

**Draft Scope of Work for a  
Draft Environmental Impact Statement for the  
Lenox Hill Hospital Redevelopment**

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**CEQR No. 23DCP079M**

**Lead Agency:**  
New York City Department of City Planning (DCP)  
120 Broadway, 31st Floor  
New York, NY 10271

**Prepared by:**  
AKRF, Inc.  
440 Park Avenue South, 7th floor  
New York, NY 10016

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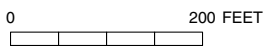
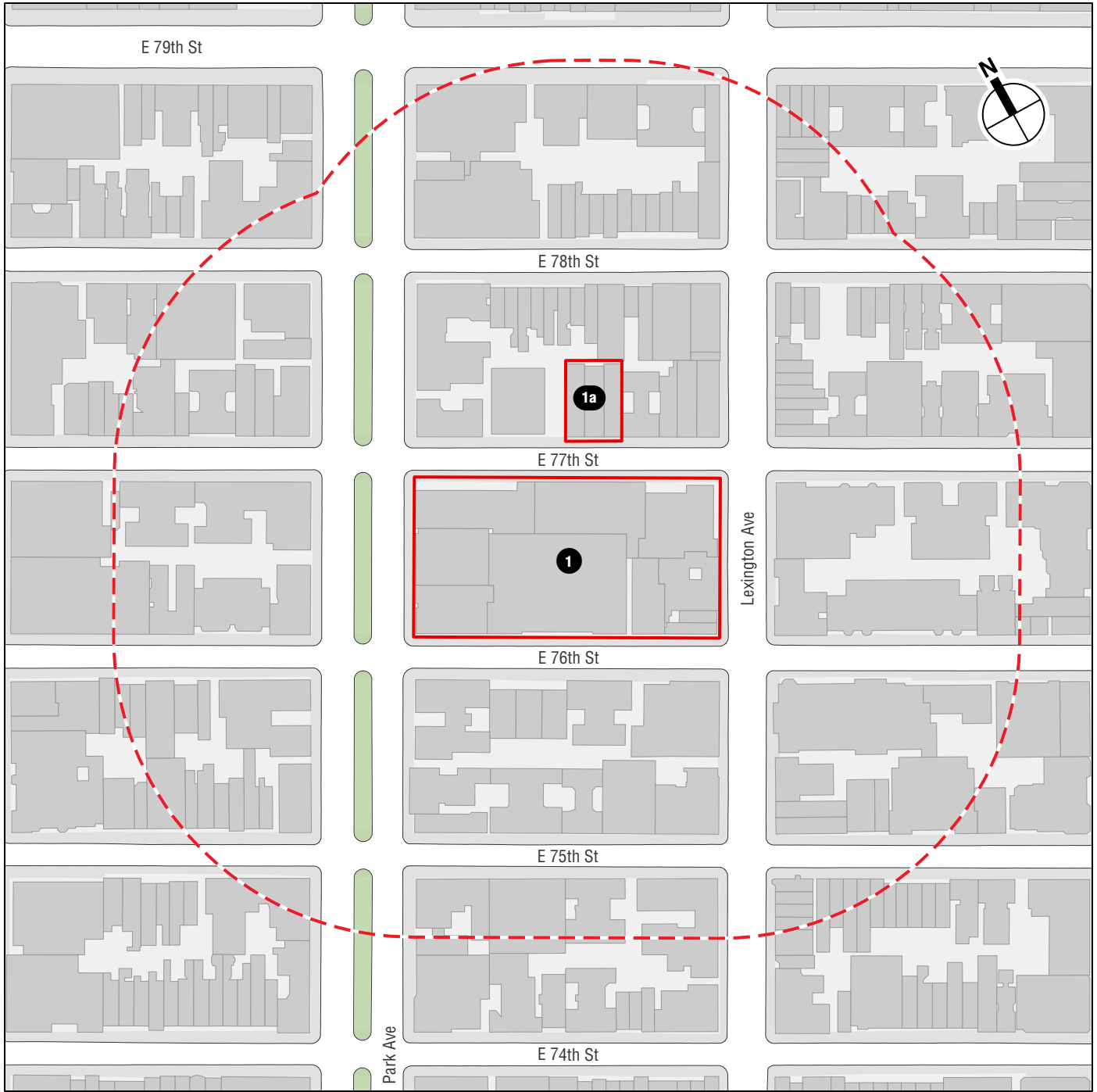
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**A. INTRODUCTION**

This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Lenox Hill Hospital Redevelopment. Lenox Hill Hospital (LHH, the Applicant) is requesting a series of discretionary actions including a zoning map amendment to rezone from a C1-8X district to a C1-9 district and from an R8A district to a C1-8 district; zoning text amendments; special permits; and a zoning authorization. The Proposed Actions would facilitate the enlargement and modernization of the existing LHH hospital and the creation of a purpose-built hospital complex that would address critical infrastructure challenges and space needs (the Proposed Project). The proposed hospital building would allow LHH to meet current standards of healthcare delivery, including single-bedded patient rooms, a right-sized emergency department, new and larger state-of-the-art surgical suites, and other essential larger clinical spaces. The COVID-19 pandemic confirmed the need for a state-of-the-art hospital. It also provided additional knowledge that has been incorporated into the design to better address current pressing healthcare needs and respond to seen and unforeseen future crises.

The Proposed Project would be built on LHH's existing campus, occupying Block 1411 Lots 1 and 113 (Projected Development Site 1), bounded by Park and Lexington Avenues and East 76th and East 77th Streets in Manhattan (see **Figure 1**). The Proposed Project would include a new approximately 771,000 gross square foot (gsf) building on Lexington Avenue and 56,000 gsf of additions to the existing hospital; it would include an emergency department, operating suites, and thirteen floors of patient rooms. The Proposed Project would also include renovations to portions of the existing hospital complex to accommodate connections to the new hospital building, as well as new truck docks and parking for up to six ambulances inside the building. The Proposed Project would also provide a new lobby and emergency stairwell for the Mother-Baby Hospital on Park Avenue.

For the purpose of a conservative analysis, the Reasonable Worst Case Development Scenario (RWCDS) also considers the as-of-right development of 111-115 East 77th Street between Lexington and Park Avenues (Block 1412, Lots 9, 10, and 11) (Projected Development Site 1a) as part of the Proposed Project. Projected Development Site 1a would be redeveloped with an approximately 46,000-gsf, 75-foot-tall building to house hospital support functions. There would be a utility tunnel containing a separate pedestrian/service corridor under East 77th Street connecting to the main hospital.



- Project Site
- 1 Projected Development Site
- Study Area (400-foot perimeter)



## **Lenox Hill Hospital Redevelopment**

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In addition, the Applicant proposes to provide important improvements to the 77th Street subway station, making access to the downtown platform ADA-compliant and improving sidewalk conditions in the immediate area.

The New York City Department of City Planning (DCP), acting on behalf of City Planning Commission (CPC), will be the lead agency for environmental review. Based on the Environmental Assessment Statement (EAS) that has been prepared, the lead agency has determined that the Proposed Project have the potential to result in significant adverse environmental impacts, requiring that an EIS be prepared. Scoping is the first step in the preparation of the EIS; it provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This Draft Scope of Work describes the Proposed Project and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the Draft EIS (DEIS). The 2021 *City Environmental Quality Review (CEQR) Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Project's effects on the various areas of environmental analysis.

## **B. PROJECT DESCRIPTION**

### **PROPOSED ACTIONS NECESSARY TO FACILITATE THE PROPOSED PROJECT**

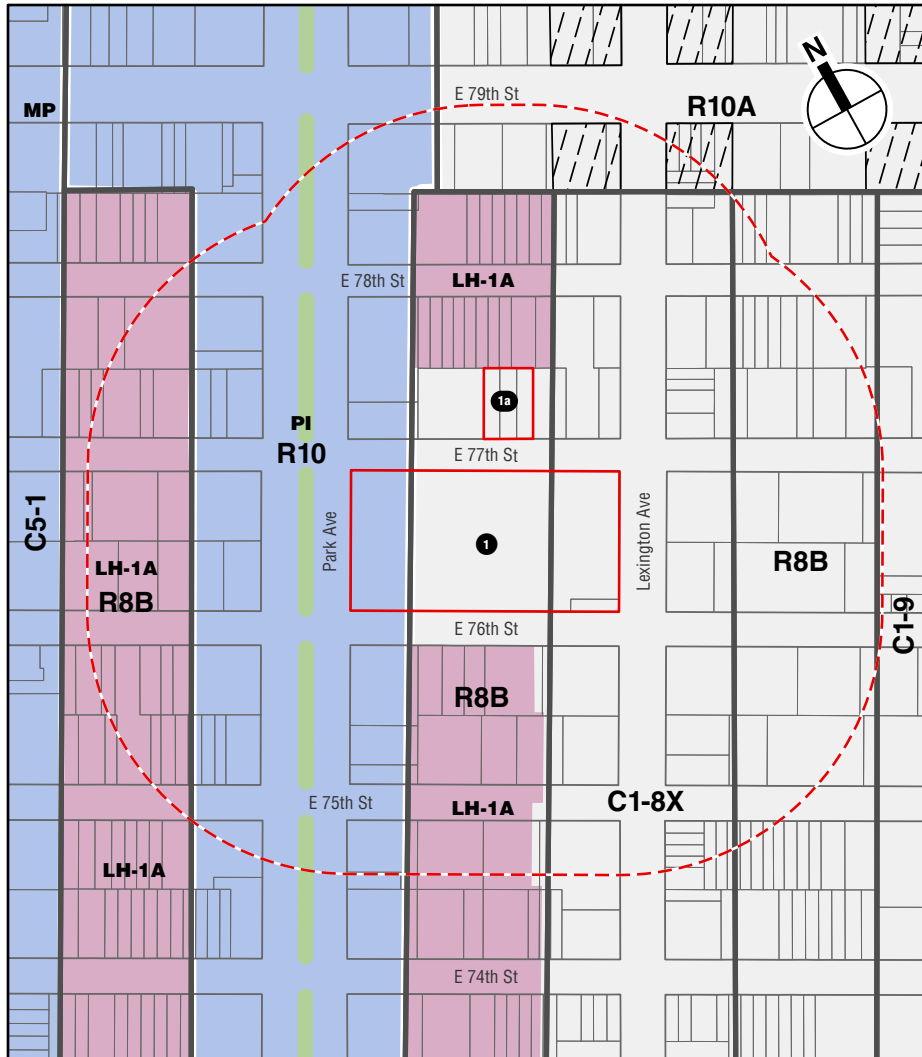
In order to accomplish the project, the Applicant is requesting the following zoning actions:

#### **1. Zoning Map Amendment**

- a. Rezone the Lexington Avenue frontage of Projected Development Site 1 from a C1-8X district to a C1-9 (R10 equivalent) district; and
- b. Rezone the midblock portion of Projected Development Site 1 from an R8B district to a C1-8 (R9 equivalent) district (see **Figure 2**).

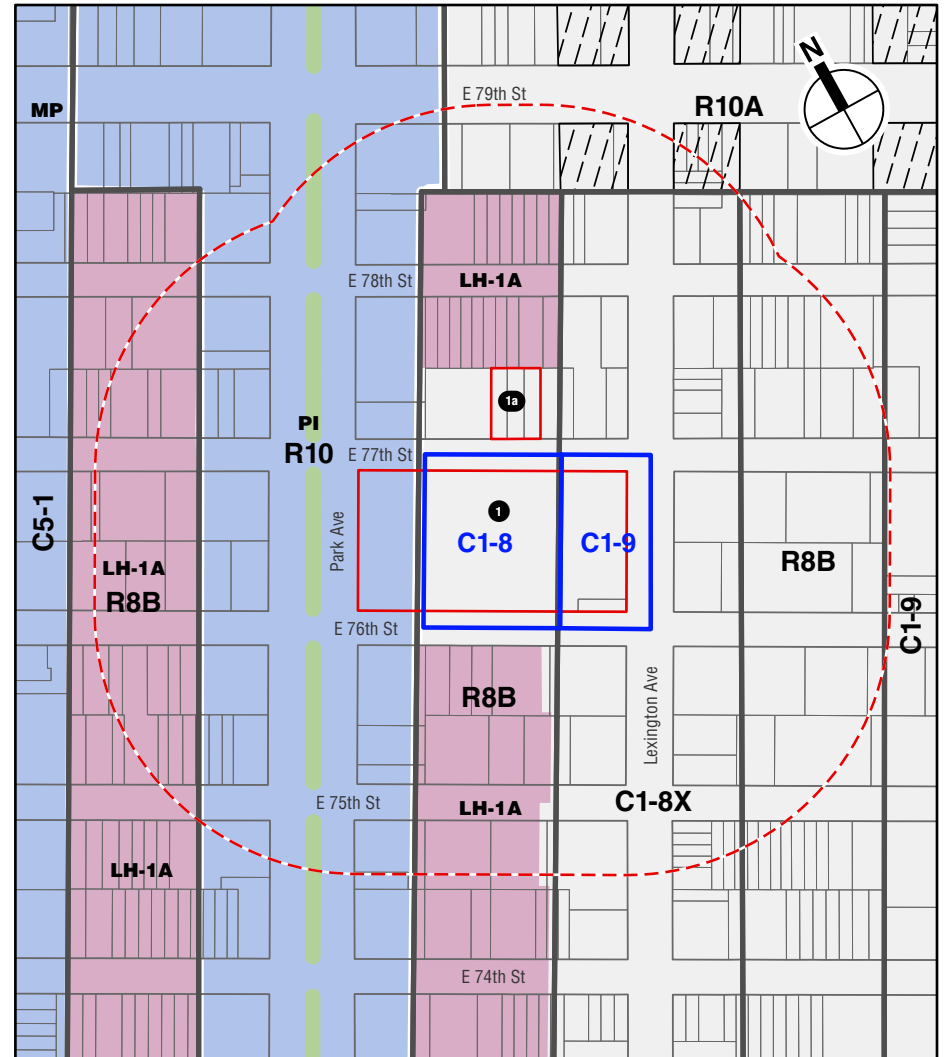
#### **2. Zoning Text Amendments**

- a. Map a Mandatory Inclusionary Housing area over the rezoned portions of the block;
- b. Modify ZR Section 66-513 (Additional rules, limitations, conditions, findings, and requirements) to allow a floor area bonus for transit improvements in addition to other floor area bonuses where explicitly permitted by a special permit of the City Planning Commission.
- c. Modify the Special Park Improvement District regulations (ZR Section 92-041) to allow for a community facility bonus pursuant to ZR Section 74-904.
- d. Create a new special permit under ZR Section 74-904 to allow:
  - i. A floor area increase of up to 12.0 FAR for a project with a substantial quantity of the zoning lot's floor area dedicated to community facility uses;
  - ii. A further floor area increase in connection with an authorization or special permit pursuant to ZR Section 66-51; and
  - iii. Modifications of applicable bulk regulations.

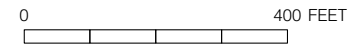


- Project Site
- Study Area (400-foot perimeter)
- Zoning District Boundaries
- C1-5 Commercial Overlay District
- Park Avenue Malls
- Limited Height District (LH-1A)
- Special Park Improvement District (PI)
- Special Madison Avenue Preservation District (MP)

**LENOX HILL HOSPITAL REDEVELOPMENT**



- Proposed Zoning



Existing and Proposed Zoning  
**Figure 2**

**3. Special Permits:**

Special permits pursuant to new ZR Section 74-904 to facilitate the proposed redevelopment by:

- a. Receiving a floor area bonus of 2.0 FAR for a community facility project;
- b. Incorporating a further floor area bonus of 0.5 FAR in connection with an authorization pursuant to ZR Section 66-511; and
- c. Modifying street wall, height, and setback and other bulk regulations.

**4. Authorization:**

An Authorization pursuant to ZR Section 66-511 to allow a floor area bonus of 0.5 FAR in connection with a major improvement to a mass transit station.

In addition, the Applicant would seek a Chairperson’s certification of a transit easement volume pursuant to ZR Section 66-21, a non-discretionary ministerial action through CPC. The Applicant would also seek a Certificate of Need from the New York State Department of Health and would likely seek tax-exempt financing of project costs to be issued through the Dormitory Authority of the State of New York, for which a coordinated review would be conducted. The Applicant would also request a revocable consent from DOT, and any other permits required for the proposed tunnel under East 77th Street.

**DESCRIPTION OF THE DEVELOPMENT SITE AND THE REZONING AREA**

As shown on **Figure 1**, the Project Site includes the hospital block (Block 1411, Lots 1 and 113) (Projected Development Site 1) and one ancillary site (Block 1412, Lot 9, 10 and 11) (Projected Development Site 1a). The area affected by the proposed rezoning and other approvals is limited to Projected Development Site 1. LHH occupies the Project Site, located in the Upper East Side neighborhood of Manhattan, Community District 8. Projected Development Site 1 has a total area of 82,757.7 square feet and is improved with 10 buildings developed separately between the late 1800s and 1972 that have been interconnected to function, to the extent possible, as a single hospital facility. It contains 450 beds (about a third of which are in single-bedded rooms), 25 operating rooms, an emergency department, and other diagnostic treatment facilities. The buildings range in height from 4 to 14 stories (40 to 205 feet high). In total, Projected Development Site 1 contains approximately 781,500 gsf of development and 620,500 zoning square feet (zsf) of floor area, for a floor area ratio (FAR) of approximately 7.5. There are currently four curb cuts on Projected Development Site 1.

Projected Development Site 1 spans three zoning districts (see **Figure 2**). The western portion of the block is in an R10 residential district, the middle portion is in an R8B residential district and the eastern portion is in a C1-8X (R9X equivalent) commercial district. The R10 portion of Projected Development Site 1 is also in the Special Park Improvement District.

Projected Development Site 1a site contains three three-story buildings (approximately 23,200 gsf total) with hospital support and clinical space. It is located in the R8B zoning district.



**DESCRIPTION OF SURROUNDING AREA**

The area surrounding LHH is predominately residential, including multifamily elevator buildings and single-family townhouses, but it also has institutional uses such as hospital, churches, and schools. In this area, Park Avenue is characterized by large multifamily apartment buildings rising without setback to heights of 120 to 150 feet, with heights after setback ranging from 160 to 210 feet. The built character of Lexington Avenue is more varied, including older townhomes and taller, more contemporary apartment buildings. Public open space in the surrounding area consists of Central Park, which is located two blocks west of the project site.

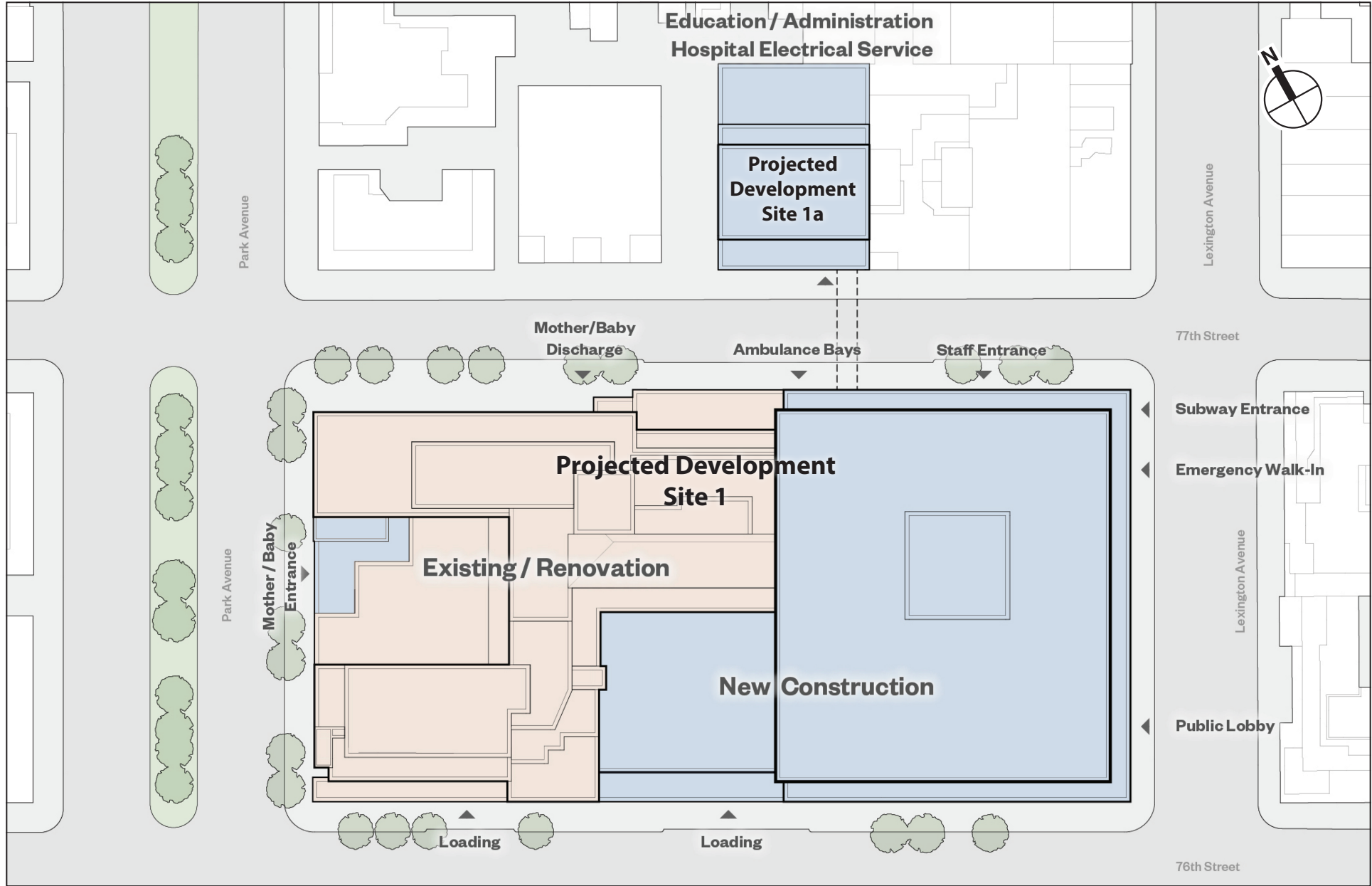
The area is zoned with high-density districts along the avenues and major cross-town thoroughfares: Fifth Avenue and Park Avenue are in R10 (10.0 FAR) districts within the Special Park Improvement District; Madison Avenue is in a C5-1 (10.0 FAR) district in the Special Madison Avenue Preservation District; Lexington Avenue is in a C1-8X (9.0 FAR) district; Third Avenue is in a C1-9 (up to 12.0 FAR) district; and East 72nd Street and East 79th Street are in R10A (up to 12.0 FAR) districts with the exception of East 79th Street between Park Avenue and Fifth Avenue, which is in either R10 or C5-1 districts (10.0 FAR in each). The midblocks in the area are generally mapped as R8B districts (5.1 FAR for community facility or 4.0 FAR for residential) districts. Portions of the surrounding area are also located within the Upper East Side Historic District, including portions or the entirety of the blocks immediately north, south, and west of the project site.

The area is served by the Lexington Avenue subway line, which has a Number 6 train station adjacent to the project site at the intersection of Lexington Avenue and East 77th Street, Metropolitan Transportation Authority (MTA) bus service along Lexington Avenue (M101, M102, and M103), East 79th Street (M79-SBS) and East 72nd Street (M72), and Citi Bike, which has bike sharing stations at the southwest corner of the intersection of Park Avenue and East 76th Street and at the southwest corner of the Third Avenue and East 77th Street.

**DESCRIPTION OF THE PROPOSED PROJECT**

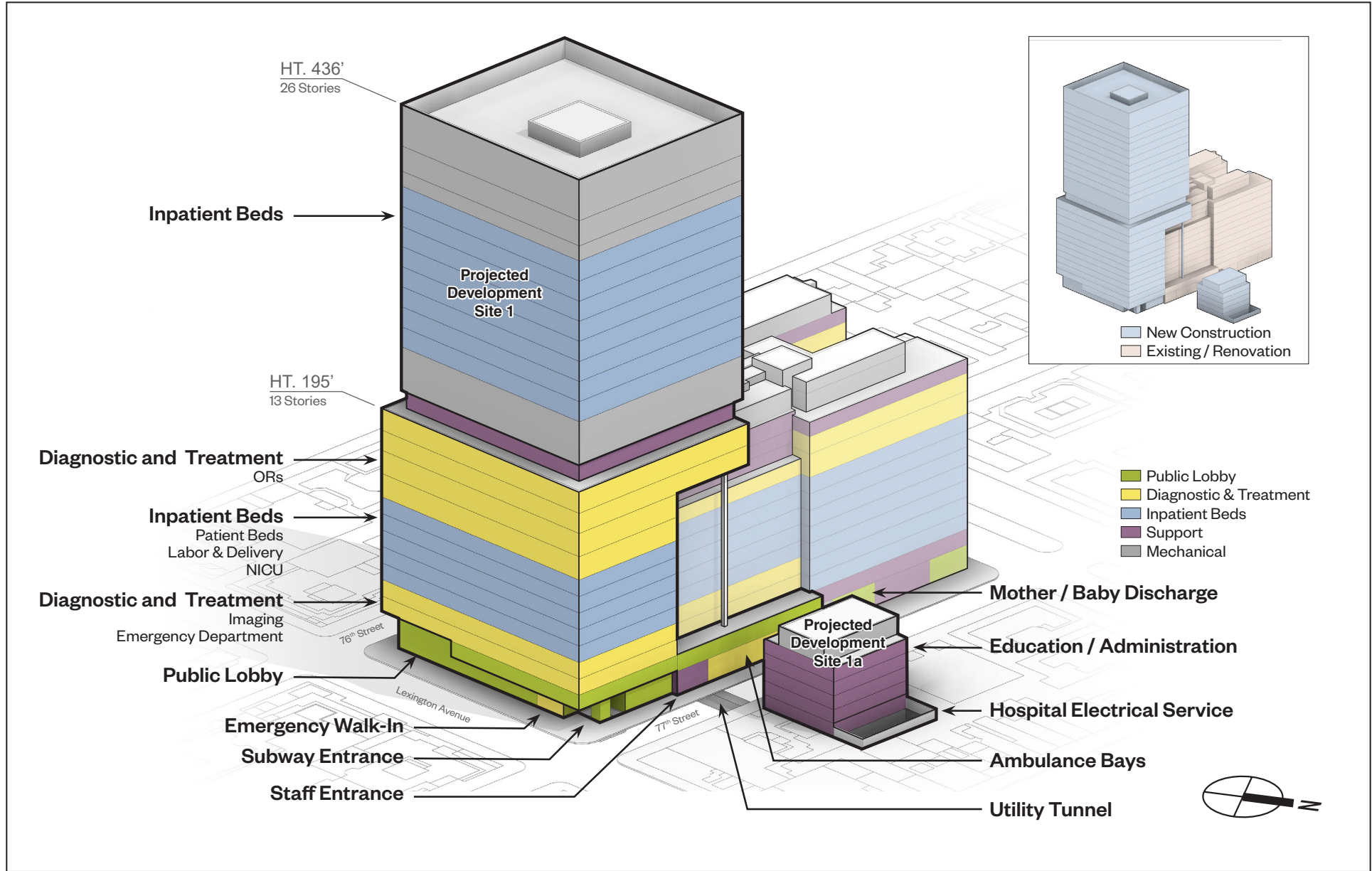
The Applicant proposes to redevelop Projected Development Site 1 into a 21st century, state-of-the-art hospital complex with single-bedded patient rooms, new and improved operating suites, and right-sized and updated emergency department. The new approximately 771,000 gsf building would be constructed on Lexington Avenue and would include the emergency department, operating suites, and five floors of patient rooms in its podium, which would rise to a height of approximately 195 feet before a setback. Eight additional stories of patient rooms would be located above the podium reaching a total height of approximately 436 feet (26 stories including mechanical equipment). The ground floor of the new hospital building would have a primary public entrance and lobby at the Lexington Avenue frontage, which would include a small retail (pharmacy) space near the discharge area. (see **Figures 3 and 4**).

The Proposed Project would also include additions and renovations to portions of the existing hospital complex on Projected Development Site 1 and connections to the new hospital building's podium. The new integrated facility would increase the total number of patient beds by approximately 25 beds (from 450 to 475), all of which would be in single-bedded rooms. It would increase the number of operating rooms by 5 (from 25 to 30) and the number of emergency department treatment positions by 14 (from 34 to 48), and it would provide an additional labor and delivery room (increasing from 12 to 13) in the Mother-Baby Hospital. A new lobby and



- New Construction*
- Existing / Renovation*

Source: Ennead



emergency stairwell for the Mother-Baby Hospital would be provided on Park Avenue. Off-street parking for up to six ambulances would be provided on East 77th Street to allow the enclosed transfer of patients into the hospital to improve patient safety and comfort. The proposed building would more than double the existing internal loading capacity (increasing from 3 bays to 7 bays). The new ambulance bays and the new loading docks would reduce sidewalk and street congestion on East 77th and East 76th Streets. Overall, the hospital complex on Projected Development Site 1 would have a gross floor area of approximately 1,398,000 sf and a zoning floor area of 1,034,471 sf for an FAR of 12.5.

Projected Development Site 1a would be redeveloped with an approximately 46,000-gsf, 75-foot-tall building to house hospital support functions, including educational and administrative space and below grade utility/mechanical functions. There would also be a utility and pedestrian/service tunnel under East 77th Street connecting to the main hospital on Projected Development Site 1. While the tunnel would require a revocable consent from the New York City Department of Transportation (DOT), the development itself would be as-of-right under zoning, and this related project may occur independent of the Proposed Project to support overall LHH growth; however, for a conservative analysis, it is considered part of the Proposed Project.

The Applicant also proposes to provide improvements to the Lexington Avenue 77th Street subway station, specifically improving access to the downtown side of the station on the southwest corner of Lexington Avenue and East 77th Street much of which would be within LHH property. Working with the MTA, the Applicant would replace the two existing 5-foot wide stairs on the sidewalk adjacent to the Development Site with a new 15-foot wide widened stair located within the Development Site, increasing stair capacity by approximately 50 percent; install two elevators to provide ADA-compliant access between the street level, mezzanine, and southbound platform levels of the subway station; provide approximately 725 sf of open area at street level adjacent to the new stair and street elevator; and improve lighting and security systems within the station. These improvements would make the downtown side of the station fully ADA compliant and increase street level circulation space at the busy street corner adjacent to the station's nearest access point to LHH.

### **C. PURPOSE AND NEED**

While more than \$275 million have been invested in capital improvements at the hospital since 2010, many of LHH's older buildings (the newest hospital building housing patient rooms is 48 years old) are not structurally configured to accommodate current needs or to adapt to future anticipated requirements and innovations in healthcare delivery. Medical care and technology have evolved, requiring both changes in patient care areas to reduce the potential for transmission of infections and to improve patient satisfaction, and increased space for equipment for the monitoring and treatment of complex medical issues. These factors, coupled with the long-term piecemeal nature of the hospital's development, have meant that, even after costly and labor-intensive renovations, existing hospital facilities remain unable to accommodate necessary upgrades or future technologies. Recognizing these necessary changes, other Manhattan hospitals (i.e., New York-Presbyterian Hospital; Hospital for Special Surgery, Memorial Sloan Kettering Cancer Center, and NYU Langone Health) have responded through major expansions.

As stated above, the Proposed Project would create a new integrated healthcare facility that would increase the total number of patient beds by approximately 25 beds (from 450 to 475), all in single-bedded rooms, increase the number of operating rooms from 25 to 30 and the number of

## **Lenox Hill Hospital Redevelopment**

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emergency department treatment positions from 34 to 48, and provide an additional labor and delivery room (increasing from 12 to 13). The proposed building's improved loading bays and internal ambulance bays are designed to reduce current traffic congestion along East 77th and East 76th Streets, in addition to improving patient safety and comfort. The Proposed Project would more than double the existing internal loading capacity (increasing from 3 bays to 7 bays) and would create six new internal ambulance bays which would also improve patient safety and comfort. In addition, the Proposed Project would provide improvements to the 77th Street subway station.

The national healthcare landscape has changed drastically, and the sustainability of many urban hospitals has become increasingly challenging; in New York City, 19 hospitals have closed since 2000. LHH believes that to remain sustainable and provide the best care for the next generation, it must adapt and replace its outdated physical plant, and that the only feasible way to achieve this is a redevelopment of the entire LHH property with a modern hospital complex.

### **D. ANALYSIS FRAMEWORK**

The lead agency is required to take a "hard look" at the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

This section outlines the conditions to be examined in the EIS.

#### **BUILD YEAR**

The Proposed Project would be constructed in a single phase and would commence in 2025 with nine years of external construction followed by two years of internal fit-out and renovation to be completed and fully operational by 2036.

#### **REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)**

In order to assess the possible effects of the Proposed Project, a Reasonable Worst Case Development Scenario (RWCDS) was developed to account for existing conditions, the Future without the Proposed Project (No Action condition), and the Future with the Proposed Project (With Action condition). The incremental difference between the future No Action condition and future With Action condition serves as the basis for identifying potential environmental impacts, as described below.

#### **IDENTIFICATION OF DEVELOPMENT SITES**

The first step in establishing the development scenario for the Proposed Project is to identify those sites where new development could be reasonably expected to occur. As identified above, the Project Site is larger than the proposed Rezoning Area. The Rezoning Area would cover only the portion of Block 1411 (Projected Development Site 1) from Lexington Avenue to 100 feet east of Park Avenue. The Park Avenue frontage of Block 1411 and Lots 9, 10, and 11 of Block 1412

would not be rezoned. Additionally, Block 1412, Lots 9, 10, and 11 (Projected Development Site 1a) is considered part of the Project Site but would not be rezoned or subject to the other proposed discretionary actions other than the revocable consent for the tunnel under East 77th Street to connect with the main hospital on Projected Development Site 1.

#### **THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)**

Absent the Proposed Project, the hospital complex would remain in its current form, with selected ambulatory uses relocating to other facilities. The relocation of these uses would make available approximately 13,500 sf within the hospital to convert a limited number of double-bedded rooms to single-bedded rooms without any effect on the total number of beds and allow for reconfiguration of certain suboptimal spaces. There are also a series of smaller renovation and space repurposing projects that are planned for the existing hospital that will occur independent of the Proposed Project.

Under the No Action condition, the Applicant may redevelop Projected Development Site 1a. However, the No Action condition conservatively assumes that it will continue to be used as is, other than the above-mentioned relocations from the main hospital complex on Projected Development Site 1.

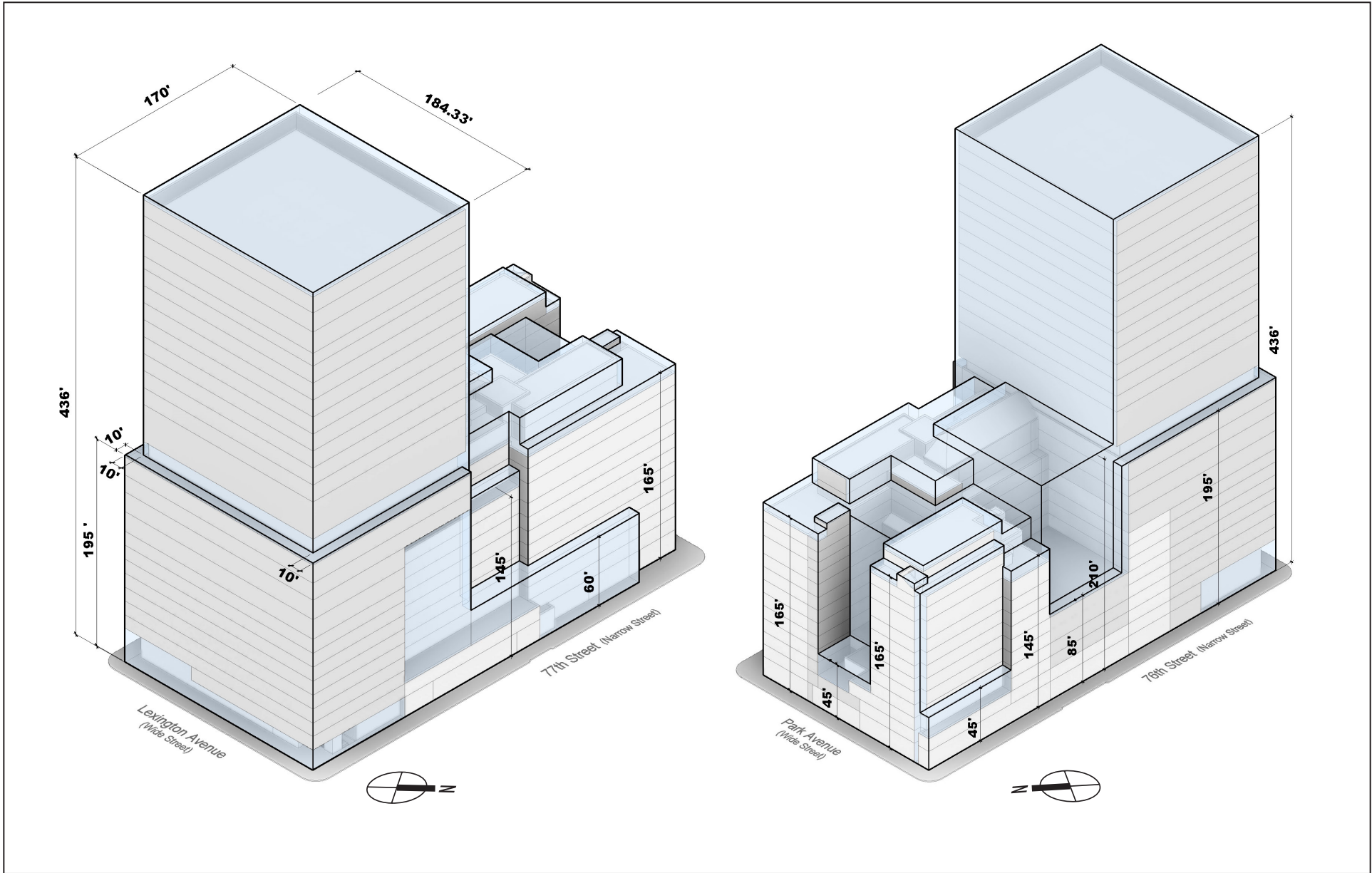
#### **THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)**

The Proposed Project would create a new state-of-the-art hospital complex on Projected Development Site 1 that would include 475 single-bedded patient rooms, 30 operating suites, and right-sized and updated emergency department. The new building would be constructed on Lexington Avenue with approximately 771,000 gsf and would include an emergency department, operating suites and five floors of patient rooms in the podium, which would rise to a height of approximately 195 feet before a setback (see **Figure 4**). Eight additional stories of patient rooms would be located in the building rising above the podium to a height of approximately 436 feet (26 stories including mechanical equipment). The ground floor of the new hospital building would have a primary public entrance and lobby at the Lexington Avenue frontage, which would include a small retail (pharmacy) space near the discharge area.

The Proposed Project would also include additions and renovations to portions of the existing hospital complex on Projected Development Site 1 to accommodate connections to the new hospital building's podium. A new lobby and emergency stairwell to the Mother-Baby Hospital would be provided on Park Avenue. The Proposed Project would also provide new truck docks inside the building configured to reduce sidewalk and street congestion on East 76th Street, as shown in **Figure 3**. Off-street parking for up to six ambulances would be provided on East 77th Street to alleviate the existing street congestion and allow the enclosed transfer of patients into the hospital. Overall, the hospital complex would have a gross floor area of approximately 1,398,000 sf and a zoning floor area of 1,034,471 sf for an FAR of 12.5.

The zoning approvals would allow for a larger building envelope to provide flexibility in the building massing; therefore, to account for the Reasonable Worst Case Development Scenario (RWCDS) in terms of bulk and height, the maximum zoning envelope will be used to represent the With Action condition in the environmental analysis. As shown in **Figure 5**, the maximum zoning envelope is slightly larger than the proposed project to allow for some development flexibility; therefore, the maximum zoning envelope is analyzed for the purpose of the EIS. The

Source: Ennead



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

— Maximum Zoning Envelope

**LENOX HILL HOSPITAL REDEVELOPMENT**

Proposed Maximum Zoning Envelope  
**Figure 5**

**Lenox Hill Hospital Redevelopment**

zoning approvals would restrict the maximum floor area to 12.5 FAR regardless of the final building massing; therefore, the Proposed Project’s gross and zoning floor areas represent the RWCDs for the With Action condition.

Projected Development Site 1a, directly across East 77th Street would be redeveloped with an approximately 46,000-gsf, 75-foot-tall building, including support space for LHH. There would also be a utility and pedestrian/service tunnel under East 77th Street connecting to the main hospital. As noted, this related project may occur independently of the Proposed Project to support overall LHH growth; however, for a conservative analysis, it is being analyzed as part of the Proposed Project.

As shown in **Table 1**, the Proposed Project would result in an overall development increment of approximately 639,300 gsf of hospital/community facility uses and 25 additional hospital beds under the With Action condition as compared to the No Action condition.

**Table 1  
Development Program Summary**

<b>Components</b>	<b>Existing/No Action Condition</b>	<b>With Action Condition</b>	<b>Increment</b>
Projected Development Site 1/ Hospital Block (gsf)	781,500	1,398,000	616,500
Projected Development Site 1/ Hospital Block (beds)	450	475	25
Projected Development Site 1a/ East 77th Street Site (gsf)	23,200	46,000	22,800
<b>Project Site Total (gsf)</b>	<b>804,700</b>	<b>1,444,000</b>	<b>639,300</b>
<b>Notes:</b> gsf = gross square feet; Square footages shown are approximate and include mechanical/utility space.			
<b>Source:</b> Northwell/LHH			

The Applicant also proposes to provide improved access to the Lexington Avenue 77th Street subway station, at the southwest corner of Lexington Avenue and East 77th Street a portion of which would be within LHH property.

Working with the MTA, the Applicant would replace the two existing 5-foot wide stairs on the sidewalk adjacent to the Development Site with a new 15-foot wide widened stair located within the Development Site; install two elevators to provide ADA-compliant access between the street level, mezzanine, and southbound platform levels of the subway station; provide approximately 725 sf of open area at street level adjacent to the new stair and street elevator; and improve lighting and security systems within the station. These improvements would make the downtown side of the station fully ADA compliant and increase street level circulation space at the busy street corner adjacent to the station’s nearest access point to LHH.

**CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING**

The Proposed Actions are classified as Type 1 as defined under 6 NYCRR 617.4 and NYC Executive Order 91 or 1977, as amended, and are subject to environmental review in accordance with CEQR rules and the guidance set forth in the *Technical Manual*. An EAS was completed on Monday, January 30, 2023. The EAS analyzes the Proposed Project’s potential to generate significant adverse environmental impacts. A Positive Declaration, issued on Monday, January



30, 2023, established that the Proposed Project may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those Issues that are most pertinent to the Proposed Project. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Manhattan Community District 8, and elected officials are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on Thursday, March 2, 2023. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public scoping meeting remotely. Comments received during the Draft Scope's public meeting and written comments received through 5:00 pm, Monday March 13, 2023 will be considered and incorporated as appropriate into the Final Scope of Work (the "Final Scope"). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in accordance with the Final Scope and in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5, of the Rules of the City of New York.

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

## **E. SCOPE OF WORK FOR THE EIS**

The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The first step in preparing the EIS is the public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS is described in this section.

The EIS will include detailed analysis in the technical areas where the Proposed Project would potentially result in significant adverse impacts, based on the findings of the EAS. The EAS indicates that the Proposed Project does not meet the criteria warranting analysis of socioeconomic conditions; natural resources, solid waste and sanitation services, or energy, and no significant adverse impacts to these technical areas would occur with the Proposed Project. For the other

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technical areas, the scope of work for the EIS and the proposed impact assessment criteria set forth below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

The EIS will contain the following:

- A description of the Proposed Project and its environmental setting;
- A statement of the environmental impacts of the Proposed Project, 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 Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project;
- An identification of irreversible and irretrievable commitments of resources that would be involved if the Proposed Project is implemented; and
- A description of measures proposed to minimize or fully mitigate any significant adverse environmental impacts.

### **TASK 1: PROJECT DESCRIPTION**

The Project Description will identify and explain the Proposed Actions and the purpose and need for the Proposed Actions. It will also describe the Proposed Project. It will contain a brief discussion of current conditions, on the project site, the Rezoning area, and in the surrounding area; the No Action (as-of-right) development; the proposed development program; a description of the proposed site plan and the height and bulk of the proposed buildings; and figures to depict the Proposed Project. It will also include a description of the approvals required and the approvals processes. The analytical framework including the No Action condition and other planned projects in the study area will also be included in this chapter. The figures will present key project elements, such as a site/ground floor plan, elevations, and views of the project in its neighborhood context.

The Project Description will include appropriate materials from the Uniform Land Use Review Procedure (ULURP) application. It will describe the role of the lead agency for CEQR as well as the environmental review and ULURP processes.

### **TASK 2: LAND USE, ZONING, AND PUBLIC POLICY**

This analysis will consider the effects of the Proposed Project in terms of land use compatibility and trends in zoning and public policy. It will also provide a baseline for other analyses in the EIS. Specifically, the assessment will:

- Provide a brief development history of the site and the study area. The study area will include the site and the area within approximately 400 feet.
- Describe predominant land use patterns in the study area, including recent development trends for the 400-foot study area (see **Figure 6**).
- Provide a zoning map and discuss existing zoning and any recent zoning actions in the study area.
- Summarize other public policies that may apply to the project site and study area, including any formal neighborhood or community plans and OneNYC.

01.26.23

Data source: NYC Dept. of City Planning MapLUTO 22v3 and AKRF study area survey



- Project Site*
- 1 *Projected Development Site*
- Study Area (400-foot perimeter)*
- Commercial and Office Buildings*
- Hotels*
- Parking Facilities*
- Public Facilities and Institutions*
- Residential*
- Residential with Commercial Below*
- Vacant Building*
- Park*

0 200 FEET

- Describe conditions on the project site absent the Proposed Project. Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the Proposed Project. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the Proposed Project and provide an assessment of the impacts of the Proposed Actions and Proposed Project 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 Proposed Project on development trends and conditions in the area.

### **TASK 3: COMMUNITY FACILITIES AND SERVICES**

According to the *CEQR Technical Manual*, a community facilities and services assessment is warranted if a project has the potential to result in either direct or indirect effects on community facilities. Community facilities include public schools, libraries, publicly funded early childhood programs, and healthcare facilities, as well as fire and police protection. Direct effects occur when a proposed project physically alters or displaces a community facility. Indirect effects result from increases in population that place added demand on community facility service delivery, and CEQR guidance provides that an indirect effects assessment of healthcare facilities and fire and police protection are typically only warranted when the proposed project would result in the introduction of a new neighborhood where none existed before. The Proposed Project would have direct effects on a health care facility, Lenox Hill Hospital (LHH); it would not have direct effects on other types of community facilities. Since no residential units are included in the project, which would increase population in the area, an indirect effects analysis of the Proposed Project is not needed. Therefore, the community facilities and services assessment will be limited to direct effects of the Proposed Project on health care facilities.

The direct effects assessment will evaluate the potential impacts of the Proposed Project on community facilities (healthcare facilities in particular) as compared to No Action condition and will determine whether the Proposed Project would disrupt the delivery of healthcare services, either permanently or temporarily. This assessment will consist of a description of existing conditions at LHH including the physical conditions of the hospital complex, types of services provided, and the area(s) and population served. Any anticipated changes to services in the future No Action condition will also be identified. An evaluation of service delivery and conditions under the With Action condition as compared to the No Action condition will be provided and, based on how the Proposed Project would change the affected facility and delivery of services (including during construction), the extent to which services would be disrupted or precluded will be assessed. If the elimination or disruption of service caused by the Proposed Project would place an additional demand on other nearby facilities, an examination of indirect effects on those facilities caused by the initial direct impact may be warranted and would be conducted following CEQR guidance.

#### **TASK 4: OPEN SPACE**

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space or an indirect effect through increased population. As stated in the EAS, the Proposed Project would not generate over 500 employees, nor will it generate any residents. Therefore, an analysis of indirect impacts due to increased population is not warranted. However, shadows from the proposed new structures may reach publicly accessible open spaces such as the Eighth Church of Christ Scientist's public garden and the Park Avenue Malls. Therefore, an assessment of direct effects on open space will be prepared, if warranted based on the results of the Shadows analysis described below in Task 5. "Shadows." If the results of the analysis identify a potential for significant adverse impacts, potential mitigation measures will be discussed.

#### **TASK 5: SHADOWS**

Under CEQR, a shadows assessment is required for proposed actions that would result in new structures greater than 50 feet in height, or of any height if the project site is adjacent to a sunlight-sensitive resource. According to the *CEQR Technical Manual*, sunlight-sensitive resources include publicly accessible parks and plazas, sunlight-dependent features of historic resources such as stained-glass windows, Greenstreets (planted areas in traffic islands), and natural resources such as water bodies and wetlands.

The With Action condition would reach a maximum building height of approximately 436 feet on Projected Development Site 1 and 75 feet on Projected Development Site 1a. In addition, the LHH campus is adjacent to the Eighth Church of Christian Science public garden and to the Park Avenue Malls, St. Jean Baptiste Church, and the Upper East Side Historic District, which could potentially contain resources with sunlight-dependent historic architectural or landscape features. Therefore, a shadows assessment will be conducted to determine if and when project-generated shadow would reach these resources, Central Park located further west, or any other nearby sunlight-sensitive resources and how much of the resources would be affected by the Proposed Project.

The shadows assessment will follow the tiered methodology described in the *CEQR Technical Manual* and will include the following tasks:

- For the first tier of the screening assessment, develop a base map illustrating the project site in relation to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area. Determine a simple radius around the Proposed Project representing the longest shadow that could be cast.
- If there are sunlight-sensitive resources within this radius, the assessment proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the project site due to the path of the sun through the sky at the latitude of New York City.
- If the second tier of assessment does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening assessment further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day. For this tier, develop a three-dimensional computer model of the elements of the base map developed in the previous tiers, including the topography, existing streets and buildings, sunlight-sensitive resources, the proposed building, and the Future No Action conditions.

- If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, conduct a detailed analysis: Use three-dimensional computer modeling software to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Project, with incremental shadow highlighted in 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 will be included.
- Assess the significance of any shadow impacts on sunlight-sensitive resources. If the results of the analysis identify a potential for significant adverse impacts, potential mitigation measures will be discussed.

## **TASK 6: HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources include archaeological (buried) resources and architectural resources. According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources.

### *ARCHAEOLOGICAL RESOURCES*

The Proposed Project requires subsurface disturbance on the project site; however, as noted in the EAS, the New York City Landmarks Preservation Commission (LPC) determined in a letter dated January 27, 2022 that it has no archaeological concerns for the Project Site (see **Appendix A**). Therefore, no further archaeological analysis is required.

### *ARCHITECTURAL RESOURCES*

There are no known architectural resources on the Projected Development Sites. In a comment letter dated May 6, 2022, LPC determined that it has no concerns for the buildings on the Projected Development Sites as they are not LPC-eligible properties (see **Appendix A**). However, there are architectural resources in the surrounding area, including the Upper East Side Historic District (State and National Registers of Historic Places [S/NR]-listed and a designated New York City Historic District [NYCHD]) that is located to the west, south, and north of the LHH block and the St. Jean Baptiste Church and Rectory (S/NR-listed and a designated New York City Landmark [NYCL]) that is located to the southeast across the intersection of East 76th Street and Lexington Avenue from the LHH block. Therefore, consistent with the *CEQR Technical Manual*, the EIS will include an architectural resources analysis.

The following tasks will be undertaken as part of this analysis:

- Select the study area for architectural resources which will be the area located within 400 feet from the borders of the Projected Development Sites.
- Map and briefly describe known architectural resources in the study area. Consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources include: New York City Landmarks, Interior Landmarks, Scenic Landmarks, New York City Historic Districts; resources calendared for consideration as one of the above by LPC; resources listed

## **Lenox Hill Hospital Redevelopment**

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on or formally determined eligible for inclusion on the State and/or National Registers of Historic Places, or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks.

- Conduct a field survey by an architectural historian of the study area to determine whether there are any potential architectural resources that could be affected by the Proposed Project. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing. The field survey will be supplemented, as necessary, with research at relevant repositories, online sources, and current sources prepared by LPC and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Determinations of eligibility from LPC will be requested for any potential architectural resources.
- Assess the potential impacts of the Proposed Project on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No Action condition and future With Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If the Proposed Project pursues state financing or other actions, a review pursuant to Section 14.09 of the New York State Historic Preservation Act or Section 106 of the National Historic Preservation Act will be conducted in consultation with OPRHP/SHPO.

### **TASK 7: URBAN DESIGN AND VISUAL RESOURCES**

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowed by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared. The Proposed Project includes a Zoning Map Amendment and Zoning Text Amendments to allow additional floor area and Special Permits for height and setback and a transit improvement bonus. These zoning actions would change the urban design and visual character of the project site. Therefore, a preliminary assessment of urban design and visual resources will be prepared to determine whether the Proposed Project, in comparison to the No Action condition, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study.

The analysis will be undertaken based on the *CEQR Technical Manual* methodologies, as follows:

- Following the guidelines of the *CEQR Technical Manual*, 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. As necessary, the delineation of the study area will take into consideration any more distant views of the Proposed Project. A description of visual resources in the study area and view corridors, if any, will be provided.
- The preliminary assessment will include a concise narrative and graphics depicting the existing project site, the future No Action condition, and the future With Action condition. The assessment will present photographs, depictions of the Proposed Project, including project drawings and site plans, and view corridor assessments.

- The preliminary assessment will determine whether the Proposed Project, in comparison to the No Action condition, would create a change in the pedestrian experience that would result in significant adverse impacts to urban design and visual resources.

A detailed urban design and visual resources analysis would be prepared if warranted based on the findings of the preliminary assessment. The detailed analysis would describe the Proposed Project 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 With Action condition, in comparison to the No Action 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.

### **TASK 8: HAZARDOUS MATERIALS**

This chapter will address the potential presence of hazardous materials, petroleum products, and/or other environmental concerns on the property, as well as necessary measures that would be required, either prior to or during construction and/or operation of the Proposed Project, to avoid significant adverse effects. A Phase I Environmental Site Assessment (ESA) will be prepared and used to summarize the potential for hazardous materials at the site. Based on the results of the Phase I ESA, the lead agency, and the New York City Department of Environmental Protection (DEP) may require preparation of a Phase II Subsurface Investigation (laboratory analysis of soil, groundwater, and soil vapor samples) during the CEQR process. In advance of conducting the testing, a Work Plan for the investigation will need to be submitted to the agencies for approval. Regardless of the results of the testing, DEP will require preparation of a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) for implementation during construction. If necessary, an (E) Designation, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24, Title 15, of the Rules of the City of New York governing the placement of (E) Designations, will be placed on the property.

### **TASK 9: WATER AND SEWER INFRASTRUCTURE**

According to the *CEQR Technical Manual*, an analysis of an action's impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments. In addition, analysis should be conducted if the project is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Proposed Project does not meet any of these criteria, and therefore, as concluded in the EAS, an analysis of water supply is not warranted.

According to the guidelines of the *CEQR Technical Manual*, a preliminary analysis of wastewater and stormwater conveyance and treatment is warranted if a project is located in a combined sewer area and would have an incremental increase above the No Action condition of 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space in Manhattan. Since the Proposed Project would produce a building exceeding this threshold, with an incremental increase of 629,300 gsf of institutional floor area, an analysis of wastewater and stormwater conveyance and treatment will be performed.



Additionally, coordination with DEP's Bureau of Water and Sewer Operations will be made regarding the proposed tunnel under 77th Street and the potential need to relocate water or sewer lines. Any necessary commitments or known measures needed to avoid impacts or disruptions from the tunnel construction will be included in the EIS.

### **TASK 10: TRANSPORTATION**

Based on the *CEQR Technical Manual*, further transportation analyses may be warranted if a proposed action is anticipated to result in an incremental increase of at least 50 peak hour vehicle trips, 50 or more bus trips in a single direction on a single route, 50 Citywide Ferry Service trips, and/or 200 subway/rail/pedestrian trips. An assessment and any required analysis will be provided in the Transportation chapter of the EIS and will be subject to review and approval by the lead agency and, potentially, involved expert agencies, such as DOT or MTA. The specific transportation analysis tasks to be undertaken as part of this environmental review are outlined below.

#### *TRAVEL DEMAND PROJECTIONS AND SCREENING ASSESSMENTS*

The transportation analyses for the EIS will be included in the Transportation chapter of the EIS and will assess potential impacts associated with trip increments that could occur as a result of the Proposed Project. Travel demand projections will be prepared for the Proposed Project using standard sources, such as the *CEQR Technical Manual*, U.S. census data, approved studies, and other references. The estimates will be used to prepare the Level 1 (trip generation) and Level 2 (trip assignment) screening assessments prescribed in the *CEQR Technical Manual*. As part of this effort, an inventory of the area's existing parking supply and utilization (within ¼-mile from the Proposed Project) will be undertaken to determine likely locations where project-generated auto trips would be accommodated. The projected trips (by auto/taxi, transit, or walk/bike, and deliveries, etc.) will be assigned to the area's transportation network to identify specific transportation elements that would be subject to further detailed analyses. The Applicant has prepared a Draft Travel Demand Factors (TDF) memorandum (see **Appendix B**) preliminarily assessing the above thresholds. The findings of these assessments, along with relevant documentation and graphics, will then be summarized in the Transportation chapter of the EIS for review and concurrence by the lead agency and, potentially, involved expert agencies, such as DOT or MTA.

#### *TRAFFIC*

Per the *CEQR Technical Manual*, further traffic analyses may be warranted if a proposed action is anticipated to result in an incremental increase of 50 or more peak hour vehicle trips. Further traffic analyses will be conducted in the Transportation chapter of the EIS to identify the potential for any intersections to have significant adverse impacts resulting from the Proposed Project. If significant impacts are identified in the Transportation chapter, the Mitigation chapter of the EIS will identify transportation improvement measures to mitigate the significant impacts, if available.

#### *TRANSIT*

As stated by the *CEQR Technical Manual*, further transit analyses may be warranted if a proposed action is anticipated to result in an incremental increase of 200 or more peak hour subway/rail trips or 50 or more bus trips in a single direction on a single route, or 50 or more Citywide Ferry

Service trips. Further transit analyses will be conducted in the Transportation chapter of the EIS to identify the potential for any transit elements, i.e., subway station elements, subway lines, or bus/Citywide Ferry Service routes, to have significant adverse impacts resulting from the Proposed Project. If significant impacts are identified in the Transportation chapter, the Mitigation chapter of the EIS will identify transportation improvement measures to mitigate the significant impacts, if available.

#### *PEDESTRIANS*

Consistent with the *CEQR Technical Manual*, further pedestrian analyses may be warranted if a proposed action is anticipated to result in an incremental increase of 200 or more peak hour pedestrian trips. Further pedestrian analyses will be conducted in the Transportation chapter of the EIS to identify the potential for any pedestrian elements, i.e., sidewalks, corner reservoir areas, or crosswalks, to have significant adverse impacts resulting from the Proposed Project. If significant impacts are identified in the Transportation chapter, the Mitigation chapter of the EIS will identify transportation improvement measures to mitigate the significant impacts, if available.

#### *STREET USER SAFETY ASSESSMENT*

Per the *CEQR Technical Manual*, a pedestrian, bicycle, and vehicular safety assessment is warranted at any intersection that also undergoes detailed traffic or pedestrian analysis, as well as any nearby Vision Zero intersections or corridors identified by DOT. The safety assessments will include an analysis of historic crash data for pedestrian, bicycle, and vehicle crashes, identification of any high pedestrian/bicycle crash locations, as prescribed by the *CEQR Technical Manual*, and include an inventory of existing safety treatments and identification of safety countermeasures at high crash locations. The safety assessments will identify any intersections that have the potential for significant adverse safety impacts resulting from the Proposed Project. If significant impacts are identified in the Transportation chapter, the Mitigation chapter of the EIS will identify transportation improvement measures to mitigate the significant impacts, if available. Site access for pedestrians and vehicles will be described, and a detailed site plan will be provided in the DEIS. The loading dock safety and operation plan will describe how the Proposed Project would manage safety for pedestrians on the sidewalk while trucks and other delivery vehicles access the proposed curb cut.

#### *PARKING*

Based on the *CEQR Technical Manual*, a parking study is warranted if detailed traffic analyses are conducted. The parking study will assess the parking demand of the Proposed Action, compare it to on-site and off-site parking resources within ¼-mile of the Proposed Project, and identify and quantify any expected parking shortfalls. Since the Proposed Project is located in Manhattan south of 110th Street, it is in an area called Parking Zone 1 according to the *CEQR Technical Manual*. In Parking Zone 1, the inability of the on-site and off-site parking resources in the surrounding area to accommodate the Proposed Project's future parking demands is considered a parking shortfall but is generally not considered a significant adverse parking impact due to the magnitude of available alternative modes of transportation.

**TASK 11: AIR QUALITY**

The projected number of project-generated vehicle trips is not expected to exceed the *CEQR Technical Manual* carbon monoxide (CO) or particulate matter (PM) analysis screening thresholds. Therefore, it is anticipated that the mobile source air quality analysis will include a screening analysis; if any screening thresholds are exceeded, a microscale analysis of CO and/or PM mobile source emissions would be performed at the intersection(s) with the greatest number of project-generated vehicle trips. The Proposed Project would not include any off-street parking facilities other than the six ambulance bays and enlarged loading bays. Therefore, an air quality analysis of parking facilities is not warranted.

LHH currently utilizes steam from Con Edison to provide heating and hot water services. The Proposed Project is anticipated to utilize either Con Edison steam or electric-powered heating and hot water systems to provide heating and cooling. As an emergency back-up, the Proposed Project may utilize an oil-fired boiler plant for heating and hot water systems, in addition to fossil-fuel emergency generators that would be used to provide electrical power. No fossil fuel-fired heating and hot water equipment would be utilized under normal operating conditions. Therefore, a stationary source analysis is not required to evaluate potential air quality associated with the Proposed Project's heating and hot water systems. An (E) Designation will be provided for Projected Development Site 1 and Projected Development Site 1a ensuring that steam or electric-powered heating and hot water systems would be used to ensure there are no potential significant adverse air quality impact from stationary sources.

To accommodate the new hospital building on Projected Development Site 1, it is anticipated that an existing laboratory would need to be relocated within the existing hospital complex. However, the Proposed Project would not include any new or expanded laboratories. Therefore, potential air quality effects from wet labs will be evaluated qualitatively.

As there are no known large and major sources of emissions within 1,000 feet of the Proposed Project, as defined in the *CEQR Technical Manual*, no air quality analysis of such sources is required.

A review of DEP and NYSDEC air permits will be performed to determine whether there are any permitted industrial sources of emissions within the 400-foot study area. If any permitted industrial sources are identified, an analysis will be performed following the procedures outlined in the *CEQR Technical Manual*.

**TASK 12: GREENHOUSE GASES AND CLIMATE CHANGE**

Because the Proposed Project would exceed the 350,000 gsf threshold requiring analysis of greenhouse gas emissions, in accordance with the *CEQR Technical Manual*, 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 prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO<sub>2</sub>e) metric tons per year. GHG emissions other than carbon dioxide (CO<sub>2</sub>) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential.

In addition to GHG emissions, climate change has contributed to rising sea levels and increases in storm surge and coastal flooding. An analysis of climate change is deemed warranted for projects at sites located within the 100- or 500-year flood zone. A review of the City's flood hazard

information was part of the EAS. The proposed site was found to be located over 1,000 feet outside of the nearest potential end-of-century flood hazard zone identified by the New York City Panel on Climate Change (NPCC). Therefore, the Proposed Project is unlikely to be impacted by future climate conditions, and an assessment of the potential impacts of climate change on the Proposed Project (e.g., sea level rise, flooding, etc.) is not warranted.

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.

The GHG analysis will consist of the following subtasks:

- Direct Emissions—GHG emissions from on-site boilers used for steam, heat, and hot water; any natural gas; and fuel used for on-site electricity generation (if any) will be quantified. Emissions will be based on available project-specific information regarding the Proposed Project’s expected fuel use to be provided by the project team.
- Indirect Emissions—GHG emissions from purchased electricity and/or steam generated off-site and consumed on-site during the Proposed Project’s operation will be estimated.
- 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*.
- Direct Mobile Source Emissions—GHG emissions from the Proposed Project’s vehicle fleet (e.g., ambulances) will be quantified using projected trip distances and vehicle emission factors provided in the *CEQR Technical Manual* or other more specific information if better data is identified.
- 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.
- Design features and operational measures to reduce the Proposed Project’s energy use and GHG emissions will be discussed and quantified to the extent that information is available.
- Consistency with recently passed New York City and New York State climate legislation will be assessed. New York City’s Climate Mobilization Act and New York State’s Climate Leadership and Community Protection Act have established additional GHG reduction goals along with required GHG reduction measures (i.e., building emission intensities, and requirements for rooftop solar photovoltaic installation where practicable) and emissions will be quantified with implementation of these measures.

### **TASK 13: NOISE**

The noise analysis will examine impacts of existing noise sources (e.g., vehicular traffic from adjacent roadways and surrounding playgrounds) on the proposed noise-sensitive medical uses and the impacts of project-generated traffic on noise-sensitive land uses nearby. This will include noise monitoring to determine existing ambient noise levels. For CEQR purposes, it is assumed that a detailed analysis of the proposed development’s mechanical equipment will not be required, because any heating, ventilation, and air conditioning (HVAC) equipment would be designed to

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meet applicable regulations. Consequently, the noise analysis will examine existing noise levels in the project area and the window/wall attenuation that would be required to provide acceptable interior noise levels at the Proposed Project. The subtasks are as follows:

- Select appropriate noise descriptors. Based upon CEQR criteria, the noise analysis will examine the 1-hour equivalent ( $L_{eq}$ ) and the  $L_{10}$  noise levels.
- Perform a screening analysis to determine whether there are any locations where there is the potential for the Proposed Actions to result in significant noise impacts (e.g., doubling of Noise PCE) due to project-generated traffic. If the existing noise passenger car equivalent (PCE) would double in the With Action condition, a detailed mobile source noise analysis would be performed.
- Select receptor locations. Receptor sites analyzed will include locations where high existing ambient noise levels could adversely affect new residential and other sensitive uses associated with the Proposed Project.
- Determine existing noise levels. If current traffic conditions are deemed representative of typical conditions, field measurements will be used to determine existing noise levels. The specific methodology and technical approach for the establishment of existing condition noise levels has been described in a memorandum submitted to the lead agency for comment and approval.
- Determine future noise levels without the Proposed Actions. At each of the receptor locations identified above, determine noise levels without the Proposed Actions using existing noise levels, acoustical fundamentals, and mathematical models.
- Determine future noise levels with the Proposed Actions. At all of the receptor locations identified above, determine noise levels with the Proposed Actions using existing noise levels, acoustical fundamentals, and mathematical models.
- Determine amount of building attenuation required. The level of building attenuation necessary to satisfy CEQR requirements is a function of the exterior noise levels and will be determined. Projected future noise levels will be compared to appropriate standards and guideline levels. As necessary, general noise attenuation measures needed for the project building to achieve compliance with standards and guideline levels will be recommended.

### **TASK 14: PUBLIC HEALTH**

According to the *CEQR Technical Manual*, a public health analysis is warranted if a project would result in a significant unmitigated adverse impact in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas, and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas, in accordance with *CEQR Technical Manual* guidelines.

### **TASK 15: NEIGHBORHOOD CHARACTER**

Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. Methodologies outlined in the *CEQR Technical Manual* will be used to provide a preliminary assessment of neighborhood character. This assessment would involve the following tasks:

- Based on other technical analyses, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the Rezoning Area.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the Proposed Project.
- Evaluate whether the Proposed Project have the potential to affect these defining features. Either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If required based on the preliminary assessment, a detailed assessment of the Proposed Project's effects on neighborhood character will be prepared.

#### **TASK 16: CONSTRUCTION**

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction impact assessment will evaluate the duration and severity of the disruption and inconvenience to nearby areas. The construction assessment will focus on areas where construction activities may pose specific environmental problems. This assessment will describe the anticipated construction schedule and logistics, discuss on-site activities, and provide estimates of construction workers and truck deliveries.

Because the construction duration of the Proposed Project will be greater than two years, and because construction activities would occur in proximity to sensitive receptors including LHH itself and nearby residences, the Proposed Project could have substantial and extended construction effects. Large-scale projects near sensitive receptor locations with a construction duration longer than two years typically require a quantitative assessment of the potential impacts of construction activities on air quality and noise.

Technical areas to be assessed include the following:

- **Transportation Systems.** This assessment will consider losses in lanes, sidewalks, off-street parking, and effects on other transportation services (i.e., transit and pedestrian circulation) during the construction periods, and identify the increase in vehicle trips from construction workers and trucks. Issues concerning construction worker parking, truck staging, and potential conflicts with school buses will also be addressed. Based on the trip projections of activities associated with peak construction for the Proposed Project, an assessment of potential transportation impacts during construction will be provided. The assessment will include Level 1 (Trip Generation) and Level 2 (Trip Assignment) analyses to determine if the *CEQR Technical Manual* quantified transportation analyses thresholds (50 or more vehicle trips and/or 200 or more transit/pedestrian trips during a given peak hour) are exceeded. A separate detailed analysis will be undertaken if this effort identifies such a need or if the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, key pedestrian facilities (e.g., sidewalks, crosswalks, corners/corner reservoirs), parking lanes and/or parking spaces in on-site or nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit in such a manner that determines that detailed analyses are needed. The Applicant is preparing a Draft Construction Travel Demand Factors (TDF) memorandum preliminarily assessing the above thresholds and geometric effects. The findings of these assessments, along with relevant

documentation and graphics, will then be summarized in the Construction chapter of the EIS. If detailed transportation analyses are conducted and significant impacts are identified in the Construction chapter, the Mitigation chapter of the EIS will identify construction period transportation improvement measures to mitigate the significant impacts, if available.

- ***Air Quality.*** A detailed dispersion analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities (e.g., excavation, demolition) that generate dust. The pollutants of concern include CO, PM, and NO<sub>2</sub>. The potential for significant impacts will be determined by a comparison of the model predicted concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable New York City *de minimis* criteria. The air quality analysis will also include a discussion of the strategies to reduce project-related air pollutant emissions associated with construction activities.
- ***Noise and Vibration.*** This section will contain a quantitative (modeling) analysis of noise from the Proposed Project's construction activity. Appropriate recommendations will be made to comply with DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The detailed analysis will estimate construction noise levels based on projected activity and equipment usage for various phases of construction on the project sites. The projected construction noise levels will be compared to existing noise levels as determined using a combination of noise level measurements and an existing conditions model validated or calibrated based on traffic counts. The noise analysis will identify potential construction noise impacts based on the intensity, duration, and location of emissions relative to nearby sensitive locations. As necessary, feasible and practicable project-specific control measures to further reduce construction noise disruption to the surrounding community will be considered.
- Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. A construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation options will be proposed.
- ***Community Facilities.*** As appropriate, discuss the distribution of LHH functions to other locations during construction.
- ***Other Technical Areas.*** As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to: historic and cultural resources, hazardous materials, open space, socioeconomic conditions, community facilities, and land use and neighborhood character.

### TASK 17: ALTERNATIVES

The purpose of an Alternatives analysis in an EIS is to examine reasonable and feasible options that avoid or reduce project-related significant adverse impacts, while achieving the goals and

objectives of the Proposed Project. The alternatives are usually defined once the full extent of the Proposed Project's impacts have been identified. However, the alternatives analyzed must include a No Action Alternative, as required by CEQR. The chapter may also include an alternative(s) that reduces any significant adverse impacts identified in the EIS analyses. If the Proposed Project results in unmitigated significant adverse impacts, the EIS would also include a No Unmitigated Impacts Alternative. The alternatives analyses will be qualitative, except where significant adverse impacts of the Proposed Project have been identified, or if an alternative with fewer overall impacts would nevertheless have new significant adverse impacts.

#### **TASK 18: MITIGATION**

Where significant impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts. This chapter will describe the practicable measures that could mitigate those impacts. These measures will be developed and coordinated with the responsible City and/or State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

#### **TASK 19: EIS SUMMARY CHAPTERS**

In accordance with the *CEQR Technical Manual*, the EIS would include the following summary chapters, where appropriate to the Proposed Project:

Unavoidable Adverse Impacts: which summarizes any significant adverse impacts that are unavoidable if a proposed action is implemented regardless of the mitigation employed (or if mitigation is impossible).

Growth-Inducing Aspects of the Proposed Project: which generally refer to "secondary" impacts of a proposed action that trigger further development.

Irreversible and Irrecoverable Commitments of Resources: which summarizes a proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.) both in the immediate future and long term.

Any significant impacts for which no mitigation can be implemented will be presented as Unavoidable Adverse Impacts. In addition to discussions of Growth-Inducing Aspects of the Proposed Project and Irreversible and Irrecoverable Commitment of Resources.

#### **TASK 20: EXECUTIVE SUMMARY**

The EIS will include an Executive Summary, which will summarize relevant material from the body of the EIS to describe the Proposed Project, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project. \*



**Appendix A**  
**Historic and Cultural Resources**

## ENVIRONMENTAL REVIEW

**Project number:** DEPARTMENT OF CITY PLANNING / 77DCP681M  
**Project:** LENOX HILL HOSPITAL REDEVELOPMENT  
**Date Received:** 12/29/2021

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**Comments:**

Amended of this date.

The LPC is in receipt of the revised EAS and revised draft Scope of Work, both dated 12/28/21.

There are no archaeological concerns, so no further review and analysis is required. Archaeology can be removed from the EAS and DSOW.

The EAS and DSOW appear acceptable for Historic and Cultural Resources and Shadows.

LPC DESIGNATED UPPER EAST SIDE HISTORIC DISTRICT AND EXTENSION; SAINT JEAN BAPTISTE CHURCH, 1067-1071 LEXINGTON AVENUE, AND 157 AND 159 EAST 78TH STREET HOUSES WITHIN RADIUS.

S/NR LISTED UPPER EAST SIDE HISTORIC DISTRICT AND BOUNDARY INCREASE; SAINT JEAN BAPTISTE CHURCH, 1067-1071 LEXINGTON AVENUE, AND EAST 78TH STREET HOUSES WITHIN RADIUS.

*Gina Santucci*

1/27/2022

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SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 35895\_FSO\_GS\_01272022.docx

## ENVIRONMENTAL REVIEW

**Project number:** DEPARTMENT OF CITY PLANNING / 77DCP681M  
**Project:** LENOX HILL HOSPITAL REDEVELOPMENT  
**Date Received:** 5/6/2022

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**Comments:**

The LPC is in receipt of an architectural survey of the project site and surrounding areas dated 5/4/22. There are no concerns, and no LPC eligible properties.

*Gina Santucci* \_\_\_\_\_

5/6/2022

SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 35895\_FSO\_GS\_05062022.docx

**Appendix B**  
**Draft Travel Demand Factors (TDF) Memorandum**



***Environmental, Planning, and Engineering Consultants***

440 Park Avenue South  
7th Floor  
New York, NY 10016  
tel: 212 696-0670  
fax: 212 213-3191  
[www.akrf.com](http://www.akrf.com)

## **Draft Travel Demand Factors (TDF) Memorandum**

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**To:** Project File  
**From:** AKRF, Inc.  
**Date:** Revised January 27, 2023  
**Re:** Lenox Hill Hospital Redevelopment—Travel Demand Analysis  
**cc:** Project Team

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### **A. INTRODUCTION**

This memorandum details the trip generation assumptions and travel demand estimates for the proposed Lenox Hill Hospital (LHH) Redevelopment project located in the Upper East Side neighborhood of Manhattan, which includes the “hospital block” bordered by Park Avenue to the west, Lexington Avenue to the east, East 77th Street to the north, and East 76th Street to the south (Block 1411, Lots 1 and 113) (Projected Development Site 1) and one ancillary site, the “77th Street site” (Block 1412, Lots 9, 10, and 11) (“Projected Development Site 1a”), at 111-115 East 77th Street between Lexington and Park Avenues (collectively, the “project site”).

Currently, the project site consists of the hospital block with 10 interconnected hospital buildings and the 77th Street site with three buildings for inpatient and ambulatory services, totaling 804,737 (gsf<sup>1</sup>). The ambulatory services consist of the emergency department and outpatient treatment, procedures, and care. The remaining services are inpatient and part of the hospital. In the future without the proposed actions (No Action condition), no buildings would be demolished or reconstructed and the project site would continue to operate; however, independent of the proposed actions, LHH will relocate selected ambulatory services to ancillary sites. Under the No Action condition at the project site, there would be 2,538 average weekday daily hospital staff members, 303 average weekday daily ambulatory care staff members, 1,462 average weekday daily hospital patients/visitors, and 407 average weekday daily ambulatory care patients/visitors. In the future with the proposed actions (With Action condition), the project site would be redeveloped to a total of approximately 1,444,000 gsf with a population of 2,965 average weekday daily hospital staff members, 215 average weekday daily ambulatory care staff members, 1,544 average weekday daily hospital patients/visitors, and 387 average weekday daily ambulatory care patients/visitors. There would also be a tunnel under East 77th Street connecting to the main hospital, which would be built to accommodate utilities

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<sup>1</sup> All gross square footage in this document includes above-grade and below-grade square footage.

and staff. With the use of the tunnel by staff under the With Action, there could be fewer trips on the street than under the No Action where there would be no tunnel. The project site plan is shown in **Figure 1**.

Person trip generation is based on the population of staff, patients, and visitors, and not the square footage of the space. Delivery trip generation is based on the square footage of the space. **Table 1** provides a comparison of the development programs between the No Action and With Action conditions.

**Table 1  
Program Summary**

Components	No Action Condition	With Action Condition	Increment
Project Site (GSF)	804,737	1,444,000	639,263
Hospital Staff	2,538	2,965	+427
Hospital Patients / Visitors	1,462	1,544	+82
Ambulatory Care Staff	303	215	-88
Ambulatory Care Patients / Visitors	407	387	-20

**Notes:** GSF = Gross Square Feet; Square footages shown are approximate  
**Source:** Northwell/LHH counts and projections

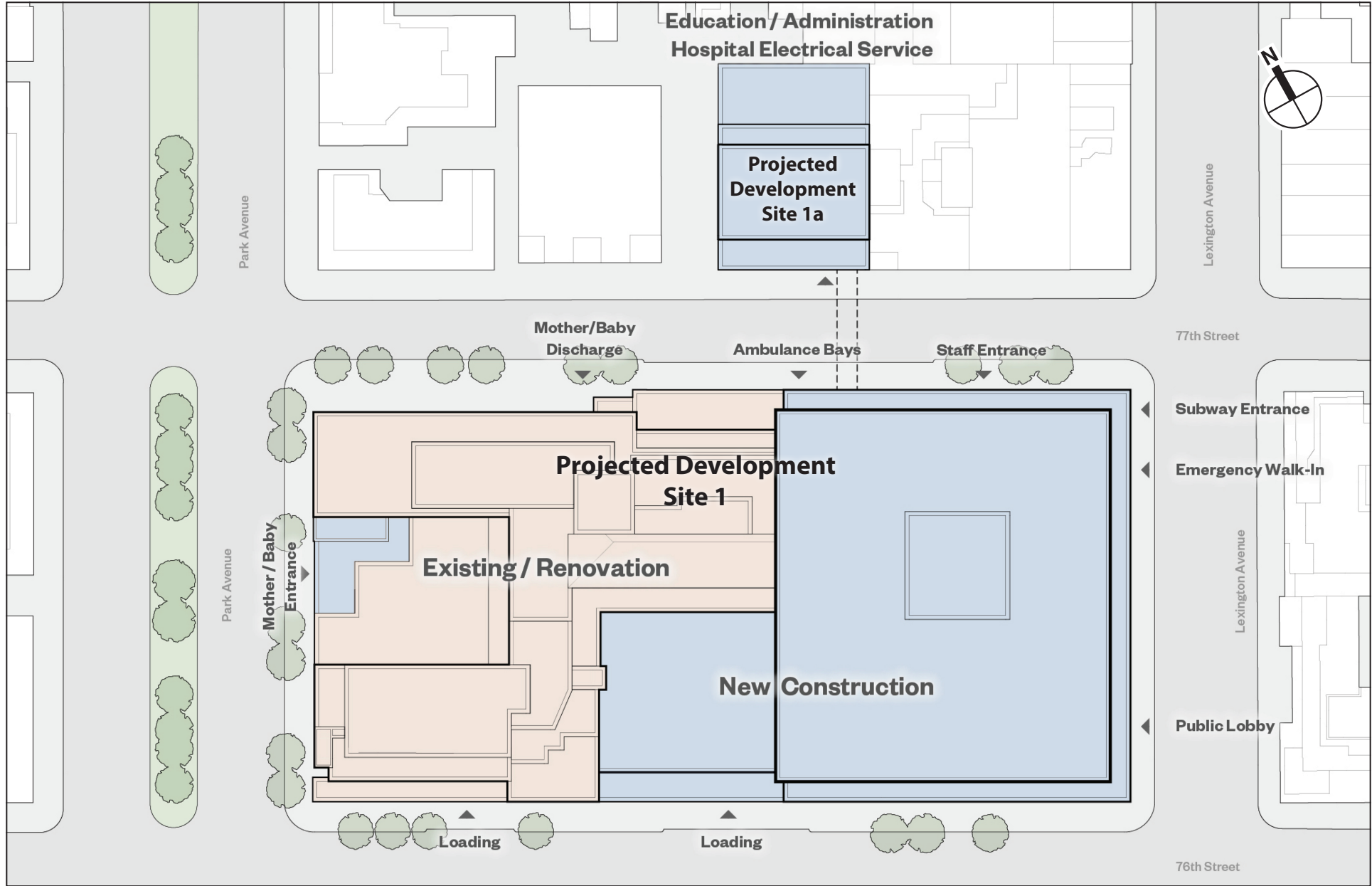
**B. TRANSPORTATION PLANNING ASSUMPTIONS**

Trip generation factors for the proposed project were developed based on information from the 2008 *Hospital for Special Surgery FEIS*, the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS*, and the U.S. Census Bureau—as summarized in **Table 2**. The projected travel profile and trip estimates for the hospital and ambulatory care uses were reviewed with Northwell/LHH and were confirmed to be consistent with Northwell’s current practice and expectations for the new hospital and ambulatory care facilities.

**Table 2  
Lenox Hill Hospital – Travel Demand Factors**

Use	Hospital – Staff			Hospital – Patients and Visitors			Ambulatory Care – Staff			Ambulatory Care – Patients and Visitors		
	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
<b>Total Daily Staff or Person Trips</b>	(1) Weekday 2,537 (No Action) 2,965 (With Action) Staff			(1) Weekday 2.0 Trips / Person			(3) Weekday 3.0 Trips / Person			(3) Weekday 2.0 Trips / Person		
<b>Temporal</b>	(1)			(1)			(3)			(3)		
	52%	27%	55%	3.7%	11.3%	9.3%	12.1%	8.1%	12.2%	4%	10%	8%
<b>Direction</b>	(1)			(1)			(3)			(3)		
In	95%	35%	15%	85%	65%	60%	97%	52%	12%	100%	60%	20%
Out	5%	65%	85%	15%	35%	40%	3%	48%	88%	0%	40%	80%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Modal Split</b>	(1,2)			(1)			(2)			(3)		
Auto	16.0%	0.0%	16.0%	32.0%	32.0%	32.0%	16.0%	16.0%	16.0%	53.0%	53.0%	53.0%
Taxi	2.0%	0.0%	2.0%	11.0%	11.0%	11.0%	2.0%	2.0%	2.0%	18.0%	18.0%	18.0%
Subway	58.0%	0.0%	58.0%	35.0%	35.0%	35.0%	58.0%	58.0%	58.0%	16.0%	16.0%	16.0%
Bus	12.0%	0.0%	12.0%	17.0%	17.0%	17.0%	12.0%	12.0%	12.0%	6.0%	6.0%	6.0%
Walk	12.0%	100.0%	12.0%	5.0%	5.0%	5.0%	12.0%	12.0%	12.0%	7.0%	7.0%	7.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Vehicle Occupancy</b>	(1,2) Weekday			(1) Weekday			(2,3) Weekday			(3) Weekday		
Auto	1.12			1.60			1.12			3.00		
Taxi	1.35			1.40			1.35			3.00		
<b>Daily Delivery Trip Generation Rate</b>	(3) Weekday 0.20 Delivery Trips / KSF			(3) Weekday 0.20 Delivery Trips / KSF			(3) Weekday 0.20 Delivery Trips / KSF			(3) Weekday 0.20 Delivery Trips / KSF		
<b>Delivery Temporal</b>	(3)			(3)			(3)			(3)		
	10%	9%	5%	10.0%	9.0%	5.0%	10.0%	9.0%	5.0%	10.0%	9.0%	5.0%
<b>Delivery Direction</b>	(3)			(3)			(3)			(3)		
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Sources:**  
(1) *Hospital for Special Surgery FEIS* (2008); subway and walk modes for hospital patients and visitors adjusted as per New York City Department of Transportation (DOT) recommendations  
(2) U.S. Census Bureau, ACS 2012–2016 Five-Year Estimates – Reverse Journey-to-Work (RJTW) Data: New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, 150.01  
(3) *MSK/CUNY-Hunter Project at 74th Street FEIS* (2013)



- New Construction*
- Existing / Renovation*

## **HOSPITAL STAFF**

Hospital staff include those hospital employees dedicated to inpatient services, including doctors, nurses and clinicians. In addition, hospital staff include hospital administration and the wide range of employees dedicated to hospital support functions, for example, lab technicians, food service workers and building maintenance staff.

The daily person trip rate, temporal distribution, directional distribution, and midday peak hour modal splits, and taxi occupancy are from the 2008 *Hospital for Special Surgery FEIS*. The AM and PM peak hour modal split and the auto occupancy are from the U.S. Census Bureau ACS Reverse Journey-to-Work (RJTW) Estimates for New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, and 150.01. The daily delivery trip rate, temporal distribution, and directional distribution are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS*.

## **HOSPITAL PATIENTS / VISITORS**

The daily person trip rate, temporal distribution, directional distribution, modal splits, and vehicle occupancies are from the 2008 *Hospital for Special Surgery FEIS*, with subway and walk modal splits adjusted based on DOT recommendations.

## **AMBULATORY CARE STAFF**

Ambulatory care staff include those hospital employees dedicated to outpatient services, including primary care and specialty outpatient clinics, in addition to other outpatient programs and services.

The daily person trip rate, temporal distribution, directional distribution, taxi occupancy, and daily delivery trip rate, temporal distribution, and directional distribution are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS*. The modal split and auto occupancy are from the U.S. Census Bureau ACS RJTW Estimates for New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, and 150.01.

## **AMBULATORY CARE PATIENTS / VISITORS**

The daily person trip rate, temporal distribution, directional distribution, modal splits, and vehicle occupancies are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS*.

## **AMBULANCES**

The average weekday daily population of ambulance staff is included in the Ambulatory Care Staff population numbers and travel demand factors. There would be no incremental difference between No Action and With Action conditions for ambulance staff. However, it is estimated that over a typical 24-hour period, there would be an increase of four ambulances per day and one ambulette per day when comparing No Action and With Action conditions. When applied to the weekday AM, midday, and PM peak hours, this would amount to either no additional trips per hour, or up to one additional trip per hour. The location of the ambulance access point is on the south side of East 77th Street on the hospital block, and would remain on that blockface under No Action and With Action conditions, so no diversion of ambulance or ambulette trips would occur.

There would be improvements under With Action conditions for the ambulances and ambulettes. Currently, and under No Action conditions there is no curb cut or layby lane at the ambulance entrance. These vehicles occupy curbside space, and occasionally need to double park when curbside space is fully occupied. Ambulance staff load and unload patients in the parking lane or in the street, conflicting with vehicular traffic and foot traffic on the sidewalk. Under With Action conditions, it is proposed that a curb cut is provided to facilitate off-street loading/unloading of patients for ambulances and ambulettes. Up to six ambulances or ambulettes could be accommodated simultaneously within the off-street area. This would improve traffic flow on East 77th Street and increase the safety of patients and hospital staff.



## C. CEQR TRANSPORTATION ANALYSIS SCREENING

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particular route in one direction), and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken.

For the Level 2 screening analysis, project generated trips would be assigned to specific intersections, transit routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

### TRIP GENERATION SUMMARY

As summarized in **Table 3**, the No Action project would generate 1,568, 1,171, and 1,838 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 308, 161, and 375 vehicle trips would be generated during the same respective peak hours. As summarized in **Table 4**, under the With Action condition, the proposed project would generate 1,766, 1,276, and 2,052 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 353, 172, and 421 vehicle trips would be generated during the same peak hours. The net incremental trips between the No Action and With Action conditions are shown in **Table 5**.

**Table 3**  
**Project Site Trip Generation – No Action Condition**

Program	Peak Hour	In/Out	Person Trip					Vehicle Trip				
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Hospital – Staff 2,537 persons	AM	In	201	25	727	150	150	1,253	180	18	8	206
		Out	10	1	38	8	8	65	9	18	8	35
		Total	211	26	765	158	158	1,318	189	36	16	241
	Midday	In	0	0	0	0	240	240	0	0	7	7
		Out	0	0	0	0	446	446	0	0	7	7
		Total	0	0	0	0	686	686	0	0	14	14
	PM	In	33	4	122	25	25	209	29	18	4	51
		Out	189	23	688	143	143	1,186	169	18	4	191
		Total	222	27	810	168	168	1,395	198	36	8	242
Hospital – Patients and Visitors 1,463 persons	AM	In	29	10	32	16	5	92	18	8	0	26
		Out	5	2	6	3	1	17	3	8	0	11
		Total	34	12	38	19	6	109	21	16	0	37
	Midday	In	69	24	75	37	11	216	43	22	0	65
		Out	37	13	40	20	6	116	23	22	0	45
		Total	106	37	115	57	17	332	66	44	0	110
	PM	In	52	18	57	28	8	163	33	20	0	53
		Out	35	12	38	18	5	108	22	20	0	42
		Total	87	30	95	46	13	271	55	40	0	95
Ambulatory Care Facility – Staff 303 persons	AM	In	17	3	62	13	13	108	16	2	0	18
		Out	0	0	1	0	0	1	0	2	0	2
		Total	17	3	63	13	13	109	16	4	0	20
	Midday	In	7	1	22	4	4	38	6	2	0	8
		Out	5	1	20	4	4	34	5	2	0	7
		Total	12	2	42	8	8	72	11	4	0	15
	PM	In	3	0	8	1	1	13	3	1	0	4
		Out	16	1	57	12	12	98	15	1	0	16
		Total	19	1	65	13	13	111	18	2	0	20
Ambulatory Care Facility – Patients and Visitors 407 persons	AM	In	17	6	5	2	2	32	6	2	0	8
		Out	0	0	0	0	0	0	0	2	0	2
		Total	17	6	5	2	2	32	6	4	0	10
	Midday	In	26	9	8	3	3	49	8	4	0	12
		Out	17	6	5	2	2	32	6	4	0	10
		Total	43	15	13	5	5	81	14	8	0	22
	PM	In	6	2	2	1	1	12	2	4	0	6
		Out	26	9	8	3	3	49	8	4	0	12
		Total	32	11	10	4	4	61	10	8	0	18
Total	AM	In	264	44	826	181	170	1,485	220	30	8	258
		Out	15	3	45	11	9	83	12	30	8	50
		Total	279	47	871	192	179	1,568	232	60	16	308
	Midday	In	102	34	105	44	258	543	57	28	7	92
		Out	59	20	65	26	458	628	34	28	7	69
		Total	161	54	170	70	716	1,171	91	56	14	161
	PM	In	94	24	189	55	35	397	67	43	4	114
		Out	266	45	791	176	163	1,441	214	43	4	261
		Total	360	69	980	231	198	1,838	281	86	8	375

**Table 4**  
**Project Site Trip Generation – With Action Condition**

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Hospital – Staff 2,965 persons	AM	In	235	29	850	176	176	1,466	210	21	14	245
		Out	12	2	45	9	9	77	11	21	14	46
		Total	247	31	895	185	185	1,543	221	42	28	291
	Midday	In	0	0	0	0	280	280	0	0	13	13
		Out	0	0	0	0	520	520	0	0	13	13
		Total	0	0	0	0	800	800	0	0	26	26
	PM	In	39	5	142	29	29	244	35	22	7	64
		Out	222	27	803	166	166	1,384	199	22	7	228
		Total	261	32	945	195	195	1,628	234	44	14	292
Hospital – Patients and Visitors 1,544 persons	AM	In	31	11	34	17	5	98	19	8	0	27
		Out	5	2	6	3	1	17	3	8	0	11
		Total	36	13	40	20	6	115	22	16	0	38
	Midday	In	73	25	79	39	11	227	46	23	0	69
		Out	39	13	43	21	6	122	24	23	0	47
		Total	112	38	122	60	17	349	70	46	0	116
	PM	In	55	19	60	29	9	172	34	21	0	55
		Out	37	13	40	20	6	116	23	21	0	44
		Total	92	32	100	49	15	288	57	42	0	99
Ambulatory Care Facility – Staff 215 persons	AM	In	12	2	44	9	9	76	11	2	0	13
		Out	0	0	1	0	0	1	0	2	0	2
		Total	12	2	45	9	9	77	11	4	0	15
	Midday	In	5	0	15	3	3	26	5	0	0	5
		Out	4	0	14	3	3	24	4	0	0	4
		Total	9	0	29	6	6	50	9	0	0	9
	PM	In	2	0	6	1	1	10	2	1	0	3
		Out	11	1	40	8	8	68	10	1	0	11
		Total	13	1	46	9	9	78	12	2	0	14
Ambulatory Care Facility – Patients and Visitors 387 persons	AM	In	16	6	5	2	2	31	5	2	0	7
		Out	0	0	0	0	0	0	0	2	0	2
		Total	16	6	5	2	2	31	5	4	0	9
	Midday	In	25	8	7	3	3	46	8	4	0	12
		Out	16	6	5	2	2	31	5	4	0	9
		Total	41	14	12	5	5	77	13	8	0	21
	PM	In	6	2	2	1	1	12	2	3	0	5
		Out	25	8	7	3	3	46	8	3	0	11
		Total	31	10	9	4	4	58	10	6	0	16
Total	AM	In	294	48	933	204	192	1,671	245	33	14	292
		Out	17	4	52	12	10	95	14	33	14	61
		Total	311	52	985	216	202	1,766	259	66	28	353
	Midday	In	103	33	101	45	297	579	59	27	13	99
		Out	59	19	62	26	531	697	33	27	13	73
		Total	162	52	163	71	828	1,276	92	54	26	172
	PM	In	102	26	210	60	40	438	73	47	7	127
		Out	295	49	890	197	183	1,614	240	47	7	294
		Total	397	75	1,100	257	223	2,052	313	94	14	421

## LEVEL 1 SCREENING

### Traffic

As shown in **Table 5**, the incremental trips generated by the proposed project would be 45, 11, and 46 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 50 peak-hour vehicle trips, a detailed traffic analysis is not warranted, and the proposed project is not expected to result in any significant adverse traffic impacts.

### Parking

The *CEQR Technical Manual* states that if a quantified traffic analysis is not required, an assessment of parking supply and utilization is also not warranted. Therefore, as a result of the conclusions described above for traffic, an on- and off-street parking analysis is not required, and the proposed project is not expected to result in any significant adverse parking impacts.

*Transit*

As shown in **Table 5**, the incremental transit trips generated by the Proposed Action would be 114, -7, and 120 person trips by subway during the weekday AM, midday, and PM peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak-hour subway trips, a detailed analysis of subway facilities or line-haul conditions is not warranted, and the proposed project is not expected to result in any significant adverse subway impacts.

Also shown in **Table 5**, the incremental bus trips generated by the proposed project would be 24, 1, and 26 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. These incremental bus trips would not exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak-hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted, and the proposed project is not expected to result in any significant adverse bus line-haul impacts.

*Pedestrians*

All incremental person trips generated by the proposed project would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the project site. As shown in **Table 5**, the net incremental pedestrian trips generated by the proposed project would be 198, 105, and 214 person trips during the weekday AM, midday, and PM peak hours, respectively. With the exception of the weekday PM peak hour, these incremental trips would not exceed the *CEQR Technical Manual* analysis threshold of 200 pedestrians per hour.

Although the net incremental pedestrian trips would not exceed 200 during the weekday AM peak hour, at 198, the increment is close to the CEQR threshold. Therefore, a Level 2 screening assessment (presented in the section below) has been conducted for the AM and PM peak hours to determine if there is a need for additional quantified pedestrian analyses.

**Table 5  
With Action Incremental Trip Generation Summary**

Program	Peak Hour	In/Out	Person Trip					Vehicle Trip				
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Total	AM	In	30	4	107	23	22	186	25	3	6	34
		Out	2	1	7	1	1	12	2	3	6	11
		Total	32	5	114	24	23	198	27	6	12	45
	Midday	In	1	-1	-4	1	39	36	2	-1	6	7
		Out	0	-1	-3	0	73	69	-1	-1	6	4
		Total	1	-2	-7	1	112	105	1	-2	12	11
	PM	In	8	2	21	5	5	41	6	4	3	13
		Out	29	4	99	21	20	173	26	4	3	33
		Total	37	6	120	26	25	214	32	8	6	46

**LEVEL 2 SCREENING**

As part of the Level 2 screening assessment, project generated trips were assigned to specific pedestrian elements near the proposed project. As previously stated, further quantified analyses to assess the potential impacts of the Proposed Action on the transportation system would be warranted if the trip assignments were to identify pedestrian elements incurring 200 or more peak hour pedestrian trips.

*SITE ACCESS AND EGRESS*

For the hospital block, patient/visitor entrances to the hospital and ambulatory care uses in the With Action condition would be located along the Lexington Avenue frontage. There would be an entrance for staff located on the East 77th Street frontage. In addition, a small number of hospital patient/visitor trips related to the Mother-Baby function of the hospital would enter on Park Avenue and be discharged via an exit on East 77th Street to waiting vehicles. For the 77th Street site, the entrance to the facility would face the north sidewalk of East 77th Street between Park Avenue and Lexington Avenue.

### *Pedestrians*

Level 2 pedestrian trip assignments were developed for the baseline No Action condition for comparison to the With Action project generated trips to yield the With Action incremental pedestrian trips. These trip assignments are shown in **Figures 2 through 7** and discussed below.

- Auto Trips: Motorists were assigned to off-site garages in the ¼-mile study area.
- Taxi Trips: Taxi trips for the hospital block were assigned to the northbound Park Avenue, East 77th Street, and southbound Lexington Avenue frontages. Taxi trips for the 77th Street site were assigned to the site frontage on East 77th Street.
- City Bus Trips: City bus riders would travel between bus stops on Lexington Avenue, Third Avenue, and East 79th Street and the project site.
- Subway Trips: Subway riders were assigned to the 77th Street (No. 6) Station and the 72nd Street (Q train) Station.
- Walk-Only Trips: Pedestrian walk-only trips were developed by distributing project generated person trips to surrounding pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population density data, U.S. Census RJTW O-D data, as well as the land use characteristics of the surrounding neighborhood.

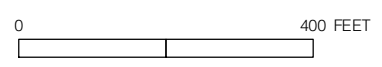
As summarized in **Table 6**, no pedestrian elements would incur incremental pedestrian trips exceeding the 200-trip CEQR analysis threshold. Therefore, additional quantified pedestrian analyses are not warranted, and the proposed project is not expected to result in any significant adverse pedestrian impacts.

**Table 6**  
**Pedestrian Level 2 Screening Analysis Results**

Pedestrian Elements	Weekday	
	AM	PM
<b>Lexington Avenue and East 77th Street</b>		
North Crosswalk	9	9
East Crosswalk	9	5
South Crosswalk	69	63
West Crosswalk	11	17
Northeast Corner	18	1
Southeast Corner	78	68
Southwest Corner	127	128
Northwest Corner	20	26
East Sidewalk along Lexington Avenue between East 77th Street and East 76th Street	1	-1
West Sidewalk along Lexington Avenue between East 77th Street and East 76th Street - South Segment	63	77
South Sidewalk along East 77th Street between Lexington Avenue and Park Avenue – East Segment	97	25
South Sidewalk along East 77th Street between Lexington Avenue and Park Avenue – West Segment	18	-2
West Sidewalk along Lexington Avenue between East 77th Street and East 76th Street - North Segment	93	149
North Sidewalk along East 77th Street between Lexington Avenue and Park Avenue - East Segment	2	7

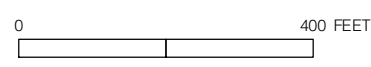


 Project Site - Hospital Block  
 Project Site - Ancillary Site





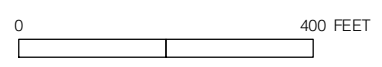
 Project Site - Hospital Block  
 Project Site - Ancillary Site



No Action Project Generated Pedestrian Trips  
 Weekday PM Peak Hour  
**Figure 3**



 Project Site - Hospital Block  
 Project Site - Ancillary Site

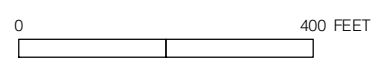


With Action Project Generated Pedestrian Trips  
 Weekday AM Peak Hour  
**Figure 4**





 Project Site - Hospital Block  
 Project Site - Ancillary Site



With Action Project Generated Pedestrian Trips  
 Weekday PM Peak Hour  
**Figure 5**



- Project Site - Hospital Block
- Project Site - Ancillary Site



With Action Incremental Pedestrian Trips  
 Weekday AM Peak Hour  
**Figure 6**



- Project Site - Hospital Block
- Project Site - Ancillary Site



With Action Incremental Pedestrian Trips  
 Weekday PM Peak Hour  
**Figure 7**

**Table 6 (cont'd.)  
Pedestrian Level 2 Screening Analysis Results**

Pedestrian Elements	Weekday	
	AM	PM
<b>Lexington Avenue and East 76th Street</b>		
North Crosswalk	6	5
East Crosswalk	2	2
South Crosswalk	3	4
West Crosswalk	59	70
Northeast Corner	8	7
Southeast Corner	5	6
Southwest Corner	62	74
Northwest Corner	67	83
East Sidewalk along Lexington Avenue between East 76th Street and East 75th Street	6	6
West Sidewalk along Lexington Avenue between East 76th Street and East 75th Street	50	54
South Sidewalk along East 76th Street between Lexington Avenue and Park Avenue	3	9
North Sidewalk along East 76th Street between Lexington Avenue and Park Avenue	5	16
<b>Park Avenue and East 77th Street</b>		
North Crosswalk	6	4
East Crosswalk	4	-3
South Crosswalk	14	20
West Crosswalk	5	6
Northeast Corner	10	1
Southeast Corner	29	24
Southwest Corner	19	26
Northwest Corner	11	10
North Sidewalk along East 77th Street between Lexington Avenue and Park Avenue - West Segment	2	7
East Sidewalk along Park Avenue between East 77th Street and East 76th Street - North Segment	19	23
South Sidewalk along East 77th Street between Park Avenue and Madison Avenue	1	1
North Sidewalk along East 77th Street between Park Avenue and Madison Avenue	8	10
<b>Park Avenue and East 76th Street</b>		
North Crosswalk	3	5
East Crosswalk	5	2
South Crosswalk	2	2
West Crosswalk	2	2
Northeast Corner	11	15
Southeast Corner	10	13
Southwest Corner	4	4
Northwest Corner	6	7
East Sidewalk along Park Avenue between East 77th Street and East 76th Street - South Segment	11	13
East Sidewalk along Park Avenue between East 76th Street and East 75th Street	7	6
West Sidewalk along Park Avenue between East 76th Street and East 75th Street	5	5
South Sidewalk along East 76th Street between Park Avenue and Madison Avenue	1	0
North Sidewalk along East 76th Street between Park Avenue and Madison Avenue	1	1

\*