	0	0	0	0	0	0	0	-6093	-5329	-6830	-42299	0	0	0	-6830	-42299	0	0	0	0	0	0	1021351	89499

Increment																																			
Residential Uses					CF Uses						Commercial Uses										Industrial Uses						Parking									
Residential GSF	Residential ZFA	Residential Units	Affordable Units @25%	Affordable Units @ 30%	Medical Office GSF	Medical Office ZFA	Other CF GSF	Other CF ZFA	Total CF GSF	Total CF ZFA	Local Retail GSF	Local Retail ZFA	Destination Retail GSF	Destination Retail ZFA	Other Commercial GSF	Other Comm ZFA	Office GSF	Office ZFA	Total Com GSF	Total Com ZSF	Warehouse GSF	Warehouse ZFA	Industrial GSF	Industrial ZFA	Total Industrial GSF	Total Industrial ZFA	Res Spaces	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Parking Area	Parking Area ZFA	Total SF	Total ZSF
28436	24725	30	7	7	0	0	0	0	0	0	-88	-126	0	0	0	0	0	0	-88	-126	0	0	0	0	0	0	0	0	0	0	0	0	0	28348	24599
28402	24697	32	8	8	0	0	0	0	0	0	261	183	0	0	0	0	-1600	-1424	-1339	-1241	0	0	0	0	0	0	0	0	0	0	0	0	0	27063	23456
61499	53493	63	16	16	0	0	0	0	0	0	4980	4332	0	0	0	0	-2608	-2321	2372	2011	0	0	-4226	-3761	-4226	-3761	0	0	0	0	0	0	0	59645	51743
48285	41996	49	13	15	0	0	0	0	0	0	4570	3996	0	0	0	0	-12437	-11068	-7867	-7072	0	0	0	0	0	0	0	0	0	0	0	0	0	40418	34924
46588	40522	47	12	15	0	0	0	0	0	0	1584	1340	0	0	0	0	-3828	-3407	-2244	-2067	0	0	0	0	0	0	0	0	0	0	0	0	0	44344	38455
56609	49238	57	15	18	0	0	0	0	0	0	1191	977	0	0	0	0	-3221	-2867	-2030	-1889	0	0	0	0	0	0	0	0	0	0	0	0	0	54579	47349
35470	30848	36	9	11	0	0	0	0	0	0	3431	2993	0	0	0	0	-7785	-6928	-4354	-3936	0	0	0	0	0	0	0	0	0	0	0	0	0	31116	26912
48552	42236	49	13	15	0	0	0	0	0	0	4751	4145	0	0	0	0	0	0	4751	4145	-7520	-6692	0	0	-7520	-6692	0	0	0	0	0	0	0	45783	39689
55789	48524	57	14	17	0	0	0	0	0	0	5084	4428	0	0	0	0	-3956	-3521	1128	907	-2097	-1866	0	0	-2097	-1866	0	0	0	0	0	0	0	54820	47565
142590	124035	145	37	44	0	0	0	0	0	0	15266	13343	0	0	0	0	0	0	15266	13343	-11164	-9935	0	0	-11164	-9935	0	0	0	0	0	0	0	146692	127443
60320	52467	61	16	19	0	0	0	0	0	0	5750	5014	0	0	0	0	-13423	-11946	-7673	-6932	0	0	0	0	0	0	0	0	0	0	0	0	0	52647	45535
29990	26079	30	8	9	0	0	0	0	0	0	1880	1621	0	0	0	0	0	0	1880	1621	0	0	0	0	0	0	0	0	0	0	0	0	0	31870	27700
54241	47178	56	14	17	0	0	0	0	0	0	3940	3423	0	0	0	0	-900	-801	3040	2622	-3325	-2959	0	0	-3325	-2959	0	0	0	0	0	0	0	53956	46841
52184	45395	53	14	16	0	0	0	0	0	0	4466	3897	0	0	0	0	-8800	-7832	-4334	-3935	0	0	0	0	0	0	0	0	0	0	0	0	0	47850	41460
53281	46340	54	13	16	0	0	0	0	0	0	5043	4400	0	0	0	0	-1730	-1540	3313	2860	0	0	0	0	0	0	0	0	0	0	0	0	0	56594	49200

APPENDIX 3:
TRANSPORTATION PLANNING FACTORS AND TRAVEL DEMAND FORECAST TECHNICAL MEMORANDUM – LEVEL 1 SCREENING

Philip Habib & Associates
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DRAFT

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **March 19, 2024**

PROJECT: **Midtown South Mixed-Use Plan (PHA No. 2152C)**

RE: **Transportation Planning Factors and Travel Demand Forecast – Level 1 Screening**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian, and parking conditions for the *Midtown South Mixed-Use Plan EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided.

THE PROPOSED ACTIONS

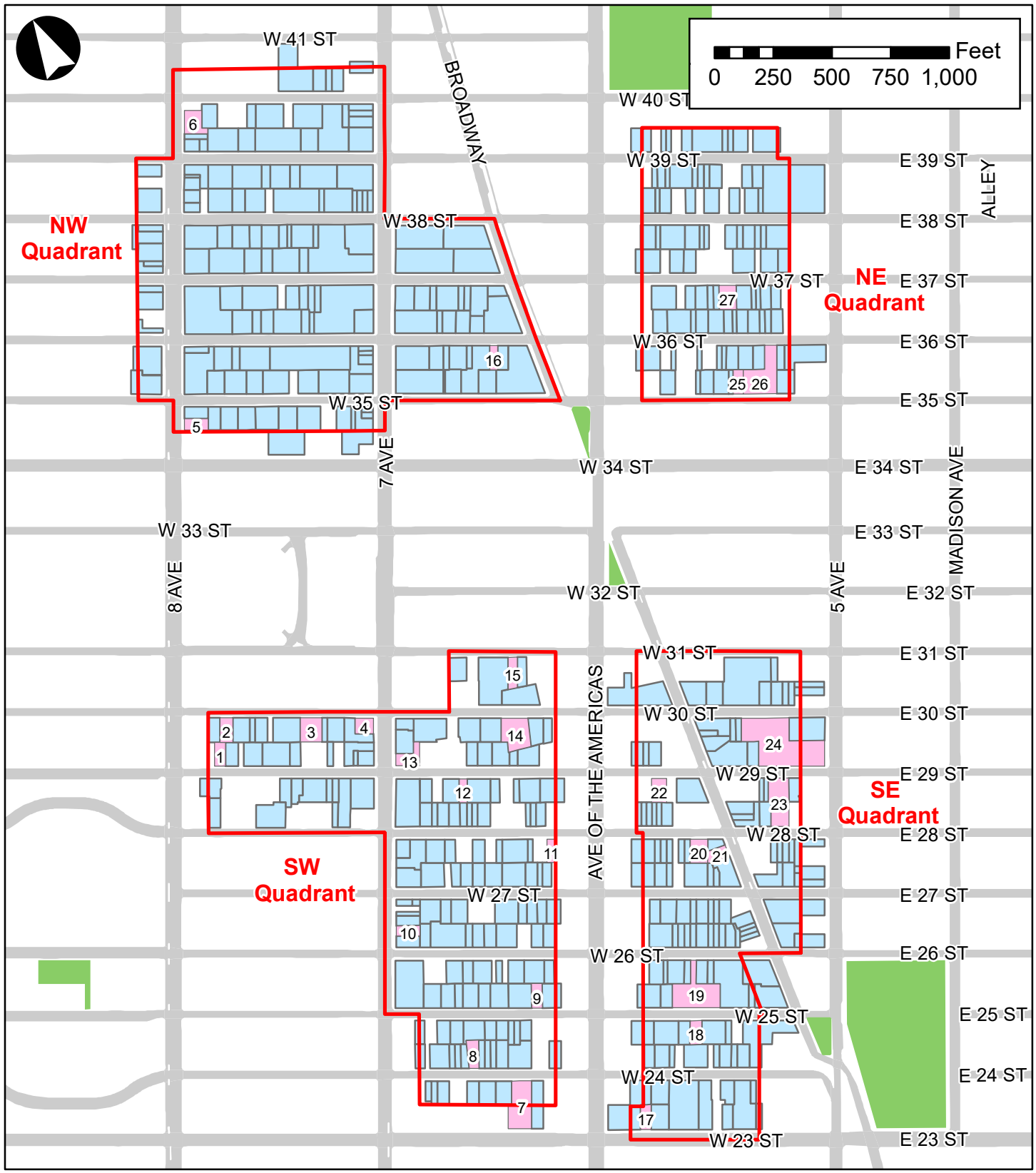
The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments and zoning text amendments (the "Proposed Actions") that would implement land use and zoning changes to nurture a more vibrant, mixed-use neighborhood, create opportunities for new housing through both ground-up development and conversions, support commercial activity and job growth, stabilize the commercial real estate market in the wake of the COVID-19 pandemic and shifting work patterns, and reflect the historic architectural legacy and industrial character of the Midtown South neighborhood.

The Proposed Actions would affect an approximately 127-acre area (the "Project Area") consisting of all or parts of 42 blocks of the Midtown South neighborhood. The majority of the Project Area (all or portions of 35 blocks) is located in Manhattan Community District 5, while the remaining (all or portions of seven blocks) is located in Manhattan Community District 4. The Project Area consists of four noncontiguous manufacturing-zoned areas ("quadrants") roughly bounded by 40th Street to the north, Fifth Avenue to the east, 23rd Street to the south, and Eighth Avenue to the west (see **Figure 1**).

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No-Action) and "future with the proposed actions" (With-Action) conditions are analyzed for an analysis year of 2034. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the 2034 analysis year), while potential sites are considered less likely to be developed over the same period. As such, a total of 27 projected development sites were identified within the Project Area and are considered for the purposes of the transportation analyses.

Figure 1
Project Location



Legend

Study Area | Projected Development Sites | Potential Conversion Sites

The RWCDS also modeled the potential for the conversion of existing non-residential floor area to residential use in the study area. The non-residential area modeled as eligible residential conversion area was informed by NYCDCP's understanding of historical conversion patterns from 2010 to 2020 and the potential for conversions in the study area under the RWCDS With-Action condition. NYCDCP's model for assumed residential conversions in the Project Area excluded projected and potential development sites and recent hotel development, which are unlikely to convert to residential use.

Future Without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, the identified projected development sites are assumed to remain unchanged from existing conditions. Given the outdated manufacturing zoning and low demand for ground-up manufacturing and commercial development in the area, vacant parcels and sites occupied by low intensity uses are not likely to be developed as-of-right. Additionally, as-of-right residential development would not be able to occur without a zoning map amendment. As such, the total No-Action development would comprise of approximately 18,974 gross square feet (gsf) of existing residential space (18 dwelling units [DUs]), 149,845 gsf of local retail space, 163,916 gsf of office space, 13,984 gsf of community facility space (house of worship), 19,977 gsf of manufacturing/industrial space (warehouse), 69,500 gsf of parking garage space, and 1,118,305 gsf of non-residential area eligible for residential conversions.

Future With the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the zoning map and zoning text amendments would be approved, allowing for significant housing production in the Project Area. As such, the total development expected to occur on the 27 projected development sites under the Proposed Actions would consist of approximately 3,110,321 gsf of residential space (3,171 total DUs), approximately 466,791 gsf of local retail space, approximately 27,386 gsf of commercial office space, and approximately 33,475 gsf of community facility space (consisting of approximately 13,984 gsf of house of worship space and approximately 19,491 gsf of medical office space).

Table 1 shows the total anticipated No-Action and With-Action land uses across the 27 projected development sites. As shown in **Table 1**, the projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions for the projected development sites would be a net increase of approximately 3,091,347 gsf of residential space (3,153 DUs), approximately 296,946 gross square feet (gsf) of local retail space, and approximately 19,491 gsf of medical office space. In addition, it is estimated that there would be a decrease of approximately 136,530 gsf of commercial office space, approximately 19,977 gsf of warehouse space, and approximately 69,500 gsf of parking garage space.

In addition to the 27 projected development sites, it is estimated that approximately 1,118,305 gsf of existing non-residential space (assumed to be office space) will be converted to residential uses, yielding an additional 799 new DUs within the four Project Area quadrants (refer to **Table 2**).

Table 1
2034 RWCDS No-Action and With-Action Land Uses on Projected Development Sites

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Total Residential	18,974 gsf	3,110,321 gsf	+ 3,091,347 gsf
	18 DUs	***3,171 DUs***	***+ 3,153 DUs***
Commercial			
Local Retail	149,845 gsf	446,791 gsf	+ 296,946 gsf
Office	163,916 gsf	27,386 gsf	- 136,530 gsf
Total Commercial	***313,761 gsf***	***474,177 gsf***	***+ 160,416 gsf***
Community Facility			
House of Worship	13,984 gsf	13,984 gsf	+ 0 gsf
Medical Office	0 gsf	19,491 gsf	+ 19,491 gsf
Total Community Facility	***13,984 gsf***	***33,475 gsf***	***+ 19,491 gsf***
Industrial			
Total Warehouse	***19,977 gsf***	***0 gsf***	***- 19,977 gsf***
Parking			
Parking Garage	69,500 gsf	0 gsf	- 69,500 gsf
	225 spaces	0 spaces	- 225 spaces

Table 2
2034 No-Action and With-Action Commercial to Residential Conversion

Land Use by Quadrant	No-Action Condition [(1)]	With-Action Condition [(1)]	Net Increment [(1)]
Residential			
NE Quadrant	0 gsf	145,273 gsf	+ 145,273 gsf
	0 DUs	104 DUs	+ 104 DUs
SE Quadrant	0 gsf	165,967 gsf	+ 165,967 gsf
	0 DUs	119 DUs	+ 119 DUs
SW Quadrant	0 gsf	274,716 gsf	+ 274,716 gsf
	0 DUs	196 DUs	+ 196 DUs
NW Quadrant	0 gsf	532,349 gsf	+ 532,349 gsf
	0 DUs	380 DUs	+ 380 DUs
Total Residential	***0 gsf***	***1,118,305 gsf***	***+ 1,118,305 gsf***
	0 DUs	***799 DUs***	***+ 799 DUs***
Commercial (Office)			
NE Quadrant	145,273 gsf	0 gsf	- 145,273 gsf
SE Quadrant	165,967 gsf	0 gsf	- 165,967 gsf
SW Quadrant	274,716 gsf	0 gsf	- 274,716 gsf
NW Quadrant	532,349 gsf	0 gsf	- 532,349 gsf
Total Commercial (Office)	***1,118,305 gsf***	***0 gsf***	***- 1,118,305 gsf***

Notes:
[(1)] Excludes floor area on projected development sites (**Table 1**).

Table 3 shows the total anticipated No-Action and With-Action land uses on projected development sites and potential residential conversions that were assumed for the purposes of the transportation analyses. As shown in **Table 3**, the total projected incremental change between the No-Action condition and the With-Action condition with residential conversion as a result of the Proposed Actions would be a net increase of approximately 4,209,652 gsf of residential space (3,952 DUs), approximately 296,946 gsf of local retail space, and approximately 19,491 gsf of medical office space. In addition, it is estimated that there would be a net decrease of approximately 1,254,835 gsf of commercial office space and approximately 19,491 gsf of warehouse space. There would also be a net decrease of approximately 69,500 gsf of parking garage space, which is conservatively not included in the travel demand forecast.

Table 3
2034 RWCDS No-Action and With-Action Land Uses (with Residential Conversion) for the Transportation Analyses

Land Use	No-Action Condition[(2)]	With-Action Condition	Net Increment
Residential			
Total Residential [(1)]	18,974 gsf	4,228,626 gsf	+ 4,209,652 gsf
	18 DUs	***3,970 DUs***	***+ 3,952 DUs***
Commercial			
Local Retail	149,845 gsf	446,791 gsf	+ 296,946 gsf
Office [(1)]	1,282,221 gsf	27,386 gsf	- 1,254,835 gsf
Total Commercial	***1,432,066 gsf***	***474,177 gsf***	***- 957,889 gsf***
Community Facility			
House of Worship	13,984 gsf	13,984 gsf	+ 0 gsf
Medical Office	0 gsf	19,491 gsf	+ 19,491 gsf
Total Community Facility	***13,984 gsf***	***33,475 gsf***	***+ 19,491 gsf***
Industrial			
Total Warehouse	***19,977 gsf***	***0 gsf***	***- 19,977 gsf***

Notes:
[(1)] Includes commercial to residential conversion floor area (refer to **Table 2**).
[(2)] The No-Action RWCDS includes a 69,500 gsf parking garage, which is conservatively not included in the travel demand forecast and therefore is not reflected in the table.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses on projected development sites and with the commercial to residential conversion are summarized in **Table 4** and discussed below.

The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each projected land use were primarily based on those cited in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews in the area, American Community Survey (ACS) journey-to-work 5-year (2015-2019) data for Manhattan census tracts near the Project Area, American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products Program (CTPP) reverse journey-to-work 5-year (2012-2016) data, and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Office

Commercial office person trip rates and temporal distributions reflect data from the 2021 *CEQR Technical Manual.* Weekday AM, weekday PM, and Saturday modal splits as well as auto and taxi vehicle occupancies were based on 2012-2016 AASHTO reverse journey-to-work data for New York (Manhattan) County census tracts 58, 76, 84, 91, 95, 101, 109, 111, 113, and 115. Weekday midday modal splits were based on the 2021 *Soho/Noho Neighborhood Plan FEIS*. Directional in/out splits were based on data provided by the New York City Department of Transportation (NYCDOT). Truck trip rates and temporal distributions also reflect data from the 2021 *CEQR Technical Manual*.

Residential

Residential person trip rates and temporal distributions reflect data from the 2021 *CEQR Technical Manual*. Modal splits and vehicle occupancies were based on 2015-2019 ACS journey-to-work data for New York (Manhattan) County census tracts 58, 76, 84, 91, 95, 101, 109, 111, 113, and 115. Directional in/out splits were based on data provided by NYCDOT. Truck trip rates and temporal distributions also reflect data from the 2021 *CEQR Technical Manual*.

Local Retail

The trip generation rates and temporal distributions for local retail were based on data from the 2021 *CEQR Technical Manual*. Modal splits, directional in/out splits, and auto and taxi vehicle occupancies were based on data provided by NYCDOT. Truck trip rates and temporal distributions were also based on data from the 2021 *CEQR Technical Manual*. A local retail pass-by/linked trip credit will be applied as part of the Level 2 trip assignment in consultation with NYCDCP and NYCDOT.

Warehouse

Factors for the warehouse use were based on data from NYCDCP/NYCDOT, the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*, Land Use Code 150 (Warehousing), and 2012-2016 AASHTO reverse journey-to-work data for New York (Manhattan) County census tracts 58, 76, 84, 91, 95, 101, 109, 111, 113, and 115.

Medical Office

The trip generation rates and temporal distributions for the medical office use were based on data from the 2021 *CEQR Technical Manual*. Modal splits for all periods, directional in/out splits, vehicle occupancies, truck trip generation rates, and truck temporal distributions were based on data provided by NYCDOT.

Table 4
Transportation Planning Factors

Land Use:	Office		Residential		Local Retail		Warehouse		Medical Office	
Trip Generation:	(1)		(1)		(1)		(7)		(1)	
Weekday	18.0		8.18		329		2.36		See Note (6)	
Saturday	3.9		9.08		358		0.20		37.0	
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(7)		(1)	
AM	12.4%		9.3%		4.8%		10.0%		11.0%	
MD	11.0%		5.6%		8.0%		9.0%		12.6%	
PM	10.5%		8.5%		10.9%		11.0%		8.5%	
SAT	14.1%		8.4%		11.7%		33.0%		16.6%	
Modal Splits:	(3)	(2)	(5)		(4)		(3)		(4)	
	AM/PM/SAT	MD	All Periods		All Periods		All Periods		All Periods	
Auto	8.8%	2.0%	4.8%		4.0%		8.8%		1.0%	
Taxi	0.6%	3.0%	2.3%		1.0%		0.6%		5.0%	
Subway	55.9%	6.0%	45.5%		1.0%		55.9%		60.0%	
Rail	16.0%	0.0%	3.3%		0.0%		16.0%		0.0%	
Bus	12.1%	6.0%	2.7%		1.0%		12.1%		5.0%	
Bike	0.8%	0.0%	3.0%		1.0%		0.8%		4.0%	
Walk/Other	5.8%	83.0%	38.4%		92.0%		5.8%		25.0%	
Total	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%	
In/Out Splits:	(4)		(4)		(4)		(7)		(4)	
	In	Out	In	Out	In	Out	In	Out	In	Out
AM	86%	14%	22%	78%	52%	48%	77%	23%	62%	38%
MD	52%	48%	50%	50%	50%	50%	53%	47%	53%	47%
PM	16%	84%	62%	38%	50%	50%	27%	73%	39%	61%
SAT	48%	52%	55%	45%	50%	50%	64%	36%	54%	46%
Vehicle Occupancy:	(3)		(5)		(4)		(3)		(4)	
Auto	1.15		1.11		1.20		1.15		1.53	
Taxi	1.15		1.11		1.20		1.15		1.53	
Truck Trip Generation:	(1)		(1)		(1)		(7)(8)		(4)	
Weekday	0.32		0.06		0.35		0.91		0.29	
Saturday	0.01		0.02		0.04		0.08		0.29	
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(7)(9)		(4)	
AM	10.0%		12.0%		8.0%		9.9%		3.0%	
MD	11.0%		9.0%		11.0%		8.0%		11.0%	
PM	2.0%		2.0%		2.0%		7.0%		1.0%	
SAT	11.0%		9.0%		11.0%		28.0%		0.0%	
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%			50.0%	50.0%
AM							67%	33%		
MD							57%	43%		
PM							60%	40%		
SAT							42%	58%		

Notes:

(1) Based on 2021 City Environmental Quality Review (CEQR) Technical Manual.
(2) Based on Soho/Noho Neigbhorhood Plan FEIS (2021).
(3) Based on data from the 2012-2016 ACS Reverse Journey-to-Work census data for New York (Manhattan) County census tracts 58,76,84,91,95,101,109,111,113, and 115.
(4) Based on data provided by NYCDOT.
(5) Based on data from the 2015-2019 ACS journey-to-work data for New York (Manhattan) County census tracts 58,76,84,91,95,101,109,111,113, and 115.
(6) Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands).
(7) Based on data from ITE Trip Generation Manual, 10th Edition, Land Use Code 150 (Warehousing); includes 1.51 adjustment factor based on NYCDOT survey data.
(8) Saturday truck trips adjusted as per the weekday/Saturday ratio from ITE Trip Generation Handbook, 10th Edition, Land Use Code 150, (Warehousing).
(9) Based on NYCDOT survey data.

LEVEL 1 TRIP GENERATION & SCREENING

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections of this memorandum, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to a proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments demonstrate that a proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions.

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2034 analysis year was derived based on the net change in land uses shown in **Table 3** and the transportation planning factors shown in **Table 4**. **Table 5** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2034 with implementation of the Proposed Actions. As shown in **Table 5**, under the RWCDS with the residential conversion, the Proposed Actions would generate a net increase of approximately 5,050 person trips in the weekday AM peak hour, 7,332 in the weekday midday, 11,154 in the weekday PM peak hour and 14,890 in the Saturday peak hour.

Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that 50 percent of the inbound taxis would not depart empty) would increase by a net total of approximately 250, 313, 551, and 796 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively. Peak hour bike trips would increase by a net total of approximately 111, 121, 180, and 224 trips during these periods.

Peak hour subway trips would decrease by a net total of approximately 72 trips during the weekday AM peak hour and increase by a net total of approximately 888, 78, and 1,149 trips during the weekday midday, weekday PM, and Saturday peak periods, respectively. Peak hour trips by rail would experience a net incremental change of approximately -360, 52, -285, and -6 trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Lastly, transit bus trips would decrease by approximately 219, 33, and 111 trips during the weekday AM, midday, and PM peak periods, respectively and increase by approximately 135 trips during the Saturday peak period.

Walk-only trips would increase by 5,397, 5,918, 10,777, and 12,617 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively.

Table 5
Travel Demand Forecast - RWCDS with Residential Conversion

Land Use:	Office		Residential		Local Retail		Warehouse		Medical Office		Total	
Size/Units:	-1,254,835 gsf		3,952 DU		296,946 gsf		-19,977 gsf		19,491 gsf			
Peak Hour Trips:												
AM	-2,824		3,026		4,696		-6		158		5,050	
Midday	-2,506		1,834		7,828		-6		182		7,332	
PM	-2,388		2,774		10,652		-6		122		11,154	
Saturday	-708		3,032		12,446		0		120		14,890	
Person Trips:												
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-212	-33	29	116	99	91	0	0	1	1	-83	175
Taxi	-9	0	7	53	22	20	0	0	5	3	25	76
Subway	-1,375	-229	315	1,086	22	20	-6	0	59	36	-985	913
Rail	-392	-60	15	77	0	0	0	0	0	0	-377	17
Bus	-293	-45	9	60	22	20	0	0	5	3	-257	38
Bike	-15	0	11	67	22	20	0	0	4	2	22	89
Walk/Other	-137	-24	263	918	2,254	2,084	0	0	24	15	2,404	2,993
Total	-2,433	-391	649	2,377	2,441	2,255	-6	0	98	60	749	4,301
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-26	-25	45	45	155	155	0	0	1	1	175	176
Taxi	-35	-35	11	11	37	37	0	0	5	4	18	17
Subway	-77	-73	430	430	37	37	-3	-3	58	52	445	443
Rail	0	0	26	26	0	0	0	0	0	0	26	26
Bus	-77	-73	17	17	37	37	0	0	5	4	-18	-15
Bike	0	0	20	20	37	37	0	0	4	3	61	60
Walk/Other	-1,083	-1,002	368	368	3,611	3,611	0	0	24	21	2,920	2,998
Total	-1,298	-1,208	917	917	3,914	3,914	-3	-3	97	85	3,627	3,705
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-31	-173	78	51	213	213	0	0	0	1	260	92
Taxi	0	-7	41	17	53	53	0	0	2	4	96	67
Subway	-221	-1,133	773	486	53	53	0	-6	29	44	634	-556
Rail	-59	-323	61	36	0	0	0	0	0	0	2	-287
Bus	-45	-243	45	20	53	53	0	0	2	4	55	-166
Bike	0	-12	52	29	53	53	0	0	2	3	107	73
Walk/Other	-24	-117	668	417	4,901	4,901	0	0	12	19	5,557	5,220
Total	-380	-2,008	1,718	1,056	5,326	5,326	0	-6	47	75	6,711	4,443
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-30	-30	74	63	246	246	0	0	1	1	291	280
Taxi	0	0	41	25	64	64	0	0	3	3	108	92
Subway	-205	-217	752	620	64	64	0	0	39	32	650	499
Rail	-51	-53	54	44	0	0	0	0	0	0	3	-9
Bus	-37	-46	45	39	64	64	0	0	3	3	75	60
Bike	0	0	49	42	64	64	0	0	3	2	116	108
Walk/Other	-19	-20	648	536	5,721	5,721	0	0	16	14	6,366	6,251
Total	-342	-366	1,663	1,369	6,223	6,223	0	0	65	55	7,609	7,281
Vehicle Trips :												
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-183	-31	29	111	85	79	0	0	1	1	-68	160
Taxi (Balanced)	-9	-9	58	58	32	32	0	0	4	4	85	85
Truck	-16	-16	7	7	3	3	0	0	0	0	-6	-6
Total	-208	-56	94	176	120	114	0	0	5	5	11	239
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-26	-25	44	44	132	132	0	0	1	1	151	152
Taxi (Balanced)	-59	-59	21	21	51	51	0	0	5	5	18	18
Truck	-24	-24	5	5	6	6	0	0	0	0	-13	-13
Total	-109	-108	70	70	189	189	0	0	6	6	156	157
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-31	-150	75	50	182	182	0	0	0	1	226	83
Taxi (Balanced)	-7	-7	50	50	74	74	0	0	4	4	121	121
Truck	0	0	0	0	0	0	0	0	0	0	0	0
Total	-38	-157	125	100	256	256	0	0	4	5	347	204
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-30	-30	72	62	208	208	0	0	1	1	251	241
Taxi (Balanced)	0	0	58	58	90	90	0	0	3	3	151	151
Truck	0	0	1	1	0	0	0	0	0	0	1	1
Total	-30	-30	131	121	298	298	0	0	4	4	403	393

***Note**: 0% pass-by/linked trip credit applied to local retail use.*
50% of taxis inbound with passengers are assumed to depart with outbound passengers.

Table 6 shows the net incremental change in peak hour vehicle trips (auto, taxi and truck) that would be generated by each of the 27 projected development sites as well as the anticipated residential conversion sites during the weekday AM, midday and PM, and Saturday peak hours. For the Level 1 screening assessment, incremental vehicle trips for the residential conversion sites are grouped together by each of the four Project Area quadrants (refer to **Figure 1**). As shown in **Table 6**, Projected Development Site 24 would generate the greatest number of new vehicle trips, with up to 144 incremental vehicle trips per hour. Projected Development Sites 19 and 26 would generate the next highest number of incremental trips, with up to 106 and 91 vehicle trips per hour, respectively. Under the RWCDS, there would be net decreases in vehicle trips during all analyzed peak hours at the four Project Area quadrants for the residential conversion sites with the exception of the northwest quadrant during the Saturday peak hour, due to the reduction in office space on the conversion sites compared to the No-Action condition.

As the number of subway trips would not exceed the 200-trip *CEQR Technical Manual* threshold during the weekday AM and PM commuter peak hours, a Level 2 screening assessment is not warranted. As the number of bus trips would not exceed the 50-trip per direction *CEQR Technical Manual analysis* threshold during the weekday commuter peak hours, a Level 2 screening assessment is not warranted. Therefore, based on *CEQR Technical Manual* guidance, significant adverse impacts to transit services are not anticipated to occur as a result of the Proposed Actions, and detailed transit analyses are not warranted.

As the number of trips in the weekday AM, midday, PM, and Saturday periods would exceed the 50-trip threshold for vehicles and the 200-trip threshold for pedestrians, a Level 2 screening assessment is warranted to determine which intersections and pedestrian elements would require quantified analysis.

Table 6
Net Incremental Vehicle Trips – Total Project Area

Location [1]	Weekday Peak Hour			Saturday Peak Hour
	AM	MD	PM	
PD Site 1	7	10	14	14
PD Site 2	6	12	13	18
PD Site 3	6	-2	-2	-2
PD Site 4	6	4	7	8
PD Site 5	5	2	4	6
PD Site 6	0	-7	-11	-18
PD Site 7	40	46	68	83
PD Site 8	13	16	22	28
PD Site 9	6	6	12	12
PD Site 10	3	2	4	4
PD Site 11	5	4	6	10
PD Site 12	5	4	12	12
PD Site 13	5	4	8	15
PD Site 14	25	38	52	67
PD Site 15	15	16	24	26
PD Site 16	2	2	1	2
PD Site 17	6	10	14	14
PD Site 18	8	12	14	14
PD Site 19	58	70	95	106
PD Site 20	4	0	3	5
PD Site 21	4	4	7	12
PD Site 22	15	20	27	35
PD Site 23	44	52	67	77
PD Site 24	81	94	122	144
PD Site 25	5	6	11	14
PD Site 26	59	68	83	91
PD Site 27	9	14	17	18
NE Quadrant [2]	-27	-32	-18	-6
SE Quadrant [2]	-28	-32	-23	-9
SW Quadrant [2]	-48	-48	-38	-6
NW Quadrant [2]	-89	-82	-64	2
Total Project Area [3]	**250**	**313**	**551**	**796**

Notes:
[1] "PD" refers to Projected Development Sites.
[2] Inclusive of residential conversion sites; excludes projected development sites.
[3] Summation of net vehicle trips generated for projected development and residential conversion sites.