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

A. INTRODUCTION

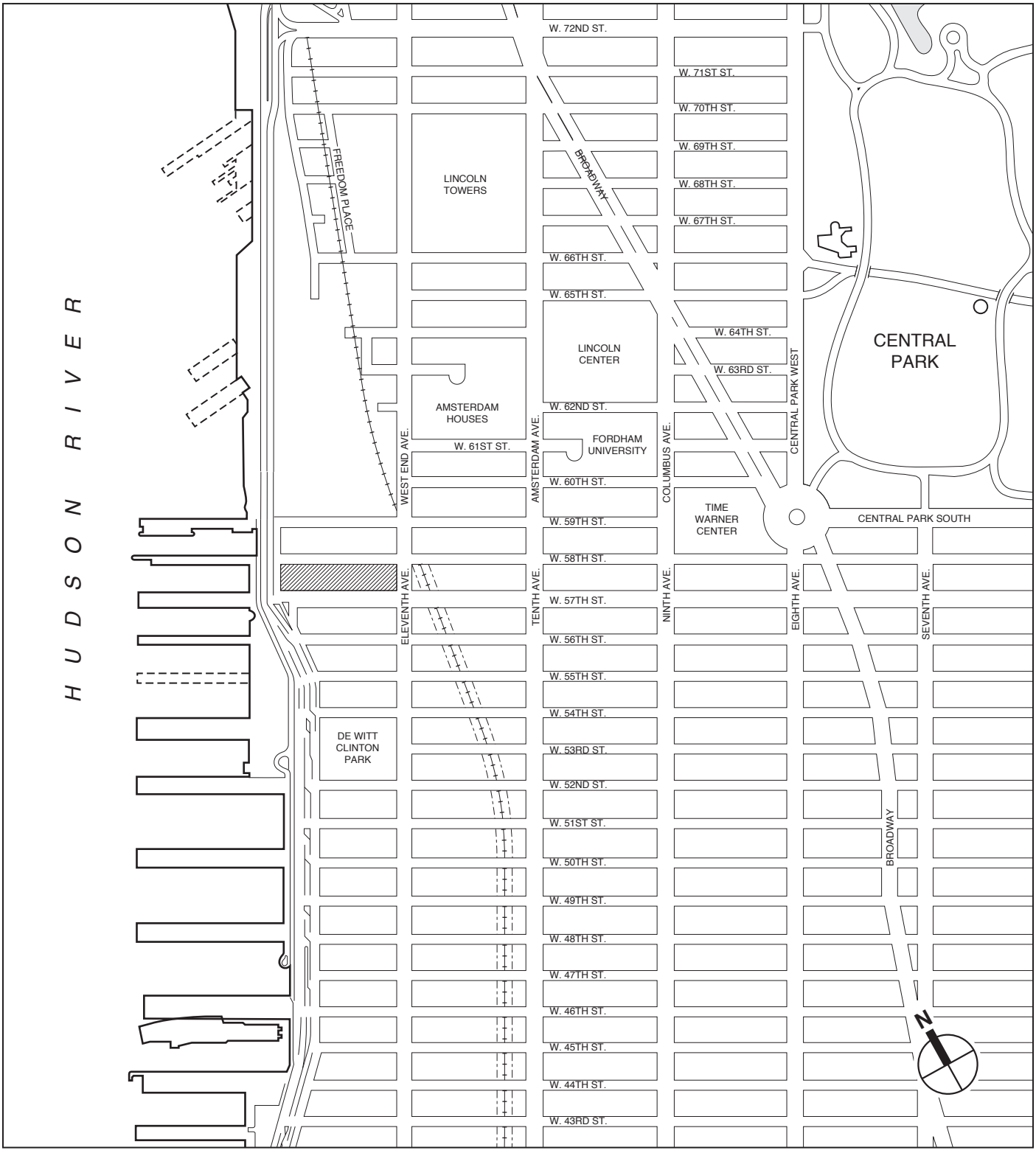
DFR 57 LLC ("the applicant") proposes a rezoning of a portion of the block bounded by West 57th and West 58th Streets, between Eleventh and Twelfth Avenues (Block 1105, the "project block") in Manhattan, along with special permits, modifications to existing special permits and a restrictive declaration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

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

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

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

5.31.11



Project Block

Project Location

Figure 1

625 WEST 57TH STREET

B. PROJECT DESCRIPTION

HISTORY OF THE PROJECT BLOCK

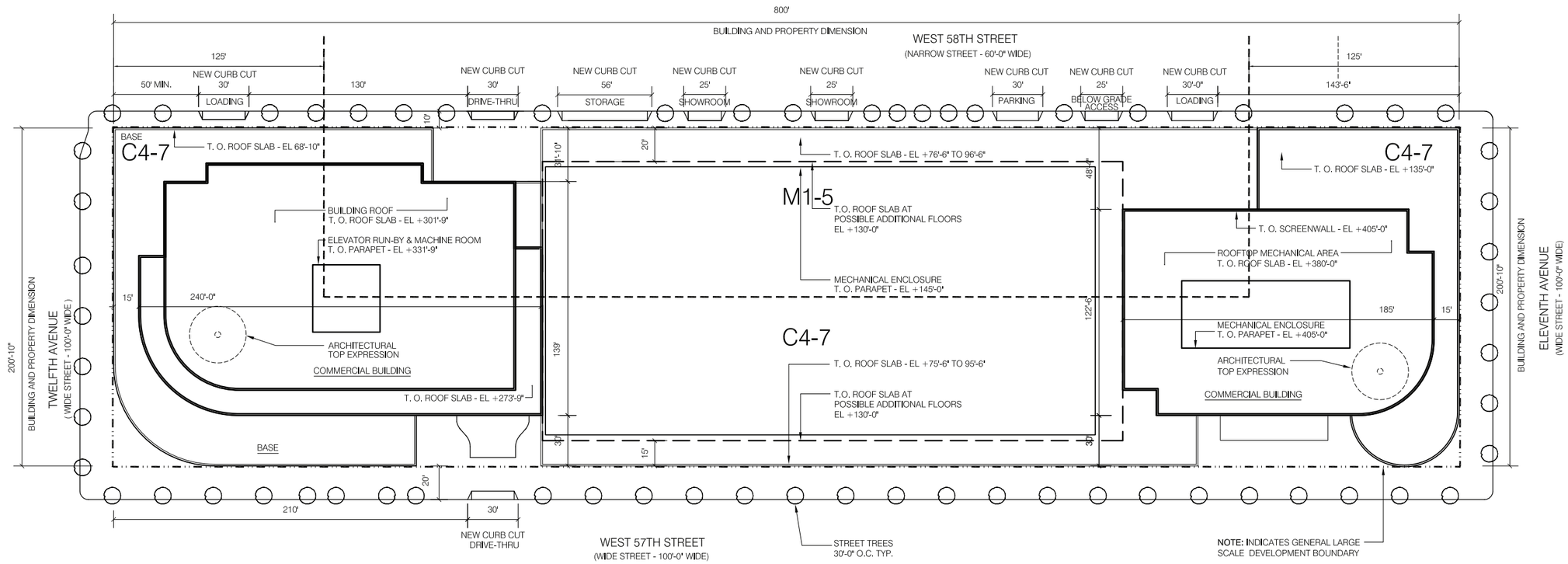
2001 ENVIRONMENTAL REVIEW AND APPROVALS

In 2001, the project block was the subject of a rezoning from an M2-3 zoning district to a C4-7 district within 125 feet of the avenues and in the midblock along West 57th Street (to a depth of approximately 100 feet), and to an M1-5 zoning district in the midblock facing West 58th Street. The proposed actions analyzed in the 2001 FEIS also included a special permit pursuant to ZR Section 74-743(a)(3) for the modification of height and setback regulations, a special permit pursuant to ZR Section 74-744(b) to allow residential uses to locate on the same level or below commercial uses, and two special permits pursuant to ZR Sections 74-52 and 13-562 for one 239-space above grade public parking garage on the eastern portion of the block, and for one 399-space public parking garage on the ground and cellar floors on the western portion of the block (see Figure 2). A restrictive declaration placed on the site in connection with the prior approvals requires that if the project block is developed in whole or part in accordance with the 2001 large scale permits, the block must be developed in accordance with the special permit approved plans. The Helena building was constructed utilizing the special permits, and accordingly the remainder of the block is required to comply with the approved plans. Those plans specifically limit residential development to up to 520,800 zsf on the Eleventh Avenue portion of the site, and assumed a maximum of 600 dwelling units (The Helena has 597 dwelling units and approximately 519,860 residential zsf). The approved plans further limit the remainder of the block to non-residential uses and specifically limit certain retail uses (Use Groups 6A, 6C, and 10A, except radio and television studios) to 78,000 zsf. The plans also include, among other things, maximum envelopes for buildings on the site, setback requirements from each of the streets, and other bulk limitations. The actions were approved by the City Council in April 2001.

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

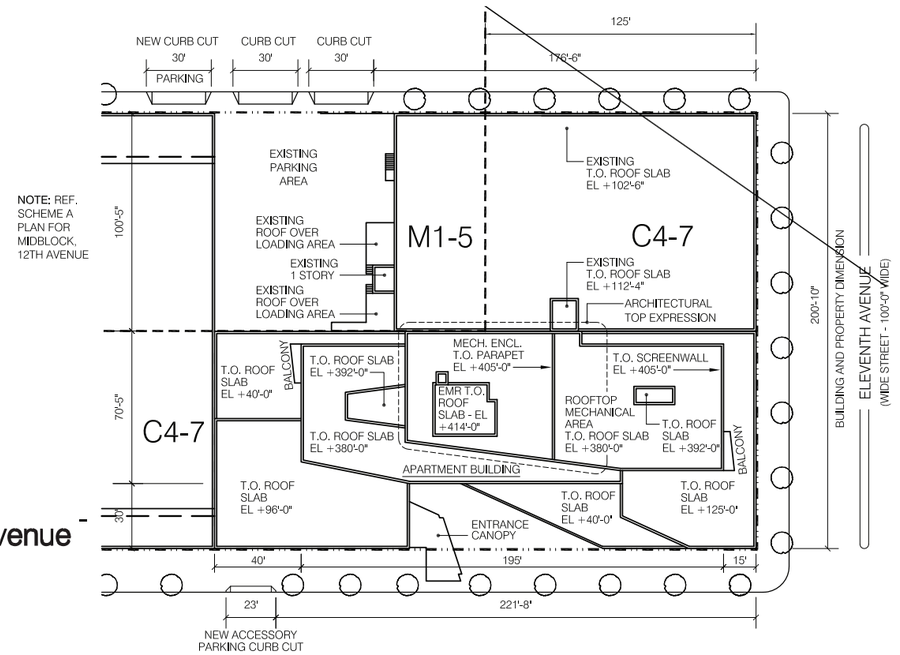
The 2001 FEIS identified potentially significant impacts on hazardous materials and traffic. Mitigation measures included:

- Hazardous Materials: In order to avoid any adverse effects on the project block, and in accordance with a Brownfield Cleanup Agreement with the New York State Department of Environmental Conservation (DEC), a Remedial Action Plan was to be submitted to the NYSDEC, groundwater monitoring under the project block would be conducted, a dewatering system would be implemented if necessary, asbestos-containing materials (ACM) would be abated before the state of demolition of any structure containing asbestos, and any ACMs, polychlorinated biphenyls (PCBs), and lead based paint encountered during demolition would be removed/disposed of in accordance with all applicable Federal, State, and local regulations. (See "Hazardous Materials," below, for additional information.)
- Traffic and Transportation: The 2001 FEIS analyzed the effects of the office-residential scenario on traffic and transportation, and identified measures designed to reduce potential



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

1"=40'



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

1"=40'

NOTE: This site plan has been constructed

Previously Approved Project-Site Plan
Figure 2

impacts to traffic and transportation including a) facilitating access/egress to the future expanded Route 9A; b) creating a two-way service drive to reduce conflicts on West 57th Street and enhance circulation; c) eliminating curb cuts from the key frontages of Eleventh Avenue, Twelfth Avenue, and West 57th Street; and d) widening West 58th Street adjacent to the site to accommodate two-way traffic and all of the project's service needs. Mitigation measures consisted of parking regulation and lane configuration changes at two intersections, and signal timing changes at five intersections. All measures were subject to review and approval by the New York City Department of Transportation (NYCDOT) prior to implementation.

- Noise: In order to preclude the potential for significant adverse noise impacts, the 2001 FEIS identified a closed window condition with a minimum of 35 dB(A) window/wall attenuation to maintain an interior noise level of 45 dB(A) for residential uses. An (E) designation was placed on the site to reflect this requirement.

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

DEVELOPMENT SINCE 2001

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

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

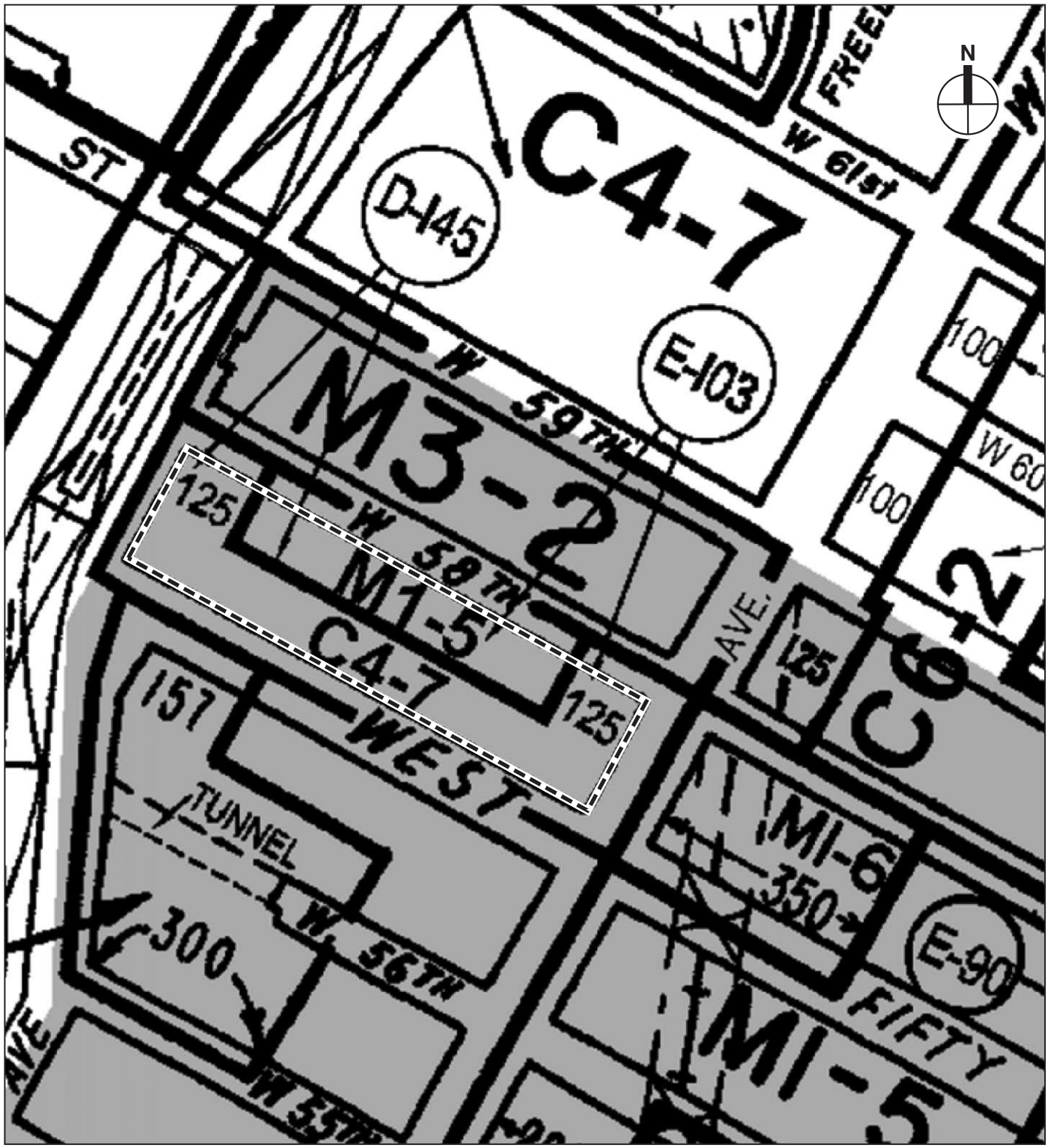
In 2008, an application was submitted to the New York City Board of Standards and Appeals (BSA) for a special permit pursuant to ZR Section 73-19 to permit the development of a 1,750 seat school (Use Group 3) for grades Pre-K through 12 on a site partially within an M1-5 zoning district. The special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

In 2010, the applicant filed for a new building application with the New York City Department of Buildings (DOB) for a development on the western portion of the block pursuant to the existing zoning and approvals for the site. Under this application, the western portion of the block would be developed with approximately 331,300 gsf of office use; 67,500 gsf of retail uses; and 538 public parking spaces. As discussed below, absent the proposed project this new building would be completed in the future (the "No Build scenario").

PROPOSED PROJECT

The proposed actions are being requested to facilitate the development of approximately 1,076,400 gsf on the project block consisting of approximately 750,100 gsf of residential space (up to 863 residential units, including up to 151 affordable units); approximately 109,000 gsf of commercial

7.29.11



Project Block

Zoning District Boundary

Clinton Special Purpose District

625 WEST 57TH STREET

Existing Zoning
Figure 3

office; 85,000 gsf of retail; 28,000 gsf of community facility space; 399 public parking spaces, and 125 accessory parking spaces (see Table 1). As discussed below, the proposed actions would result in the construction of a new building on the western and midblock portions of the project block (Lots 1, 5, 14, 19, p/o 36, and 43, collectively "projected development site 1"), a one-story midblock community facility building, the conversion of the mini-storage facility to residential use (p/o Lot 36, "projected development site 2"), and the creation of new retail space in the existing Helena apartment building (see Figure 4). For analysis purposes, it is anticipated that the proposed project, including both projected development site 1 and projected development site 2, would be complete by 2015.

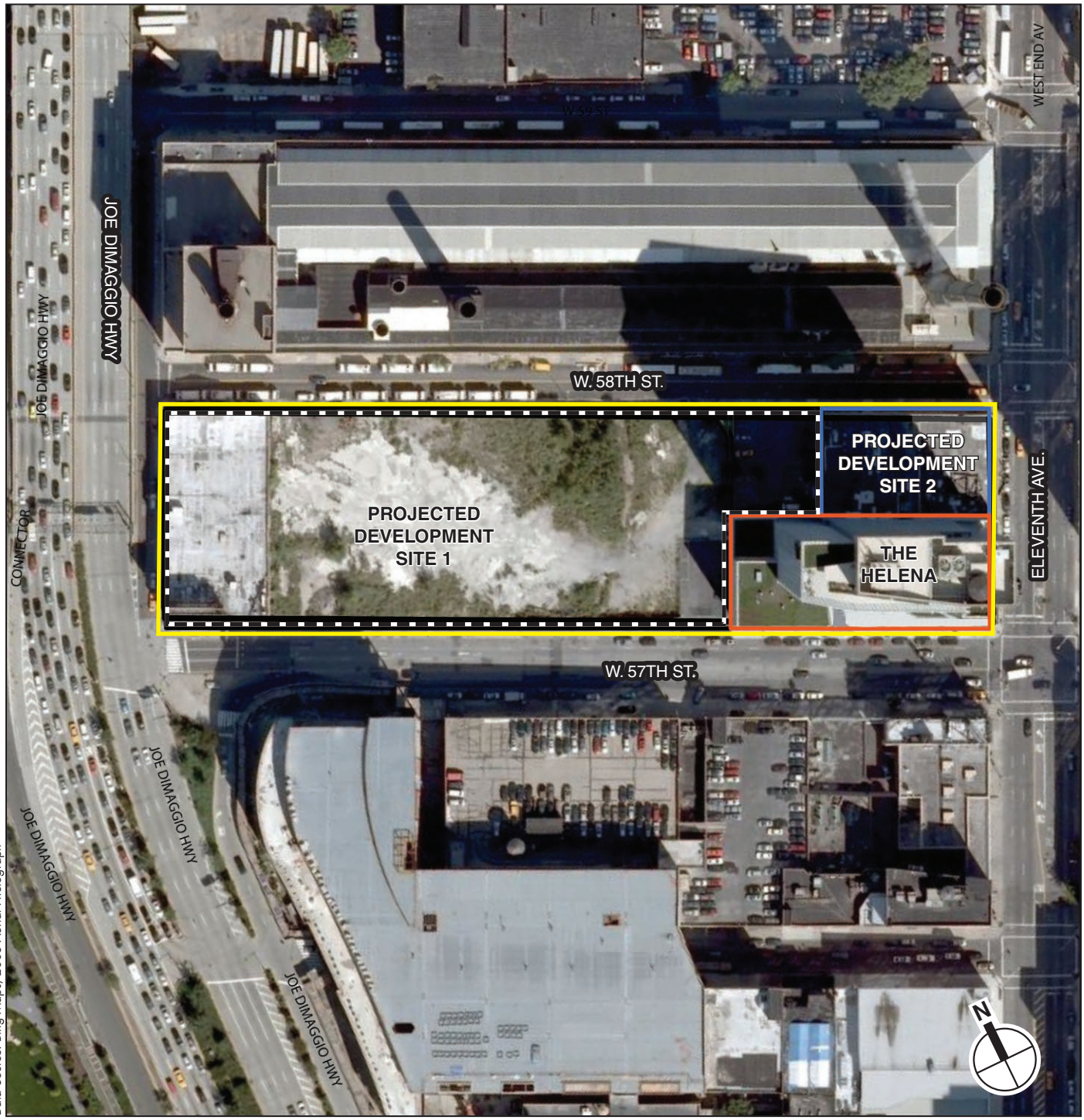
Table 1
Proposed Project Development Program

Project Components	Projected Development Site 1	Projected Development Site 2	Total
Residential GSF	673,682	76,425	**750,107**
Total Residential Units	*753*	*110*	***863***
Affordable Residential Units	*151*	*0*	***151***
Commercial Office GSF	109,342	0	**109,342**
Retail GSF	70,114	12,885	**84,999**[1]
Community Facility GSF	27,600[2]	0	**27,600**
Above-Grade Parking GSF	2,100	0	**2,100**
Below-Grade Parking GSF	102,220	0	**102,220**
Public Parking Spaces[2]	*399*	*0*	***399***
Accessory Parking Spaces[2]	*125*	*0*	***125***
Total GSF	**985,058**	**89,310**	**1,076,368**

Note: gsf = gross square feet
[1] The total retail sf includes approximately 2,000 gsf of new retail that would be created by closing and converting the existing Helena garage entrance on West 57th Street.
[2] Approximately 14,800 gsf of the community facility space would be located in the mixed-use building and 12,800 gsf would be located in the midblock community facility building.
[3] The proposed project would include a 399-space public parking garage and a 125-space expansion of the existing 100-space accessory parking garage on the project block.
Residential space includes associated mechanical space, lobby, and amenity space.
Source: SLCE Architects, LLP

PROJECTED DEVELOPMENT SITE 1

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



Projected Development Site 1 Boundary

Project Block Boundary

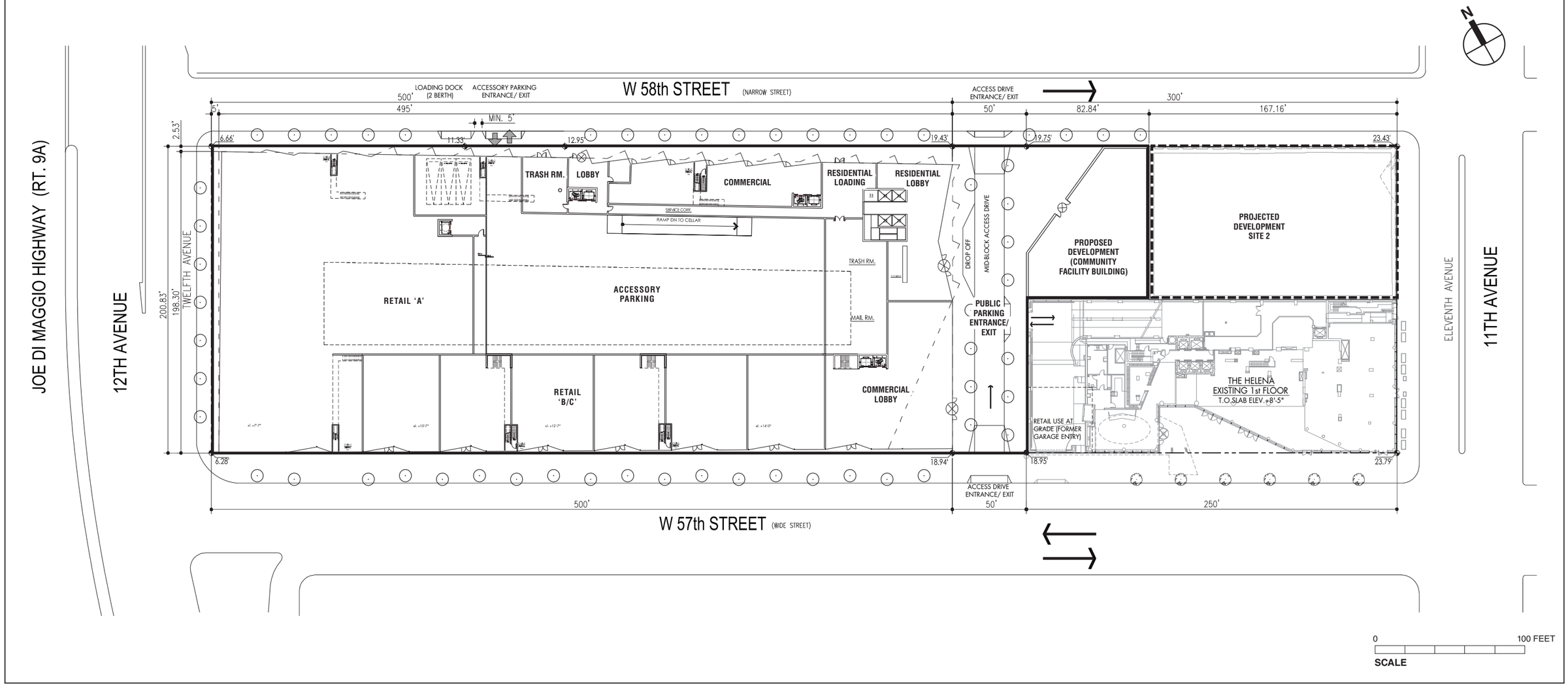
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SCALE

Project Block Aerial Photo

625 WEST 57TH STREET

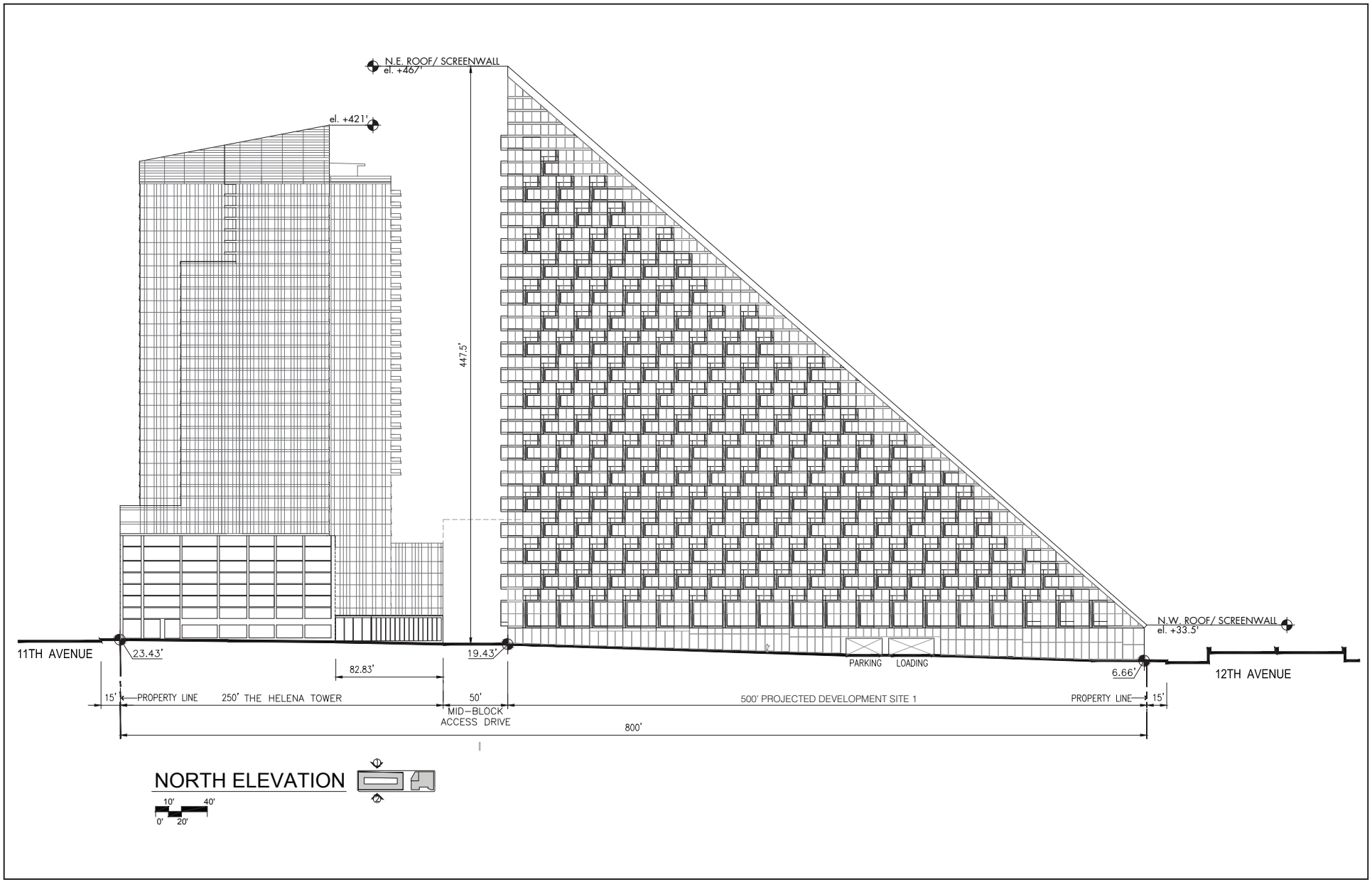
Figure 4



Projected Development Site 1 Boundary

Projected Development Site 2 Boundary

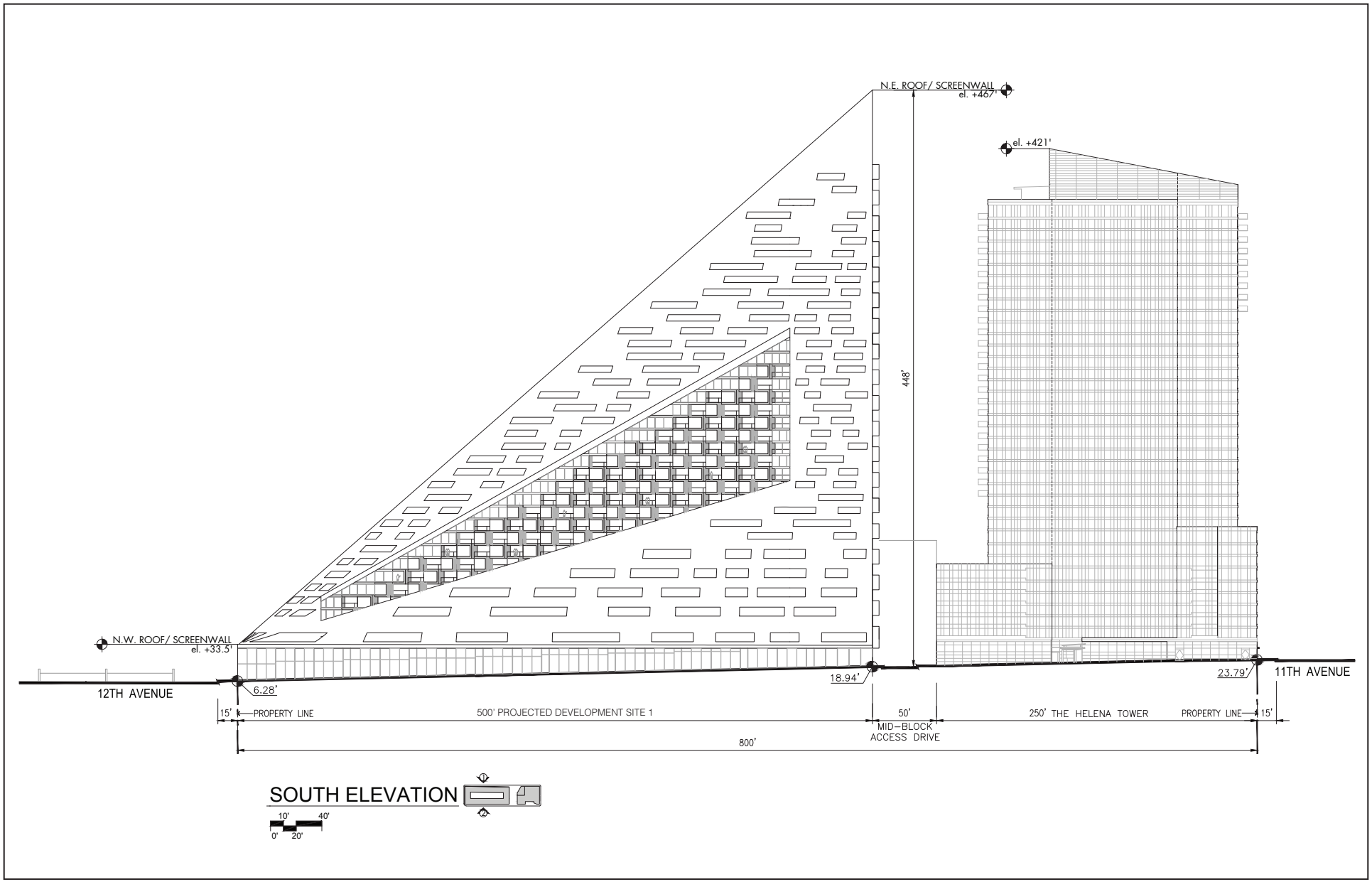
Projected Development Site 1-Ground Floor Plan
Figure 5



Proposed Project - North Elevation

625 WEST 57TH STREET

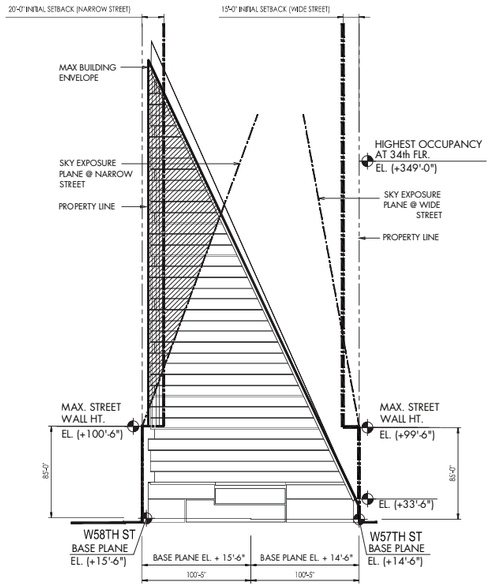
Figure 6a



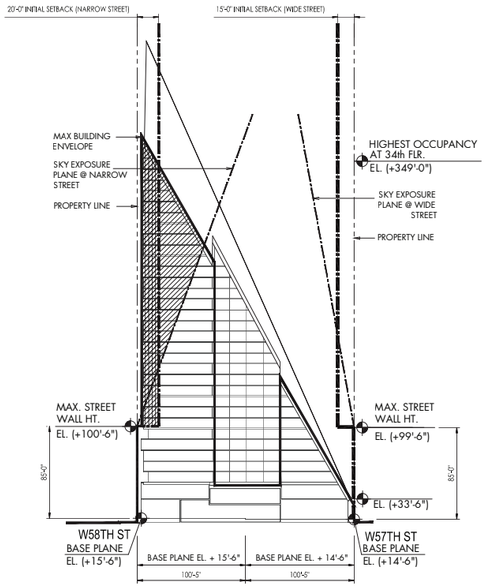
Proposed Project - South Elevation

625 WEST 57TH STREET

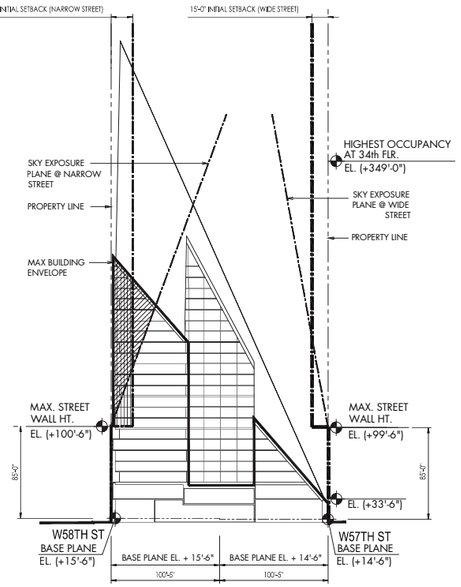
Figure 6b



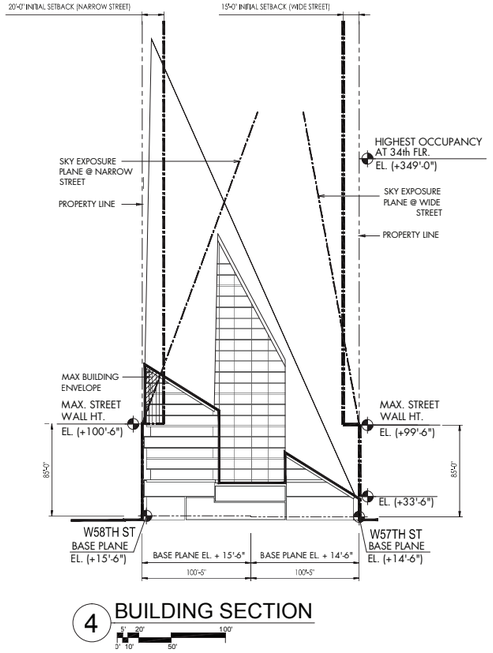
1 BUILDING SECTION



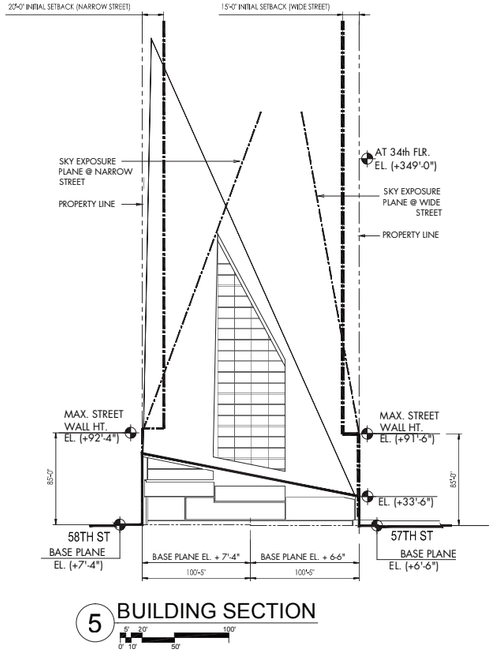
2 BUILDING SECTION



3 BUILDING SECTION



4 BUILDING SECTION



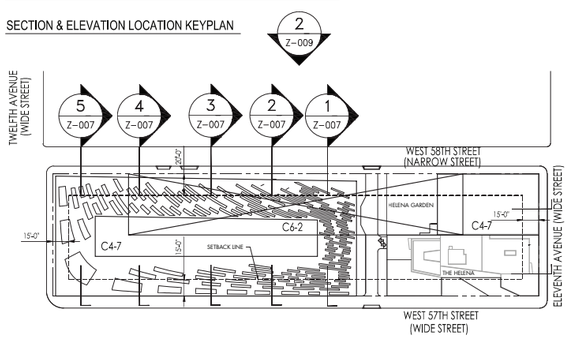
5 BUILDING SECTION

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

LEGEND

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

SECTION & ELEVATION LOCATION KEYPLAN



Projected Development Site 1-Section
Figure 7

The proposed project would also include 524 parking spaces, resulting in a total of 624 parking spaces on the project block. The parking spaces would consist of a 399-space public parking garage and a 225-space accessory garage (including 100 existing accessory parking spaces in the Helena). The public parking would be located on the cellar and sub-cellar levels in the mid-block portion of the project site and beneath the Helena. As part of the project, the 100 existing accessory parking spaces in the Helena would be converted to public parking spaces and are included in the 399 public parking spaces. The accessory parking would be located on the ground floor and cellar in the mid-block portion of the project site. The public parking spaces would be accessed from a midblock access drive that would extend between West 57th and West 58th Streets. The accessory parking spaces would be accessed from a midblock entrance along West 58th Street.

The proposed project on projected development site 1 would be approximately 467 feet in height, or 35 stories tall. The building would approximate a pyramid shape, with the lowest portions along Twelfth Avenue and West 57th Street. The building would slope up toward the northeast, with the tallest point at the northeast corner. The midblock community facility use building would be one story tall.

PROJECTED DEVELOPMENT SITE 2

In order to present a conservative analysis, it is assumed that the proposed actions would also facilitate the conversion of the mini-storage facility to residential and retail uses. For analysis purposes it is assumed that the building on the mini-storage site would be converted to up to 110 residential units (approximately 76,000 gsf residential) and approximately 12,885 gsf of ground-floor retail. Figures 8 and 9 show the illustrative site plan and building section for projected development site 2.

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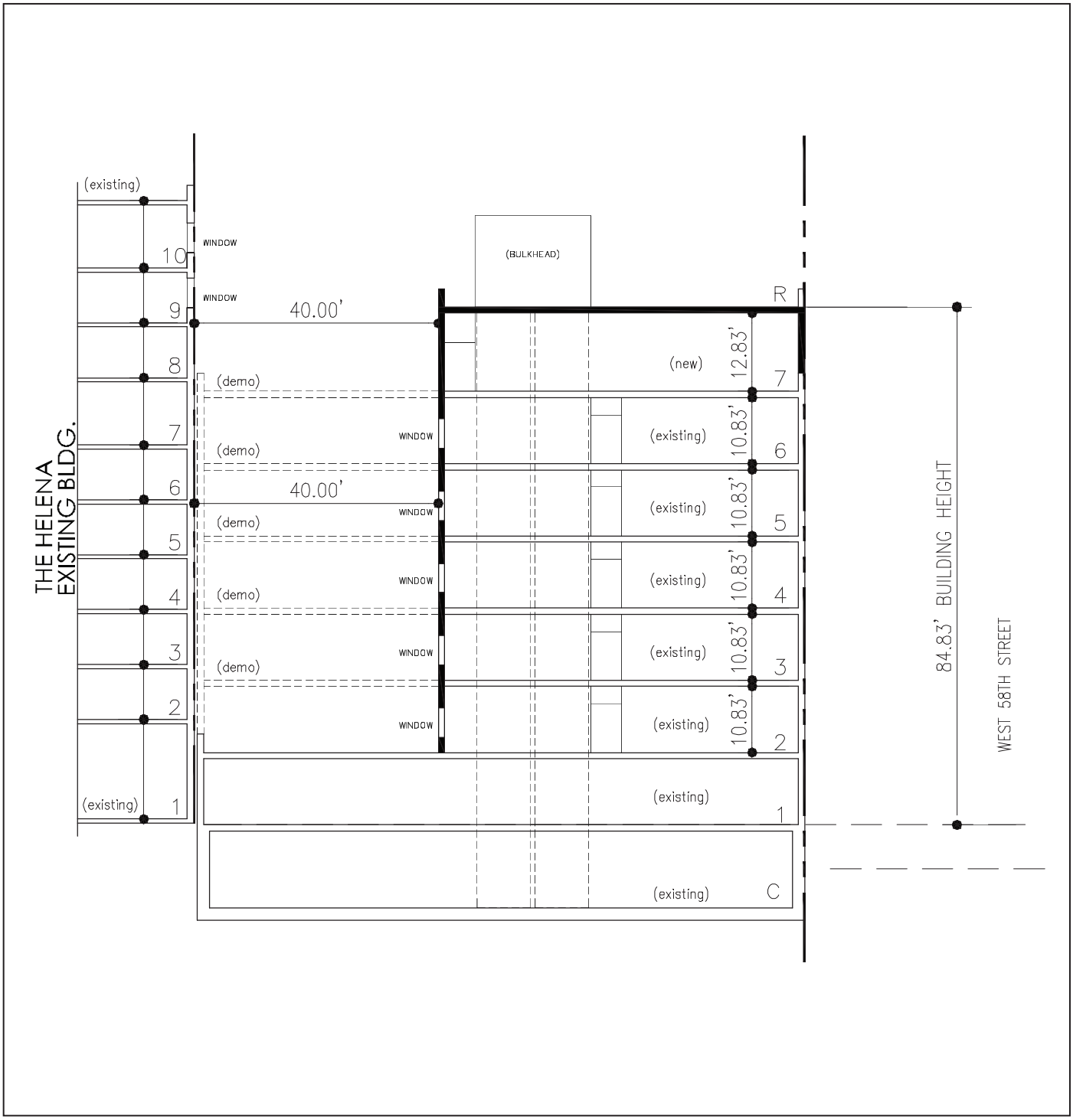
With the construction of the new building on projected development site 1, the garage spaces on the development site would connect with the existing accessory garage under the Helena. As a result, the parking spaces under the Helena would be accessed from the new garage entrances created as part of the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

PROPOSED ACTIONS

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

- Rezoning of a portion of the project block from M1-5 to C6-2. The C6-2 district has a floor-area ratio (FAR) of 6.0 for all uses except community facility uses, which is a 6.5 FAR. This change would provide an adjusted FAR across the entire zoning lot of 8.62 with the 6.0 FAR and a maximum 8.8 FAR with the additional community facility FAR (maximum 8.62 FAR within C6-2 district, maximum 10.0 FAR within C4-7 district) (see Figure 10);
- Special permit pursuant to Section 74-743 of the New York City Zoning Resolution to allow, in a large-scale development, (1) floor area, dwelling units, and other bulk calculations to be distributed across the entire zoning lot, (2) buildings to be located without regard for distance between building regulations, and (3) to permit the location of buildings without regard to height and setback regulations;

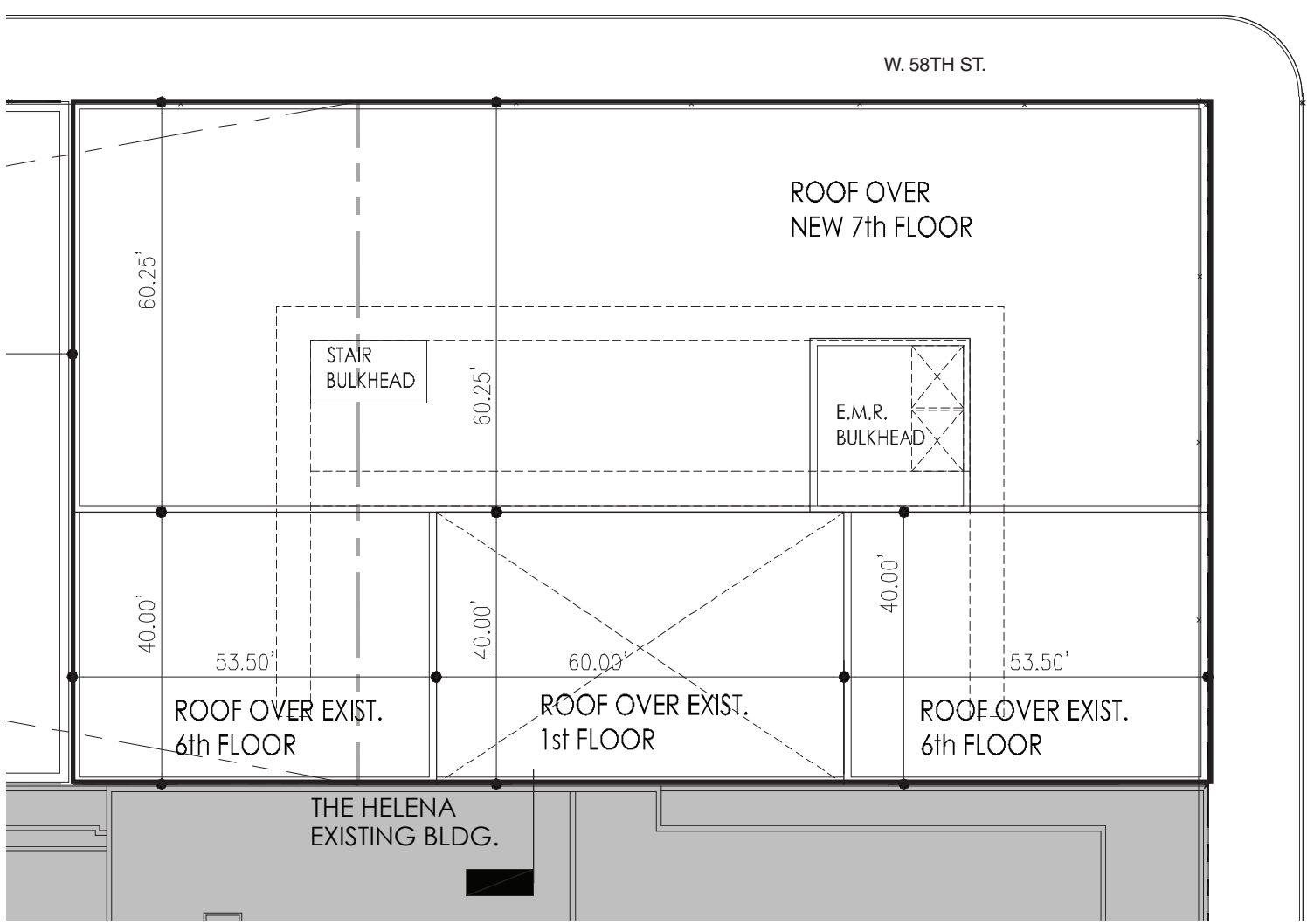
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Projected Development Site 2 - Building Section

625 WEST 57TH STREET

Figure 8



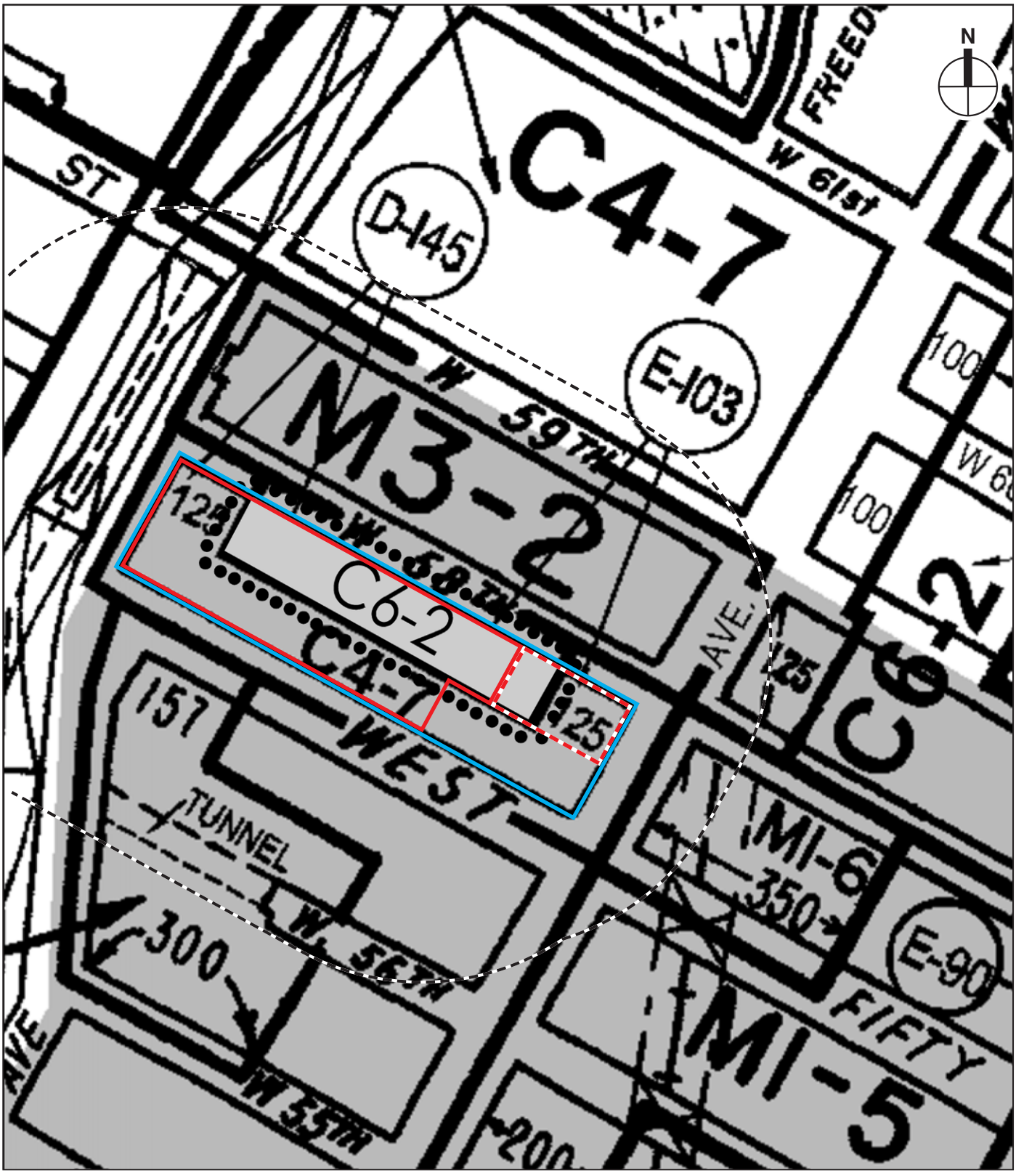
Projected Development Site

Projected Development Site 2 - Site Plan

625 WEST 57TH STREET

Figure 9

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Projected Development Site 1
Projected Development Site 2
Project Block
400-Foot Perimeter
Zoning District Boundary
Clinton Special Purpose District

Proposed Zoning

625 WEST 57TH STREET

Figure 10

- Special permit pursuant to Section 74-744 of the New York City Zoning Resolution to permit residential uses on a story lower than commercial uses.
- New special permit or modification of the existing special permit pursuant to Sections 13-562 and 74-52 of the New York City Zoning Resolution for a 399-car public parking garage; and
- Modification of the existing Restrictive Declaration.

The restrictive declaration currently encumbering the project block provides that the project site shall be developed in substantial conformity with the plans approved in connection with the 2001 large-scale permits as modified in 2004. As mentioned above, those plans specifically limit residential uses on the block to 520,800 zoning square feet and further limits certain retail uses (use groups 6A, 6C and 10A, except radio or television studios), to 78,000 square feet. As noted above, the eastern portion of the project block currently contains the Helena apartment building (the Eleventh Avenue tower in the 2001 FEIS). The Helena contains approximately 519,860 zsf of residential floor area and 597 residential units, which nearly maximizes the allowable residential use under the existing special permit. Therefore, the restrictive declaration would need to be modified to permit any additional residential uses on the zoning lot. The plans approved in 2001, as modified, also include, among other things, maximum envelopes for buildings on the project site, setback requirements from each of the streets, and other bulk limitations. Thus, modification of the restrictive declaration is also necessary for the proposed massing of the new buildings on the project site.

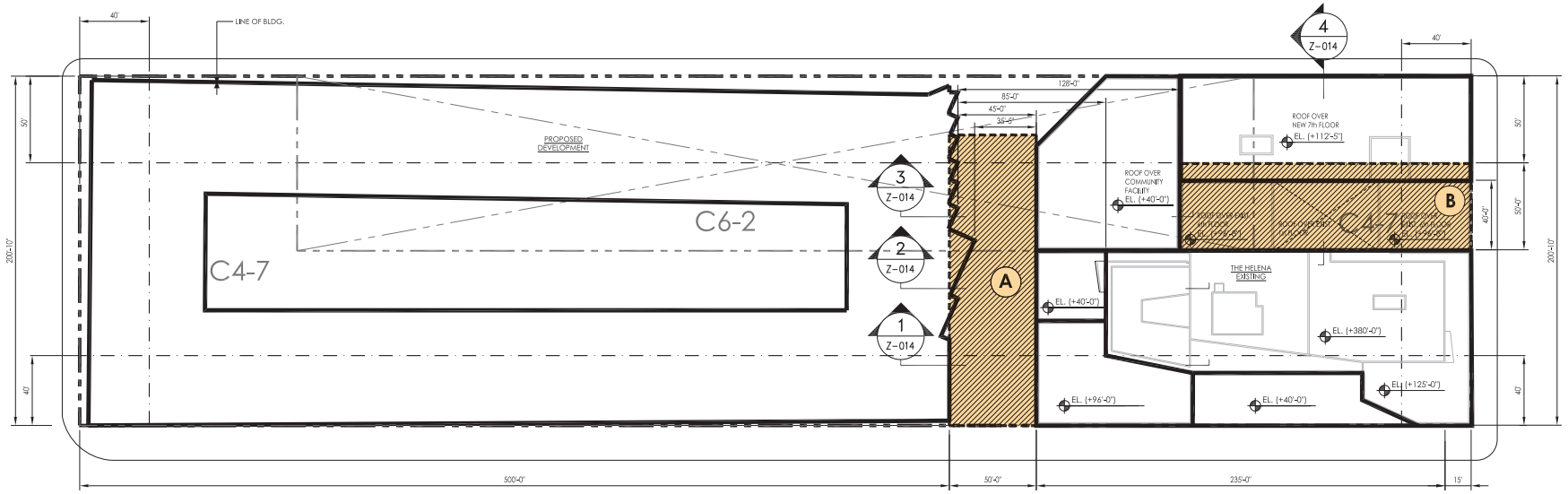
The proposed actions listed above would increase the total permitted residential floor area on the zoning lot to 1,386,855 zsf and the restrictive declaration will limit the number of residential units on the project block to 1,460. The 1,460 units would include the existing Helena with its existing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

For the affordable housing component, it is expected that the proposed project would seek financing through the New York State Housing Finance Agency's (HFA) "80/20" program. However, the proposed project will not undergo coordinated review with HFA.

PURPOSE AND NEED

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

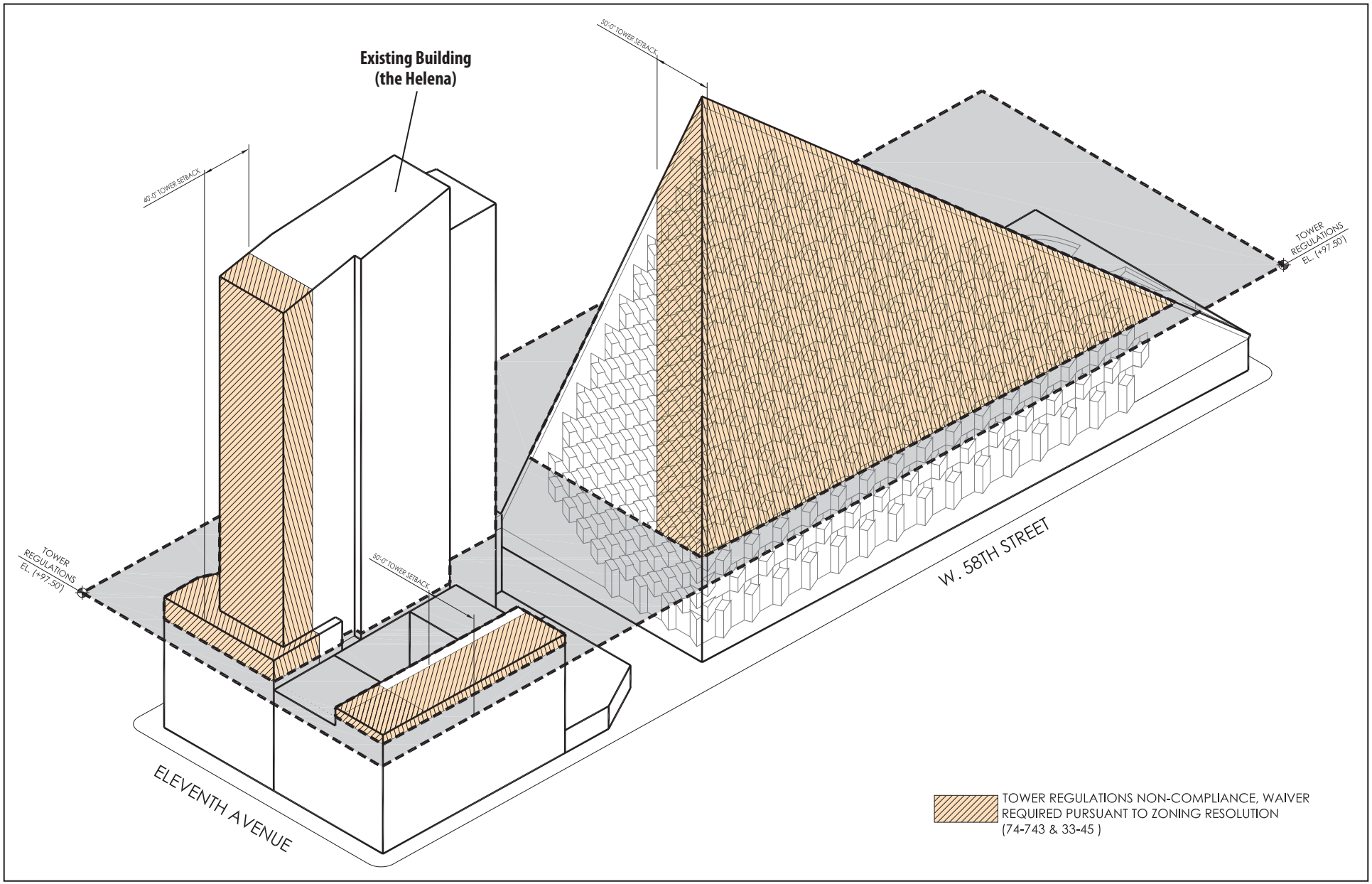
LEGEND		
	Condition A: Distance provided 45'-0" @ Section 1 Distance provided 35'-5" @ Section 2 Condition B: Distance provided 40'-0" @ Section 4	Does not comply, requires Modification Pursuant to Zoning Resolution 74-743.



BUILDING SEPARATION PLAN
SCALE: 1"=25'

Minimum Distance Between Buildings Diagram

Figure 11



Tower Regulations Isometric Diagram

Figure 12

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

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

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

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

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

Modification of the existing Restrictive Declaration is needed to permit the new bulk configuration on the lot, as well as to allow more residential and retail uses, and to allow construction in accordance with the revised plans.

C. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

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

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

THE FUTURE WITHOUT THE PROPOSED PROJECT

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

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

The No Build scenario will consist of new construction of approximately 331,300 gsf of office use and 67,500 gsf of retail uses and 538 public parking spaces on projected development site 1 (see Table 2). The No Build scenario building would be five stories tall (95 feet) with office uses located on floors 3 through 5 and ground floor retail (see Figures 13 and 14). Parking would be located on the second floor and in the cellar. Parking would be accessed from a midblock access drive that would extend between West 57th and West 58th Streets and from an additional midblock entrance along West 58th Street. It is assumed that the mini-storage facility would remain in its current use in the No Build scenario.

This No Build scenario development would not maximize the allowable floor area, height, or bulk under the existing zoning and approvals because there has been no demonstrated market at this location for either commercial or light manufacturing development of the size permitted each under the previously approved project. Furthermore, as noted above the applicant has filed for a new building application with the DOB for the No Build scenario building. Therefore, this analysis conservatively assumes a smaller office and retail building in the No Build scenario than permitted under the previously approved project.

For each of the technical areas identified in the *CEQR Technical Manual*, the proposed project will be compared to the No Build scenario.

Table 2
No Build Scenario

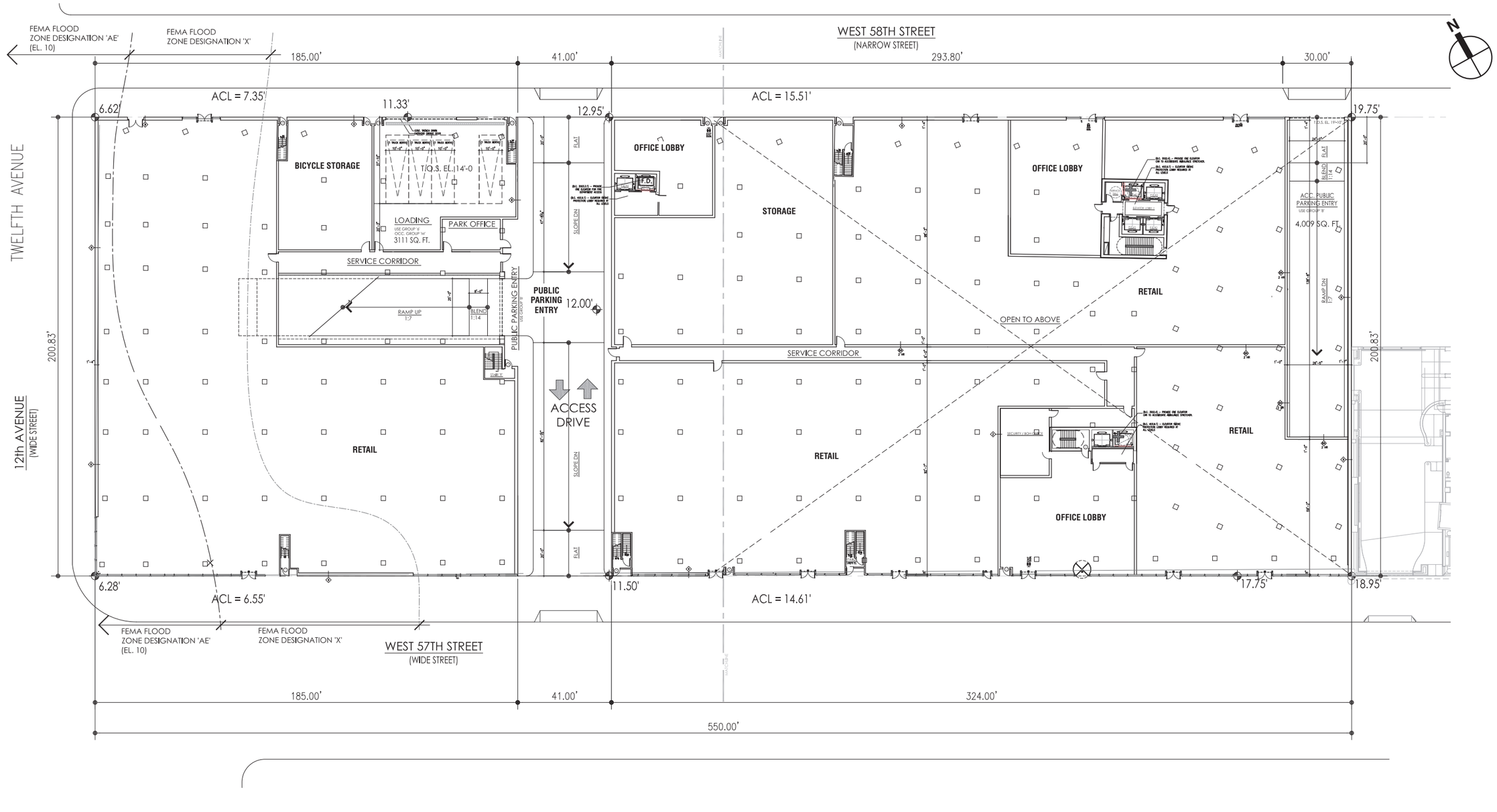
Project Component	Projected Development Site 1 (gsf)
Commercial Office	331,275
Retail	67,505
Above-Grade Parking*	54,313
Below-Grade Parking*	59,920
Lobbies, Storage, and Mechanical	58,961
Total*	**571,974**

Notes: *The No Build scenario would include public parking garages of 239 and 399 spaces. The above-grade parking would be located on the 2nd floor.
The mini-storage facility would remain in its current use.
Source: DFR 57 LLC; SLCE Architects.

D. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

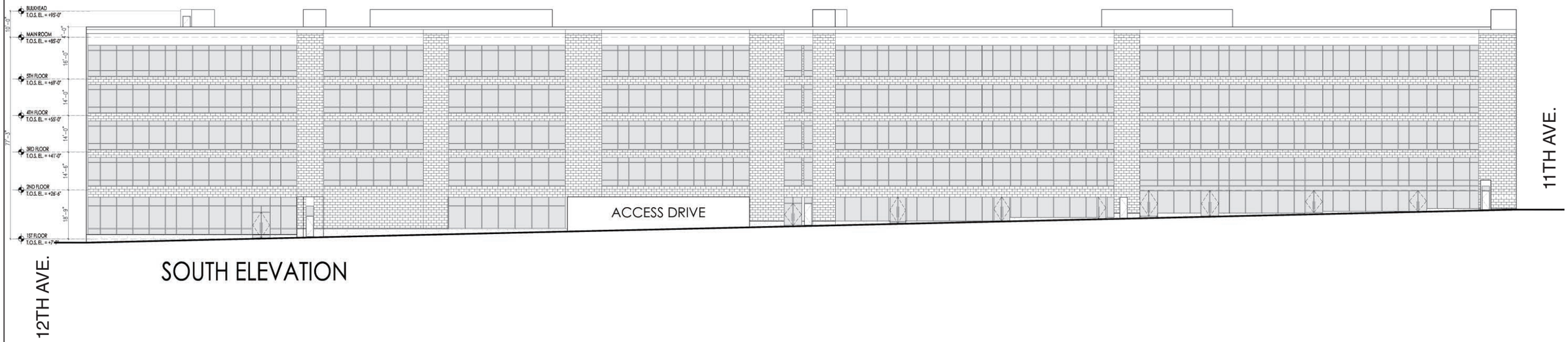
New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules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



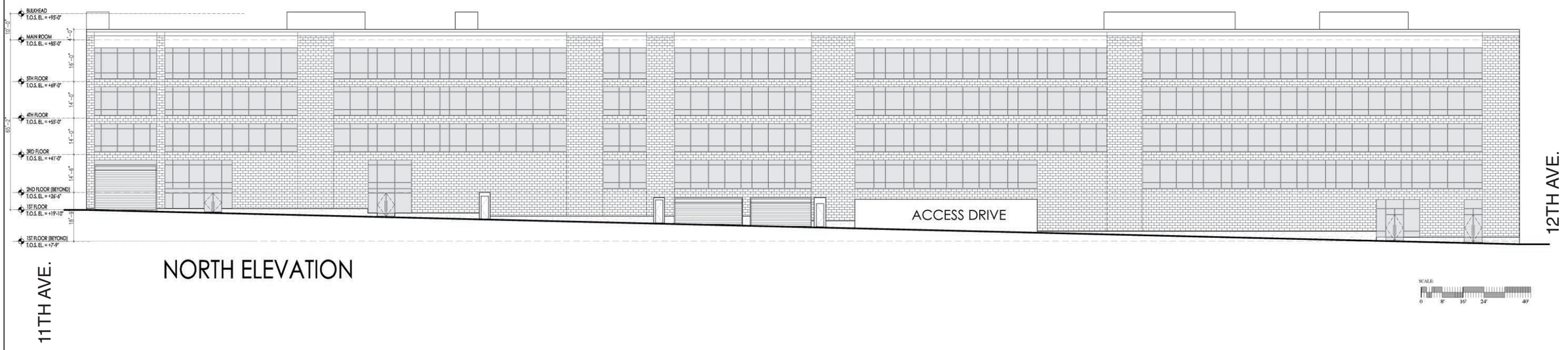
FOR ILLUSTRATIVE PURPOSES ONLY

No Build Scenario Ground Floor Plan
Figure 13

7.29.11



SOUTH ELEVATION



NORTH ELEVATION

No Build Scenario Elevation
Figure 14

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

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

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

SCOPING

The CEQR scoping process is intended to focus the SEIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the SEIS. During the period for scoping those interested in reviewing the draft SEIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting. The period for comments on the Draft Scope of Work will remain open for 10 days following the meeting, at which point the scope review process will be closed. The lead agency will then oversee preparation of a Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DSEIS will be prepared in accordance with the Final Scope of Work.

E. PROPOSED SCOPE OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

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

The SEIS will contain:

- A description of the proposed actions and the environmental setting;
- A statement of potential significant adverse environmental impacts of the proposed actions that were not identified in the 2001 FEIS, including short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed actions are implemented;
- A discussion of reasonable alternatives to the proposed project;

- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed actions should they be implemented; and
- A description of mitigation measures proposed to minimize significant adverse environmental impacts that were not identified in the 2001 FEIS.

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

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

PROJECT DESCRIPTION

The first chapter of the SEIS introduces the reader to the proposed actions and sets the context in which to assess impacts. This chapter will contain a brief history of the uses on and approvals for the project site (including those described in the 2001 FEIS); the proposed development program; a description of the design of the proposed building; figures to depict the proposed development; and a discussion of the approvals required, procedures to be followed, and a description of the No Build condition.

The project description will include appropriate data from the Uniform Land Use Review Procedure (ULURP) application. The role of the lead agency for CEQR will also be described as well as the environmental review process to aid in decision-making. Any environmental requirements (e.g., E-designations or restrictive declarations) necessary as part of the proposed actions will also be identified.

LAND USE, ZONING, AND PUBLIC POLICY

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

- Provide a brief development history of the project site and study area.
- Describe conditions in the project site and study area, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends. The study area will include the blocks immediately surrounding the project site and land uses within approximately ¼-mile.

- Provide a clear zoning map and discuss existing zoning and recent zoning actions in the study area.
- Summarize other public policies that may apply to the project site and study area, including any applicable Special Zoning Districts and any formal neighborhood or community plans.
- Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the project (No Build projects). Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the proposed actions and provide an assessment of the impacts of the proposed actions and projected development on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area.

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

SOCIOECONOMIC CONDITIONS

The purpose of the socioeconomic assessment is to identify changes that would be created by the proposed project and identify whether they rise to a significant level. According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry. The *CEQR Technical Manual* further states that residential development of 200 units or more or commercial development of 200,000 square feet or more should be assessed for their potential to cause significant adverse socioeconomic impacts.

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

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

The proposed project would introduce more than 200 residential units, which is the *CEQR Technical Manual* threshold for assessing the potential for indirect residential displacement. However, as discussed in the attached Environmental Assessment Statement (EAS), the proposed project would not introduce a population with higher average incomes compared to the average incomes in the study area, and no further analysis of indirect residential displacement is warranted.

COMMUNITY FACILITIES AND SERVICES

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

The proposed project would not have direct effects on community facilities, because the proposed project would not physically displace or alter any community facilities. Although the proposed project includes community facility space, it is currently expected that it would be occupied by medical office uses, and therefore would not affect publicly-funded community facility services. The proposed project would introduce new residential units, which would increase demand for various community facilities. For certain community facilities, however, the proposed project would not introduce enough new residential units to exceed the CEQR thresholds for a detailed analysis of indirect effects. The proposed project could introduce up to 863 units, of which up to 151 would be affordable units. This number of units would not exceed the CEQR threshold of 2,462 units in Manhattan for an analysis of public high schools, nor would it exceed the CEQR threshold of 170 affordable units in Manhattan for an analysis of publicly funded child care facilities. It would also not exceed the CEQR threshold of 901 units in Manhattan for an analysis of public libraries. For police and fire services and health care facilities, the number of units introduced by the proposed project would not constitute a "sizeable new neighborhood" in Manhattan. Therefore, the proposed project would not have the potential to result in any significant adverse impacts to public high schools, publicly funded child care facilities, public libraries, police and fire services, or health care facilities, and no further analysis is warranted.

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

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

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

OPEN SPACE

According to the *CEQR Technical Manual*, an open space assessment may be necessary if a project potentially has a direct or indirect effect on open space. The proposed project would not have a direct effect on any open space. However, the additional number of residents would exceed the 200-resident CEQR threshold for areas that are neither underserved nor well-served

by open space, requiring an assessment of indirect effects on open space. The methodology set forth in the *CEQR Technical Manual* consists of establishing a study area for analysis, calculating the total population in the study area, and creating an inventory of publicly accessible open spaces within a ½-mile of the project site; this inventory will include examining these spaces for their facilities (active vs. passive use), condition, and use (crowded or not). The analysis will include a projection of conditions in the future without the proposed actions, and assess impacts of the proposed actions based on quantified ratios and qualitative factors. The assessment will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. Such resources include publicly accessible open spaces, important natural features, or historic resources with sun-sensitive features. Under CEQR, an adverse shadow impact may occur when the shadow caused by a proposed project: is cast on a publicly accessible open space, important natural feature, or historic landscape or other historic resource (if the features rendering the significance of the resource are dependent on sunlight); and adversely affects its use and/or important landscaping and vegetation, or in the case of historic resources, obscures the details that make the resource significant. Shadows falling on streets and sidewalks or other buildings generally are not considered significant, nor are shadows occurring within an hour and one-half of sunrise or sunset.

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

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

- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- Develop a “worst-case” three-dimensional representation of the proposed project.
- Develop three-dimensional representations of the No Build condition at the project site.
- Determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.

- Document the analysis with graphics comparing shadows resulting from the No Build condition with shadows resulting from the proposed project, with incremental shadow indicated with a contrasting color.
- A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources.
- If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

HISTORIC AND CULTURAL RESOURCES

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

As part of the 2001 FEIS, to evaluate the possibility that archaeological resources might exist on the project block, a cultural resources assessment report was prepared by Historical Perspectives, Inc. This report concluded that the project block was not sensitive for pre-contact or historic-period archaeological resources. Since the boundaries of the project site have not changed since 2001, the SEIS will rely on the conclusions of the HPI cultural resources assessment report for the analysis of archaeological resources.

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

URBAN DESIGN AND VISUAL RESOURCES

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

Following the guidelines of the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources will first be prepared. The preliminary assessment will determine whether the proposed project, in comparison to the previously-approved project, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and

public policy. The preliminary assessment will include a concise narrative of the existing project area, the future with the proposed actions condition, and the future without the proposed actions condition. The preliminary assessment will present photographs, zoning and floor area calculations, building heights, project drawings and site plans, and view corridor assessments. This assessment will also consider the potential conversion of the existing mini-storage building on the northeastern portion of the project block to residential use.

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

NATURAL RESOURCES

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

HAZARDOUS MATERIALS

The SEIS will summarize the existing hazardous materials studies conducted for the project site, and consider the potential for significant adverse impacts to occur as a result of the proposed project. Conditions at the project site (resulting from previous and existing uses of the site and the surrounding areas) have been studied extensively. For the western portion of the project site, the studies include a 2011 Site Characterization, prepared under an existing Consent Order and Stipulation Agreement (COSA) with the New York State Department of Environmental Conservation (NYSDEC). For the mid-block portion of the project site, studies include a 2007 Remedial Investigation and a 2010 Remedial Action Work Plan prepared under NYSDEC's Brownfield Cleanup Program (BCP). Historic storage, transfer, and usage of petroleum products and chlorinated solvents on the project site resulted in impacts to soil, soil vapor, and groundwater. In addition to the known subsurface contamination, the SEIS will also summarize the potential for hazardous materials (e.g., asbestos and lead-based paint) to be present within the existing mini-storage building.

The proposed project would require extensive excavation. The assessment will include a detailed description of measures (consistent with the NYSDEC requirements under the COSA and BCP) that would be taken to ensure that the potential for any such impacts would be avoided. The measures would also be subject to review and approval by the New York City Department of

Environmental Protection (NYCDEP) review and approval per the *CEQR Technical Manual*. Measures would include procedures for: excavation and regrading; petroleum tank removal; segregating, stockpiling, testing, transporting and disposing of contaminated soil encountered during excavation; dewatering; importing soils; ensuring appropriate health and safety (to protect workers and the community) are followed; and ensuring continued implementation of any necessary engineering measures, such as controls to prevent subsurface vapors entering the new building.

INFRASTRUCTURE

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

WATER SUPPLY

Compared to the No Build scenario, the proposed project would generate an incremental demand for water of approximately 197,170 gpd based on the water usage rates presented in Table 13-2 of the *CEQR Technical Manual*. This rate of water usage would not exceed the CEQR threshold of 1 million gpd, and the proposed project would not be located in an area that experiences low water pressure. Therefore, the proposed project would not result in any significant adverse impacts to water supply and no further analysis is warranted.

WASTEWATER AND STORMWATER

For projects in Manhattan, the *CEQR Technical Manual* indicates that if a project is located in a combined sewer area and would exceed 1,000 residential units or 250,000 square feet of commercial space above the predicted No Build scenario, a preliminary assessment of wastewater and stormwater infrastructure is required. The proposed project would not exceed those thresholds. Therefore, the proposed project would not result in any significant adverse impacts to wastewater and stormwater infrastructure and no further analysis is required.

SOLID WASTE AND SANITATION SERVICES

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

The proposed rezoning would result in new development that would require sanitation services. According to the *CEQR Technical Manual*, if a proposed project would generate less than 50 tons per week of solid waste, further analysis is generally not required. Based on Citywide solid waste generation rates identified in Table 14-1 of the *CEQR Technical Manual*, the proposed project would generate approximately 14 tons per week of solid waste compared to the No Build

scenario. Therefore, the proposed project would not result in any significant adverse impacts to solid waste and sanitation services and no further analysis is required.

ENERGY

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

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual*, the proposed project would result in an annual energy consumption of approximately 210,319 million BTUs. This would represent a net increase in energy use on the project block of approximately 36,500 million BTUs annually compared to the No Build scenario. Compared with the approximately 327 trillion BTUs of energy consumed annually within Con Edison's New York City and Westchester County service area, the incremental increase from the proposed project would be considered a negligible increment. Therefore, the proposed project would not result in any significant adverse impacts to energy and no further analysis is required.

TRANSPORTATION

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

TRAFFIC

The proposed development program exceeds the minimum development density screening thresholds specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the project would generate 50 or more vehicle trips through an intersection. Based on preliminary estimates for the redevelopment of the project site, the proposed project is expected to generate more than 50 additional vehicular trips compared to the No Build scenario in the weekday AM, midday, and PM peak hours and in the Saturday midday peak hour (see Appendix A). As the project is expected to provide vehicular entry from West 57th Street and exiting to West 58th Street, project-generated vehicular trips would be distributed at multiple locations, however, every vehicle must pass through the intersection of West 58th Street and Eleventh Avenue. The SEIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand would occur. The scope of work for this analysis is provided below.

PARKING

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

TRANSIT

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

Subway

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

Bus

Based on preliminary estimates, the proposed development would not generate more than 200 additional peak hour bus trips. There are three New York City Transit local bus routes within the immediate vicinity of the project site, including the M11, M31, and M57 routes. The M11 runs northbound on Tenth Avenue and southbound on Ninth Avenue, providing local service between Greenwich Village and Harlem. The M57 bus route runs eastbound and westbound on 57th Street, and also extends northward along Eleventh Avenue to West 72nd Street. The M31 also runs eastbound and westbound on 57th Street, and extends northward along York Avenue to East 92nd Street.

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

PEDESTRIANS

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

GOODS DELIVERIES

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

TRANSPORTATION ANALYSIS SCOPE OF WORK

The SEIS transportation analysis will include the following:

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

- West 57th Street at Ninth Avenue
- West 57th Street at Tenth Avenue
- West 57th Street at Eleventh Avenue
- West 57th Street at Twelfth Avenue
- West 58th Street at Ninth Avenue
- West 58th Street at Tenth Avenue
- West 58th Street at Eleventh Avenue
- West 59th Street at Eleventh Avenue
- West 59th Street at Twelfth Avenue
- Eleventh Avenue at West 54th Street
- Eleventh Avenue at West 55th Street
- Eleventh Avenue at West 56th Street

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

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

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

E. Based on available sources, 2000 US Census data, American Community Survey three-year estimates, surveys (if necessary), and standard references, estimate the travel demand for the

future without the proposed actions (the No Build condition), which will include the demand from significant development sites planned in the vicinity of the study area by the analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared.

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

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

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

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

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

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

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

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

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

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

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

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

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

R. Identify the potential for the proposed project to have significant pedestrian and/or bicycle impacts, through a comparison of future No Build to the future Build conditions. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

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

AIR QUALITY

MOBILE SOURCE ANALYSIS

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

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

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

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

D. Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO levels with standards, and *de minimis* criteria. If significant adverse

impacts due to CO concentrations are predicted, recommend design measure to minimize impacts.

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

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

STATIONARY SOURCE ANALYSIS

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

A. Analyze stationary sources from the proposed project. Perform an analysis of the effect of pollutants from the proposed project's HVAC sources on other existing or planned sensitive uses within the surrounding area. For the proposed project's HVAC sources, the SEIS will assess the use of specific fuel types based on design information from the project sponsor. Nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$) emissions will be analyzed, while sulfur dioxide (SO_2) emissions will be analyzed if fuel oil is anticipated to be used by HVAC equipment. The analysis will be performed using the EPA-developed AERMOD model and will consider plume impingement conditions (i.e., when the wind blows from the stacks toward buildings) and wake effects (i.e., when the wind blows from buildings toward the stacks). A recent five years of meteorological data will be used for these simulation analyses. Project on existing and project-on-project impacts will be determined. Predicted values will be compared with NAAQS for NO_2, SO_2 and PM_{10}, and the City's interim guidance criteria for $PM_{2.5}$.

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

C. Perform a detailed simulation analysis of the Con Edison 59th Street Station to determine its potential effects on the proposed project. The analysis will be performed using physical dispersion modeling in a wind tunnel of the project site and its surroundings. Concentrations of NO_2, SO_2, PM_{10} and $PM_{2.5}$ on elevated receptors on the proposed project will be determined based on five years of recent meteorological data. Predicted values will be compared with NAAQS and the City's interim guidance criteria for $PM_{2.5}$.

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

E. An analysis of uses surrounding the project site will be conducted to determine the potential for impacts from industrial emissions. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the project site. In addition, a search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are permits for any sources

of toxic air compounds from industrial processes. Based on this information, a determination will be made as to whether a detailed analysis of industrial stationary source air quality issues is necessary.

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

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

G. Determine whether the proposed project, in comparison to the No Build Scenario, would result in any significant adverse impacts. Mitigation will also be identified for any significant adverse impacts generated by the proposed project not previously identified in the 2001 FEIS.

GREENHOUSE GASES

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

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

The GHG analysis will consist of the following subtasks:

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

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

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

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

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

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

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

NOISE

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

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

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

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

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

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

PUBLIC HEALTH

Following the guidelines presented in the *CEQR Technical Manual*, this task will examine the project's potential to significantly impact public health concerns related to air quality, noise, hazardous materials, and construction. Drawing on other EIS sections, this task will assess and summarize the potential for significant adverse impacts on public health from project activities.

NEIGHBORHOOD CHARACTER

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

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

CONSTRUCTION IMPACTS

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

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

MITIGATION

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

ALTERNATIVES

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

SUMMARY CHAPTERS

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

1. *Executive Summary*. Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed actions, environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions.
2. *Unavoidable Adverse Impacts*. Those impacts, if any, that could not be avoided and could not be practicably mitigated will be described in this chapter.

3. *Growth-Inducing Aspects of the Proposed Actions*. This chapter will focus on whether the proposed actions would have the potential to induce new development within the surrounding area.
4. *Irreversible and Irretrievable Commitments of Resources.* This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the proposed project be built. ✷

APPENDIX A
TRANSPORTATION PLANNING FACTORS
TECHNICAL MEMORANDUM

Philip Habib & Associates
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DRAFT
TECHNICAL MEMORANDUM

To: Robert Dobruskin, NYCDCP

From: Seth Wright
Philip Habib & Associates

Date: June 21, 2011

Project: 625 West 57th Street Development

Re: **S**EIS Transportation Planning Factors

This memorandum summarizes the transportation planning factors to be used for the SEIS analyses of transportation conditions for the proposed 625 West 57th Street Development project in Manhattan. A preliminary travel demand forecast is also provided. The proposed project is a mixed-use development consisting of residential, commercial and community facility uses.

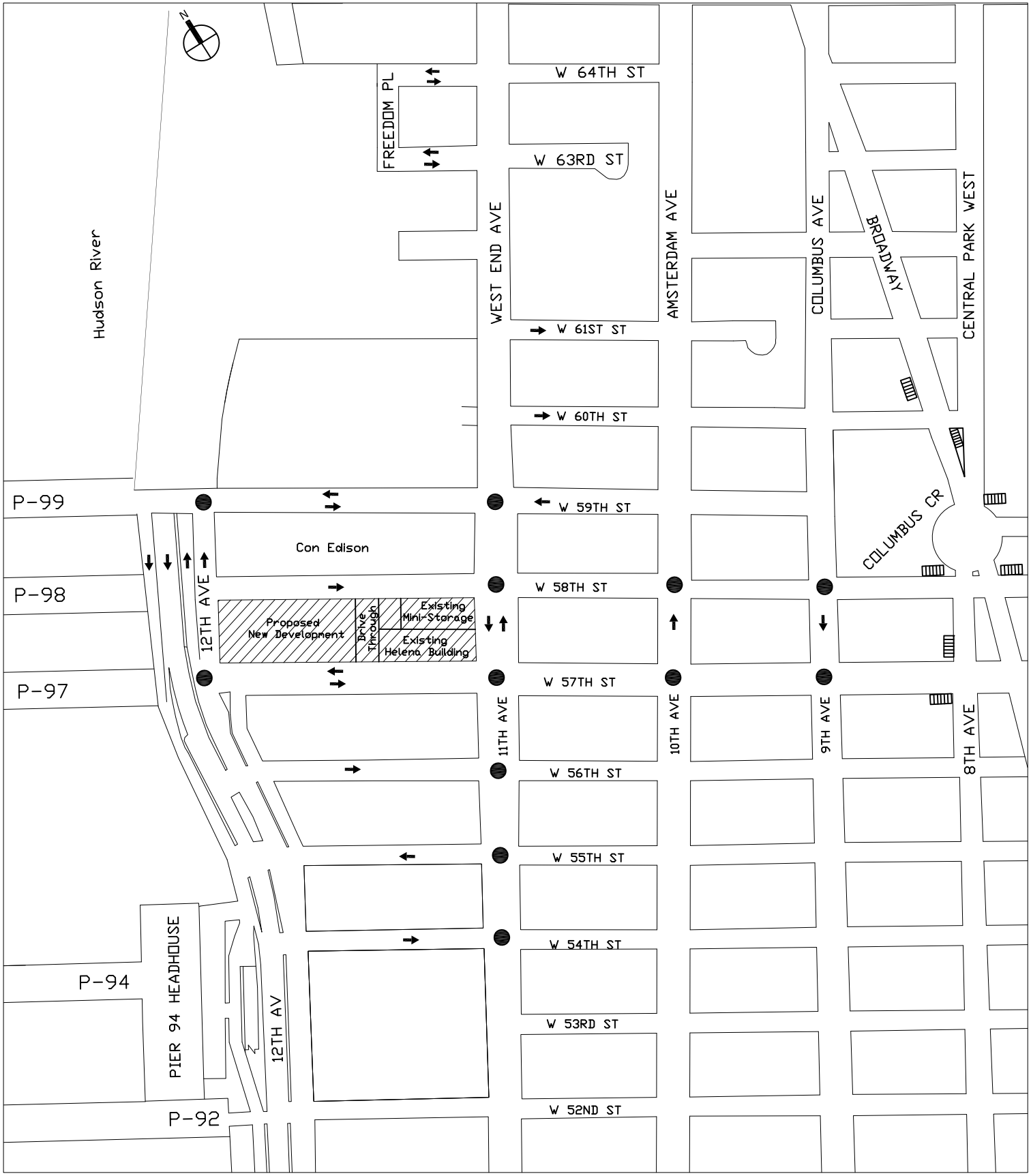
Project Site

The project site, located in Manhattan Community District 7, is comprised of lots 1, 5, 14, 19, 43, and 36, occupying a portion of Block 1105 (referred to as the "project block") bounded by West 57th Street on the south, West 58th Street on the north, Twelfth Avenue on the west and Eleventh Avenue on the east *(*see Figure 1). The project site has frontages along Twelfth Avenue extending from West 57th Street to West 58th Street, along West 57th Street extending 555 feet east from Twelfth Avenue, and along West 58th Street extending 628 feet east from Twelfth Avenue. Immediately to the north of the project site is Con Edison's 59th Street Generating Station.

The project site is currently vacant. The eastern portion of the project block along Eleventh Avenue includes the recently developed Helena residential building (on lots 23 and 29) with 597 dwelling units (DUs), 12,300 gross square feet (gsf) of retail space and 100 accessory parking spaces, and a 98,414 gsf Manhattan Mini Storage building (on Lot 36). As discussed in more detail below, the Helena development would remain with implementation of the proposed project, while the mini-storage building would be converted to residential uses.

Figure 1

Project Site Location and Street Network



Project Block Intersection Screening Location Columbus Circle Subway Entrance

No-Build Scenario

As shown in Table 1, in the future without the proposed project (the No-Build scenario), it is assumed for analysis purposes that, in addition to the 597 DUs, 12,300 gsf of retail space and 100 accessory parking spaces in the Helena development, the project block would be occupied by an additional 67,505 gsf of retail space (for a total of 79,805 gsf), 331,275 gsf of commercial office space; and a 538-space public parking garage (approved by special permit). The mini-storage use on the project block would also remain in the No-Build scenario.

TABLE 1
EXISTING, NO-BUILD AND BUILD DEVELOPMENT ON THE PROJECT BLOCK

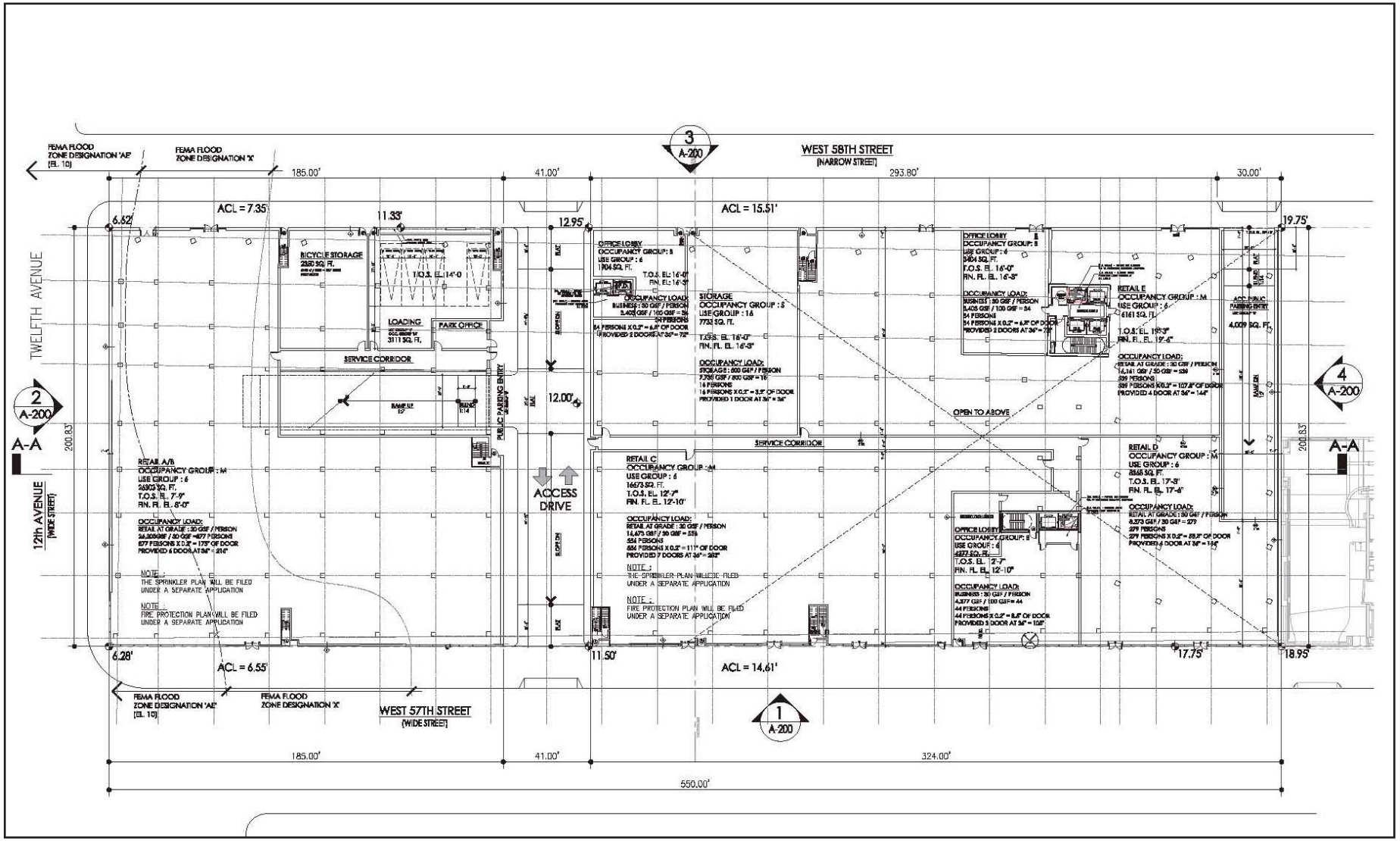
TYPE OF USE	EXISTING	NO-BUILD SCENARIO	BUILD SCENARIO
Residential,			
Market Rate DUs	597	597	1,309
Affordable Housing DUs	-	-	151
Total Residential DUs	597	597	1,460
Residential Area (zsf)	502,328	502,328	1,252,435
Destination Retail (gsf)	12,300	79,805	97,299
Community Facility			
Professional Office; Medical (gsf)	-	-	27,600
Mini Storage Site	98,414	98,414	-
Commercial Office (gsf)	-	331,275	109,342
Accessory Parking Spaces	100	100	225
Public Parking Spaces (1)	-	538	399

(1) The public parking spaces are permitted by special permit.

Under the No-Build scenario, pedestrian entrances for the various retail and office uses on the project site would be distributed along both the West 57th Street and West 58th Street frontages (see Figure 2). A through-block access drive operating two-way between West 57th Street and West 58th Street would be located midblock approximately 185 feet from Twelfth Avenue. Access to public parking on the project block would be from West 58th Street at the east end of the project site and from the north end of the access drive. (Access to the accessory parking at the Helena would remain on West 57th Street.) A loading dock would be provided on West 58th Street immediately to the east of the access drive.

Proposed Development Program (Build Scenario)

In the future with the proposed project (the Build scenario), the No-Build scenario would not occur and a mixed-use residential/commercial development would instead be developed on the project site. The existing mini-storage building would also be converted to residential. As shown



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DURST - 625 WEST 57TH STREET

No-Build Scenario Ground Floor Plan

Figure 2

in Table 1, under the Build scenario, the proposed development program would include: 863 dwelling units including 110 units on the mini-storage site (for a total of 1,460 on the project block including the 597 in the Helena building); 84,999 gsf of destination retail space, which includes 2,000sf of new retail in the Helena building (for a total of 97,299 gsf on the project block); 109,342 gsf of commercial office space; 27,600 gsf of community facility space of professional office space (medical); up to 125 additional accessory parking spaces (for a total of 225 on the project block); and 399 public parking spaces. Twenty percent of the 753 new dwelling units in the mixed use building (151 DUs) would be designated as affordable housing units and the remaining 712 DUs, in both the new mixed use building and the mini-storage site would be market rate rental units. It is expected that the proposed project would be completed and fully occupied by 2015.

Proposed Project Site Access and Circulation

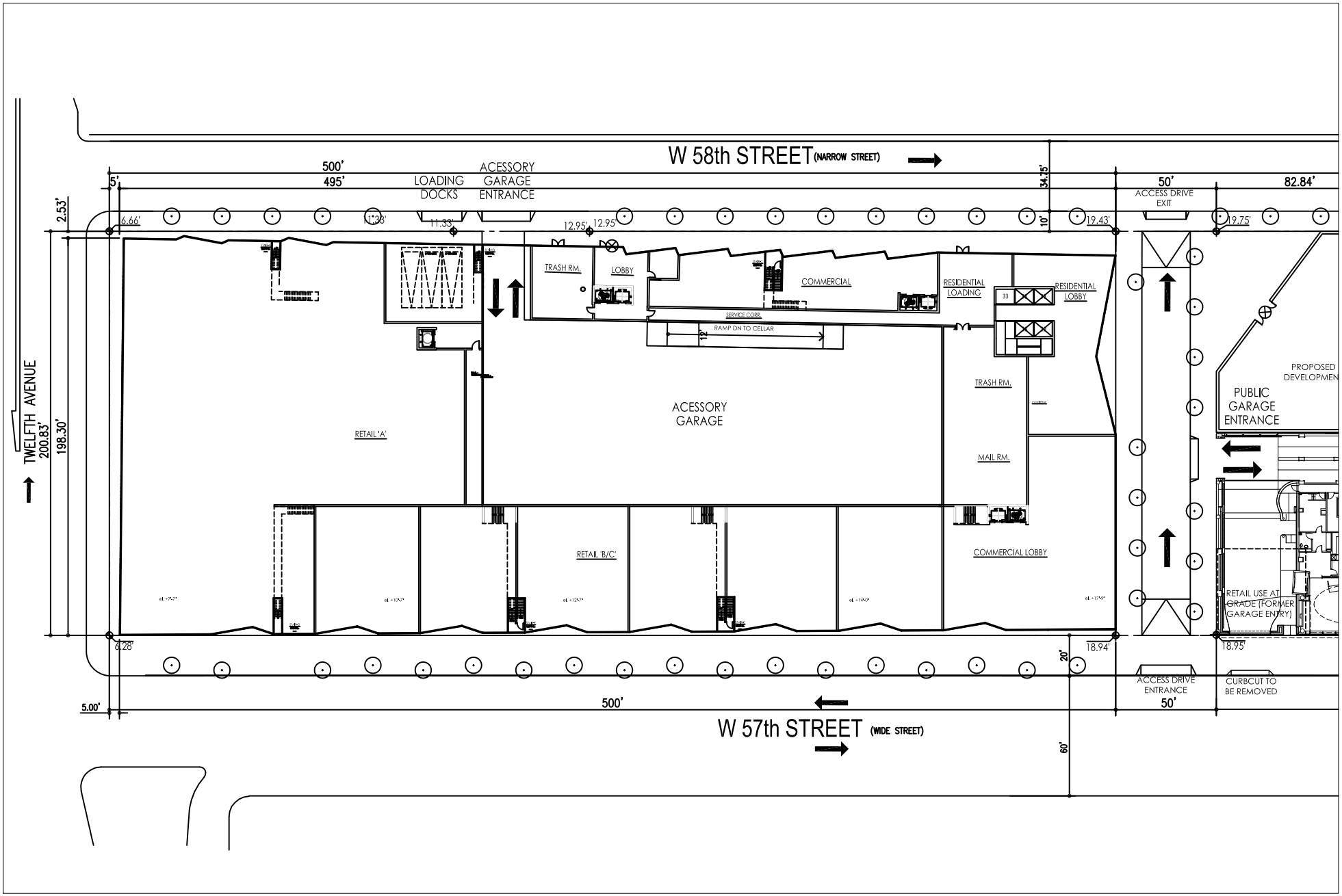
Under the Build scenario, pedestrian entrances for the various retail, and community facility uses on the project site would be distributed along both the West 57th Street and West 58th Street frontages (see Figure 3). A through-block access drive with a 24-foot-wide roadway operating one-way northbound from West 57th Street to West 58th Street would be located midblock approximately 500 feet from Twelfth Avenue. Pedestrian access to the project's residential lobby and vehicular access to the 399-space public parking garage on the project block would be from this access drive. The entrance/exit for the 225-space accessory garage would be located on West 58th Street, and a loading dock would be provided on West 58th Street immediately to the west of the accessory parking garage entrance. (The existing curb cut to the accessory parking at the Helena on West 57th Street would be eliminated.)

TRANSPORTATION PLANNING FACTORS & TRAVEL DEMAND FORECAST

No-Build Travel Demand

Table 2 shows the transportation planning factors used to forecast the travel demand generated on the project site in the No-Build scenario during the weekday AM, midday, PM and Saturday midday peak hours. The table provides the daily trip generation rates and mode choice, as well as temporal and directional distributions. These transportation planning assumptions were based on data from the *2010 City Environmental Quality Review (CEQR) Technical Manual*, standard professional references, and recent surveys and studies from EASs and EISs for projects with similar uses and in nearby areas in Clinton and west Midtown.

Table 3 shows the estimated travel demand – person trips and vehicle trips -- generated by the uses associated with the No-Build development program during the three weekday peak hours and one weekend peak hour. As shown in Table 3, the development of office, retail and public parking uses on the project site in the No-Build scenario is expected to generate a net total of 926 person trips (by all modes) in the weekday AM peak hour, 1,423 in the midday, 1,365 in the



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Build Scenario Ground Floor Plan

Figure 3

TABLE 2
TRANSPORTATION PLANNING FACTORS
NO-BUILD SCENARIO

	Existing		No-Build			
Land Use:	**Mini Storage**		**Office**		**Destination Retail**	
Size/Units:	98,414 gsf		331,275 gsf		67,505 gsf	
Trip Generation:	(1,2)		(3)		(3)	
Weekday	4.97		18		78.2	
Saturday	3.54		3.9		92.5	
	per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(3)		(3)	
AM (8-9)	10.7%		12.0%		3.0%	
MD (12-1)	11.0%		15.0%		9.0%	
PM (5-6)	11.2%		14.0%		9.0%	
SatMD (1-2)	11.0%		17.0%		11.0%	
	(1)		(4)		(4)	
Modal Splits:	AM/MD/PM/SAT		AM/PM	MD/SAT	AM/MD/PM	SatMD
Auto	95.0%		22.1%	2.0%	10.0%	12.0%
Taxi	0.0%		2.2%	3.0%	15.0%	15.0%
Subway	0.0%		56.6%	6.0%	20.0%	18.0%
Bus	0.0%		10.6%	6.0%	20.0%	20.0%
Walk/Other	5.0%		8.5%	83.0%	35.0%	35.0%
	100.0%		100.0%	100.0%	100.0%	100.0%
	(1,2)		(4)		(4)	
In/Out Splits:	In	Out	In	Out	In	Out
AM (8-9)	48%	52%	95%	5%	61%	39%
MD (12-1)	50%	50%	48%	52%	55%	45%
PM (5-6)	53%	47%	15%	85%	47%	53%
SatMD (1-2)	50%	50%	60%	40%	55%	45%
Vehicle Occupancy:	(1)		(4)		(1)	
Auto	2.00		1.17		2.00	
Taxi	2.00		1.40		2.00	
Truck Trip Generation:	(1)		(3)		(3)	
			Weekday	Saturday		
	0.00		0.32	0.01	0.35	
	per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(3)		(3)	
AM (8-9)	9.6%		10.0%		8.0%	
MD (12-1)	11.0%		11.0%		11.0%	
PM (5-6)	1.0%		2.0%		2.0%	
SatMD (1-2)	11.0%		11.0%		11.0%	
	In	Out	In	Out	In	Out
All Peak Hours	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

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

(2) No- 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS 2004.

(3) 210 CEQR Technical Manual

(4) 2010 Riverside Center FEIS.

TABLE 3
TRAVEL DEMAND FORECAST
NO-BUILD SCENARIO

		*Existing		No-Build Increment							
Land Use:		**Mini Storage**		**Office**		**Destination Retail**		**Public Garage Vehicle Trips**		**Total**	
Size/Units:		98,414	gsf	331,275	gsf	67,505	gsf				
Peak Hour Person Trips:											
	AM (8-9)	52		716		158				926	
	MD (12-1)	54		894		475				1,423	
	PM (5-6)	55		835		475				1,365	
	SatMD (1-2)	38		220		687				945	
Person Trips:											
		In	Out	In	Out	In	Out			In	Out
AM	**Auto**	24	26	150	8	10	6			184	40
	Taxi	0	0	15	1	14	9			29	10
	Subway	0	0	385	20	19	12			404	32
	Bus	0	0	72	4	19	12			91	16
	Walk/Ferry/Other	1	1	58	3	34	22			93	26
	Total	25	27	680	36	96	61			801	124
		In	Out	In	Out	In	Out			In	Out
MD	**Auto**	26	26	9	9	27	21			62	56
	Taxi	0	0	13	14	39	32			52	46
	Subway	0	0	26	28	52	43			78	71
	Bus	0	0	26	28	52	43			78	71
	Walk/Ferry/Other	1	1	356	386	91	74			448	461
	Total	27	27	430	465	261	213			718	705
		In	Out	In	Out	In	Out			In	Out
PM	**Auto**	29	24	28	157	22	25			79	206
	Taxi	0	0	3	16	33	38			36	54
	Subway	0	0	71	402	45	50			116	452
	Bus	0	0	13	75	45	50			58	125
	Walk/Ferry/Other	1	1	10	60	77	87			88	148
	Total	30	25	125	710	222	250			377	985
		In	Out	In	Out	In	Out			In	Out
SatMD	**Auto**	18	18	3	2	45	37			66	57
	Taxi	0	0	4	3	57	46			61	49
	Subway	0	0	8	5	68	56			76	61
	Bus	0	0	8	5	76	62			84	67
	Walk/Ferry/Other	1	1	109	73	132	108			242	182
	Total	19	19	132	88	378	309			529	416
Vehicle Trips :								Public Garage			
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	12	13	128	7	5	3	29	8	162	18
	Taxi	0	0	11	1	7	5			6	6
	Taxi Balanced									9	9
	Truck	0	0	5	5	1	1			6	6
	Total	12	13	133	12	6	4			177	33
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	13	13	8	8	14	11	4	9	26	28
	Taxi	0	0	9	10	20	16			29	26
	Taxi Balanced									41	41
	Truck	0	0	6	6	1	1			7	7
	Total	13	13	14	14	15	12			74	76
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	15	12	24	134	11	13	14	37	49	184
	Taxi	0	0	2	11	17	19			19	30
	Taxi Balanced									40	40
	Truck	0	0	1	1	0	0			1	1
	Total	15	12	25	135	11	13			90	225
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	**Auto (Total)**	9	9	3	2	23	19	12	8	38	29
	Taxi	0	0	3	2	29	23			32	25
	Taxi Balanced									41	41
	Truck	0	0	0	0	1	1			1	1
	Total	9	9	3	2	24	20			80	71

Note: The existing mini-storage trips are not included in the total No-Build trip generation as it is already included in the existing conditions.
However, the mini-storage vehicle trips are included in the total No-Build credit which is to be removed from the future project site.

PM and 945 in the Saturday midday peak hour. Vehicle trips (auto, taxi and truck) are expected to total 210, 150, 315 and 151 vehicles per hour (in and out combined) during these periods, respectively. In addition to the net incremental trips from anticipated No-Build development, Table 3 also shows the estimated travel demand from the existing mini-storage use on the project block. The combined travel demand from new No-Build development and from the existing mini-storage use (which would be converted to residential under the proposed project) will serve as the No-Build baseline condition for determining the net incremental change in travel demand in the future with the proposed project (the Build scenario).

Project-Generated Travel Demand

Table 4 shows the transportation planning factors used to forecast the travel demand that would be generated by the proposed project during the weekday AM, midday, PM and Saturday midday peak hours. The table provides the daily trip generation rates and mode choice, as well as temporal and directional distributions, and the factors were based on sources similar to those used for the No-Build scenario, including data from the *CEQR Technical Manual*, standard professional references, and recent surveys and studies for projects with similar uses and in nearby areas.

Table 5 shows the estimated travel demand that would be generated by the new uses associated with the proposed project during the three weekday peak hours and one weekend peak hour. As shown in Table 5, the development of new retail, residential, office and community facility (medical office) uses on the project site in the future with the proposed project would generate a total of approximately 1,254 person trips (by all modes) in the weekday AM peak hour, 1,374 in the midday, 1,754 in the PM and 1,656 in the Saturday midday peak hour. Vehicle trips (auto, taxi and truck) are expected to total 255, 225, 330 and 280 vehicles per hour (in and out combined) during these periods, respectively.

Table 5 also shows the travel demand from commercial and residential uses that would be located on the project site in the No-Build scenario (as well as from the existing mini-storage facility that would be converted to residential use under the proposed project), and the net project increment, which is the change in travel demand between the No-Build and Build scenarios. As shown in Table 5, implementation of the proposed project would result in a net increase of approximately 328 person trips (by all modes) in the weekday AM peak hour, -49 in the midday, 389 in the PM and 712 in the Saturday midday peak hour. Net project increment vehicle trips (auto, taxi and truck) are expected to total 25, 49, 12 and 111 vehicles per hour (in and out combined) during these periods, respectively.

It should be noted that travel demand from different No-Build and Build land uses often have different directional distributions. For example, office trips in the No-Build would be predominantly inbound in the weekday AM and outbound in the PM, while the reverse is true for residential trips in the Build scenario. Therefore, some of the net totals in Table 5 reflect a negative trip increment in one direction (either inbound or outbound) offset by a positive increment in the other direction. For example, the 25 total vehicle trips in the AM peak include a net decrease of 42 inbound trips and a net increase of 67 outbound trips.

TABLE 4
TRANSPORTATION PLANNING FACTORS
BUILD SCENARIO

Land Use:	**Destination Retail**		**Residential**		**Commercial Office**		**Medical Office**	
Size/Units:	85,000 gsf		863 DU		109,342 gsf		27,600 gsf *	
Trip Generation:							(4)	
	(1)		(1)		(1)		Staff	Visitors
Weekday	78.2		8.075		18		10	33.6
Saturday	92.5		9.6		3.9		4.3	14.5
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(4)	
AM (8-9)	3.0%		10.0%		12.0%		24.0%	6.0%
MD (12-1)	9.0%		5.0%		15.0%		17.0%	9.0%
PM (5-6)	9.0%		11.0%		14.0%		24.0%	5.0%
SatMD (1-2)	11.0%		8.0%		17.0%		17.0%	9.0%
	(2)		(2)		(2)		(4)	
Modal Splits:	AM/MD/PM	Sat	AM/MD/PM/SAT		AM/PM	MD/SAT	Staff	Visitor
Auto	10.0%	12.0%	10.8%		22.1%	2.0%	22.1%	35.0%
Taxi	15.0%	15.0%	4.1%		2.2%	3.0%	2.2%	15.0%
Subway	20.0%	18.0%	41.8%		56.6%	6.0%	56.6%	29.0%
Bus	20.0%	20.0%	14.7%		10.6%	6.0%	10.6%	11.0%
Walk/Other	35.0%	35.0%	28.6%		8.5%	83.0%	8.5%	10.0%
	100.0%	100.0%	100.0%		100.0%	100.0%	100.0%	100.0%
	(2)		(2)		(2,3)		(4)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out
AM (8-9)	61%	39%	16%	84%	95%	5%	94.0%	6.0%
MD (12-1)	55%	45%	50%	50%	48%	52%	50.0%	50.0%
PM (5-6)	47%	53%	67%	33%	15%	85%	12.0%	88.0%
SatMD (1-2)	55%	45%	53%	47%	60%	40%	50.0%	50.0%
Vehicle Occupancy:	(3)		(2)		(3)		(4)	
Auto	2.00		1.26		1.17		1.17	1.65
Taxi	2.00		1.40		1.40		1.40	1.20
Truck Trip Generation:	(1)		(1)		(1)			
			Weekday	Saturday	Weekday	Saturday	(4)	
	0.35		0.06	0.02	0.32	0.01	0.29	
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(4)	
AM (8-9)	8.0%		12.2%		10.0%		12.0%	
MD (12-1)	11.0%		9.0%		11.0%		8.7%	
PM (5-6)	2.0%		2.0%		2.0%		1.0%	
SatMD (1-2)	11.0%		9.0%		11.0%		0.0%	
	In	Out	In	Out	In	Out	In	Out
All Peak Hours	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) 2010 CEQR Technical Manual

(2) Riverside Center FEIS.

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

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

(5) Based on ITE Trip Generation, 8th Edition, Land Use 565, Day Care Center, per student rate x 1.65/.95

(6) Staff mode split based on office land use, student mode split based on residential land use.
Assumed 80% staff arrived/depart\ work during peak hours.

(7) No- 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS 2004.

TABLE 5:
TRAVEL DEMAND FORECAST
BUILD SCENARIO

		Build Program																
Land Use:		**Destination Retail**		**Residential**		**Commercial Office**		**Medical Office**				**Total Project Demand**		**Displaced No-Build Trips & Existing Mini Storage Trips**		**Net Project Increment**		
Size/Units:		85,000	gsf	863	DU	109,342	gsf	27,600	gsf *									
								Staffs		Visitors								
Peak Hour Person Trips:																		
	AM (8-9)	199		697		236		66		56		1,254		926		328		
	MD (12-1)	598		348		295		48		84		1,374		1,423		-49		
	PM (5-6)	598		767		276		66		46		1,754		1,365		389		
	SatMD (1-2)	865		663		72		20		36		1,656		945		712		
Person Trips:																		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto**	12	8	12	63	50	3	14	1	18	1	106	76	184	40	-78	36	**-42**
	Taxi	18	12	5	24	5	0	1	0	8	1	37	37	29	10	8	27	**35**
	Subway	24	16	47	245	127	7	35	2	15	1	248	271	404	32	-156	239	**83**
	Bus	24	16	16	86	24	1	7	0	6	0	77	103	91	16	-14	87	**73**
	Walk/Ferry/Other	43	26	32	166	18	1	6	0	5	0	104	193	93	26	11	168	**179**
	Total	121	78	112	584	224	12	63	3	52	3	572	680	801	124	-229	557	**328**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto**	33	27	19	19	3	3	5	5	15	15	75	69	62	56	13	13	**26**
	Taxi	49	40	7	7	4	5	1	1	6	6	67	59	52	46	15	13	**28**
	Subway	66	54	73	73	9	9	14	14	12	12	174	162	78	71	96	91	**187**
	Bus	66	54	26	26	9	9	3	3	5	5	109	97	78	71	31	26	**57**
	Walk/Ferry/Other	116	94	49	50	118	126	3	3	4	4	290	277	448	461	-158	-183	**-341**
	Total	330	269	174	175	143	152	26	26	42	42	715	664	718	705	-3	-40	**-43**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto**	28	32	55	27	9	52	2	13	2	14	96	138	79	206	17	-68	**-51**
	Taxi	42	48	21	10	1	5	0	1	1	6	65	70	36	54	29	16	**45**
	Subway	56	63	215	106	23	133	4	33	2	12	300	347	116	452	184	-105	**79**
	Bus	56	63	75	37	4	25	1	6	1	4	137	135	58	125	79	10	**89**
	Walk/Ferry/Other	98	112	146	72	4	20	1	6	2	5	251	215	88	148	163	68	**231**
	Total	280	318	512	252	41	235	8	59	8	41	849	905	377	985	472	-79	**393**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
SatMD	**Auto**	57	47	38	34	1	1	2	2	6	6	104	90	66	57	38	33	**71**
	Taxi	71	58	14	13	1	1	0	0	3	3	89	75	61	49	28	26	**54**
	Subway	86	70	147	130	3	2	7	6	6	5	249	213	76	61	173	152	**325**
	Bus	95	78	52	46	3	2	1	1	2	2	153	129	84	67	69	62	**131**
	Walk/Ferry/Other	165	136	100	89	34	24	1	1	2	2	302	252	242	182	60	70	**130**
	Total	474	389	351	312	42	30	11	10	19	18	897	759	529	416	368	343	**711**
Vehicle Trips :												w/public garage		w/ public garage				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto (Total)**	6	4	10	50	43	3	12	1	11	1	104	65	174	26	-70	39	-31
	Taxi	9	6	4	17	4	0	1	0	7	1	25	24	6	6			
	Taxi Balanced	7	7	19	19	4	4	1	1	7	7	37	37	9	9	28	28	56
	Truck	1	1	3	3	2	2	0	0			6	6	6	6	0	0	0
	Total	14	12	32	72	49	9	13	2	18	8	147	108	189	41	-42	67	25
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto (Total)**	17	14	15	15	3	3	4	4	9	9	51	52	39	41	12	11	23
	Taxi	25	20	5	5	3	4	1	1	5	5	39	35	29	26			
	Taxi Balanced	32	32	8	8	6	6	2	2	8	8	55	55	41	41	14	14	28
	Truck	2	2	2	2	2	2	0	0			6	6	7	7	-1	-1	-2
	Total	51	48	25	25	11	11	6	6	17	17	112	113	87	89	25	24	49
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto (Total)**	14	16	44	21	8	44	2	11	1	8	80	128	64	196	16	-68	-52
	Taxi	21	24	15	7	1	4	0	1	1	5	38	41	19	30			
	Taxi Balanced	34	34	15	15	5	5	1	1	6	6	60	60	40	40	20	20	40
	Truck	0	0	1	1	0	0	0	0			1	1	1	1	0	0	0
	Total	48	50	60	37	13	49	3	12	7	14	141	189	105	237	36	-48	-12
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD	**Auto (Total)**	29	24	30	27	1	1	2	2	4	4	78	66	47	38	31	28	59
	Taxi	36	29	10	9	1	1	0	0	3	3	50	42	32	25			
	Taxi Balanced	46	46	13	13	2	2	0	0	5	5	67	67	41	41	26	26	52
	Truck	0	0	1	1	0	0	0	0			1	1	1	1	0	0	0
	Total	75	70	44	41	3	3	2	2	9	9	146	134	89	80	57	54	111

TRAFFIC

According to the 2010 *CEQR Technical Manual*, intersections that would experience an increase of fewer than 50 new vehicle trip ends per hour from a proposed project can be screened out from further detailed analysis as traffic impacts are considered unlikely. As shown in Table 5, net project increment vehicle trips (auto, taxi and truck) are expected to total 25 in the weekday AM peak hour (a decrease of 42 inbound and an increase of 67 outbound), 49 in the midday (25 inbound and 24 outbound), -12 in the PM (36 inbound and a decrease of 48 outbound), and 111 in the Saturday midday peak hour (57 inbound and 54 outbound). In order to determine if any intersection would exceed the 50 vehicle trips per hour analysis threshold, a detailed traffic assignment was prepared for each peak hour. Given the variations in project site access locations and vehicle trip directional distributions between the No-Build and Build scenarios, separate No-Build and Build traffic assignments were prepared, and the net differences at each intersection compared. Figure 2 shows the project site access locations in the No-Build Scenario while Figure 3 shows the access locations with the proposed project. The traffic study area and vehicle trips assignments are described below.

Traffic Study Area

The study area street network is a grid system of north-south avenues and east-west streets (see Figure 1). There is a mix of one-way and two-way streets in the vicinity of the project site. Principal two-way arterials include West End Avenue (known as Eleventh Avenue south of West 57th Street) adjacent to the project site, which runs north-south, and West 59th Street and West 57th Street which run east-west. The one-way streets located east of the project site are northbound Amsterdam Avenue/Tenth Avenue and southbound Columbus Avenue/Ninth Avenue. Twelfth Avenue (Route 9A), adjacent to the project site on the west, provides access for northbound and southbound traffic throughout the west side of Manhattan. It is anticipated that project-generated vehicle trips would typically enter the study area via the major north-south arterials – the majority via Twelfth Avenue – and then access the project site via West 57th Street and West 58th Street.

Vehicle Trip Assignment

Figure 4 shows the assignment pattern assumed for project-generated trips along the major arterials at the portals to the study area. Inbound and outbound percentages are shown for both residential and non-residential (commercial/community facility) uses. The assignment pattern shown in Figure 4 is based on data from the 2010 *Riverside Center FEIS* and reflects anticipated trip origins or destinations as well as the most direct routes to major roadway corridors.

Based on the study area traffic network, a total of 12 intersections where project-generated vehicle trips might potentially exceed 50 trips per hour were initially identified in the draft Scope of Work for the SEIS. These intersections, shown in Figure 1, are located along the Ninth Avenue, Tenth Avenue, Eleventh Avenue and Twelfth Avenue corridors. The intersections shown in Figure 1 were selected as they are proximate to the project site and are located along the roadways that would provide access to/from the project site. Project-generated traffic is expected to become rapidly less concentrated with increasing distance from the project site as

Figure 4
Vehicle Trip Assignment Distribution



LEGEND

Project Site

XX% - XX%: Residential - Non-Residential Assignment

vehicles disperse through the street grid. The traffic study area therefore focuses on locations where new traffic is expected to be most concentrated and does not include more distant intersections along access corridors.

Truck trips en route to and from the study area were assigned to designated local and through truck routes. These include Twelfth Avenue between West 57th and West 59th Streets, West 57th Street, Eleventh Avenue, Tenth Avenue/Amsterdam Avenue, and Ninth Avenue/Columbus Avenue.

Traffic Analysis Locations and Peak hours

Figures 5 through 8 show the net project increment traffic assignment for the weekday AM, midday, PM and Saturday midday peak hours. As shown in these figures, only two intersections are expected to exceed the 50 vehicle trip analysis threshold – West 58th Street at Eleventh Avenue during all four peak hours and West 57th Street at Eleventh Avenue during the Saturday midday peak hours. Therefore, the traffic analysis in the SEIS will analyze both of these intersections during the weekday AM, midday, PM and Saturday midday peak hours.

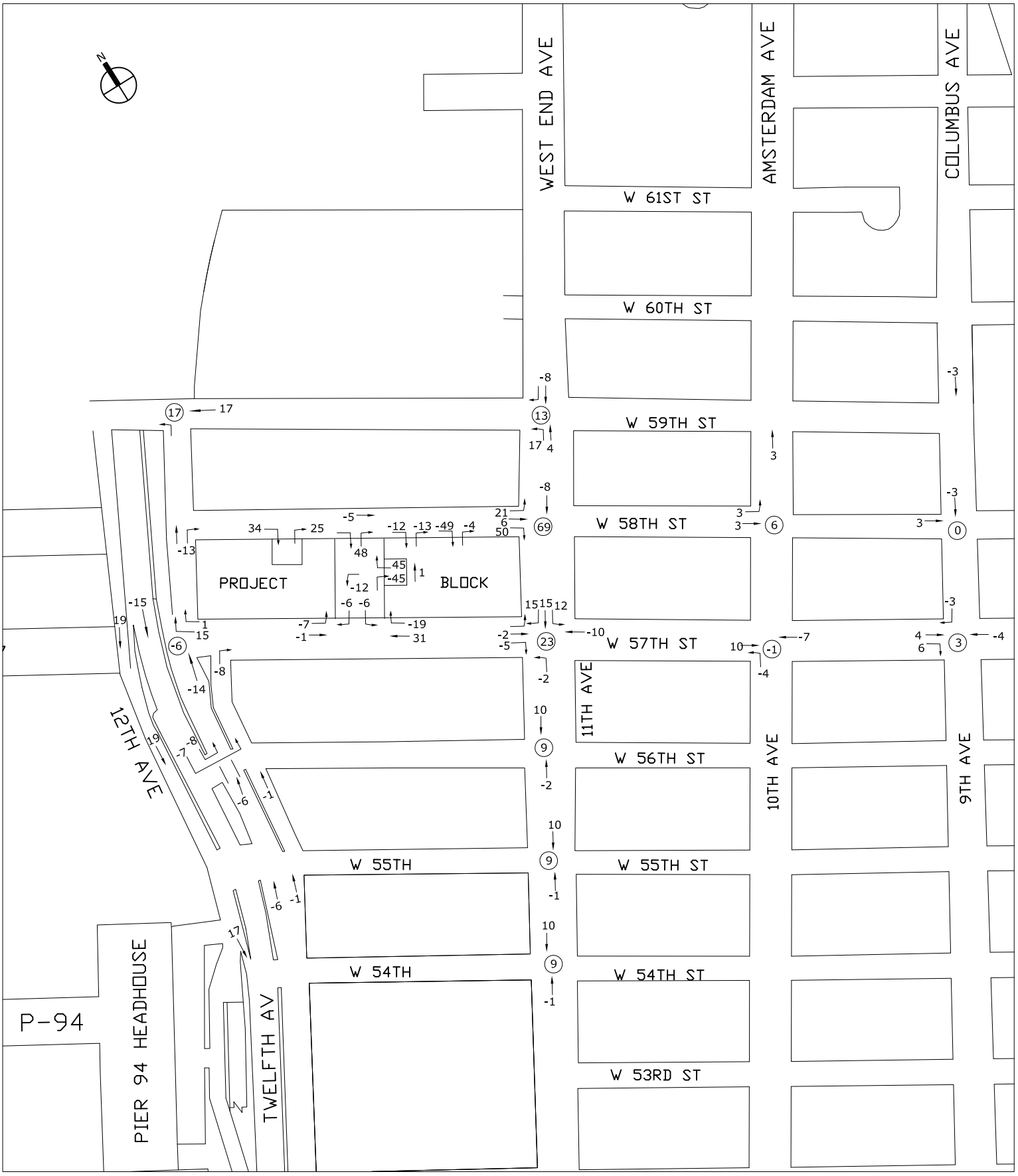
PARKING

As noted above, there is currently a 100-space accessory parking garage for the Helena residential building located on the project block. In the No-Build scenario, it is anticipated that an additional 538 public parking spaces would be developed on the project site (for a total of 638 spaces) as permitted by special permit. Under the proposed project, however, the existing 100-space facility would be expanded into a 399-space public parking garage, and an additional 225-space accessory parking garage (with access from West 58th Street) would also be provided on the project site. Together these two facilities would have a combined total of 624 spaces to accommodate parking demand from existing and proposed uses on the project block. As shown in Figure 3, in the Build scenario, access to the public parking garage would be from the mid-block access drive while the accessory garage entrance/exit would be located on West 58th Street.

Tables 6 and 7 show the proposed project's estimated hourly parking accumulation by land use compared to the No-Build scenario on a weekday and Saturday, respectively. In general, it is anticipated that parking demand from residential uses on the project block would peak during the overnight period while demand from commercial and community facility uses would peak during the daytime. As shown in Tables 6 and 7, in the Build scenario it is anticipated that weekday parking demand generated by uses on the project block (including the existing Helena development) would peak at approximately 388 spaces (from 4-5 PM), with a peak overnight demand of approximately 380 spaces. Saturday parking demand would peak at approximately 380 spaces from 11-12 PM. (The estimate of overnight residential demand assumes 0.26 spaces per dwelling unit based on Census data.) In the Build scenario, a total of 225 spaces of project-generated demand would be accommodated in the accessory garage developed as part of the proposed project, while the remaining project-generated demand (up to 163 spaces on weekdays and 155 spaces on Saturdays) would be accommodated in the proposed project's 399-space

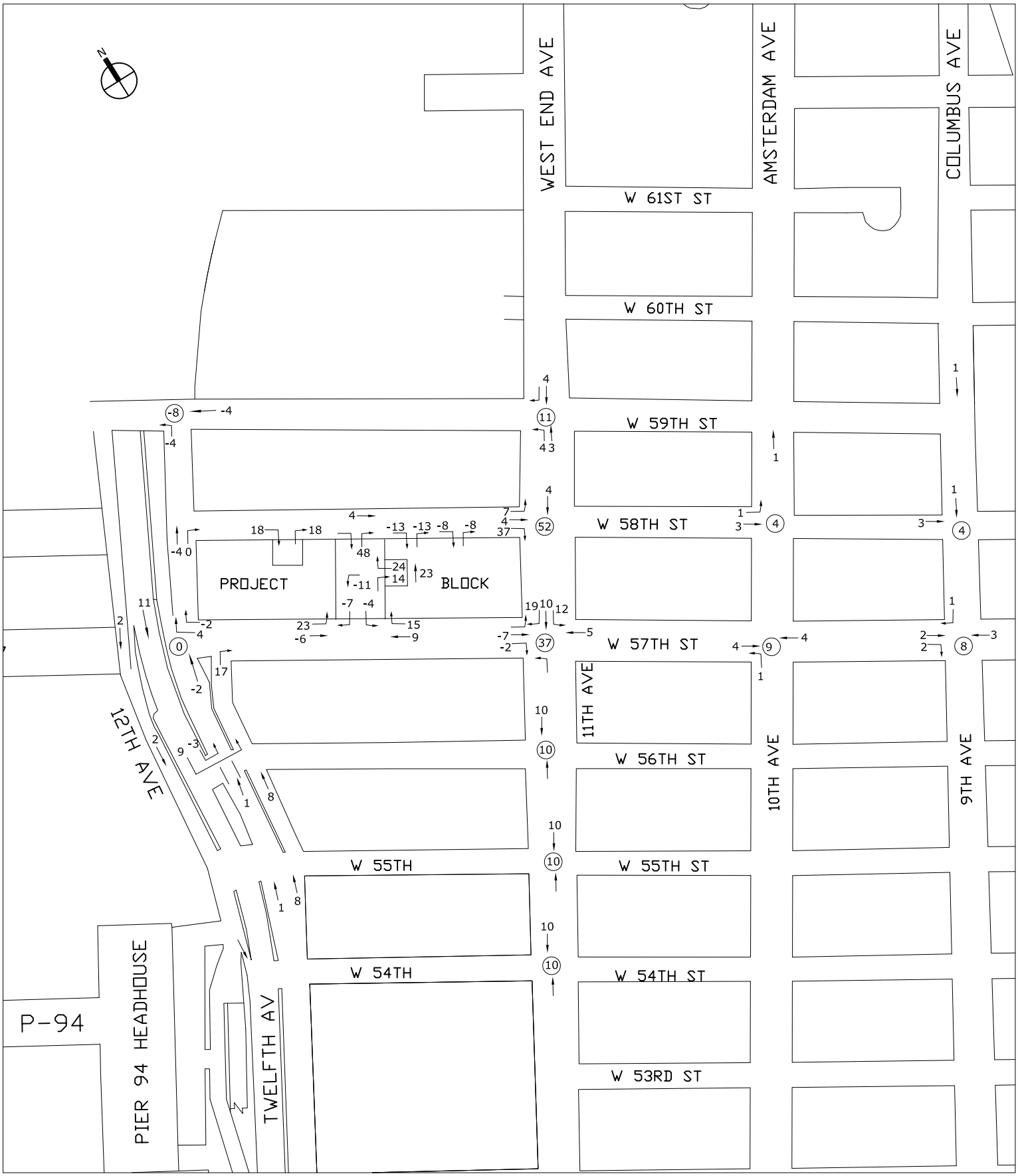
Figure 5

Net Project Increment Traffic Volumes- AM Peak Hour



(25) Total Net Project Increment Traffic Volume at the Intersection

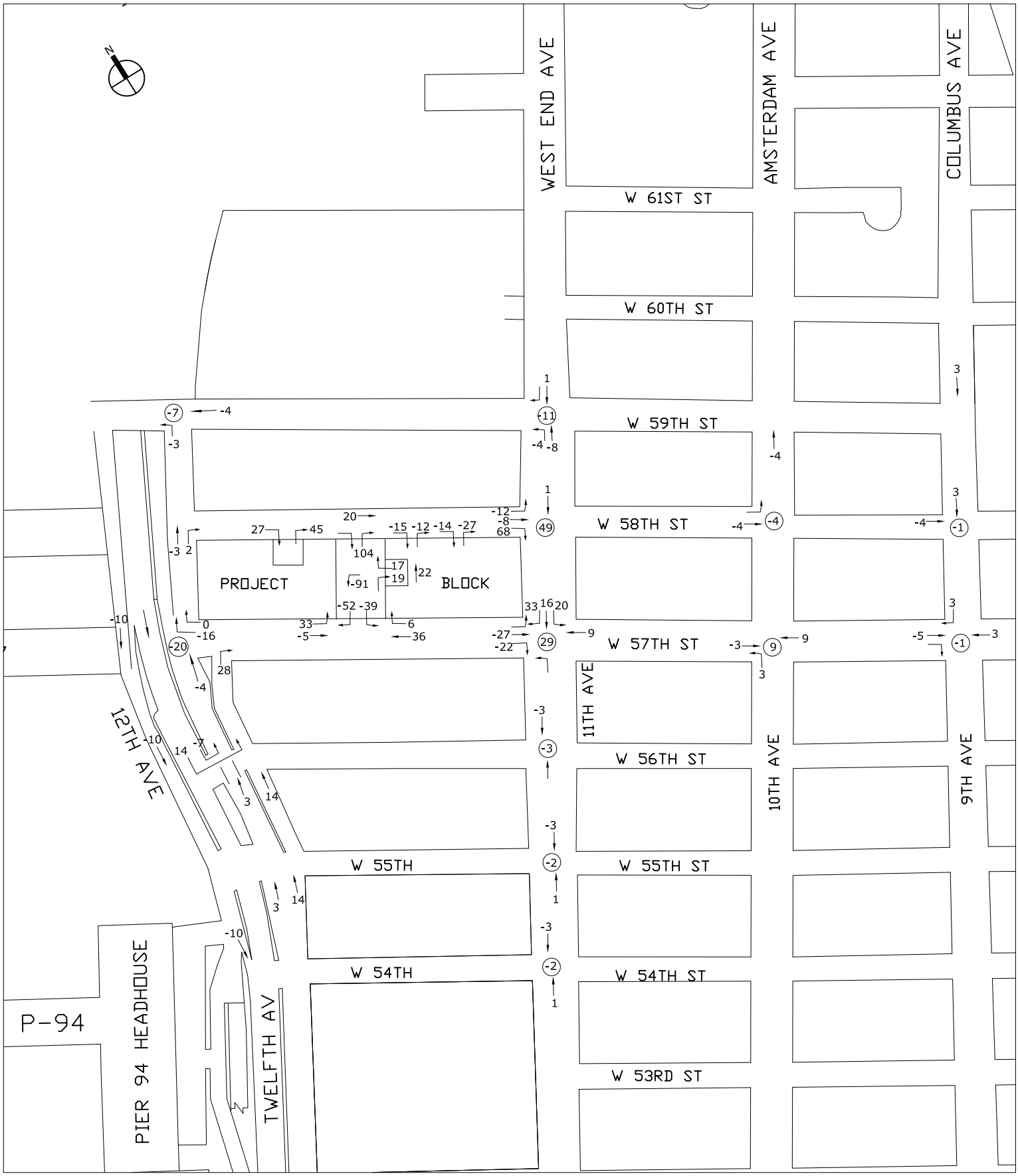
Net Project Increment Traffic Volumes- Midday Peak Hour



(25) Total Net Project Increment Traffic Volume at the Intersection

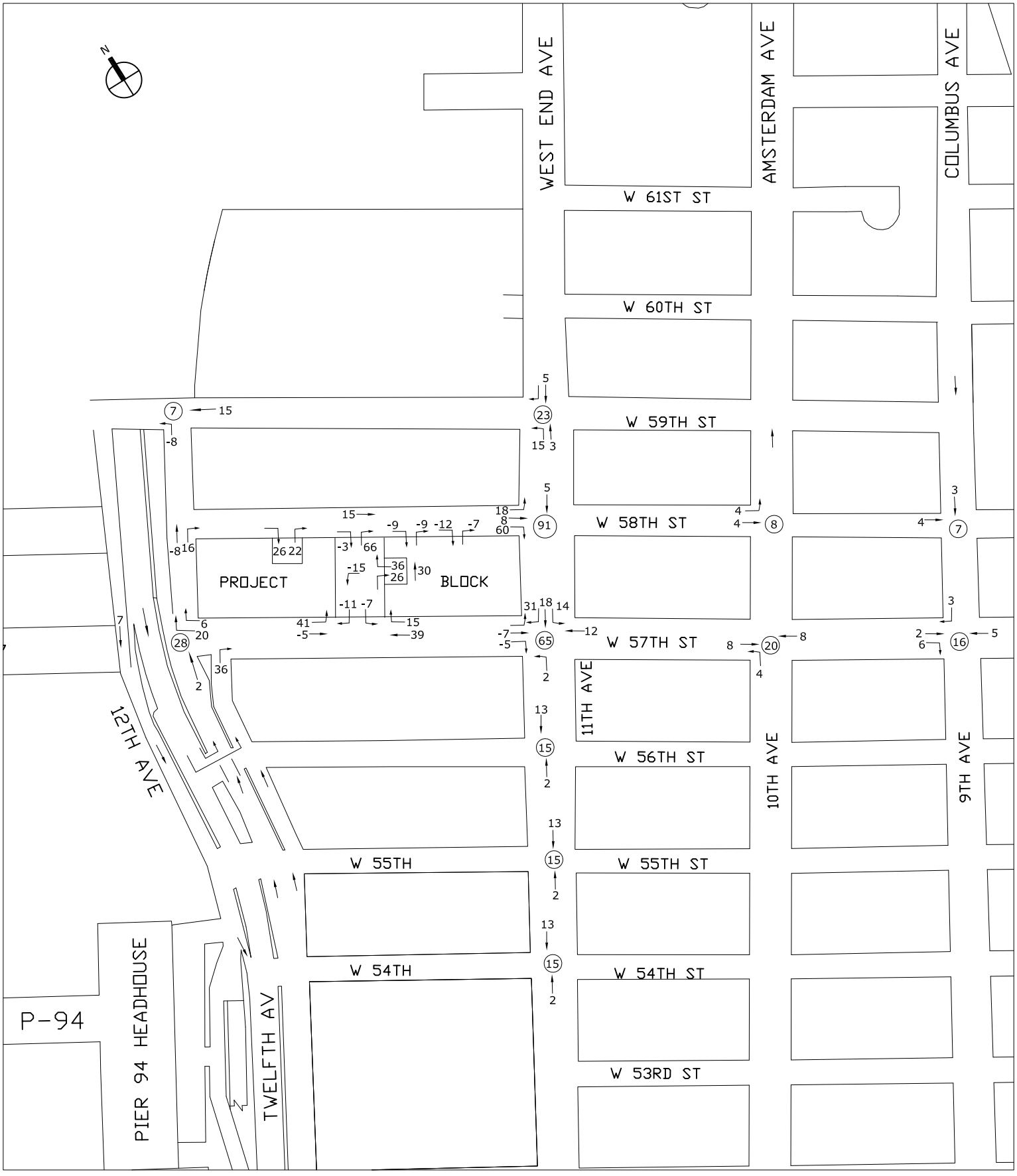
Figure 7

Net Project Increment Traffic Volumes- PM Peak Hour



(25) Total Net Project Increment Traffic Volume at the Intersection

Net Project Increment Traffic Volumes- Sat MD Peak Hour



(25) Total Net Project Increment Traffic Volume at the Intersection

TABLE 6
WEEKDAY BUILD PARKING ACCUMULATION

	Destination Retail 97,299 gsf		Residential 1,460 du		Office 109,342 gsf		Medical Center 27,600 gsf		Total Build Demand	Demand Not Accommodated in 225-space Accessory Garage	Public Garage Demand		Public Parking Demand Total Accumulation	Total Public Garage Accumulation
	In	Out	In	Out	In	Out	In	Out			In	Out		
12-1 AM	0	0	2	2	0	0	0	0	380	155	1	0	204	359
1-2	0	0	2	2	0	0	0	0	380	155	0	0	204	359
2-3	0	0	2	2	0	0	0	0	380	155	0	0	204	359
3-4	0	0	2	2	0	0	0	0	380	155	0	0	204	359
4-5	0	0	2	2	0	0	0	0	380	155	0	0	204	359
5-6	0	0	3	10	0	0	0	0	373	148	5	0	209	357
6-7	1	0	9	30	4	0	0	0	357	132	9	0	218	350
7-8	2	1	10	31	17	0	2	0	356	131	10	2	226	357
8-9	7	4	16	85	43	2	28	1	358	133	22	6	242	375
9-10	11	2	18	28	21	4	20	22	372	147	17	7	252	399
10-11	14	7	18	32	10	8	15	17	365	140	13	9	256	396
11-12	16	11	19	27	3	7	23	22	359	134	9	11	254	388
12-1 PM	19	15	25	25	1	1	15	15	363	138	3	7	250	388
1-2	17	16	26	26	3	1	8	6	368	143	2	4	248	391
2-3	15	17	27	26	11	5	3	5	371	146	6	9	245	391
3-4	15	17	39	23	8	9	3	3	384	159	10	17	238	397
4-5	16	17	65	38	5	27	3	3	388	163	5	13	230	393
5-6	16	18	75	37	8	44	3	25	366	141	11	28	213	354
6-7	15	15	51	26	4	22	1	3	371	146	5	16	202	348
7-8	15	14	46	23	2	9	0	2	386	161	6	13	195	356
8-9	6	17	19	11	2	3	0	0	382	157	7	7	195	352
9-10	3	17	20	10	0	0	0	0	378	153	5	1	199	352
10-11	1	2	6	5	0	0	0	0	378	153	4	0	203	356
11-12	1	2	5	4	0	0	0	0	378	153	1	0	204	357
Total	190	192	507	507	142	142	124	124			150	150		

TABLE 7
SATURDAY BUILD PARKING ACCUMULATION

	Destination Retail 97,299 gsf		Residential 1,460 du		Office 109,342 gsf		Medical Center 27,600 gsf		Total Build Demand	Demand Not Accommodated in 225-space Accessory Garage	Public Garage Demand		Public Parking Demand Total Accumulation	Total Public Garage Accumulation
	In	Out	In	Out	In	Out	In	Out			In	Out		
12-1 AM	0	0	2	2	0	0	0	0	380	155	0	0	145	300
1-2	0	0	2	2	0	0	0	0	380	155	0	0	145	300
2-3	0	0	2	2	0	0	0	0	380	155	0	0	145	300
3-4	0	0	2	2	0	0	0	0	380	155	0	0	145	300
4-5	0	0	2	2	0	0	0	0	380	155	0	0	145	300
5-6	0	0	4	11	0	0	0	0	373	148	0	0	145	293
6-7	1	0	10	36	1	0	0	0	349	124	0	0	145	269
7-8	2	2	13	55	4	0	1	0	312	87	0	0	145	232
8-9	10	4	13	72	9	0	12	1	279	54	1	1	145	199
9-10	15	5	17	48	5	1	9	9	262	37	3	3	145	182
10-11	22	12	17	48	2	2	6	7	240	15	11	10	146	161
11-12	30	19	20	42	1	2	7	7	228	3	11	6	151	154
12-1 PM	32	24	25	72	0	0	6	6	189	0	8	13	146	146
1-2	33	27	52	45	1	1	6	6	202	0	12	8	150	150
2-3	34	31	51	51	2	1	1	2	205	0	6	8	148	148
3-4	30	33	46	20	2	2	1	1	228	3	6	3	151	154
4-5	25	38	43	43	1	6	1	1	210	0	6	11	146	146
5-6	14	33	88	12	2	10	1	9	251	26	5	6	145	171
6-7	7	21	63	13	1	5	0	1	282	57	2	2	145	202
7-8	5	7	60	10	0	1	0	1	328	103	1	2	144	247
8-9	4	7	40	7	0	0	0	0	358	133	1	1	144	277
9-10	3	3	17	3	0	0	0	0	372	147	1	0	145	292
10-11	2	4	8	3	0	0	0	0	375	150	0	0	145	295
11-12	1	3	6	2	0	0	0	0	377	152	0	0	145	297
Total	270	273	603	603	31	31	51	51			74	74		

public parking garage. Remaining capacity in the public parking garage would be available to accommodate demand from the surrounding neighborhood.

The daytime and overnight off-street parking supply and demand on the project block will be documented in the SEIS for both the No-Build and Build scenarios.

TRANSIT

Transit (subway and bus) analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is typically greatest. According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *2010 CEQR Technical Manual*, detailed transit analyses are typically not required if a proposed action is projected to result in less than 200 peak hour rail or bus transit riders, as this level of demand is unlikely to result in significant adverse impacts on existing subway stations and bus routes.

Subway

As shown in Table 5, the net increase in subway trips generated by the proposed project would total approximately 83 in the weekday AM peak hour and 79 in the PM peak hour. These trips would likely be concentrated at the 59th Street-Columbus Circle subway station, served by the IND A, B, C, and D lines and the IRT 1 line (see Figure 1). As the number of project-generated subway trips at the 59th Street-Columbus Circle subway station in the weekday AM and PM peak hours would be less than the 200-trip *2010 CEQR Technical Manual* analysis threshold, a detailed analysis of conditions at the stairways and fare control areas at this station is not warranted.

Bus

As shown in Table 5, the net increase in bus trips generated by the proposed project would total approximately 73 in the weekday AM peak hour and 89 in the PM peak hour. These bus trips are expected to be distributed between a total of three bus routes – the M31 and M57 crosstown routes on West 57th Street, and the M11 which operates along Tenth and Eleventh Avenues. All three of these routes make stops along West End Avenue adjacent to the project site. As the total number of project-generated bus trips would be less than the 200-trip *2010 CEQR Technical Manual* analysis threshold in both the weekday AM and PM peak hours, and as these trips would be distributed among three different bus routes, project-generated demand is unlikely to result in significant adverse bus impacts, and a detailed analysis of bus conditions in not warranted.

PEDESTRIANS

According to *2010 CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 persons per hour at any pedestrian element (sidewalk, street corner area or crosswalk) would be unlikely to result in significant adverse impacts and therefore do not require further analysis. Based on the travel demand forecast shown in Table 5, the net increase in pedestrian trips generated by the proposed project, including walk-only trips and walk trips to

area subway stations and bus stops, would total approximately 335 in the weekday AM peak hour, a decrease of 97 in the midday, 399 in the PM, and 586 during the Saturday midday. (The negative level of pedestrian demand in the midday reflects the displacement of No-Build office uses by residential uses under the proposed project. Office uses typically have higher midday pedestrian demand than residential uses.) These trips are expected to be most concentrated along sidewalks, street corner areas and crosswalks adjacent to the proposed project and along corridors connecting the project site to area subway stations and bus routes. Given the forecasted net increase in pedestrian demand shown in Table 5, the locations of project site access points, and the locations of area subway station entrances and bus routes, it is anticipated that the analysis of pedestrian conditions in the SEIS will focus on sidewalks, corner areas and crosswalks at two intersections adjacent to the project site – West 57th Street at Eleventh Avenue and West 58th Street at Eleventh Avenue. The specific pedestrian facilities to be analyzed will be determined once the assignment of project-generated pedestrian trips has been finalized.