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Project Description

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

Introduction

The Applicant, Commodore Owner LLC, is seeking several discretionary approvals from the City Planning Commission (CPC)—including special permits and zoning text amendments (the Proposed Actions)—to facilitate approximately 2,992,161 gsf (2,246,515 zsf) of mixed-use development space, including a hotel, office, and public space (the Proposed Project). The Development Site would contain approximately 2,108,820 gross square feet (gsf)¹ of office space; an approximately 452,950-gsf, 500-room hotel; public space; and retail space on the cellar, ground, and second floors of the proposed building. The Proposed Project would also include significant public realm improvements, as well as subway and mass transit improvements to enhance circulation and reduce congestion at Grand Central Terminal (GCT, or the Terminal) and the Grand Central – 42nd Street subway station.

¹ Development may also occur under an All Office Scenario. Under this scenario, the overall building square footage and building massing would be the same as under the Proposed Project but would be comprised of approximately 2,561,770 gsf of office space, retail, and no hotel.

Project Area and Development Site

The Development Site is located on Block 1280, Lot 30, a 57,292-square-foot (sf) lot that currently contains the Grand Hyatt Hotel, a 26-story, approximately 1,028,120-sf, 295-foot-tall steel and glass building with approximately 1,300 guest rooms and approximately 60,000 square feet of conference/event space. The Development Site is notable for its integration with one of the City's primary transportation hubs. The building sits directly above the Grand Central – 42nd Street subway station and Metropolitan Transportation Authority (MTA) Metro-North railroad tracks and is located immediately to the east of the Beaux Arts-style GCT on Block 1280, Lot 1. The building is immediately to the south of the Grand Central Market (the Market) on Block 1280, Lots 54 and 154. The Terminal and Market are located on an existing merged zoning lot (Lots 1, 54, and 154) and contain approximately 322,664 sf of floor area. The MTA controls Lots 1, 54, and 154 as well as ground-floor and mezzanine-level circulation areas located on the Development Site.

The Project Area—comprising the existing hotel, Terminal, and Market on Block 1280, Lots 1, 30, 54, and 154—has a combined area of 203,872 sf (see **Figure 1-1**), with approximately 340 feet of frontage on Vanderbilt Avenue; 669 feet of frontage on East 42nd Street; and 253 feet of frontage on Lexington Avenue. Pursuant to a zoning text amendment, the Project Area would be treated as a qualifying site² under the East Midtown Subdistrict provisions of the Zoning Resolution.

Figure 1-2 shows an aerial photograph of the study area and provides a photo key for the area photographs. **Photo 1-1** to **Photo 1-4** show existing conditions in the vicinity of the Development Site.

The Project Area is located in the East Midtown central business district in Community District 5 of Manhattan. Located within the Grand Central Core Area and the Grand Central Transit Improvement Zone Subarea of the East Midtown Subdistrict, the underlying zoning district of the Project Area is C5-3. In 2017, the CPC approved the Greater East Midtown Rezoning (N 170186(A) ZRM and C 170187 ZMM) to reinforce the area's standing as a premier central business district, support the preservation of landmarked buildings, and provide for public realm improvements. The Greater East Midtown Rezoning included creation of the Grand Central Transit Improvement Zone Subarea, which permits development of up to 27 FAR as-of-right and up to 30 FAR by special permit. Developments can achieve as-of-right maximum FARs through three mechanisms: the district-wide transfer of unused landmark development rights, a payment to a public realm improvement fund to reconstruct overbuilt floor area, and the construction of pre-identified transit infrastructure projects.

At ground floor level, the Development Site fronts on Lexington Avenue to the east, 42nd Street to the south, GCT to the west and the Graybar Building to the north. The surrounding roadway network generally consists of a grid of north-south avenues and east-west streets with the notable exception of Park Avenue, which consists of a two-way viaduct running between East 40th and East 46th Streets. This allows through traffic to bypass intersections in the Grand Central area. The northbound Park Avenue viaduct also provides vehicular access to the Grand Hyatt on the second-floor level.

² In order to be considered a qualifying site, sites must have cleared frontage along a wide street, dedicate no more than 20 percent of the building's floor area for residential use, and comply with environmental standards.

Figure 1-1 Site Location Map

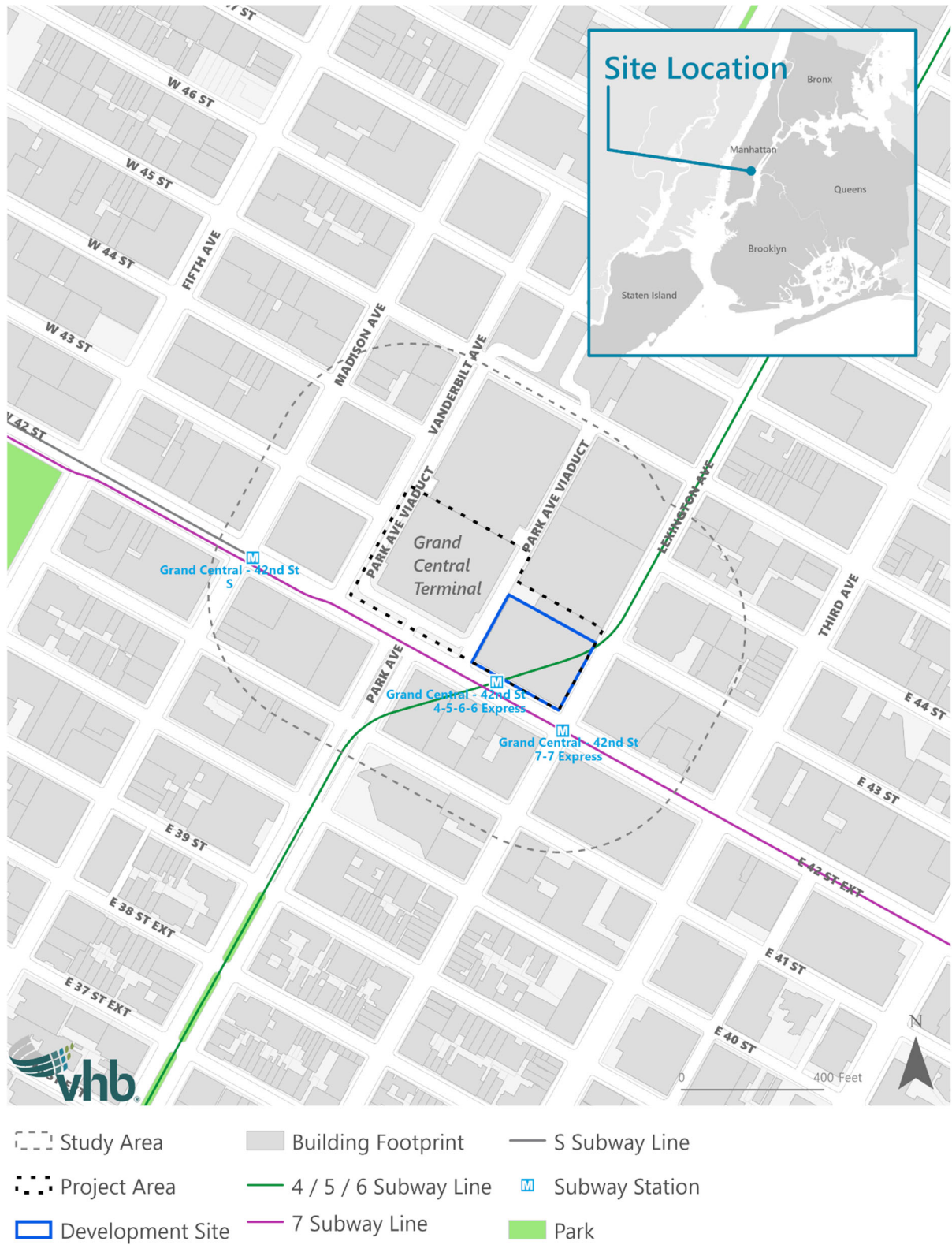


Figure 1-2 Aerial Photograph and Photo Key Map

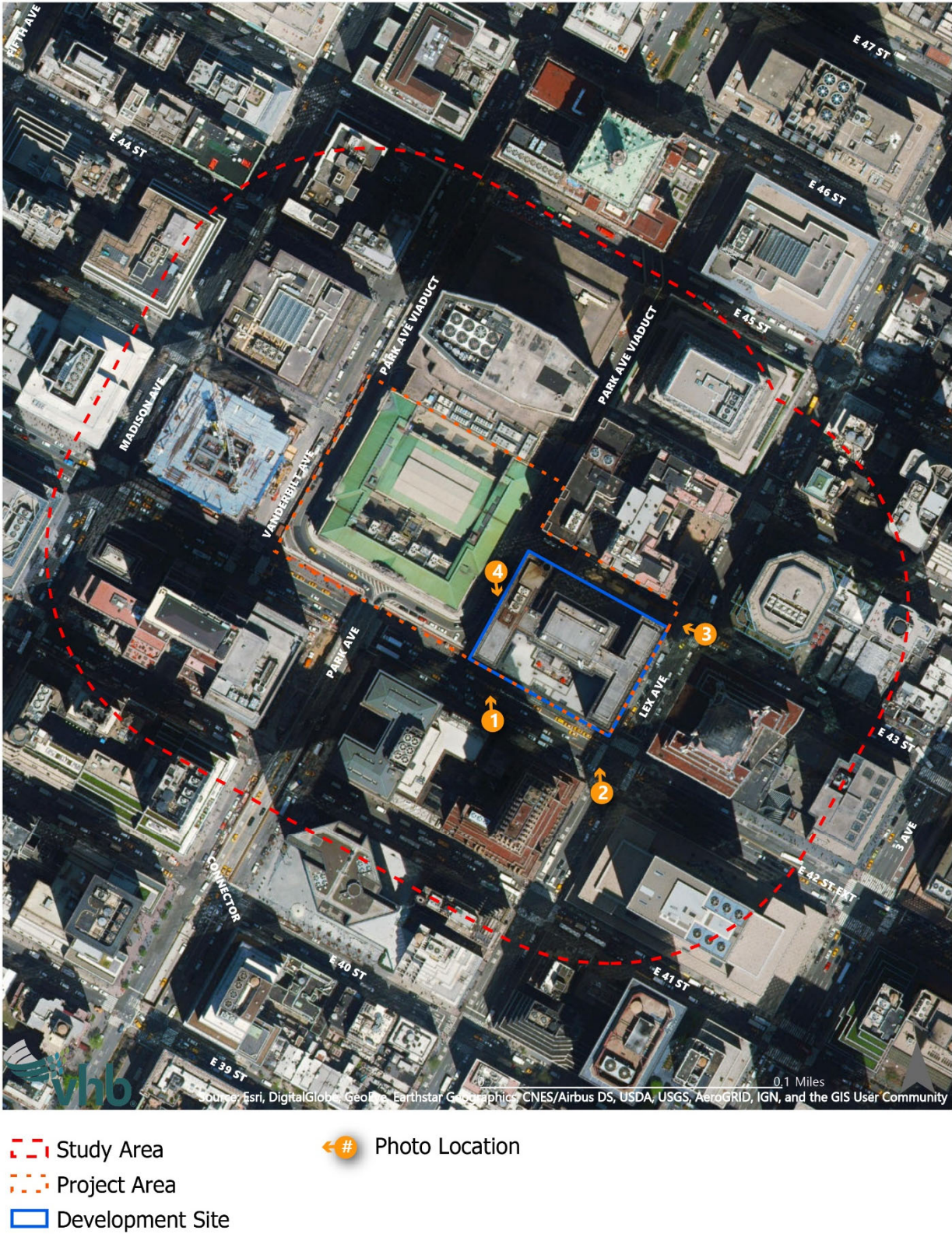


Photo 1-1 View from East 42nd Street near Park Avenue, Looking Northwest



Photo 1-2 View from intersection of East 42nd Street and Lexington Avenue, Looking Northwest



Photo 1-3 View of Grand Central Market from Lexington Avenue, Facing West



Photo 1-4 View Facing Southeast from Park Avenue Viaduct



The Development Site is located above a New York City Transit (NYCT) subway station; the Grand Central – 42nd Street subway station serves the Nos. 4, 5, 6, 7 Lines and Shuttle service. It is also located immediately east of GCT, which is the southern terminus of the Metro-North Railroad's Harlem, Hudson, and New Haven Line commuter rail service, which serves the northern parts of the New York metropolitan area and Connecticut.

Additionally, the East Side Access project that is currently under construction will, for the first time, permit Long Island commuters one-seat access to East Midtown through a new below-grade Long Island Rail Road station at GCT. Construction for the East Side Access project is expected to be completed in 2022.

There are numerous bus routes with stops adjacent to or near the Development Site, including the M1, M2, M3, M4, M5, M15, M15 SBS, M42, M101, M102, M103, and Q32 local bus routes, as well as express bus routes from the Bronx, Brooklyn, Queens, and Staten Island.

Project Area Context

The East Midtown business district is one of the largest job centers in New York City and one of the highest-profile business addresses in the world. The area between Second and Fifth Avenues and East 39th and East 57th Streets contains more than 60 million square feet of office space, more than a quarter million jobs, and numerous Fortune 500 companies.

This area is anchored by GCT, one of the city's major transportation hubs and most significant civic spaces. Around the Terminal and to the north, some of the city's most iconic office buildings, such as Lever House, the Seagram Building, 550 Madison (formerly the AT&T, then the Sony, Building), 601 Lexington (formerly the Citigroup Building) and the Chrysler Building, line the major avenues—Park, Madison, and Lexington Avenues—along with a mix of other landmarks, civic structures and hotels.

The Commodore Hotel opened on the Development Site itself in 1919. It was developed as part of Terminal City, a complex of hotels and offices connected to GCT. It was later renovated and reopened as the Grand Hyatt in 1980.

Greater East Midtown Zoning Context

An overview of the area's zoning is provided below. More information on the applicable zoning regulations is provided in **Chapter 2, Land Use, Zoning and Public Policy**.

The Special Midtown District was introduced in 1982 with a principal goal of promoting commercial development to the west and south of the established commercial district in East Midtown. Until the 2015 addition of the Vanderbilt Corridor, it contained five subdistricts: the Fifth Avenue, Grand Central, Penn Center, Preservation, and Theater Subdistricts. The district has flexible height and setback regulations, and mandates certain urban design features, such as street wall continuity and the provision of on-site pedestrian circulation space. Floor area bonuses for the provision of a public plaza or subway station improvements were available in all areas except for the Preservation Subdistrict.

In 2017, the CPC approved the Greater East Midtown Rezoning applications (N 170186(A) ZRM and C 170187 ZMM) to reinforce that area's standing as a premier central business district within the Special Midtown District, support the preservation of its landmarked buildings, and provide for public realm improvements.

The Greater East Midtown Rezoning established the East Midtown Subdistrict and various subareas within it, including the Grand Central Transit Improvement Zone Subarea, which permits development of up to 27 FAR as-of-right and up to 30 FAR by special permit. Within the Grand Central Transit Improvement Zone Subarea, developments can achieve as-of-right maximum FARs through three mechanisms: the transfer of unused landmark development rights from landmark buildings located within the Subdistrict, a payment to a public realm improvement fund to reconstruct overbuilt floor area, and the construction of pre-identified transit infrastructure projects. Two special permits—the Public Concourse Special Permit and the Transit Improvement Special Permit—provide FAR bonuses of up to 3.0 FAR each for the provision of a public concourse or additional subway improvements. These bonuses are in addition to as-of-right maximum FARs.

The stated goals from the 2017 Greater East Midtown Rezoning were to:

- › Protect and strengthen Greater East Midtown as a regional job center and premier central business district by seeding the area with new modern and sustainable office buildings;
- › Help preserve and maintain landmarked buildings by permitting their unused development rights to transfer within the district's boundary;
- › Permit overbuilt buildings to retain their non-complying floor area as part of a new development;
- › Upgrade the area's public realm through improvements that create pedestrian friendly public spaces and that facilitate safer, more pleasant pedestrian circulation within the transit stations and the street network; and
- › Maintain and enhance key characteristics of the area's built environment such as access to light and air, active retail corridors, and the iconic street wall character in the area surrounding GCT.

Proposed Project and With-Action Condition

The Applicant proposes to redevelop the Development Site with approximately 2,992,161 gsf (2,246,515 zsf) of mixed-use development, including a hotel, office, and public space. The Development Site would contain approximately 2,108,820 gsf of office space; an approximately 452,950-gsf, 500-room hotel; approximately 25,421 sf of open-air publicly accessible space; and approximately 43,370 gsf of retail on the cellar, ground, and second floors (see **Figure 1-3** for the illustrative ground floor and second floor plans). It would also contain approximately 16,245 gsf of space for transit circulation.³

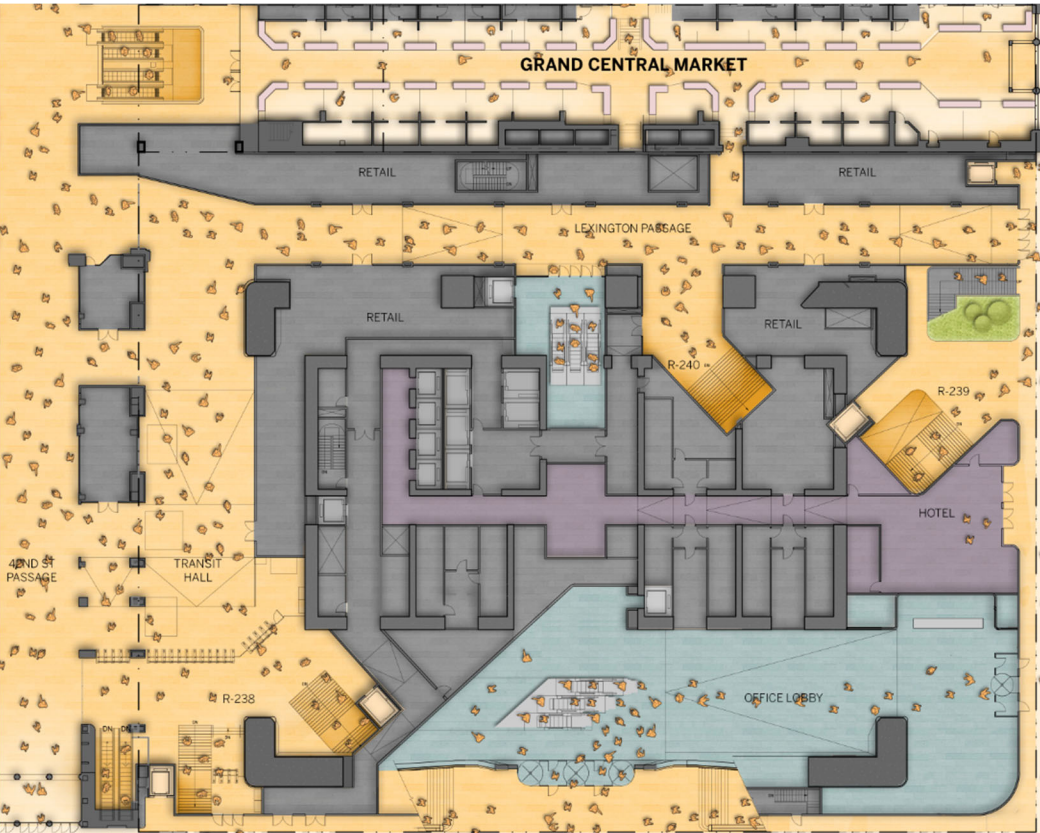
The Development Site's exceptional connectivity to public transportation provides opportunities for major upgrades to the transit system as part of a new development, which would be implemented pursuant to the terms of agreements with the MTA as the agency charged with the management of and the making of improvements to its transportation facilities. The at-grade and below-grade portions of the Development Site would continue to contain the subway station and rail station areas, with significant improvements that are discussed further below. The ground floor would include a hotel lobby and an office lobby, a reconstructed Lexington Passage and MTA retail located along the passage, an approximately 5,300-sf Transit Hall, and approximately 2,400-sf of additional area for subway entries off 42nd Street and Lexington Avenue. The hotel lobby would be located on the eastern frontage on Lexington Avenue, while the office lobby would be accessed from East 42nd Street.

The second floor would contain an office lobby and three open-air publicly accessible spaces. One would front on Lexington Avenue, a second would face the eastern façade of GCT at the level of the Park Avenue Viaduct, and a third would face the Graybar building to the north. Office space is planned to be located on floors 7-63, and the hotel on floors 65-83.

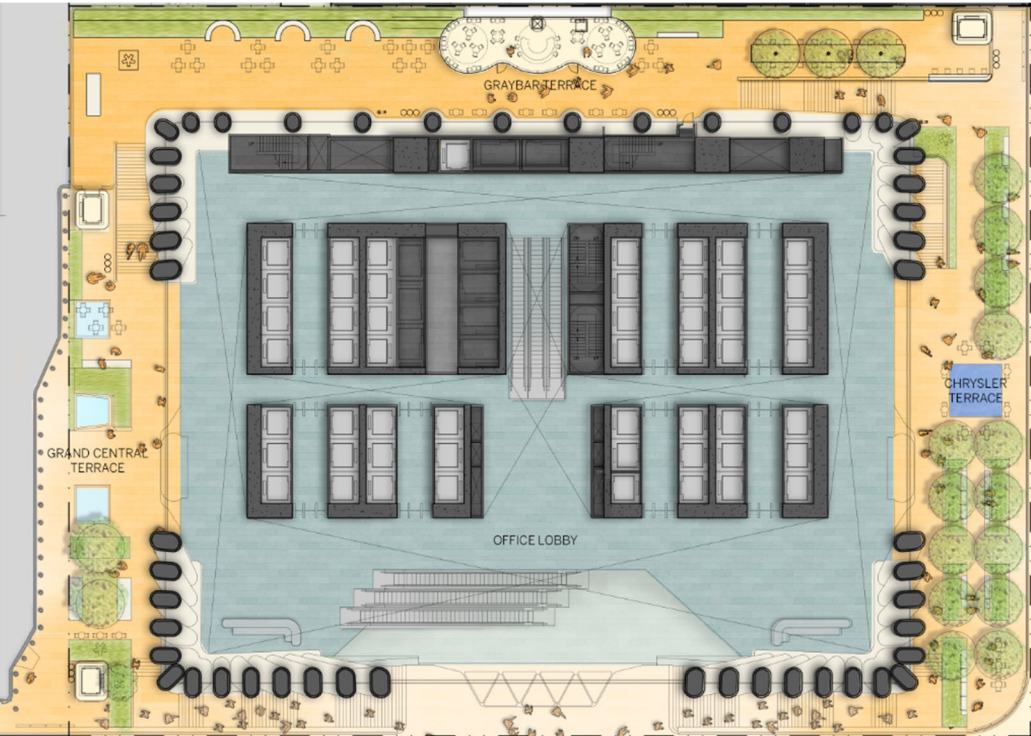
The building would rise to approximately 1,646 feet. The design would require relief from zoning regulations regarding streetwall location that would enhance views of adjacent landmarks as well as the public realm pedestrian experience. Additionally, the proposed design would require waivers for encroachments beyond the setback lines.

³ Development may also occur under an All Office Scenario. Under this scenario, the overall building square footage and building massing would be the same as under the Proposed Project but would be comprised of approximately 2,561,770 gsf of office space, retail, and no hotel.

Figure 1-3 Illustrative Ground Floor and Second Floor Plans



Illustrative Ground Floor Plan



Illustrative Second Floor Plan

In connection with the proposed development, the Proposed Project would provide the following transit and transit-related public realm improvements to improve the pedestrian experience and reduce congestion at GCT and the Grand Central – 42nd Street subway station and create a healthier, safer, and improved commuting experience for hundreds of thousands of commuters each day: The transit improvements would be implemented pursuant to the terms of agreements with the MTA as the agency charged with the management of and the making of improvements to its transportation facilities.

- › The subway entrance at East 42nd Street (R-238) would be redesigned and expanded. Turnstiles would be relocated to street level, and a new diagonal staircase leading to the subway would ease the flow of foot traffic. A new elevator adjacent to the stair would provide a more direct ADA connection to the subway mezzanine. The elevator located at the entrance to the 42nd Street Passage would be removed, and in its place, the historic entrance would be restored. A new designated subway entrance would be constructed to provide a direct connection to 42nd Street from the subway and help ease crowding and backups at the entrances.
- › A new transit hall containing retail, information screens and booths, and connections to the Terminal would be constructed at the ground floor level on the western side of the Development Site. The transit hall would work in tandem with the existing 42nd Street Passage and expanded subway entrance to reduce congestion and increase pedestrian throughput.
- › Improvements to the subway entrance on Lexington Avenue and below-grade mezzanine would be constructed to bring light and air into the subway mezzanine and provide a larger, covered at-grade subway entrance. These improvements would also help to ease crowding and backups at the entrances.
- › The proposed building would be set back from Lexington Avenue to allow for minimum five-foot increased sidewalk widths on Lexington Avenue and 42nd Street and enhanced views to adjacent landmarks. In concert with this change, the stairs located near the northwest corner of Lexington Avenue and East 42nd Street that provide access from Lexington Avenue down to the mezzanine level of the subway station would be realigned and relocated further north as part of a reconstructed subway entrance that would bring light and air into the subway mezzanine and provide a larger, covered at-grade subway entrance.
- › The Lexington Passage entrance would be redesigned to make it more legible and inviting to pedestrians; the Passage would be refinished and its ceiling height would be increased to improve the pedestrian experience.
- › Girders would be removed from the subway mezzanine level to improve circulation and enhance sightlines.
- › A “Short Loop Connection” would be constructed to provide direct access through GCT from the lower-level Metro North trains and East Side Access to the Subway mezzanine level.

Table 1-1 summarizes the Proposed Project, as well as the All Office Scenario.

Table 1-1 Development Program for Proposed Project

Proposed Use	Proposed Project	All Office Scenario
	(GSF)	(GSF)
Commercial Office	2,108,820	2,561,770
Hotel	452,950	043,370
Retail	43,370	<u>43,370</u>
MTA Circulation	16,245	16,245
Publicly Accessible Space	25,421	25,421
Mechanical	345,355	345,355
Total Development	2,992,161	2,992,161

Note: All floor areas are approximate.

Proposed Actions

The following actions would be required in accordance with the Uniform Land Use Review Procedure (ULURP) and Section 200 of the New York City Charter.

- › A CPC special permit pursuant to ZR Section 81-621 to allow hotel use;
- › A CPC special permit pursuant to ZR Section 81-644 for transit improvements;
- › A CPC special permit pursuant to ZR Section 81-645 for public concourse improvements and to modify loading regulations in connection therewith;
- › A CPC special permit pursuant to ZR Section 81-685 to modify qualifying site, floor area, height and setback, street wall, district plan elements, publicly accessible space, and special permit term regulations;
- › Zoning text amendments to amend existing special provisions in ZR Sections 81-644 and 81-685, and update a section reference in ZR Section 81-613; and
- › Approval for the disposition of City-owned property pursuant to Section 197-c of the New York City Charter with respect to the Development Site.

Additionally, the following non-discretionary actions would be required:

- › A joint certification from the CPC Chairperson and the MTA pursuant to ZR Section 81-673(a) as to the size and location of transit easement volumes on the zoning lot;
- › A joint certification from the CPC Chairperson and the MTA pursuant to ZR Section 81-673(b) as to whether a transit easement volume is required on the zoning lot.

The Proposed Project is also subject to New York City Landmarks Preservation Commission (LPC) review for a harmonious relationship determination; an advisory report concerning interior alterations to the 42nd Street Passageway within GCT to facilitate transit improvements, and a Certificate of Appropriateness for sidewalk improvements adjacent to the elevated vehicular roadway on the GCT property (none of which is subject to CEQR analysis). At the Public Hearing and Public Meeting of February 23, 2021, the LPC determined that the proposed design ~~had a harmonious relationship with GCT of the Proposed Project~~ had a harmonious relationship with GCT and voted to issue a positive advisory report regarding the interior alterations to the 42nd Street Passageway. At the Public Meeting on

September 28, 2021, the LPC voted to approve a resolution authorizing the issuance of a Certificate of Appropriateness for the proposed sidewalk improvements. Additionally, in a letter dated October 29, 2020, the New York State Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) stated that they had reviewed submitted materials in accordance with the New York State Historic Preservation Action of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law) and had issued a finding of No Adverse Impact.

On March 25, 2021, Empire State Development Corporation authorized the conveyance of the possessory fee interest in the Development Site from UDC/Commodore Redevelopment Corporation to the City of New York, subject to the existing ground lease with Hyatt Equities L.L.C (or its successor/assign). The amendment and restatement of the ground lease as between the City of New York and a local development corporation affiliated with the Applicant would be subject to approval by the Manhattan Borough Board and the Mayor pursuant to Section 384(b)(4) of the New York City Charter.

Project Purpose and Need

As noted above, the East Midtown Central Business District is one of the largest job centers in New York City and one of the most attractive business districts in the world. The district is anchored by GCT and the Grand Central – 42nd Street subway station and is adjacent to two recent major public infrastructure projects: East Side Access and the Second Avenue Subway. While the area benefits from a robust and improving transportation system, the office building stock is lagging behind. The average age of office buildings in the area is approximately 75 years and many of these buildings are, or may soon become, outdated for today's office tenants.

The Proposed Actions would facilitate the development of a new, mixed-use Class A office and hotel building on a site that is well-served by a variety of transit modes, including subway, bus, and regional train service. The Proposed Project would also provide significant improvements to the public realm, including major improvements to access and circulation within the GCT transportation network and new publicly accessible open space.

The Proposed Project would therefore significantly further the following stated goals from the *Greater East Midtown Rezoning FEIS*:

- › Protect and strengthen East Midtown as one of the world's premier business addresses and key job center for the City and region;
- › Seed the area with new modern and sustainable office buildings to maintain its preeminence as a premier office district;
- › Improve the area's pedestrian and built environments to make East Midtown a better place to work and visit; and
- › Complement ongoing office development in Hudson Yards and Lower Manhattan to facilitate the long-term expansion of the City's overall stock of office space.

Analysis Framework and Reasonable Worst-Case Development Scenario

The *2020 City Environmental Quality Review (CEQR) Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the potential environmental effects of a proposed development that would result from the proposed discretionary actions. To the extent that the Proposed Actions allow for a range of possible scenarios that are considered reasonable and likely, the scenario with the worst environmental consequences will be chosen for CEQR analysis. This is considered to be the reasonable worst-case development scenario (RWCDs), the use of which ensures that, regardless of which scenario actually occurs, its impacts would be no worse than those considered in the environmental review. The CEQR assessment examines the incremental differences between the RWCDs of the future without the Proposed Actions in place (No-Action condition) and the future with the Proposed Actions in place and the associated development in operation (With-Action condition).

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 project (or With-Action condition) is compared to determine the potential for significant environment impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

The Proposed Actions would facilitate development on the Development Site only and would also result in improvements to MTA facilities both on the Development Site and on the larger qualifying site, as described above. The amount and size of development on the Development Site would be governed by the regulations of East Midtown Subdistrict, as proposed to be amended pursuant to the Proposed Actions, as well as the controls of the Special Permits granted for the new building. The Proposed Project, therefore, defines the RWCDs for purposes of the With Action condition.

Future No-Action Condition

Absent the Proposed Project, the Development Site would be developed with a 27-FAR development of approximately 1,883,743 gsf (1,546,884 zsf), comprised of approximately 1,682,336 gsf of office space; approximately 18,300 gsf of retail; and an approximately 5,896-sf enclosed publicly accessible space on the ground floor. In addition, approximately 10,220 gsf of MTA circulation space would be provided on the ground floor (see **Figure 1-4**). The No-Action development would be 69 stories and approximately 1,118 feet tall (see **Figure 1-5**). This represents the maximum floor area developable on the Development Site through non-discretionary actions.

In the No-Action condition, the Applicant would provide transit improvements from the Priority Improvement List set forth in ZR Section 81-682 to improve circulation and reduce congestion. Specifically, at the 42nd Street – Bryant Park/Fifth Avenue station, the Applicant would provide the following Type 1 improvements, which each generate 40,000 square feet of floor area (a combined total of 160,000 sf of floor area):

- › ADA elevator between Flushing platform and mezzanine level;
- › A new street entrance from the north side of West 42nd Street;
- › ADA elevator between Sixth Avenue northbound platform and mezzanine level;

- › ADA elevator between Sixth Avenue southbound platform and mezzanine level.

The following non-discretionary approvals would be required for the No-Action condition:

- › A joint Zoning Certification from the CPC Chairperson and the MTA as to the size and location of transit easement volumes on the zoning lot (ZR 81-673(a));
- › A joint Zoning Certification from the CPC Chairperson and the MTA as to whether a transit easement volume is required on the zoning lot (ZR 81-673(b));
- › A Zoning Certification from the CPC Chairperson pursuant to ZR Section 81-643 as to the amount of non-complying floor area on the Development Site and to reconstruct non-complying floor area on the Development Site;
- › A Zoning Certification from the CPC Chairperson pursuant to ZR Section 81-641 to increase the permitted floor area on a qualifying site through the construction of transit improvements from the Priority Improvement List set forth in ZR Section 81-682;
- › A Zoning Certification from the CPC Chairperson pursuant to ZR Section 81-642 for the transfer of unused landmark development rights and to verify payment of the contribution to the public realm improvement fund; and
- › A Zoning Certification from the CPC Chairperson to certify compliance of the design for an enclosed publicly accessible space with all applicable requirements of ZR Section 81-681(b).

Figure 1-4 No-Action Ground Floor Plan

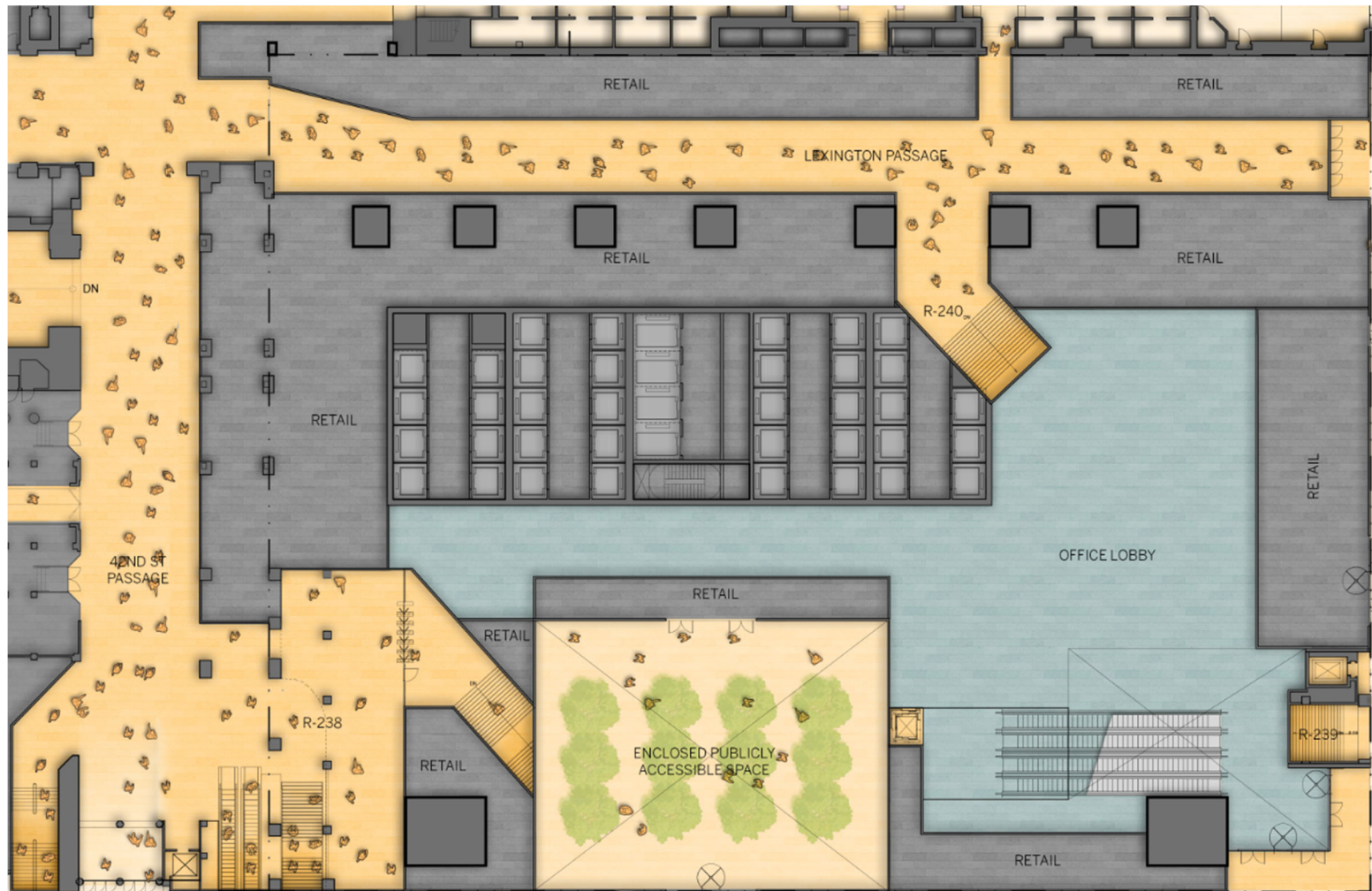
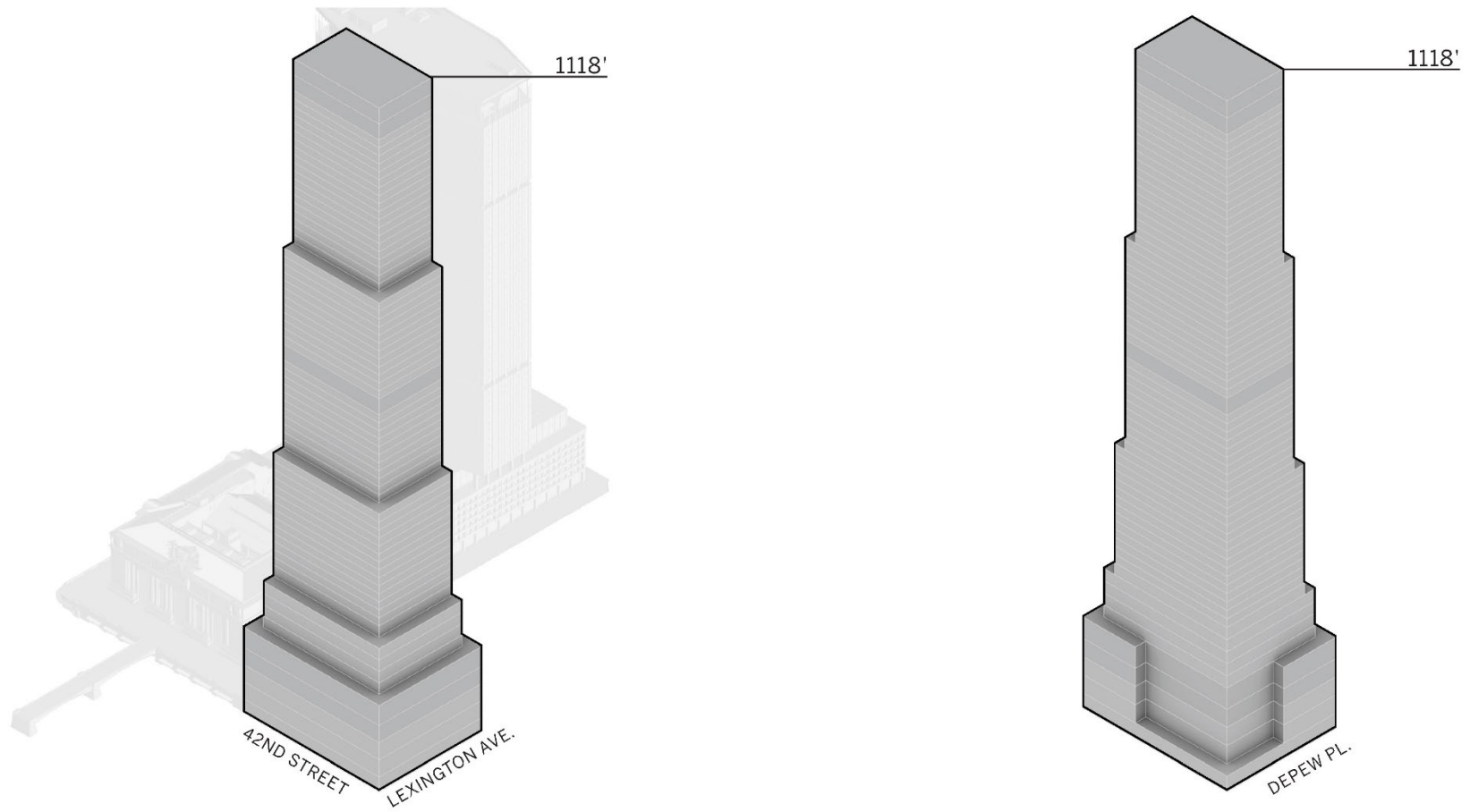


Figure 1-5 No-Action Massing



Future With-Action Condition

As stated previously, in the future With-Action condition, the Applicant proposes to redevelop the Development Site with approximately 2,992,161 gsf (2,246,515 zsf) of mixed-use development, including office, local retail, hotel, and public space. The Development Site would contain approximately 2,108,820 gsf of office space; an approximately 452,950-gsf hotel with 500 rooms; approximately 25,421 sf of open-air publicly accessible space; and approximately 43,370 gsf of retail on the cellar, ground, and second floors. Redevelopment under the All Office Scenario would be based on the same overall building square footage and building massing, and consist of office space, retail, and no hotel. The Development Site would also contain approximately 16,245 gsf of space for transit circulation. The Proposed Project, as described above, reflects the With-Action condition.

For conservative analysis purposes, the EIS considers the two building program options to determine the With-Action reasonable worst case development scenario (RWCDs) for each density-based technical area: the Proposed Project with a mix of hotel, commercial office, local retail, and publicly accessible space; and the All Office Scenario, based on the same overall building square footage and building massing as the Proposed Project but comprised of approximately 2,561,770 gsf of office space, retail, and no hotel. In each chapter, where applicable, the EIS analyzes the scenario with the greater potential for impacts.

The proposed tower would be surrounded by three public open spaces running the length of the site in the north/south direction and east/west. The Grand Central and Chrysler Terraces would be elevated at a height of approximately 30 feet above street level, while the Graybar Terrace would be elevated to a height of approximately 45 feet above street level.

The open space proposed on the west side of the site, the Grand Central Terrace, would provide new visibility of the currently obstructed southeast corner of GTC. This proposed open space would be approximately 142 feet long by 27 feet wide. In addition, there would be a sidewalk expansion along the Grand Central Terrace adjacent to the Park Avenue Viaduct measuring 142 feet long by 8.5 feet wide. The terrace would be reached by two grand staircases along East 42nd Street, as well as by elevator. The grand staircases would be a key architectural feature of the building. The terrace would provide trees, planting, seating, and skylights that would bring light to the transit hall below. It would provide a destination for commuters and visitors alike and would open up views of many landmarks along East 42nd Street in addition to GCT itself, such as the Bowery Savings Bank and Pershing Square.

The open space proposed on the east side of the building, the Chrysler Terrace, would provide an overlook onto Lexington Avenue and East 42nd Street, and a unique vantage point for viewing the Chrysler building and other surrounding landmarks. The proposed terrace would be approximately 208 feet long by 34 feet wide. It would be reachable by the grand staircases along East 42nd Street, or by third staircase located along Lexington Avenue, and by elevator. The Chrysler Terrace would feature trees, plantings, and multiple types of seating.

The open space proposed on the north side of the building, the Graybar Terrace, would provide a critical connection between the Grand Central Terrace and Chrysler Terrace. This terrace would feature retail use, fixed and movable seating, and flexible use space. The proposed terrace would be approximately 274 feet long by 25 feet wide. This terrace would be accessed by two grand staircases along East 42nd Street and by a third staircase along

Lexington Avenue. One ADA elevator located adjacent to the grand stairs on East 42nd Street and one ADA elevator located adjacent to the stairs on Lexington Avenue would be provided to facilitate ADA-compliant access and use of the space by commuters, employees, and visitors to the study area. Further additional ADA elevators would be located between terraces to provide additional ADA access for inter-terrace travel. Though the hours of operation are not known at this time, the proposed terraces would be programed to maximize the utility and functionality of the space.

Increment for Analysis

In total, the With-Action condition would result in a net increase of approximately 1,108,038,418 gsf over the No-Action scenario, with approximately 426,484 gsf dedicated to commercial office space, approximately 452,950 gsf for hotel space, approximately 25,070 gsf for retail space, approximately 8,445,660,025 gsf of additional MTA circulation space, and an increase in the amount of publicly accessible space by approximately 19,445,525 sf (see **Table 1-2**). The All Office Scenario, which is based on the same overall building square footage and building massing as the Proposed Project, would result in an increase of approximately 879,434 sf of office space over the No-Action condition and no hotel.

Table 1-2 Future No-Action and With-Action Comparison

	No-Action	With-Action	Increment	All Office Scenario	All Office Increment
Commercial Office	1,682,336	2,108,820	426,484	2,561,770	879,434
Hotel	0	452,950	452,950	0	0
Retail	18,300	43,370	25,070	43,370	25,070
MTA Circulation	10,220	16,245	6,025	16,245	6,025
Mechanical	166,991	345,355	178,364	345,355	178,364
Publicly Accessible Space	5,896	25,421	19,525	25,421	19,525
Total	1,886,743	2,992,161	1,108,418	2,992,161	1,108,418
Total Commercial	1,700,636	2,605,140	904,504	2,605,140	904,504
Stories	69 Stories	83 Stories	14 Stories	83 Stories	14 Stories
Height	1,118 Feet	up to 1,646 Feet	528 Feet	up to 1,646 Feet	528 Feet

Note: All floor areas are approximate.

Future development will be in accordance with the requested special permits. Therefore, the Proposed Project would be limited to the project and development described above, and the summary in **Table 1-2** represents the reasonable worst-case development scenario.

Analysis (Build) Year

The build year for the Proposed Project is 2030.

Public Review Process

The Proposed Project described above is subject to public review under ULURP, Section 200 of the New York City Charter (the Charter), and CEQR procedures.

The Charter requires certain discretionary actions that are reviewed by the CPC to undergo ULURP, a standardized procedure for the public review of applications affecting the land use of the city. A similar review process is required for public review of zoning text amendments under Section 200 of the Charter. The Charter also establishes mandated time frames within which application review must take place. Key participants in the ULURP process are the Department of City Planning (DCP) and the CPC, the local community board, the Manhattan Borough President, the City Council, and the Mayor.