

SEDESCO Subway Bonus

Environmental Assessment Statement

PREPARED FOR

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM
 FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If “yes,” STOP and complete the **FULL EAS FORM**.

2. Project Name SEDESCO Subway Bonus

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency) 21DCP206M	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable) N220121ZAM	OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)

4a. Lead Agency Information		4b. Applicant Information			
NAME OF LEAD AGENCY NYC Department of City Planning		NAME OF APPLICANT BOB 57 LLC			
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Deputy Director		NAME OF APPLICANT’S REPRESENTATIVE OR CONTACT PERSON Derek Gilcrest			
ADDRESS 120 Broadway, 31 st Floor		ADDRESS 34 East 51st Street, 6th Floor			
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10022
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov	TELEPHONE 212-317-2600	EMAIL Derek.Gilcrest@sedescoinc.com		

5. Project Description
 The applicant, BOB 57 LLC, is seeking a zoning authorization (the “Proposed Action”) to facilitate a mixed-use development to be located at 41-47 West 57th Street (Block 1273, Lots 7, 9, 10, and 65) in Manhattan. The Proposed Action would include a zoning authorization pursuant to ZR 66-51 (Additional Floor Area for Mass Transit Station Improvements). The authorization would provide a floor area bonus of 53,029 zoning square feet or 57,381 gross square feet (gsf) for a proposed new mixed-use building (the “Proposed Building”) in connection with improvements to the F Train’s 57th Street Station (the “Station Improvements”). The Proposed Building would be located on 41-47 West 57th Street (Block 1273, Lots 7, 9, 10 and 65; the “Development Site”). The Proposed Building and the Station Improvements are, collectively, “the Proposed Project.”

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 5	STREET ADDRESS 41-47 West 57 th Street
TAX BLOCK(S) AND LOT(S) Block 1273, Lots 7, 9, 10, and 65	ZIP CODE 10019	
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Bounded by Sixth Avenue to the west, West 58 th Street to the north, Fifth Avenue to the east, and West 57 th Street to the south		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C5-1, C5-2.5 (MiD), and C5-3 (MiD)	ZONING SECTIONAL MAP NUMBER 8C	

6. Required Actions or Approvals (check all that apply)

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

<input type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input type="checkbox"/> ZONING MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:	
<input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE:		

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR 65-51

Board of Standards and Appeals: YES NO

VARIANCE (use)
 VARIANCE (bulk)
 SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:
 SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)
 LEGISLATION FUNDING OF CONSTRUCTION, specify:
 RULEMAKING POLICY OR PLAN, specify:
 CONSTRUCTION OF PUBLIC FACILITIES FUNDING OF PROGRAMS, specify:
 384(b)(4) APPROVAL PERMITS, specify:
 OTHER, explain:

Other City Approvals Not Subject to CEQR (check all that apply)
 PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) LANDMARKS PRESERVATION COMMISSION APPROVAL
 OTHER, explain:

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

7. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.
Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.
 SITE LOCATION MAP ZONING MAP SANBORN OR OTHER LAND USE MAP
 TAX MAP FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
 PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
 Total directly affected area (sq. ft.): 19,246 Waterbody area (sq. ft) and type: 0
 Roads, buildings, and other paved surfaces (sq. ft.): 19,246 Other, describe (sq. ft.): 0

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)
 SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 443,087
 NUMBER OF BUILDINGS: 1 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 443,087
 HEIGHT OF EACH BUILDING (ft.): 1,100 NUMBER OF STORIES OF EACH BUILDING: 63

Does the proposed project involve changes in zoning on one or more sites? YES NO
 If "yes," specify: The total square feet owned or controlled by the applicant: 19,264
 The total square feet not owned or controlled by the applicant: 0

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO
 If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: 19,264 sq. ft. (width x length) VOLUME OF DISTURBANCE: 770,560 cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: 19,264 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	237,110	205,976	0	0
Type (e.g., retail, office, school)	119 units	Hotel with 158 rooms and 10,212-gsf restaurant	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? YES NO
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 27 NUMBER OF ADDITIONAL WORKERS: 13
 Provide a brief explanation of how these numbers were determined: The number of residents is based on an average household size of 1.68 for Neighborhood Midtown-South (2013-2017 ACS Survey). Using standard worker density by use figures provided by DCP, assumed the hotel space would generate one employee per 2.67 hotel room and the restaurant would generate one employee per 333.3 gsf.

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO

If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: In the No-Action condition, the Development Site would be developed with a building that contains a total of approximately 385,706 gsf, including approximately 205,904 gsf of residential space and 179,802 of commercial space. The residential space would include 103 dwelling units. The commercial space would include a hotel with 137 hotel rooms and an approximately 8,404-gsf restaurant. The No-Action building would have a maximum height of 63-stories and 1,100 feet (including the bulkhead) and a FAR of 13.8, which maximizes FAR under the existing zoning district, consistent with bulk and FAR regulations.

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2026

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 48

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: See EAS.

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

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify:

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach. See EAS.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. SHADOWS: CEQR Technical Manual Chapter 8		

	YES	NO
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See EAS.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See EAS.		
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 2,018 incremental pounds/week		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 9,615,236 mbtu/sf		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalent (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) See EAS.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		
See EAS.		

20. APPLICANT'S CERTIFICATION

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

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

APPLICANT/REPRESENTATIVE NAME

Catherine Zinnel

DATE

10/01/2021

SIGNATURE

Catherine Zinnel

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

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

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

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

Potentially Significant Adverse Impact

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?


YES NO

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

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

- Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY City Planning Commission
NAME Stephanie Shellooe	DATE October 1, 2021
SIGNATURE 	

NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed actions. Based on a review of information about the project contained in this environmental assessment statement (EAS) and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed actions would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The applicant, BOB 57 LLC, is seeking zoning authorization (the proposed action) pursuant to the New York City Zoning Resolution (ZR) Section 66-51 floor area for Mass Transit Station Improvements (Subway Improvement Bonus), to facilitate an additional 57,381 gross square feet (gsf) (53,029 zoning square feet (zsf)) floor area bonus at a proposed new development of a 63-story, 1,100-foot tall 443,087 gsf building that would contain approximately 237,110 gsf of residential space (up to 119 dwelling units (DUs)) and 205,976 gsf of commercial space (158 hotel rooms and an approximately 10,212-gsf restaurant) at 41-47 West 57th Street/50 West 58th Street (Block 1273, Lots 7, 9, 10, and 65, the project site) in the Midtown neighborhood of Manhattan, Community District 5. As part of the Proposed Project, the applicant would provide off-site transit improvements to make the F Train's 57th Street Subway Station accessible, through the construction of elevators at West 57th Street and Sixth Avenue. Absent the proposed action, the applicant would construct a 385,706 gsf, building at the project site of the same height and uses, containing approximately 205,904 gsf of residential space and 179,802 of commercial space, but no transit improvements would be made. The project site is located within the Special Midtown District ("MiD"). The MiD district was established to guide development, strengthen the business core, and link future Midtown growth to improved pedestrian circulation and transit access, and the MiD district regulations permit a number of district-wide incentives which increase the permitted FAR. While the proposed action would allow more floor area and slightly greater density than what would be permitted as-of-right, the proposed development facilitated would be consistent with the high-density commercial and mixed-use character of Midtown Manhattan, supported by the zoning districts in place in the area. The proposed development would also be consistent with the goals of OneNYC, New York City's comprehensive policy plan for a sustainable and resilient city, as it would help advance the plan's stated goals of modernizing mass transit networks and ensuring that streets are safe and accessible. Therefore, the proposed action would not result in any significant adverse impacts to land use, zoning, or public policy, and no further analysis is warranted.

Historic and Cultural Resources

A detailed analysis related to historic and cultural resources is included in this EAS. The analysis finds that while there are historic resources in the 400' study area surrounding the project site, no archaeological or architectural resources would be affected by the proposed action. In a letter dated July 23, 2020, the New York City Landmarks Preservation Commission (LPC) determined that the Development Site is not archaeologically significant, and therefore, no further consideration of archaeological resources is warranted. The project site is not itself designated as architecturally significant and is not located within a LPC or New York State or National Register (S/NR) designated historic district, however, in accordance with the 2020 *CEQR Technical Manual*, a review of historic architectural resources within a 400-foot study area was performed, and ten resources were identified: the Plaza Hotel, Steinway Hall, the Medical Arts Building, the Edith Andrews Logan Residence, the Henry Seligman Residence, the Coronet Apartments, buildings at 21 West 58th Street and 24 West 57th Street, the Hotel Sevilla, and the Bergdorf Goodman building. As the development facilitated by the proposed action would be very similar to the development that would occur absent the proposed action, and the exterior envelope of the building constructed would be the same in either condition. The development facilitated by the proposed action would not significantly alter or affect the setting, visual relationship, or publicly accessible views of the identified historic resources within the study area, and therefore would not result in significant adverse impacts related to historic and cultural resources, and no further analysis is warranted.

Construction

A detailed analysis related to construction is included in this EAS. Construction would occur over an approximately 48-month period, and would adhere to the applicable laws, regulations, and building codes that govern construction in New York City. As detailed in the construction assessment in the EAS, while construction of the proposed development may result in localized, temporary disruptions, the proposed actions would not result in significant adverse construction impacts in the key technical areas of transportation, air quality, and noise. The applicant will enter a Restrictive Declaration, to be recorded against the Development Site in association with the proposed action, that would include commitments to implement Project Components Related to the Environment (PCREs), including noise control, air emissions control, and Maintenance and Protection of Traffic [MPT] plans, during construction, that would preclude any potential impacts to air quality or noise related to construction activities. Therefore, with the PCREs in place, the proposed actions would not result in construction-period significant adverse impacts and no further analysis is warranted.

Hazardous Materials, Air Quality, and Noise


An (E) designation (E-643) related to hazardous materials, air quality, and noise would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact ANNABELLE MEUNIER at +1 212-720-3426.

Project Name: Sedesco - 41 West 57th Street

CEQR # 21DCP206M

SEQRA Classification: Unlisted

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31 st Fl. New York, NY 10271
NAME Stephanie Shellooe, AICP	DATE October 1, 2021
SIGNATURE 	
TITLE Chair, City Planning Commission	
NAME Anita Laremont	DATE October 4, 2021
SIGNATURE	

Project Name: Sedesco - 41 West 57th Street

CEQR # 21DCP206M

SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	MN	Block 1273, Lots 7, 9, 10, and 65

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-643**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1	X	X	X

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 1** for hazardous materials would apply as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Project Name: Sedesco - 41 West 57th Street

CEQR # 21DCP206M

SEQRA Classification: Unlisted

Air Quality

The (E) designation requirements for air quality would apply as follows:

Projected Development Site 1: Any new residential and/or commercial development on the above - referenced property must use natural gas as the type of fuel for heating, ventilating, and air conditioning (HVAC) system and hot water equipment and ensure the HVAC system and hot water equipment stack is located at the highest tier and at least 1103 feet above grade to avoid any potential significant adverse air quality impacts.

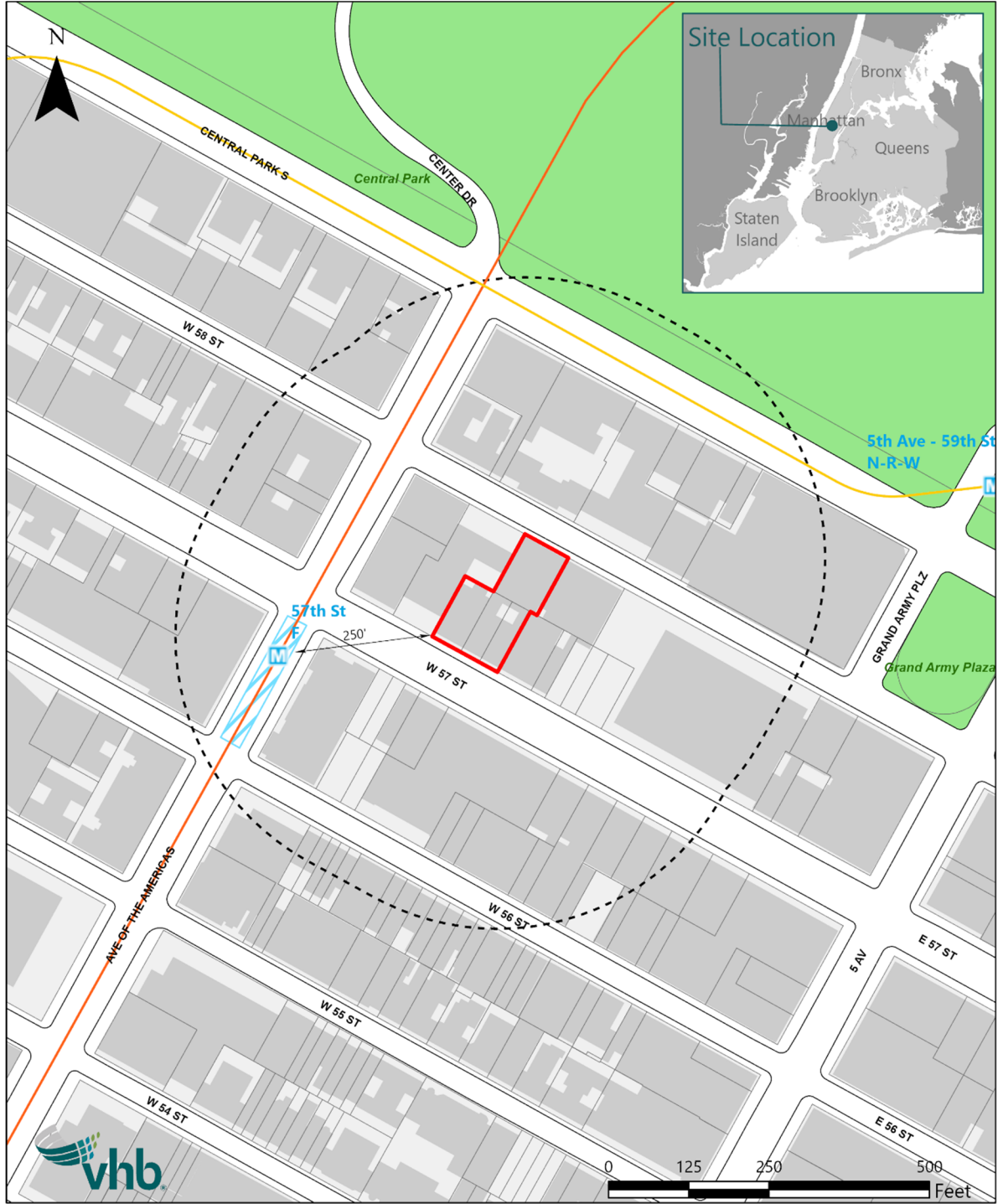
Noise

The (E) designation requirements for noise would apply as follows:

Projected Development Site 1: In order to ensure an acceptable interior noise environment, future residential/hotel uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing West 58th Street and the facades facing Avenue of the Americas within 50 feet of West 58th Street and the facades facing 5th Avenue within 50 feet of West 58th Street and 35 dBA of attenuation on the facades facing West 57th Street and the facades facing Avenue of the Americas within 50 feet of West 57th Street and the facades facing 5th Avenue within 50 feet of West 57th Street to maintain an interior noise level not greater than 45 dBA for residential and hotel uses as illustrated in the EAS. In order 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.

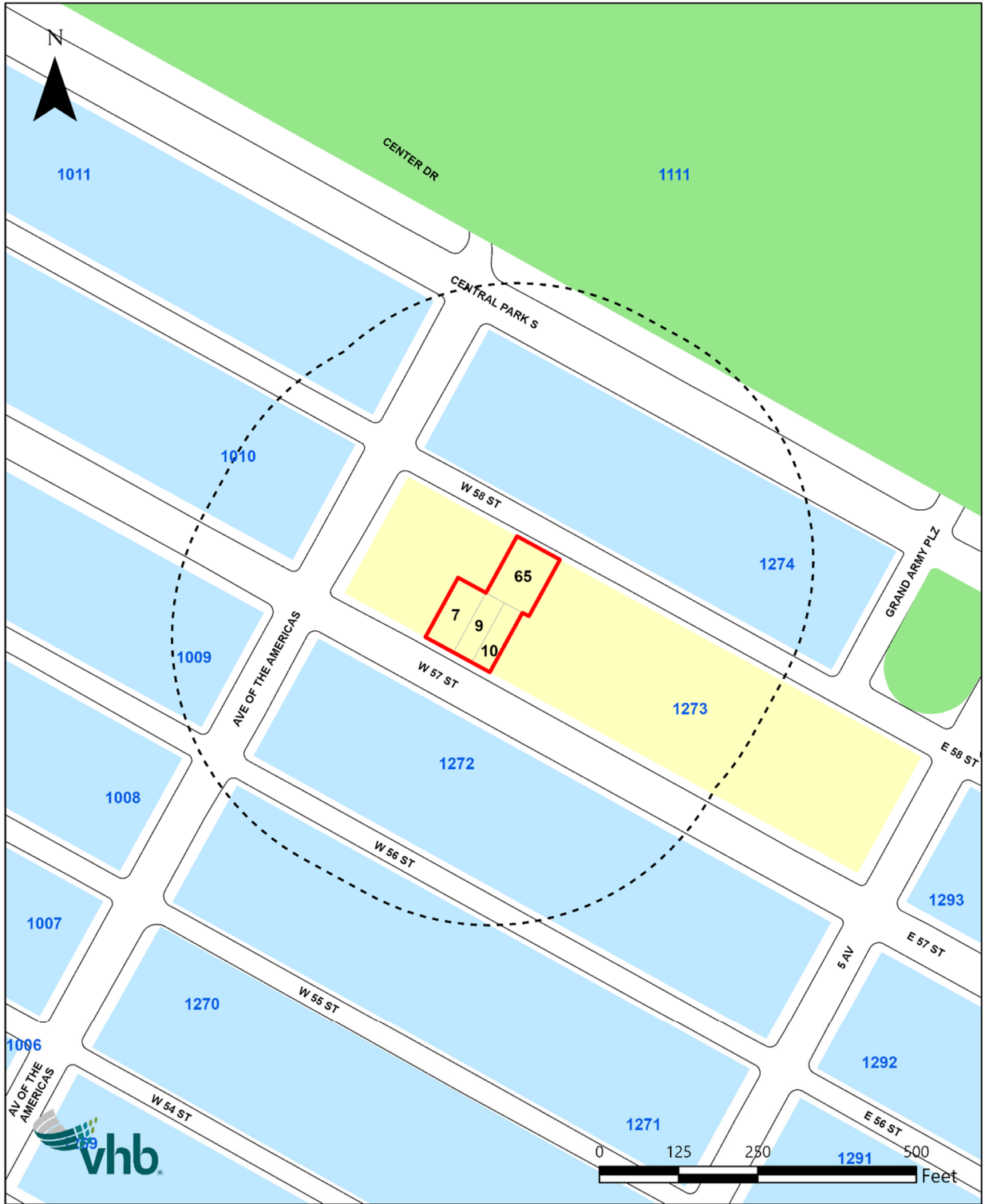
EAS Figures

Figure 1 Project Area Map



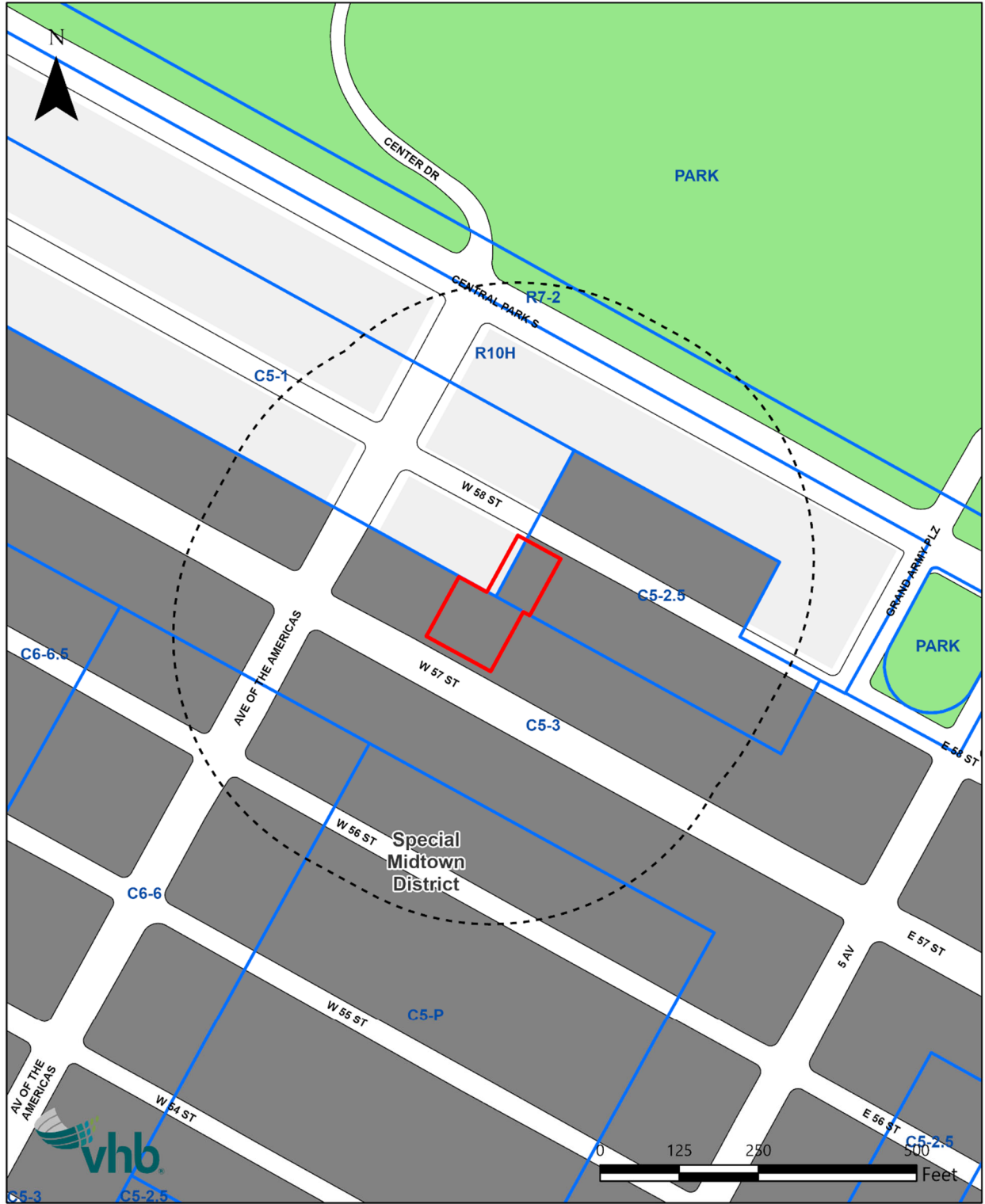
- Development Site
- Building Footprints
- Subway Station
- F Subway Line
- 400-ft Study Area Radius
- Park
- Granting Station
- N / R / W Subway Line

Figure 2 Tax Map



Development Site 400-ft Study Area Radius Project Site Parcels Tax Block Park

Figure 3 Existing Zoning Map



Development Site 400-ft Study Area Radius Zoning District Special District Park

Figure 4 Land Use Map

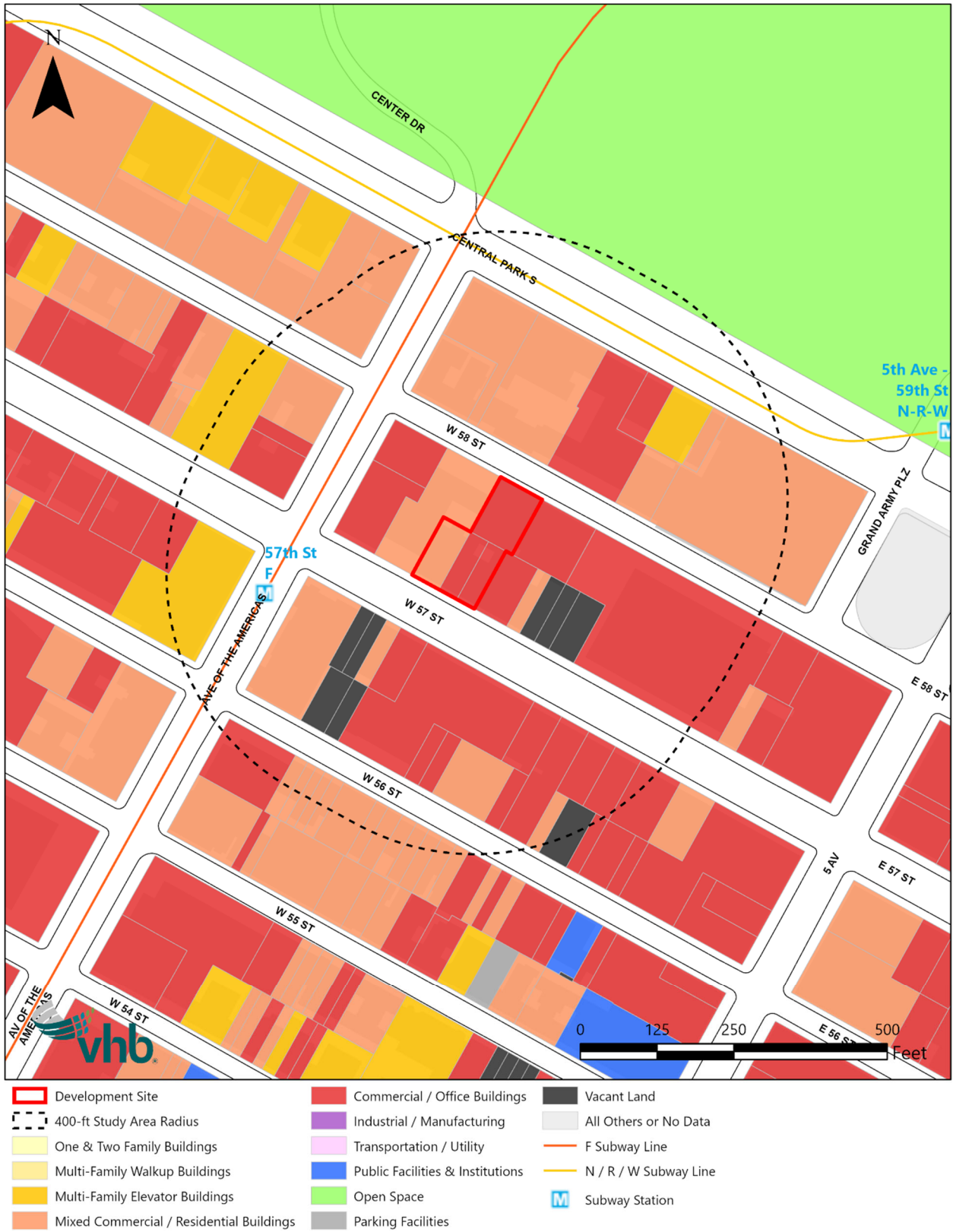
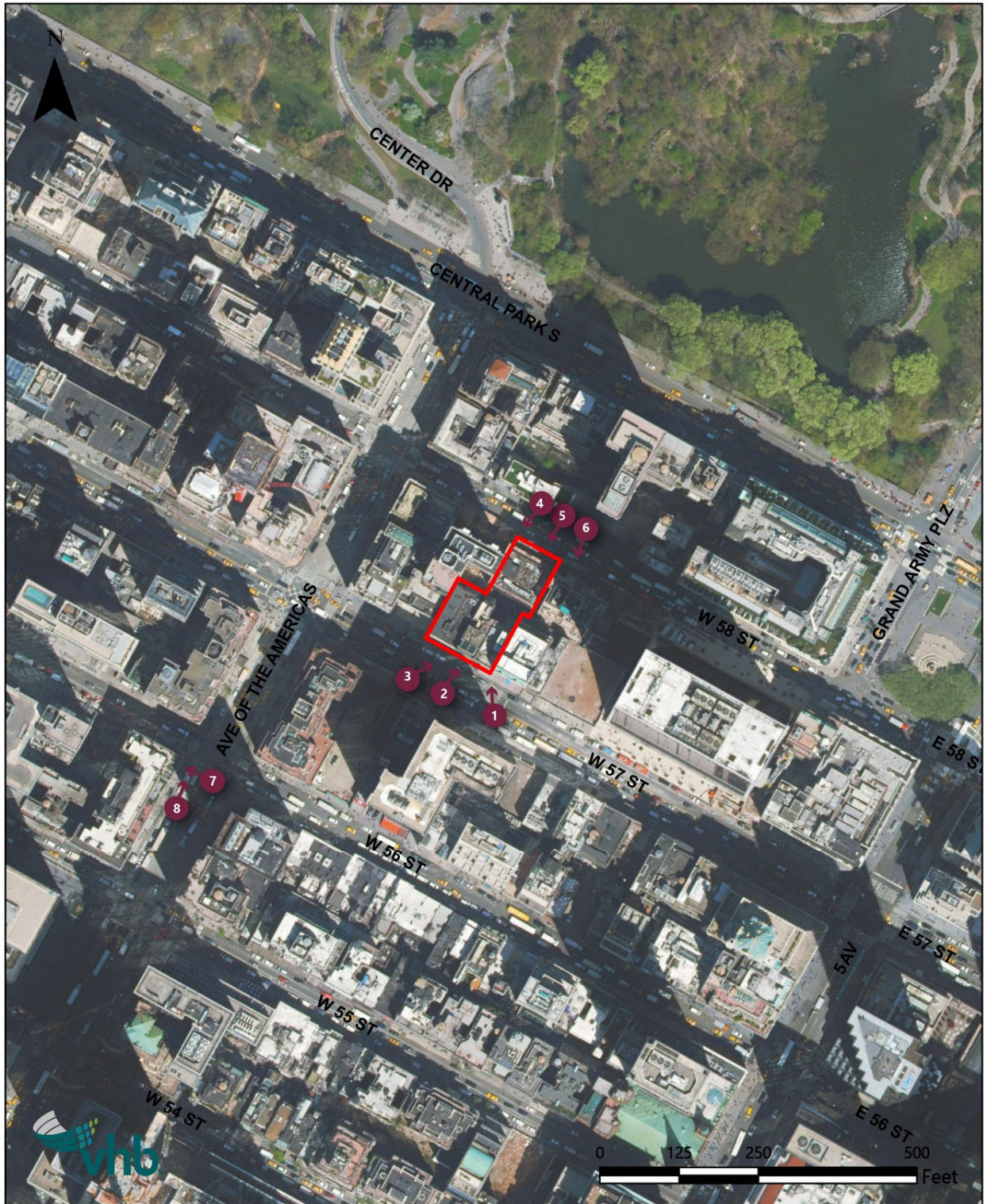


Figure 5 Photo Key Map



Development Site

Photo Location

Photo 1 West 57th Street between Fifth and Sixth Avenues Looking Northwest



08/25/21

Photo 2 West 57th Street between Fifth and Sixth Avenues Looking North



08/25/21

Photo 3 West 57th Street between Fifth and Sixth Avenues Looking Northeast



08/25/21

Photo 4 West 58th Street between Fifth and Sixth Avenues Looking Southeast



08/25/21

Photo 5 West 58th Street between Fifth and Sixth Avenues Looking South



08/25/21

Photo 6 West 58th Street between Fifth and Sixth Avenues Looking Southwest



08/25/21

Photo 7 Sixth Avenue and West 56th Street Looking West



08/25/21

Photo 8 Sixth Avenue between West 56th and West 55th Street Looking North



08/25/21



Part I: Project Description

This section provides descriptive information about the requested discretionary land use action(s) and the development project that could be facilitated by the requested actions. The purpose of this section is to convey project information relevant to the environmental review.

Introduction

The applicant, BOB 57 LLC, is seeking a zoning authorization (the "Proposed Action") pursuant to ZR 66-51 (Additional Floor Area for Mass Transit Station Improvements). The authorization would provide a floor area bonus of 53,029 zoning square feet (zsf) or 57,381 gross square feet (gsf) for a proposed new mixed-use building (the "Proposed Building") in connection with improvements to the adjacent F train's 57th Street Station (the "Station Improvements"). The Proposed Building and the Station Improvements are, collectively, "the Proposed Project."

Development Site

The Proposed Project is located in the northern portion of the Midtown central business district in Manhattan Community District 5. The Development Site on which the Proposed Building would be constructed is located on Block 1273, Lots 7, 9, 10, and 65. The block is bounded by West 58th Street, Fifth Avenue, West 57th Street, and Sixth Avenue (see **Figure 1**). It is an irregularly shaped through-lot with an area of 19,246 square feet (sf). It has approximately 117 feet of frontage along West 57th Street and approximately 75 feet of frontage along West 58th Street.

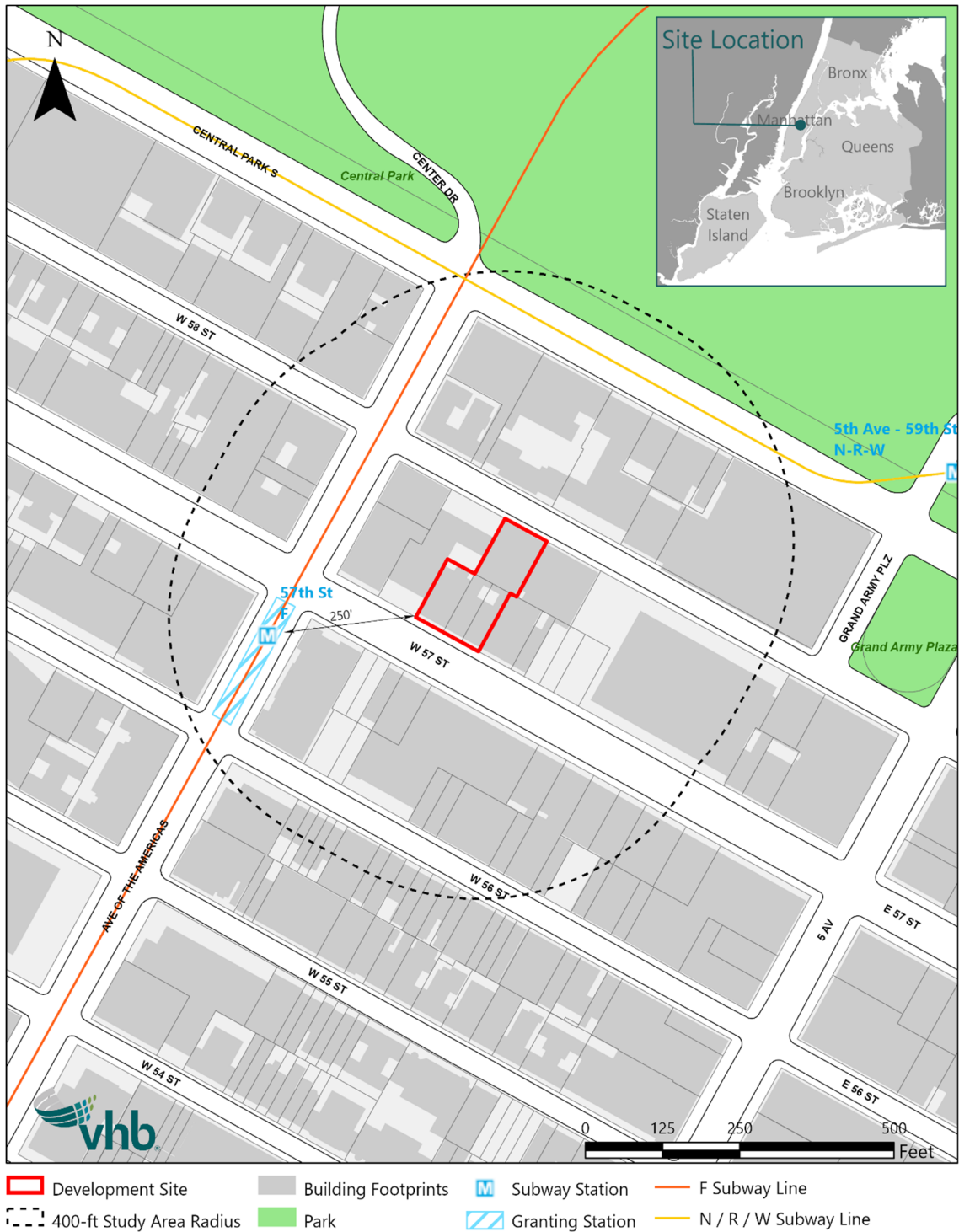
The Development Site is currently vacant, as the buildings that formerly occupied Lots 7, 9, 10, and 65 were recently demolished.

The majority of the Development Site is in the C5-2.5 and C5-3 zoning districts of the Special Midtown District ("MiD"). A small portion of the Development Site is located outside of the MiD in a C5-1 zoning district. Pursuant to ZR 66-51 (Additional Floor Area for Mass Transit Station Improvements), the City Planning Commission may permit a floor area bonus of up to 20% for new buildings in connection with improvements to a subway station adjacent to the Development Site. This authorization is available to sites that are in Central Business Districts ("CBDs") and within 1,500 feet of a subway station and to sites that are outside of a CBDs and within 500 feet of a subway station. The entire Development Site meets the above criteria.

Subway Station Improvement Area

As part of the Proposed Project, the applicant would provide off-site transit improvements (Station Improvements) at the NYCT MTA IND line (F Train) subway station at West 57th Street and Sixth Avenue. The station has entrances on West 56th Street and West 57th Street, on the east and west side of Sixth Avenue. Access to the station from the street is provided by eight staircases to the mezzanine level, four on the east side of Sixth Avenue and four on the west side. The mezzanine level contains the station master's booth, fare machines, fare arrays, and fare control areas (total of four) dividing paid and unpaid areas, and mechanical and electric rooms. Six staircases lead from the mezzanine level to the platform level. The platform level is a single "island" platform with tracks on either side. No elevators or escalators serve the station. There is no ADA compliant route from the street level to the mezzanine and platform levels below.

Figure 1 Project Area Map



Proposed Action

The applicant is requesting a zoning authorization pursuant to ZR 66-51 to provide a floor area bonus in connection with improvements proposed to the adjacent F Train's 57th Street Station.

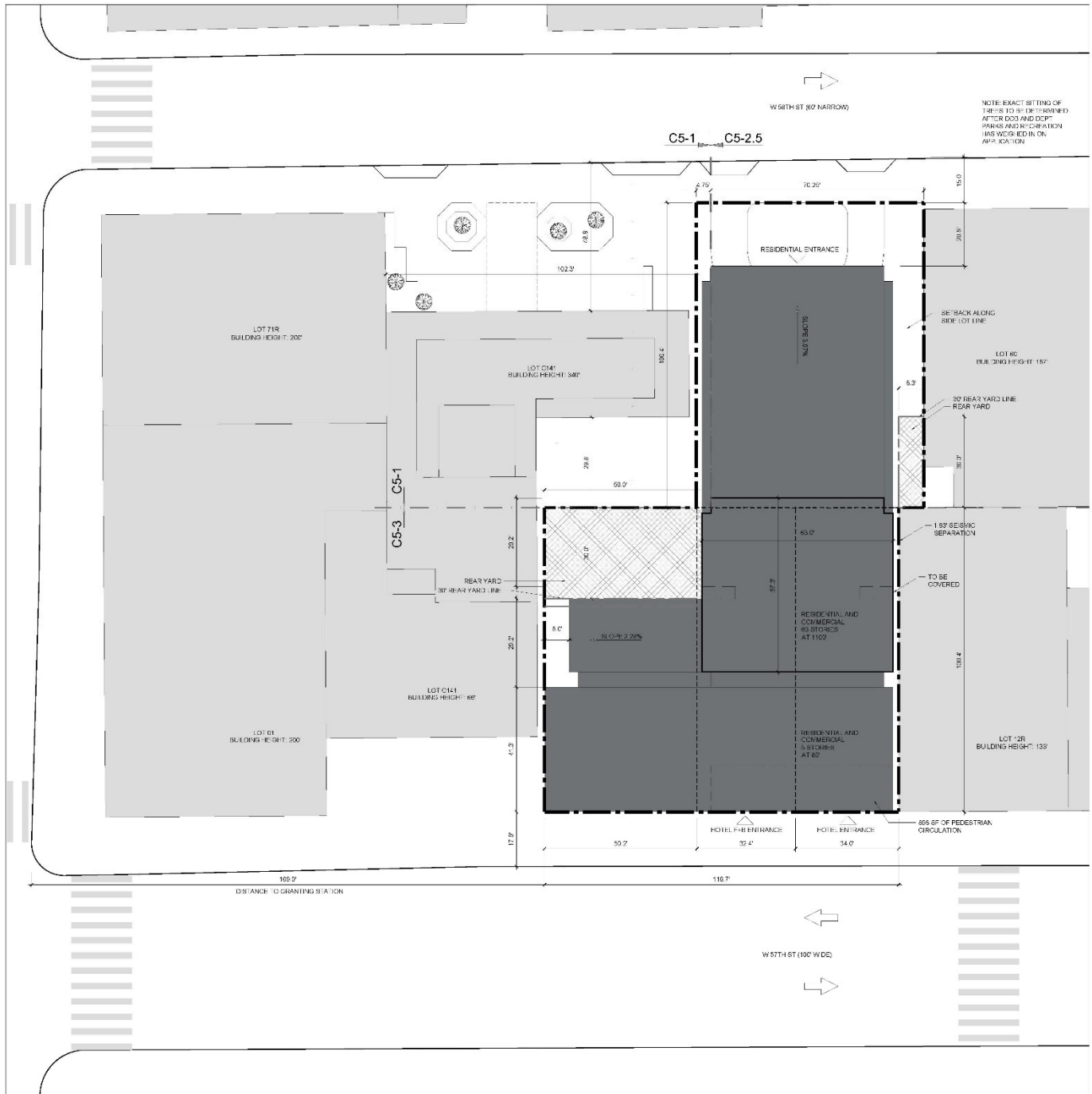
Proposed Project and With-Action Condition

The applicant proposes to redevelop the Development Site with a Proposed Building of approximately 443,087 gsf (318,172 zsf), which contains approximately 237,110 gsf (174,301 zsf) of residential space and 205,976 gsf (143,871 zsf) of commercial space. The residential space would include 119 units. The commercial space would include a hotel with 158 rooms and an approximately 10,212-gsf restaurant.

The Proposed Building would be up to 63 stories and 1,100 feet in height (including the bulkhead). It would occupy the entire zoning lot with street frontages along West 57th Street and West 58th Street. The Proposed Building would have a five-story base upon which the tower rises along West 57th Street. The 58-story tower portion, above the podium, would be located in the center of the Development Site and set back from both street frontages (see **Figure 2**).

The Proposed Project also includes Station Improvements to the NYCT MTA IND line (F Train) subway station at West 57th Street and Sixth Avenue (250 feet away from the Development Site), which would improve circulation and reduce congestion. They would include the construction of two elevators, providing handicap access from the street to the mezzanine and the mezzanine to the platform; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator.

Figure 2 Development Site Plan



Project Purpose and Need

As part of the Proposed Project, the applicant would provide off-site transit improvements to make the F Train's 57th Street Subway Station (the Granting Station) handicap accessible. In 2019, as part of the Enhanced Station Initiative (ESI), the MTA modified a portion of the platform at the Granting Station to allow ADA compliant boarding but did not create access from the street to the platform. Therefore, the modified platform cannot be utilized by people in need of ADA access. The proposed Station Improvements would enable the modified platform to be fully accessible by its intended users. Such improvements have been deemed by the MTA/NYCT as benefiting MTA/NYCT and the riding public. MTA sent an approval letter to the City Planning Commission on August 24, 2021 (see **Appendix A**).

The applicant is seeking a zoning authorization, which would provide a floor area bonus of 3 FAR (C5-3/MiD district), a floor area bonus of 2.4 FAR (C5-2.5/MiD district), and a floor area bonus of 2.0 FAR (C5-1 district) for a blended floor area bonus of 2.75 FAR in exchange for providing the proposed Station Improvements to the above defined adjacent station. The authorization would increase the commercial floor area permitted on the Development Site by 57,381 gsf (53,029 zsf), allowing the Proposed Building to contain 237,110 gsf (174,301 zsf) of residential space and 205,976 gsf (143,871 zsf) of commercial space. The Proposed Building would contain a total of approximately 443,087 gsf (318,172 zsf).

Analysis Framework and Reasonable Worst-Case Development Scenario

For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which the Proposed Actions (or With-Action condition) are compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Analysis (Build Year)

The Proposed Project would be developed in a single construction phase of 45 to 48 months. Therefore, given time for the project approval process, the analysis year for the project's environmental review is 2026.

Future No-Action Condition

Development Site

In the No-Action condition, the Development Site would be developed with a building that contains a total of approximately 385,706 gsf, including approximately 205,904 gsf of residential space and 179,802 of commercial space.

While the applicant intends to construct 33 dwelling units in the No-Action condition, for purposes of a conservative environmental review, the applicant will assume an average dwelling unit size of 2,000 gsf, which would yield 103 dwelling units. This assumption is

consistent with the market trends identified in the 2017 Greater East Midtown Rezoning Final Environmental Impact Statement (FEIS).

The commercial space would include a hotel with 137 hotel rooms and an approximately 8,804-gsf restaurant. The No-Action building would have a maximum height of 63-stories and 1,100 feet with bulkhead and a FAR of 13.8, which maximizes FAR under the existing zoning district, consistent with bulk and FAR regulations.

Station Improvements

In the No-Action condition, the proposed Station Improvements at the F Train's 57th Street Subway Station would not be made.

Future With-Action Condition

Development Site

As stated previously, in the future With-Action condition, the Applicant proposes to redevelop the Development Site with a Proposed Building of approximately 443,087 gsf, which would contain approximately 237,110 gsf of residential space and 205,976 gsf of commercial space.

While the applicant intends to construct 33 dwelling units in the With-Action condition (like in the No-Action condition), for purposes of a conservative environmental review, the applicant will assume an average dwelling unit size of 2,000 gsf, which would yield 119 dwelling units. This assumption is consistent with the market trends identified in the 2017 Greater East Midtown Rezoning Final Environmental Impact Statement (FEIS).

Similarly, while the applicant intends to construct 137 hotel rooms in the With-Action condition, the applicant will assume 158 hotel rooms for purpose of environmental review. The commercial space would also include an approximately 10,212-gsf restaurant. The With-Action building would have a maximum height of 63-stories and 1,100 feet with bulkhead (like in the No-Action condition) and a FAR of 16.5.

Station Improvements

In the future With-Action condition, the proposed Station Improvements would be made at the NYCT MTA IND line (F Train) subway station at West 57th Street and Sixth Avenue. They would include the construction of two elevators, providing handicap access from the street to the mezzanine and the mezzanine to the platform; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator.

Increment for Analysis

The increment for analysis can be found in **Table 1**. The EAS will study an overall increment of 57,381 gsf (53,029 zsf), of which 31,206 gsf is residential space and 26,174 is commercial space.

Table 1 Comparison of Uses in the No-Action and With-Action Conditions/RWCDS (gsf)

	No-Action Conditions	With-Action Conditions	Increment
Residential	205,904 (103 units)	237,110 (119 units)	+31,206 (+16 units)
Hotel	171,398 (137 rooms)	195,764 (158 rooms)	+24,366 (+21 rooms)
Restaurant	8,404	10,212	+1,808
Commercial	179,802	205,976	+26,174
Total	385,706	443,087	57,381



Part II: Supplemental Analysis

Additional Technical Information for EAS Short Form

Introduction

An analysis framework has been established to assess the potential for the Proposed Action to result in significant adverse environmental impacts. Assessment of the impacts of the Proposed Action is based on when the full effect of the Proposed Action is expected to have occurred. It is anticipated that the Proposed Project will be constructed and operational by 2026.

Based on existing conditions, observed trends, and known and expected changes, a development scenario was prepared for the future without the Proposed Action (No-Action condition) in the 2026 build year. The No-Action condition was used as a baseline to identify the potential impacts of the Proposed Action. From the possible development scenarios that were considered both reasonable and likely to occur as a result of the Proposed Action, the one with the worst environmental effects is analyzed in the future with the Proposed Action (the With-Action condition) as the Reasonable Worst Case Development Scenario (RWCDS).

The potential impacts of the Proposed Action on the environment are determined based on a comparison of the No-Action condition to the With-Action condition. A summary of the comparison, or analysis framework, is provided in **Table 1**.

Table 1 Comparison of Uses in the No-Action and With-Action Conditions/RWCDS (gsf)

	No-Action Conditions	With-Action Conditions	Increment
Residential	205,904 (103 units)	237,110 (119 units)	+31,206 (+16 units)
Hotel	171,398 (137 rooms)	195,764 (158 rooms)	+24,366 (+21 rooms)
Restaurant	8,404	10,212	+1,808
Commercial	179,802	205,976	+26,174
Total	385,706	443,087	57,381

The overall increment between the No-Action Condition and the With-Action condition resulting from the Proposed Action is an increase of approximately 57,381 gross square feet (gsf), of which 31,206 gsf is residential space and 26,174 is commercial space.

Provided below are preliminary screening analyses, based on the guidelines presented in the *2020 CEQR Technical Manual*, to determine whether further analysis of a given technical area is necessary to identify the potential for significant adverse impacts to the environment in that area. For those areas where further analysis is warranted, an assessment is provided in a separate section.

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, a land use analysis is warranted for projects that would affect land use or change zoning on a site. The Proposed Action would not result in a change to land use or zoning on the site and would be compatible with surrounding uses and the existing district. However, because the Proposed Action consists of a zoning authorization that would allow for slightly greater bulk on the site, as well as subway improvements, an analysis of land use, zoning, and public policy is included for descriptive purposes. See **Section 2, Land Use, Zoning, and Public Policy**.

Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increase rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on a specific industry. The *CEQR Technical Manual* identifies the following thresholds for an analysis of socioeconomic conditions: whether a project would directly displace more than 500 residents or 100 employees; introduce more than 200 residential units or more than 200,000 sf of commercial space; or affect a specific industry.

The Proposed Action would not result in direct residential or business displacement, nor would it introduce more than 200 residential units or 200,000 sf of commercial space as compared to the No-Action condition. Therefore, an assessment of socioeconomic conditions is not warranted.

Community Facilities and Services

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility (e.g., schools, childcare facilities, libraries, health care facilities, police and fire protection services) or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The manual further states that for public schools, libraries, and childcare centers, potential impacts depend on the size, income characteristics, and age distribution of the new population.

The Proposed Action would not physically alter or displace any community facilities. Therefore, an assessment of direct effects on community facilities and services is not warranted.

The Proposed Action would not introduce 20 or more eligible children under the age of 6, nor would it result in a five percent or more increase in the ratio of residential units to libraries, or at least 50 elementary or middle school students, or 150 high school students. Therefore, an assessment of indirect effects on public schools, libraries, healthcare facilities, and police/fire services is not warranted.

Open Space

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space.

A proposed action would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by the proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical Manual* provides different thresholds for the assessment of indirect effects based on whether the area is considered underserved or well-served in terms of open space. Based on open space maps provided in the manual, the project area is considered a well-served area, and as such, the threshold for an analysis of potential indirect effects is whether the project would introduce more than 350 additional residents or 750 additional employees.

The Proposed Action would not result in any direct effects on open space. The Proposed Action would not result in the introduction of more than 350 additional residents or 750 additional employees. Therefore, an assessment of open space is not warranted.

Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Action would facilitate a floor area bonus at the Development Site. The No-Action and With-Action conditions depicted in the below figures represent two possible building designs that maximize the permitted floor area, consistent with bulk and FAR regulations. As shown below, the Proposed Action would not result in an increase in building height over the No-Action condition in excess of 50 feet; in both the No-Action and With-Action conditions, the building that would be constructed on the Development Site would have a maximum height of 1,100 feet (including the bulkhead). Further, the exterior envelope of the building constructed on the Development Site would be the same under the No-Action and With Action conditions. The illustrative floor plans in **Figure 1** and **Figure 2** show

how the additional FAR in the With-Action condition would alter only the recessed portion of the east and west facing facades as compared to the No-Action condition; the exterior envelope of the building would not change. This is also shown in the illustrative building elevations in **Figure 3** and **Figure 4**. Therefore, the shadows projected by the building constructed on the Development Site would be the same under both the No-Action and With-Action conditions. Therefore, further analysis is not warranted.

Figure 1 No-Action Illustrative Floor Plan

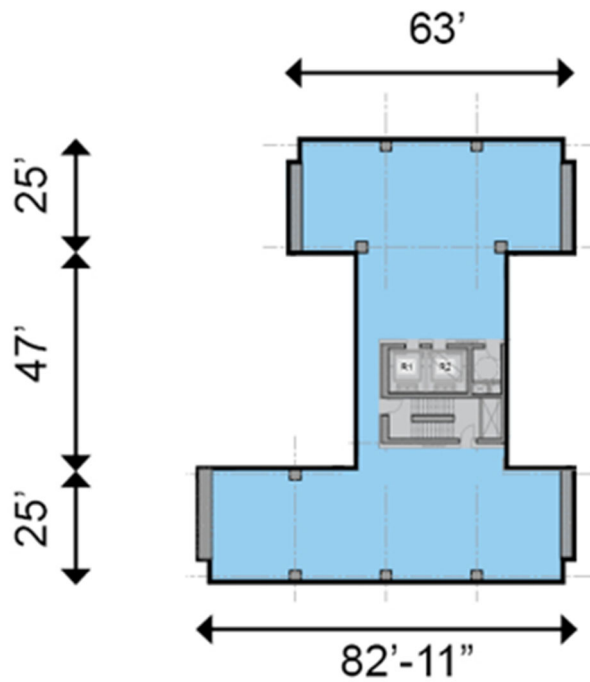


Figure 2 With-Action Illustrative Floor Plan

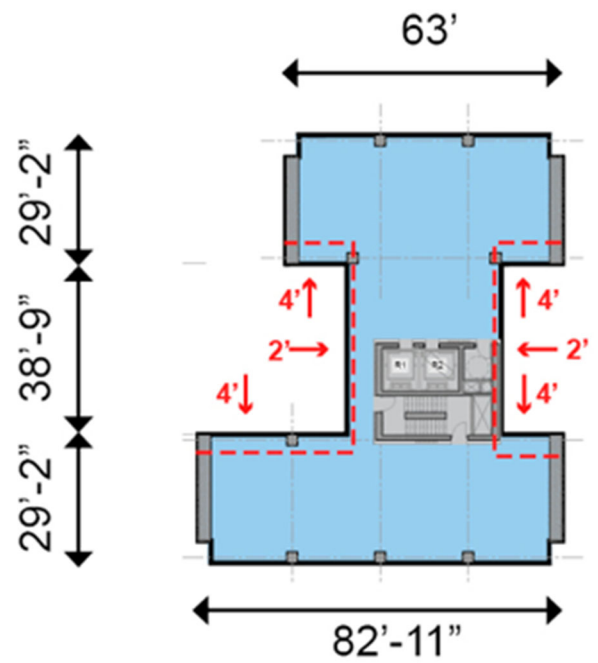
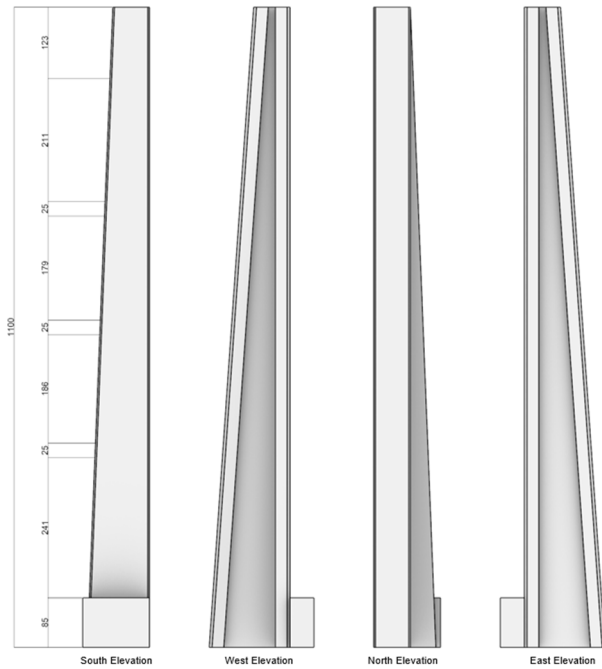
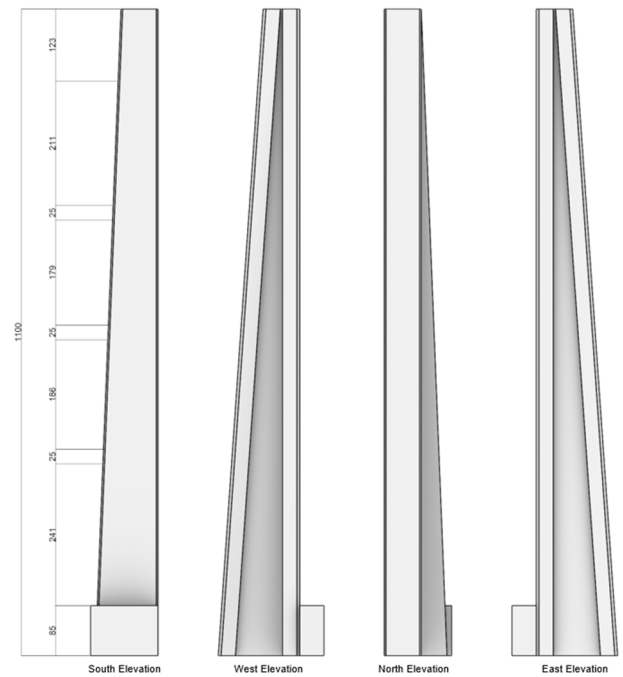


Figure 3**No-Action Illustrative Elevations****Figure 4****With-Action Illustrative Elevations**

Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources; the manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological Resources

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. The Development Site contains four vacant lots, which had been occupied with buildings that were recently demolished. Previous ground disturbance connected with these structures is estimated to be at a depth of approximately 12 feet. The Proposed Action would result in ground disturbance to a depth of approximately 40 feet. For this reason, an assessment of archaeological resources is warranted. See **Section 3, Historic and Cultural Resources**.

Architectural Resources

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

Within the 400-foot study area, there are multiple designated architectural resources and eligible historic resources. Therefore, an assessment of historic resources is warranted. See **Section 3, Historic and Cultural Resources**.

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 allowable 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 Action would not result in an increase in building height over the No-Action condition; in both the No-Action and With-Action conditions, the building that would be constructed on the Development Site would have a maximum height of 1,100 feet (including the bulkhead). Further, as described above under **Shadows**, the Proposed Building's exterior envelope would be the same under both the No-Action and With-Action condition (see **Figure 3** and **Figure 4**). It would only change on the recessed portion of the east and west facing facades by a few feet. This change to the streetscape is de minimus; it would not be perceived from the pedestrian's viewpoint. For this reason, an assessment of urban design and visual resources is not warranted.

Natural Resources

As stated in the *CEQR Technical Manual*, a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance (e.g., surface and groundwater, wetlands, landscaped areas, gardens, and built structures used by wildlife). An assessment of natural resources is appropriate if a natural resource exists on or near the project site, or if there is a potential for impacts related to stormwater and shadows. Because no natural resource exists on or near the project site, an assessment of natural resources is not warranted. In order to reduce the potential for bird strikes, the applicant will incorporate bird-friendly measures into the building design. For instance, the podium (base) of the tower and other glazed areas below 75 feet will use bird-friendly measures such as fritting to reduce collisions.

Hazardous Materials

According to the *CEQR Technical Manual*, a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposure, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure.

Construction of the off-site transit improvements within the Subway Station Improvement Area would not result in new in-ground disturbance. However, at the Development Site, previous ground disturbance is estimated to be at a depth of approximately 12 feet and the Proposed Actions would result in ground disturbance to a depth of approximately 40 feet. Because the Proposed Actions would result in sub-surface excavation that is greater than what has been previously excavated at the Development Site, an assessment of hazardous materials is warranted. See **Section 4, Hazardous Materials**.

Water and Sewer Infrastructure

According to the *CEQR Technical Manual*, a water and sewer infrastructure assessment analyzes whether a proposed action may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the action to determine whether the impact is significant.

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]) or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Proposed Action would not result in an exceptionally large demand for water, nor is it located in an area that experiences low water pressure. Therefore, an assessment of water supply is not warranted.

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial space, public facility, and institution and/or community facility space. The Proposed Project would not exceed these thresholds, nor would it increase the amount of impervious surface. Therefore, an assessment of wastewater and stormwater is not warranted.

Solid Waste and Sanitation Services

The *CEQR Technical Manual* states that an assessment of solid waste and sanitation services is warranted if an action would have the potential to result in a substantial increase in solid waste production that could overburden available waste management capacity or otherwise

be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, actions resulting in substantial waste generation, defined as 50 tons (100,000 pounds) per week or more, warrant additional analysis for effects on solid waste and sanitation services. Because the Proposed Action would not result in a substantial increase in solid waste production, an assessment of solid waste and sanitation services is not warranted.

Energy

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The Proposed Action would not affect the transmission or generation of energy, nor would they result in a substantial consumption of energy. Therefore, the effect of the Proposed Action on the transmission or generation of energy does not require further analysis.

Transportation

According to the *CEQR Technical Manual*, projects that generally result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips are generally considered unlikely to result in significant adverse impacts. Because the Proposed Project would not exceed these thresholds, an assessment of transportation is not warranted.

The Proposed Project would also include the installation of a new elevator at the 57 Street F subway station. The potential location of the elevator would be along the west sidewalk of Sixth Avenue, south of West 56th Street, and approximately 15 feet north of the existing subway stairway. According to the *CEQR Technical Manual*, if a project proposes to reduce the capacity of a pedestrian element (e.g., a sidewalk), further analysis is typically necessary to determine if this reduction in capacity would result in significant pedestrian impacts. The effective walkable sidewalk area at the potential elevator site is approximately 9'-2" inches wide (between the elevator and the building line) and would be wider than the walkable width between the existing stairway and the building line (approximately 8'-11"). Therefore, the sidewalk conditions along the elevator site would be expected to be no worse than the site of the existing subway stairway and impacts to pedestrian flows would not be expected.

Furthermore, pedestrian analysis of sidewalk elements per the *CEQR Technical Manual* methodologies is based on the narrowest walkable section of the sidewalk. A field inventory was conducted and determined that the narrowest walkable section of the sidewalk (approximately 6'-5" wide) is located to the south of the existing subway stairway, where there is outdoor restaurant dining, and not at the section where the elevator would be located. The restaurant configuration is as-of-right (i.e., can exist without a special permit from New York City Department of Transportation). This would be the analysis section for the No-Action condition, which is the baseline that potential significant impacts would be compared to, and the With-Action condition per the *CEQR Technical Manual* methodology, and since this sidewalk section is not affected by the elevator installation and the project-

generated trips do not exceed the *CEQR Technical Manual* threshold for detailed pedestrian analysis, significant adverse impacts are not exceeded.

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, a proposed project may potentially result in the following types of air quality impacts:

- › Potential impacts from mobile sources introduced by a project.
- › Potential impacts from potential air pollutant sources introduced by a project, such as:
 - Emissions from a project's heating, ventilation, and air conditioning (HVAC) system
 - Emissions from a project's enclosed parking garage.
- › Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site.

Because the Proposed Action would not exceed the threshold for incremental vehicular trips, an analysis of mobile sources is not warranted. A stationary source air quality analysis will be conducted and will focus on an assessment of the project's HVAC systems to affect uses in the surrounding area. The air quality assessment will also consider potential impacts onto the project from manufacturing/process facilities or large/major sources that are located near the project site. See **Section 5, Air Quality**.

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual*, GHG assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 square feet or greater. Because the Proposed Action do not exceed this threshold, no further analysis is warranted.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. Because the Proposed Project is not located within the current 100- or 500-year flood zone, no further assessment is warranted.

Noise

As discussed in the *2020 CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would introduce noise-sensitive

receptors in an area with high ambient noise levels. Specifically, an analysis would be required if a project generates or reroutes vehicular traffic, if a project is located near a heavily trafficked thoroughfare, or if a project would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the project would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the project would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the project would be located in an area with high ambient noise levels resulting from stationary sources.

The Proposed Building is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. The design and specifications for mechanical equipment—such as heating, ventilation, and air conditioning (HVAC) systems—would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.

As the Proposed Action would introduce new noise-sensitive land uses along a heavily trafficked roadway (West 57th Street), a noise analysis is warranted. See **Section 6, Noise**.

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. As detailed in the EAS, no significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise. Therefore, an assessment of public health is not warranted.

Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. Because the Proposed Action does not have the potential to result in moderate effects in these technical areas, and because the Proposed Action would not result in significant adverse effects, a neighborhood character analysis is not warranted.

Construction

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

A construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

The anticipated period of construction associated with the Proposed Project is 45 to 48 months. However, the Proposed Action would not affect the overall duration of construction. Typically, projects with a construction period of over two years have multiple phases. The Proposed Project consists of the construction of a single building and would not create additional potential development sites. As such, the Proposed Project would be constructed in a single phase. In addition, the Proposed Action would not affect the location of construction (all construction would continue to be undertaken within the Development Site); access means; or construction methodologies. See **Section 7, Construction**.



1

Introduction

As discussed in **Part II: Supplemental Analysis** of this Environmental Assessment Statement (EAS), several technical areas were identified for further analysis:

- › Land Use, Zoning, and Public Policy
- › Historic and Cultural Resources
- › Hazardous Materials
- › Air Quality
- › Noise
- › Construction

Analysis of these areas follows in **Section 2** through **Section 7**.



2

Land Use, Zoning, and Public Policy

This section considers the potential for the Proposed Project to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the 2020 City Environmental Quality Review (CEQR) Technical Manual, this analysis evaluates the uses in the area that may be affected by the Proposed Project and determines whether the Proposed Project is compatible with land use, zoning, and public policy conditions, or may otherwise affect them. The analysis also considers the Proposed Project's compatibility with zoning regulations and other public policies applicable to the area.

Introduction

As described in **Part I: Project Description**, the applicant, BOB 57 LLC, is seeking a zoning authorization (the "Proposed Action") pursuant to ZR 66-51 (Additional Floor Area for Mass Transit Station Improvements). The authorization would provide a floor area bonus of 53,029 zoning square feet (zsf) or 57,381 gross square feet (gsf) for a proposed new mixed-use building (the "Proposed Building") in connection with improvements to the adjacent F train's 57th Street Station (the "Station Improvements"). The Proposed Building and the Station Improvements are, collectively, "the Proposed Project."

The Proposed Action would not change the land use or zoning on the site, and it would remain consistent with the surrounding uses and existing zoning district. However, because the Proposed Action includes a zoning authorization that would allow slightly greater bulk

on the site as well as subway improvements, an analysis of land use, zoning, and public policy is included for descriptive purposes.

Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

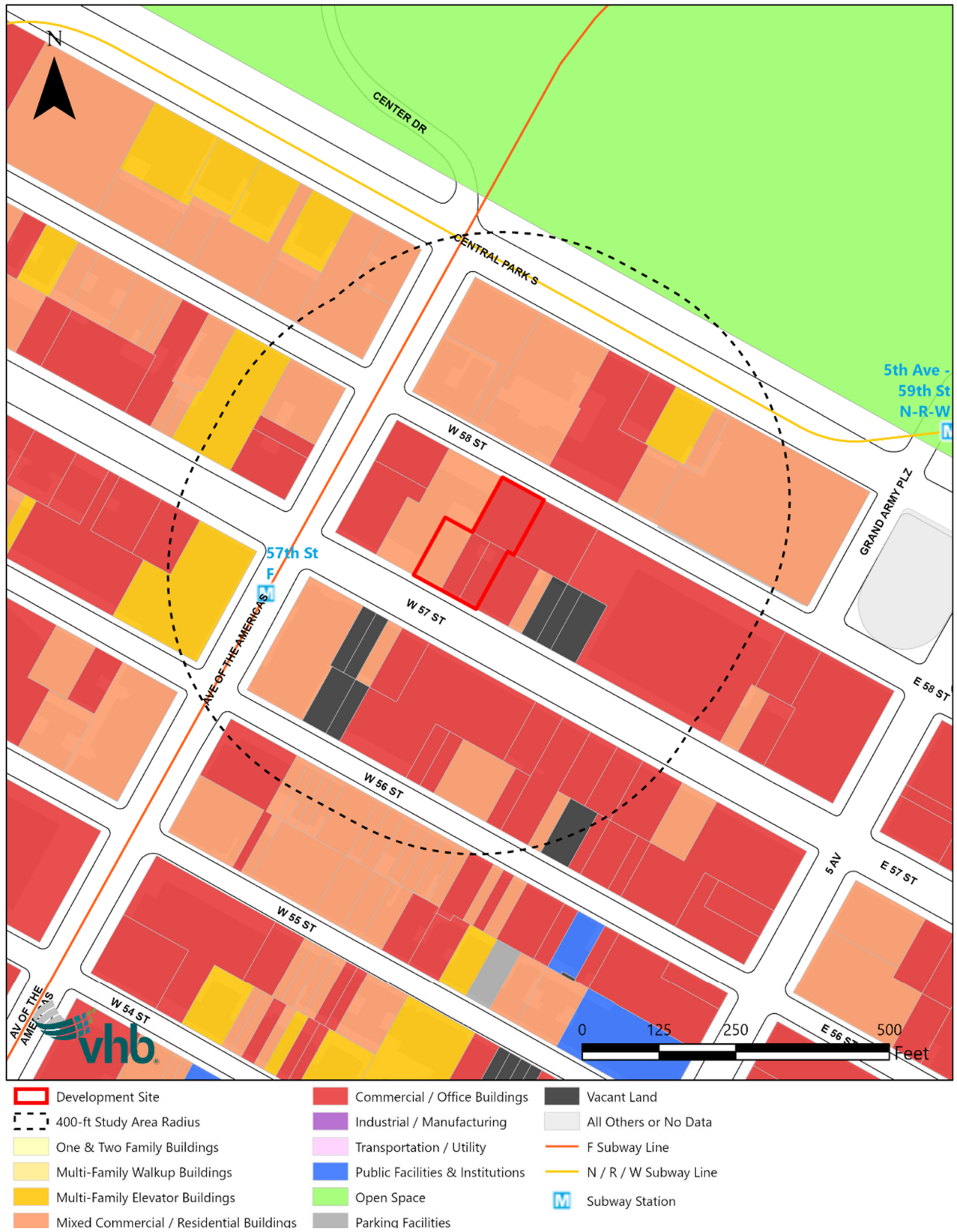
- › Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- › Characterizes the land use development trends in the area surrounding the project site that might be affected by the Proposed Action; and
- › Determines whether the Proposed Project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the Proposed Project to result in significant adverse impacts on land use, zoning, and public policy:

1. Establish a "study area," a geographic area surrounding the Development Site to determine how the Proposed Project may affect the immediate surrounding area. For this assessment, a study area of 400 feet surrounding the Development Site was used.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to land use, zoning, and/or public policy.
3. Assess the Proposed Project's potential effects on land use, zoning and public policy to determine whether the Proposed Project is consistent with or conflicts with area land uses, zoning, or the identified policies.
 - If a project could conflict with the identified policies, a detailed assessment would be conducted; or
 - If a project is found to not conflict with the identified policies, no further assessment is needed.

The study area for this analysis is the area within 400-feet of the Development Site, which for the Proposed Project is bounded by Central Park to the north, approximately 150 feet west of Sixth Avenue to the west, approximately 200 feet west of Fifth Avenue to the east, and midblock between West 55th Street and West 56th Street to the south (see **Figure 2-1**). This is the area in which the Proposed Project would be most likely to have effects related to land use, zoning, and public policy.

Figure 2-1 Land Use Map



Assessment

Existing Conditions

Land Use

Development Site

The Development Site comprises Lots 7, 9, 10 and 65 on Block 1273, which is bounded by West 57th Street, West 58th Street, Fifth Avenue, and Sixth Avenue in Midtown Manhattan. Together, these lots form an irregularly shaped through-lot with an area of approximately 19,246 square feet (sf). The Development Site has approximately 117 feet of frontage along West 57th Street and 75 feet of frontage along West 58th Street.

The Development Site is improved with one vacant building containing approximately 31,583 gsf (located on Lot 7). The buildings that formerly occupied Lots 9, 10, and 65 were recently demolished and the remaining vacant building is currently in demolition. These buildings were formerly used for commercial or mixed commercial and residential uses.

Study Area

The Development Site is located in the northern portion of the Midtown central business district in Manhattan Community District 5. The study area is characterized by a mix of commercial office, retail, and high-rise residential buildings, with some vacant parcels located on the project block and the block immediately south of the Development Site.

Within the study area, Sixth Avenue is developed with a mix of high-rise residential and office buildings with ground floor retail uses that generally include bank branches, pharmacies, restaurants, and a mix of other stores. Fifth Avenue, just east of the study area boundary, is a prominent shopping corridor in Manhattan, with high-end retail flagship stores including Bergdorf Goodman located at the eastern end of the project block.

Notable office towers within the study area include the Solow office building located at 9 West 57th Street, 57 West 57th Street (located on the project block), and 40 West 57th Street (located across 57th Street, to the south of the Development Site). There are also several hotels within the study area, including the Plaza Hotel and the Park Lane Hotel on the north side of West 58th Street, the AKA Central Park just east of the Development Site on the south side of West 58th Street, 1 Hotel Central Park at the southeast corner of Sixth Avenue and West 58th Street, the Quin Central Park on Sixth Avenue, and the Whitby and Chambers Hotels along West 56th Street. The Plaza Hotel also features a large food hall in its lower level.

Over the past decade, the area surrounding the Development Site, particularly along the 57th Street corridor, has experienced a growth in high-rise luxury residential development. This development has taken place on as-of-right basis. One57, located to the west of the study area at 157 West 57th Street, is a 77-story mixed-use residential tower with the Park Hyatt hotel on the lower floors. A few other residential towers—including the 85-story, 1,428-foot-tall building at 111 West 57th Street and the 95-story, 1,550-foot-tall Central Park Tower at 217 West 57th Street—are both at or near completion and located just west of the study area. On the project block, a new mixed residential and commercial development has just been completed at 7 West 57th Street, immediately east of the Solow office building.

The study area is located south of Central Park and southwest of Grand Army Plaza. Notable features at the southeast corner of Central Park include the Pond, Woolman Rink, and Hallett Nature Sanctuary. Grand Army Plaza, located at the southeast entrance to the park, comprises two symmetrical plazas bisected by 59th Street, which feature a large fountain, monument, and seating areas. In addition to these open spaces, there is a privately-owned public space located on West 58th Street, adjacent to the Solow building.

There is only one subway station located within the study area: the 57th Street Station on the F Train line, which runs along Sixth Avenue in this location.

Zoning

Development Site

The lot area of the Development Site is approximately 19,247 sf. Lots 7, 9, and 10 are located within a C5-3 zoning district, while Lot 65 is split between a C5-2.5 and C5-1 zoning district. All but the small C5-1-zoned portion of the Development Site is located within the Special Midtown District ("MiD").

C5 is a central commercial district intended to promote continuous retail frontages amidst large office and mixed-use buildings. C5-2.5 zoning districts are unique to the MiD district and permit a base maximum Floor Area Ratio (FAR) of 12.0 for non-residential uses and 10.0 FAR for residential uses. With bonuses for the provision of certain amenities, such as public plazas, a maximum FAR of 14.4 may be permitted. C5-3 zoning districts allow non-residential uses up to a base maximum FAR of 15.0 (18.0 with a bonus) and residential uses up to a base maximum FAR of 10.0. C5-1 zoning districts permit a base maximum FAR of 4.0 for non-residential uses (4.8 with a bonus) and 10.0 for residential uses.

The MiD district was first established 1982 to guide development within the Midtown central business district. New York City Zoning Resolution (ZR) Section 81-00 (General Purposes) sets forth the general goals of the MiD district. Goals specifically related to the Proposed Project include the following:

- › To strengthen the business core of Midtown Manhattan by improving the working and living environments;
- › To stabilize development in Midtown Manhattan and provide direction and incentives for further growth where appropriate; and,
- › To link future Midtown growth and development to improved pedestrian circulation, improved pedestrian access to rapid transit facilities, and avoidance of conflicts with vehicular traffic.

The MiD district regulations permit a number of district-wide incentives which increase the permitted FAR. Pursuant to ZR Section 74-634 (Subway station improvements in Downtown Brooklyn and in Commercial Districts of 10 FAR and above in Manhattan), the City Planning Commission (CPC) may grant by special permit a bonus of up to 20 percent of the base FAR for non-residential or mixed-use buildings in connection with improvements to listed subway stations "adjacent" to a development site. "Adjacent" within the context of these regulations is defined as "physically adjoining" a subway station, mezzanine, platform, concourse, or connecting passageway. ZR Section 81-292 (Subway station improvements)

provides the list of eligible subway stations in the MiD district, and the 57th Street Station is included in that list.

Elevate Transit: Zoning for Accessibility (ZFA), a citywide zoning text amendment, was referred into public review on April 5, 2021. The City Planning Commission has scheduled ZFA for a decision on September 1st, 2021. The text, should it be adopted, would expand the tools available to achieve an accessible subway and elevated rail service. As it pertains to this application, ZFA has replaced ZR Section 74-634 (the former subway improvement bonus).

ZFA expands the eligibility radius for a floor area bonus given in exchange for private funding of major improvements to mass transit stations in high-density districts and modifies the approval process from a special permit to an authorization. It applies to all R9 or R10 districts or Commercial Districts with R9 and R10 equivalents. Development sites (Qualifying Transit Improvement Sites) that are either located within 1,500 feet of a transit station (if inside a CBD) or within 500 feet of a transit station (if outside a CBD) may receive up to a 20 percent floor area bonus pursuant to an authorization for construction of major improvements to the station identified and prioritized by the Metropolitan Transit Authority (MTA).

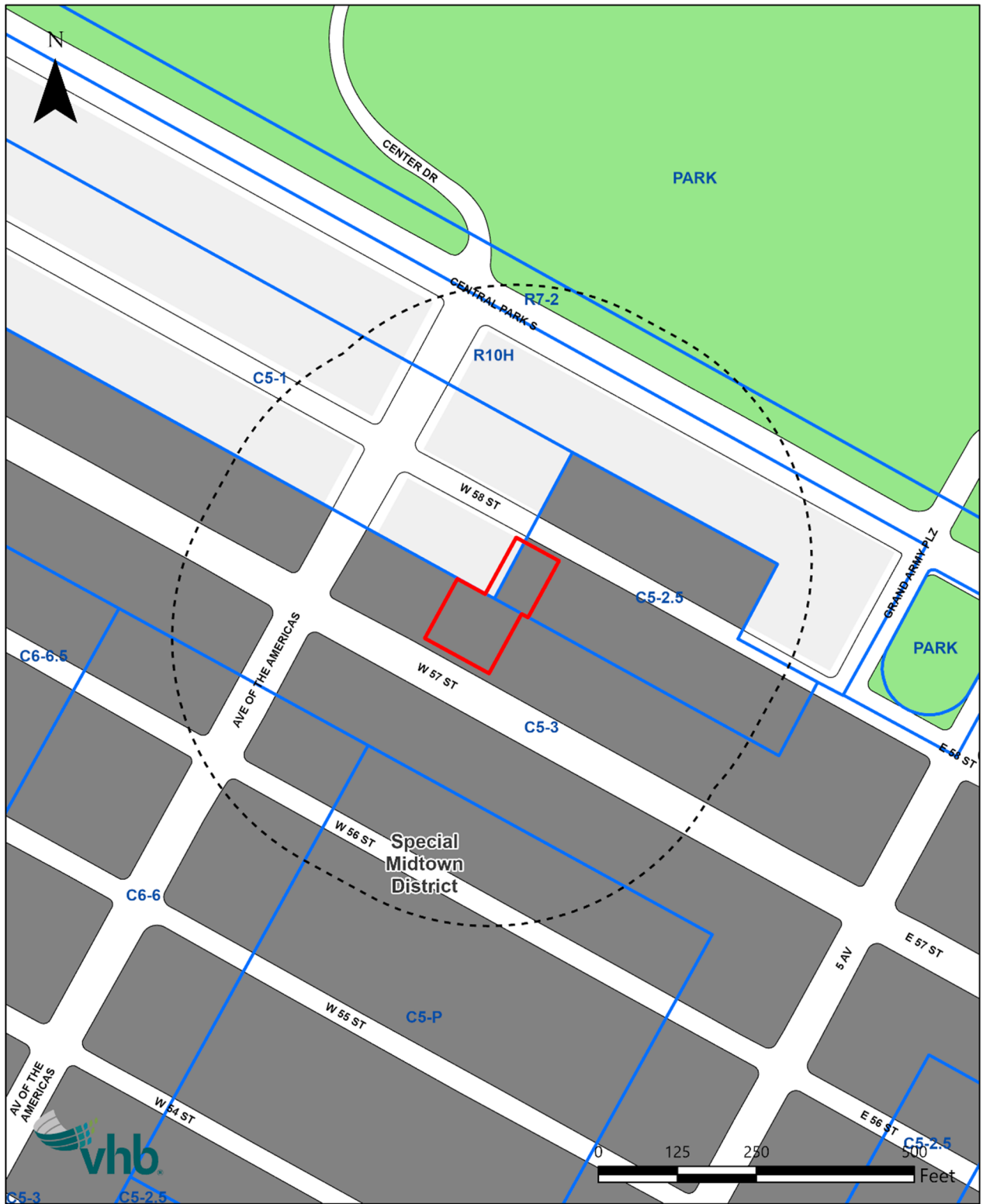
Study Area

The zoning districts within the study area support the high density commercial and mixed-use character of Midtown Manhattan. The C5-2.5 district mapped on a portion of the Development Site extends west covering the midblock areas along the north and south sides of West 58th Street. The C5-3 district incorporating the southern portion of the Development Site is mapped along the north and south sides of West 57th Street, extending west across Sixth Avenue and east slightly past Park Avenue. The C5-3 district is also mapped along Park Avenue, Madison Avenue, and Fifth Avenue in East Midtown, reflecting the regional-serving retail and shopping districts located along these corridors. The C5-1 district mapped on a small portion of the Development Site continues to the west ending at Broadway and Columbus Circle, supporting high density residential, commercial, and mixed-use developments.

The only residential zoning district within the study area is the R10H district mapped along the south side of Central Park South. It includes the full block frontage at Grand Army Plaza. R10H districts are limited to the south and southeastern edges of Central Park and permit the highest residential density in the city, with a base FAR of 10.0 and up to 12.0 with inclusionary housing. The R10H district regulations permit transient hotels by special permit.

The majority of the study area is located within the MiD district, which extends from the study area to the south, east, and west, generally from 31st Street to 61st Street and from Third Avenue to Eighth Avenue. A small portion of the study area to the south, including the midblock areas on the north and south sides of West 56th Street, is located within the Preservation Subdistrict of the MiD district. This C5-P district includes the midblocks between Fifth Avenue and Sixth Avenue, from the north side of West 56th Street to the south side of West 54th Street. The purpose of the Preservation Subdistrict is to preserve the existing scale and character of the area. The zoning designation limits the non-residential FAR to 8.0. R10 district regulations apply to any portion of a building containing residential uses in the C5-P district. The C5-P regulations also provide for special street wall regulations, mandating street walls on the street line that extend the full length of the front lot line.

Figure 2-2 Zoning Map



Development Site 400-ft Study Area Radius Zoning District Special District Park

Public Policy

OneNYC

In April 2007, the Mayor's Office of Long-Term Planning and Sustainability released PlaNYC: A Greener, Greater New York (PlaNYC). Since that time, updates to PlaNYC have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In April 2015, the Mayor's Office of Sustainability released OneNYC, a comprehensive plan for a sustainable and resilient city. OneNYC represents a reworking of PlaNYC and focuses on growth, equity, sustainability, and resiliency.

The goals of the plan are to make New York City:

- › A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- › A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- › A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- › A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

The Special Midtown (MiD) District

The MiD district was first established 1982 to guide development within the Midtown central business district. New York City Zoning Resolution (ZR) Section 81-00 (General Purposes) sets forth the general goals of the MiD district. Goals specifically related to the Proposed Project include the following:

- › To strengthen the business core of Midtown Manhattan by improving the working and living environments;
- › To stabilize development in Midtown Manhattan and provide direction and incentives for further growth where appropriate; and,
- › To link future Midtown growth and development to improved pedestrian circulation, improved pedestrian access to rapid transit facilities, and avoidance of conflicts with vehicular traffic.

The MiD district regulations permit a number of district-wide incentives which increase the permitted FAR. Pursuant to ZR Section 74-634 (Subway station improvements in Downtown Brooklyn and in Commercial Districts of 10 FAR and above in Manhattan), the City Planning Commission (CPC) may grant by special permit a bonus of up to 20 percent of the base FAR for non-residential or mixed-use buildings in connection with improvements to listed subway stations "adjacent" to a development site. "Adjacent" within the context of these regulations is defined as "physically adjoining" a subway station, mezzanine, platform,

concourse, or connecting passageway. ZR Section 81-292 (Subway station improvements) provides the list of eligible subway stations in the MiD district, and the 57th Street Station is included in that list.

No-Action Condition

Absent the Proposed Project (the future No-Action condition), the Development Site would be developed without the application of the subway floor area bonus, and would include a total of approximately 385,706 gsf, including approximately 205,904 gsf of residential space with 103 dwelling units and 179,802 gsf of commercial space. Commercial uses would include a 137-room hotel and an approximately 8,804-gsf restaurant. The No-Action building would have a maximum height of 63 stories and 1,100 feet with bulkhead. It would be developed to the maximum permitted as-of-right FAR for the Development Site of 13.8. No off-site transit improvements would be implemented under the No-Action condition.

Land Use

The No-Action condition would introduce residential and commercial land uses to the currently vacant Development Site. This would be in keeping with the existing land uses in the study area. As described above, hotel uses are a prominent commercial use within the study area.

As detailed in **Table 2-1**, there is one planned development within the 400-foot study area that is expected to be completed by the 2026 analysis year. Demolition is currently underway at 10-20 West 57th Street, south of the Development Site, to make way for a new 52-story mixed-use building. This development is a continuation of the trend toward high rise residential and mixed residential and commercial buildings along West 57th Street described above.

Table 2-1 No-Action Projects Within 400-Foot Study Area

Location	Description	Commercial Floor Area (ZSF)	Residential Units	Build Year
10-20 West 57th Street	Mixed Residential/ Commercial	180,282	80	To be determined (anticipated by 2026 analysis year)

Zoning and Public Policy

There are no zoning or public policy changes that are anticipated to affect the study area under the No-Action condition. The Development Site and study area would continue to be governed by the various zoning regulations found in the area, as described in the Existing Conditions section above. The proposed future No-Action development would conform to existing zoning regulations in full.

With-Action Condition

The Proposed Action would enable the application of the subway floor area bonus on the Development Site to facilitate the development of the Proposed Building, an approximately

443,087-gsf mixed residential and commercial building, which would include approximately 237,110 gsf of residential space with 119 dwelling units and 205,976 gsf of commercial space. Commercial uses would include a 158-room hotel and an approximately 10,212-gsf restaurant. This represents an increment of 57,381 gsf over the No-Action building. Like the No-Action building, the Proposed Building would have a maximum height of 63 stories and 1,100 feet with bulkhead. It would have a FAR of 16.5.

The Station Improvements proposed for the 57th Street Station would include the construction of two elevators, providing handicap access from the street to the mezzanine and the mezzanine to the platform; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator. These upgrades would improve circulation, reduce congestion, and make the station handicap accessible.

Land Use

In the With-Action condition, land uses on the Development Site would be the same as in the No-Action condition. The Proposed Building would contain a mix of commercial and residential uses, which is permitted by the Development Site zoning district and consistent with study area land use patterns and recent development trends along the 57th Street corridor. Hotel uses are common within the study area, and the hotel to be incorporated within the Proposed Building would be compatible with those uses. The Proposed Action would improve conditions as compared to the existing conditions on the Development Site by developing on vacant parcels and promoting infill development on an otherwise fully built-out block. Therefore, no significant adverse land use impacts are anticipated as a result of the Proposed Action.

Zoning

As detailed in **Part I: Project Description**, the applicant is seeking a zoning authorization to facilitate the Proposed Project.

The Proposed Project would require a zoning authorization pursuant to ZR 66-51 to provide a floor area bonus in connection with improvements proposed to the adjacent F Train's 57th Street Station (250-feet away from the Development Site). Pursuant to ZR 66-51 (Additional Floor Area for Mass Transit Station Improvements), the City Planning Commission may permit a floor area bonus of up to 20% for new buildings in connection with improvements to a subway station adjacent to the Development Site. This authorization is available to sites that are in Central Business Districts ("CBDs") and within 1,500 feet of a subway station and to sites that are outside of a CBDs and within 500 feet of a subway station. The entire Development Site meets the above criteria.

In 2019, as part of the Enhanced Station Initiative, contractors for the Metropolitan Transportation Authority (MTA) modified a portion of the platform at this station to allow ADA compliant boarding but did not create access from the street to the platform. Therefore, the modified platform cannot be utilized by people in need of ADA access. The proposed Station Improvements would enable the modified platform to be fully accessible by its intended users. Such improvements have been deemed by the MTA/New York City Transit (NYCT) as benefiting MTA/NYCT and the riding public. MTA sent an approval letter to the CPC on October 10, 2019.

The proposed authorization would increase the achievable FAR on the Development Site. In exchange for the Station Improvements, the Development Site would receive a floor area bonus of 3 FAR (C5-3 district), a floor area bonus of 2.4 FAR (C5-2.5 district), and a floor area bonus of 2.0 FAR (C5-1 district) for the eligible portions of the Development Site in MiD, totaling a blended FAR bonus of 2.75 FAR, amounting to 53,029 zsf or 57,381 gsf.

Overall, the Proposed Action would facilitate a development that incorporates appropriate land uses that are permitted by area zoning and are characteristic of the study area's location in the Midtown central business district. The Proposed Project would also be in keeping with recent trends along the 57th Street corridor. As described above, several residential and mixed-use high-rise developments have recently been constructed or are currently under construction along this corridor, facilitated by the area zoning. The Proposed Building would fit within the context of this development pattern.

In addition, the Proposed Action advances the stated goals associated with the establishment of the MiD district. The Proposed Project would incorporate new hotel space along a fast-growing corridor. The Proposed Action would also enable broader applicability of a key incentive built into the MiD regulations to fund needed subway enhancements, helping to achieve the goal to improve pedestrian circulation and access to transit facilities. Implementation of the proposed Station Improvements would help to achieve these goals. Therefore, significant adverse impacts related to zoning are not anticipated.

Public Policy

OneNYC

The Proposed Project would also support some of the initiatives outlined in OneNYC 2050, as detailed below.

Goal 7: Efficient Mobility

Initiative 24: Modernize New York City's mass transit networks.

This goal is focused around promoting transit use by increasing the efficiency of mass transit and accommodating the mobility needs of a growing population. As noted, the Proposed Action would include the Station Improvements for the 57th Street Station. These measures would include the construction of two elevators; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator. These upgrades would improve circulation and reduce congestion. As such, the Proposed Project would be in support of this initiative by increasing the efficiency of mass transit.

Initiative 25: Ensure New York City's streets are safe and accessible

This goal aims to ensure that the City's streetscape is accessible for all New Yorkers, including those with mobility disabilities. As part of the Station Improvements in the Proposed Project, there would also be handicap access from the street to the mezzanine and the mezzanine to the platform of the 57th Street Station. As such, the Proposed Project would be in support of this initiative by making the streets leading up to the station handicap accessible.

Conclusion

The Proposed Action would facilitate the development of a new mixed-use commercial and residential building on the Development Site and the implementation of transit improvements to the 57th Street Subway Station, facilitated by the Mass Transit Station Improvement Bonus. The Proposed Project would develop several vacant parcels within Midtown Manhattan, increasing vitality of the area and supporting the growth of the core central business district. The Proposed Building would be consistent with the recent and ongoing development patterns along the 57th Street corridor, which has seen an increase in residential and mixed-use high-rise development. Therefore, the Proposed Project would not result in any significant adverse impacts to land use, zoning, or public policy.



3

Historic and Cultural Resources

Introduction

Historical and cultural resources are defined as improvements or landscape features that could be or have been determined to have a special character, historical, or aesthetic interest or value. Historic or cultural resources comprise districts, buildings, structures, sites and objects of historical, aesthetic, cultural, and archaeological significance. According to the *2020 CEQR Technical Manual*, these resources include: properties that have been designated, or are under consideration for being designated, as New York City Landmarks or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed in, or determined eligible for listing in, the State and/or National Register of Historic Places; and National Historic Landmarks.

This section assesses the potential for the Proposed Action to affect architectural and archaeological resources located on the Development Site and in the surrounding area.

Methodology

The *CEQR Technical Manual* notes that environmental review for historic and cultural resources includes a survey and planning process that helps protect New York City cultural heritage from the potential impacts of projects undergoing CEQR. Historic and cultural resources include both archaeological and architectural resources.

Archaeological resources are physical remains, usually subsurface, of pre-contact, post-contact, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are usually assessed for projects that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation deeper and/or wider than previous excavation on the same site.

Architectural resources include historically significant buildings, structures, objects, sites, and districts. Architectural resources include designated New York City landmarks, buildings within a designated New York City historic district, properties calendared for consideration by the New York City Landmarks Preservation Commission (LPC), properties listed on or determined to be eligible for listing on the State or National Register of Historic Places, National Historic Landmarks, and other properties that meet the eligibility criteria for such designations.

Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

- › New construction, demolition, or significant physical alteration to any building, structure, or object;
- › A change in scale, visual prominence, or visual context of any building, structure, object or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, such as a tower within a plaza, which is either conforming or non-conforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky;
- › Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- › Additions to or significant removal, grading, or replanting of significant historic landscape features;
- › Screening or elimination of publicly accessible views;
- › Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

In accordance with CEQR, VHB has prepared and submitted a letter requesting environmental review and historic clearance from NYC Landmarks Preservation Commission (LPC) for the Development Site on July 23, 2020. In a response letter from LPC dated August 10, 2020, it was determined that the Development Site contains no properties with architectural or archaeological significance.

Existing Conditions

Development Site

The Proposed Project is in the northern portion of the Midtown central business district in Manhattan Community District 5. The Development Site on which the Proposed Building

would be constructed is located on Block 1273, Lots 7, 9, 10, and 65. The block is bounded by West 58th Street, Fifth Avenue, West 57th Street, and Sixth Avenue. The Development Site is currently vacant, as the buildings that formerly occupied Lots 7, 9, 10, and 65 were recently demolished.

A desktop review of the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) indicates that the Development Site is not located within an Area of Archaeological Sensitivity. No National Register listed or previously determined eligible properties and no NYC landmarked sites are located within Lots 7, 9, 10, or 65.

As mentioned above, a request for environmental review and historic clearance for the Proposed Project was submitted to LPC on July 23, 2020. In a response letter from LPC dated August 10, 2020, it was determined that the Development Site contains no properties with architectural or archaeological significance (see **Appendix B**).

Study Area

In accordance with the CEQR *Technical Manual*, a review of historic architectural resources within a 400-foot study area was performed utilizing the online resources of the NYS CRIS and LPC designation reports. In addition to the 400-foot radius, the study area review includes historic architectural resources within the city block.

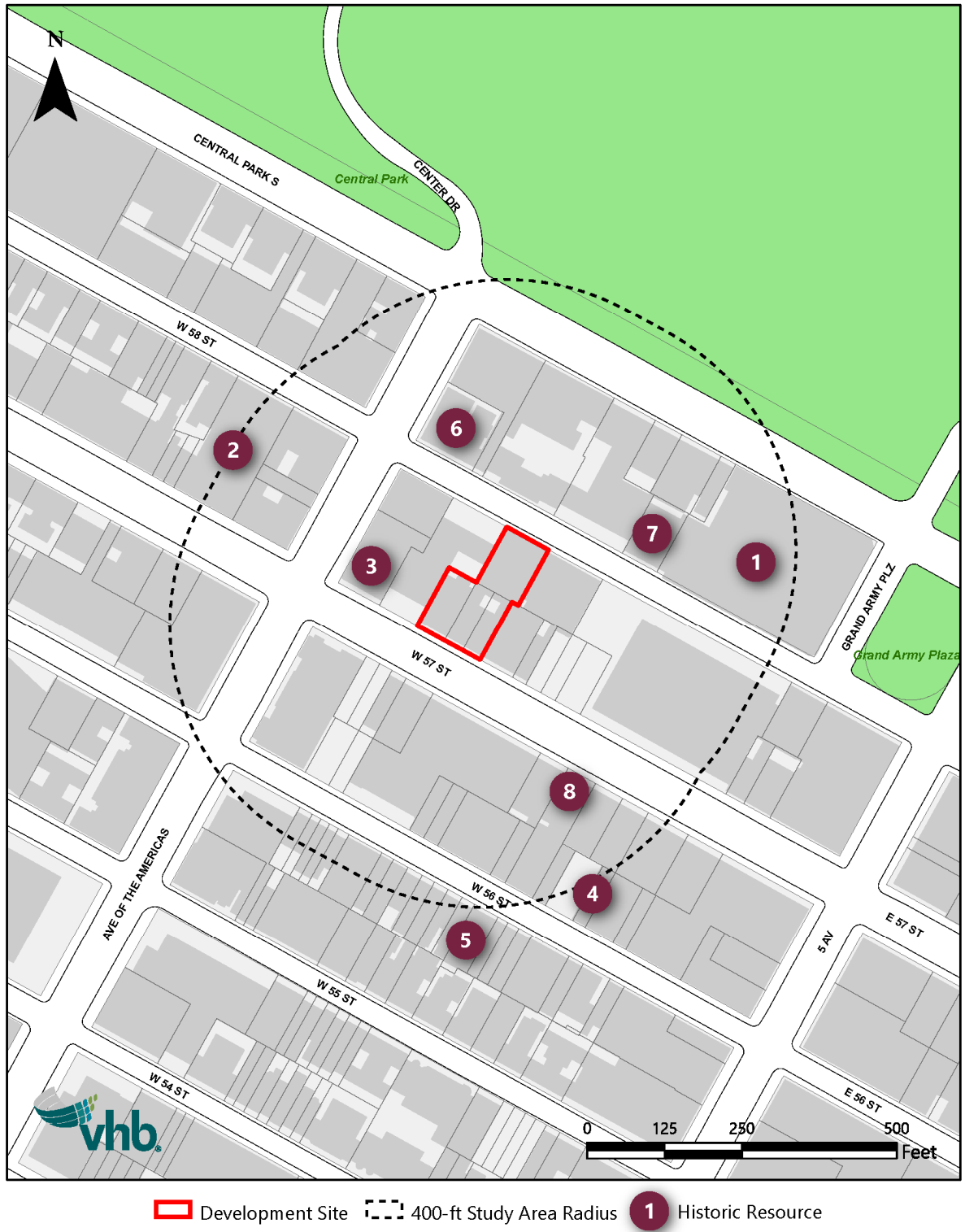
Within the Study Area, there are ten identified resources (see **Table 3-1** and **Figure 3-1**). These historic resources are described in further detail below.

Table 3-1 Designated and Listed Architectural Resources

Map ID	Resource Name	LPC Listed	LPC Eligible	S/NR Listed	S/NR Eligible	NHL
Study Area						
1	Plaza Hotel	X		X		X
2	Steinway Hall	X				
3	Medical Arts Building		X		X	
4	Edith Andrews Logan Residence	X				
5	Henry Seligman Residence	X				
6	Coronet Apartments				X	
7	21 West 58th Street				X	
8	24 West 57th Street				X	
9	Hotel Sevilla				X	
10	Bergdorf Goodman	X			X	

Source: NYS CRIS; LPC Findings Statement dated August 10, 2020

Figure 3-1 Project Area Map



Plaza Hotel

The Plaza Hotel was designated a NYC Individual Landmark in 1969 (LP-00265), a NYC Interior Landmark in 2005 (LP-02174), and it was listed in the State and National Registers of Historic Places along with Grand Army Plaza in 1979 (90NR00921). In addition, it received the highest historic designation as a National Historic Landmark in 1986 for its distinguished American architecture of the early twentieth century. Located at Fifth Avenue and Central Park South, the building is considered the most elegant of the great New York hotels prominently associated with the social life of the city. It was constructed between 1905 and 1907 from the plans of Henry J. Hardenburgh. Although the detail and decoration are in a style which the architect described as French Renaissance, the boldness of mass and scale of the eighteen-story white brick and marble structure make the Plaza an outstanding example of American hotel architecture of the first decade of the twentieth century.

Steinway Hall

Steinway Hall, a NYC Individual Landmark (LP-2100) and Interior Landmark (LP-2551), is located at 109-113 West 57th Street. The sixteen-story Steinway Hall was constructed in 1924-25 to the design of architects Warren & Wetmore for Steinway & Sons, a piano manufacturing firm that has been a dominant force in its industry since the 1860s. Designed in a restrained neo-Classical style, Steinway Hall is L-shaped in plan, with a front portion clad in Indiana limestone that terminates in a setback, four-story colonnaded tower, and a central campanile-like tower with a steep pyramidal roof and large lantern. The main facade's base is embellished by a music-themed sculptural group by Leo Lentelli and by a frieze with medallion portraits of distinguished classical composer-pianists. The style, materials, setbacks and massing, picturesque towers, and decorative elements add distinction to the building and make it a monumental architectural presence along the West 57th Street cultural corridor. Warren & Wetmore was best known for its designs for hotels and railroad-related buildings, most notably Grand Central Terminal. Steinway, the city's only remaining piano maker, has continuously utilized the building's lower four stories, as well as the famed "basement" for artists' concert grand pianos.

Photo 3-1 Plaza Hotel (2020)



Photo 3-2 Plaza Hotel (1910)



Source: The Plaza
<https://www.theplazany.com/history/timeline-history-of-the-plaza-hotel/>

Photo 3-3 Steinway Hall (2020)



Photo 3-4 Steinway Hall (1925)



Source: Museum of the City of New York
<https://collections.mcnyc.org/Collection/West-57th-Street.-Steinway-Hall,-general-exterior.-2F3XC5U76SQ.html>

Medical Arts Building

The Medical Arts Building, also known as the Professional Centre Building, is located at 57 West 57th Street. It has been determined eligible by the LPC for NYC Landmark status and has been determined eligible for listing on the National Register of Historic Places (USN 06101.015802). Designed by the architectural firm of Warren & Wetmore, the eighteen-story structure was constructed in 1928 intentionally for physicians, dentists, and related medical professionals. Like Steinway Hall (which was also designed by Warren & Wetmore), the building is designed in the neo-Classical style.

Edith Andrews Logan Residence

The Edith Andrews Logan Residence located at 17 West 56th Street and is a NYC Individual Landmark (LP-2329). The building was initially designed in 1870 by architect John G. Prague as part of a row of four-story-and-basement, single-family brownstone row houses. In 1903, the house was purchased by Edith Andrews Logan, a native of Youngstown, Ohio and the wealthy widow of horse breeder and military commander John Alexander Logan, Jr. The house was stripped of its original brownstone front, which was replaced by a neo-Georgian façade constructed of brick and limestone. The 1903 façade was designed by Augustus N. Allen. It has a segmental-arched entry set in a rusticated ground floor with side and fan lights, and three pedimented dormers grace the peak roof.

Photo 3-5 Medical Arts Building (2020)



Photo 3-6 Medical Arts Building (1939-1941)



Source: NYC Department of Finance Tax Photos

Photo 3-7 Edith Andrews Logan Residence (2020)



Photo 3-8 Edith Andrews Logan Residence (1939-41)



Source: NYC Department of Finance Tax Photos

Henry Seligman Residence

The Henry Seligman Residence is located at 30 West 56th Street. The building is a NYC Individual Landmark (LP-02227). It is also inventoried in the NYS CRIS but its eligibility for the National Register has not been reviewed (USN 06101.009390). The house was designed by C. P. H. Gilbert and built in 1899-1901 for Henry Seligman. Seligman was a banker and a director of about half a dozen power companies across the country. Constructed between 1899 and 1901, the residence was one of several townhouses on the block built for bankers at the turn of the twentieth century, and the street became known as "Bankers' Row." Gilbert, who also designed Seligman's summer house in Elberon, New Jersey, had received many commissions from New York's leading families at that time and was familiar with designing townhouses in a variety of architectural styles. The building is designed in a restrained neo-French Renaissance style on a limestone façade spanning two lots that gave the townhouse an imposing presence on a street where narrow rowhouses prevailed.

Coronet Apartments

The Coronet, located at 57 West 58th Street, has been determined eligible for listing on the National Register (USN 06101.009440). Designed by Robert T. Lyons, the neo-Classical style structure was completed in 1902. Residents of the apartment building would enter through a large two-story arched opening with free-standing columns and a cartouche with a carved coronet.

Photo 3-9 Henry Seligman Residence (2020)



Photo 3-10 Henry Seligman Residence (1902)



RESIDENCE OF HENRY SELIGMAN.
Nos. 30-32 West 56th Street, New York City. C. P. H. Gilbert, Architect.

Source: Beyond the Gilded Age
<http://www.beyondthegildedage.com/2011/12/henry-seligman-residence.html>

Photo 3-11 Coronet Apartments (2020)



Photo 3-12 Coronet Apartments (1912)



Source: Museum of the City of New York
<https://collections.mcny.org/Collection/Coronet,%2057%20West%2058th%20St.-2F3408JCWRS.html>

21 West 58th Street

The building at 21 West 58th Street has been determined eligible for listing on the State and National Register (USN 06101.019158). Built around 1916 to the design of architect Albert Joseph Bodker, it is a 12-story Italian Renaissance Revival apartment building faced in Flemish bond red brick. The building has several notable features, including an elaborate terra cotta door surround with Near Eastern-inspired geometric motifs and a pair of peacocks, a circular terra cotta plaque above the entrance, and a base of three stories crowned by an arcade of windows topped by an ornate cornice and frieze. Archives at Columbia University indicate the terra cotta ornament was produced by the New York Architectural Terra-Cotta Company. The upper nine stories contain three recessed bays, each holding three windows, with each bay topped by corbelled brick arches and a prominent belt course every three stories. Although the windows have been replaced, overall the building exterior is relatively intact.

24 West 57th Street

The eight-story commercial loft and showroom building at 24 West 57th Street has been determined eligible for listing on the National Register (USN 06101.016540). Designed in the neo-Renaissance style, the stone façade has an elegant architectural treatment with a storefront transom, pilasters with delicate foliation, original multi-light casement windows at the second and third floors, paired pilasters and roundels in the arches above the windows at the upper floor, and a balustrade at the upper roof line. It was designed by Buchman & Kahn, a prolific team who designed many New York commercial loft buildings.

Photo 3-13 21 West 58th Street (2020)



Photo 3-14 21 West 58th Street (1939-41)



Source: NYC Department of Finance Tax Photos

Photo 3-15 24 West 57th Street (2020)



Photo 3-16 24 West 57th Street (1925)



Source: Museum of the City of New York

Hotel Sevilla

Hotel Sevilla, located at 117 West 58th Street, has been determined eligible for listing on the State and National Registers of Historic Places (USN 06101.019135). Constructed in 1894, it was designed in neo-Classical style by architect Philip G. Hubert of the firm Hubert, Pirrson & Company. The apartment building was design "to meet the wants of people who desire to combine the freedom from care of a hotel life with the comforts and privacy of an individual home."¹

Bergdorf Goodman

Bergdorf Goodman, located at 754 Fifth Avenue, is a LPC-Designated Landmark (LP-00735), and has been determined eligible for listing on the National Register (USN 06101.009439). Designed by Ely Jacques Kahn, the building is an excellent example of Modern Classical design and incorporates classicizing elements of French architecture. Bergdorf Goodman is one of New York City's most celebrated department stores and the building is significant for its commercial history and role in the commercial development of Fifth Avenue.

Photo 3-17 Hotel Sevilla (2020)



Photo 3-18 Hotel Sevilla



Source: NYC Department of Finance Tax Photos

Photo 3-19 Bergdorf Goodman (2020)



Photo 3-20 Bergdorf Goodman (1939-41)



Source: NYC Department of Finance Tax Photos

¹ "A Pioneer in Apartment House Architecture, Memoir on Philip G. Hubert's Work" by G. Matlack Price (The Architectural Record, volume 36 [1914], pages 74-76)

No-Action Condition

As described in **Part I: Project Description**, in the future No-Action condition, the Development Site would be developed with a building that contains a total of approximately 385,706 gsf, including approximately 205,904 gsf of residential space and 179,802 gsf of commercial space. The No-Action building would have a maximum height of 63-stories and 1,100 feet with bulkhead and a FAR of 13.8, which maximizes FAR under the existing zoning district, consistent with bulk and FAR regulations.

The No-Action building would have a five-story podium along West 57th Street, with a 58-story tower located above the podium. The tower would be set back from both street frontages and it would gently slope away from West 58th Street.

Under the No-Action condition, the proposed Station Improvements at the F Train's West 57th Street Subway Station would not be implemented, and visual conditions in the subway station improvement area would not change.

With-Action Condition

As described in **Part I: Project Description**, in the future With-Action condition, the Development Site would be redeveloped with a Proposed Building of approximately 443,087 gsf, which would contain approximately 237,110 gsf of residential space and 205,976 gsf of commercial space. The Proposed Building would have a maximum height of 63-stories and 1,100 feet with bulkhead (like in the No-Action condition) and a FAR of 16.5.

In the future With-Action condition, the proposed Station Improvements would be made at the F Train's West 57th Street Subway Station. They would include the construction of two elevators, which would provide handicap access from the street to the mezzanine and the mezzanine to the platform; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator.

In both the No-Action and With-Action conditions, the building constructed on the Development Site would have the same height and number of stories. Further, while the Proposed Action would result in additional FAR in the With-Action condition, the exterior envelope of the building constructed on the Development Site would be the same under the No-Action and With-Action conditions. It would only change on the recessed portion of the east and west facing facades by a few feet. From the street, the difference in floor area facilitated by the Proposed Action would not be discernable.

Because the character of the Development Site would be very similar in the future No-Action and With-Action conditions, there is no measurable difference in effects between the No-Action and With Action conditions. The Proposed Project would not significantly alter or affect the setting, visual relationship, or publicly accessible views of the identified historic resources within the study area, and therefore there would be no potential for a significant adverse impact related to historic and cultural resources

Conclusion

As described above, a review of the NYS OPRHP CRIS and LPC indicates that the Project Area does not fall within an area of archaeological sensitivity. No archaeological sites have been documented within the Development Site. Similarly, no historic architectural resources are identified within the Development Site. As such, it is expected that the Proposed Project would not adversely impact any known designated or potential historic or archaeological resources within the Development Site.

The Proposed Project would not significantly alter or affect the setting, visual relationship, or publicly accessible views of the identified historic resources within the study area, and therefore there would be no potential for a significant adverse impact related to historic and cultural resources.



4

Hazardous Materials

The goal of this section is to determine whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts.

Introduction

As described in the *2020 CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds (VOCs and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive or toxic).

The potential for significant impacts from hazardous materials can occur when:

- › elevated levels of hazardous materials exist on a site and an action would increase pathways to their exposure;
- › an action would introduce new activities or processes using hazardous materials; or
- › the action would introduce a population to potential human or environmental exposure from off-site sources.

As indicated in the *2020 CEQR Technical Manual*, the hazardous materials (E) Designation is an institutional control that may be placed on a site to establish a hazardous materials review and approval framework. It provides a mechanism to ensure that testing for and

remediation of hazardous materials, if necessary, are completed prior to future development of an affected site, thereby eliminating the potential for a hazardous materials impact. (E) designated parcels are administered under the authority of the New York City Mayor's Office of Environmental Remediation (OER).

The applicant proposes to redevelop the Development Site with a Proposed Building of approximately 443,087 gsf, which contains approximately 237,110 gsf of residential space and 205,976 gsf of commercial space. The residential space would include 119 units. The commercial space would include a hotel with 158 rooms and an approximately 10,212-gsf restaurant.

The Proposed Building would be up to 63 stories and 1,100 feet in height (including the bulkhead). It would occupy the entire zoning lot with street frontages along West 57th Street and West 58th Street. The Proposed Building would have a five-story base upon which a tower would rise along West 57th Street. The tower portion, above the podium, would be located in the center of the Development Site and set back from both street frontages. Construction of off-site transit improvements within the Subway Station Improvement Area would not result in new in-ground disturbance. However, at the Development Site, previous ground disturbance is estimated to be at a depth of approximately 12 feet and the Proposed Action would result in ground disturbance to a depth of approximately 40 feet. Because the Proposed Action would result in sub-surface excavation that is greater than what has been previously excavated at the Development Site, an assessment of hazardous materials is warranted.

This section presents the methods and findings of the hazardous materials assessment and identified potential for significant adverse impacts (as defined by the *CEQR Technical Manual*) with respect to workers, the community, and/or the environment that could result during construction and after implementation of the Proposed Project.

Methodology

The potential for hazardous materials was evaluated in a Phase I Environmental Site Assessment (ESA) prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, Inc. (VHB), dated August 14, 2020. The Phase I ESA was prepared in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-13, inclusive of the "All Appropriate Inquiry" requirement amended in the Federal Register on December 30, 2013. The United States Environmental Protection Agency (USEPA) "All Appropriate Inquiry" requirement establishes specific regulatory requirements for conducting appropriate inquiries into the previous ownership, uses, and environmental conditions of a property for the purposes of qualifying for certain landowner liability protections under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

The goal of a Phase I ESA process is to identify "Recognized Environmental Conditions" (RECs), which means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. Per the ASTM Standard, a Phase I ESA reviews a variety of information sources, including current and historic Sanborn Fire Insurance Maps and aerial photographs; state

and federal environmental regulatory databases identifying listed sites; and local environmental records. The Phase I ESA summarized herein also included reconnaissance of the Development Site and surrounding neighborhood and interviews with the building manager.

As stated in Practice E1527-13, there may be environmental issues or conditions at the site, which may be requested by the user to be addressed as part of the Phase I ESA, which are not covered within the scope of ASTM Practice E1527-13. These additional environmental issues (or non-scope considerations) could evaluate for the potential present of radon, lead-based paint (LBP), asbestos-containing materials (ACM), wetlands, and mold and water damage.

Preliminary Assessment

Existing Conditions

The Development Site consists of Manhattan Block 1273, Lots 7, 9, 10 and 65 located on portions of a block bounded by West 58th Street, Fifth Avenue, West 57th Street, and Sixth Avenue. The Development Site is currently vacant, as the buildings that formerly occupied Lots 7, 9, 10, and 65 were recently demolished.

Phase I Environmental Site Assessment

As indicated above, a Phase I ESA, dated August 14, 2020, was completed by VHB for the Development Site and includes all analyses as specified in ASTM Practice E1527-13.

Based upon information provided in the Phase I ESA, at the time of the Phase I ESA site reconnaissance, the Development Site was improved with one (1) vacant seven story commercial building located on Lot 7. Buildings on Lots 9 and 10 were under demolition, and Lot 65 was vacant and consisted mainly of construction and demolition (C&D) debris due to the demolition of a former eight-story building.

The following relevant Development Site information was provided in the Phase I ESA:

- › The Development Site is situated at a topographic elevation of approximately 65-feet above mean sea level (amsl). The general topography of the Development Site is flat.
- › Based on surface elevation, groundwater beneath the Development Site is expected to be within 65-feet below ground surface (bgs).
- › Localized groundwater flow beneath the Development Site is expected to flow to the east-southeast, toward the East River.
- › Groundwater in New York City is not used as a potable water source. Potable water is provided to the Development Site by the City of New York.
- › The Development Site was listed on the Resource Conservation and Recovery Act (RCRA) No Longer Regulated Hazardous Waste Generators (RCRA-NonGen) database under the name "Hadassah" in association with the former building on Lot 65. Upon further review, it was determined that no hazardous waste was likely generated on Lot 65.
- › One NYSDEC spill incident (Spill No. 97-11767) was identified for the Development Site. The spill is related to the release of approximately 10-gallons of fuel oil due to an

equipment failure. The spill was remediated and closed by the NYSDEC on January 22, 1998. Based on the minimal quantity of the release, it was determined this spill incident was unlikely to impact subsurface conditions at the Development Site.

- › Lot 7 of the Development Site was listed on the New York State Department of Environmental Conservation (NYSDEC) petroleum bulk storage (PBS) database under the name "VP57, LLC." The database indicates a former 2,500-gallon No. 4 fuel oil aboveground storage tank (AST) was closed and removed on November 20, 2003. The presence of a former AST was not considered an environmental risk to the Development Site.
- › A suspect vent pipe was observed in the basement stairwell of the building on Lot 7, which is indicative of a potential fuel oil underground storage tank located beneath the basement slab. No additional tank features were identified during the Phase I ESA site reconnaissance.
- › No hazardous materials handling, storage, and/or disposal was observed at the Development Site during the Phase I ESA site reconnaissance.
- › Sanitary wastes generated at the Development Site discharge to the municipal sewer system.
- › No stormwater drainage structures are present at on the Development Site.
- › Condensate floor drains are present in the basement of the building located on Lot 7 and discharge into the municipal sewer.
- › No transformers or other building features were observed at the Development Site with the potential to contain PCBs.
- › At the time of the Phase I ESA site reconnaissance, the building on Lot 7 was vacant. Construction materials were staged throughout the first floor of the building. C&D debris and active demolition was observed on the remaining parcels comprising the Development Site.
- › Based upon the age of the building, asbestos-containing material (ACM), lead-based paint (LBP), and PCBs may be present in building materials on Lot 7.

Based upon the results of the Phase I ESA, there were no RECs identified for the Development Site. However, the following Business Environmental Risks (BERs) were identified for the Development Site:

- › Given the presence of a vent pipe in the basement slab, there is a potential for an abandoned UST to be present beneath the building slab on Lot 7. The potential presence of an abandoned UST represents a BER. The presence of a potential UST should be confirmed and, if present, removed in accordance with applicable local, State, and federal regulations as part of ongoing demolition activities at the Development Site.
- › Given the age of the on-site building on Lot 7, there is a potential for LBP to be present. Same would be subject to NYSDOH and HUD regulations prior to any potential renovations or redevelopment.
- › Given the age of the on-site building on Lot 7, roofing materials, along with inaccessible building materials have the potential to be considered ACM. Same would be subject to abatement regulations and procedures prior to any potential redevelopment of the Development Site.

- › Given the age of the on-site building on Lot 7, there is a potential ballasts associated with the fluorescent lighting fixtures to contain PCBs. In addition, given the ages of the on-site building, there is a potential for building materials to contain PCBs (i.e., window caulking). PCBs are subject to federal disposal restrictions and should be dealt with as part of the standard renovation and demolition practices.
- › Based upon a review of historic Sanborn Fire Insurance maps, the Development Site was previously improved with residential and/or commercial structures. The presence of urban fill material is typical in densely developed portions of New York City. Urban fill materials have the potential to be contaminated and should be handled in accordance with applicable regulations prior to redevelopment.

Future No-Action Condition

In the No-Action condition, the Development Site would be developed with a building that contains a total of approximately 385,706 gsf, including approximately 205,904 gsf of residential space and 179,802 gsf of commercial space.

While the applicant intends to construction 33 dwelling units in the No-Action condition, for purposes of a conservative environmental review, the applicant will assume an average dwelling unit size of 2,000 gsf, which would yield approximately 103 dwelling units.

The commercial space would include a hotel with 137 hotel rooms and an approximately 8,404-gsf restaurant. The No-Action building would have a maximum height of 63-stories and 1,100 feet with bulkhead and a FAR of 13.8, which maximizes FAR under the existing zoning district, consistent with bulk and FAR regulations.

Under the No-Action condition, urban fill materials encountered during redevelopment would be properly handled and disposed off-site in accordance with applicable regulations. Furthermore, if present, the potential abandoned UST on Lot 7 would be removed in accordance with applicable NYSDEC and New York City Fire Department (FDNY) regulations during redevelopment.

In addition to the above, regulatory requirements pertaining to building materials containing ACM, LBP and/or PCBs are being addressed under standard demolition procedures.

Future With-Action Condition

Under the future With-Action condition, the Applicant proposes to redevelop the Development Site with a Proposed Building of approximately 443,087 gsf, which contains approximately 237,110 gsf of residential space and 205,976 gsf of commercial space.

While the applicant intends to construction 33 dwelling units in the With-Action condition, for purposes of a conservative environmental review, the applicant will assume an average dwelling unit size of 2,000 gsf, which would yield approximately 119 dwelling units.

The commercial space would include a hotel with 158 rooms and an approximately 10,212-gsf restaurant. The Proposed Building would be up to 63 stories and 1,100 feet in height with the bulkhead. It would occupy the entire zoning lot with street frontages along West 57th Street and West 58th Street. The Proposed Building would have a five-story base upon which a tower would rise along West 57th Street.

Under the With-Action condition, urban fill materials have the potential to be encountered during redevelopment. In addition, a potential abandoned UST may be present on Lot 7 and if present would require removal in accordance with applicable regulations prior to or during redevelopment activities.

To address these conditions during site redevelopment, and based on consultation with the NYC Department of Environmental Protection (see **Appendix C**), the Proposed Actions would include an (E) Designation for hazardous materials (E-643), which would be applied to Manhattan Block 1273, Lots 7, 9, 10, and 65. Applying an (E) Designation to the Development Site provides a mechanism for regulatory oversight for future remedial action as a pre-construction requirement that would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials and the conditions identified in the Phase I ESA to the maximum extent practicable. Compliance in association with the hazardous materials (E) Designation on the Development Site would be conducted under the administration of OER.

The (E) Designation process generally begins with the evaluation of RECs and/or areas of concern (AOCs) that may require additional investigation based upon the results of the Phase I ESA. Any potential RECs or AOCs identified would follow the (E) Designation protocol for additional investigation and potential remedial action. Compliance with the (E) Designation protocols will utilize the Phase I ESA to the maximum extent practicable. The applicable text for the (E) Designation to be applied to Manhattan Block 1273, Lots 7, 9, 10, and 65 would be as follows:

Task 1: Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum-based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2: Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Under the (E) Designation program, remedial action measures would be determined based upon the results of the remedial investigation. However, based upon the results of the Phase II ESA, it is anticipated that remedial measures will require proper handling and off-site disposal of historic urban fill materials and soil vapor mitigation (i.e., below slab soil vapor and/or chemical barrier).

In addition to applying a hazardous materials (E) Designation to the Development Site, regulatory requirements relating to asbestos, lead-based paint and PCBs in building materials would be followed as part of standard demolition practices. Given these procedures, the With-Action condition would not result in any significant adverse impacts with respect to hazardous materials for the Development Site.

In addition to the above, regulatory requirements pertaining to building materials containing ACM, LBP and/or PCBs are being addressed under standard demolition procedures. With the implementation of the above measures, the With-Action condition would not result in any significant adverse impacts with respect to hazardous materials.

Conclusion

The Phase I ESA identified the potential for urban fill materials to be encountered as part of the Proposed Project. Further, there is a potential for an abandoned UST to be present on Lot 7 of the Development Site. Potential impacts relating to these conditions would be reduced or eliminated through the placement of a hazardous materials (E) Designation (E-643) on the Development Site (Manhattan Block 7, 9, 10 and 65). Applying an (E) Designation to the Development Site would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials to the maximum extent practicable. Compliance in association with the hazardous materials (E) Designation on the Development Site would be conducted under the administration of OER.

In addition to the above, regulatory requirements pertaining to building materials containing ACM, LBP and/or PCBs would be addressed under standard demolition/renovation procedures. With the implementation of the above measures, there would be no significant adverse impacts with respect to hazardous materials.



5

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project.

Introduction

The Proposed Action would facilitate redevelopment of the Development Site, which is located on a through lot on the block bounded by West 58th Street, Fifth Avenue, West 57th Street, and Sixth Avenue, with the Proposed Building, which would contain residential and commercial uses totaling 443,087 gsf. The commercial use includes a hotel with 158 rooms and an approximately 10,212-gsf restaurant. The Proposed Building would have a maximum height of 63-stories and 1,100 feet. It would have a five-story podium along West 57th Street and a 58-story tower located in the center of the Development Site, above the podium. The Proposed Building's HVAC system would use a natural gas-fired boiler.

Consistent with the *CEQR Technical Manual*, air quality analyses for a proposed project focus on three main areas of potential concern:

- › Potential impacts from mobile sources introduced by a project.
- › Potential impacts from potential air pollutant sources introduced by a project, such as:
 - Emissions from a project's heating, ventilation, and air conditioning (HVAC) system

- Emissions from a project's enclosed parking garage.
- › Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site.

The proposed project would not introduce any parking. Therefore, an assessment of parking emissions is not warranted.

This analysis focuses on the following:

- › An assessment of mobile sources generated by the proposed project on the surrounding sensitive receptors;
- › An assessment of the project's HVAC systems to affect the existing or proposed uses in the surrounding area;
- › An assessment of impacts from the existing industrial or manufacturing uses on the proposed project; and
- › An assessment of the impacts from large or major sources, i.e., sources with the Air State Facility or Title V permits.

Air Quality Standards

In accordance with the requirements of the Clean Air Act (CAA), as amended 1990, the U.S. Environmental Protection Agency (EPA) has promulgated National Ambient Air Quality Standards (NAAQS) (40 CFR part 50) for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of sensitive populations such as sick, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set NAAQS for six principal pollutants, which are called "criteria" pollutants. These six pollutants are ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}), and lead (Pb). These standards are reviewed from time to time and may be revised.

The State of New York has adopted similar standards as those set by the EPA, with the exception of lead, total suspended particulates (TSP), particulate matter (PM₁₀ and PM_{2.5}), and hydrocarbons. The NAAQS are presented in **Table 5-1**.

Table 5-1 National Ambient Air Quality Standards

Pollutant	Primary/ Secondary	Averaging Level	Level	Form
Carbon Monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m ³ ₍₁₎	Not to be exceeded
Nitrogen Dioxide (NO ₂)	Primary	1 hour	100 ppb	98 th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Primary and secondary	1 year	53 ppb ⁽²⁾	Annual mean
Ozone	Primary and secondary	8 hours	0.070 ppm ⁽³⁾	Annual fourth-highest daily maximum concentration, averaged over 3 years
Particulate Matter (PM _{2.5})	Primary	1 year	12.0 µg/m ³	Annual mean, averaged over 3 years
	Secondary	1 year	15.0 µg/m ³	Annual mean, averaged over 3 years
	Primary and secondary	24 hours	35 µg/m ³	98 th percentile, averaged over 3 years
Particulate Matter (PM ₁₀)	Primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Oxides	Primary	1 hour	75 ppb ⁽⁴⁾	99 th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Secondary		3 hours	0.5 ppm Not to be exceeded more than once per year

Notes:

¹ In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m³ as a calendar quarter average) also remain in effect.

² The level of the annual NO₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.

³ Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O₃ standards additionally remain in effect in some areas. Revocation of the previous (2008) O₃ standards and transitioning to the current (2015) standards will be addressed in the implementation rule for the current standards.

⁴ The previous SO₂ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2) any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO₂ standards or is not meeting the requirements of a SIP call under the previous SO₂ standards (40 CFR 50.4(3)). A SIP call is a USEPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

Source: EPA NAAQS Table, <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, accessed May 2020

In addition to criteria pollutants, there are other pollutants, air toxics, not included by the EPA in the list of principal pollutants. Non-criteria pollutants are emitted by a wide range of

man-made and naturally occurring sources. These pollutants are sometimes referred to as hazardous air pollutants (HAP) and when emitted from mobile sources, as Mobile Source Air Toxics (MSATs). No federal ambient air quality standards have been promulgated for toxic air pollutants. However, EPA and New York State Department of Environmental Conservation (NYSDEC) have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure.

Regulatory Context

The 1990 CAA with Amendments resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air quality control regions are classified and divided into one of three categories: attainment, unclassified, or non-attainment depending upon air quality data and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the respective NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. Maintenance areas are former non-attainment that achieved attainment. An unclassified area is a region where data are insufficient to make a determination and is generally considered as an attainment area for administrative purposes. A single area can be in attainment of the standards for some pollutants while being in non-attainment for others.

New York County is designated as a serious non-attainment area for the 2008 8-hour ozone standard and a moderate non-attainment area for the 2015 8-hour ozone standard. Both designations are part of a larger New York-Northern New Jersey-Long Island, NY-NJ-CT non-attainment areas. New York County has been a PM₁₀ non-attainment area since 1994. The county has been designated as a maintenance area for CO as of May 20, 2002 and for the 2006 PM_{2.5} standard as of April 18, 2014. New York County is in attainment for all other criteria pollutants (Pb, NO₂, and SO₂).

Pollutants of Concern

Air pollution is of concern because of its demonstrated effects on human health. Of special concern are the respiratory effects of the pollutants and their potential toxic effects, as described below. The Proposed Building's HVAC system would use a natural gas-fired boiler. The main pollutant of concern from the natural gas is nitrogen dioxide (NO₂). Particulate matter and air toxics could be of concern from the industrial and manufacturing uses.

Nitrogen oxides (NO_x), the most significant of which are nitric oxide (NO) and NO₂, can occur when combustion temperatures are extremely high (such as in engines) and atmosphere nitrogen gas combines with oxygen gas. NO is relatively harmless to humans but quickly converts to NO₂. Nitrogen dioxide has been found to be a lung irritant and can lead to respiratory illnesses. Nitrogen oxides, along with VOCs, are also precursors to ozone formation.

Particulate matter is made up of small solid particles and liquid droplets. PM₁₀ refers to particulate matter with a nominal aerodynamic diameter of 10 micrometers or less, and PM_{2.5} refers to particulate matter with an aerodynamic diameter of 2.5 micrometers or less. Particulates can enter the body through the respiratory system. Particulates over 10 micrometers in size are generally captured in the nose and throat and are readily expelled

from the body. Particulates smaller than 10 micrometers, and especially particles smaller than 2.5 micrometers, can reach the air ducts (bronchi) and the air sacs (alveoli) in the lungs. Particulates are associated with increased incidence of respiratory diseases, cardiopulmonary disease, and cancer.

Non-criteria pollutants may be of concern in addition to the criteria pollutants discussed above. Non-criteria pollutants are emitted by a wide range of man-made and naturally occurring sources. These pollutants are sometimes referred to as HAP and when emitted from mobile sources, as MSATs. Emissions of non-criteria pollutants from industrial sources are regulated by the EPA.

Federal ambient air quality standards do not exist for non-criteria pollutants; however, the New York State Department of Environmental Conservation (NYSDEC) has issued standards for certain non-criteria compounds, including beryllium, gaseous fluorides, and hydrogen sulfide. NYSDEC has also developed guidance document DAR-1 (August 2016), which contains a compilation of annual and short term (1-hour) guideline concentration thresholds for these compounds. The NYSDEC's DAR-1 guidance thresholds represent ambient levels that are considered safe for public exposure. EPA has also developed guidelines for assessing exposure to non-criteria pollutants. These exposure guidelines are used in health risk assessments to determine the potential effects to the public.

Impact Criteria

The predicted concentrations of pollutants of concern associated with a proposed project are compared with either the NAAQS for criteria air pollutants or ambient guideline concentrations for non-criteria pollutants. In general, if a project would cause a standard or a guideline for any pollutant to be exceeded, it would likely result in a significant adverse air quality impact. In addition, the City's *de minimis* criteria are used to determine the significance of impacts for PM_{2.5} or CO.

Background Concentrations

Background concentrations are ambient pollution levels associated with existing stationary, mobile, and other emission sources from the area and not associated with the proposed project. The latest three years of monitoring data (2017 to 2019) from the representative monitoring stations were used to develop background concentrations for all pollutants. CO and PM background concentrations were obtained from monitoring stations in Manhattan: CO was collected at The City College of New York, 160 Convent Avenue, PM₁₀ was collected at the Yung Wing Elementary School, 40 Division Street, and PM_{2.5} was collected from the station at PS19, 185 First Avenue. 1-hour and annual NO₂ and 1-hour SO₂ background concentrations were developed from monitoring data collected from the Queens College monitoring station at 65-30 Kissena Boulevard (see **Table 5-2**). These concentrations were estimated using the form of the NAAQS (see **Table 5-1**, column Form for information).

Table 5-2 Background Concentrations

Pollutant	Averaging Time	Monitoring Location	Background Concentration
Carbon Monoxide	1-Hour	160 Convent Ave	2.5 ppm
	8-Hour		1.2 ppm
Nitrogen Dioxide	1-Hour	Queens College	104.0 $\mu\text{g}/\text{m}^3$
	Annual		27.5 $\mu\text{g}/\text{m}^3$
Particulate Matter (PM ₁₀)	24-Hour	Division St	43 $\mu\text{g}/\text{m}^3$
Particulate Matter (PM _{2.5})	24-Hour	PS 19	23.3 $\mu\text{g}/\text{m}^3$
	Annual		9.4 $\mu\text{g}/\text{m}^3$
Sulfur Dioxide	1-Hour	Queens College	14.4 $\mu\text{g}/\text{m}^3$

Source: VHB, Inc. June 2020

Methodology

Mobile Sources

A screening analysis of mobile source emissions of CO and PM on ambient pollutant levels in the study area was conducted per *2020 CEQR Technical Manual* guidance. For the project's study area, as described in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*, the threshold for conducting an analysis of CO emissions corresponds to 140 project-generated vehicles at a given intersection in the peak hour. The need for conducting an analysis of PM emissions is based on road type and the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalency in vehicular PM_{2.5} emissions) as determined using the worksheet provided on page 17-12 of the *CEQR Technical Manual* (Autos are assumed to be LDGT1 and trucks, such as vans and box trucks were conservatively assumed to be HDDV3 in the worksheet).

Stationary Sources

HVAC Analysis

As described in Section 220 and Section 321 in Chapter 17 of the *CEQR Technical Manual*, for single-building projects that would use fossil fuels (i.e., No. 2 fuel oil or natural gas) for HVAC systems, a preliminary stationary source screening analysis is typically warranted to evaluate the potential for impacts on existing buildings from HVAC systems emissions for the proposed project. The *CEQR Technical Manual* provides screening nomographs based on fuel type, stack height, minimum distance from the source to the nearest receptor buildings with similar or greater heights, and floor area of development resulting from the proposed project. There are three different curves representing three different stack heights (30 feet, 100 feet and 165 feet) on the figures, and the height closest to but not higher than the proposed stack height should be selected. Based on the development sizes, if the distances from a project site to the nearest buildings of similar or greater height are less than the minimum required distance determined, there is the potential for a significant air quality

impact from the project's boiler, and if the distance is greater, there is no potential for a significant air quality impact.

Industrial Source Analysis

As described in Section 220 and Section 321 in Chapter 17 of the *2020 CEQR Technical Manual*, an air quality assessment is required to evaluate the potential impacts of air toxics emissions from ventilation exhaust systems of manufacturing or processing facilities within a 400-foot radius of a project site when a project would result in new sensitive uses, like residences, hotels, etc. If any such sources are identified, a screening analysis is performed based on Table 17-3 in Chapter 17 of the *CEQR Technical Manual*. The screening table provides the maximum 1-hour, 8-hour, 24-hour and annual average modeled values based on a generic emission rate of 1 gram per second of a pollutant from a 20-foot tall point source for the distances between 30 feet and 400 feet from the receptor of same height. Potential impacts predicted from the industrial source of concern based on the screen table are compared with the short-term guideline concentrations (SGCs) and annual guideline concentration (AGCs) recommended in NYSDEC's DAR-1 AGC/SGC Tables. If a proposed project fails the above screening analysis, or the screening analysis methodology is not applicable to the project, further refined analysis is used to determine any potential for significant adverse impacts. If the screening analysis results are below the respective guideline concentrations, there is no potential for a significant air quality impact from the industrial or manufacturing source.

Large or Major Source Analysis

As described in Section 220 and Section 321 in Chapter 17 of the *CEQR Technical Manual*, an air quality assessment is required to evaluate the potential impacts of emissions from a "large" or "major" emission source within a 1,000-foot radius of a project site. "Major" sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits. "Large" sources are identified as sources located at facilities that require a State Facility Permit. A detailed analysis is usually performed for such sources, if any are identified, to determine any potential for significant adverse impact.

Assessment

Mobile Source Screening Analysis

Per the *CEQR Technical Manual*, the threshold for conducting an analysis of CO emissions corresponds to 140 project-generated trips at a given intersection in the peak hour. The proposed project does not exceed this threshold.

The need for conducting an analysis of PM emissions is based on road type and the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalency in vehicular PM_{2.5} emissions). According to NYS DOT Highway Functional Classification, West 58th Street is classified as a minor collector road and West 57th Street is classified as a principal arterial road. Using the worksheet provided in *CEQR Technical Manual* Section 210, the maximum trips (50) generated by the project is equivalent to 10 HDDV trips for collector road or two

for principal arterial road, which both are under the screening thresholds. As such, no detailed mobile source impact analysis is needed for PM_{2.5} impact.

HVAC Analysis

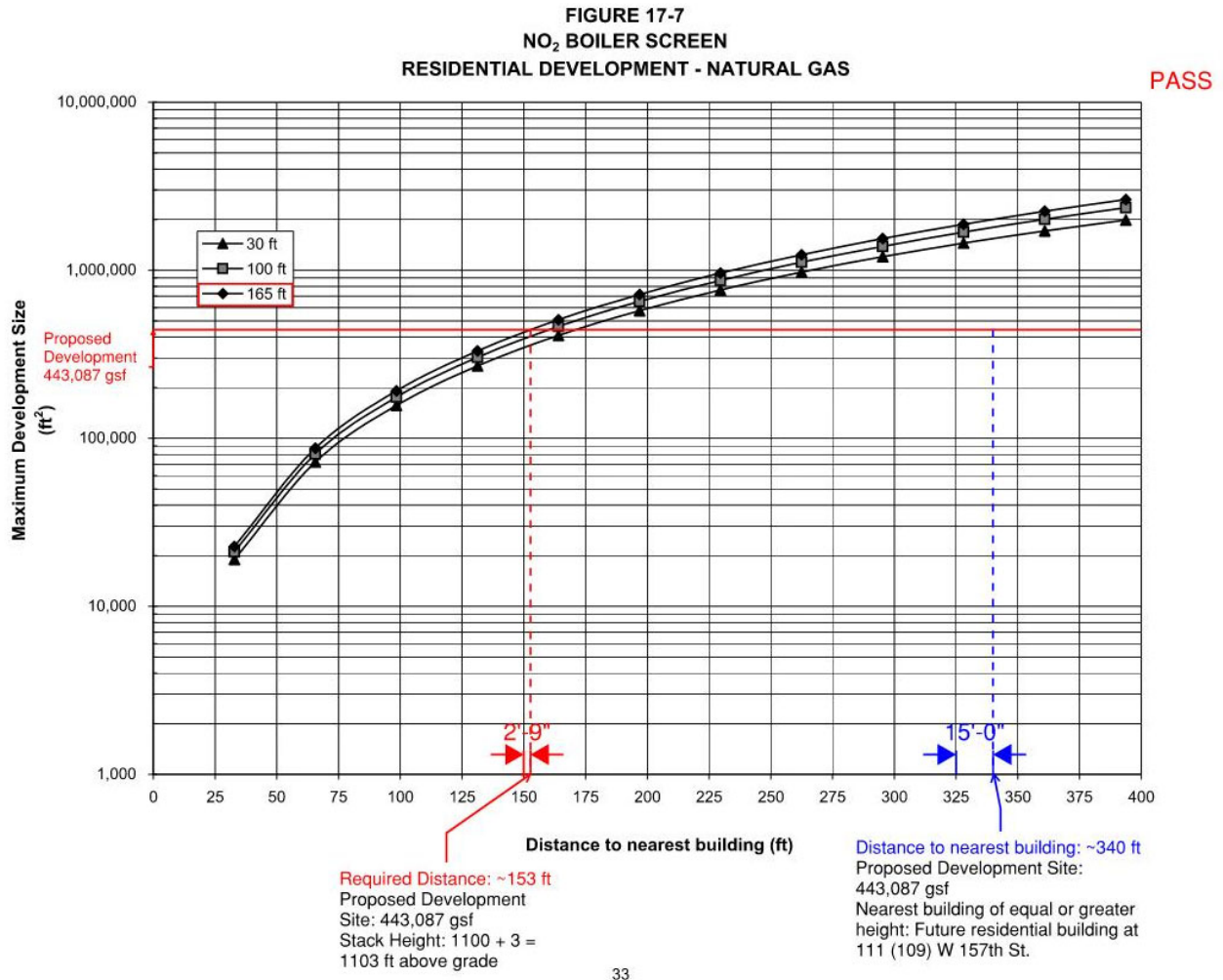
HVAC Screening Analysis

The Proposed Project will introduce a 1,100-foot-tall, mixed-use building located midblock between West 57th Street and West 58th Street. The Proposed Building is intended for residential and commercial uses, including a hotel and restaurant. Within a 400-foot radius, the closest building of taller height is under construction at 111 West 57th Street, which will be 1,428 feet tall; construction is nearly complete. The nomograph screening analysis was performed to assess the impact of the HVAC systems of the Proposed Building on the building at 111 West 57th Street. The result of this assessment is presented on **Figure 5-1**, which indicates that there is no potential for a significant air quality impact from the HVAC systems of the Proposed Building.

The (E) Designation text (E-643) would be as follows:

Block 1273, Lots 7, 9, 10, 65 (Projected Development Site): *Any new residential and/or commercial development on the above-referenced property must use natural gas as the type of fuel for heating, ventilating, and air conditioning (HVAC) system and hot water equipment and ensure the HVAC system and hot water equipment stack is located at the highest tier and at least 1103 feet above grade to avoid any potential significant adverse air quality impacts.*

Figure 5-1 Proposed Building – Natural Gas Screening



Industrial Source Analysis

To assess potential air quality impacts on the Proposed Building from existing industrial sources that emit toxic air contaminants, an investigation of existing land uses within a 400-foot radius of the project block was conducted to identify potential sources and determine if there are active permits associated with those sources.

As a first step, land use maps were reviewed to identify surrounding land uses that could have NYCDEP-issued industrial permits (i.e., sites classified as Industrial/Manufacturing, Transportation/Utility, Commercial/Office Buildings or Public Facilities/Institutions). Once the potential facilities were identified, an additional review of NYCDEP’s Clean Air Tracking System (NYCDEP CATS) was undertaken to assess whether the potential facilities have associated permits. Several facilities in the vicinity of the Proposed Building had associated permits, but most reviewed permits were identified as permits for emergency generators. Such sources do not operate under normal conditions and do not require an industrial

source analysis under CEQR. However, there was one permit for manufacturing uses. **Table 5-3** lists this land use.

Table 5-3 Industrial Sources within 400 Feet of the Project Block

Address	Block	Lot	Land Use ¹	Lot Owner Name	DEP CATS
50 West 57 St.	1272	66	Commercial/Office Buildings	HAMMERMAN BROS., INC	PB004612

Source: NYCDEP's Clean Air Tracking System (NYCDEP CATS). <https://a826-web01.nyc.gov/DEP.BoilerInformationExt/>

Permit PB004612 is for a jewelry manufacturing facility that does gold buffing and polishing activities that produce solid particles. The industrial screening analysis for this facility is presented in **Table 5-3**. The results indicated that predicted short-term and annual concentrations did not exceed the SGCs, AGCs or the NAAQS. As such, no significant air quality impacts on the proposed project are expected from the industrial sources.

Table 5-4 Industrial Source Analysis Results

Chemical Name	CAS	Total Short-term Concentration ($\mu\text{g}/\text{m}^3$)	SGC / NAAQS ($\mu\text{g}/\text{m}^3$)	Total Annual Concentration ($\mu\text{g}/\text{m}^3$)	AGC / NAAQS ($\mu\text{g}/\text{m}^3$)
Solids (PM _{2.5}) ¹	NY075-02-5	24.3	35	9.403	12
Solids (PM ₁₀) ²	NY079-00-0	44	150	-	-

¹ The estimated 24-hour PM_{2.5} concentration includes background concentration of 23.3 $\mu\text{g}/\text{m}^3$; the estimated annual PM_{2.5} concentration includes a background concentration of 9.4 $\mu\text{g}/\text{m}^3$.

² The estimated 24-hour PM₁₀ concentration includes background concentration of 43 $\mu\text{g}/\text{m}^3$.

"Large" or "Major" Source Analysis

To assess the potential impacts of any "large" or "major" sources on the Proposed Building, the NYSDEC Title V and State Facility Permit website were reviewed along with aerial photos provided by Google and Bing.^{1,2} One large source, Hilton New York, State Air permit 2-6202-01816/00001, was found in a 1,000-foot radius of the Proposed Building. However, the emission points identified in the permit are located beyond the 1,000-foot zone. Therefore, according to CEQR guidance, no potential for significant adverse air quality impact would be expected from this source and no detailed analysis is needed.

There is also an expired Title V (major source) air permit for the Le Parker Meridien that is located closer than 1,000 feet from the Proposed Building. NYSDEC confirmed that the Title V permit for the Le Parker Meridien expired in 2018 and instead an air facility registration (ARF 2-6202-00181/00005) was issued for the hotel's boilers. CEQR does not consider facilities with an ARF to have potential for a significant adverse air quality impact. As a result, no adverse impact is anticipated and no detailed analysis of impacts from the Le Parker Meridien boilers on the Proposed Building is required.

¹ NYSDEC Title V- http://www.dec.ny.gov/dardata/boss/afs/issued_atv.html

² State Permit- http://www.dec.ny.gov/dardata/boss/afs/issued_asf.html

Conclusion

As stated above, the Proposed Project would not generate vehicle trips that would warrant a mobile source analysis. In addition, the Proposed Building does not include parking facilities. Therefore, no significant mobile source air quality impacts are expected from the Proposed Project.

The impacts of the Proposed Building's HVAC system were considered on the only building in the immediate vicinity that would be of similar or greater height than the Proposed Building. The CEQR nomograph screening performed for this building demonstrated no potential for a significant air quality impact from the Proposed Building's HVAC systems.

One manufacturing facility was found within a 400-foot radius of the Proposed Building. The industrial source screening analysis conducted for this source resulted in no potential for significant air quality impacts on the proposed development. As a result, the Proposed Project would not have any potential for significant air quality impacts.



6

Noise

The goal of this section is to determine whether the Proposed Project may increase noise exposure at existing sensitive receptors and whether new receptors would be introduced into an acceptable ambient noise environment.

Introduction

The applicant is seeking a zoning authorization (the "Proposed Action") for a floor area bonus in connection with improvements to the F train's 57th Street Station (the "Station Improvements"). The Proposed Building and the Station Improvements are, collectively, "the Proposed Project."

Therefore, the Proposed Action would introduce new noise-sensitive receptors to the Development Site. The purpose of the noise assessment under *City Environmental Quality Review (CEQR)* is to determine if:

- › The Proposed Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors adjacent to the development site, including residential, schools, and office spaces; and
- › New noise receptors introduced at the Development Site would be in an acceptable ambient sound level environment.

Per the *2020 CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include

rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

Noise assessment includes the following:

- › Background on metrics used to describe noise;
 - › The methodology and criteria used to assess potential impacts;
 - › An assessment of the potential for the proposed development to significantly affect existing receptors due to the introduction of new mobile or stationary sources;
 - › Results from ambient sound level monitoring; and
- An evaluation of the ambient sound levels at new receptor locations.

Noise Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. How people perceive sound depends on several measurable physical characteristics. These factors include:

- › Level - Sound level is based on the amplitude of sound pressure fluctuations and is often equated to perceived loudness.
- › Frequency - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz (Hz). Pure tones have energy concentrated in a narrow frequency range and can be more audible to humans than broadband sounds. Sound levels are most often measured on a logarithmic scale of decibels (dB). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels results in a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:
 - A 3-dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
 - A 10-dB increase is a tenfold increase in acoustic energy and is perceived as a doubling in loudness to the average person.

Audible sound is comprised of acoustic energy over a range of frequencies typically from 20 to 20,000 Hz. The human ear does not perceive sound levels at each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighting (dBA) is used to evaluate environmental noise levels. **Table 6-1** presents a list of common outdoor and indoor sound levels.

Table 6-1 Common Indoor and Outdoor Sound Levels

Outdoor Sound Levels	Sound Pressure μPa		Sound Level dBA	Indoor Sound Levels
	6,324,555	-	110	Rock Band at 5 m
Jet Over-Flight at 300 m		-	105	
	2,000,000	-	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		-	95	
	632,456	-	90	Food Blender at 1 m
Diesel Truck at 15 m		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		-	65	Normal Speech at 1 m
	20,000	-	60	
Quiet Urban Area—Daytime		-	55	Quiet Conversation at 1 m
	6,325	-	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		-	45	
	2,000	-	40	Empty Theater or Library
Quiet Suburb—Nighttime		-	35	
	632	-	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		-	25	Empty Concert Hall
Rustling Leaves	200	-	20	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

μPa MicroPascals describe pressure. The pressure level is what sound level monitors measure.

dBA A-weighted decibels describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

Source: Highway Noise Fundamentals, Federal Highway Administration, September 1980.

Because sound levels change over time, a variety of sound level metrics can be used to describe environmental noise. The following is a list of sound level descriptors that are used in the noise analysis:

- › L_{10} is the sound level which is exceeded for 10 percent of the time during a given time period. Therefore, it represents the higher end of the range of sound levels. The unit is commonly used in the *2020 CEQR Technical Manual* to evaluate acceptable thresholds for noise exposure for new receptors that would be introduced by a proposed development.
- › L_{eq} is the energy-average A-weighted sound level. The L_{eq} is a single value that is equivalent in sound energy to the fluctuating levels over a period of time. Therefore, the L_{eq} considers how loud noise events are during the period, how long they last, and how many times they occur. L_{eq} is commonly used to describe environmental noise and relates well to human annoyance. In accordance with the *2020 CEQR Technical Manual*, the L_{eq} sound level is used to assess the potential for significant increases in noise due to

a proposed development at existing receptors in the study area and to assess noise exposure for new receptors.

Assessment Methodology

This noise analysis considers two receptor types when evaluating noise for the proposed development; existing and new receptor(s). Since the Proposed Building would introduce new residences and hotel uses, these are considered “new receptors.”

The analysis also considers “existing receptors,” which are the current noise-sensitive uses, including the surrounding residences, office space, and schools. The following describes the results of the noise assessment for these two types of receptors.

Noise Assessment for Existing Receptors

Noise impact at existing nearby sensitive receptors is assessed according to the relative increase between No-Action and With-Action sound levels. Noise impact is assessed according to the increase in the L_{eq} sound level in accordance with the *2020 CEQR Technical Manual*. If mobile or stationary sources associated with the Proposed Building would increase L_{eq} sound levels by 3 dB or more and absolute levels would exceed 65 dBA L_{eq} , the proposed development would cause a significant adverse impact prior to mitigation. Additionally, if No-Action condition noise levels are 60 dBA L_{eq} or less, a 5-dB increase would be considered a significant adverse noise impact.

Mobile Sources

With the relatively moderate to high number of existing traffic in the immediate area, the Proposed Building would not result in a doubling of noise passenger car equivalents (PCEs) under the With-Action condition and, therefore, the Proposed Action would not cause a significant adverse vehicular noise impact.

Stationary Sources

The Proposed Building is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, car washes, or other similar types of uses. The design and specifications for the mechanical equipment, such as heating, ventilation, and air conditioning, are not known at this time. As the project design advances, mechanical equipment would be selected that incorporates sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This would ensure that mechanical equipment does not result in any significant increases in noise levels by itself or cumulatively with other project noise sources.

Noise Assessment for New Receptors

With-Action noise conditions at new sensitive receptors that would be introduced by the Proposed Building are evaluated according to absolute exterior sound level. The noise exposure guidelines for acceptable ambient conditions depend on the type of land use; for

residential buildings, the goal is to maintain interior noise levels of 45 dBA or lower. With-Action exterior sound levels are evaluated to determine if receptors would be in an acceptable ambient sound level environment. It is generally assumed that without specific information on a building's window and wall construction, the outdoor-to-indoor noise reduction of the building is 25 decibels. Therefore, exterior ambient sound levels exceeding 70 dBA (L_{10}) at residential receptors during the daytime (7 AM to 10 PM) are considered to be Marginally Unacceptable. Exterior sound levels exceeding 80 dBA (L_{10}) are considered Clearly Unacceptable. If there would be Marginally Unacceptable or Clearly Unacceptable ambient noise conditions, there is a need to provide window/wall sound attenuation that is sufficient to reduce interior sound levels to acceptable levels.

Since the Proposed Building would introduce residential and hotel spaces to the Development Site, the highest L_{10} or L_{eq} sound level is used to evaluate whether the proposed development would introduce new receptors into an acceptable noise environment. The analysis presents the results of ambient noise monitoring that was conducted at the Development Site and the assessment of whether new receptors would be in a high ambient noise environment.

Noise Exposure Guidelines

The 2020 CEQR Technical Manual provides noise exposure guidelines for assessing ambient noise conditions at new residential receptors, as shown in **Table 6-2**.

Table 6-2 Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable External Exposure	Marginally Acceptable External Exposure	Marginally Unacceptable External Exposure	Clearly Unacceptable External Exposure
Commercial or Office	All Times	$L_{10} \leq 65$ dBA	$65 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA	$L_{10} > 80$ dBA
Residence	7 AM to 10 PM				
Residence	10 PM to 7 AM	$L_{10} \leq 55$ dBA	$55 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA	$L_{10} > 80$ dBA

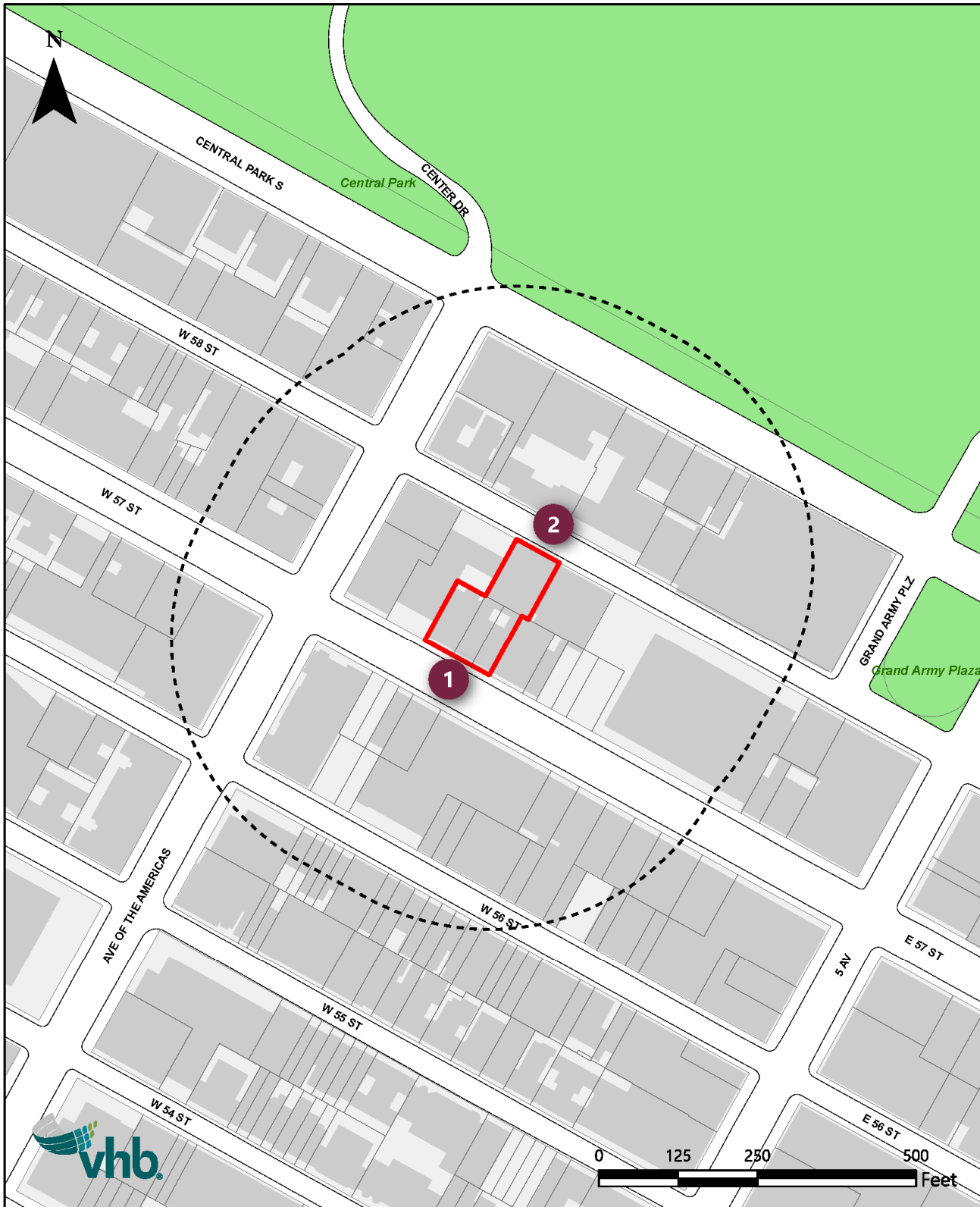
Source: Table 19-2, 2020 CEQR Technical Manual.

Existing Sound Levels

Noise monitoring was conducted at two sites on November 10, 2020 in accordance with the CEQR Technical Manual as shown in **Figure 6-1**. Noise monitors were placed with a minimum of four feet between the microphone and nearby reflecting surfaces. With roadway activity dominating the overall noise environment, 20-minute noise measurements were conducted during morning peak periods (8:00 – 9:00 AM), midday period (12:00 – 1:00 PM) and evening peak period (5:00 – 6:00 PM). Measurements were conducted using a Type I sound level meter at ground level.

Table 6-3 summarizes the measurement results. The measured L_{eq} levels ranged from 65.4 dBA to 79.0 dBA and the L_{10} levels ranged from 67.1 to 80.5 dBA.

Figure 6-1 Noise Monitoring Locations



 Development Site  400-ft Study Area Radius  Noise Monitoring Locations

Source: VHB, 2021.

Table 6-3 Ambient Sound Level Measurements

Site	Monitoring Location	Period	Duration	L _{eq}	L _{min}	L _{max}	L ₁	L ₁₀	L ₅₀	L ₉₀
1	West 57 th Street	Morning	20 Min	74.5	65.5	84.2	82.6	78.2	72.0	68.1
		Midday	20 Min	79.0	63.5	101.4	89.2	77.5	73.0	66.3
		Evening	20 Min	78.6	63.1	101.5	88.3	77.9	71.0	65.4
2	West 58 th Street	Morning	20 Min	77.4	68.1	89.7	85.5	80.5	74.6	70.5
		Midday	20 Min	72.8	63.2	89.1	81.2	75.8	70.4	66.5
		Evening	20 Min	65.4	61.1	78.2	72.2	67.1	64.3	62.7

Source: Measurements conducted by VHB on November 10, 2020.

Acceptability Assessment

The *2020 CEQR Technical Manual* provides noise exposure guidelines for assessing ambient sound levels, as shown in **Table 6-2**. Based on these noise exposure guidelines, noise impact has been assessed to determine the level of acceptability for new sensitive receptors at the Development Site. **Table 6-4** summarizes the max of the L₁₀ and L_{eq} sound levels at each measurement location. The table indicates whether the existing sound levels are considered to be acceptable according to the *2020 CEQR Technical Manual*.

Table 6-4 Existing Sound Level Acceptability

Site	Monitoring Location	Period	Max of L ₁₀ or L _{eq}	Acceptability
1	West 57 th Street	Morning	78.2 (L ₁₀)	Marginally Unacceptable
		Midday	79.0 (L _{eq})	Marginally Unacceptable
		Evening	78.6 (L _{eq})	Marginally Unacceptable
2	West 58 th Street	Morning	80.5 (L ₁₀)	Clearly Unacceptable
		Midday	75.9 (L ₁₀)	Marginally Unacceptable
		Evening	67.1 (L ₁₀)	Marginally Acceptable

Source: VHB, 2019.

According to the noise exposure guidelines in the *CEQR Technical Manual*, existing sound levels (maximum of L_{eq} and L₁₀) are Marginally Unacceptable on the West 57th Street during all peak periods. At the West 58th Street site, sound levels are Clearly Unacceptable during the morning peak, Marginally Unacceptable during the midday period, and Marginally Acceptable during the evening peak period. The highest measured sound level was 79.0 dBA L_{eq} on West 57th Street and 80.5 dBA (L₁₀) on West 58th Street. Based on the finding of Marginally Unacceptable and Clearly Unacceptable sound levels, sufficient outdoor-to-indoor sound attenuation of the window/wall must be specified to provide acceptable sound attenuation from the window/wall materials of the proposed development.

Noise Attenuation Measures

The most common measure for reducing interior noise from ambient sources is to specify sufficient outdoor-to-indoor sound attenuation for a proposed building. As shown in **Table 6-5**, the required level of attenuation varies based on the exterior sound levels and type of receptor. Based on a maximum sound level of 79.0 dBA on West 57th Street and 80.5 dBA on West 58th Street, a composite outdoor-to-indoor window/wall sound attenuation of 35 dBA or more and 37 dBA or more, respectively, is required to obtain acceptable interior noise

conditions in residential spaces, as well as alternate means of ventilation such as well-sealed air conditioners, package-terminal air conditioners, or central air conditioning.

Table 6-5 Required Attenuation Values to Achieve Acceptable Interior Noise Levels

With-Action Sound Level	Marginally Unacceptable				Clearly Unacceptable
	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation ^A	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	$36 + (L_{10} - 80)^B$ dBA

Note: ^A The above composite window-wall attenuation values are for residential dwellings and hotel use. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

^B Required attenuation values increase by 1 dBA increments for L_{10} values greater than 80 dBA.

Source: New York City Department of Environmental Protection (*CEQR Technical Manual*, Table 19-3)

The composite outdoor-to-indoor transmission classification (OITC) value of the window-wall structure is used to determine the necessary sound attenuation. Sound attenuation measures would be achieved through new construction materials and techniques with sufficient OITC-rated windows and walls. To maintain a closed-window condition, central air-conditioning will be provided to allow for an alternate means of ventilation.

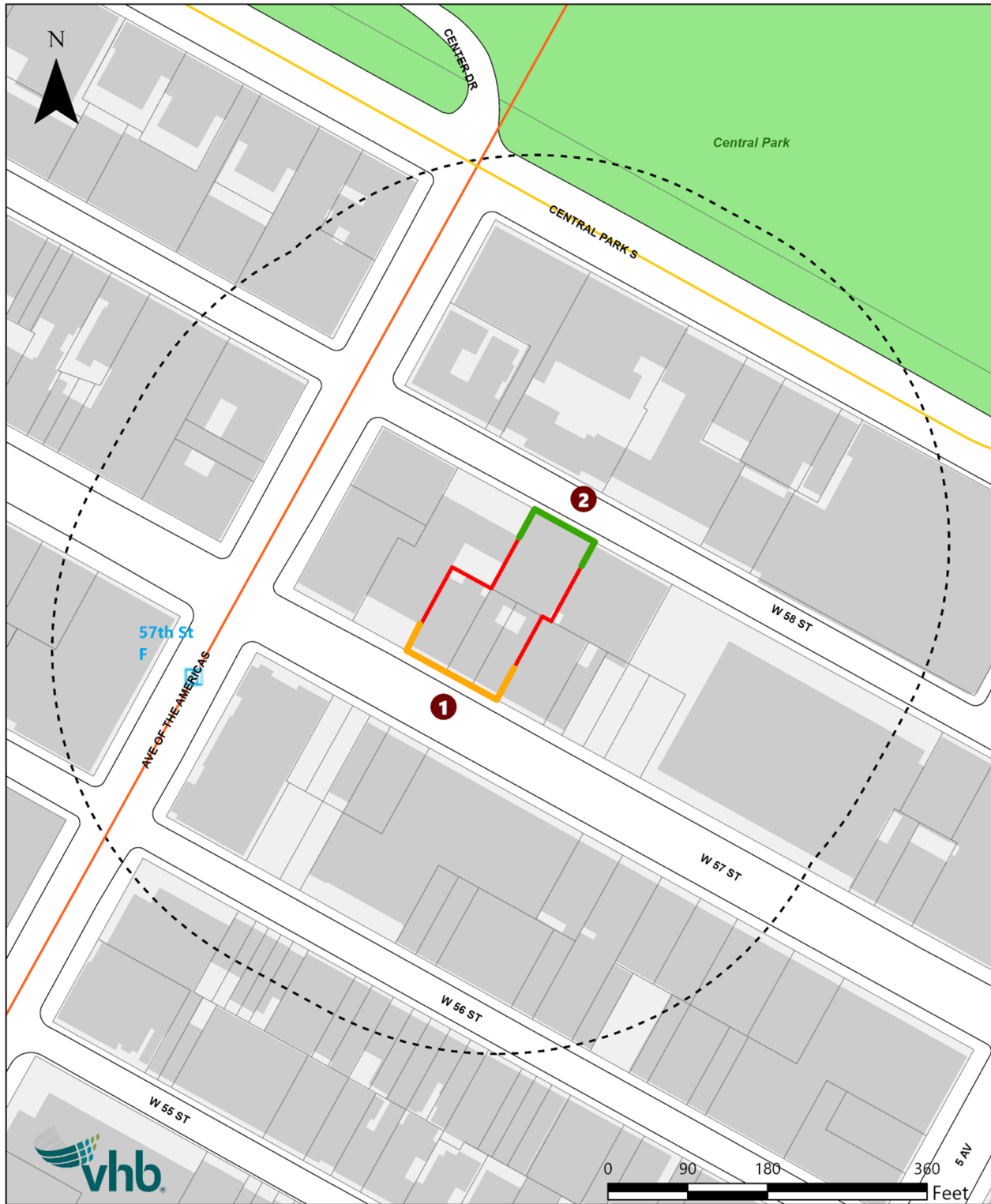
The following (E) Designation commitment (E-643) is proposed to be assigned to the Development Site (see **Figure 6-2**):

Manhattan Block 1273, Lots 7, 9, 10, and 65

In order to ensure an acceptable interior noise environment, future residential/hotel uses must provide a closed-window condition with a minimum of 37 dBA window/wall attenuation on the facades facing West 58th Street and the facades facing Avenue of the Americas within 50 feet of West 58th Street and the facades facing 5th Avenue within 50 feet of West 58th Street and 35 dBA of attenuation on the facades facing West 57th Street and the facades facing Avenue of the Americas within 50 feet of West 57th Street and the facades facing 5th Avenue within 50 feet of West 57th Street to maintain an interior noise level not greater than 45 dBA for residential and hotel uses as illustrated in the EAS. In order 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.

With these commitments, no significant adverse impacts related to noise are expected and no further analysis is warranted.

Figure 6-2 OITC Requirements



- Development Site
- OITC 37
- # Noise Monitoring Locations
- 400-ft Study Area Radius
- OITC 35

Source: VHB, 2021.

Conclusion

A noise assessment was conducted to determine whether the Proposed Building would significantly increase sound levels from mobile and stationary sources at existing noise receptors adjacent to the Development Site and if new noise receptors that would be introduced at the Proposed Building would be in an acceptable ambient sound level environment.

With the relatively moderate to high number of existing traffic in the immediate area, the Proposed Building would not result in a doubling of noise PCEs under the With-Action condition. Therefore, the Proposed Project would not result in a significant adverse vehicular noise impact and the existing noise measurements results are representative of the With-Action vehicular noise conditions.

The Proposed Building is not anticipated to include any substantial stationary source noise generators. The design and specifications for the building's mechanical equipment would incorporate sufficient noise reduction devices that would comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code.

Based on a maximum sound level of 79.0 dBA on West 57th Street and 80.5 dBA on West 58th Street, a composite outdoor-to-indoor window/wall sound attenuation of 35 dBA or more and 37 dBA or more, respectively, is required to obtain acceptable interior noise conditions in residential and hotel uses, as well as alternate means of ventilation such as well-sealed air conditioners, package-terminal air conditioners, or central air conditioning. An (E) Designation (E-643) would be used at the Development Site to commit to these noise requirements. With these commitments, no significant adverse impacts related to noise are expected and no further analysis is warranted.



7

Construction

A project's construction activities may affect a number of technical areas analyzed for the operational period, such as air quality, noise, and traffic; therefore, a construction assessment relies to a significant extent on the methodologies and resulting information gathered in the analyses of these technical areas.

Introduction

Construction activities, although temporary in nature, can sometimes result in significant adverse environmental impacts. Consideration of several factors, including the location and setting of the project in relation to other uses, and the intensity and duration of the construction activities, may indicate that a project's construction activities warrant analysis.

As described in **Part I: Project Description**, the Proposed Action would facilitate a floor area bonus of 53,029 zoning square feet (zsf) or 57,381 gross square feet (gsf) for a proposed new mixed-use building (the "Proposed Building") in connection with improvements to the F train's 57th Street Station (the "Station Improvements"). The Proposed Building and the Station Improvements are, collectively, "the Proposed Project."

The Proposed Building would include a total of approximately 443,087 gsf, of which approximately 237,110 gsf would be residential space and 205,976 gsf would be commercial space. The residential space would include 119 units. The commercial space would include a hotel with 158 rooms and an approximately 10,212-gsf restaurant. The Proposed Building would be 63 stories and 1,100 feet in height (including the bulkhead). As discussed below, absent the Proposed Action, the site will be redeveloped with an as-of-right, 385,706-gsf

building that would, like the Proposed Project, rise to a height of 63 stories and 1,100 feet (the No-Action development).

The Station Improvements to the NYCT MTA IND line (F Train) subway station at West 57th Street and Sixth Avenue would improve circulation and reduce congestion. They would include the construction of two elevators, providing handicap access from the street to the mezzanine and the mezzanine to the platform; an elevator machine room servicing both elevators; and reconfiguration of the fare control line and new Automated Farecard Access Gates to accommodate the mezzanine to platform elevator. Construction would be typical of that associated with subway station improvements at stations throughout the City.

Construction activity associated with the Proposed Building (and the No-Action development) is anticipated to last a total of approximately 48 months. Because the construction period would be longer than two years, an assessment of potential construction impacts was prepared in accordance with CEQR guidelines. As shown in the below assessment, construction of the Proposed Project would not result in significant adverse impacts.

Construction Regulations and General Practices

Governmental Oversight

Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility, as follows.

- › The New York City Department of Buildings (DOB) has primary oversight of construction. DOB oversees compliance with the New York City Building Code to ensure that buildings are structurally, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect both workers and the general public during construction. Areas of oversight include installation and operation of equipment such as cranes and lifts, sidewalk sheds, safety netting, and scaffolding.
- › The New York City Department of Environmental Protection (DEP) enforces the New York City Noise Code, reviews and approves any needed Remedial Action Plans (RAPs) and associated Construction Health and Safety Plans (CHASPs) as well as the removal of fuel tanks and abatement of hazardous materials. DEP also regulates water disposal into the sewer system and reviews and approves any rerouting of wastewater flow.
- › The New York City Fire Department (FDNY) has primary oversight of compliance with the New York City Fire Code and the installation of tanks containing flammable materials.
- › The New York City Department of Transportation Office of Construction Mitigation and Coordination (DOT OCMC) reviews and approves any traffic lane and sidewalk closures.
- › The New York City Landmarks Preservation Commission (LPC) approves studies and testing to prevent loss of archaeological resources and to prevent damage to architectural resources.
- › New York City Transit approves any excavation proposed within 200 feet of any subway or tunnel under its jurisdiction.
- › The New York State Department of Environmental Conservation (NYSDEC) regulates disposal of hazardous materials, and construction, operation, and removal of bulk

petroleum and chemical storage tanks. NYSDEC also regulates discharge of water into rivers and streams.

- › The New York State Department of Labor (DOL) licenses asbestos workers.
- › The New York State Department of Transportation (NYSDOT) reviews and approves any traffic lane closures on its roadways, should any be necessary.
- › The U.S. Environmental Protection Agency (EPA) has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, however, much of its responsibility is delegated to the state level.
- › The Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

Construction Oversight

New York City regulates the hours of construction work through the New York City Noise Control Code, as amended in December 2005 and effective July 1, 2007. Construction is limited to weekdays between the hours of 7:00 AM and 6:00 PM and noise limits are set for certain specific pieces of construction equipment. Most workers arrive between 6:00 AM and 7:00 AM. In New York City, work typically ends at 4:00 PM, with some exceptions when certain critical tasks (e.g., finishing a concrete pour for a floor deck, completing the drilling of piles, or completing the bolting of a steel frame erected that day) require that the workday be extended beyond normal work hours. Any extended workdays generally last until approximately 6:00 PM and do not include all construction workers or pieces of equipment in operation on-site, but only those involved in the specific task requiring additional work time. The City may permit work outside of these hours to accommodate: (1) emergency conditions; (2) public safety; (3) construction projects by or on behalf of City agencies; (4) construction activities with minimal noise impacts; and (5) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts, and/or financial considerations. The DOB issues these work permits, and in some instances, approval of a noise mitigation plan from the DEP under the City's Noise Code is also required. Overall, the level of activity for any work outside of normal construction hours is less than a normal workday.

Construction Practices

Access, Deliveries, and Staging Areas

Access to construction sites is controlled. Work areas are fenced off, and limited access points for workers and construction-related trucks are provided. Typically, worker vehicles are not allowed into the construction area, and workers or trucks without a need to be on the site are not allowed entry. After work hours, the gates are closed and locked. Security guards may patrol the construction site after work hours and over weekends to prevent unauthorized access.

Material deliveries to the site are controlled and scheduled. To aid in adhering to the delivery schedules, as is normal for building construction in New York City, flaggers are employed at each of the construction site's access points. Flaggers are typically supplied by either the subcontractor on-site at the time or by the construction manager. The flaggers control trucks

entering and exiting the Development Site so that they would not interfere with one another. In addition, they provide an additional traffic aid as trucks enter and exit the on-street traffic streams. Flaggers would be posted at the access point roadway.

Lane and Walkway Closures

Temporary curb-lane and sidewalk closures are typical for construction projects in New York City. To manage such closures, a Maintenance and Protection of Traffic (MPT) plan is developed consistent with DOT requirements. The MPT plan would highlight the extent of closure to travel and parking lanes and sidewalks, and details on temporary travel and parking lanes and walkways. The plan would also include design details of equipment utilized for maintenance and protection of traffic, such as signs, barriers, barricades, and drums. DOT OCMC reviews and approves MPT plans, and the implementation of the closures is also coordinated with DOT OCMC. In general, construction managers for major projects on adjacent sites also coordinate their activities to avoid delays and inefficiencies.

Public Safety

A variety of measures are employed to ensure public safety during construction at sites within New York City. Examples include the use of sidewalk bridges to provide overhead protection for pedestrians passing by the construction site and the employment of flaggers to control trucks entering and exiting the construction site, to provide guidance to pedestrians, and/or to alert or slow down the traffic. Other safety measures include the installation of safety nettings on the sides of the project as the superstructure advances upward to prevent debris from falling to the ground. These safety measures are required as part of a Site Safety Plan reviewed and approved by DOB. As at other New York City construction sites, the Proposed Project would follow all DOB safety requirements to ensure that construction of the project is conducted with care to minimize the disruption to the community.

Rodent Control

Construction projects in New York City typically include provisions for a rodent (i.e., mouse and rat) control program with provisions for this formalized in construction contracts for the development. Rodent control programs are typically carried out throughout construction, beginning with surveying and baiting appropriate areas prior to construction and providing for proper site sanitation and maintenance during construction. Signage would be posted, and coordination would be conducted with appropriate public agencies. Only EPA- and NYSDEC-registered rodenticides would be permitted, and the contractor would be required to implement the rodent control program in a manner that is not hazardous to the general public, domestic animals, and non-target wildlife.

Construction Schedule and Activities

Construction Schedule

As described in **Part I: Project Description**, both the No-Action building and the Proposed Project (under the With-Action condition) would be 63 stories and 1,100 feet in height

(including the bulkhead). Both buildings would have a five-story podium along West 57th Street, with a 58-story tower located above the podium. The tower would be set back from both street frontages and it would gently slope away from West 58th Street.

In both the No-Action and With-Action conditions, the building constructed on the Development Site would have the same height and number of stories. While the Proposed Action would result in additional FAR in the With-Action condition, the exterior envelope of the building would be the same under the No-Action and With-Action conditions. The additional FAR in the With-Action condition would alter only the recessed portion of the east and west facing façades as compared to the No-Action condition; the exterior envelope of the building would not change. Because the Proposed Building and the No-Action building are substantially similar in design, construction would take place over a comparable period. Specifically, the applicant anticipates that both buildings would be completed in a single construction phase of approximately 48 months.

Demolition of the buildings that had occupied the Development Site were undertaken separate from the No-Action or With-Action conditions. Therefore, demolition is not considered part of the anticipated construction phase. Construction of both the Proposed Building and the No-Action building would include the following major stages (which would overlap at certain times throughout the process): excavation and foundations, core and shell, and interiors.

Construction Activities

Construction of the No-Action building or the Proposed Project would be subject to the government regulations and oversight detailed above and would employ the general construction practices described above. Demolition of the former buildings took place independent and separate from both the No-Action and With-Action conditions and is not considered here. As described above, it is anticipated that construction activities for the No-Action and With-Action conditions would be similar in character and of the same duration. The activities in each stage of construction apply to both the No-Action and With-Action conditions and are discussed in more detail below.

Site Preparation, Excavation, and Foundations

Construction at the Development Site would begin with a number of activities to prepare the site for construction work. Early activities would involve the installation of public safety measures, such as Jersey barriers and fencing. The construction site would be fenced off, with solid fencing to minimize interference between the persons passing by the site and the construction work. Gates for workers and for trucks would be installed. An office trailer for the construction engineers and managers would be placed on the site. Also, portable toilets, dumpsters for trash, and water and fuel tankers would be brought to the site and installed. Temporary utilities would be connected to the construction trailer. During the startup period, permanent utility connections may be made, especially if the construction manager has obtained early electric power for construction use, but utility connections may be made almost any time during the construction sequence. Interior turnarounds would be established.

To manage any necessary lane or sidewalk closures, an MPT plan will be developed for NYCDOT review and approval. Implementation of the closures will also be coordinated with NYCDOT and with NYCT if the closures affect bus operations along West 57th Street and/or West 58th Street.

As described above, demolition of the former buildings took place independent and separate from both the No-Action and With-Action conditions and is not considered here. As part of both the Proposed Project and the No-Action building, excavators would be used for the task of digging the building's foundation. Any excavated soil to be removed from the Development Site would be loaded onto dump trucks for transport to a licensed disposal facility or for reuse elsewhere on the Development Site or on another construction site that needs fill.

To reduce the potential for public exposure to contaminants during excavation activities, construction activities would be performed in accordance with all applicable regulatory requirements as discussed in **Section 4, Hazardous Materials**.

Superstructure and Exterior Construction (Core and Shell)

Construction of the core and shell involves construction of the building's framework, core, and exterior. The superstructure is the building's framework (beams and columns) and floor decks. Construction of the core, or interior structure, includes construction of the building's elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment rooms; core stairs; and restroom areas. Construction of the exterior involves the installation of the façade (exterior walls, windows, and cladding and the roof).

During this stage steel is installed for the superstructure and concrete is poured for the core and the superstructure. An electric hoist is installed and operated to facilitate these activities, and there are various deliveries of materials to the site. During steel installation, a safety cocoon is erected around floors that are undergoing construction. A sidewalk shed is also installed along the curb edge around the site. In addition, roof protection would be installed over the other adjacent buildings during this stage.

Equipment during this stage typically includes air compressors, generators, delivery and concrete trucks, concrete pumps, concrete trowels, welding equipment, and a variety of handheld tools. Temporary construction elevators (hoists) would also be constructed for the delivery of materials and vertical movement of workers when necessary. Superstructure activities would also require the use of mobile cranes, welders, and a variety of trucks.

Interiors and Finishing

Interior fit-out activities include the construction of interior partitions, installation of lighting fixtures and interior finishes (i.e., flooring, painting, etc.); mechanical and electrical work; and lobby finishes. In addition, final cleanup and touchup of the proposed building and final building systems (i.e., electrical system, fire alarm, plumbing, etc.) testing and inspections are part of this stage of construction.

Equipment used during interior construction typically includes exterior hoists, compressors, delivery trucks, and a variety of small hand-held tools. This stage of construction is typically the quietest and does not generate fugitive dust since this work occurs within the building with the façades substantially complete.

This stage of construction is also when the construction protection measures (fencing, sidewalk enclosures, bridges, temporary sidewalks, remaining scaffolding, etc.) around the construction site would be removed. This stage of construction would also include punch list completion activities, which are typically small tasks that were not completely finished, and project commissioning to ensure compliance with contract requirements.

Assessment of Project Construction

In accordance with the guidelines of the *CEQR Technical Manual*, this preliminary assessment evaluates the effects associated with the Proposed Projects' construction related activities—including transportation, air quality, and noise. Hazardous materials are discussed in **Section 4, Hazardous Materials**.

Transportation

Daily Workforce and Truck Deliveries

Construction of the Proposed Project would extend over a period of 48 months, would be completed and occupied by the year 2026, and would generate trips from construction workers traveling to and from the site as well as from the delivery of materials and equipment and the removal of debris. An evaluation of construction sequencing and projections of workers and trucks was undertaken to assess potential traffic-related impacts associated with construction. **Table 7-1** shows the estimated number of workers and truck deliveries to the Project Site per quarter (i.e., three-month period) of each calendar year for the duration of construction activities. These represent the average number of daily workers and trucks within each quarter. The average number of workers would be about 190 per day throughout the construction period. The peak number of workers would be 380 per day in the first quarter of 2024. For truck trips, the average number of trucks would be 5 per day, and the peak would occur in the second, third and fourth quarters of 2023 with 10 trucks per day.

Table 7-1 Average Daily Number of Workers and Trucks by Quarter – Proposed Project

Year	2022				2023					
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th		
Workers	28	32	40	38	70	177	218	291		
Trucks	8	8	8	8	9	10	10	10		
Year	2024				2025				Project	
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Average	Peak
Workers	380	338	320	293	247	170	150	82	190	380
Trucks	7	2	0	0	0	0	0	0	5	10

Construction Worker Modal Splits

The average daily workforce and truck trip estimates in **Table 7-1** was then used to determine the peak quarter for potential traffic-related impacts during construction of the Proposed Project. The projections were further refined to account for the travel

characteristics of construction workers including modal splits and vehicle occupancy rates. Based on survey data collected during construction of the New York Times Building in 2006, it is anticipated that construction workers would primarily take public transportation (approximately 71 percent) to the Project Site, with a smaller percentage of construction workers traveling via private auto (approximately 29 percent with an average auto occupancy of 2.04). Transit service within the study area includes the F subway line at the 57th Street station and the N, Q, R, and W subway lines at the 57th Street / Seventh Avenue subway station and the Fifth Avenue / 59th Street subway station. There are also a several Manhattan and Queens local buses and express buses within the study area.

Based on the surveyed auto modal split and vehicle occupancy, the average daily construction auto trips and truck trips were determined for each quarter, as shown in **Table 7-2**. The peak quarter with the maximum construction passenger-car equivalents [PCEs]¹ trips is expected to be approximately 122 daily vehicle trips (136 PCE trips) during the first quarter of 2024.

Table 7-2 Average Daily Number of PCE Trips by Quarter – Proposed Project

Year	2022				2023			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Auto Trips	8	10	12	10	20	50	62	82
Truck Trips	16	16	16	16	18	20	20	20
Vehicle Trip	24	26	28	26	38	70	82	102
PCE Trips	40	42	44	42	56	90	102	122
Year	2024				2025			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Auto Trips	108	96	90	84	70	48	42	24
Truck Trips	14	4	0	0	0	0	0	0
Vehicle Trips	122	100	90	84	70	48	42	24
PCE Trips	136	104	90	84	70	48	42	24

Traffic

Peak Hour Construction Worker Vehicle and Truck Trips

Construction activities would be expected to occur on weekdays during the typical construction shift of 7 AM to 3:30 PM. Construction truck trips would typically be distributed throughout the day and most trucks would remain in the area for short durations. Auto trips associated with construction worker travel would typically take place during the hours before and after the daily work shift. For analysis purposes, each worker vehicle was assumed to arrive in the morning and depart in the afternoon or evening and each truck delivery was assumed to result in one “in” trip and one “out” trip during the same hour.

¹ Since larger vehicles such as trucks typically make up a significant portion of construction traffic, a passenger car equivalent factor is applied to these vehicles to account for their size difference. Per the *CEQR Technical Manual*, it is assumed that one truck is equivalent to two passenger cars.

The estimated daily vehicle trips for the peak quarter of construction traffic were distributed throughout the workday based on projected arrival/departure patterns of construction workers, and the projected pattern of truck deliveries based on the types of construction activities that would occur during the first quarter of 2024. For construction workers, typical arrival patterns show that most arrivals (approximately 80 percent) occur during the 6 AM to 7 AM hour (the hour before the beginning of a regular day shift) and the same percentage of departure trips occurs during the 3 PM to 4 PM hour (at the end of the shift). For trucks, deliveries are usually spread throughout the day, but the peak activity (approximately 25 percent) would occur during the 6 AM to 7 AM hour.

The peak construction hourly trip projections for the peak construction quarter are summarized in **Table 7-3**.

Table 7-3 Proposed Project Construction Vehicle Trips by Hour – First Quarter of 2024

Hour	Auto Trips		Truck Trips		Total Vehicle Trips			Total PCE Trips		
	In	Out	In	Out	In	Out	Total	In	Out	Total
6 AM – 7 AM	43	0	2	2	45	2	47	47	4	51
7 AM – 8 AM	11	0	1	1	12	1	13	13	2	15
8 AM – 9 AM	0	0	1	1	1	1	2	2	2	4
9 AM – 10 AM	0	0	1	1	1	1	2	2	2	4
10 AM – 11 AM	0	0	1	1	1	1	2	2	2	4
11 AM – 12 PM	0	0	1	1	1	1	2	2	2	4
12 PM – 1 PM	0	0	0	0	0	0	0	0	0	0
1 PM – 2 PM	0	0	0	0	0	0	0	0	0	0
2 PM – 3 PM	0	3	0	0	0	3	3	0	3	3
3 PM – 4 PM	0	43	0	0	0	43	43	0	43	43
4 PM – 5 PM	0	8	0	0	0	8	8	0	8	8

The estimated number of peak hour vehicle trips generated by construction activities during the peak quarter would be 47 vehicle trips (51 PCEs) during the AM construction peak hour (6 AM to 7 AM) and 43 vehicle trips (43 PCEs) during the PM construction peak hour (3 PM to 4 PM). Since construction vehicle trips generated by the Proposed Project would be slightly above the 2020 CEQR Technical Manual 50-vehicle trip analysis threshold, further quantified analysis is typically needed. However, the exceedance is only during the AM peak hour by one PCE trip and, once assigned, the construction-related vehicle trips would not exceed the CEQR Level 2 screening thresholds for detailed traffic analysis. Construction-related truck deliveries would be distributed between designated loaded zones on two sides of the Development Site – along West 57th Street and West 58th Street – and, as no parking is provided on-site, construction workers would need to find parking away from the Development Site and would be distributed to several parking locations in the area. Therefore, construction activities would not be expected to result in significant construction traffic impacts and no further construction traffic analyses are warranted.

Deliveries

Construction trucks would be required to use NYCDOT-designated truck routes, including West 57th Street, West 59th Street, Eighth Avenue, and Lexington Avenue. Trucks would then use local streets to access the construction site. Construction site deliveries would use the designated loading zone along West 57th and 58th Streets.

Parking

Construction workers would generate an estimated maximum daily parking demand of 54 spaces during the peak construction quarter for the Proposed Project. Based on information from previous studies, such as the *Greater East Midtown Rezoning FEIS (2017)*, this parking demand would be expected to be accommodated by the off-street parking facilities available within a quarter mile radius. Therefore, construction of the Proposed Project would not result in significant adverse parking impacts.

Transit and Pedestrians

Based on available survey data, it is anticipated that approximately 71 percent of construction workers would commute to the Project Site by public transportation. During the peak construction quarter, the Proposed Project would expect to generate 380 daily construction workers. It is expected that the majority of workers (80 percent) would arrive during the AM construction peak hour and depart during the PM construction peak hour and would generate approximately 166 construction worker trips by public transportation during the AM and PM construction peak hours. This volume of trips would be below the *2020 CEQR Technical Manual* 200-pedestrian trip thresholds for further transit or pedestrian analyses, and therefore construction activities are not expected to result in significant transit or pedestrian impacts.

Air Quality

Construction impacts on air quality may occur because of particulate matter (fugitive dust) created by excavation, earth moving operations, emissions from on-site diesel equipment, and increased truck traffic to and from the construction site on local roadways. As discussed in the *CEQR Technical Manual*, the determination whether it is sufficient to conduct a qualitative analysis of these emissions or whether a quantitative analysis is required should take into account such factors as the location of the Development Site in relation to existing residential uses or other sensitive receptors, the intensity of the construction activity, and the extent to which the project incorporates commitments to appropriate emission control measures. These factors are analyzed below, indicating that a qualitative analysis of emissions is sufficient and demonstrates that the Proposed Project is not anticipated to result in any significant adverse impacts to nearby sensitive receptors.

On-site Construction Related Emissions

For stationary source emissions, the most intense construction activities in terms of air pollutant emissions are typically the demolition, excavation, and foundation stages since it is during these stages that the largest number of large non-road diesel engines would be employed, resulting in the highest levels of air emissions. The other stages of construction,

including superstructure, exterior façades, interior finishes and site work, typically result in much lower air emissions since they require fewer pieces of heavy-duty diesel equipment. Equipment used in the latter stages of construction generally have small engines and are dispersed vertically throughout the building, resulting in very low concentration increments in adjacent areas. Additionally, the latter stages of construction do not involve soil disturbance activities and therefore would result in significantly lower dust emissions. Interior finishes activities are better shielded from nearby sensitive receptors by the proposed structures themselves.

For the Proposed Project, the overall construction period would be longer than two years; however, the most intense construction activities in terms of air pollutant emissions are anticipated to occur for substantially less than two years and would not include any demolition activities. As described above, demolition of the existing buildings will take place independent and separate from both the No-Action and With-Action conditions and is not considered here. Furthermore, the Proposed Project would adhere to the applicable laws, regulations, and building codes in place that focus on clean fuel, dust suppression measures, and idling restrictions for on-road vehicles.

Off-Site Construction Related Emissions

Mobile source emissions typically result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site.

Construction activities would result in a small number of generated trips at any intersection. Overall, no more than 26 auto trips per hour would be generated at any intersection under construction. The maximum number of intersection trips that include trucks would be 22 construction-related auto trips and one truck trip in the AM peak period at the intersection of West 56th Street and Sixth Avenue. Conservatively assuming that worker vehicles are classified as LDGT1 vehicle category, and construction trucks as HDDV8B, CEQR PM_{2.5} screening analysis passes for principal and minor arterial roadways, the functional class assigned to Sixth Avenue and West 56th Street by New York State DOT functional classification. As a result, no significant adverse PM impacts are expected from construction-generated traffic.

Emission Intensity Analysis

Because the Proposed Project's construction period would last over two years and the project is located next to sensitive residential receptors, a construction emission intensity analysis was conducted. A construction emission intensity analysis includes estimating construction PM_{2.5} emissions, which are the emissions of primary concern from construction, for the full duration of construction. This analysis provides a comparison of the Proposed Project's peak daily and annual PM_{2.5} emissions and proximity to nearby sensitive receptors to those of a comparable project that conducted a dispersion analysis and demonstrated no significant adverse air quality impacts.

The approach to estimate emissions includes a determination of the peak emission period based on an estimated monthly construction work schedule in which the number of on-site construction equipment types and rated horsepower of each unit, quantities of materials to

be excavated, and number of trucks arriving, working, and leaving the site vary from month to month.

The peak daily emissions and the maximum annual emissions (based on a 12-month rolling average) for the Proposed Project construction were determined based on the construction schedule activities and equipment projected to be required for this construction period. The assessment considered three main phases of construction: foundation, superstructure-exterior, and interiors.

The specific construction information used to calculate emissions generated from the construction process included, but is not limited to, the following:

- › The number of units and fuel-type of construction equipment to be used;
- › Rated horsepower and load factors for each piece of equipment;
- › Utilization rates for equipment;
- › Hours of operation on-site;
- › Excavation processing rates; and
- › Average distance to approach the site and idling time by dump trucks, cement trucks, box trucks, and trailers for equipment delivery.

Emission Reduction Measures

As noted above, the determination whether it is sufficient to conduct a qualitative analysis of construction-period air emissions should take into account several factors, including the extent to which the project incorporates commitments to appropriate emission control measures. To address potential emissions during construction, the Proposed Project would adhere to the applicable laws, regulations, and building codes in place that focus on clean fuel, dust suppression measures, and idling restrictions for on-road vehicles, and minimization of diesel-powered equipment to the extent practical, specifically:

- › Clean Fuel. Ultra-low sulfur diesel (ULSD) would be used for diesel engines throughout the construction site.²
- › Dust Control. Fugitive dust control plans would be required as part of contract specifications. For example, stabilized truck exit areas would be established for washing off the wheels of all trucks that exit the construction site. Truck routes within the site would be watered as needed to avoid the re-suspension of dust. All trucks hauling loose material would be equipped with tight fitting tailgates and their loads securely covered prior to leaving the site. All measures required by the portion of the New York City Air Pollution Control Code regulating construction-related dust emissions would be implemented.
- › Restrictions on Vehicle Idling. In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time would also be restricted to three minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise

² The Environmental Protection Agency (EPA) required a major reduction in the sulfur content of diesel fuel intended for use in locomotive, marine, and non-road engines and equipment, including construction equipment. As of 2015, the diesel fuel produced by all large refiners, small refiners, and importers must be ULSD fuel. Sulfur levels in non-road diesel fuel are limited to a maximum of 15 parts per million.

required for the proper operation of the engine.

- › Diesel Equipment Reduction. Construction of the Proposed Project could minimize the use of diesel engines and use electric engines, to the extent practical. This would reduce the need for on-site generators and require the use of electric engines in lieu of diesel where practical.
- › Best Available Tailpipe Reduction Technologies. Non-road diesel engines with a power rating of 50 hp or greater and controlled truck fleets (i.e., truck fleets under long-term contract with the project) including but not limited to concrete mixing and pumping trucks would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particulate filters (DPFs) have been identified as being the tailpipe technology currently. Construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize Tier 4 engines or Tier 3 engines retrofitted with DPFs. Retrofitted DPFs must be verified by EPA or the California Air Resources Board. Active DPFs or other technologies proven to achieve an equivalent reduction may also be used. The use of DPFs for diesel engines meeting the Tier 3 emissions standard achieves similar emission reductions as the newer Tier 4 particulate matter emission standard.

Overall, these control measures would be expected to significantly reduce particulate matter emissions, and as recommended in the *CEQR Technical Manual*, all the necessary measures would be implemented to ensure that the New York City Air Pollution Control Code regulating construction-related dust emissions is followed.

Location of Nearby Sensitive Receptors

The Proposed Project is located in Midtown Manhattan facing West 57th and West 58th Streets. The Project Site is located immediately adjacent to Tower 58 and AKA Central Park hotel on West 58th Street and retail, small business uses in the buildings adjacent to the site on West 57th Street. However, there are no ground level residential or hotel windows either facing the site or on the streets that are located closer than at least 10 feet. Both hotel and Tower 58 have blind walls until at least the 6th floor on the facades facing the Development Site. Similarly, the buildings on West 57th Street do not have windows till at least the 5th floor at the walls that are adjacent to the Development Site. The windows that face construction are located in the courtyards on either side and at a distance from construction. HVAC units for the hotel that are located on the second-floor roof of the extension of the building inside the courtyard closer to construction are planned to be protected by the overhead structure with plywood walls during construction period.

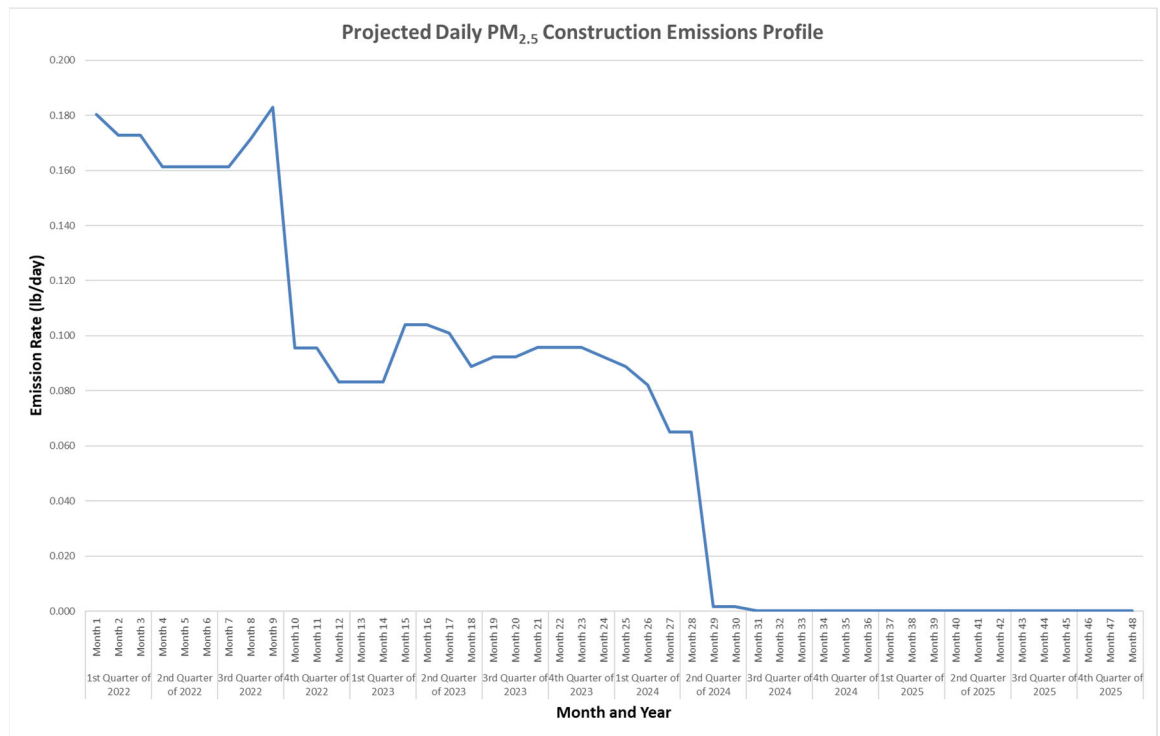
Emissions Intensity Assessment

Emission factors for construction equipment were estimated using the MOVES2014b NONROAD model for each piece of equipment for New York County as a weighted average between the years 2008 and 2020 and assuming Tier 4 or Tier 3 with DPF diesel equipment. Emission factors for trucks were also estimated using MOVES2014b for New York County. Idling was limited to NYC restrictions for heavy trucks with the exception of cement trucks, for which one hour idling was assumed. Unpaved road dust emissions were estimated using

EPA AP-42, Section 13.2.2 equations.³ Emissions from material transfer operations for loading debris during excavation were estimated using equations from AP-42, Section 13.2.4.⁴

Construction-related emissions were calculated throughout the duration of construction on a monthly basis using peak daily emissions for short term PM_{2.5} and average monthly usage for annual PM_{2.5} to determine the construction phase that constitutes the peak PM_{2.5} emissions. Based on the results of the PM_{2.5} emissions analysis for the entire construction period, the ninth month of construction, or September 2022, was identified as having the highest daily PM_{2.5} emissions. The highest annual emissions were identified for the first year of construction between January and December 2022. **Figure 7-1** presents the projected peak daily PM_{2.5} emissions during construction of the Proposed Project. It is obvious that after the first quarter of 2024, in just 26 months, in the end of the superstructure phase of construction, daily PM_{2.5} emissions from construction become very low, less than one percent of the peak daily emissions.

Figure 7-1 Projected Peak Daily PM_{2.5} Construction Emissions



In order to determine whether there is a potential for construction emissions from the Proposed Project to adversely impact the air quality levels in the neighborhood, the peak daily emissions estimated for the Proposed Project were compared to the peak daily emissions from other projects, which conducted dispersion analyses and demonstrated no

³ AP-42: Compilation of Air Emission Factors: https://www.epa.gov/sites/production/files/2020-10/documents/13.2.2_unpaved_roads.pdf

⁴ AP-42: Compilation of Air Emission Factors: https://www.epa.gov/sites/production/files/2020-10/documents/13.2.4_aggregate_handling_and_storage_piles.pdf

significant adverse air quality impacts from construction. **Table 7-4** presents the results of this comparison. As shown in this table, peak daily PM_{2.5} emissions from the Proposed Project are at least 23 percent lower than the other projects' peak daily PM_{2.5} emissions from construction. Peak annual emissions from the Proposed Project are also lower except for GO Broome project construction. That project analyzed construction of two much shorter buildings on a bigger site with a shorter period of construction but higher peak construction emissions. Sensitive receptors surrounding these projects' construction sites were located at similar distances to the Proposed Project's construction site, e.g., at least 10 feet away.

Table 7-4 Comparison between Peak Daily PM_{2.5} Construction Emissions from the Proposed Project to Other Projects.

Project Name	Proposed Building Size(s) (gsf)	Construction Duration (months)	Peak Daily PM_{2.5} emissions (lb/day)	Peak Annual PM_{2.5} emissions (lb/day)
GO Broome Street Development	466,901	30	0.237	0.118
175 Park Avenue	2,992,161	106	0.545	0.532
343 Madison Avenue	925,630	42	0.252	0.246
47 West 57th Street	443,087	48	0.183	0.150

Conclusion

Based on the location of nearby sensitive receptors relative to the sources of construction air quality emissions, the duration and intensity of construction activities, a comparison of emissions profiles, and the use of emission control measures, the Proposed Project would not result in any significant adverse construction air quality impacts. Further, the maximum number of construction-related vehicle trips is not expected to exceed the *CEQR Technical Manual* thresholds for conducting a mobile source analysis. Therefore, no further analysis is required.

Noise

Construction activities have the potential to affect the noise conditions of receptors near the proposed development. Construction noise can vary widely depending on the phase of construction (e.g., excavation, foundation, steel and concrete erection, mechanical and interior fit out) and the specific equipment and methods being used. The most significant construction noise sources at a construction site are generally back-up alarms, and equipment such as excavators, pile drivers, line drillers, jackhammers, and cranes. The noisiest phase of construction is typically during demolition, excavation, and foundation work. The superstructure phase of construction can also have higher noise levels associated with concrete trucks and cranes. Similar to air emissions, interior fit out typically results in lower noise emissions since they require fewer pieces of heavy-duty diesel equipment.

As discussed in the *CEQR Technical Manual*, the need to conduct a qualitative analysis of construction noise emissions or a quantitative analysis is considered based on factors such

as the location of the project site in relation to existing residential uses or other sensitive receptors, the intensity of the construction activity, and the extent to which the project incorporates commitments to appropriate noise control measures.

As described above, demolition of the existing buildings will take place independent and separate from both the No-Action and With-Action conditions and is not considered here.

Noise from construction activities and some construction equipment is regulated by the New York City Noise Control Code and by the EPA. The New York City Noise Control Code limits construction activities to weekdays between the hours of 7:00 AM and 6:00 PM, requires that a Construction Noise Mitigation Plan be implemented, and sets noise limits for specific pieces of construction equipment. Noise control measures would be described in the Construction Noise Mitigation Plan and could include a variety of source and path controls.

As required by the NYCDEP Noise Code, the following source controls to reduce construction noise would be implemented:

- › The responsible party would self-certify that all construction tools and equipment have been maintained to not generate excessive or unnecessary noise and that the noise emissions would not exceed the levels specified in the Federal Highway Administration's Roadway Construction Noise Model User's Guide, January 2006.
- › All construction equipment would be equipped with necessary noise reduction equipment including mufflers. All equipment with internal combustion engines would be operated with the doors closed including noise-insulating materials and at the lowest engine speed allowable.
- › Where feasible, practical and safe, the use of back-up alarms would be minimized and/or quieter back-up alarms would be installed in accordance with OSHA standards.
- › Vehicles would not be allowed to idle more than three minutes in accordance with New York City Administrative Code §24-163.
- › The contractor would implement a training program to inform workers on methods that can minimize construction noise.
- › For certain types of equipment such as impact equipment (i.e., jackhammers) and earth-moving equipment, quieter makes and models would be selected.
- › In general, the quietest equipment and methods would be used for excavators, dump trucks, cranes, auger drills and concrete saws to the extent feasible and practical.

The following path noise controls would be implemented to the extent feasible, practical, and safe as required by the New York City Noise Code:

- › DOB regulations require a perimeter barrier or "construction fence" when the site is within 200 feet of a receptor constructed in a specific manner (as described in the New York City Noise Code) to provide sufficient sound attenuation. Section 3307.7 of the New York City Building Code requires a solid 8-foot-tall wall made of wood or other suitable material be constructed where a new building is being constructed or a building is being demolished to grade. The Project would include an 8-foot-tall perimeter wall along the West 57th Street and West 58th Street sides of the Project Site. During the superstructure phase of construction, an 8-foot-tall barrier on West 58th Street (a chain link fence on top of roadway jersey barrier with an acoustical curtain or plywood) will be included. This noise control measure will be addressed in a letter indicating Project

Components Related to the Environment (PCRE).a

- › Should noise complaints occur during construction, as practicable, the contractor shall use path noise control measures such as temporary noise barriers and jersey barriers.

Construction Noise Assessment Methodology

The construction noise analysis methodology involves identifying noise-sensitive receptors including residential, hotel, and commercial office spaces near the Development Site, assessing the potential for construction noise impact due to mobile sources (i.e., construction trucks and construction worker vehicles), and assessing potential stationary construction noise impact by evaluating the noise emissions during each month of construction, identifying the loudest periods for each phase (i.e. excavation/foundation, superstructure, and interior fitout), predicting construction noise levels at each receptor location, assessing potential impact according to applicable CEQR construction noise impact criteria, and evaluating whether noise mitigation is warranted, feasible, and effective.

As discussed in the *CEQR Technical Manual*, Chapter 22 (Construction), Section 400, thresholds for significant construction noise impact are based on operational noise impact criteria. As described in Chapter 19 (Noise), Section 410, there would be significant noise impact from long-term operational conditions if ambient sound levels increase by 3 dBA (L_{eq}) or more and absolute levels would exceed 65 dBA L_{eq} , or, if existing ambient sound levels are 60 dBA L_{eq} or less, if noise levels would increase by 5 dBA (L_{eq}) or more. The significance of construction noise effects depends on the intensity and duration of construction activities. If the With-Action construction noise levels would exceed the screening criteria, a detailed construction noise analysis is warranted and there is a potential for significant adverse noise impact.

The detailed construction noise analysis evaluates the specific activities, types of equipment, duration of activities, and locations of nearby sensitive receptors. Based on the results of the detailed analysis, there would be significant adverse noise impact if construction noise due to the Proposed Project exceeds the following:

- › A significant adverse noise impact would result if the maximum noise level exceeds 85 dBA (L_{eq}) for a prolonged period of time, as indicated in the *CEQR Technical Manual* Public Health chapter.

The following criteria must all be met:

- › Exterior construction noise levels exceed ambient levels by 3 to 5 dBA (depending on existing ambient level) for 24 continuous months or more, exceed ambient levels by 15 dBA or more for 12 continuous months or more, or exceed ambient levels by 20 dBA or more for 3 continuous months or more.
- › Interior construction noise levels exceed the interior noise criteria which are 45 dBA (L10) for residential and hotel uses and 50 dBA (L10) for commercial office uses.
- › The exterior and interior noise criteria are exceeded for the With-Action condition and are not exceeded for the No-Action condition.

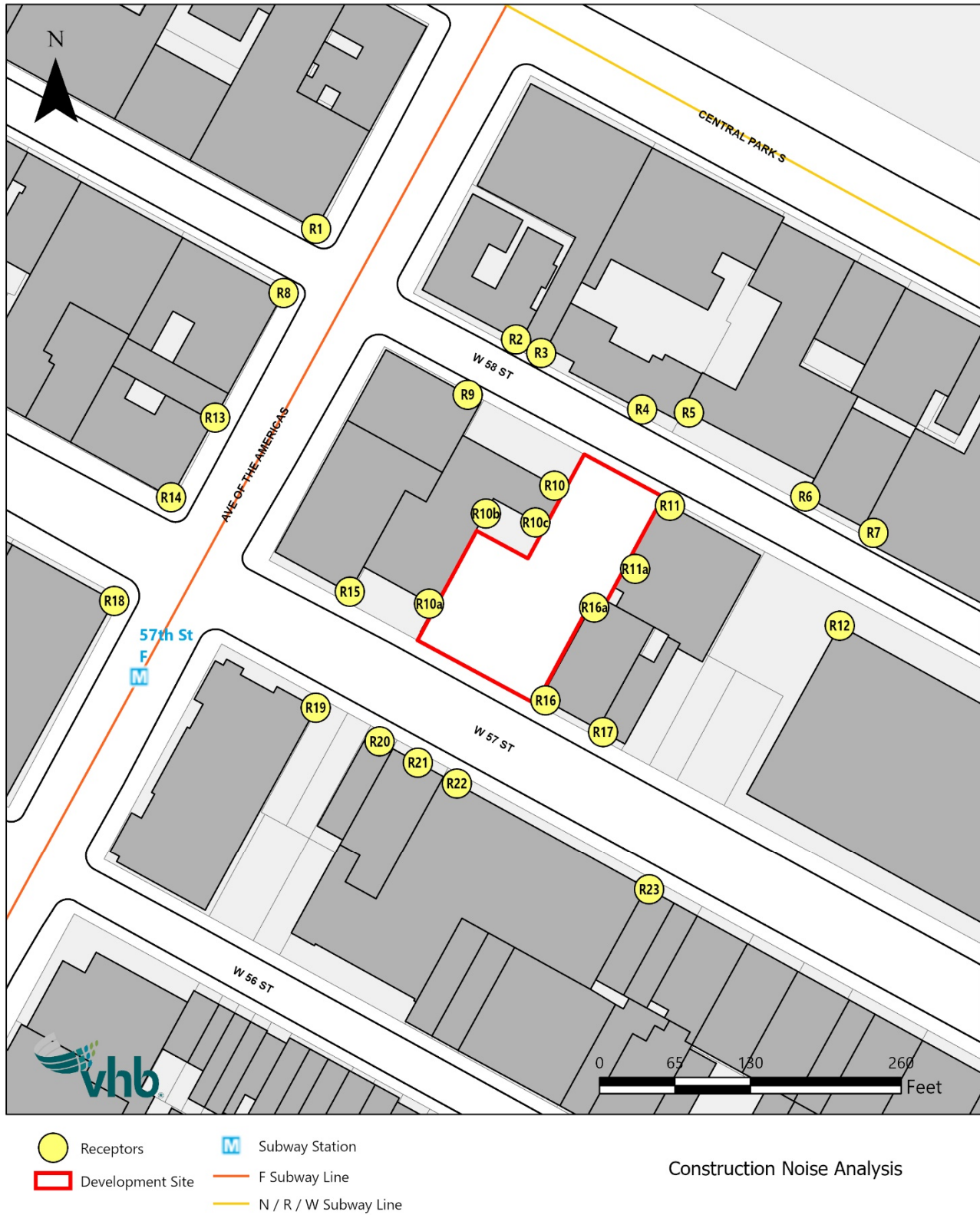
Both the No-Action and With-Action developments would include the same construction equipment and same construction duration for each phase. Therefore, there would be no significant adverse noise impact due to the Proposed Actions and the goal of the construction

noise analysis is to assess potential exceedances of the public health criterion and to document the anticipated construction noise levels for the No-Action and With-Action conditions.

Construction Noise Receptors

The Proposed Project is near existing residential, hotel, and commercial land uses. Based on the proximity of these noise-sensitive land uses, there is the potential for construction noise levels to exceed the screening criteria. As shown in **Figure 7-2**, the study area for construction noise includes the 23 closest buildings with residential, hotel, or commercial office uses. Receptors were included on the closest location of each building to the Project Site and on each floor of the buildings. Multiple receptors were included for the buildings immediately adjacent to the east and west of the development site where there is the greatest potential for construction noise impact.

Figure 7-2 Construction Noise Receptor Locations



Source: VHB, 2021.

The receptors included in the construction noise assessment include the following:

- › **Trump Parc Apartments (R1):** This 37-story residential building is located at 106 Central Park South, northeast of the Proposed Project Site. The southeast corner of the building at West 58th Street and Avenue of the Americas was assessed for potential noise impacts.
- › **Coronet Apartments (R2):** This 11-story residential building is located at 57 West 58th Street, northeast of the Proposed Project Site. The southwest corner of the building on West 58th Street was assessed for noise impacts.
- › **Ritz Carlton (R3):** This 33-story hotel building is located at 50 Central Park South, north of the Proposed Project Site. The southern façade on West 58th Street was assessed for potential noise impacts.
- › **41 West 58th Street (R4):** This 11-story residential building is located north of the Proposed Project Site. The southern façade on West 58th Street was assessed for potential noise impacts.
- › **Park Lane Hotel (R5):** This 43-story hotel is located at 34 Central Park South, north of the Proposed Project Site. The southwest corner of the building on West 58th Street was assessed for noise impacts.
- › **21 West 58th Street (R6):** This 12-story residential building is located north of the Proposed Project Site. The southwest corner of the building on West 58th Street was assessed for potential noise impacts.
- › **Plaza Hotel (R7):** This 19-story hotel is located at 768 5th Avenue, northeast of the Proposed Project Site. The southwest corner of the building on West 58th Street was assessed for potential noise impacts. This building is an Individual and Interior Landmark.
- › **Windsor-Helmsley Hotel (R8):** This 17-story hotel is located at 100 West 58th Street, west of the Proposed Project Site. The northeast corner at West 58th Street and Avenue of the Americas was assessed for noise impacts.
- › **1412 Avenue of the Americas (R9):** This 18-story hotel is located west of the Proposed Project Site. The northeast corner of the building on West 58th Street was assessed for potential noise impacts.
- › **58 West 58th Street (R10 – R10C):** This 33-story residential building is located west, directly adjacent to the Proposed Project Site. The northeast corner (R10), southeast corner (R10A), and inset façades (R10B and R10C) were assessed for potential noise impacts.
- › **Central Park Hotel (R11A & R11B):** This 17-story hotel located at 42 West 58th Street, east of the Proposed Project Site. The northwest (R11) corner along West 58th Street and the western façade (R11A) were assessed for potential noise impacts.
- › **Solow Building (R12):** This 49-story commercial building is located at 9 West 57th Street, east of the Proposed Project Site. The northwest corner of the building on West 58th Street was assessed for potential noise impacts.
- › **1409 Avenue of the Americas (R13):** This 4-story commercial building is located west of the Proposed Project Site. The façade along Avenue of the Americas was assessed for potential noise impacts.

- › **Buckingham Hotel (R14):** This 18-story hotel is located at 1401 Avenue of the Americas, west of the Proposed Project Site. The southeast corner of the building at West 57th Street and Avenue of the Americas was assessed for potential noise impacts.
- › **Medical Arts Center (R15):** This 18-story commercial building is located at 1400 Avenue of the Americas, west of the Proposed Project Site. The southeast corner of the building on West 57th Street was assessed for potential noise impacts.
- › **Vogar Building (R16 & R16A):** This 13-story commercial building is located at 37 West 57th Street, directly east of the Proposed Project Site. The southeast (R16) and northeast (R16A) corners abutting the Proposed Project Site were assessed for potential noise impacts.
- › **35 West 57th Street (R17):** This 6-story residential building is located east of the Proposed Project Site. The southeast corner of the building on West 57th Street was assessed for potential noise impacts.
- › **1381 Avenue of the Americas (R18):** This 21-story residential building is located southwest of the Proposed Project Site. The northeast corner of the building at West 57th Street and Avenue of the Americas was assessed for potential noise impacts.
- › **60 West 57th Street (R19):** This 20-story residential building is located southwest of the Proposed Project Site. The northeast corner of the building on West 57th Street was assessed for potential noise impacts.
- › **52 West 57th Street (R20):** This 5-story residential building is located south of the Proposed Project Site. The northern façade of the building along West 57th Street was assessed for potential noise impacts.
- › **48 West 57th Street (R21):** This 16-story commercial building is located south of the Proposed Project Site. The northern façade of the building along West 57th Street was assessed for potential noise impacts.
- › **Squibb Building (R22):** This 36-story commercial building is located at 48 West 57th Street, southeast of the Proposed Project Site. The northwest corner of the building on West 57th Street was assessed for potential noise impacts.
- › **28 West 57th Street (R23):** This 7-story commercial building is located southeast of the Proposed Project Site. The northwest corner of the building on West 57th Street was assessed for potential noise impacts.

The outdoor-to-indoor noise reduction of the receptor buildings has been estimated based on visual survey of the building's facades. All of the buildings have been assumed to provide outdoor-to-indoor noise reduction of 30 dBA for buildings with double-pane windows and alternate means of ventilation.

Construction Mobile Sources Noise Assessment

As described in the **Construction Traffic** section, the peak construction vehicle trips during the peak construction quarter (first quarter of 2024) would include 43 automobiles and four truck trips in the 6 to 7 AM period. These vehicle trips would be distributed between the loaded zones on both sides of the development site on West 57th Street and West 58th Street. The highest number of vehicle trips in the 6 to 7 AM period would be on West 58th Street which would include 11 automobiles and two trucks. Existing traffic volumes in the morning peak period between 8 and 9 AM were counted during the ambient sound

measurements. On West 58th Street, the morning peak period hourly traffic volumes were 246 automobiles, 15 medium trucks, and 21 heavy trucks.

The potential for construction mobile sources to increase ambient sound conditions has been determined based on proportional modeling of noise passenger-car equivalents (PCEs). If construction mobile sources would result in a doubling or more of PCEs, it would result in a 3 dBA or greater increase in noise levels. If PCEs would not double during construction, there would not be a significant adverse vehicular noise impact, and no further mobile source noise analysis is warranted. The *2020 CEQR Technical Manual* describes the process to determine PCEs. Vehicle classes are defined to have the following PCEs based on typical vehicles speeds:

- › Each automobile or light truck: 1 noise PCE
- › Each medium truck: 13 noise PCEs
- › Each bus: 18 noise PCEs
- › Each heavy truck: 47 noise PCEs

Increases in noise due to construction mobile sources are calculated using the following equation:

$$\text{Sound Level Increase (Leq)} = 10 * \log \left(\frac{\text{Existing and Construction PCEs}}{\text{Existing PCEs}} \right)$$

There are 1,428 existing noise PCEs on West 58th Street in the morning peak period based on the traffic counts during the noise measurements. Based on New York State traffic count data on West 58th Street (April 8, 2017), traffic volumes during the 6 to 7 AM period were 61.7% of the volume during the 8 to 9 AM period. Therefore, there are 881 existing noise PCEs on West 58th Street in the 6 to 7 AM hour. Construction mobile sources would result in 105 noise PCEs and there would be 986 total existing and construction-period noise PCEs. Construction mobile sources would increase sound levels by 0.5 dBA based on proportional modeling. Since noise from construction mobile sources would increase less than 3 dBA, there would not be significant adverse noise impact.

Construction Stationary Sources Noise Assessment

Construction Noise Intensity/Peak Months

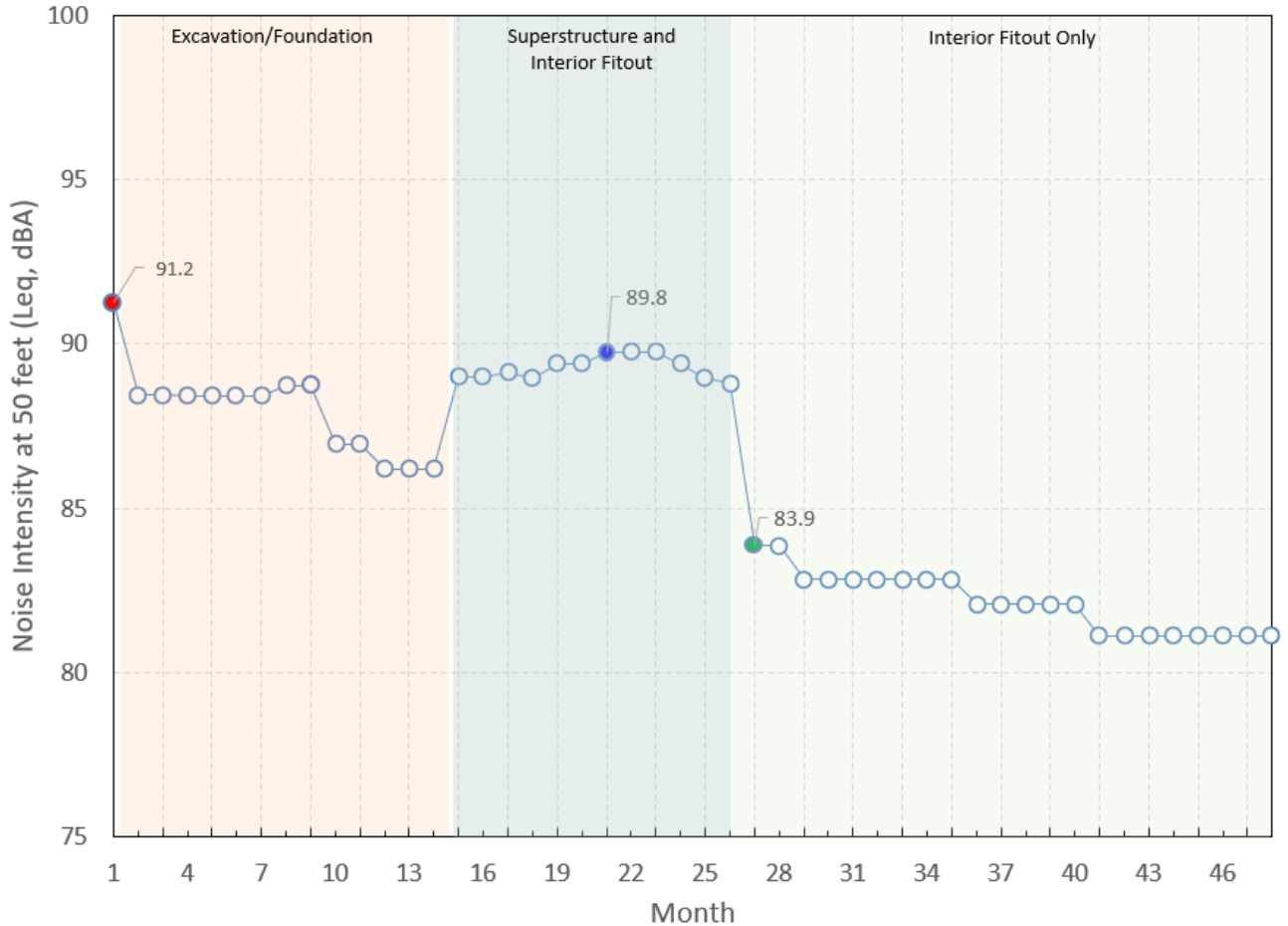
Construction activity associated with the Proposed Building (and the No-Action development) is anticipated to last a total of approximately 48 months. The excavation/foundation phase of construction would take 14 months, followed by superstructure and simultaneous interior fitout for 12 months, followed by only interior fitout construction for 22 months.

The detailed construction noise analysis including stationary sources is based on typical equipment used during the excavation/foundation, superstructure, and interior fitout phases of construction. Construction noise is evaluated for the 7 to 8 AM hour when stationary construction equipment can be operated.

Figure 7-3 presents the cumulative sound emissions from stationary construction equipment during each month for the No-Action and With-Action conditions. The

cumulative sound emissions represent the total energy-average (Leq) level of all equipment operating at a distance of 50 feet. This sound emission is not the actual sound level that would exist on the Project Site since actual equipment is distributed throughout the site, but the cumulative emissions level indicates which periods of construction are expected to be the loudest and which months are used for analysis.

Figure 7-3 Cumulative Sound Emissions from Stationary Construction During Each Month



Source: VHB, 2021.

Table 7-5 presents the type of equipment, the maximum sound level at 50 feet, the utilization factors (percentage of time the equipment is operating at full power), and the number of each piece of equipment that is used during the loudest month of each phase of construction based on the *CEQR Technical Manual*.

Table 7-5 Equipment Sound Levels

Equipment ¹	Maximum Sound Level at 50 feet (dBA, Lmax)	Utilization Factor (%)	Number of Construction Pieces of Equipment		
			Excavation/ Foundation Phase (Month 1)	Superstructure Phase (Month 21)	Interior Fitout Phase (Month 27)
Concrete Mixer Truck	85	40	2	2	0
Concrete Pump Truck	82	20	1	0	0
Concrete Placing Boom	85	16	0	1	0
Crane	85	16	0	1	1
Impact Pile Driver	95	20	1	0	0
Excavator/Backhoe	85	40	2	0	0
Generator	82	50	2	5	0
Hoist	75 ²	50 ²	0	4	4
Man lift	85	20	0	2	2
Forklift	64 ³	40 ³	1	5	3

Source: VHB, 2021.

¹ Since dump trucks and pickup trucks are not allowed to idle more than three minutes in accordance with New York City Administrative Code §24-163, they have been excluded from the construction noise predictions.

² "Noise Control for Construction Equipment..." Report for Hydro Quebec, 1985.

³ East Harlem Rezoning FEIS. CEQR No. 17DCP048M, 2017.

Existing Ambient Sound Levels

Existing ambient sound levels at all receptor locations have been determined based on the measurement results presented in **Chapter 6, Noise** and the receptor elevation. Ambient sound levels at receptors below 100 feet are based on ground-level measurement results. At upper floor receptors between 100 and 200 feet, ambient sound levels have been reduced 3 dBA and receptors above 200 feet have been reduced by 6 dBA. Existing measured ambient sound levels at five feet above ground level were 74.5 dBA (Leq) on West 57th Street and 77.4 dBA (Leq) on West 58th Street during the peak morning period. The measured L90 sound level during the peak morning period was 69.3 dBA on average for both measurement locations. The existing ambient sound levels at R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, and R12 have been based on measurements on West 58th Street since these receptors on West 58th Street and 6th Avenue have a similar setback from the roadway as the measurement location. The existing ambient sound levels at R13, R14, R15, R10a, R16, R17, R18, R19, R20, R21, R22, and R23 have been based on measurements on West 57th Street. The existing ambient sound level at receptors setback from the roadways including R10b, R10c, R10d, R11a, and R16a has been based on the average L90 sound level at both measurement locations.

Construction Noise Impact Assessment

Construction noise has been modeled using the Cadna-A sound prediction model at 28 receptors across 23 buildings for the excavation/foundation, superstructure, and interior fitout phases of construction. The Cadna-A model implements the International Standards Organization standard 9613-2 "Outdoor Sound Propagation" which accounts for ground

type, intervening objects such as buildings, sound reflections, and atmospheric conditions. The construction noise model assumes that the ground is acoustically hard (ground absorption coefficient of 0), that buildings have a brick façade with minimal acoustic absorption (0.07 or lower), and three orders of sound reflections.

Exterior and interior construction noise levels have been predicted at each receptor and floor. An 8-foot-tall perimeter construction wall has been included along West 57th Street and West 58th Street for each phase of construction. For the superstructure phase of construction, when there would be additional space on West 58th Street needed for vehicle access, such as concrete mixer trucks and concrete pump trucks, an additional 8-foot-tall barrier on West 58th Street has been included. It is assumed that this barrier would be a chain link fence with acoustical curtain or plywood on top of roadway jersey barrier. This noise control measure will be addressed in a letter indicating Project Components Related to the Environment (PCRE).

Table 7-6 presents the range of existing ambient sound levels at each receptor and the range of exterior construction sound levels for the three phases of construction. The construction sound levels include both existing ambient sources and construction equipment sources. Existing ambient sound levels range from 63.3 dBA to 77.4 dBA (Leq). Exterior construction noise levels range from 71.9 dBA to 84.4 dBA (Leq) during excavation/foundation, 71.7 dBA to 83.8 dBA (Leq) during superstructure, and 68.8 dBA to 80.4 dBA (Leq) during interior fitout. Exterior construction noise levels would not exceed 85 dBA (Leq) at any receptor and would therefore not exceed the Public Health criterion.

Table 7-7 presents the range of increases in construction noise over ambient conditions for the three phases of construction. Construction sound levels would increase up to 16.7 dBA (Leq) during excavation/foundation, 13.4 dBA (Leq) during superstructure, and 9.2 dBA (Leq) during interior fitout. **Table 7-8** presents the range of interior sound levels for the three phases of construction. Interior levels would range from 44.9 to 57.4 dBA (L10) during excavation/foundation, 44.7 dBA to 56.8 dBA (L10) during superstructure, and 41.8 dBA to 53.4 dBA (L10) during interior fitout. Interior construction noise levels would exceed the interior noise criterion at all receptors except for R13 and R23. Interior construction noise levels would exceed the interior criteria by up to 12.4 dBA during excavation/foundation, up to 11.8 dBA during superstructure, and up to 8.4 dBA during interior fitout.

Table 7-9 presents the number of continuous months receptors would exceed ambient conditions by 3 dBA or more, 15 dBA or more, or 20 dBA or more and whether both exterior and interior construction noise impact thresholds would be exceeded. Construction noise levels would exceed the exterior and interior thresholds at 15 of the 28 receptors and 11 of the 23 buildings. Since construction noise levels would be the same for the No-Action and With-Action conditions, and as both the No-Action and With-Action conditions would cause potential impact at some receptors, there would not be any new significantly adverse impacts caused by the Proposed Project.

Table 7-6 Exterior Construction Sound Levels (No Action & With Action)

Receptor	Location	Block	Lot	Existing Ambient Sound Level (dBA, Leq)	Excavation Future Construction Sound Level (dBA, Leq)	Superstructure Future Construction Sound Level (dBA, Leq)	Fitout Future Construction Sound Level (dBA, Leq)
R1	106 Central Park South	1011	7502	71.4-77.4	71.9-77.5	72.3-77.7	71.7-77.5
R2	57 West 58th Street	1274	7502	74.4-77.4	76.5-78.7	77.9-79.9	75.4-78.0
R3	50 Central Park South	1274	7503	71.4-77.4	72.9-79.0	73.7-80.4	72.1-78.2
R4	41 West 58th Street	1274	6	74.4-77.4	79.3-81.5	79.9-83.8	76.2-79.4
R5	34 Central Park South	1274	11	71.4-77.4	73.9-79.8	73.3-80.3	72.0-78.3
R6	21 West 58th Street	1274	16	74.4-77.4	75.7-78.1	78.3-80.3	75.3-77.9
R7	768 5th Avenue (Landmark)	1274	7504	71.4-77.4	72.4-77.5	73.9-78.9	71.8-77.5
R8	100 West 58th Street	1010	7505	74.4-77.4	74.8-77.6	75.1-77.8	74.6-77.5
R9	1412 Avenue of the Americas	1273	71	71.4-77.4	72.1-77.8	74.7-79.1	72.3-77.7
R10	58 West 58th Street	1273	7501	71.4-77.4	73.0-80.5	73.9-83.3	72.2-80.4
R10a	58 West 58th Street	1273	7501	68.5-74.5	75.2-84.4	71.7-78.6	70.0-76.7
R10b	58 West 58th Street	1273	7501	63.3-69.3	77.0-83.5	73.9-79.9	70.1-75.6
R10c	58 West 58th Street	1273	7501	63.3-69.3	76.8-83.8	73.4-80.4	68.8-75.3
R11	42 West 58th Street	1273	60	74.4-77.4	76.4-78.8	77.3-83.4	75.1-77.9
R11a	42 West 58th Street	1273	60	66.3-69.3	78.8-82.2	76.7-82.0	72.9-77.9
R12	9 West 57th Street	1273	22	71.4-77.4	73.1-77.8	72.8-78.2	71.8-77.6
R13	1409 Avenue of the Americas	1010	32	74.5-74.5	74.7-74.7	74.6-74.7	74.5-74.6
R14	1401 Avenue of the Americas	1010	29	71.5-74.5	72.5-75.2	71.7-74.6	71.7-74.6
R15	1400 Avenue of the Americas	1273	1	68.5-74.5	76.5-81.0	73.1-77.2	70.8-76.2
R16	37 West 57th Street	1273	12	71.5-74.5	77.6-82.5	75.4-78.9	73.3-78.0
R16a	37 West 57th Street	1273	12	66.3-69.3	77.5-80.4	77.7-81.8	73.0-76.8
R17	35 West 57th Street	1273	14	74.5-74.5	76.3-78.1	75.9-76.2	75.8-75.8
R18	1381 Avenue of the Americas	1009	29	71.5-74.5	74.5-76.3	72.8-75.2	72.0-74.8
R19	60 West 57th Street	1272	1	68.5-74.5	76.5-79.8	74.2-77.6	71.0-76.0
R20	52 West 57th Street	1272	68	74.5-74.5	77.9-81.2	76.7-78.4	76.1-76.6
R21	48 West 57th Street	1272	66	68.5-74.5	75.7-80.7	74.5-78.5	71.5-77.0
R22	38 West 57th Street	1272	63	68.5-74.5	72.7-80.8	71.9-78.3	69.8-76.8
R23	28 West 57th Street	1272	56	74.5-74.5	74.9-75.4	74.9-75.0	74.8-74.9

Source: VHB, 2021.

Table 7-7 Construction Sound Level Increases Above Existing Ambient (No Action & With Action)

Receptor	Location	Block	Lot	Excavation Sound Level Increase (dBA, Leq)	Superstructure Sound Level Increase (dBA, Leq)	Fitout Sound Level Increase (dBA, Leq)
R1	106 Central Park South	1011	7502	0.0-0.7	0.1-1.4	0.0-0.5
R2	57 West 58th Street	1274	7502	0.2-2.1	0.9-3.7	0.1-1.1
R3	50 Central Park South	1274	7503	0.3-3.5	1.2-4.4	0.1-1.5
R4	41 West 58th Street	1274	6	2.1-5.3	3.4-6.4	0.6-2.2
R5	34 Central Park South	1274	11	0.9-4.2	1.4-4.3	0.2-1.3
R6	21 West 58th Street	1274	16	0.2-1.4	1.3-4.4	0.1-1.0
R7	768 5th Avenue (Landmark)	1274	7504	0.0-1.5	0.7-3.1	0.0-0.4
R8	100 West 58th Street	1010	7505	0.0-0.6	0.1-0.8	0.0-0.2
R9	1412 Avenue of the Americas	1273	71	0.1-0.8	0.9-3.3	0.0-0.9
R10	58 West 58th Street	1273	7501	1.6-3.7	2.5-5.9	0.8-3.0
R10a	58 West 58th Street	1273	7501	6.7-10.5	3.2-5.7	1.5-2.9
R10b	58 West 58th Street	1273	7501	12.7-16.7	7.5-13.4	4.1-9.2
R10c	58 West 58th Street	1273	7501	13.3-16.5	10.0-12.9	5.0-7.7
R11	42 West 58th Street	1273	60	0.8-2.3	2.6-6.0	0.4-0.9
R11a	42 West 58th Street	1273	60	11.9-14.4	10.4-12.9	6.6-8.9
R12	9 West 57th Street	1273	22	0.1-3.1	0.4-2.6	0.0-0.7
R13	1409 Avenue of the Americas	1010	32	0.2-0.2	0.1-0.2	0.0-0.1
R14	1401 Avenue of the Americas	1010	29	0.3-1.1	0.1-0.3	0.1-0.2
R15	1400 Avenue of the Americas	1273	1	4.0-8.7	1.4-4.9	1.2-2.7
R16	37 West 57th Street	1273	12	5.4-8.0	3.0-4.5	1.8-3.5
R16a	37 West 57th Street	1273	12	10.1-12.7	10.8-13.0	6.2-8.3
R17	35 West 57th Street	1273	14	1.8-3.6	1.4-1.7	1.3-1.3
R18	1381 Avenue of the Americas	1009	29	0.5-3.2	0.2-1.4	0.2-0.6
R19	60 West 57th Street	1272	1	2.2-8.0	1.5-5.7	1.0-2.5
R20	52 West 57th Street	1272	68	3.4-6.7	2.2-3.9	1.6-2.1
R21	48 West 57th Street	1272	66	3.5-7.6	2.6-6.2	1.8-3.1
R22	38 West 57th Street	1272	63	3.7-8.0	2.5-6.1	1.3-3.3
R23	28 West 57th Street	1272	56	0.4-0.9	0.4-0.5	0.3-0.4

Source: VHB, 2021.

Table 7-8 Interior Construction Sound Level (No Action & With Action)

Receptor	Location	Block	Lot	Interior Sound Level Limit (dBA, L10)	Excavation Interior Sound Level (dBA, L10)	Superstructure Interior Sound Level (dBA, L10)	Fitout Interior Sound Level (dBA, L10)
R1	106 Central Park South	1011	7502	45	44.9-50.5	45.3-50.7	44.7-50.5
R2	57 West 58th Street	1274	7502	45	49.5-51.7	50.9-52.9	48.4-51.0
R3	50 Central Park South	1274	7503	45	45.9-52.0	46.7-53.4	45.1-51.2
R4	41 West 58th Street	1274	6	45	52.3-54.5	52.9-56.8	49.2-52.4
R5	34 Central Park South	1274	11	45	46.9-52.8	46.3-53.3	45.0-51.3
R6	21 West 58th Street	1274	16	45	48.7-51.1	51.3-53.3	48.3-50.9
R7	768 5th Avenue (Landmark)	1274	7504	45	45.4-50.5	46.9-51.9	44.8-50.5
R8	100 West 58th Street	1010	7505	45	47.8-50.6	48.1-50.8	47.6-50.5
R9	1412 Avenue of the Americas	1273	71	45	45.1-50.8	47.7-52.1	45.3-50.7
R10	58 West 58th Street	1273	7501	45	46.0-53.5	46.9-56.3	45.2-53.4
R10a	58 West 58th Street	1273	7501	45	48.2-57.4	44.7-51.6	43.0-49.7
R10b	58 West 58th Street	1273	7501	45	50.0-56.5	46.9-52.9	43.1-48.6
R10c	58 West 58th Street	1273	7501	45	49.8-56.8	46.4-53.4	41.8-48.3
R11	42 West 58th Street	1273	60	45	49.4-51.8	50.3-56.4	48.1-50.9
R11a	42 West 58th Street	1273	60	45	51.8-55.2	49.7-55.0	45.9-50.9
R12	9 West 57th Street	1273	22	50	46.1-50.8	45.8-51.2	44.8-50.6
R13	1409 Avenue of the Americas	1010	32	50	47.7-47.7	47.6-47.7	47.5-47.6
R14	1401 Avenue of the Americas	1010	29	45	45.5-48.2	44.7-47.6	44.7-47.6
R15	1400 Avenue of the Americas	1273	1	50	49.5-54.0	46.1-50.2	43.8-49.2
R16	37 West 57th Street	1273	12	45	50.6-55.5	48.4-51.9	46.3-51.0
R16a	37 West 57th Street	1273	12	45	50.5-53.4	50.7-54.8	46.0-49.8
R17	35 West 57th Street	1273	14	45	49.3-51.1	48.9-49.2	48.8-48.8
R18	1381 Avenue of the Americas	1009	29	45	47.5-49.3	45.8-48.2	45.0-47.8
R19	60 West 57th Street	1272	1	45	49.5-52.8	47.2-50.6	44.0-49.0
R20	52 West 57th Street	1272	68	45	50.9-54.2	49.7-51.4	49.1-49.6
R21	48 West 57th Street	1272	66	50	48.7-53.7	47.5-51.5	44.5-50.0
R22	38 West 57th Street	1272	63	50	45.7-53.8	44.9-51.3	42.8-49.8
R23	28 West 57th Street	1272	56	50	47.9-48.4	47.9-48.0	47.8-47.9

Source: VHB, 2021.

Table 7-9 Construction Noise Impact (No Action & With Action)

Receptor	Location	Block	Lot	Months with 3 dBA or more Increase ¹	Months with 15 dBA or more Increase ¹	Months with 20 dBA or more Increase ¹	Exterior and Interior Construction Noise Impact
R1	106 Central Park South	1011	7502	0	0	0	No
R2	57 West 58th Street	1274	7502	12	0	0	No
R3	50 Central Park South	1274	7503	26	0	0	Yes
R4	41 West 58th Street	1274	6	26	0	0	Yes
R5	34 Central Park South	1274	11	26	0	0	Yes
R6	21 West 58th Street	1274	16	12	0	0	No
R7	768 5th Avenue (Landmark)	1274	7504	12	0	0	No
R8	100 West 58th Street	1010	7505	0	0	0	No
R9	1412 Avenue of the Americas	1273	71	12	0	0	No
R10	58 West 58th Street	1273	7501	48	0	0	Yes
R10a	58 West 58th Street	1273	7501	26	0	0	Yes
R10b	58 West 58th Street	1273	7501	48	14	0	Yes
R10c	58 West 58th Street	1273	7501	48	14	0	Yes
R11	42 West 58th Street	1273	60	12	0	0	No
R11a	42 West 58th Street	1273	60	48	0	0	Yes
R12	9 West 57th Street	1273	22	14	0	0	No
R13	1409 Avenue of the Americas	1010	32	0	0	0	No
R14	1401 Avenue of the Americas	1010	29	0	0	0	No
R15	1400 Avenue of the Americas	1273	1	26	0	0	Yes
R16	37 West 57th Street	1273	12	48	0	0	Yes
R16a	37 West 57th Street	1273	12	48	0	0	Yes
R17	35 West 57th Street	1273	14	14	0	0	No
R18	1381 Avenue of the Americas	1009	29	14	0	0	No
R19	60 West 57th Street	1272	1	26	0	0	Yes
R20	52 West 57th Street	1272	68	26	0	0	Yes
R21	48 West 57th Street	1272	66	48	0	0	Yes
R22	38 West 57th Street	1272	63	48	0	0	Yes
R23	28 West 57th Street	1272	56	0	0	0	No

¹ Continuous number of months exceeding the criterion. Impact would occur with an increase of 3 dBA for 24 months or longer since existing ambient sound levels exceed 65 dBA at all receptors.

Source: VHB, 2021.

Overall, construction of the Proposed Project would not involve any unusual or exceptional construction activities or practices for a high-rise type building in New York City. With the adherence to existing construction noise regulations and the implementation of a Construction Noise Mitigation Plan, as required by the New York City Noise Code, the Proposed Project would not cause significant adverse construction noise impacts.

Historic and Cultural Resources

An assessment of potential impacts on cultural resources is described in **Section 3, Historic and Cultural Resources**. The section below summarizes the potential for the Proposed Project to result in significant adverse construction-period impacts on historic and cultural resources.

Archaeological Resources

Construction would involve subsurface disturbance on the Development Site. However, as discussed in **Section 3, Historic and Cultural Resources**, a findings statement issued by LPC on August 10, 2020 indicated that there are no properties with archaeological significance in the Project Area. Therefore, there would be no significant adverse impacts on archaeological resources.

Architectural Resources

Construction will not take place within 90 feet of an architectural resource and therefore no direct construction period impacts would be anticipated.

Conclusion

Construction would occur over an approximately 48-month period, and would adhere to the applicable laws, regulations, and building codes that govern construction in New York City. As detailed in the construction assessment above, the Proposed Project would not result in significant adverse construction impacts in the key technical areas of historic and cultural resources, hazardous materials, transportation, air quality, and noise. Therefore, the Proposed Project would not result in construction-period significant adverse impacts and no further analysis is warranted.

Appendix A: MTA Correspondence



Metropolitan Transportation Authority

State of New York

August 24, 2021

Honorable Marisa Lago
Chair, City Planning Commission
120 Broadway, 31st Floor
New York, NY 10271

Re: New York City Transit Conceptual Approval of Subway Improvements for 41-43 West 57th Street, or Manhattan Block 1273 Lots 1,9,10, and 65 (the "Subject Property")
per ZR 66-51

Dear Chair Lago:

Representatives of the Metropolitan Transportation Authority ("MTA") and New York City Transit ("NYCT") have been working with management of BOB 57 LLC, the owner of the Subject Property ("Property Owner"), its consultants, and staff of the New York City Department of City Planning ("DCP") on defining the concept plan for subway circulation improvements ("Station Improvements") for the 57th Street Station (the "Station"), which is serviced by the IND-6th Avenue Line. This letter supersedes the letters we sent to you, dated June 7, 2019 and October 10, 2019.

The Station Improvements are necessary to obtain a floor area bonus pursuant to an Authorization under Section 66-51 of the New York City Zoning Resolution for the Subject Property. ZR 66-51 is included among a series of proposed amendments to the Zoning Resolution, under Zoning for Accessibility ("ZFA"), which is currently in public review with a scheduled vote by the City Planning Commission on September 1, 2021.

The proposed Station Improvements by the Property Owner, and accepted by MTA-NYCT include:

- Street to mezzanine elevator near the southwest corner of 56th Street and 6th Avenue;
- Mezzanine to platform elevator;
- Elevator machine room servicing both elevators; and
- Reconfiguration of the fare control line and new Automated Farecard Access Gate to accommodate the mezzanine to platform elevator.

The proposed improvements will benefit MTA-NYCT and the riding public. The construction of the ADA elevators will provide access for NYCT customers who can not use stairs or otherwise find it more convenient to use an elevator.

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

Pursuant to the anticipated ZR 66-51, the Property Owner will be responsible for the maintenance of the two elevators and related equipment such as the elevator machine room. Based on communications between MTA and the Property Owner, including an Access License and Construction Agreement to be executed by the Property Owner and NYCT, the Property Owner will "buy out" the maintenance responsibilities by providing a payment equivalent to the present value of the annual maintenance cost of the two elevators plus one lifecycle replacement cost.

This letter shall serve as MTA-NYCT's conceptual approval of the proposed transit improvements at the Station pursuant to the anticipated ZR 66-51 based upon materials submitted by the Property Owner to date. Following the zoning text amendments pursuant to ZFA and certification of the Property Owner's application for the subway improvement bonus under ZR 66-51, as stated above, NYCT will require submission of 30% design concept plans and other such drawings and documents necessary for it to make the determination required under ZR 66-51(b) and (e).

Please let me know if you or your staff have any questions.

Sincerely,



Robert Paley
Senior Director, MTA Transit Oriented Development

Cc: Fredericka Cuenca, Deputy Chief Development Officer, MTA
Lisa Schreibman, Senior Director, Operations Planning, NYCT
Quemel Arroyo, Chief Accessibility Officer, MTA
Virginia Borkoski, External Partner Program
Jeremy Parnes, NYCT Stations Planning
Joshua Bernstein, MTA Real Estate Legal
Munsun Park, MTA Transit Oriented Development
Derek Gilchrist, BOB 57 LLC
Caroline Harris, GoldmanHarris LLC
Christopher Boylan, Capolino+Company

Appendix B: Historic and Cultural Resources

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project: SEDESCO SUBWAY BONUS
Date Received: 7/27/2020

Properties with no Architectural or Archaeological significance

- 1) 45 WEST 57 STREET, BBL: 1012730007
- 2) 43 WEST 57 STREET, BBL: 1012730009
- 3) 41 WEST 57 STREET, BBL: 1012730010
- 4) 50 WEST 58 STREET, BBL: 1012730065

Comments:

IN THE RADIUS:

LPC DESIGNATED PLAZA HOTEL, FIFTH AVENUE AT 59 STREET; STEINWAY HALL, 109-113 WEST 57 STREET; STEINWAY & SONS RECEPTION ROOM & HALLWAY, FIRST FLOOR INTERIOR; AND CENTRAL PARK. LPC ELIGIBLE MEDICAL ARTS BUILDING, 57 WEST 57 STREET, EDITH ANDREWS LOGAN RESIDENCE, 17 WEST 56 STREET AND HENRY SELIGMAN RESIDENCE, 30 WEST 56 STREET.

S/NR LISTED PLAZA HOTEL AND CENTRAL PARK. S/NR ELIGIBLE CORONET APARTMENTS, 57 WEST 58 STREET; 21 WEST 58 STREET; 24 WEST 57 STREET; HOTEL SEVILLA, 117 WEST 58 STREET; AND MEDICAL ARTS BUILDING, 57 WEST 57 STREET.

Gina Santucci

8/10/20

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 35075_FSO_DNP_07302020.docx

Appendix C: Hazardous Materials



August 23, 2021

Annabelle Meunier
Team Leader
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

**Re: SEDESCO Subway Bonus
41-47 West 57th Street
Block 1273, Lots 7, 9, 10, and 65
CEQR # 21DCP206M**

Dear Ms. Meunier:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the August 2021 Environmental Assessment Statement Hazardous Material Chapter (EAS) and the August 2020 Phase I Environmental Site Assessment (Phase I) prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, Inc., on behalf of BOB 57 LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning authorization (Proposed Action) from the New York City Department of City Planning (DCP) to facilitate a mixed-use development on Block 1273, Lots 7, 9, 10, and 65 (Development Site) in the northern portion of the Midtown central business district in Manhattan Community District 5. The Proposed Action would include a zoning authorization pursuant to ZR 65-51 (Additional Floor Area for Mass Transit Station Improvements). The authorization would provide a floor area bonus of 52,075 zoning square feet or 57,381 gross square feet (gsf) for a proposed new mixed-use building (Proposed Building) in connection with improvements to the F Train's 57th Street Station. The applicant proposes to redevelop the Development Site with a Proposed Building of approximately 443,087 gsf, which contains approximately 237,110 gsf of residential space and 205,976 gsf of commercial space. The residential space would include 119 units. The commercial space would include a hotel with 158 rooms and an approximately 10,212-gsf restaurant.

The August 2020 Phase I report revealed that historical on-site and surrounding land uses consisted of a variety of residential and commercial uses including commercial offices with storefronts, hotels, apartment buildings, etc. Regulatory databases identified 67 spills, 2 historical auto sites and 8 historical cleaners within 1/8 mile; 11 underground storage tank (UST) sites and 70 aboveground storage tank sites within 1/4 mile; 78 leaking storage tank sites within 1/2 mile; and 3 manufactured gas plants within 1 mile of the subject property. The Development Site is improved with one vacant building located

on Lot 7. There is a potential for an abandoned UST to be present beneath the building slab on Lot 7.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

Block 1273, Lots 7, 9, 10, and 65 (Development Site)

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP concurs with the EAS recommendation that an (E) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

Future correspondence and submittals related to this project should include the following CEQR # **21DCP206M**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,



Wei Yu
Deputy Director, Hazardous Materials

- c: R. Weissbard
T. Estes
M. Wimbish
R. Lucas
O. Abinader – DCP
M. Bertini – OER