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DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK
ENVIRONMENTAL ASSESSMENT AND REVIEW

Joseph B. Rose, *Director*
Department of City Planning

June 24, 1997

NOTICE OF COMPLETION OF THE FINAL ENVIRONMENTAL
IMPACT STATEMENT

Lexington Avenue Rezoning Project
CEQR No. 95DCP062M
ULURP No. 960576ZMM
SEQRA No. P2620000-00165
SEQRA Classification: Unlisted

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 Part 617 of the NYCRR, a Final Environmental Impact Statement (FEIS) has been prepared on the action described below and is available for public inspection at the office of the undersigned. The proposal requires approvals by the City Planning Commission and the Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing was held in conjunction with the City Planning Commission's public hearing pursuant to ULURP on the Draft EIS on May 28, 1997. The public comment period on the DEIS was held open for 10 calendar days following the close of the public hearing.

A. DESCRIPTION OF THE PROPOSED PROJECT

The proposed action, a rezoning from R7-2/C1-5 to C1-8X, is proposed for a portion of Lexington Avenue between East 96th Street and East 98th Street in upper Manhattan. The proposed rezoning area is bounded by the point midway between 96th and 97th Streets to the south and 98th Street to the north, and extends 100 feet from the street line on each side of Lexington Avenue. (For purposes of clarity, the four blockfronts proposed for rezoning will be referred to here and throughout the EIS by their block numbers: the east side of Lexington Avenue between 96th and 97th Streets is 1624 East, the west side is 1624 West, the east side of the avenue between 97th and 98th Streets is 1625 East, and the west side is 1625 West.) The area currently has a maximum floor area ratio (FAR) of 3.44 for residential use (4.0 within 100 feet of a wide street like Lexington Avenue), 6.5 for community facility use, and 2.0 for commercial use. The proposed rezoning would increase the allowable residential and community facility FAR to 9.0. Commercial FAR would remain at 2.0 under the proposed rezoning.

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The proposed mapping action would also include several "E" designations to the zoning map. These designations would require future development on sites receiving an "E" designation to meet environmental conditions related to noise. The blocks and lots for which the "E" designation for noise are being proposed are listed below under "Noise."

The rezoning would allow for the development of several residential structures containing a total of 576 market-rate and affordable units with ancillary commercial and community facility uses on three of the four blockfronts to be rezoned, including property located outside the boundaries of the rezoning area. The FEIS projects a Build year, or analysis year, of 1999 for the potential developments.

The development area consists primarily of vacant land and three vacant structures, with the exception of one occupied structure that would remain occupied and would not be part of the proposed development. The total new development anticipated under the proposed rezoning is approximately 496,393 square feet.

B. REQUIRED ACTIONS AND APPROVALS

The proposed Lexington Avenue Rezoning Project requires a zoning map change and is subject to the requirements of the City Environmental Quality Review (CEQR), Executive Order 91, and the Uniform Land Use Review Procedure (ULURP).

C. POTENTIAL SIGNIFICANT IMPACTS OF THE PROPOSED ACTION

TRAFFIC AND PARKING

TRAFFIC

Anticipated development from the proposed rezoning is projected to generate 492, 922, and 1,139 person-trips and 110, 92, and 122 vehicle-trips during the AM, midday, and PM peak hours, respectively, from the combined residential, retail, and medical office components. These trips would result in increases in traffic volumes at a number of study area intersections. Street capacities for the most part would be sufficient to accommodate these increases. However, based on city standards, the increases in traffic would cause significant impacts at the following locations during the peak periods indicated:

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AM Peak

- The westbound left-turn movement at the 96th Street/Second Avenue intersection, which would continue at LOS F (delay increasing from 116.1 to 140.7 seconds);
- The eastbound approach at the 96th Street/Third Avenue intersection, which would continue at LOS F (delay increasing from 64.9 to 87.9 seconds);

Midday Peak

- The westbound approach at the 97th Street/Park Avenue intersection, which would continue at LOS F (delay increasing from 78.6 to 112.1 seconds);
- The westbound approach at the 97th Street/Lexington Avenue intersection, which would continue at LOS F (delay increasing from 75.9 to 113.6 seconds);

PM Peak

- The westbound approach at the 97th Street/Park Avenue intersection, which would continue at LOS F (delay increasing from 75.0 to 112.9 seconds);
- The westbound approach at the 97th Street/Lexington Avenue intersection, which would continue at LOS F (delay increasing from 100.9 to 132.8 seconds);
- The eastbound approach at the 96th Street/Lexington Avenue intersection, which would continue at LOS F (delay increasing from 65.5 to 70.1 seconds); and
- The eastbound approach at the 96th Street/Third Avenue intersection, which would continue at LOS F (delay increasing from 62.4 to 73.1 seconds).

These significantly impacted approaches could be mitigated by retiming traffic signals and/or changing the on-street parking regulations to allow for extra moving lanes (see "Mitigation Measures," below).

NOISE

Based on the noise projection, future residential uses on the potential development sites in the rezoning area could be subject to significant adverse noise impacts resulting from exterior ambient noise levels, unless noise attenuation and alternate means of ventilation were provided. The noise attenuation values are presented in Table 1:

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“E” designations requiring window/wall attenuation and alternate means of ventilation have been incorporated into the proposed action to avoid the potential for significant impacts and to ensure that interior noise levels are at or less than 45 A-weighted decibels [dB(A)]. The “E” designations would be placed on the zoning map and would be binding on all future development on the affected lots and blocks.

The proposed action includes the following "E" designation for noise for Block 1624, Lots 15-17, 49-53, and 56-60; and on Block 1625, Lots 13-16, 57, and 60. 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 to maintain an interior noise level of 45 dB(A). To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or U.S. Department of Housing and Urban Development (HUD)-approved fans.

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Table 1
 Noise Attenuation Values

Block Number	Lot Number	Required Attenuation dB(A)
1624	15	35
1624	16	35
1624	17	35
1624	49	35
1624	50	35
1624	51	35
1624	52	35
1624	53	35
1624	56	35
1624	57	35
1624	58	35
1624	59	35
1624	60	35
1625	13	35
1625	14	35
1625	15	35
1625	16	35
1625	57	35
1625	60	35

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D. PROPOSED MITIGATION MEASURES

A few intersection turning movements/approaches in the study area would experience significant traffic impacts in 1999 as a result of the project-related vehicular traffic. All of the project-related traffic impacts could be mitigated either by a retiming of traffic signals or revision of the on-street parking regulations at any given intersection, without significantly affecting the opposing flow at the other legs. Table 2 presents the results of the proposed mitigation measures for each of the impacted locations and compares the No Build, Build, and Build with Mitigation conditions for each location. The specific mitigation proposed for each significantly impacted location is outlined below, by peak time period.

AM PEAK

- To mitigate the impact at the westbound left-turn movement at the 96th Street/Second Avenue intersection would require adding 2 seconds of green time to the east- and westbound approaches and subtracting 2 seconds of green time from the southbound approach;
- To mitigate the impact at the eastbound approach at the 96th Street/Third Avenue intersection would require adding 2 seconds of green time to the east- and westbound approaches and subtracting 2 seconds of green time from the northbound approach;

MIDDAY PEAK

- To mitigate the impact at the westbound approach at the 97th Street/Park Avenue intersection would require changing the parking regulations along the south side of 97th Street's westbound approach to "No Parking, 11 AM to 2 PM, M-F," yielding an additional moving lane in the westbound direction;
- To mitigate the impact at the westbound approach at the 97th Street/Lexington Avenue intersection would require changing the parking regulations along the south side of 97th Street's westbound approach to "No Parking, 11 AM to 2 PM, M-F," yielding an additional moving lane in the westbound direction;

PM PEAK

- To mitigate the impact at the westbound approach at the 97th Street/Park Avenue intersection would require changing the parking regulations along the south side of

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- 97th Street's westbound approach to "No Parking, 4 PM to 7 PM, M-F," yielding an additional moving lane in the westbound direction;
- To mitigate the impact at the westbound approach at the 97th Street/Lexington Avenue intersection would require changing the parking regulations along the south side of 97th Street's westbound approach to "No Parking, 4 PM to 7 PM, M-F," yielding an additional moving lane in the westbound direction;
 - To mitigate the impact at the eastbound approach at the 96th Street/Lexington Avenue intersection would require adding 1 second of green time to the east- and westbound approaches and subtracting 1 second of green time from the northbound approach; and
 - To mitigate the impact at the eastbound approach at the 96th Street/Third Avenue intersection would require adding 2 seconds of green time to the east- and westbound approaches and subtracting 2 seconds of green time from the northbound approach.

All of these intersections could be mitigated with the implementation of the above mitigation measures. The proposed traffic mitigation measures are intended to reduce the 1999 Build projected approach delays to equal or below the corresponding 1999 No Build approach delays. Table 2 summarizes the mitigation measure analysis results.

Table 2
Signalized Intersections:
1999 No Build, Build, and Build with Mitigation Conditions Level of Service Analyses

Intersection	AM Peak																					
	No Build						Build						Build with Mitigation									
	Lane Group	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
Third Avenue & 86th Street Eastbound Westbound Northbound	LT	1.09	75.9	F	75.9	F	26.8	D	1.14	101.9	F	101.9	F	33.4	D	1.07	65.1	F	65.1	F	24.5	C
	TR	0.81	21.2	C	21.2	C			0.83	22.0	C	22.0	C			0.79	19.3	C	19.3	C		
	LTR	0.53	7.8	B	7.8	B			0.54	7.9	B	7.9	B			0.56	8.7	B	8.7	B		
Second Avenue & 98th Street Eastbound Westbound Southbound	TR	0.83	16.5	C	16.5	C	21.8	C	0.84	16.6	C	16.6	C	23.8	C	0.60	15.2	C	15.2	C	20.5	C
	D/L	1.11	111.4	F	42.8	E			1.16	137.7	F	49.0	E			1.10	105.7	F	38.0	D		
	T	0.94	29.6	D	10.2	B			0.96	32.3	D	10.2	B			0.91	25.3	D	11.3	B		
LTR	0.67	10.2	B	10.2	B			0.67	10.2	B	10.2	B			0.70	11.3	B	11.3	B			

Note: --Significant traffic impact, as defined in the CEQR Technical Manual.

Table 2 (Continued)
Signalized Intersections:
1999 No Build, Build, and Build with Mitigation Conditions Level of Service Analyses

Intersection	Midday Peak																					
	No Build				Build				Build with Mitigation													
	Lane Group	V/C Ratio	Delay (seconds)	LOS	Approach	Intersection	V/C Ratio	Delay (seconds)	LOS	Approach	Intersection	V/C Ratio	Delay (seconds)	LOS	Approach	Intersection	V/C Ratio	Delay (seconds)	LOS			
Park Avenue & 97th Street	LTR	1.05	79.7	F	79.7	F	29.3	D	113.7	F*	113.7	F	41.7	E	0.36	17.9	C	17.9	C	8.9	B	
	LT	0.19	4.2	A	4.2	A			4.2	A	4.2	A			0.20	4.2	A	4.2	A			
	TR	0.24	4.4	A	4.4	A			4.4	A	4.4	A			0.24	4.4	A	4.4	A			
Lexington Avenue & 97th Street	LT	1.05	75.9	F	75.9	F	31.6	D	113.6	F*	113.6	F	48.0	E	0.42	16.4	C	16.4	C	10.1	B	
	TR	0.42	6.1	B	6.1	B			6.2	B	6.2	B			0.44	6.2	B	6.2	B			

*=Significant traffic impact, as defined in the CEQR Technical Manual.

**Table 2 (Continued)
Signalized Intersections:
1999 No Build, Build, and Build with Mitigation Conditions Level of Service Analyses**

Intersection	PM Peak																		
	No Build						Build						Build with Mitigation						
	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Intersection Delay (seconds)	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Intersection Delay (seconds)	V/C Ratio	Delay (seconds)	LOS	Approach Delay (seconds)	Intersection Delay (seconds)	V/C Ratio	Delay (seconds)	LOS	
Park Avenue & 97th Street	1.06	75.9	F	75.9	26.8	D	113.7	F*	113.7	F	0.48	18.9	C	18.9	C	0.34	4.7	A	4.7
Westbound	0.32	4.7	A	4.7			4.7	A	4.7	A	0.33	4.7	A	4.7	A	0.33	4.7	A	4.7
Northbound	0.33	4.7	A	4.7			4.7	A	4.7	A	0.33	4.7	A	4.7	A	0.33	4.7	A	4.7
Southbound																			
Lexington Avenue & 97th Street	1.12	100.9	F	100.9	42.0	E	132.8	F*	132.8	F	0.44	16.5	C	16.5	C	0.57	7.1	B	7.1
Westbound	0.54	6.9	B	6.9			7.1	B	7.1	B	0.57	7.1	B	7.1	B	0.57	7.1	B	7.1
Southbound																			
Lexington Avenue & 96th Street	1.07	65.1	F	65.1	36.9	D	69.6	F*	69.6	F	1.05	56.9	E	56.9	E	0.41	10.0	B	10.0
Eastbound	0.41	10.6	B	10.6			10.6	B	10.6	B	0.41	10.0	B	10.0	B	0.41	10.0	B	10.0
Westbound	0.84	20.2	C	20.2			21.7	C	21.7	C	0.90	23.8	C	23.8	C	0.90	23.8	C	23.8
Southbound																			
Third Avenue & 96th Street	1.06	62.4	F	62.4	24.6	C	73.1	F*	73.1	F	1.02	46.8	E	46.8	E	0.49	14.2	B	14.2
Eastbound	0.50	16.2	C	15.2			15.4	C	15.4	C	0.49	14.2	B	14.2	B	0.49	14.2	B	14.2
Westbound	0.54	7.9	B	7.9			8.0	B	8.0	B	0.57	8.7	B	8.7	B	0.57	8.7	B	8.7
Northbound																			

*=Significant traffic impact, as defined in the CEQR Technical Manual.

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E. PROJECT IDENTIFICATION

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F. LEAD AGENCY

City Planning Commission
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Copies of the Final Environmental Impact Statement may be obtained from the Environmental Assessment and Review Division, Department of City Planning, 22 Reade Street, 4E, New York, NY 10007 from the persons indicated below.

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