

A. INTRODUCTORY NOTE

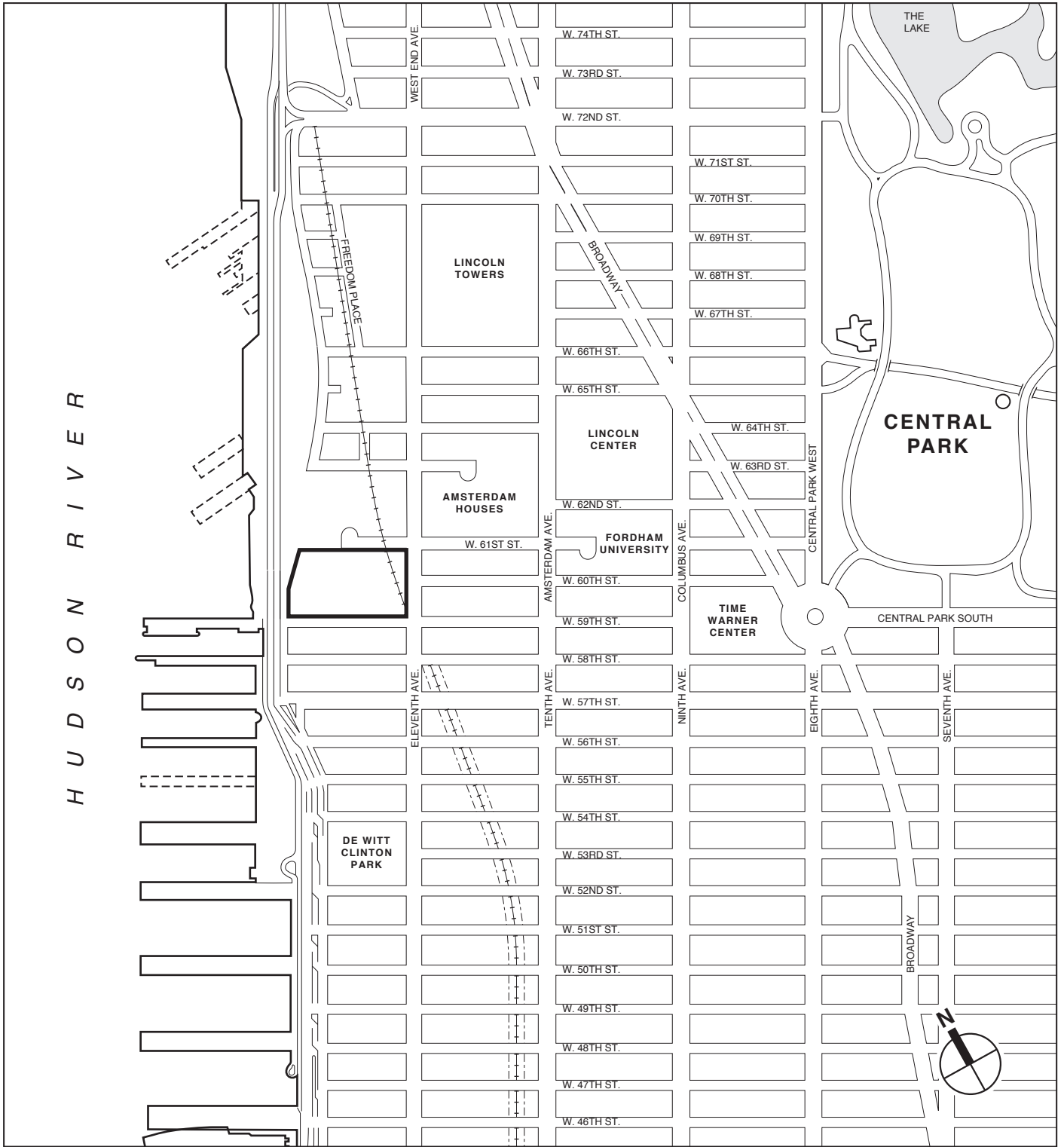
Since the issuance of the Draft Supplemental Environmental Impact Statement (DSEIS), the project sponsor has filed an amended application (dated August 20, 2010) with DCP that would apply the City's Inclusionary Housing Program to the project site. The description of the Proposed Project under the Inclusionary Housing Program is presented in Chapter 28, "Modifications to the Proposed Project." The project sponsor also expects to file a revised application that would incorporate various design changes, proposed in response to information, recommendations and comments received during the City Environmental Quality Review (CEQR)/Uniform Land Use Review Procedure (ULURP) process. The potential for significant adverse environmental impacts to result from these design changes is also addressed in Chapter 28, "Modifications to the Proposed Project." It is possible that during the course of its review of the application for the Proposed Project additional modifications will be considered by the New York City Planning Commission (CPC). Prior to implementation, any such further modification will be examined in a technical memorandum to assess whether it would result in any new significant adverse environmental impacts not identified and addressed in the FSEIS.

This chapter maintains the description of the Proposed Project without the modifications described above.

B. PROJECT IDENTIFICATION

CRP/Extell Parcel L, LP and CRP/Extell Parcel N, LP (the project sponsor) proposes modifications to the southernmost portion of the previously approved Riverside South project to develop Riverside Center (the Proposed Project), a complex of five mixed-use buildings that would include residential (including market-rate and affordable housing), commercial (including hotel, retail, office, cinema, and automotive showroom and service uses), a public elementary and intermediate school, public parking, and approximately 2.75 acres of privately owned, publicly accessible open space. The Proposed Project site is bounded by West End Avenue, the alignment of Riverside Boulevard, and West 59th and West 61st Streets (see **Figure 1-1**). The discretionary actions needed for the proposed modifications include: a modification to the previously approved "general large-scale development" (GLSD) special permit and restrictive declaration to reflect the current proposal; amendments to the text of the Zoning Resolution; a new special permit relating to court, distance between buildings, and height and setback regulations, a new special permit to allow automobile sales and service uses (Use Group 16B) on the project site; a new special permit to allow development within a railroad or transit right-of-way; six new special permits associated with a public parking garage(s); an authorization to allow a curb cut; and certifications to permit curb cuts and to modify certain Streetscape regulations of the Zoning Resolution.

The Riverside South development was planned as a major mixed-use and open space project, to be bounded by West 72nd Street and Riverside Park on the north, West 59th Street to the south; the Hudson River to the west; and buildings at the west ends of West 70th, 71st, 72nd, 66th



— Project Site Boundary

0 1000 FEET
SCALE

Riverside Center FSEIS

through 62nd Streets, Freedom Place, and West End Avenue to the east. A Final Environmental Impact Statement (FEIS) for this project was issued on October 11, 1992 by CPC as lead agency under the State Environmental Quality Review Act (SEQRA), its implementing regulations (6 NYCRR Part 617), and the City Environmental Quality Review (CEQR) Rules of Procedure. Since the issuance of the 1992 FEIS, a large portion of the project has been completed; however, the southernmost portion—consisting of the sites identified in the 1992 FEIS as Parcels L, M, and N—has not yet been redeveloped. Those parcels are the subject of the proposed modifications.

The project sponsor is applying to the CPC for discretionary actions that would allow implementation of the Proposed Project for the project site, which are different from what was analyzed in the 1992 FEIS. Because the development resulting from the proposed modifications may result in significant adverse environmental impacts not identified in the 1992 FEIS, this final Supplemental Environmental Impact Statement (SEIS) has been prepared. The final SEIS analyzes the extent to which the development and zoning actions as currently proposed could potentially result in any significant adverse impacts not previously identified in the 1992 FEIS.

Specifically, this final SEIS considers differences between the program and site plan for Parcels L, M, and N as described in the 1992 FEIS and the currently proposed program, site plan, and zoning actions. This final SEIS also considers changes in conditions on the project site and in the surrounding areas since 1992, to reflect the current status of planned and proposed projects and the new anticipated year of completion for development of the Proposed Project site.

The proposed modifications require discretionary actions (as noted above) from the CPC, and as discretionary actions, all are subject to environmental review. This final SEIS has been prepared in accordance with Executive Order 91 of 1977, as amended, and City Environmental Quality Review (CEQR) Rules and Procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). The 2001 *CEQR Technical Manual*¹ will generally be used as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the Proposed Project, unless otherwise stated.

¹ In May 2010, shortly prior to the completion of the DSEIS, a substantive update to the 2001 CEQR Technical Manual was released. Prior to the public hearing for the Proposed Project, a Technical Memorandum was prepared (and published on DCP's website in September 2010) that considered whether one or more analyses contained in the DSEIS should be revised in the FSEIS in light of the updated guidance set forth in the 2010 CEQR Technical Manual. The evaluation of the Proposed Project under the 2010 CEQR Technical Manual focused on technical areas where changes in methodology would have the potential to affect the analyses and/or conclusions of the Draft SEIS for the Proposed Project. The technical memorandum determined that the analysis areas that would have the potential to be affected by the CEQR updates are limited to Shadows, Neighborhood Character, Traffic and Parking, Transit and Pedestrians, Air Quality and Noise, and this FSEIS reflects the analysis revisions in those areas. For all other analysis areas, either the DSEIS anticipated the possible issuance of the 2010 CEQR Technical Manual and already employed the methodologies in that document, or the 2010 CEQR Technical Manual updates would not materially change the analyses or conclusions presented in the DSEIS.

C. PROJECT PURPOSE AND NEED

GOALS AND OBJECTIVES OF THE PROPOSED PROJECT

The Proposed Project is intended to transform the project site—which is currently underutilized—into a thriving new development. Overall, the goals and objectives of the Proposed Project are to create architecturally distinctive buildings that respect the Manhattan street grid and provide an attractive connection to Riverside Park South and the Hudson River waterfront while creating an inviting and functional center for the surrounding residential neighborhood, including residents of Amsterdam Houses and the new residents in Riverside South, new residents in recently constructed residential buildings in the West End–Amsterdam Avenue corridor south of West 61st Street, and new residents in buildings along West 57th Street. The Proposed Project intends to integrate commercial and retail development throughout the proposed development for residents, neighbors, and visitors and provide commercial uses that are complementary to the proposed residential development. Retail is currently lacking in the neighborhood and the proposed retail space would accommodate restaurants and local retail to serve both the tenants of the new buildings and community residents.

The commercial components of the Proposed Project would provide jobs and create new hotel, office, auto and cinema uses on the Upper West Side; the substantial residential component (which includes affordable housing units) would contribute to the achievement of the City’s overall housing goals; and the retail, office, public parking, and open space components would be available for use by the area’s existing and future residents and workers, as well as others from all areas of the City, visitors, and those who are headed to the waterfront. The Proposed Project’s substantial amount of new publicly accessible open space is intended to mediate between the Manhattan street grid and the expansive public open spaces west of the site. The new buildings and open spaces are intended to create an active streetscape that includes retail uses as part of a diverse mixed-use program, enhancing the pedestrian experience. The proposed site plan seeks to integrate Riverside Center into the surrounding neighborhood.

PROJECT BACKGROUND AND PRIOR ENVIRONMENTAL REVIEW

In 1992, the City Council approved a plan to develop a GLSD known as Riverside South. The Riverside South project site was a 74.62-acre former rail yard located on the Upper West Side of Manhattan that included waterfront area along the Hudson River west of Route 9A (also known as Henry Hudson Parkway north of 72nd Street, and Joe DiMaggio Highway, Miller Highway and West Side Highway south of 72nd Street). The upland portion of the site was 56.1 acres; the portion under water 18.46.

The Riverside South development included 15 development parcels (Parcels A through O) on eight zoning lots, and, as approved, would have produced a maximum of 7,899,951 zoning square feet of floor area¹ consisting of a mix of residential, community facility, office, cinema, public parking, retail, and studio uses. The development also included a plan to create a total of 25 acres of publicly accessible open space, the majority of which would be developed as a large-scale waterfront park. The waterfront park would include approximately 21.5 acres and would be mapped as public

¹ The zoning floor area of a building is the gross floor area above grade less space devoted to mechanical uses, loading and parking below a height of 23 feet above curb level, and additional areas noted in the New York City Zoning Resolution.

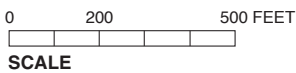
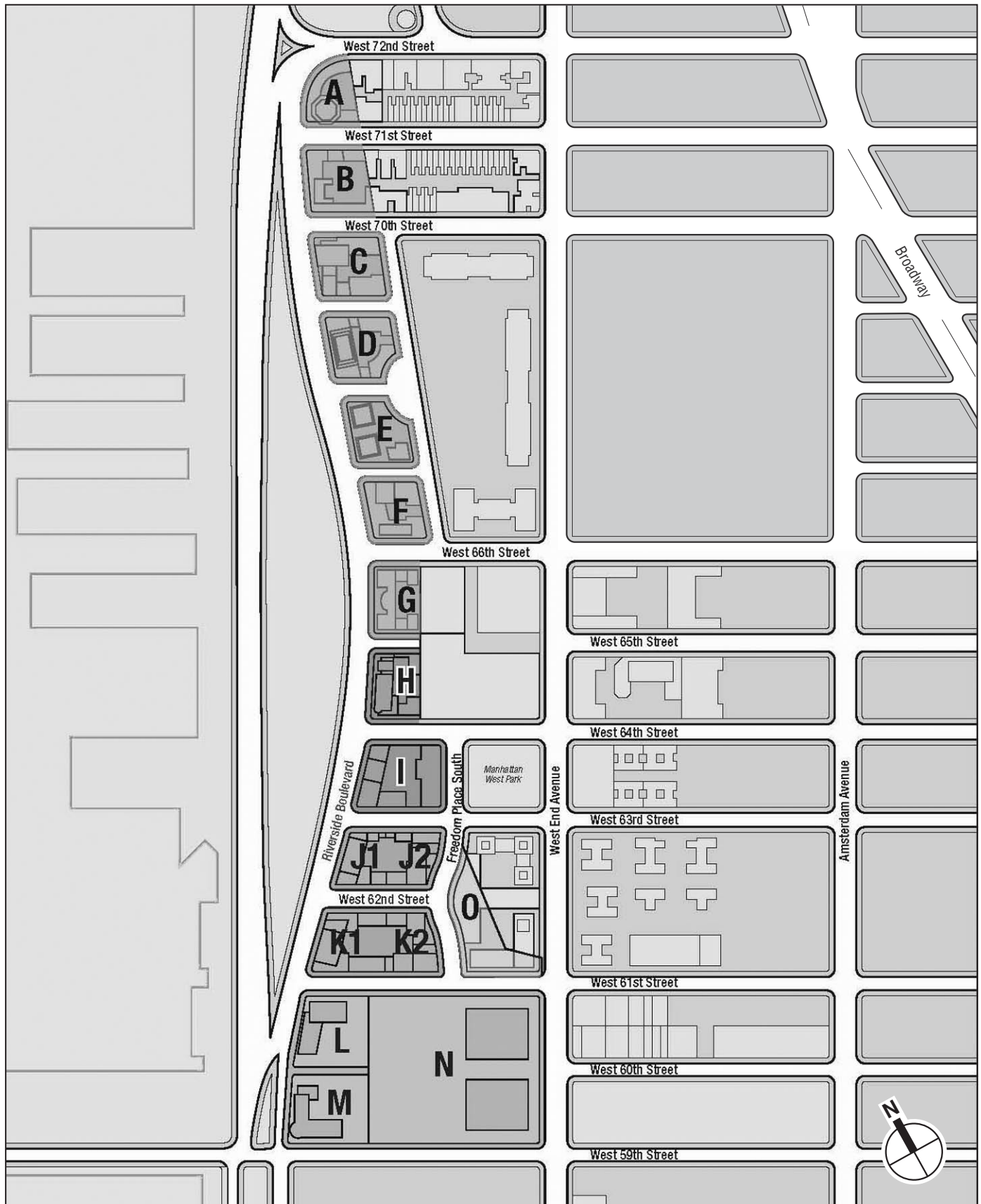
parkland. The development plans included two alternatives for the waterfront park that depended on whether the elevated portion of the Miller Highway between 59th Street and 72nd Street was relocated to an inboard, below-grade location. To accommodate the possibility of the Miller Highway relocation, approximately four acres would be set aside and mapped as a “public place.” Under the alternative where the highway was relocated underground, these four acres would be utilized for waterfront park uses. The potential demolition of the elevated highway structure and the relocation of the highway to a tunnel under Riverside Boulevard was a separate and independent action from the Riverside South project and had its own FEIS.

Parcels L and M, which are on the western portion of a superblock bounded by West 59th and 61st Streets, West End Avenue, and Riverside Boulevard, were planned for primarily residential development with approximately 301,980 gross square feet (gsf) on Parcel L and approximately 316,680 gsf on Parcel M. Parcel L also was to include a public parking garage of 149 spaces, and Parcel M was to include a public parking garage of 152 spaces. Parcel N, which occupied the eastern portion of the same superblock, was to include approximately 1.96 million gsf of entertainment studio production uses, 367,065 gsf of retail and office space, as well as an 1,800-seat, 37,000 sf cinema and a 442-space public parking garage below grade. The 1992 approvals allowed for a total of approximately 2,372,192 zoning square feet of development on Parcels L, M, and N.

The numerous actions required for this development—which included rezoning, City Map changes to create the street system and to map parkland, and special permits—required review under SEQRA and CEQR. As noted above, an FEIS was prepared for the Riverside South project, which was accepted by the CPC, and SEQRA findings were issued on October 11, 1992. Subsequent to the completion of the FEIS, the City Council modified the project approvals to provide that future development on Parcel N would require the submission of revised plans and supplementary environmental analysis, and that such a revision would be deemed a major modification requiring new review under the City’s Uniform Land Use Review Procedure (ULURP).

Since 1992, the majority of the Riverside South project has been constructed. **Table 1-1** provides detailed information on how each parcel has been or will be developed in comparison to the program anticipated in the FEIS. (See also **Figures 1-2** and **1-3** for the location of each parcel.) In summary, 4,492 residential units have either been developed or will be under construction shortly, compared to the 5,700 units assumed in the FEIS; 2,611 parking spaces have or will soon be developed, whereas the FEIS assumed 3,500. The current Riverside South complex also includes 101,291 gsf less office space and 25,189 gsf less retail space than analyzed in the FEIS. As mentioned above, Parcels L, M, and N have not yet been redeveloped. In addition, the elevated Miller Highway has not been relocated.

A total of 22.51 acres of open space is currently planned as Riverside Park South, of which approximately 12.93 acres have been developed to date. The open space is planned to be built in seven phases, of which four phases located between West 59th and 72nd Streets to the west of the West Side Highway and along the waterfront, and between West 68th and 71st Streets east of the West Side Highway are complete. The remainder of the parkland east of the Highway, between West 68th and West 59th Streets remains to be constructed.



1992 Riverside South Project
Parcel Locations
Figure 1-2



For Illustrative Purposes Only

* Parcel J is under construction. Parcel K is in the design phase.

Illustrative Aerial Rendering:
Riverside Center (Proposed Project Buildings)
and Riverside South Buildings to the North
Figure 1-3

**Table 1-1
Riverside South Parcels As Built Compared with FEIS Program**

Parcel	Address	FEIS Proposed Program (GSF)	Built Program (GSF)	Status	Increment
A	240 Riverside Blvd.	288 residential units 13,440 office 327 parking spaces	174 condo units 2,761 office 237 parking spaces	Built	-114 residential units -10,679 office -90 parking spaces
B	220 Riverside Blvd.	586 residential units 23,310 office 290 parking spaces	441 condo units 1,275 office 380 parking spaces	Built	-145 residential units -22,035 office 90 parking spaces
C	200 Riverside Blvd.	491 residential units 10,920 office 15,120 retail 280 parking spaces	377 condo units 5,334 office 13,696 retail 280 parking spaces	Built	-114 residential units -5,586 office -1,424 retail 0 parking spaces
D	180 Riverside Blvd.	421 residential units 13,650 office 20,370 retail 210 parking spaces	516 rental units (104 affordable) 6,378 office 18,491 retail 210 parking spaces	Built	95 residential units 104 affordable -7,272 office -1,879 retail 0 parking spaces
E	160 Riverside Blvd.	410 residential units 10,710 office 15,540 retail 107 parking spaces	455 rental units 3,957 office 13,085 retail 107 parking spaces	Built	45 residential units -6,753 office -2,455 retail 0 parking spaces
F	140 Riverside Blvd.	311 residential units 8,085 office 9,450 retail 107 parking spaces	354 rental units (71 affordable) 6,271 office 11,587 retail 107 parking spaces	Built	43 residential units 71 affordable -1,814 office 2,137 retail 0 parking spaces
G	120 Riverside Blvd.	286 residential units 6,405 office 100 parking spaces	279 condo units 5,730 office 100 parking spaces	Built	-7 residential units -675 office 0 parking spaces
H	100 Riverside Blvd.	346 residential units 8,610 office 79 parking spaces	266 residential units 4,476 office 79 parking spaces	Built	-80 residential units -4,134 office 0 parking spaces
I	80 Riverside Blvd.	498 residential units 26,460 office 326 parking spaces	284 residential units 4,577 office 253 parking spaces	Complete 2009	-214 residential units -21,883 office -73 parking spaces
J1	60 Riverside Blvd.	675 residential units 15,435 office 14,280 retail 473 parking spaces	286 residential units 4,569 office — 232 parking spaces	Est. completion 2010	-180 residential units -10,866 office -6,327 retail -241 parking spaces
J2	400 West 63rd St.	(See J1)	209 residential units 7,953 retail	Est. completion 2010	(See J1)
K1 and K2	40 Riverside Blvd. 401 West 61st St.	603 residential units 14,175 office 14,070 retail 458 parking spaces	520 residential units (188 affordable) 4,581 office 7,168 retail 699 parking spaces	Not yet under construction	-83 residential units 188 affordable -9,594 office -6,902 retail 241 parking spaces
L	N/A	281 residential units 9,345 office 149 parking spaces	N/A	Site not developed	-281 residential units -9,345 office -149 parking spaces
M	N/A	296 residential units 11,025 office 152 parking spaces	N/A	Site not developed	-296 residential units -11,025 office -152 parking spaces
N	N/A	1,962,554 studio 330,000 office 37,065 retail 37,000 cinema 442 parking spaces	N/A	Site not developed	-1,962,554 studio -330,000 office -37,065 retail -37,000 cinema -442 parking spaces
O	33 West End Ave.	208 residential units 18,795 retail	331 rental units (220 affordable) 10,456 retail	Built	123 residential units 220 affordable -8,339 retail

Notes:

Unless otherwise noted, residential units are market rate.
 The FEIS anticipated that at least 10 percent (570) of total residential units (5,700) would be affordable.
 The FEIS anticipated that 3,500 parking spaces would be built.
 The FEIS included approximately 45,000 gsf of below-grade retail uses for parcels L, M and N.

D. PROJECT DESCRIPTION

DESCRIPTION OF THE PROJECT SITE

The Riverside Center project site is bounded by West End Avenue, the alignment of Riverside Boulevard (a mapped roadway but currently not constructed at this location), and West 59th and 61st Streets in Manhattan. As noted above, the project site was analyzed in the 1992 Riverside South FEIS as Parcels L, M, and N. The majority of the project site is currently being utilized as an automobile and truck surface parking lot with a capacity of approximately 1,850 spaces, and a public parking garage with a capacity of 537 spaces. An Amtrak rail line within a sub-grade culvert passes through the northeast portion of the project site.

DESCRIPTION OF THE PROPOSED PROJECT

The project sponsor now proposes to develop Parcels L, M, and N as one integrated site with five mixed-use buildings, referred to as Riverside Center or the Proposed Project in this SEIS. The project site would be divided by a new extension of Freedom Place (Freedom Place South)—a new public access easement—which would cut through the site from West 61st Street to West 59th Street. Buildings 1, 3, and 4 would be located on a new western block created by the roadway extension. West 60th Street would be extended as a new public access easement through the site to the new Freedom Place South roadway, creating two smaller blocks on the eastern portion of the site. Building 2 would be located on the northern block, and Building 5 would be located on the southern block. All of the buildings would be developed above a combined, below-grade platform. **Figure 1-4** shows the proposed site plan for the project site.

PROPOSED PROGRAM

Table 1-2 provides detailed information on the program for the Proposed Project.

Table 1-2
Summary of Proposed Program¹

	Retail ² (gsf)	Office (gsf)	Residential ³ (gsf)	Public School (gsf)	Hotel ⁴ (gsf)	Automotive Service (gsf)	Parking (spaces)	Total gsf/ Building
Above Grade								
Building 1	42,233	104,432	797,231					943,896
Building 2	15,635		493,614	151,598				660,847
Building 3	6,950		373,549					380,499
Building 4	13,770		358,971					372,741
Building 5⁵	61,580		448,225		249,240			759,045
Above Grade Building Program	140,168	104,432	2,471,590	151,598	249,240			3,117,028
Ramps, loading docks, mechanical, Amtrak vents, etc.								123,517
Total Above Grade								3,240,545
Below Grade								
Below Grade Program						181,677	1,800	181,677

Note:

¹ All proposed gsf is approximate.

² Retail may include a cinema, which if developed, would consist of approximately 36,701 gsf with approximately 252 seats in Building 5. No "big-box" retail establishments (i.e., warehouse clubs or discount department stores) would be included as part of the Proposed Project. In addition, second-floor retail uses proposed for some or all of the buildings could be used instead for office uses.

³ Twelve percent of the total residential units in the Proposed Project would be set aside for affordable housing.

⁴ The two alternate scenarios being considered for Building 5 would permit either replacing all 448,225 gsf of the residential component of the building with hotel, use, or replacing all 249,240 gsf of hotel with residential use in that building.

⁵ Approximately 20,183 gsf of the retail space in Building 5 would be utilized for automotive showroom space associated with the below grade automotive service uses (the automotive retail space accounts for approximately 14% of the total retail space proposed on the project-site).



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Overall, the Proposed Project would comprise a total of approximately 2,471,590 gsf of residential use (approximately 2,500 units, of which 12 percent would be set aside for affordable housing) within five buildings; approximately 151,598 gsf for a public elementary and intermediate school; 140,168 gsf of above-grade retail use (which includes approximately 36,701 gsf of cinema use and 20,183 gsf of automotive showroom space associated with the below grade automotive service uses); 104,432 gsf of office space, and 249,240 gsf of hotel use. The five buildings would be constructed on a platform at about the elevation of the West End Avenue grade, which would provide the foundation for all structures. Uses within the below-grade area would include approximately 181,677 gsf of below-grade automotive service uses and approximately 1,800 parking spaces. This mix of uses is intended to create an inviting and functional center for the surrounding residential neighborhood, with amenities needed to both establish and serve the Proposed Project and provide the existing Riverside South neighborhood and the growing nearby residential community with services not currently available in the immediate vicinity. Appropriate provisions in the GLSD special permit and/or related Restrictive Declaration would ensure that no “big-box” retail establishments (e.g., warehouse clubs or discount department stores) would be permitted as part of the Proposed Project.

Above-Grade Program

Based upon the proposed design, the above-grade program for the Proposed Project is expected to be as follows (see also **Table 1-2**, above):

Building 1. Building 1 would be located at the northwest corner of the site on West 61st Street near Riverside Boulevard. Building 1 is expected to be approximately 487 feet¹ (approximately 38 stories plus mechanical levels) at its highest point. The building is expected to include approximately 42,233 gsf of retail on the ground floor, approximately 104,432 gsf of office on the second and third floors, and approximately 797,231 gsf of residential use on its upper levels.

Building 2. Building 2 would also be located on West 61st Street, east of Building 1. This structure is expected to be approximately 526 feet tall (approximately 43 stories plus mechanical levels) and is expected to include approximately 15,635 gsf of retail on the ground floor, up to approximately 151,598 gsf for a public school, and approximately 493,614 gsf of residential use on its upper levels.

It is anticipated that the community facility space in Building 2 would be used for a public elementary and intermediate school, subject to the approvals and requirements of the New York City School Construction Authority (SCA). While the full 151,598 square feet would be made available to the New York City Department of Education (DOE) and SCA for future use as an approximately 1,332 seat public school, it is assumed that at a minimum, the school would contain approximately 360 elementary and 120 intermediate seats on the project-site to accommodate the projected number of students generated by the Proposed Project. At some agreed-upon time prior to the start of construction of Building 2, the SCA determine whether or not to exercise the option of developing the remaining space for use as a public school. If SCA decides not to exercise this option, the remaining zoning floor area allocated to the public school would either include other community facility space or would not be built. Therefore, as described in more detail below, the SEIS will consider both the smaller 480 seat school and the 1,332 seat school in the evaluation of environmental impacts, depending on which size of school would result in a more conservative analysis. The appropriate sizing and location of playground facilities for the school would be determined in consultation with SCA.

¹ All heights are referenced above sea level.

Building 3. Building 3 would be located at the southwest corner of the site, on West 59th Street near Riverside Boulevard. The building is expected to be approximately 457 feet tall (approximately 34 stories plus mechanical levels) at its highest point. It is expected to include approximately 6,950 gsf of retail on the ground floor, and approximately 373,549 gsf of residential use above.

Building 4. Building 4 would be located east of Building 3 along West 59th Street. This building is expected to be approximately 393 feet in height (approximately 31 stories plus mechanical levels), and is expected to include approximately 13,770 gsf of retail on the lowest two levels and approximately 358,971 gsf of residential use above. A vehicular /passenger drop-off area serving Buildings 3 & 4 would be located between the two buildings. This vehicular drive would be accessed from Freedom Place and would provide access to the lobbies of Building 3, Building 4 and the below grade parking garage. It would begin at Freedom Place South and continue through Building 4, passing south of the lobby entrance, and terminate in a car court just east of the Building 3 lobby.

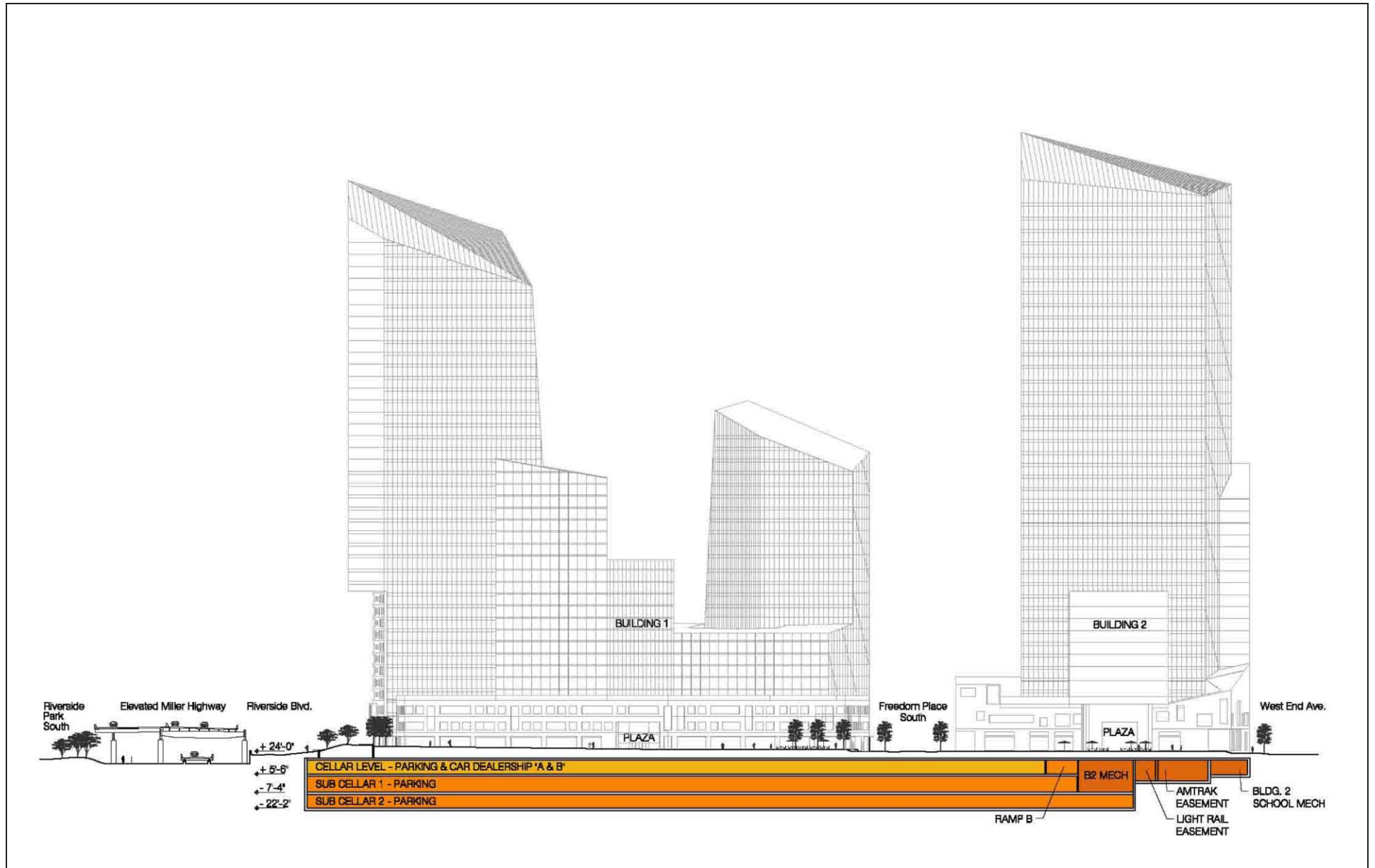
Building 5. Building 5 would be located at the southeast corner of the site, with frontage on West End Avenue, Freedom Place South, and West 59th and 60th Streets. This multi-use building is expected to be approximately 535 feet tall (approximately 44 stories plus mechanical levels) at its highest point. The building is expected to include approximately 61,580 gsf of retail on the ground, second, third and fourth levels (including up to 36,701 gsf of cinema use with 252 seats and 20,183 gsf of automotive showroom space associated with the below grade automotive services uses), an approximately 249,240 gsf hotel (with approximately 230-250 rooms), and approximately 448,225 gsf of residential use on the upper levels.

For the purpose of presenting a reasonable worst-case analysis, two alternate scenarios for Building 5 are being considered. Both would include the same gsf of retail use as described above. For the first alternate scenario, instead of a mix of both hotel and residential uses, the remaining portion of the building would be utilized for hotel use only. In the second alternate scenario, no hotel would be developed, and the remaining portion of the building would be utilized for residential use only.

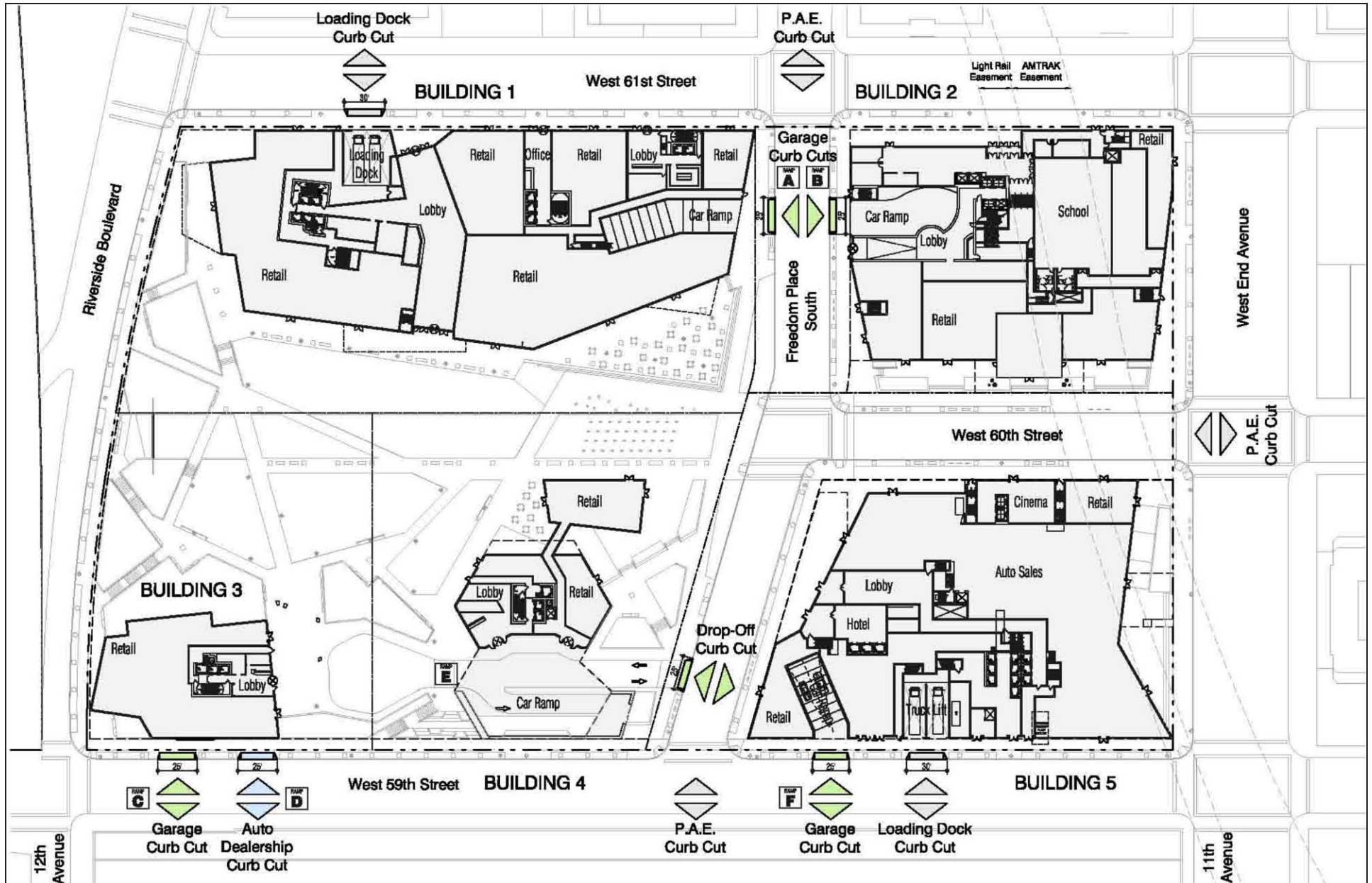
Below-Grade Program

The below grade program would include approximately 181,677 gsf of automotive service uses, and approximately 1,800 parking spaces. The automotive service use would be located in the first cellar level below grade. This level would be one large interconnected space beneath all five project buildings. A dedicated entrance for the automotive service use would be located at West 59th Street, accessed through Building 3. The parking uses would primarily be located within two sub-cellar levels. Each of these two levels may operate as either one interconnected garage beneath all five project buildings (see action 2.D. under the section “Required Approvals”), or as five separate garages operated individually (see actions 2.E. through 2.I. under the section “Required Approvals”). Under both garage plans, a separate parking garage entrance would service each project building (depending on the location of the building, these entrances would be accessed from either Freedom Place South or West 59th Street) (see **Figures 1-5 and 1-6**).

Figures 1-7 through 1-10 provide illustrative aerial renderings of the Proposed Project. These views depict the features of the proposed buildings’ site placement, height, and massing. These buildings would be governed by the requested approvals described below. **Figures 1-7 through 1-10** also show the proposed development program in relation to surrounding existing buildings. The façade treatments of the buildings as shown in the renderings are illustrative.

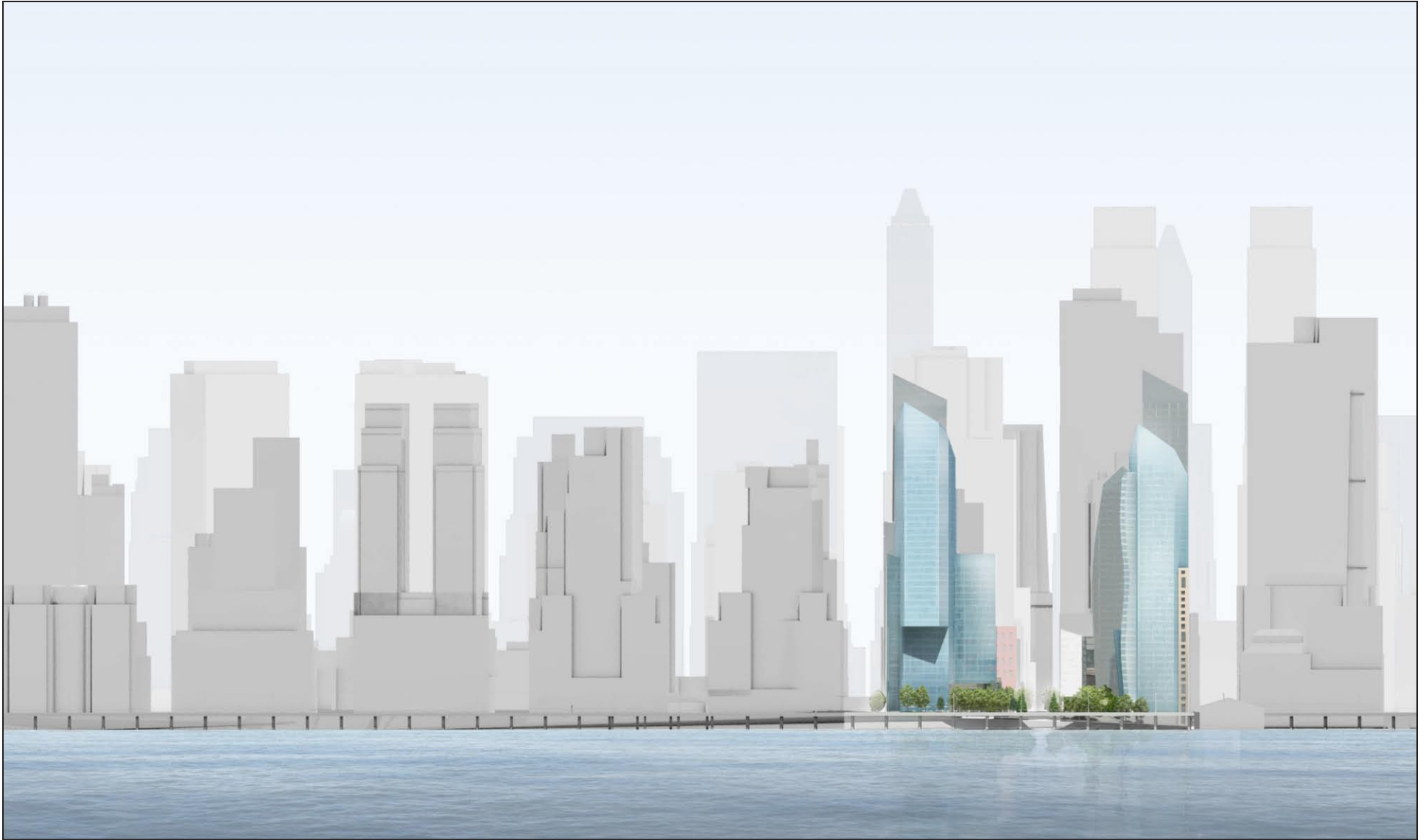


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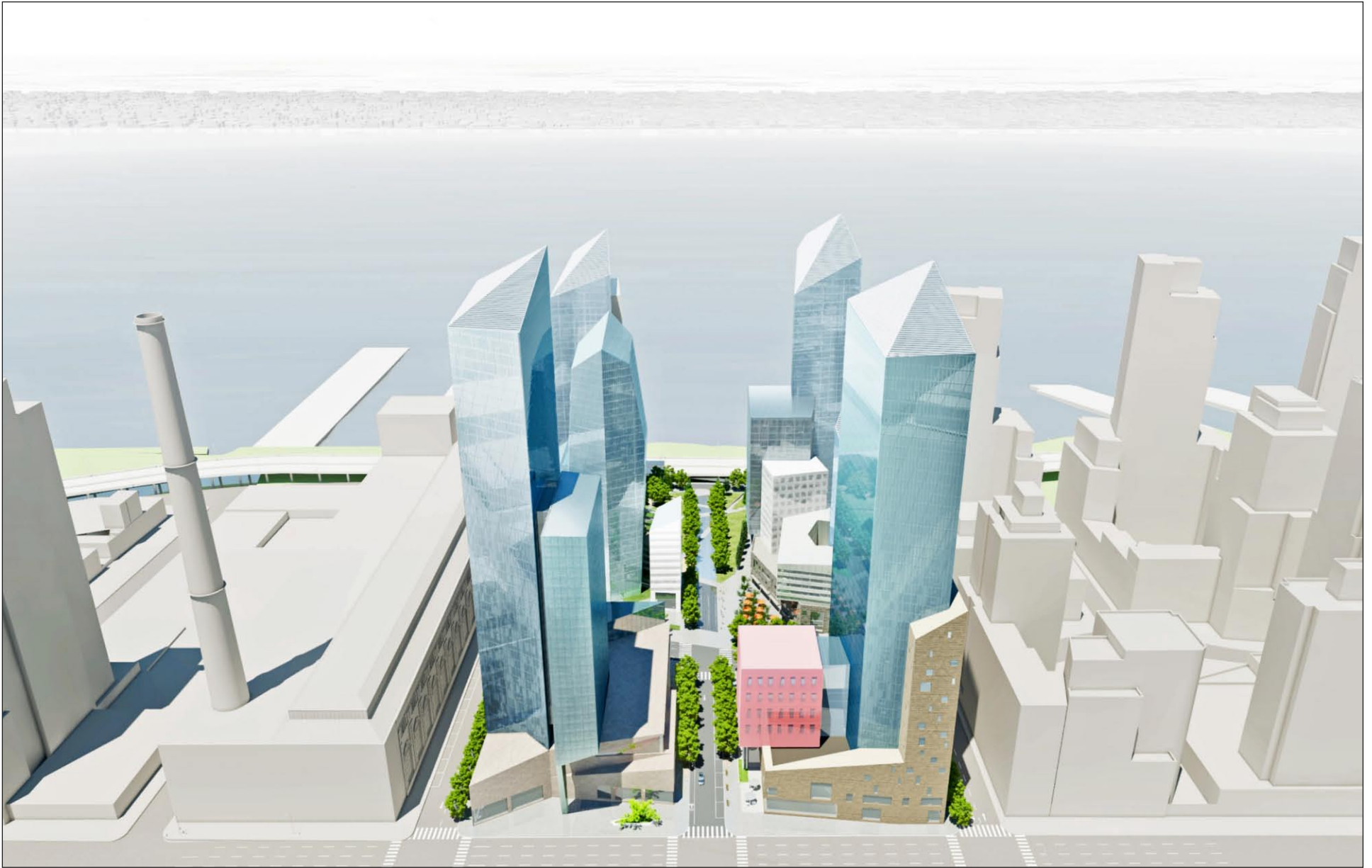
Loading Dock, Garage Entrance and Auto Service Curb Cuts
RIVERSIDE CENTER
Figure 1-6



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

RIVERSIDE CENTER

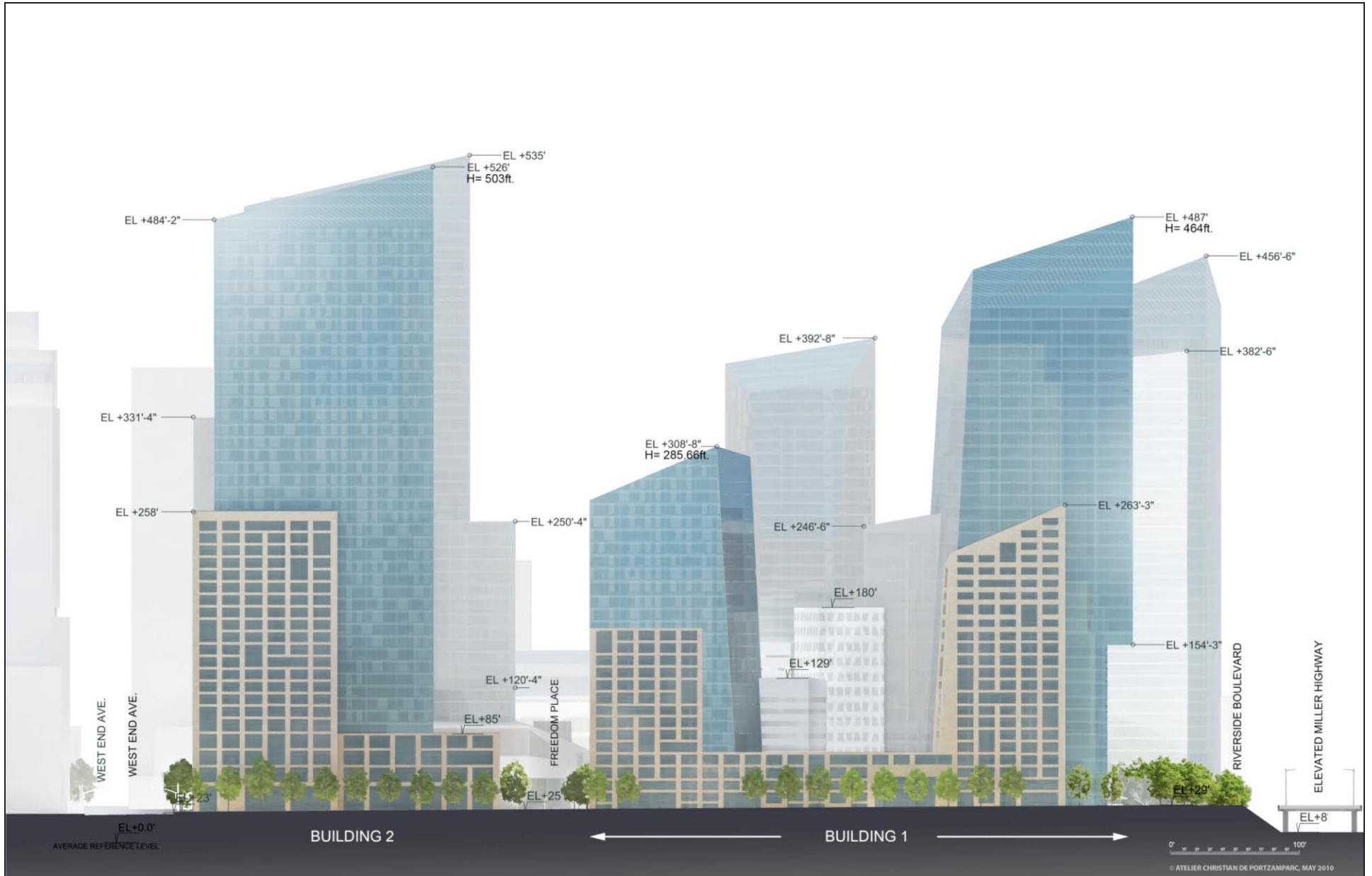
Illustrative View of Proposed Project
and Surrounding Buildings
Figure 1-7



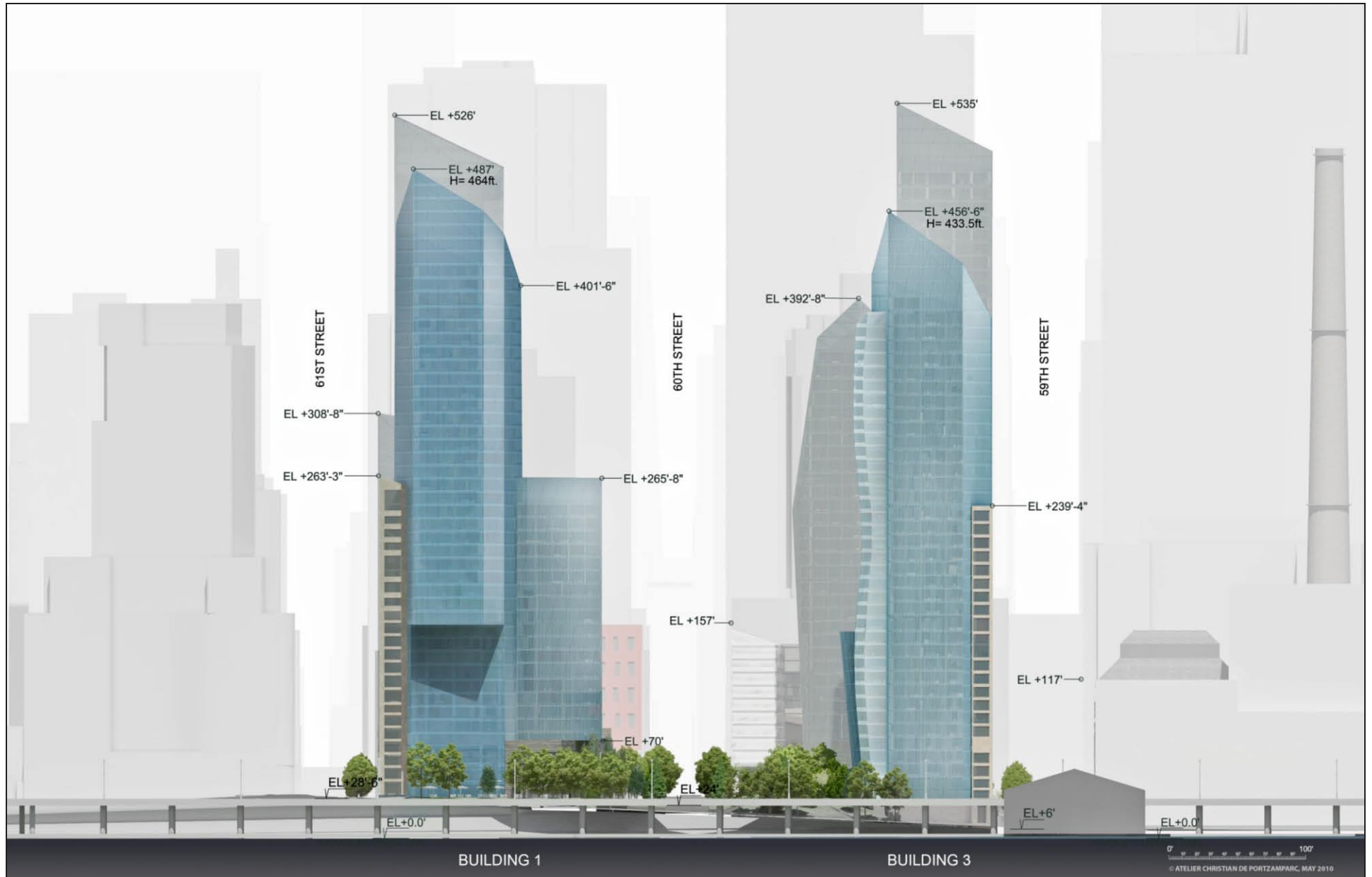
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

RIVERSIDE CENTER

Aerial View Looking West
Figure 1-8



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Illustrative Elevation View from
Riverside Boulevard
Figure 1-10

Comparison of SEIS and FEIS

The principal differences between the Proposed Project for Parcels L, M, and N and the development for this site analyzed in the 1992 FEIS are as follows: the 1992 FEIS program did not include any school, hotel, or auto service uses, and the proposed program does not include studio uses. In addition, the amount of residential space proposed to be developed on the site has increased considerably. **Table 1-3** provides a breakdown of the incremental differences in the two programs.

PROPOSED OPEN SPACE

The Proposed Project would also include approximately 2.75 acres of privately owned, publicly accessible open space (see **Figure 1-11**). This open space would function as an integral part of the overall project and would provide a varied environment that would complement and serve the surrounding neighborhoods. In total, approximately 34 percent of the 8.18-acre site would be developed as open space. The proposed open space has been designed to be accessible from all four streets surrounding the project site, including 59th Street and Riverside Boulevard. The open space plans include a detailed signage plan which has been developed in consultation with DCP. It will clearly indicate that the open space is publicly accessible.

The publicly accessible open space would be organized around the axis of West 60th Street as it traverses the site from West End Avenue to Riverside Boulevard. On West End Avenue, Building 5 is required to step back from the street to avoid the Amtrak tunnel below. The resulting area would be raised from the sidewalk and defined by an architectural column stepping into the space and a large planter with seatwalls along its eastern edge. Along West 60th Street, street trees and backed benches would be located within a 5-foot-wide cobble planting strip, extending from West End Avenue to Freedom Place South. On the north side of the street where the sidewalk is wider, a terrace raised one and a half feet would define a space for outdoor dining. Large planters along this terrace are intended to soften the space and provide seating opportunities at the sidewalk (see **Figure 1-12**).

Table 1-3
Comparison of FEIS Program with
Proposed Program for Parcels L, M, and N

	FEIS Program (gsf)	Proposed Program (gsf)	Increment (gsf)
Professional Office	20,370	—	-20,370
General Purpose Office	330,000	104,432	-225,568
Residential	598,290	2,471,590	1,873,300
<i>Units</i>	577	2,500	1,923
Retail**	82,065 (this includes 45,000 sf below-grade)	103,467	21,402
Cinema***	37,000	36,701	-299
<i>Seats</i>	1,800	252	-1,548
Studio	1,962,554	—	-1,962,554
School	—	151,598	151,598
Hotel*	—	249,240	249,240
<i>Rooms</i>	—	250	250
Auto Service	—	181,677	181,677
Parking Spaces	743 spaces	1,800 spaces	1,057 spaces
Total gsf	3,030,279	3,298,705	268,426

Notes:

* The two alternate scenarios being considered for Building 5 would permit either: (1) replacing all of the residential component of the building with hotel use; or (2) replacing all of the hotel use with residential use.

** Second-floor retail uses proposed for some or all of the buildings could instead be used for office uses.

***The cinema use has been separated from the retail use in this table for comparison purposes only. The total retail development for the Proposed Program, which includes the cinema use, would be 140,168 gsf.



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RIVERSIDE CENTER

View Looking West on 60th Street
from West End Avenue
Figure 1-12

At the intersection of West 60th Street and Freedom Place South, a 1.2-acre plaza would be provided as the centerpiece of this open space. Within this plaza, dynamic fountains with interactive water jets would create a focal point that would provide a play area for children. Adjacent to the fountain, a terrace would contain a grove of trees providing shade for moveable tables and chairs for general public use. On the north side of Building 4, backed benches located under the canopy of tall shade trees would provide views in all directions (see **Figure 1-13**).

Extending west from the plaza, the West 60th Street axis would become a “scrim” of water (a thin, approximately quarter inch covering of water) intended as an interpretation of the street. This would serve as a visual extension of West 60th Street, reinforcing an axial relationship to the New York City grid. Trees would line both sides of the scrim, and benches would line the southern path to allow users to face the water scrim and lawn to the north. To the south, a rolling meadow landscape would be traversed by multiple pathways leading to benches located within small landscape “rooms.” To the west, a dense planting of conifer trees would embrace the site, providing filtered views and a visual buffer to the elevated West Side Highway (see **Figure 1-14**).

The water scrim would terminate in a waterfall dropping from the higher plaza elevation to the sidewalk elevation along Riverside Boulevard. A seatwall would be provided along the sidewalk to allow pedestrians the opportunity to enjoy this water feature. Criss-crossing paths through the open space would provide seating opportunities and would connect to the streets at the perimeter of the site enabling pedestrians to move easily among destinations. All paths and nodes would be illuminated with dark-sky compliant poles.

An additional landscaped space would be along West 59th Street between Buildings 3 and 4. Here a grade transition would be accommodated with stepped seating that would face south with small planters softening the space.

A significant objective of the open space plan is to connect the West 60th Street corridor to Riverside Park South. A path would be created along the south and west sides of Building 1 to link the central plaza to a stair and ramp to Riverside Park South at the intersection of Riverside Boulevard and West 61st Street. This would become the most direct connection from Central Park and Columbus Circle to the Hudson River waterfront (see **Figure 1-15**). Three other pedestrian connections would be made available from the open space to Riverside Boulevard, and a fourth connection would create an access point from the open space to West 59th Street via a staircase.

Within the project site, all sidewalks and streets will be accessible 24 hours a day. The publicly accessible open space areas are proposed to be accessible between 6AM and 1AM daily. The open space would comply with the American with Disabilities Act (ADA) requirements.

ENERGY EFFICIENCY MEASURES

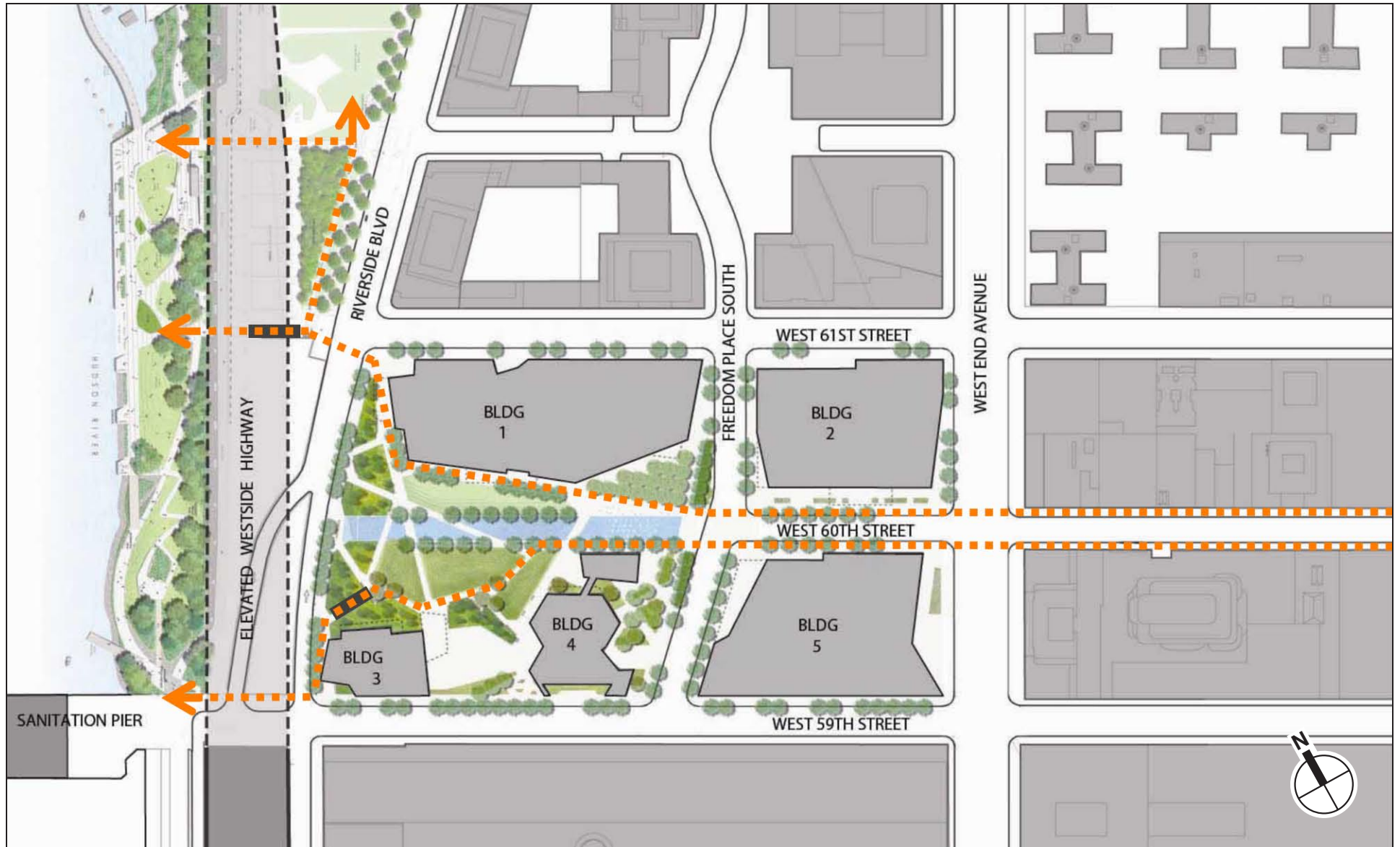
The existing special permit for the project site requires that the project sponsor establish a cooperative program to "identify feasible methods of energy conservation, with a payback period of five years, to be incorporated into the design and construction of the project." Such measures will be incorporated into the project design, and are expected to result in substantial energy efficiency. In addition, the project will be utilizing steam provided by Con Edison. The Con Edison steam system, as a whole, combines steam production, delivered to consumers for heat and hot water, with electricity production. Although the nearby 59th Street steam generation plant, which would provide much of the steam for the Proposed Project, is not a combined cycle (i.e., producing both steam and electricity) facility, the Con Edison steam system as a whole does operate as a unified combined cycle system. The use of steam results in significant energy



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savings, and is consistent with the goals of PlaNYC. Additional measures under consideration by the project sponsor (water efficiency measures, preferred alternative vehicle parking, etc.) are discussed in more detail in Chapter 18, “Air Quality and Greenhouse Gas Emissions.”

E. REQUIRED PUBLIC APPROVALS

The Proposed Project would require the following discretionary public actions (see also Appendix A):

1. Zoning Text Changes:
 - A. **N 100294 ZRM**—An application for a Zoning Text Amendment to Section 74-743 of the Zoning Resolution to allow the City Planning Commission to permit, within a general large-scale development, modification of Section 12-10 (Court, outer) to allow any open area surrounded on three sides by building walls to be treated as an “outer court”; and
 - B. **N 100295 ZRM**—An application for a Zoning Text Amendment to Section 74-744(a) of the Zoning Resolution to allow the City Planning Commission to permit automotive sales and service establishments (UG 16) within a “general large-scale development” in a C4 District in Manhattan Community District 7 provided certain findings are met.
2. Special Permits¹:
 - A. **C 100296 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Sections:
 - i) 74-743(a)(2) to permit location of buildings without regard for applicable:
 - a) “court” regulations found in ZR Section 23-84, and 23-851, to modify the minimum dimensions and areas of outer courts and inner courts and allow up to 5% of an inner court to be covered;
 - b) distance between “buildings” regulations found in ZR Sections 23-711 to permit less than the required distance; and
 - c) height and setback (including tower) regulations found in ZR Sections 23-634, 33-433, and 33-451 to allow the location of buildings without regard to street wall location requirements, maximum street wall height, initial setback distance and tower regulations; and
 - ii) 74-743(a)(7), as amended, to modify Section 12-10 (Court, outer) to allow the open areas surrounded on three sides by building walls as designated on Drawing Z-113 to be treated as “outer courts.”
 - B. **C 100297 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Section 74-744 (a)

¹ Special Permits D through I reflect two parking garage options described above. Under the first option, one special permit (item D) would be utilized for a single garage with a total of 1,800 parking spaces. Under the second option, five special permits (items E through I) would be utilized for five individual garages with a total of 1,800 parking spaces. Thus, the six special permits would not be utilized simultaneously.

(2), as amended, to allow automobile sales and service uses (Use Group 16B) without regard for the Use provision found in 32-00.

- C. **C 100287 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Section:
- i) 74-681(a)(1) to allow that portion of a railroad or transit right-of-way to be completely covered over by a permanent platform to be included in the “lot area” for the “development”;
 - ii) 74-681(a)(2) to allow the portion of the yard where railroad use has been permanently discontinued to be included in the “lot area” for the development;
 - iii) 74-681(c)(4), to establish appropriate level (elevation + 24 above Manhattan Datum) instead of “curb level” as the reference plane for the development plus additional curb levels for streetscape purposes (26-00 and 37-30); and
 - iv) 11-42(c), to provide that the special permit will not lapse if, within 10 years from the effective date of the special permit, substantial construction of at least one building has been completed.
- D. **C100288 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” with a maximum of 1,800 public parking spaces;
- E. **C 100289 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 1 with a maximum of 460 public parking spaces;
- F. **C 100290 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 2 with a maximum of 230 public parking spaces;
- G. **C 100291 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 3 with a maximum of 290 public parking spaces;
- H. **C 100292 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 4 with a maximum of 370 public parking spaces; and
- I. **C 100293 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located below beneath Parcel 5 with a maximum of 450 public parking spaces.
3. **Authorization: N 100298 ZAM**—An application for an Authorization, pursuant to Section 13-553, from the City Planning Commission, to permit a curb cut on West End Avenue (a wide street) to facilitate the extension of West 60 Street westward through a portion of the project site as a public access easement.

In addition, pursuant to Section 11-42(c), to provide that the special permit will not lapse if, within 10 years from the effective date of the special permit, substantial construction of at least one building has been completed.

4. **Certifications:**

- A. **N 100299 ZCM**—An application for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow additional curb cuts, in excess of one for each “narrow street” frontage, for “zoning lots” in excess of 30,000 square feet of “lot area”, to allow more than one curb cut on West 59th Street (a narrow street).
- B. **N 100286 ZCM**—An application for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow additional curb cuts, in excess of one for each “narrow street” frontage, for “zoning lots” in excess of 30,000 square feet of “lot area”, to allow more than one curb cut on West 61st Street (a narrow street).
- C. **N 100300 ZCM**—An application for a Certification, pursuant to Section 26-17, from the City Planning Commission to modify the provisions of:
- i) 37-35 to modify the requirement that 50 percent of a front building wall fronting on a wide street shall be occupied by commercial uses; and
 - ii) 37-36 to permit signs to be located in a horizontal band not higher than three feet, the base of which is located not higher than 17 feet above curb level (established level); and
 - iii) 37-37 to permit less than 50 percent of the total surface area of any building wall of a “development” between curb level (established level) and 12 feet above curb level or ground floor ceiling height shall be transparent.
5. **Modification: M 920358 D ZSM**—An application for the Fourth Modification of previously approved “general large-scale development” special permit and restrictive declaration to reflect the current proposal.

In addition to the above city actions, the project sponsor is discussing with Con Edison modifications to the Con Edison 59th Street Station, located south of the project site, to address air quality issues. Such modifications would be subject to approval by the New York State Department of Environmental Conservation (NYSDEC).

RESTRICTIVE DECLARATION

In connection with the Proposed Project, a Restrictive Declaration will be recorded at the time all land use related actions required to authorize the Proposed Project's development are approved. The Restrictive Declaration would, among other things:

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on floor area.
- Require that the Proposed Project's development program be within the scope of the reasonable worst case development scenarios analyzed in the SEIS.
- Provide for the implementation of “Project Components Related to the Environment” (i.e., certain Project components which were material to the analysis of environmental impacts in the SEIS) and mitigation measures, substantially consistent with the SEIS.
- Include provisions with respect to emissions from Con Edison's 59th Street facility in relation to development of the Project buildings to avoid any significant adverse impact on the Project buildings.
- Include provisions relating to the public school space proposed by the project sponsor to be located in Building 2.

- Include provisions relating to the phasing of the open space.
- Include provisions requiring New York City Department of Housing, Preservation and Development's review and approval of the design and location of the affordable housing units for each building.
- Establish requirements with respect to the construction of the streets and the PAEs. This designation would allow for the PAEs to be privately owned and maintained, but look, function, and be regulated like mapped city streets.

F. ENVIRONMENTAL REVIEW

Because the Proposed Project requires discretionary approvals from the CPC, it is subject to CEQR. And as described above, subsequent to the 1992 FEIS the City Council modified the project approvals to provide that future development on Parcel N would require the submission of revised plans and supplementary environmental analysis, and that such a revision would be deemed a major modification requiring new review under the ULURP. CPC is the CEQR lead agency for the Proposed Project, and several additional city and state agencies are involved or interested agencies in the environmental review, including the New York City Council, the New York City Department of Environmental Protection (DEP), the New York City Department of Transportation (NYCDOT), SCA, the New York City Department of Parks and Recreation (DPR) the New York City Landmarks Preservation Commission (LPC), and NYSDEC. The SEIS will generally follow the guidance of the 2001 *CEQR Technical Manual* with respect to environmental analyses and impact criteria.

CITY ENVIRONMENTAL QUALITY REVIEW PROCESS

Responding to SEQRA and its implementing regulations, New York City has established rules for its environmental review process. The CEQR process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify and, when practicable, mitigate significant adverse environmental impacts. Most recently revised in 1991, CEQR rules guide environmental review through the following steps:

- **Establishing a Lead Agency.** Under CEQR, the “lead agency” is the public entity responsible for conducting the environmental review. Usually, the lead agency is also the entity primarily responsible for carrying out, funding, or approving the proposed project. CPC is the CEQR lead agency for the Proposed Project.
- **Determination of Significance.** The lead agency’s first charge is to determine whether the proposed project might have a significant impact on the environment. To do so, CPC, in this case, evaluated an Environmental Assessment Statement (EAS) submitted by the applicant to determine whether the changes proposed to the project as previously approved, or other change in circumstances, could give rise to significant impacts not previously addressed in the FEIS. The EAS included information about the existing environmental setting of the proposed project, as well as a screening analysis of relevant technical areas to determine the potential of the project, as proposed to be modified, to have different or greater significant adverse impacts than those previously identified. Based on the information contained in the EAS, CPC determined that the modified project may have significant adverse impacts meriting study in an SEIS, and issued a Positive Declaration on November 19, 2008.

- **Scoping.** Along with its issuance of a Positive Declaration, CPC issued a draft Scope of Work for the EIS on November 25. This draft scope was widely distributed to concerned citizens, public agencies, and other interested groups. “Scoping,” or creating the scope of work, is the process of focusing the environmental impact analyses on the key issues that are to be studied and creating an opportunity for others to comment on the intended effort. A public scoping meeting was held for the proposed project on January 8, 2009. The public review period for agencies and the public to review and comment on the Draft Scope was open through January 20, 2009. Modifications to the draft Scope of Work for the project’s draft EIS (SEIS) were made as a result of public and interested agency input during the scoping process. A Final Scoping Document for the project (which reflected comments made on the draft scope and responses to those comments), was issued on May 19, 2010.
- **Draft Supplemental Environmental Impact Statement.** In accordance with the Final Scoping Document and following the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*, a draft SEIS was prepared. Upon review of the draft SEIS and determination that the document fully disclosed the Proposed Project development program, its potential environmental impacts, and recommended mitigation, the CPC issued a Notice of Completion on May 21, 2010. Once certified as complete, the draft SEIS was circulated for public review.
- **Public Review.** Publication of the draft SEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which extends for a minimum of 30 days, the public has the opportunity to review and comment on the draft SEIS either in writing or at a public hearing convened for the purpose of receiving such comments. Where the CEQR process is coordinated with another city process that requires a public hearing, such as ULURP, the hearings may be held jointly. In any event, the lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received at the hearing or during the comment period become part of the CEQR record and are summarized and responded to in the final SEIS. The public hearing for the draft SEIS for the Proposed Project was a joint CEQR/ULURP hearing held on September 15, 2010. Comments on the Proposed Project were accepted at the hearing and throughout the public comment period, which was held open until September 27, 2010.
- **Final Supplemental Environmental Impact Statement.** After the close of the public comment period for the draft SEIS, CPC has a final SEIS prepared. This document includes a summary restatement of each substantive comment made about the draft SEIS and a response to each comment. Once CPC has determined that the final SEIS is complete, a Notice of Completion is issued and the final SEIS is circulated.
- **Findings.** To document that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the proposed project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the final SEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”).

UNIFORM LAND USE REVIEW PROCEDURE

The city's ULURP, mandated by Sections 197-c and 197-d of the New York City Charter, is a process specifically designed to allow public review of proposed projects at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months. The process begins with certification by CPC that the ULURP application is complete.

The application is then referred to the relevant Community Board. In the case of the proposed project, this is Manhattan Community Board 7. The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution regarding the actions. Once this is complete, the Borough President has up to 30 days to review the proposed project and make recommendations. CPC then has up to 60 days to review the application, during which time a public hearing is held. Following the hearing, CPC may approve or reject the application. For the Proposed Project, the CEQR public hearing (see above) was held with the CPC ULURP hearing. Comments made at the draft SEIS public hearing are incorporated into the Final SEIS; the Final SEIS must be completed at least 10 days before the CPC action.

If CPC approves the project, it forwards the application to the City Council, which has 50 days to consider the proposed project. The City Council vote is final, unless the Mayor chooses to veto the Council's decision. The City Council can override the mayoral veto by a two-thirds vote.

G. FRAMEWORK FOR ANALYSIS

OVERVIEW

According to the *CEQR Technical Manual*, an SEIS is used to update, supplement, or amend a previously prepared and circulated Draft EIS (DEIS), FEIS, or Generic EIS (GEIS) to provide decision-makers, interested agencies, and the public with information about impacts that were not studied in the previous EIS. An SEIS is used when: (1) project changes are proposed that may result in significant adverse impacts not anticipated in the original EIS; (2) newly discovered information arises about significant adverse impacts that were not previously analyzed; and/or (3) a change in circumstances arises that may result in significant adverse impacts that were not anticipated in the original EIS.

Accordingly, the SEIS for the development of the project site will supplement the 1992 FEIS. The SEIS will contain:

- A description of the Proposed Project, the proposed development program, and its environmental setting;
- A description of the Riverside South development that has occurred elsewhere on the project site, since 1992;
- The identification and analysis of any significant adverse environmental impacts of the Proposed Project, including both short- and long-term impacts;
- An identification of any significant adverse environmental impacts that cannot be avoided if the Proposed Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project that are feasible, taking into account project goals and objectives;

- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Project, should it be implemented; and

The identification and analysis of practicable mitigation to address any significant adverse impacts generated by the Proposed Project not previously identified in the FEIS.

ANALYTICAL APPROACH TO THE SEIS

Each chapter of the SEIS will first summarize the conclusions of the 1992 FEIS for that particular technical area. Then, the chapter will assess whether changes in the analysis year and background conditions, variations between the Proposed Project for Parcels L, M, and N and the redevelopment for these parcels assumed in the 1992 FEIS, and new proposed actions could result in new or different significant adverse impacts than those disclosed in the 1992 FEIS. Existing conditions will be updated as necessary and presented. Next, the chapter will project existing conditions forward into the “Future without the Proposed Project,” incorporating the most recent information available on known land-use proposals and, as appropriate, changes in anticipated overall growth. Finally, the “Future with the Proposed Project” will be described, the differences between the Future without and with the Proposed Project will be measured, and any significant adverse environmental impacts not previously identified in the 1992 FEIS will be disclosed. To the extent that specific CPC land use actions or specific program elements could potentially alter the conclusions in the 1992 FEIS, the SEIS will focus on evaluating the potential significant adverse impacts of those actions or program elements. The SEIS will also identify and analyze appropriate mitigation for any significant adverse environmental impacts not previously identified in the 1992 FEIS.

As mentioned above, two of the discretionary public approvals for the Proposed Project involve applications for Zoning Text Amendments to Section 74-74 of the Zoning Resolution (ZR) pertaining to a “general large-scale development” in a C4 District in Manhattan Community District 7. The amendment to ZR Section 74-743(a) would allow the CPC to permit, within a general large-scale development, modification of Section 12-10 (Court, outer) to allow any open area surrounded on three sides by building walls to be treated as an “outer court”; The second would amend ZR Section 74-744(a) to allow the CPC to permit automotive sales and service establishments (UG 16) within a general large-scale development, provided certain findings are met. While the proposed text amendments would apply to sites beyond the Riverside Center project site (specifically, Riverside South Building O, West End Towers and 101 West End/ABC Studios), these sites are currently built up and are unlikely to seek to utilize the provisions of the proposed text amendment in the foreseeable future (or by 2018, the Proposed Project’s build year). Therefore, an analysis of the potential environmental impacts related to the proposed text amendment as it would apply to these additional sites is not warranted.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The proposed zoning approvals would specify maximum floor areas and number of dwelling units and a minimum amount of floor area in the case of retail, by land use category, for Parcels L, M, and N. **Table 1-4** provides information on these maximum floor areas. The maximum zoning floor area¹ permitted at the project site would be 3,014,829 square feet (approximately 3,240,545 gsf).

¹ The zoning floor area of a building is the gross floor area above grade, less space devoted to mechanical uses.

Table 1-4
Maximum Floor Area Permitted by Proposed Zoning Approvals
(Above Grade)

Use	Maximum ZSF ¹	Maximum GSF
Commercial		
Office	200,000	211,293
Retail	310,000	325,022 (Minimum floor area: 38,150)
Hotel	712,000	759,814
Residential	2,844,679	3,051,278 (approximately 3,000 units, of which 360 would be affordable)
Public School	132,000	151,598
TOTAL ABOVE GRADE DEVELOPMENT	3,014,829	3,240,545
Notes:		
1. In no case will the total zoning floor area exceed 3,014,829 sf, equivalent to approximately 3,240,545 gsf.		
2. In no case will the total commercial zoning floor area exceed 980,000 sf, equivalent to approximately 1,056,059 gsf.		

Although the building program for the Proposed Project described above (and summarized in **Table 1-2**) reflects what is currently contemplated by the project sponsor, it is possible that the building programs could change as the site is developed over time. Since the proposed zoning approvals would specify a range of floor areas by land use for the Proposed Project, for analysis purposes, potential building program development scenarios that could result from the proposed zoning approvals have been identified. The analyses for certain technical areas are based on “reasonable worst-case development scenarios (RWCDs)” drawn from this range of potential building program development scenarios. Each of these reasonable worst-case development scenarios have been formulated to represent the scenario that could result in the maximum potential impacts from the Proposed Project in the affected technical area. Several categories of technical analysis in the SEIS are analyzed using this approach, where such a RWCD would result in potential impacts greater than those by the proposed program currently contemplated by the project sponsor. The total development for each RWCD would be limited to the total permitted by the proposed zoning approvals. Therefore, the total above-grade development would not exceed 3,240,545 gsf. The RWCDs are presented in **Table 1-5**. The proposed program for the Proposed Project is also presented. For those technical areas where potential project impacts are not dependent on the floor area for each use, the proposed program will be assumed.

Table 1-5
Reasonable Worst Case Development Scenarios

Use	Proposed Program	RWCD 1 (Maximize Residentail)	RWCD 2 (Maximize Hotel)	RWCD 3a (Maximize Retail/Office)	RWCD 3b (Maximize Retail/Office)	RWCD 3c (Maximize Retail/Office)	RWCD 3d (Maximize Retail/Office)
Residential	2,471,590 (2,500 units)	2,957,325 (3,000 units)	2,032,888 (2,100 units)	2,711,716 (2,700 units)	2,032,888 (2,100 units)	2,711,716 (2,700 units)	2,032,888 (2,100 units)
Hotel	249,240 (250 rooms)	0	759,814 (1,159 rooms)	0	678,828 (1,012 rooms)	0	678,828 (1,012 rooms)
Community Facility	151,598	151,598	151,598	151,598	151,598	151,598	151,598
Retail	140,168	131,622	244,036	325,022	325,022	165,938	165,938
Office	104,432	0	52,209	52,209	52,209	211,293	211,293
Auto Service*	181,677	276,011	276,011	276,011	276,011	276,011	276,011

Notes:

* The RWCDs account for the possibility of a larger below-grade auto service use that would be located on the cellar level and a portion of sub-cellar 1.

The Proposed Program and all RWCDs include approximately 1,800 below grade parking spaces and 2.75 acres of publicly accessible open space.

STUDY AREAS

Each technical study must address impacts within an appropriate geographical area. These “study areas” vary depending on the technical issue being addressed. The study areas for the SEIS for impacts arising from the Proposed Project may be different than those presented in the 1992 FEIS because the geographic extent of the study areas for the SEIS will be focused on Parcels L, M, and N.

FUTURE ANALYSIS YEAR AND BASELINE CONDITIONS

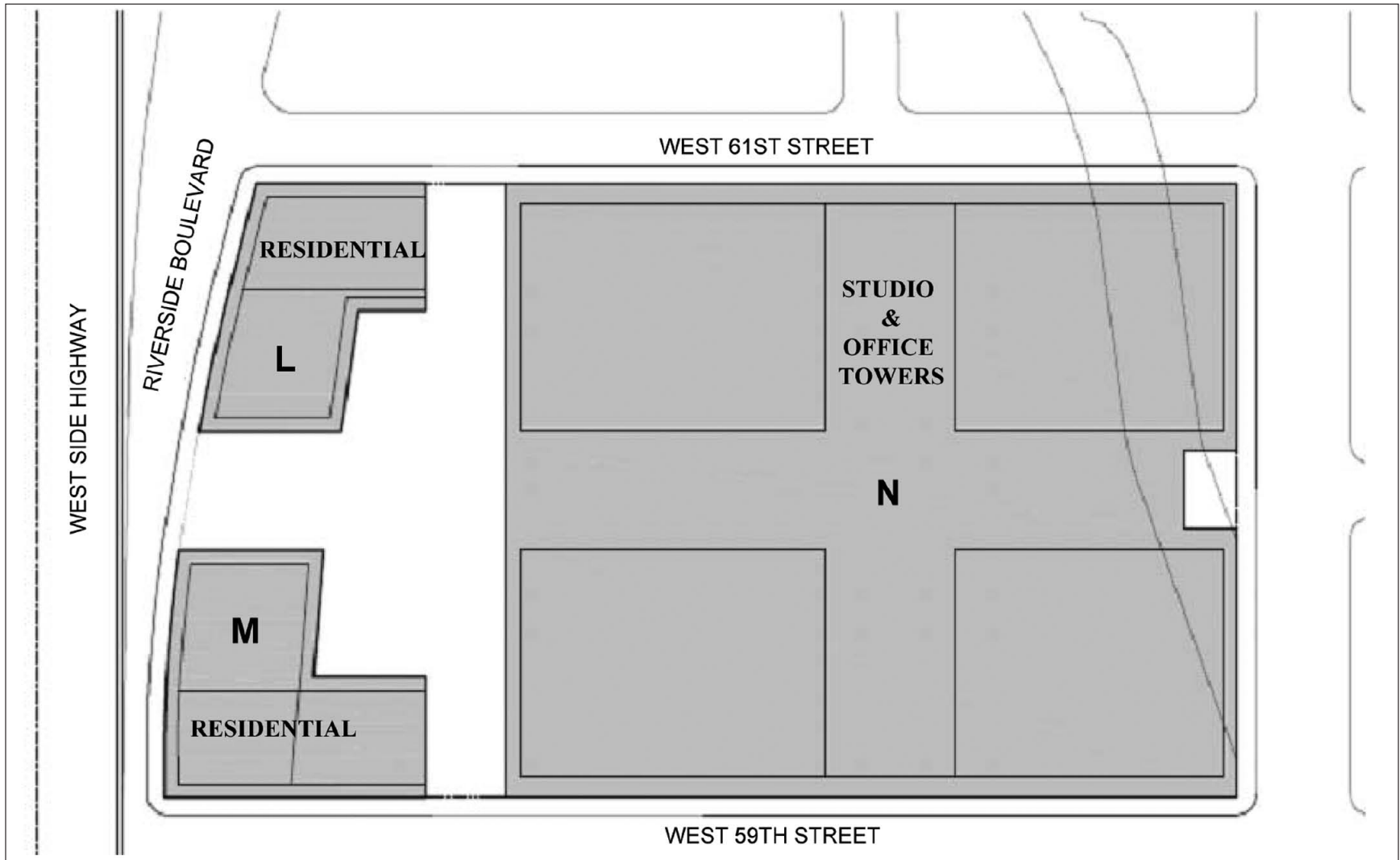
The analysis of the Proposed Project will be performed for the expected year of completion of the project, which is 2018. However, since the proposed development would be built out over an approximately nine-year period, some buildings would be completed before 2018 and they could result in significant adverse impacts prior to completion of the full development program. The discussion of mitigation measures in the SEIS will specify a reporting mechanism, where applicable, that will identify when a threshold level of development which generates significant impacts has occurred, and will describe the appropriate phasing of mitigation implementation for these impacts.

Two future baseline conditions will be examined under “The Future without the Proposed Project” in all technical chapters. For certain technical impact areas the full quantitative analyses will assume the scenario that could result in the greatest potential environmental effect for the Proposed Project. The following describes the two No Build scenarios.

1. No Build Scenario 1—Assumes that in the 2018 Future without the Proposed Project, the original program for Parcels L, M, and N that was approved in the FEIS would be completed (See **Figure 1-16**). Parcels L and M would be developed with two residential buildings (with office space and public parking garages) ranging in height from 18 to 23 stories. Parcel N would be developed with a mix of retail, office, entertainment studio production, cinema, and parking uses. The building on Parcel N would contain two 25-story tower elements along West End Avenue built above a base that would occupy the rest of the parcel. The Amtrak rail line that passes through the site would continue to operate.
2. No Build Scenario 2—Assumes that in the 2018 Future without the Proposed Project, the original FEIS approved program for Parcels L and M would be completed, but Parcel N would remain in its current parking use. The Amtrak rail line would continue its operations.

The second No Build Scenario is being included because as described earlier, subsequent to the completion of the 1992 Riverside South FEIS, the City Council modified the project approvals to provide that future development on Parcel N would require the submission of revised plans and supplementary environmental analysis. Development on Parcels L and M would not require any additional approvals. Since Parcel N would require additional review and approvals before it could be developed as proposed in the 1992 FEIS, the second No Build Scenario conservatively accounts for a condition in which Parcels L and M are developed as proposed in the original 1992 FEIS, and Parcel N is not redeveloped but instead continues in its existing condition.

It should be noted that the existing conditions for the SEIS include transportation improvements (such as improvements to West End Avenue) that have been implemented as mitigation for the entire FEIS project (which included development on Parcels L, M, and N).



No Build Scenario 1 Site Plan (1992 FEIS Program)

Figure 1-16

FUTURE CONDITIONS WITH THE MILLER HIGHWAY RELOCATION

For certain environmental issues, the 1992 FEIS analyzed an additional scenario in which the elevated portion of the Miller Highway (also known as Route 9A) between 59th Street and 72nd Street would be relocated to an inboard, below-grade location by 2002, the anticipated completion year for the Riverside South project. Specifically, for Land Use and Zoning; Urban Design and Visual Character; Waterfront Revitalization Plan; Open Space and Recreation (which included shadowing effects); Traffic and Transportation; Air Quality; Noise; and Construction, the FEIS analyzed future conditions without and with the relocation of the Miller Highway in order to determine the project's potential for environmental impacts under both possible future scenarios. The effects of the relocated highway were determined to be inconsequential for other subject areas and were therefore not discussed in the 1992 FEIS.

At this time the Miller Highway has not been relocated. The Riverside South development has provided space under and beside the extension of Riverside Drive (mapped as a "public place"), which at some future time would enable the New York State Department of Transportation (NYSDOT) to move the Miller Highway inboard of its current location. In addition, the potential environmental effects of the Miller Highway relocation were analyzed in the *October 2000 Miller Highway Project FEIS*. However, the project did not move forward, and currently there is no funding allocated to the project.

The potential relocation of the Miller Highway is a separate and independent action from the approvals sought as part of this SEIS. In addition, because the relocation of the Miller Highway is complex, and would require funding and approvals from the New York State Department of Transportation, the Federal Highway Administration, and other public agencies, it is unlikely the project will be completed by 2018. Therefore, the future without the Proposed Project section in this document does not include the relocation of the Miller Highway as a No Build condition.

While it is uncertain if and when the Miller Highway would be relocated, for purposes of a more complete analysis the SEIS will consider an additional scenario in which the Miller Highway is relocated by 2018. This additional scenario—which for each chapter will be presented separately in a section after the Future with the Proposed Project—assumes a relocation of the Miller Highway similar to that described in the 1992 Riverside South FEIS, and as analyzed in greater detail as part of the Preferred Alternative scenario in the *October 2000 Miller Highway Project FEIS*. Under that Preferred Alternative, the centerline of the Miller Highway would, for most of its length, be under the western curb line of Riverside Boulevard. The termini of the relocated portion would be West 59th Street to the south, and West 72nd Street to the north. Actual construction limits would be somewhat greater to provide necessary transitions to the highway on the south and the Henry Hudson Parkway on the north.

MITIGATION

Chapter 22, "Mitigation," of this SEIS analyzes practicable measures that would be required to mitigate new or different significant adverse impacts identified in the technical analyses of the Proposed Project. In the following technical areas, the 1992 FEIS identified mitigation measures that could be implemented to address identified significant adverse impacts: community facilities (i.e., public schools); historic resources; hazardous materials; traffic and parking; transit and pedestrians; air quality; noise; and construction. The identification and analysis of practicable mitigation to address any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS will also be developed.

ALTERNATIVES ANALYSIS

Chapter 23, “Alternatives,” considers the impacts and related mitigation of several alternatives in comparison with the Proposed Project. The 1992 FEIS analyzed several alternative development scenarios, including a No Build Alternative, in which the project site would remain in its current condition; a Lesser Density Alternative, in which the total Riverside South development size was approximately 12 percent smaller than proposed; and Studio/Office/Sports Complex Alternative, in which the development program for Parcel N would include an Olympic-caliber sports and training complex, as well as a smaller amount of studio space and the same amount of office space. (Sewage treatment alternatives were also examined.)

Similar to the 1992 FEIS, this SEIS analyzes a No Action Alternative and a Lesser Density Alternative for the Proposed Project site. The applicant has also examined the feasibility of using combined heat and power on-site. The conclusions of the feasibility study are also presented in Chapter 23. The alternatives analysis is qualitative, except where significant adverse impacts of the Proposed Project have been identified. In those cases, the impacts and related mitigation for the alternatives are compared to those of the Proposed Project in this SEIS. *