E-103

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

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Department of City Planning

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NOTICE OF COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Identification
West 57th Street Rezoning
CEQR No. 00DCP041M
ULURP Nos. 000148 ZMM, 010149 ZSM, 010150 ZSM, 010151 ZSM, 010152 ZSM, 010153 ZSM
SEQRA Classification: Type I

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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Draft Environmental Impact Statement (DEIS) has been prepared for the action described below. Copies of the DEIS are available for public inspection at the office of the undersigned. The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing on the Draft Environmental Impact Statement (DEIS) will be held at a later date to be announced, in conjunction with the City Planning Commission's citywide public hearing pursuant to ULURP. Advance notice will be given of the time and place of the hearing. Written comments on the DEIS are requested and would be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

A. PROJECT DESCRIPTION

PROJECT IDENTIFICATION

This Draft Environmental Impact Statement (DEIS) assesses a proposal for an amendment to the City's zoning map and a request for special permits that would allow the development of the full block (3.7 acres) bounded by West 57th and West 58th Streets, Eleventh and Twelfth Avenues, on Manhattan's west side. The project block (Block 1105, Lots 1, 5, 14, 19, 23, 23, 29, 36, 43) is located in an M2-3 district, within Area C of the Special Clinton District in Manhattan

Community District 4. The proposed rezoning would allow commercial office, retail and residential uses, including television and movie post-production facilities and accessory screening space, telecommunication use, other commercial use, studio, warehouse/storage, and auto sales and support services uses, and parking. This proposal has been developed by the Durst Organization and would allow up to 1.61 million gross square feet of space containing some or all of these uses. Under the development plan there would be higher density development on the avenues and lower density development on the midblock. The analysis considers two different scenarios as reasonable worst-case conditions. In Scenario A, the office-office scenario, both towers would contain office uses; under Scenario B, the office-residential scenario, there would be a western office tower and an eastern residential tower. In both scenarios, the midblock would have a lower-rise structure that would be used for auto sales and service, storage uses, possible studio space, ground-floor retail, and parking.

The proposed rezoning and special permits require discretionary actions by the City Planning Commission (CPC) and the City Council, and it has been determined that, pursuant to the State Environmental Quality Review Act (SEQRA), its implementing regulations, City Environmental Quality Review Act (CEQR) and the procedures of the *CEQR Technical Manual*, that this DEIS be prepared. This DEIS has been drafted in accordance with a final scope of work.

CURRENT SETTING

Currently, the project block is occupied by a series of small, primarily 1- to 3-story buildings containing a variety of auto-related, warehouse/storage, and freight-forwarding uses, as well as a nightclub and a manufacturing use. The block is situated at the west end of West 57th Street, northeast of the connection with Route 9A. This is the northwest corner of the Clinton neighborhood (West Clinton) and the southern boundary of Manhattan's Upper West Side. Uses in the area reflect the on-site and proposed uses and include: auto-related, storage, light manufacturing, and freight handling to the south; office, auto-related, studio, and residential uses to the east; and an increasing residential presence to the north along and west of Eleventh Avenue, along with ground floor retail.

PROPOSED ACTIONS

ZONING MAP AMENDMENT

The proposed project would require a zoning map amendment for the project site from an M2-3 zoning district to a C4-7 district within 125 feet of the avenues and in the midblock along West 57th Street (to a depth of approximately 100 feet), and to M1-5 in the midblock facing West 58th Street and the Consolidated Edison Power House. The zoning map amendment would allow up to 1,054,380 square feet of zoning floor area in the C4-7 portion of the site (maximum FAR 10.0) and 276,145 square feet of zoning floor area associated with the M1-5 portion of the site (FAR 5.0), for a total of approximately 1,330,525 square feet of zoning floor area for the project

site. The proposed zoning change would allow for a development project of approximately 1,610,600 gsf.

SPECIAL PERMITS

In addition to the zoning amendment, the project would require two special permits pursuant to Sections 74-52 and 13-562 of the Zoning Resolution to allow two public parking garages (one with 239 spaces and the other with 399 spaces for a total of 638 spaces) in the base of the two towers and to exempt areas below the height of 23 feet used for parking from the definition of "floor area." The project would also require a special permit pursuant to Zoning Resolution Section 74-743 to allow certain waivers of height and setback regulations. As discussed above, the height and setback waivers would allow the streetwall of the Eleventh Avenue Building to exceed the maximum streetwall height and to extend into the sky exposure plane, as defined by the City's Zoning Resolution, to meet desired design criteria. The waivers would also allow development to be concentrated along the Eleventh and Twelfth Avenue frontages. This would result in minor encroachments of the sky exposure plane along West 58th Street and in floor area near narrow and wide streets in excess of the aggregate amount permitted for towers on each frontage. Finally, because it is possible that residential use in the Eleventh Avenue Building may begin at a height lower than the commercial use in the adjoining Midblock Building and in the Twelfth Avenue Building, waiver of location requirements of non-residential uses is required per zoning resolution Section 74-744(b).[1] If the City's proposed Unified Bulk Program now under consideration is adopted, additional or different waivers may be required under Section 74-743 to permit development in the proposed configuration (see discussion above). In anticipation of the adoption of the Unified Bulk Program, these waivers are also part of the current application.

PURPOSE AND NEED

The project block is currently zoned for manufacturing use, reflecting the former industrial nature of this part of Manhattan. With the decline of heavy manufacturing in Manhattan, portions of manufacturing districts have been rezoned to permit a mix of residential and commercial uses. This proposal would continue that process. The proposed actions include the rezoning of the block from the manufacturing designation (M2-3) to a C4-7 district that permits a mix of commercial and residential uses. The midblock facing West 58th Street would be rezoned from M2-3 to M1-5 (to within 125 feet of the avenue frontages).

This proposal would build upon the development trends and land use patterns of the area by replacing the existing, fragmented, small-scale development on the site with a unified and comprehensively designed mixed-use development. The development would continue the streetwall character of the approved developments in the area while bringing new jobs, new residents, and

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1 This waiver of location restrictions for non-residential use would not be required under the Unified Bulk Proposal.

improved street frontage, thereby enlivening the block and substantially enhancing the aesthetics of the West 57th Street corridor.

DEVELOPMENT PROGRAM AND DESIGN

DEVELOPMENT PROGRAM

The proposed actions would permit a range of uses on the project block. For the purposes of assessing the potential environmental impacts that could result from the proposed rezoning, two development programs have been developed, which reflect a reasonable worst-case condition of what could occur on the project site.

Development Programs

Uses	Scenario A* Office-Office (gsf)	Scenario B* Office-Residential (gsf)
Office	1,135,250	511,500
Residential	0	536,450
Retail	77,700	70,900
Automobile Showroom and Service/Repair Facility	211,700	268,200
Parking (approximately 638 spaces)	96,200	96,200
Storage/Other	89,750	91,000
TV/Movie Studio**	15,000	15,000
Total Development Program	1,610,600	1,574,250

Notes:
As is standard for buildings in New York City, the gross square footage includes certain floor area used for mechanical space and other specific functions, as well as certain cellar space (or below-grade space).
* Based on preliminary plans. Assumes maximum gsf for each use.
** Approximately 15,000 square feet of studio use could replace 15,000 square feet of office space.

DESIGN OBJECTIVES

Both scenarios have been designed with towers on the avenues (the Eleventh and Twelfth Avenue Buildings) and a connecting lower-rise Midblock Building. As described above, uses in the towers would be different under the two development scenarios; midblock uses would be the same. Both designs also include 638 parking spaces in two above-grade public parking garages. The western garage would be in the base of the Twelfth Avenue Building and contain 239 parking spaces in an attended parking facility. The balance of the spaces, 399, would be in an attended facility stretching

along the midblock. It is possible that up to 100 of the spaces proposed to be located in the midblock would be relocated to an accessory facility in the basement of the east tower. A more detailed description of the site design is provided below.

Eleventh Avenue Building

The east tower would be either a commercial or residential use. Under Scenario A, there would be a commercial office tower containing approximately 595,000 square feet of zoning floor area with ground-floor retail. Under Scenario B, there would be residential development of approximately 520,800 zoning square feet, or approximately 600 units, with ground floor retail. Under both scenarios, the tower would have a height of 385 feet (as measured from the curb to the top of the mechanical space). An architectural detail may be located on top of the building above this height. This height would be comparable to the height of the BMW Building directly across the street and consistent with the approved heights of the residential towers to the north. Under both scenarios, the southern face of the tower would be set back 30 feet from West 57th Street to be consistent with the setback of the BMW Building to the east and to enhance the view corridor down West 57th Street to the Hudson River. The streetwall tower base would be approximately 140 feet high, reflecting the streetwall height of approved buildings to the north. In addition, the building would have an "expression line" at approximately 85 feet reflecting the cornice of the historically significant Consolidated Edison Power House immediately to the north. A ground-floor lobby would be accessible from both Eleventh Avenue and West 57th Street.

Midblock Building

The Midblock Building would be lower in height and density with a streetwall rising to a height of between 65 and 85 feet above curb level. As a reasonable worst-case scenario, the Midblock Building would contain auto-showroom space on the first three to four floors of the building with ground-floor retail along the West 57th Street frontage. Vehicle service and showroom space would be located on and accessed from West 58th Street, not West 57th Street, to respect the pedestrian and commercial character of West 57th Street. The northern half of the Midblock Building may also house a mini-storage facility that would be the relocation of an existing on-site facility. Service and curb cuts for the Midblock Building would be located on West 58 Street. Above the streetwall, the building would be set back and would be permitted to rise to a maximum height of approximately 115 feet above curb level (130 feet with mechanical space).

Twelfth Avenue Building

The west tower would be a commercial office use. It would be lower than the Eleventh Avenue tower, with a height of approximately 295 feet above curb level (as measured from the curb to the top of the building), exclusive of elevator overruns and architectural detail. This elevation is comparable with the approved buildings in the southern blocks of the Riverside South project. A lower streetwall, at 65 to 85 feet, would also reflect the streetwall rhythm established by the southern parcels of the Riverside South project. As with the Eleventh Avenue Tower and the West 57th Street frontage, there would be ground-floor retail located in the base. As with the Eleventh Avenue Building, the Twelfth Avenue Building would be set back from the avenue at the 57th Street intersection to facilitate pedestrian circulation along the block frontage. Although pedestrian circulation is currently light, it is expected to increase somewhat with pedestrian access to the Hudson River Park, an enhanced West 57th Street corridor, and the visitor and employee activity from the proposed project.

VEHICULAR ACCESS AND TRANSIT IMPROVEMENTS

The project block can be accessed from a number of places: West 57th Street is a 100-foot-wide mapped street that carries two-way traffic on a four-lane, 60-foot-wide roadbed with two parking lanes; Twelfth Avenue, a Route 9A service road, is grade separated from the State roadway, which ramps up to the elevated Route 9A at this location; West 58th Street is a 58 to 60-foot-wide mapped street that carries two-way traffic on a 34-foot-wide roadbed; and Eleventh Avenue is a 100-foot-wide mapped street that carries two-way traffic on a four-lane, 70-foot-wide roadbed with two parking lanes and a raised median. In addition, the project site is immediately adjacent to Route 9A, with efficient access to both north- and southbound lanes. It is the intention of the proposed project to maximize the advantages of this access, to provide improvements that would avoid traffic impacts, and to reduce the demand on vehicular travel by enhancing transit.

Vehicle access into and around the project would facilitate both vehicular circulation and pedestrian conditions. For example, the 10 curb cuts on West 57th Street would be replaced by single curb cut, providing access to a proposed drive-through under the west tower. The drive-through would allow for a waiting and queuing area for car and taxi service and a shuttle bus off of the street. West 58th Street, a lightly used street, would become the service side of the development (it fronts the Consolidated Edison Power House) and accordingly, would have up to 8 curb cuts providing vehicular and service access to the project. This proposal would substantially improve the existing condition where there are 10 on each of the streets and 2 on each of the avenues.

To facilitate vehicle and pedestrian circulation and mass transit usage, the project proposes:

- A substantial reduction in curb cuts along West 57th Street to reduce interference with through traffic;
- Use of the less traveled West 58 Street, which fronts the Consolidated Edison Power House, as the service side of the project with loading docks internal to the building;
- The widening of the West 58th Street roadbed by 4 feet to 38 feet to facilitate two-way traffic and loading operations.
- A drive-through under the west tower for vehicle and shuttle bus drop-off and temporary standing; and
- Sidewalk and streetscape improvements.

NEW YORK CITY TRANSIT (NYCT) SERVICE

NYCT bus service is provided to the area by the M11, M31, and M57 City buses. The M31 bus travels east- and westbound along West 57th Street, and the M57 travels north- and southbound along Eleventh Avenue then west- and eastbound along West 57th Street providing one-fare connections with City subways. The M11 provides north-south routing on Ninth and Tenth Avenues, providing site access from far-west site origins. In addition to City buses, the project would institute a shuttle bus for peak hour service from the site to midtown subways with waiting areas in the lobbies of each tower.

PARKING

Proposed are a total of 638 public parking spaces, including 399 in the midblock and 239 in the base of the west tower (100 spaces could be relocated to an accessory garage beneath the Eleventh Avenue Building). Access to the west tower garage would be via the proposed drive-through to be located at least 200 feet east of Twelfth Avenue, and access to the midblock garage would be via a curb cut on West 58th Street. In the west tower entrance, sufficient reservoir spaces would be provided so that queuing does not occur down the ramp and into the drive-through. All reservoir spaces would be provided off-street for the midblock garage, as well.

PROJECT SCHEDULE

If the proposed zoning amendment and special permits are approved, it is anticipated that development of the project would be in operation by 2003. Construction of the project would commence in the spring of 2001 and is expected to take approximately 30 months, under either scenario.

PUBLIC APPROVAL PROCESS

The proposed zoning map change and special permits are subject to the City's Uniform Land Use Review Procedures (ULURP) and CEQR. A preliminary step in the CEQR process was the preparation of an Environmental Assessment Statement (EAS), the issuance of a Positive Declaration on March 8, 2000, requiring that an EIS be prepared with a draft EIS Scope of Work and a public scoping session. A public scoping for the project was held on April 17, 2000, comments were taken, and a final scope of work was issued. This DEIS provides a means for decision makers in the ULURP process to systematically consider environmental effects along with other aspects of project planning and design.

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

As described below, the proposed zoning map change and special permits, and the subsequent development scenarios are not anticipated to conflict with local land use patterns, zoning, or public policy initiatives.

LAND USE

Development of the proposed project under either of the scenarios would represent a change in the land use and development density on the block by replacing the existing light-industry and auto-related uses with office and residential uses. However, both development scenarios would also retain a mix of uses on the block, including uses that reflect both the historic and emerging development patterns of the area.

Although the project is not in the City's regulated coastal zone (that boundary is on the river side of Route 9A), it is a prominent location next to the waterfront. This proposal would support enlivening the waterfront and would improve the visual character of the area. Streetscape and sidewalk improvements would also enhance the pedestrian experience.

The project would increase the daytime population of the block; if developed, Scenario B, the office-residential scenario, would also increase the 24-hour population of the block. The project would be

consistent with existing and emerging patterns of land use in the surrounding area, and represents a continuation of a trend toward the conversion of manufacturing districts into mixed-use districts. In addition, the project would not affect land use in the Lincoln Square portion of the study area, which is already a well-established neighborhood. The project would not conflict with land uses in nearby Clinton because of the protection provided to that area by the Special Clinton District, and the project would be compatible with the Clinton Urban Renewal Area.

ZONING AND PUBLIC POLICY

The proposed rezoning of the project block would replace the M2-3 manufacturing district on the site (which allows commercial as well as manufacturing uses) with C4-7 and M1-5 zoning districts allowing commercial, residential, retail, and light manufacturing development. The new zoning would change the maximum density of potential development over the block from a current floor area ratio (FAR) of 2.0 to FAR 10.0 on the C4-7 portion of the site (12.0 FAR with bonus) and FAR 5.0 on the M1-5 portion of the site.

The proposed rezoning would be consistent with previously approved zoning map changes in the area primarily to the north. In these actions, manufacturing districts were rezoned to residential or commercial zones to allow development of residential and commercial uses. These projects include West End Towers, Riverside South, ABC/Tishman Speyer, and River Center.

The project site is located within Area C, "other," of the Special Clinton District. It would not conflict with the objectives of that district, especially south of 57th Street due to the strong zoning controls established by the Special Clinton District for its preservation and perimeter areas to the east of Tenth Avenue and to the south of West 56th Street. The project would be consistent with the requirements and intentions of that zoning district. The proposal would also not conflict with the objectives of the Clinton Urban Renewal Area located to the south.

OPEN SPACE

The proposed project is not expected to result in any significant adverse impacts on open space. Both scenarios would add new workers to the area; Scenario B, would also add new residents. To analyze the project's potential impacts on open space, Scenario A, was analyzed for passive open space within ¼ mile from the block—the commercial study area—and Scenario B was analyzed for active and passive open space within ½ mile from the block—the residential study area. Under Scenario A there would be an open space ratio of 1.09 acres of passive open space per 1,000 persons, which is more than the guidance value of 0.15 acres of passive open space per 1,000 daytime users as recommended in the *CEQR Technical Manual.*

Under Scenario B, there would be an added residential population, but a lower employee population. Under this scenario, the residential population would be an estimated 1,100 persons, increasing the residential study area population to 49,218 residents. Open space acreages would be 35.25 acres of passive space and remain at 12.8 acres of active space, for a total of about 48.25 acres. With a total open space of 48.25 acres, the total open space ratio for this study area would be 0.98 acres per 1,000 residents, below the Citywide median, with a minor decline in the acreage/population open space ratio of 0.02 from the future without the proposed project. For active open space, with 12.8 acres, the ratio would be 0.26, below the guideline of 2.0 acres per 1,000 residents, with a decline in the ratio of 0.01. Passive open space, with a total of 35.25 acres in the study area, would have a ratio of

about 0.72, a decline in the ratio of about 0.01, but still above the guideline of 0.50 acres per 1,000 residents.

While the area would remain underserved in terms of active open space, the added declines of the proposed project would result in only a minimal decline in open space per resident and would not significantly affect the open space ratios of the study area. Moreover, the proximity of Central Park would continue to be a factor in relieving the active open space deficiency of the residential study area. There would also be the benefits of the Hudson River Park, located just across Route 9A from the project block and providing a 5-mile waterfront bikeway/walkway (this could also connect with other open spaces that would extend along the entire west shoreline of Manhattan) and Riverside South parks. Although these parks are not entirely in the study area, they would provide much-needed fields, courts, children's play areas, and lawns for active games for West Side residents.

In sum, the proposed project would not have any significant adverse effects on open space in the study area. The minor decreases in active and passive open space that would result from the proposed project would be alleviated by open space amenities just outside the study area, including Central Park, and new facilities at Hudson River Park and Riverside South.

COMMUNITY FACILITIES AND SERVICES

POLICE SERVICES

The proposed project is not expected to significantly affect services provided by the New York City Police Department (NYPD). Based on conversations with the local community liaison officer, new development does not always translate into the need for added police services. Increased development and the level of attendant activity in an area can, and often does, lead to decreasing levels of criminal activity. The proposed project block is not very active and therefore creates opportunities for criminal activities that would not occur with a more active 24-hour use of the project block. The development of the proposed project would also bring pedestrian activity at all times of the day, thereby enhancing the sense of security in this part of the West Side. Additional police resources would not necessarily be required. In addition, it is the police department's policy to provide police staffing levels commensurate with a neighborhood's need. Accordingly, there will not be any impact on police resources in the area.

FIRE DEPARTMENT

The fire department has indicated that it has sufficient resources to serve both the proposed development and surrounding area.

SCHOOLS

Elementary Schools

The public elementary school nearest the project block is expected to be over capacity in the future without the proposed project. In addition, the four elementary schools in the immediate area are also expected to be over capacity (119 percent utilization). However, the two districts that serve the project are expected to have a combined utilization rate of 97 percent and District 2, in which the project block is located, would have a projected utilization rate of 96 percent. The 49 elementary students that would be generated from the proposed project (Scenario B) would add to the projected

overcrowding in the school nearest the project block. However, these students would represent only a small increment to the projected elementary school enrollment in the district, and seats would remain available districtwide. The Board of Education (BOE), as it often does, may reallocate students or shift programs within the district, which is projected to have available seats, to alleviate any potential overcrowding.

Intermediate/Junior High Schools

By 2003, the intermediate schools in the study area are projected to have a surplus of available seats. As a result, there is ample space for the 19 intermediate school students generated from the project at study area intermediate/junior high schools.

High Schools

According to statistics from the 1998-1999 school year, enrollment at the general admission high school closest to the proposed project site—Martin Luther King Jr. High School—is operating at capacity. However, the 11 high school students generated from the project would be able to choose from schools throughout New York City, as BOE does not establish districts for high school students. Even if all 11 chose Martin Luther King Jr. High School, they would represent only a small addition to the existing enrollment there.

CULTURAL RESOURCES

Most of the project block was inundated by the Hudson River until the end of the 19th century, and neither the project site nor the current buildings are sensitive with respect to archaeological resources. Therefore, the proposed development is not expected to affect archaeological resources.

There are no significant architectural resources located on the project block; therefore, demolition of existing structures would not cause any significant impacts to architectural resources. One architectural resource has been identified in the study area—the Consolidated Edison Power House (S/NR-eligible, NYCL pending). Formerly the Interborough Rapid Transit (IRT) Company Power House, this prominent, 6-story neo-Renaissance-Revival-style structure occupies almost the entire block to the north. This resource bears no programmatic or architectural relation to any of the surrounding primarily nondescript warehouse and auto-related structures. The proposed project would somewhat alter the context of the Consolidated Edison Power House by introducing a new building with towers across the street to the south. However, there is currently no relation between this historic resource and the surrounding buildings and, as described above, the proposed towers would reflect certain architectural elements to match the features of the power house.

In addition, while the project would cast new shadows on the Consolidated Edison Power House, no adverse impacts are anticipated. Currently, portions of the facade are in shadow from the surrounding buildings. According to the guidelines set forth in the *CEQR Technical Manual,* new project shadows may cause adverse effects when falling on sunlight-sensitive historic resources, such as historic landscapes or an architectural resource, that has sunlight dependent features, such as stained glass windows. The Consolidated Edison Power House has neither feature. Furthermore, the relatively flat ornament on the building is not dependent on sunlight to give it sculptural definition. Therefore, no significant impacts to architectural resources are expected.

URBAN DESIGN AND VISUAL RESOURCES

Overall, the proposed project would not result in any significant adverse impacts in terms of urban design or visual resources.

The construction of the proposed project would replace the existing low-rise buildings on the block with a contemporary design, mixed-use development. The project would also complement the development and design trends in this area, in particular, the Lincoln West/Riverside South areas, and build upon the development and design patterns already established to the north and east. The project's towers would be taller than many buildings in the area, but would be compatible in scale with buildings to the north and east and Clinton Towers to the south. In addition, the project, in conjunction with other proposals for the area, would contribute to the conversion of Eleventh Avenue into a more residential boulevard, although the avenue would retain its diverse character with a mix of different building types, uses, and heights to the south of West 57th Street. The proposed project, with its mixed-use program and contextual massing, would create a pedestrian-oriented environment where one does not currently exist, contribute to the emerging Lincoln Square West/Riverside South neighborhoods, and complement the Manhattan skyline.

SHADOWS

With respect to shadows, the proposed project would create some incremental shadows that would fall over the Hudson River Waterfront Park. Shadows would fall on the park for limited periods and generally appear early in the morning, particularly during the peak spring and summer seasons. This limited additional coverage is not significant. Therefore the proposed action would not result in significant adverse shadow impacts.

SOCIOECONOMIC CONDITIONS

The proposed project would not have any significant adverse impacts on socioeconomic conditions. The proposed project would directly displace six businesses, with approximately 372 employees, currently located on the project site. However, there are space alternatives for these business within New York City.

The value of construction of the proposed development would equal about $259.0 million (in 2000 dollars) under Scenario A, or $220.1 million (in 2000 dollars) under Scenario B, and employment resulting from construction expenditures, which includes jobs in business establishments providing goods and services to the contractors would result in direct and generated employment. The proposed project would also result in fiscal benefits for the City and State, resulting from real property-related revenue, such as real estate tax payments.

Furthermore, development of the proposed project could generate up to 5,000 permanent jobs directly on the site under Scenario A and 2,600 permanent jobs directly on the site under Scenario B, in addition to approximately 2,500 off-site jobs under Scenario A, and 1,200 off-site jobs under Scenario B.

NEIGHBORHOOD CHARACTER

PROJECT BLOCK

Both development scenarios, the office-office or office-residential, would have a positive effect on

the project block with respect to neighborhood character, although the office-residential scenario would create more 24-hour and weekend activity.

The project would provide an important anchor for the West 57th Street corridor, creating a more contemporary look for this west side gateway to midtown. Moreover, improvements to the street, including new sidewalks, street trees, and retail or showroom frontages, would modernize and enliven this West 57th Street block and provide a new west side destination. It would also improve the attractiveness of the streetscape and enhance pedestrian conditions on an east/west corridor that may experience additional pedestrian traffic as the waterfront begins to become a public space. The building itself would provide a consistent streetwall, with retail and/or automotive showroom use on the West 57th Street frontage. This, together with the office and residential lobbies, would enliven the sidewalk on the entire block. Shade trees at regular intervals would help create an accessible pedestrian character on the project block. This proposal is generally consistent with what is found along West 57th Street east of Tenth Avenue, which is strongly defined by larger residential and office buildings and supporting institutional uses.

SURROUNDING COMMUNITIES

As a block outside the traditional lower-scale Clinton residential community, located primarily to the east of Tenth Avenue between West 50th and West 59th Streets, the proposed project is not expected to adversely affect the surrounding neighborhoods. The changes on the project block are at the northwest corner of Clinton. The project would create two taller buildings on the north edge of Clinton, but consistent with the scale of buildings found along corridors that frame that neighborhood. The buildings would also be consistent with the taller buildings currently existing and proposed, such as Clinton Towers, West End Towers, Riverside South (now called Trump Place), 101 West End Avenue, and River Center, and would not adversely affect Clinton proper.

The form of the proposed project would be visually compatible with the most recently completed, under construction, and proposed developments to the north in Lincoln Square West, such as the buildings of Riverside South and the Tishman project. The project site is removed from Lincoln Square and would not affect its character; however, proposed residential and office uses on the site would certainly benefit from the proximity of this regional cultural, institutional, and entertainment center, which is in walking distance.

No adverse environmental impacts are expected within these communities. While the proposed project is expected to result in some traffic impacts, these impacts in all cases can be mitigated. The resulting traffic would also not significantly impact local air or noise conditions.

With respect to social and cultural conditions, while either development alternative would increase the on-site populations (the residential alternative also creates a need for local service), it is not expected that the proposed project would overburden community facilities (e.g., schools, police, and fire department services) or parklands.

In addition, the proposed project would not be expected to result in the off-site secondary displacement of residential tenants. The proposed project is in large part removed from the residential Clinton community. Moreover, the residential housing to the north is largely a combination of market rate rental housing and publicly sponsored housing where tenants would not be affected. With respect to Clinton, the project block is in the West Clinton area, where recent trends include

the development of a combination of market rate (more affluent) rentals and cooperative apartments (including projects such as 303 West 50th Street, 321 West 54th Street, and 819-823 Tenth Avenue/508-516 West 55th Street). This long-established trend is expected to continue with or without the proposed project. In addition, the proposed project would include a number of affordable units under the 80/20 program, similar to the housing mix proposed in the recently completed residential projects to the north.

The modest amount of retail space, under 80,000 square feet, would serve the project block and pass-by pedestrian traffic along West 57th Street. It would not be expected to compete with the long-established neighborhood retail proprietors along Tenth or Ninth Avenues in Clinton.

HAZARDOUS MATERIALS

In the future with the proposed project, the on-site buildings would be demolished, and construction would proceed below grade with soil excavation, including soil that has been identified as having elevated levels of petroleum. In addition, three parcels on the project block have not been tested for possible contaminants due to access issues, and full identification of any underground storage tanks (USTs) and above-ground storage tanks (ASTs) has yet to be completed.

To avoid any adverse effects at the project block, a Remedial Action Plan will be submitted to the New York State Department of Environmental Conservation (NYSDEC) (the Spills and/or Remediation Units). The Action Plan would include the following:

- A plan to conduct soil testing (as per NYSDEC protocol) on the three parcels that have not yet been tested for subsurface contaminants due to access issues, including testing for full volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), priority pollutant (not Resource Conservation and Recovery Act [RCRA]) metals, and polychlorinated biphenyls (PCBs), such testing to take place pursuant to a work plan and Health and Safety Plan (HASP) approved by NYSDEC. The testing on each parcel would occur, the results of the investigation would be compiled, and an appropriate remedial plan (if warranted) would be submitted for review and approval to NYSDEC prior to any construction-related soil disturbance on the relevant parcel;
- Development of an appropriate remedial plan for all elevated soil contaminants that exceed NYSDEC Guidance Levels (STARS and/or TAGM 4046), including petroleum contaminants, heavy metals, and PCBs. If hazardous contaminant levels exist at the project site, then they will be properly removed and disposed of at a facility permitted to accept hazardous waste;
- Removal and closure of all USTs identified, found, or encountered on site in accordance with NYSDEC Guidelines;
- Closure of the active NYSDEC spill number or any other existing active spill numbers in cooperation with NYSDEC;
- Development of a site-specific HASP for the workers and future occupants on the site. The HASP would include measures to protect workers and future occupants from exposure to any exceeded contaminants (i.e., VOCs, SVOCs, PCBs, and heavy metals identified during the site investigation) during excavation and removal of contaminated soils.

No soil removal or other site disturbance associated with the project would occur on the site prior

to NYSDEC's approval of the Remedial Action Plan. The Remedial Action Plan will be amended as necessary to incorporate the results of the investigation of the three parcels that have not investigated to date due to access issues.

In addition, prior investigations indicate that there are low levels of certain contaminants in the groundwater under the project block. Monitoring is under way to determine whether there are any significant changes to these levels, and to determine whether dewatered effluent during construction can be discharged to the New York City sewer system. If monitoring shows it to be necessary, any dewatering system would be modified during open-hole excavation to treat contaminated groundwater as it is removed from construction areas. If dewatering into New York City drains were to occur during the construction period, a New York City Department of Environmental Protection (NYCDEP) Sewer Discharge permit would be obtained prior to the start of any dewatering activities at the site. If this occurs, ground-water sampling for NYCDEP Sewer Discharge Criteria would also be completed.

As required by the State, all asbestos-containing materials (ACM) would be abated before the start of demolition of any structure containing asbestos. All work areas with asbestos would be contained, and in compliance with City, State, and Federal regulations, asbestos abatement would follow procedures that prevent dispersal of asbestos into the air. In addition, any ACM, PCBs, and lead-based paint that are encountered during the demolition activities associated with the proposed construction project would be removed/disposed of in accordance with all applicable Federal, State, and local regulations.

TRAFFIC AND TRANSPORTATION

Scenario A is the reasonable worst-case scenario for the purposes of traffic and transportation; therefore, an analysis of this scenario is presented in Chapter 10, "Traffic and Transportation," and is summarized below.

TRAFFIC

After deducting for the current traffic being eliminated at the site, Scenario A would generate 330, 361, and 510 vehicles per hour (vph) during the AM, midday, and PM peak hours, respectively. Vehicle trips generated by the proposed project would result in impacts to 2, 2, and 6 intersections during the AM, midday, and PM peak hours, respectively. These impacts would occur at the following locations:

- The westbound approach at West 57th Street and Ninth Avenue, where delay would increase from 55.1 seconds per vehicle (spv) (LOS E) for the No Build conditions to 63.3 spv (LOS F) for the Build conditions during the AM peak period;
- The eastbound approach at West 57th Street and Tenth Avenue, where delay would increase from 48.4 spv (LOS E) for the No Build conditions to 54.8 spv (LOS E) for the Build conditions during the AM peak period, and where delay would increase from 34.8 spv (LOS D) for the No Build conditions to 44.0 spv (LOS E) for the Build conditions during the midday peak period;
- The southbound through and right-turn movements at West 57th Street and Eleventh Avenue, where delay would increase from 64.8 spv (LOS F) for the No Build conditions to 83.0 spv (LOS F) for the Build conditions during the midday peak period;

- The eastbound approach at West 57th Street and Ninth Avenue, where delay would increase from 40.1 spv (LOS E) for the No Build conditions to 49.4 spv (LOS E) for the Build conditions during the PM peak period;
- The westbound approach at West 57th Street and Ninth Avenue, where delay would increase from 64.2 spv (LOS F) for the No Build conditions to 74.0 spv (LOS F) for the Build conditions during the PM peak period;
- The eastbound approach at West 57th Street and Tenth Avenue, where delay would increase from 50.6 spv (LOS E) for the No Build conditions to 74.6 spv (LOS F) for the Build conditions during the PM peak period;
- The westbound approach at West 57th Street and Tenth Avenue, where delay would increase from 56.5 (LOS E) for the No Build conditions to 62.4 spv (LOS F) for the Build conditions during the PM peak period;
- The westbound approach at West 58th Street and Tenth Avenue, where delay would increase from 23.6 spv (LOS C) for the No Build conditions to 35.7 spv (LOS D) for the Build conditions during the PM peak period;
- The southbound left-turn movement at West 54th Street and Eleventh Avenue, where delay would increase from 28.9 spv (LOS D) for the No Build conditions to 35.6 spv (LOS D) for the Build conditions during the PM peak period;
- The eastbound left-turn movement at West 59th Street and West End Avenue, where the delay would increase from 53.2 spv (LOS E) for the No Build conditions to 72.0 spv (LOS F) for the Build conditions during the PM peak period; and
- The southbound left-turn movement at West 65th Street and West End Avenue, where delay would increase from 52.5 spv (LOS E) for the No Build conditions to 59.1 spv (LOS E) for the Build conditions during the PM peak period.

All of these impacts may be mitigated, as described in Section C, "Mitigation Measures."

PUBLIC TRANSPORTATION

Subways

The proposed project would generate 1,574 and 1,973 subway trips during the AM and PM peak hours, respectively, at the West 59th Street-Columbus Circle subway station. These trips, which were assigned to the A, B, C, D, 1, and 9 trains, would not result in any significant impacts to the West 59th Street-Columbus Circle subway station.

Buses

Development of the office-office scenario would result in 460 and 680 bus trips during the AM and PM peak hours, respectively. In addition, there would be approximately 787 and 987 subway transfers to buses on the West 57th Street corridor during the AM and PM peak hours, respectively. These trips, which would be distributed to the M11, M37, and M57 bus routes, and would result in significant impacts to: the M11 bus during the PM peak period in the northbound direction and during both the AM and PM peak periods in the southbound direction; the M31 bus during the PM peak period in the northbound/eastbound directions and during both the AM and PM peak periods

in the southbound/westbound directions; and the M57 bus during both the AM and PM peak periods in the eastbound direction and during the PM peak period in the westbound direction. However, as standard practice, New York City Transit (NYCT) routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria (within fiscal and operating constraints).

In addition, as a potential amenity to the project's tenants, the site plan is configured to facilitate a shuttle bus service from 7 to 10 AM and 4 to 7 PM to the West 59th Street-Columbus Circle subway station. The shuttle would loop from the service drive, travel along West 58th Street, transfer passengers at Columbus Circle, then utilize Broadway and West 57th Street to return to the site. The anticipated two-vehicle electric fleet would provide service approximately every 7.5 minutes between the site and the station, augmenting the more frequent service expected to be provided by NYCT.

Pedestrians

The proposed project would generate approximately 2, 295 and 3,315 pedestrian trips to study area sidewalks during the AM and PM peak hours, respectively. These pedestrians are expected to travel primarily along Eleventh Avenue and West 57th Street adjacent to the site, and from the West 59th Street-Columbus Circle subway station. However, because pedestrian activity is negligible in existing conditions, and is not expected to increase appreciably in future conditions without the proposed project, project generated pedestrian trips would not result in any significant impacts to pedestrian conditions on Eleventh Avenue or West 57th Street adjacent to the project site.

AIR QUALITY

STATIONARY SOURCES

Potential impacts were analyzed for the project's heating, ventilation, and air conditioning (HVAC) systems and for emissions from the Consolidated Edison Power House located across West 58th Street from the project site.

The only stationary source of air pollutants associated with the proposed project would be the emissions from the gas-fired HVAC systems. The primary pollutant of concern when burning natural gas is nitrogen dioxide. Based on the methodologies in the *CEQR Technical Manual*, a screening analysis was performed for the project's HVAC systems. The results of this analysis show that with the stack centrally located on the roof of the east tower, which is the worst-case scenario, given its proximity to proposed residential buildings, there would be no significant air quality impacts from the proposed project's HVAC systems.

The potential stationary source impacts on the project from the Consolidated Edison Power House was also analyzed. The estimated concentrations from the modeling were added to the background concentrations to estimate ambient air quality at the proposed project. The receptors within the proposed building selected for this analysis were the worst-case locations, i.e. elevated locations where operable windows or air intake vents would be located. The analysis concluded that the predicted pollutant concentrations for all of the pollutant time averaging periods are below their respective standards. Therefore, no significant adverse air quality impacts would occur.

CONSISTENCY WITH THE NEW YORK STATE AIR QUALITY IMPLEMENTATION PLAN

All of the maximum predicted carbon monoxide (CO) concentrations with the project would be less than the corresponding ambient air standard. Therefore, construction of the project would be consistent with the New York State Implementation Plan for the control of ozone and CO.

NOISE

MOBILE SOURCE NOISE GENERATION

Traffic generated by the proposed project would result in an increase in noise levels along the project blockfaces. The maximum increase in noise level would be less than 2.0 dBA. Increases in noise levels of this magnitude would not be perceptible and would be insignificant. In terms of the New York City CEPO-CEQR standards, noise levels at all four sites would remain in the "marginally unacceptable" category, and no significant impacts to noise would result from the proposed project.

Under either scenario, the project building design will include well-sealed double-glazed windows and central air conditioning. The maximum exterior L_{10} noise level at the building would be less than 79 dBA. The proposed building design measures will provide at least 35 dBA of attenuation on all sides of the building, and would result in interior L_{10} noise levels (the peak noise levels at given locations) that comply with CEPO-CEQR requirements and result in levels of 45 dBA or lower.

To ensure this level of attenuation, an **(E)** designation for noise will be placed on the entire site (Block 1105, Lots 1, 5, 14, 19, 23, 23, 29, 36, 43). The text of the **(E)** designation would be:

> **In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

The (E) designation would preclude the potential for significant adverse noise impacts.

STATIONARY SOURCE NOISE GENERATION

The project's mechanical systems, including the building's HVAC systems, will be designed to meet all applicable noise regulations and codes, and therefore would not result in significant noise impacts.

INFRASTRUCTURE AND SOLID WASTE

While the proposed project would generate added demand for the water, wastewater treatment, and the disposal of solid waste and recyclables, it is not expected to result in significant adverse impacts to infrastructure or solid waste management systems.

CONSTRUCTION IMPACTS

Construction of the proposed project is expected to last approximately 30 months and begin in Spring 2001. The work would occur in distinct stages: demolition, foundation

construction, building shell and core construction, and interior and exterior finishes. It is anticipated that all of the staging for construction activities would be on-site and accessed primarily via West 58th Street and Twelfth Avenue. In keeping with local law, construction activities would occur Monday through Friday, between the hours of 7 AM and 6 PM, as regulated by the Department of Buildings. However, the delivery or installation of certain critical equipment could occur on weekend days. Construction could entail temporary lane closings on the project blockfaces, but would not involve any permanent closings of traffic lanes or sidewalks.

Construction of the project would be temporarily disruptive to the surrounding area; however, there are no residential uses in the blocks immediately surrounding the project block. Workers would travel to the site by vehicles, but would also be expected to use public transportation. Most of these trips would occur in off-peak hours, are temporary, and are not expected to result in significant impacts.

During peak activity (foundation construction), there could be up to 160 truck trips per day. This would also be a temporary increase in localized traffic. To accommodate on-street staging, the project would use West 58th Street and the Twelfth Avenue service roads to avoid impacts on West 57th Street. It is expected that work currently underway as part of Route 9A is expected to be mostly completed prior to construction beginning on the proposed project.

Traditional methods to reduce air quality impacts such as fugitive dust controls would be employed. In addition, to reduce temporary construction noise impacts, there would be limitations on hours of activity, compliance with the City noise code, and the use of equipment consistent with U.S. Environmental Protection Agency (EPA) emission standards.

To avoid any potential impacts related to hazardous materials during demolition of existing structures on the site, additional site investigation, construction activities, and site disturbance would proceed in accordance with applicable regulations and specifically in accordance with a Remedial Action Plan approved by NYSDEC, including a worker health and safety plan. All USTs identified, found, or encountered on site would be closed and removed in accordance with NYSDEC guidelines.

In addition, if groundwater monitoring shows it to be necessary, any dewatering system would be modified during open-hole excavation to treat any contaminated groundwater as it is removed from the construction areas. If dewatering into New York City drains were to occur during the construction period, a NYCDEP Sewer Discharge permit would be obtained prior to any dewatering activities at the site. If this occurs, groundwater sampling for NYCDEP Sewer Discharge Criteria would also be completed.

Also, buildings on the project block contain asbestos. Demolition of buildings on the project block would be undertaken in accordance with all applicable City, State, and Federal regulations. Asbestos would be removed, transported, and disposed of in accordance with all regulations. In addition, any ACMs, PCBs, and lead based paint that are encountered during demolition activities associated with the proposed construction project would be removed/disposed of in accordance with all applicable Federal, State, and local regulations.

With these procedures in place, no significant adverse impacts would occur as a result of

hazardous materials removal.

C. MITIGATION MEASURES

The project would result in potentially significant impacts on hazardous materials and traffic.

HAZARDOUS MATERIALS

To avoid any adverse effects on the project block, a Remedial Action Plan will be submitted to NYSDEC (see "Hazardous Materials," above). The Action Plan will include a plan to conduct soil testing as per NYSDEC protocol on the three parcels that have not been tested for subsurface contaminants; development of an appropriate remedial plan for all elevated soil contaminants that exceed NYSDEC Guidance Levels; removal and closure of all USTs in accordance with NYSDEC Guidelines; closure of the active NYSDEC spill number and any other existing active spill numbers in cooperation with NYSDEC; and development of a site-specific HASP for the workers and future occupants on the site. In addition, if groundwater monitoring shows it to be necessary, any dewatering system would be modified to treat contaminated groundwater as it is removed from construction areas. A NYCDEP Sewer Discharge permit would be obtained if dewatering into New York City drains were to be necessary.

ACM would be abated before the start of demolition, and ACM, PCBs, and lead-based paint would be removed and disposed of in accordance with all Federal, State, and local regulations.

Implementation of these measures and programs would fully mitigate the potential for any significant adverse impacts on public health

TRAFFIC AND TRANSPORTATION

The project's impacts on traffic and transportation are summarized above. The following section summarizes proposed mitigation measures.

TRAFFIC

The proposed project's site plan includes numerous measures designed to reduce potential impacts to traffic by (a) facilitating access/egress to the future expanded Route 9A; (b) creating a two-way service drive to reduce conflicts on West 57th Street and enhance circulation; (c) eliminating curb cuts from the key frontages of Eleventh Avenue, Twelfth Avenue, and West 57th Street; and (d) widening West 58th Street adjacent to the site to accommodate two-way traffic and all of the project's service needs. Mitigation measures consist of parking regulation and lane configuration changes at two affected intersections and changes in signalization at the other six affected intersections. As these measures are all operational in nature, they would be implemented by the New York City Department of Transportation. Proposed mitigation measures are summarized below.

To mitigate impacts resulting from the proposed project, signal retiming at the following intersections are proposed:

- West 59th Street and West End Avenue during the PM peak hour;

- West 65th Street and West End Avenue during the PM peak hour;
- West 54th Street and Eleventh Avenue during the PM peak hour;
- West 58th Street and Tenth Avenue during the PM peak hour; and
- West 57th Street and Ninth Avenue during the AM and PM peak hours.

To mitigate impacts at the intersections of West 57th Street at Tenth Avenue and West 57th Street at Eleventh Avenue, restrict parking at the westbound and southbound approaches during the AM, midday, and PM peak hours. In addition, at the intersection of West 57th Street and Tenth Avenue, provide a westbound right-turn lane. These parking regulation changes are expected to eliminate approximately 11 metered parking spaces. Vehicles previously parking in these 11 spaces could be accommodated in available on-street parking spaces or off-street parking facilities.

PUBLIC TRANSPORTATION

Buses

Bus trips resulting from the project would significantly affect the M11, M31, and M57 bus routes, with substantial capacity deficits projected on the M31 and M57 bus routes along the West 57th Street corridor. As standard practice, NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria (within fiscal and operating constraints). Therefore, the project would not provide mitigation for local bus conditions. However, the project's shuttle service between the project site and the West 59th Street-Columbus Circle subway station would help to alleviate some of the capacity deficits.

In summary, the proposed mitigation measures would eliminate all of the impacts expected to occur as a result of the proposed project.

AIR QUALITY

The proposed project would not result in any significant adverse air quality impacts and, therefore, no air quality mitigation is required. In addition, with implementation of the traffic mitigation measures discussed above, mitigation for the project's potential traffic impacts would have no significant effect on the maximum predicted 8-hour CO concentrations, since the measures are mostly signal timing adjustments. In addition, some mitigated locations are not near the air quality receptors analyzed. Therefore, the proposed project with the proposed traffic mitigation would not result in any violations of the CO standard or any significant adverse impacts at the receptor locations.

D. ALTERNATIVES

NO ACTION ALTERNATIVE

Under this alternative, the project block would not be rezoned, and it is assumed that the site would remain in its current use. With the No Action Alternative, existing uses on the site would not reinforce the changing character of the neighborhood towards residential uses with projects such as River Center, Riverside South, and the growth of Lincoln Square West, as described in Chapter 2, "Land Use, Zoning, and Public Policy." While there would be no impacts under this alternative, there would also be no increase in economic benefits for the City and State as there would be with the proposed project. In the absence of the proposed action, the project site will not be developed in a manner consistent with recent development trends in the area or statements made by CPC regarding development along the Eleventh Avenue corridor north of 57th Street.

AS-OF-RIGHT ALTERNATIVE

The As-of-Right Alternative considers potential development that could occur on the project site with the existing M2-3 (2.0 FAR) zoning remaining in place and no special permits or other discretionary approvals granted. The maximum amount that can be developed on the site under its current zoning is 321,340 zoning square feet. This As-of-Right Alternative, which could be developed with a variety of manufacturing and commercial uses, assumes the development of an approximately 360,000-gross-square-foot air freight facility.

No significant impacts to open space, community facilities, cultural resources, urban design and visual resources, hazardous materials, air quality, or noise would result from development of the As-of-Right Alternative. Construction impacts effects would be the same for this alternative as for the proposed project. While the As-of-Right Alternative would be consistent with existing land use and development on the site, the proposed project, with its commercial, auto-related uses, possible residential use, and larger-scale buildings would be more consistent with CPC statements regarding the direction of land use trends along Eleventh Avenue north of 57th Street. The proposed project would also be more consistent with the goals of New York City and New York State, in their development of Hudson River Park. In addition, the proposed project would generate a greater number of workers on the site, and economic benefits to the City and State would be greater with the proposed project than with the As-of-Right Alternative. In the absence of the proposed action, the project site will not be developed in a manner consistent with recent development trends in the area or statements made by CPC regarding development along the Eleventh Avenue corridor north of 57th Street.

In terms of traffic and transportation, this alternative would generate approximately 35 and 21 percent of the project generated trips during the AM and PM peak hours, respectively, resulting in one impact at the intersection of West 57th Street and Tenth Avenue during the PM peak period. Mitigation for this intersection would be the same as that recommended for the proposed project. In comparison with the proposed project, this alternative would not result in any significant impacts to bus service. Like the proposed project, no impacts to subway conditions at the West 59th Street-Columbus Circle subway station and no impacts

to pedestrian conditions would result with development of the As-of-Right Alternative.

REZONING ONLY ALTERNATIVE

Like the proposed project, this alternative would entail the rezoning of the project block from the manufacturing designation (M2-3) to a C4-7 within 125 feet of the avenues and in the midblock along West 57th Street (to a depth of approximately 100 feet), and to M1-5 in the midblock facing West 58th Street. However, the Rezoning Only Alternative would not include three special permits that the proposed project would require: two special permits pursuant to Sections 74-52 and 13-562 of the Zoning Resolution to allow public parking garages, and a special permit pursuant to Section 74-743 of the Zoning Resolution to allow certain waivers of height and setback regulations.

In terms of land use, zoning, and public policy, community facilities, historic resources, neighborhood character, hazardous materials, noise, and construction impacts, both this alternative and the proposed project would result in the same effects. The Rezoning Only Alternative would be of similar density to the proposed project but would be taller, and would have the same uses as with the proposed project, and the economic benefits to the City and State would be similar to the proposed project.

With respect to traffic, both the proposed project and this alternative would result in impacts to two, two, and six intersections during the AM, midday, and PM peak hours, respectively. Proposed measures to mitigate these impacts for the proposed project could also mitigate traffic impacts from the Rezoning Only Alternative. However, unlike the proposed project, the Rezoning Only Alternative would not be able to accommodate its parking demand on site, and off-street parking facilities near the site would have to be utilized. Off-street parking facilities would have sufficient capacity to accommodate parking demand generated by the Rezoning Only Alternative., but would operate closer to maximum capacity.

Compliance with zoning would result in a development with a maximum 85-foot base and a single tower rising to a height of approximately 521 feet above curb level (more than 130 feet higher than the proposed project or, if the Unified Bulk text is adopted, to 495 feet). The mass of the tower would likely be located in the midblock. This would be inconsistent with recent CPC statements and approvals regarding appropriate land use trends. In addition, the 85-foot streetwall would be inconsistent with the higher streetwall buildings characteristic of existing and approved developments along the Eleventh Avenue corridor to the north.

The midblock tower would cast incremental shadows of limited duration over portions of the Hudson River and Riverside South Parks. The shadows would be similar to but less than those of the proposed project; both the Rezoning Only Alternative and the proposed project would have no adverse impacts because of shadows.

The Rezoning Only Alternative would have the same effects on air quality as the proposed project. However, since this alternative would have a tower that would potentially be affected by emissions from the Consolidated Edison Power House, available measures may be required to avoid any significant air quality impacts and would require evaluation of the use of sealed windows and the placement of air intakes.

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