

A. INTRODUCTION

Under City Environmental Quality Review (CEQR), neighborhood character is an amalgam of several elements that give an area its distinctive personality and help distinguish it from other neighborhoods. These components include land use; street layout; scale, type, and style of development; historic features; patterns and volumes of traffic; noise levels; and any other physical or social characteristics. However, not all of these elements affect neighborhood character in all cases; a neighborhood usually draws its character from a few determining elements. Using information presented in other technical chapters of this Final Supplemental Environmental Impact Statement (SEIS), this chapter examines neighborhood character at the project site and a surrounding approximately ½-mile study area, as well as the Future Without and With the Proposed Project. It updates changes in background conditions since the 1992 *Riverside South Final Environmental Impact Statement* (the 1992 FEIS), and assesses whether the changed background conditions and differences in program elements between the proposed development program and those assessed in the 1992 FEIS for Parcels L, M, and N (the project site) would alter the 1992 FEIS findings with respect to neighborhood character.

In May 2010, shortly prior to the completion of the Draft SEIS, 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 (published on DCP's website in September 2010) that considered whether one or more analyses contained in the Draft SEIS should be revised in the Final SEIS in light of the updated guidance set forth in the 2010 CEQR Technical Manual. With respect to neighborhood character, the 2010 CEQR Technical Manual updates recommend including two additional contributing elements for defining neighborhood character (open space and shadows) that were not specified in the 2001 CEQR Technical Manual.

The neighborhood character assessment has thus been revised to include open space and shadows in the analysis of potential impacts of the Proposed Project on neighborhood character.

PRINCIPAL CONCLUSIONS

On the whole, the Proposed Project would introduce new populations, create affordable housing units, and enhance publicly-accessible open space in order to meet the growing demands of the surrounding neighborhoods. The Proposed Project would not significantly adversely affect the combined elements contributing to the neighborhood character of the study area. With the exception of the traffic impacts at Twelfth Avenue at West 52nd, 54th, and possibly 56th Street, mitigation measures which, if implemented would fully mitigate significant adverse pedestrian and traffic impacts. (Mitigation for the Twelfth Avenue and West 56th Street intersection has been proposed and is currently being reviewed by NYSDOT. However, if NYSDOT decides to not implement the mitigation measure proposed for this intersection, then the significant impacts at this intersection would remain unmitigated.) Although the Proposed Project would result in a

significant adverse active open space impact, this impact would not substantially affect the character of the neighborhood.

Taking into consideration the effects of the Proposed Project on the contributing elements above, the Proposed Project would not have a significant adverse impact on neighborhood character.

B. SUMMARY OF 1992 FEIS FINDINGS

The 1992 FEIS analyzed the potential impacts on neighborhood character from the proposed redevelopment of the full Riverside South project site, which comprised 15 development parcels (Parcels A through O) in the area roughly bounded by West 72nd Street and Riverside Park to 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 through 62nd Streets, Freedom Place, and West End Avenue to the east. The 1992 FEIS neighborhood character study area generally corresponded to the land use study area, spanning from West 52nd Street to West 59th Street and from the Hudson River to Columbus/Eighth Avenue. Within this study area, the three specific neighborhoods analyzed were Clinton, Columbus Circle/Lincoln Square, and the Upper West Side. The project impacts were analyzed for two phases—Phase I, which comprised development on Parcels A through H, and was to be completed by 1997; and Phase II, which comprised development on Parcels I through O, and was to be completed by 2002.

Overall, the 1992 FEIS concluded that the redevelopment program for the entire Riverside South project site (Phase I and Phase II), stretching from West 72nd Street south to West 59th Street and comprised of Parcels A through O, would not result in any significant adverse impacts on neighborhood character.

Specifically, the 1992 FEIS noted that the Proposed Project would substantially change the character of the project site by transforming an existing predominantly vacant, isolated site into a large scale, predominantly residential community which, through the extension of the city street grid and the creation of a large waterfront path, would be physically linked with the surrounding neighborhoods. The 1992 FEIS also determined that the Proposed Project would add a significant amount of building bulk, population, and economic activity to the project site and, unlike most residential projects constructed over the past 20 years, would provide substantial affordable housing opportunities, which would be consistent with other affordable housing projects in the general study area.

With respect to the study area neighborhoods, it was determined that the Phase I development would be separated from the Clinton area and would provide the benefit of waterfront access to residents of the Upper West Side neighborhood. The 1992 FEIS acknowledged that although the Phase I development would be consistent with, and enhance the character of, the Columbus Circle/Lincoln Square area as well as provide waterfront access where it previously did not exist, the Riverside South project would accelerate displacement pressures for some low- and moderate-income residents of the area. It was noted that Phase I would reflect the Upper West Side in its design, though the proposed building heights would be taller than those found in this neighborhood.

The buildings in the Phase II development were found to be taller than most of the buildings in the Clinton area; nevertheless, they would provide affordable units on the project site, which would better reflect the composition of this neighborhood. In addition, the 1992 FEIS found that Clinton's neighborhood character would be enhanced by the new access to the waterfront. It also noted that in the Lincoln Square/Columbus Circle area, Phase II would extend the street grid into

this area (with the exception of 60th Street) and enhance the neighborhood by the new access to the waterfront. The new buildings in Phase II would be consistent with the character of the Upper West Side. Although the Riverside South project was expected to create a superblock at the southern end of the site, thus differing from the urban form of the Upper West Side, this portion of the project site would be sufficiently far away from the Upper West Side such that this difference would not significantly affect the character of the area.

C. METHODOLOGY

According to the 2001 CEQR Technical Manual, an assessment of neighborhood character is generally needed when a proposed action would exceed screening thresholds in any one of the following areas of technical analysis: land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, or noise. An assessment is also appropriate when the action would have moderate effects on several of those areas. The 2010 CEQR Technical Manual updates include two additional contributing elements for defining neighborhood character: open space and shadows. Therefore, potential effects on neighborhood character may include:

- *Land Use.* When development resulting from the proposed action would have the potential to change neighborhood character by: introducing a new, incompatible land use; conflicting with land use policy or other public plans for the area; changing land use character; or resulting in significant land use impacts.
- *Urban Design and Visual Resources.* In developed areas, urban design changes have the potential to affect neighborhood character by introducing substantially different building bulk, form, size, scale, or arrangement. Urban design changes may also affect block forms, street patterns, or street hierarchies, as well as streetscape elements such as streetwalls, landscaping, curb cuts, and loading docks. Visual resource changes have the potential to affect neighborhood character by directly changing visual features such as unique and important public view corridors and vistas, or public visual access to such features.
- *Historic Resources.* When an action would result in substantial direct changes to a historic resource or substantial changes to public views of a resource, or when a historic resources analysis identifies a significant impact in this category, there is a potential to affect neighborhood character.
- *Socioeconomic Conditions.* Changes in socioeconomic conditions have the potential to affect neighborhood character when they result in substantial direct or indirect displacement or addition of population, employment, or businesses; substantial differences in population or employment density; or if the project results in changes to a unique industry.
- *Open Space.* Changes in open spaces have the potential to affect neighborhood character when a proposed action would result in the overburdening of existing open space facilities or would exacerbate an existing deficiency in open space.
- *Shadows.* When an action would result in a substantial reduction in the usability of an open space, or in the use, enjoyment or appreciation of the sunlight-sensitive features of a historic resource as a result of increased shadow, there is a potential to affect neighborhood character.
- *Traffic and Pedestrians.* Changes in traffic and pedestrian conditions can affect neighborhood character in a number of ways. For traffic to have an effect on neighborhood character, it must be a contributing element to the character of the neighborhood (either by its absence or its presence), and it must change substantially as a result of the action.

According to the *CEQR Technical Manual*, such substantial traffic changes can include: change in level of service (LOS) to C or below; change in traffic patterns; change in roadway classifications; change in vehicle mixes; substantial increases in traffic volumes on residential streets; or significant traffic impacts, as identified in that technical analysis. Regarding pedestrians, when a proposed action would result in substantially different pedestrian activity and circulation, it has the potential to affect neighborhood character.

- *Noise*. According to the *CEQR Technical Manual*, for an action to affect neighborhood character in regard to noise, it would need to result in a significant adverse noise impact and a change in acceptability category.

According to *CEQR Technical Manual* guidelines, the study area for neighborhood character is the area that may have its character affected by the proposed action. This chapter examines neighborhood character in the area surrounding the project site (up to approximately ½-mile from the project site) as it currently exists and in the Future Without and the With the Proposed Project. The impact analysis focuses on changes to neighborhood character resulting from changes in the technical areas discussed above, since changes in those technical areas are most likely to result in changes to neighborhood character.

D. EXISTING CONDITIONS

The study area for this analysis is divided into four subareas based on distinctions in land uses and traditional neighborhood boundaries: Lincoln Square West (north of West 59th Street/West of Amsterdam Avenue); Lincoln Square (north of West 59th Street/east of Amsterdam Avenue); Clinton West (south of West 59th Street/west of Tenth Avenue); and Clinton East (south of West 59th Street/east of Tenth Avenue). The neighborhoods are depicted in Figure 2-1 in Chapter 2, “Land Use, Zoning, and Public Policy.” Amsterdam Avenue and Tenth Avenue is the same roadway; Amsterdam Avenue is the name for Tenth Avenue north of West 59th Street. As described below, a variety of conditions characterize these neighborhoods.

PROJECT SITE AND IMMEDIATE SURROUNDINGS

PROJECT SITE

The project site lies at the westernmost end of West 59th Street. The project site is a superblock, bounded by West 61st Street to the north, West End Avenue to the east, the alignment of Riverside Boulevard (a mapped roadway but currently not constructed at this location) to the west, and West 59th Street to the south. The majority of the site is occupied by a large, paved surface parking lot with metal stackers, operated by Central Parking with a capacity of approximately 1,850 spaces. On the south side of the project site, on West 59th Street midway between West End Avenue and Route 9A, there are two brick buildings of two- and three-stories that have been connected for their present use as a parking garage with 537-car parking capacity, operated by MTP parking. A paved parking lot for the United States Postal Service (USPS), which uses the lot for the storage of postal vehicles, is located in the southwest corner of the site. An Amtrak rail line is located within a sub-grade culvert, passing through the northeast corner of the project site and an active Amtrak pump house is located on the southeastern side of the project site (fronting West 59th Street).

The parking uses (Central Parking and MTP Parking) on the project site employ approximately 15 people. While there are other uses on the project site, such as the parking for USPS and an Amtrak rail line, there is no employment associated with these uses. There are no residential

dwelling units on the project site, nor are there any significant natural features. There are a few scattered small- and medium-size trees, mostly near the edges of the site and along the rail culvert. The project site does not contain any architectural resources that would qualify for State/National Register of Historic Places (S/NR) listing or New York City Landmark (NYCL) designation.

IMMEDIATE SURROUNDINGS

The project site lies at a junction of two distinct neighborhoods on the west side of Manhattan: the Upper West Side and Clinton. The project site is located within the Hudson River waterfront portion of the Upper West Side neighborhood, which contains a mix of new high-density residential development with ground-floor retail and some community facility and industrial buildings. The area immediately surrounding the project site is characteristic of the Manhattan grid pattern, which is interrupted at several locations by superblocks, a majority of which are part of the Riverside South development. As described more fully in Chapter 2, “Land Use, Zoning, and Public Policy,” and Chapter 8, “Urban Design and Visual Resources,” the blocks surrounding the project site contain a mix of land uses and changing land use patterns. Several development projects are under construction or planned for on the adjacent vacant parcels.

The area immediately west of the project site includes transportation, utility, and open space uses, which include the waterfront portions of Riverside Park South that are now completed and stretch along the Hudson River from West 59th Street to West 72nd Street. Of the total 22.51 acres of open space affiliated with the Riverside South development, 12.93 acres (four of seven phases) are complete. Riverside Park South currently contains soccer fields, baseball fields, handball courts, playground equipment, bike paths, children’s play areas, a boardwalk, café and overlook terraces, boat landings, a 740-foot-long recreational pier, and an esplanade that connects to the existing esplanade at Riverside Park to the north and to the Hudson River Park esplanade to the south.

The block immediately north of the project site—formed by the extension of West 61st and West 62nd Streets, West End Avenue, and Route 9A—includes Riverside South Parcels K and O, the West End Towers residential complex, and open space. Riverside South Parcel O, at West 61st Street and West End Avenue is a 25-story (222-foot-tall) masonry-faced building containing a mix of market-rate and affordable dwelling units. To the north of Parcel O are the West End Towers, developed in 1995 between West 61st and West 63rd Streets. This development is built to the lot lines along West End Avenue and West 62nd and West 63rd Streets, and includes 16- and 39-story (up to 361 feet in height) towers above a large base. The open space affiliated with the West End Towers is oriented toward active use, with children’s play equipment and courts; the western plaza of the open space, completed in June 2009, is paved and contains large ivy-filled planters with ledges.

The blocks immediately east of the project site—bounded by West 61st Street, West 59th Street, West End Avenue, and Amsterdam Avenue—contain a mix of automotive, high-density residential, and institutional uses, but are dominated by several residential development sites that were recently completed. Two schools are located on these blocks: the Abraham Joshua Heschel High School, a private school located on the northeast corner of West End Avenue and West 60th Street; and the Amsterdam School (P.S. 191), a public elementary school on Amsterdam Avenue between West 60th and West 61st Streets. The Heschel School is a recently constructed, six-story building with a brick, metal, and glass façade. The 59th Street Recreation Center, a two-story, through-block brick structure, is located in the midblock between West 59th and West

Riverside Center FSEIS

60th Streets. This facility includes a multi-use gymnasium, indoor sports courts, indoor and outdoor pools, and an outdoor water play feature for children. The facility closed in July 2009 while it undergoes renovation and new development.

The entire block south of the project site, bounded by West 58th and West 59th Streets, West End Avenue, and Route 9A, is occupied by the Consolidated Edison Power House. The power house is a six-story, bulky, highly ornamented industrial building.

There are three known architectural resources in the immediate vicinity of the project site: the Consolidated Edison Power House (pending NYCL, S/NR-eligible), the Amsterdam Houses (S/NR-eligible), and the Hudson River Bulkhead (S/NR-eligible). The Amsterdam Houses complex has some open space facilities that are open to the public and some that are for tenant use only. The publicly-accessible open space facilities of the complex include children's playgrounds and landscaped walkways.

Twelfth Avenue/Route 9A, West End Avenue, and Amsterdam Avenue are major north-south avenues, with traffic flowing in both directions on Route 9A and West End Avenue, and flowing northbound on Amsterdam Avenue. East of Twelfth Avenue/Route 9A are Riverside Drive and Riverside Boulevard. Riverside Drive extends from the George Washington Bridge to West 72nd Street, where Riverside Boulevard commences. In the study area, both roadways carry one lane of traffic in each direction, plus parking. The principal cross-street in the immediate vicinity of the project site is West 57th Street; however, while West 57th Street connects the study area directly and indirectly to Manhattan's East Side, the main West Side-East Side connector is the West 65th Street-West 66th Street river-to-river couplet traversing from Riverside Boulevard to York Avenue, through Central Park. The remaining cross-streets in the study area mainly provide local access functions. Several of these cross-streets are interrupted by superblock developments. Along the southern edge of the project site is the two-way West 59th Street, which also distributes traffic to/from the Twelfth Avenue/Route 9A service roads. West 61st Street, the project site's northern edge, is presently under construction and, when completed, will also have two-way traffic with one lane plus parking in each direction. In terms of pedestrian traffic, the sidewalks surrounding the project site operate at acceptable levels of service during all peak periods analyzed.

STUDY AREA

As described above, the neighborhood character study area is defined by a ½-mile radius, which is roughly bounded by West 71st Street to the north, Central Park to the east, West 49th Street to the south, and the Hudson River to the west. The study area encompasses neighborhoods and several subareas and corridors that represent distinct neighborhoods or land use concentrations. These areas, which are analyzed separately below, include Lincoln Square West, Lincoln Square, Clinton West, and Clinton East.

In general, the open space ratios of the study area are lower than the City's planning guidelines and the citywide median; however, the passive open space ratio is above the City's planning goal. In addition, there are non-quantified "destination" open space resources nearby such as Central Park and the remainder of Hudson River Park and Riverside Park, which extend beyond the boundaries of the study area and provide additional active and passive open space resources.

LINCOLN SQUARE WEST

The Lincoln Square West subarea covers the area north of West 59th Street and west of Amsterdam Avenue. This subarea is part of the larger Upper West Side neighborhood, a predominantly residential neighborhood roughly bounded by West 125th Street to the north, Central Park to the east, West 59th Street to the south, and the Hudson River to the west. The character of this neighborhood has been shaped by its mix of low- and mid-rise pre-war residential buildings that follow a regular pattern along the Manhattan street grid, and by noteworthy buildings, including many landmarks. The Lincoln Square West subarea is characterized by high-density residential development because of the large, contemporary residential complexes located throughout this area. Along with the construction of Riverside South along the Hudson River waterfront, the blocks between West 59th and West 61st Streets south of the Amsterdam Houses have also seen extensive and ongoing residential development in recent years. Smaller residential developments in this subarea include the Amsterdam Houses Addition and Lincoln-Amsterdam I, located adjacent to one another on West End Avenue between West 64th and West 65th Streets.

Also contributing to the character of the Lincoln Square West subarea is its location between two of Manhattan's most prominent parks—Central Park on the east and Riverside Park on the west. Other open spaces within the subarea include the playground of P.S. 199, located on West 70th Street between Amsterdam and West End Avenue. This open space includes an accessible playground, picnic tables, a camel sculpture, a spray shower, musical instruments built into the play space, and basketball courts with adjustable basketball backstops that can be lowered for athletes in wheelchairs.

The street arrangement in the area is characterized by the Manhattan grid pattern, interrupted by several superblocks. The superblocks include the project site and those mentioned above, and a superblock bounded by Amsterdam and West End Avenues, and West 66th and West 70th Streets. On the regular blocks, brownstones, town houses, and other low residential and institutional uses tend to be located on the midblocks, while high-rise towers and other taller buildings tend to be located along the north-south avenues.

While the Hudson River is a visual resource for the project site, accessibility to the waterfront is currently limited. This portion of the study area includes the Hudson River waterfront between West 59th and West 72nd Streets, which is predominantly made up of Riverside Park South and the West 59th Street Waste Transfer Station. This stretch of waterfront is largely separated from the neighborhoods to its east by the elevated Miller Highway (also known as Route 9A), which runs parallel to the waterfront to the northern tip of Manhattan. East of this elevated highway the ongoing Riverside South development has transformed a formerly industrial area along the waterfront into a high-density residential area with waterfront parkland. From points east, views to the waterfront in the northern portion of the study area are blocked through much of the study area by Riverside South and the elevated highway.

Most commercial uses in this subarea are ground-floor retail uses, with a few scattered, large commercial uses such as the ABC Television studio located on West End Avenue between West 65th and West 66th Streets. Despite the increase in residential uses along the waterfront, there is limited neighborhood and destination retail along West End Avenue, which borders the project site and the Riverside South development.

Architectural resources in the Lincoln Square West subarea include those described above in the immediate vicinity of the project site, as well as the West 71st Street Historic District (NYCL)

west of West End Avenue. North-south avenues in this area carry high volumes of automotive traffic. The east-west cross-streets tend to be more lightly trafficked and pedestrian-oriented, with the exceptions of West 65th and West 66th Streets, which serve as approach roads for the 65th Street Transverse Road in Central Park.

With the development of new high-end market-rate residential units in recent years, an affluent new population now resides in the Lincoln Square West subarea. There is a combination of low to middle-income residents in the older housing developments, such as the Amsterdam Houses. The larger Upper West Side neighborhood (including the Lincoln Square and Lincoln Square West subareas) is predominantly home to affluent families, with median household incomes above the Manhattan average, and more than 57 percent of the population living in family households. Almost 41 percent of the population in this neighborhood falls within the age group of 25 to 44 years, while 39 percent are 45 years and older¹. The age characteristics of the Lincoln Square and Lincoln Square West subareas are strikingly different from the Clinton neighborhood, which has a larger percentage of younger residents.

Within the Lincoln Square West subarea, West End Avenue has congested traffic movements at West 59th, 70th, 72nd, and 79th Streets and Riverside Drive has congested traffic movements at West 79th Street during the peak periods analyzed. None of the other intersections analyzed have a congested movement during any of the peak hours. Amsterdam Avenue at West 66th Street and West End Avenue at West 72nd Street are high-accident locations within this subarea.

Noise levels were measured at 11 locations in the vicinity of the project site. At other locations, project-generated traffic would be less and/or would constitute a small portion of the existing and/or No Build traffic volume, and consequently would not have the potential for causing a noise-related significant effect on neighborhood character. In general, noise levels at these locations are moderately high and reflect the level of vehicular activity on adjacent streets. In terms of the CEQR noise exposure guidelines, existing noise levels at nine of these receptors were in the “marginally unacceptable” category.

The Lincoln Square West subarea is served by four bus routes—the M11, M31, M57, and M66. All of these routes are cross-town services except for the M11, which operates an uptown-downtown service. The cross-town routes are also used for travel to and from nearby subway stations, as there are no subway stations located within this subarea. As described in Chapter 17, “Transit and Pedestrians,” all bus routes analyzed (the M11, M31, and M57) currently operate with capacity for additional passengers in the peak hours studied.

There are no subway stations within the Lincoln Square West subarea. Pedestrian volumes in this subarea are generally light, and all analyzed sidewalks and crosswalks currently operate at an acceptable LOS C or better in all peak hours. Immediately adjacent to the project site, the west sidewalks along West End Avenue between West 59th and West 61st Streets and the north sidewalk along West 59th Street between West End Avenue and the future Riverside Boulevard, and the crosswalks at the intersection of West 60th Street and West End Avenue all operate at LOS A in all peak hours, reflecting the low pedestrian volumes currently found in the immediate vicinity of the project site. The major streets in this subarea are described above under “Immediate Surroundings.”

¹ New York City Department of City Planning, (DCP) District Profiles, website: <http://nyc.gov/html/dcp/pdf/lucds/mn7profile.pdf>

LINCOLN SQUARE

The Lincoln Square subarea encompasses the area north of West 59th Street and east of Amsterdam Avenue. Like Lincoln Square West, this subarea is part of the larger Upper West Side neighborhood that extends north from West 59th Street. Institutional uses and high-density residential uses with ground-floor retail characterize the Lincoln Square subarea. A large cluster of institutional uses is located between Columbus and Amsterdam Avenues, including the Lincoln Center for the Performing Arts, Fordham University's Lincoln Center Campus, a building affiliated with John Jay College of Criminal Justice along Amsterdam Avenue, and St. Paul the Apostle Church and Parish Center on Columbus Avenue. These large-scale institutions are significant defining elements of this area. Commercial activity in this area is principally retail uses concentrated along Columbus Avenue and Broadway, as well as commercial/office buildings along the Broadway corridor.

Residential uses in the Lincoln Square subarea include high-density structures along Broadway and Columbus Avenue, with low-rise townhouses along the side streets. Notable residential uses include The Alfred, a 36-story residential building located in the Fordham Campus superblock, and the 49-story (525 feet tall) Roosevelt Hospital Physician Office Building/South Park Tower, a mixed-use residential and medical office building located on West 60th Street between Columbus and Amsterdam Avenues. The stately, pre-war residential buildings along Central Park West—including the Dakota, San Remo, and Majestic—define the blocks between Central Park and Broadway. Institutional uses along Central Park West include Holy Trinity Lutheran Church and the Ethical Culture Fieldston School.

As with the Lincoln Square West subarea, contributing to the character of the Lincoln Square subarea is its location between Central Park on the east and Riverside Park on the west. In addition, Lincoln Center Plaza, which opens onto Columbus Avenue, and Damrosch Park (at the southwest corner of the Lincoln Center superblock), are sizable passive open spaces within this subarea. Damrosch Park is a 2.4-acre passive open space that has a glade of trees, other plantings, benches, and a recently-renovated bandshell. The park is a popular area for passive recreation and in the summer is heavily programmed with outdoor music and dance performances. It is also used for other events throughout the year, including the Big Apple Circus and Fashion Week. Lincoln Center Plaza—the 3.8-acre plaza between the theaters at Lincoln Center—is a major open space and gathering place. It has a fountain, a reflecting pool with sculptures, and ledges for sitting. The less-utilized north part of the plaza between Avery Fisher Hall and the Vivian Beaumont and Mitzi Newhouse theaters is nicely landscaped and occupied by benches and modern sculpture. The side streets and avenues in this subarea are sporadically lined with street trees.

Architectural resources in this subarea include the Central Park West Historic District (S/NR), the Upper West Side/Central Park West Historic District (NYCHD), and numerous individual historic resources, such as the former Kent Automatic Parking Garage (NYCL, S/NR) at 33-43 West 61st Street, and the former First Battery Armory (NYCL) at 56 West 66th Street.

The regular Manhattan street grid is interrupted in this subarea by several superblocks and the diagonal path of Broadway from southeast to northwest. North-south avenues in this area carry high volumes of automotive traffic. The east-west cross-streets tend to be more lightly trafficked and pedestrian-oriented, with the exceptions of West 65th and West 66th Streets, which serve as approach roads for the 65th Street Transverse Road in Central Park. The diagonal configuration of Broadway creates north-south traffic constraints on the major avenues and creates Columbus Circle at the West 59th Street/Eighth Avenue intersection, at the southwest corner of Central

Park. South of Columbus Circle, Broadway becomes one-way southbound to the southern tip of Manhattan.

Columbus Circle was designed as part of Frederick Law Olmstead's vision for Central Park, which included a circle at its Eighth Avenue entrance. Time Warner Center, which is located on the west side of Columbus Circle, hosts the Shops at Columbus Circle and Jazz at Lincoln Center. On the north side of Columbus Circle is the Trump International Hotel and Tower. To the northeast is the Merchant's Gate to Central Park, dominated by the Maine Monument.

Within this subarea, Central Park West has congested movements at West 65th, 66th, and 72nd Streets, and Columbus Avenue has congested movements along West 60th Street. Along the Broadway corridor, the three-way intersection of West 65th Street and Columbus Avenue is the only intersection that has any congested movements. None of the other intersections analyzed have a congested movement during any of the peak hours. There are two high-accident locations in this subarea: Columbus Avenue at West 66th Street, and Broadway at West 66th Street. In addition, this subarea experiences some ambulance traffic associated with St. Luke's-Roosevelt Hospital.

There are two subway stations within the Lincoln Square subarea: the 59th Street-Columbus Circle subway station, which is served by subway trains operating on the IND A, B, C and D routes and IRT No. 1 route; and the 66th Street-Lincoln Center subway station, which is served by trains on the IRT No. 1 route. In 2008, the 59th Street-Columbus Circle subway station was the seventh busiest subway station complex in the New York City Transit (NYCT) system. Some of the entrances serving this station are currently closed for construction. Bus routes serving this subarea include the M5, M7, M10, M20, and M104, which provide uptown-downtown service along Broadway and Central Park West/Eighth Avenue, and the M11 and M66, which are described above. Within this area, most of the pedestrian traffic is along Broadway and is primarily associated with the Lincoln Center for the Performing Arts. All analyzed sidewalks, corner areas, and crosswalks currently operate at an acceptable LOS C or better in all peak hours, with the exception of the west and south crosswalks at West 60th Street and Broadway and the south crosswalk at Columbus Avenue and West 60th Street, which operate at LOS D and E.

CLINTON WEST

The Clinton West Subarea encompasses the portion of the study area south of West 59th Street and west of Tenth Avenue. The Clinton neighborhood as a whole is bounded by West 59th Street to the north, Eighth Avenue to the east, West 42nd Street to the south, and the Hudson River to the west. This subarea is characterized by a mix of land uses, but generally has more commercial and utility-related uses than the subareas north of West 59th Street. The subarea contains commercial uses, auto-related activities, parking lots, storage warehouses, utility uses, light industrial uses, and residences. Residential and retail uses are most common east of Eleventh Avenue, while commercial and utility uses are generally located west of Eleventh Avenue. Numerous automotive uses, including dealerships and repair businesses, line Eleventh Avenue south of West 58th Street. Large utility uses located west of Eleventh Avenue include the Consolidated Edison Power House and another Consolidated Edison facility between West 50th and West 49th Streets, as well as a New York City Department of Sanitation (DSNY) multi-story garage currently under construction.

Residential uses in this subarea include tenement-style buildings on small lots, and larger buildings and towers on larger lots. Some mid- to high-rise residential uses include the 39-story

Clinton Towers, which was developed in the Clinton Urban Renewal Area, and The Helena, a 37-story (350-foot-tall), 597-unit rental apartment building that was recently constructed on the northwest corner of West 57th Street and Eleventh Avenue. Institutional uses in this area include John Jay College and the Park West High School, and commercial uses include the Ford Building, a 19-story office tower with BMW and Land Rover automotive dealerships, and the CBS studios and offices flanking West 57th Street between Tenth and Eleventh Avenues. Commercial, institutional, manufacturing, and utility uses in the area tend to be located on larger parcels in low- to mid-rise buildings that occupy most or all of their lots.

This subarea includes the Hudson River waterfront between West 59th and West 49th Streets, and the Hudson River Greenway. South of West 57th Street, the waterfront is separated from the neighborhoods to its east to a lesser degree by the at-grade West Side Highway. Other open spaces in this subarea include De Witt Clinton Park and Clinton Cove Park, both located west of Eleventh Avenue. De Witt Clinton Park is a 5.8-acre park bounded by West 54th Street, Eleventh Avenue, West 52nd Street, and Route 9A. Although it has benches and plantings, most of the park is occupied by facilities for active recreation, including ball fields, basketball courts, handball courts, and a playground. Clinton Cove Park is a recently completed 2.2-acre section of Hudson River Park located west of Route 9A between West 54th and West 57th Streets. The park includes an esplanade with benches, lawns, shade trees, and a public boat house at the waterfront. The park also hosts free live music performances during the summer months.

Designated architectural resources located in this portion of Clinton include the John Jay College of Criminal Justice (S/NR), on Tenth Avenue between West 58th and West 59th Streets.

The street arrangement in this subarea is the typical Manhattan grid pattern, and West 57th Street is the major east-west corridor. North-south avenues in this subarea carry high volumes of automotive traffic. The east-west cross-streets in Clinton, which carry traffic heading to and from the Midtown Central Business District (CBD), are more heavily trafficked than the east-west streets on the Upper West Side. Within this subarea, Twelfth Avenue has congested movements at West 34th, 37th, 41st, 42nd, 52nd, 54th, 55th, and 56th Streets during the peak periods analyzed, and Eleventh Avenue has congested movements at West 56th and 57th Streets. None of the other intersections analyzed have a congested movement during any of the peak hours.

There is one high-accident location in this subarea: Tenth Avenue at West 57th Street. Pedestrian levels are highest along West 57th Street and Tenth Avenue. There are no subway stations within the Clinton West subarea. Bus routes serving this subarea include the M11, M31, and M57, which are discussed above.

CLINTON EAST

The Clinton East Subarea covers the area south of West 59th Street and east of Tenth Avenue. This subarea is predominantly residential and commercial, with the avenues lined with walk-up rowhouses and tenement-type structures with ground-floor retail. The streetscape of this community, in many ways, reflects the old “Hell’s Kitchen” neighborhood. This area functions as a transition zone between the office district of Midtown Manhattan to the south and east, and the residential and institutional Upper West Side to the north.

Throughout this subarea, Ninth Avenue and the east side of Tenth Avenue host substantial ground-floor retail activity primarily serving the local neighborhood; other area commercial uses also include television studios. Institutional uses in this subarea include Independence High

School and the High School for Environmental Studies, both on West 56th Street, as well as the Alvin Ailey Dance Foundation building at Ninth Avenue and West 55th Street, and St. Luke's-Roosevelt Hospital on Amsterdam Avenue between West 58th and West 59th Streets. The blocks near Columbus Circle between Eighth and Ninth Avenues are predominantly residential with some ground-floor retail uses. The Time Warner Center, at the southwest corner of Central Park, dominates Columbus Circle and the surrounding blocks. The plaza at Columbus Circle includes a central statue of Christopher Columbus, seating, fountains, and landscaping. Large residential buildings, including the 849-unit Sheffield, are located along West 57th Street between Eighth and Ninth Avenues.

In recent years, the mix of uses in Clinton has become more heavily residential, as some manufacturing and smaller commercial uses have been replaced with market-rate residential development. In addition, with the growth of small retail stores along Eighth, Ninth, and Tenth Avenues in this subarea, the Clinton East subarea has attracted a younger population (between 25 to 44 years)¹ that live in non-family households. However, the income characteristics of the population residing in this subarea is similar to that of the Upper West Side, which is evident by the high rents and housing prices in this subarea.

There are several designated architectural resources located in this portion of Clinton, including: the former Eleventh District Municipal Court/Seventh District Magistrates' Court, at 314 West 54th Street (NYCL); the former Catholic Apostolic Church (NYCL), at 417-419 West 57th Street; Roosevelt Hospital's William J. Syms Operating Theater (NYCL) at Ninth Avenue and West 59th Street; the Windmere apartment building (NYCL, S/NR-eligible) on West 57th Street at Ninth Avenue; and the Hearst Magazine Building (NYCL, S/NR-eligible) on Eighth Avenue between West 56th Street and West 57th Streets.

The street arrangement in this subarea is the typical Manhattan grid pattern, and West 57th Street is the major east-west corridor. North-south avenues in this subarea carry high volumes of automotive traffic. The east-west cross-streets in Clinton, which carry traffic heading to and from the Midtown CBD, are more heavily trafficked than the east-west streets on the Upper West Side. Within this subarea, Ninth Avenue has congested traffic movements at West 57th Street. None of the other intersections analyzed have a congested movement during any of the peak hours. There are several high-accident locations in this subarea: Eighth Avenue at West 57th Street, Ninth Avenue at West 57th Street, and Ninth Avenue at West 58th Street.

Pedestrian levels are highest along West 57th Street and Ninth and Tenth Avenues. There is one subway station within the Clinton East subarea: the 59th Street-Columbus Circle subway station. As described above, some of the entrances serving this station are currently closed for construction. Bus routes serving this subarea include the M5, M7, and M11, which provide uptown-downtown service, and the M30, M31, M50, and M57, which provide east-west service.

E. THE FUTURE WITHOUT THE PROPOSED PROJECT

This section describes conditions in 2018, the future analysis year, without the Proposed Project. These conditions are projected by considering the development that will occur on both the project site and in the study area independent of the Proposed Project. As described in greater detail in Chapter 1 "Project Description," with regard to the project site, this section assumes none of the discretionary approvals proposed as part of the Proposed Project. Without these

¹ DCP, District Profiles, Web site: <http://home2.nyc.gov/html/dcp/pdf/lucds/mn4profile.pdf>

approvals, the analysis below considers two different scenarios (described below) for developing the site in the Future Without the Proposed Project.

PROJECT SITE AND IMMEDIATE SURROUNDINGS

PROJECT SITE

No Build Scenario 1

Absent the Proposed Project, under No Build Scenario 1, Parcels L, M, and N would be developed according to the original 1992 FEIS program. Parcels L and M would be developed with two residential buildings (with office space and public parking) ranging in height from 18 to 23 stories. Parcel N would be developed with a mix of retail, office, entertainment studio production, cinema, and public 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.

No Build Scenario 2

In No Build Scenario 2, the original FEIS program would be completed for Parcels L and M, but Parcel N would remain in its current parking use. The Amtrak rail line that passes beneath the site would continue operations.

IMMEDIATE SURROUNDINGS

Absent the Proposed Project, new high-rise residential and mixed-use development would continue around the project site. Immediately north of the project site, the ongoing Riverside South development would continue between West End Avenue and Riverside Park South. By 2018, the full development of Parcels I, J, and K would add residential units along with office, retail, and parking uses to the study area. East of the project site, construction was recently completed on the Adagio 60/Sessanta Development, a large mixed-use project which will consist of residential units, medical offices, ground-floor retail, and public parking. In the same block, the Heschel School, a private K-12 school, is planning an expansion that will introduce a 138,850 square foot elementary and middle school.

As described below, the continued build-out of Riverside Park South will add new open space to the study area. Another improvement will be the renovation of the West 59th Street Recreation Center, which is anticipated to include the construction of a major addition and extensive outdoor recreation space to create a swimming pool, gymnasium, fitness center, aerobics studio, new lockers and multi-purpose community rooms.

STUDY AREA

In the Future Without the Proposed Project, several residential, institutional, infrastructure, and mixed-use projects are expected to be completed in the study area by 2018. As described below, Riverside South and several other developments would continue a trend of transforming the formerly industrial areas in the southern portion of the study area to communities that are more residential and mixed-use in character. None of the other anticipated projects in the study area are expected to have a substantial impact on the character of their neighborhoods.

In general, pedestrian and vehicular traffic and the use of public transportation would be expected to increase in the study area in the Future Without the Proposed Project. With this

growth in usage, the M31 and M57 buses would operate over capacity in the peak direction in both peak periods analyzed, and the M11 bus would operate over capacity in the peak direction during the PM peak hour. As standard practice, NYCT routinely conducts periodic ridership counts and increases service where operationally warranted and fiscally feasible. It is therefore anticipated that in the Future Without the Proposed Project, NYCT would increase frequency on the M11, M31, and M57 routes to address their capacity shortfalls.

The completion of Riverside Boulevard from West 72nd Street to West 59th Street would be expected to significantly reduce traffic in the West End Avenue corridor. In addition, West 61st Street would be completed west of West End Avenue. Future noise levels would remain in the “marginally acceptable” category for receptor sites 4 and 8, and in the “marginally unacceptable” category for receptor sites 1, 2, 3, 5, 6, and 7.

Demand for public parking is expected to increase in the study area; however, some off-street public parking facilities would be replaced by the anticipated projects in the study area, reducing the available supply of spaces.

In the Future Without the Proposed Project, the study area will remain well served by passive open spaces, and the passive open space ratios will be well above the City’s guideline ratio; however, the area’s residents will continue to be underserved by open spaces in comparison to the City’s guideline ratios and the citywide median.

LINCOLN SQUARE WEST

The character of this largely residential neighborhood is not expected to change substantially in the Future Without the Proposed Project; however, several developments are planned or under construction in the vicinity of the project site (see Chapter 2 for a list of projects expected in the Future Without the Proposed Project). North of the project site, the ongoing Riverside South development would continue between West End Avenue and Riverside Park South. By 2018, the full development of Parcels I, J, and K would add residential units along with office, retail, and parking uses to this subarea. Along Amsterdam Avenue northeast of the project site, a large residential tower with retail and community facility space is under way at the northwest corner of West 66th Street.

It is anticipated that the full development of Riverside South would complete the transformation of the waterfront in the northern portion of this subarea from an industrial area to a residential neighborhood and destination open space. The construction of phases V through VII would result in approximately 9.6 acres of new mapped parkland. Along the Hudson River waterfront, Pier 97 would be redeveloped with open space uses, and on Piers 92 and 94, new exhibition space and a waterfront esplanade would be constructed pursuant to land use approvals granted in 2009.

The projects anticipated in the Future Without the Proposed Project are being developed within the boundaries of existing blocks; therefore, these projects would not obstruct any view corridors. These projects would not result in the removal of any of the architecturally distinguished buildings that make up this neighborhood and would be in keeping with the mixed-use character of this portion of the larger Upper West Side neighborhood. The projects anticipated in the Future Without the Proposed Project would continue an existing trend of introducing greater numbers of affluent residents to this area of Manhattan.

Due to the growth anticipated in the Future Without the Proposed Project, there would be one intersection with congested movements that was not congested under existing conditions: West

End Avenue at West 66th Street. One intersection would have a reduction in traffic congestion—at West End Avenue and West 72nd Street—based on diverted traffic to the completed connection of Riverside Boulevard between West 59th and 72nd Streets. All analyzed sidewalks, crosswalks, and corner areas would continue to operate at an acceptable LOS C or better. Although an increase in pedestrian and vehicular activity would result from the new construction and renovation, the overall neighborhood character is not expected to change significantly.

LINCOLN SQUARE

The Lincoln Square subarea also would see an increase in institutional and residential development, consistent with existing trends, in the Future Without the Proposed Project. Major institutional uses—Lincoln Center and Fordham University—are planning substantial redevelopment of their campuses in this subarea. The Lincoln Center for the Performing Arts redevelopment project includes an expansion of the Alice Tully Hall facilities and the Julliard School, a redesign and upgrading of streetscape and public spaces throughout Lincoln Center, the demolition of the Milstein Plaza Bridge over 65th Street and replacement with a new pedestrian bridge, and a new 23,000-square-foot black box theater on the roof of the Beaumont Theater. To date, certain portions of this project, most notably the renovation of Alice Tully Hall and the demolition of Milstein Plaza, have been completed. South of the Lincoln Square redevelopment, Fordham University is planning a major expansion of its Lincoln Center campus. Only Phase I will be completed by the 2018 analysis year. As part of this redevelopment, Fordham will be developing a publicly-accessible interim open space to be located on the west side of Ninth Avenue between West 60th and 61st Streets. The interim open space will replace an existing gravel parking lot and will contain decorative paving, landscaping, seating, and a snack kiosk. On a somewhat smaller scale, the Lincoln Square Synagogue is building a new five-story synagogue along with retail space at West 68th Street.

The population characteristics of the new residential population expected in this subarea would reflect the characteristics of Manhattan residents as a whole, with higher incomes. Overall, as described in Chapter 3, “Socioeconomic Conditions,” the trend in household incomes of the study area suggests a growing concentration of residents with relatively high incomes, which would continue in the Future Without the Proposed Project.

The planned projects in this subarea, in addition to other planned projects in the remaining portions of the study area, would result in some increases in local public transit usage as well as vehicular and pedestrian volumes on both local and through streets; however, the overall neighborhood character is not expected to change significantly. Due to the growth anticipated in the Future Without the Proposed Project, there would be one intersection with congested movements that was not congested under existing conditions at Columbus Avenue and West 66th Street.

All analyzed sidewalks, crosswalks, and corner areas would continue to operate at an acceptable LOS C or better, with the exception of the north and south sidewalks on West 60th Street between Broadway and Columbus Avenue, the north, west, and south crosswalks on Columbus Avenue at West 60th Street, and the west crosswalk at Broadway and West 60th Street, where levels of service would worsen. This will be due, in part, to demand from the development of new residential and academic space as part of the nearby Fordham Center project. By contrast, conditions on the south crosswalk on Broadway would improve in the AM and PM peak hours due to the diversion of subway trips from the 59th Street-Columbus Circle subway station entrance on the Broadway median to the new entrance stairs at the northwest corner of Broadway and West 60th Street. The reopening of this subway entrance, as well as the entrance

on the east side of Central Park West, will result in some decreases in demand at nearby subway entrance stairs compared to existing conditions. In the Future Without the Proposed Project, all analyzed subway stairways and fare arrays would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours.

CLINTON WEST

The Clinton West subarea would continue to attract residential and commercial development, with a simultaneous growth in utility and automotive uses, in the Future Without the Proposed Project. At 770 Eleventh Avenue, the Two Trees Site/Clinton Park development is anticipated to include residential units, food market, retail, auto sales and repair facility, health club, parking, and a New York City Police Department (NYPD) horse stable facility. This project recently received its land use approvals, and construction of the non-residential component has commenced. At Eleventh Avenue and West 57th Street, another project has been proposed to develop residential units along with retail, automotive uses, and parking. Several other residential developments between Ninth and Eleventh Avenues would introduce a mix of residential, retail, and auto-related uses. Con Edison is constructing a new substation at West 49th Street and Eleventh Avenue. Along Twelfth Avenue between West 55th and West 57th Street, DSNY is building a new garage. On the block north of the DSNY garage, the Durst Organization is planning to build an office tower at 631 West 57th Street. To the east, John Jay College of Criminal Justice is expanding to occupy the full block between West 58th and West 59th Streets. On Pier 99, the West 59th Street Marine Transfer Station (MTS), which currently processes recyclable paper waste, is proposed to be converted to accept commercial waste (primarily construction and demolition debris). Collectively, these developments are likely to reinforce the mixed-use character of the Clinton neighborhood.

As in existing conditions and with the proposed growth in new market rate housing with a mix of retail in the Clinton neighborhood, this subarea would continue to attract a younger population with relatively higher incomes.

The planned projects in this subarea, in addition to other planned projects in the remaining portions of the study area, would result in some increases in local public transit usage as well as vehicular and pedestrian volumes on both local and through streets. Due to the growth anticipated in the Future Without the Proposed Project, there would be two intersections with congested movements that were not congested under existing conditions. These are: Twelfth Avenue at West 57th and West 59th Street. One intersection would have a reduction in traffic congestion during the AM and PM peak periods—at Eleventh Avenue and West 57th Street—based on mitigation developed by No Build projects in the vicinity of that intersection. Overall, however, the neighborhood character of this subarea is not expected to change significantly.

CLINTON EAST

The Clinton East subarea would continue to attract residential development in the Future Without the Proposed Project. The Hudson Hill development, on West 58th Street near Tenth Avenue, would develop a building with 67 residential units. At one of the Western Rail Yard project's two additional housing sites—at Ninth Avenue and West 54th Street—108 affordable residential units would be developed, as well as a small amount of retail and office uses. The Dillon is another small proposed residential development, on West 53rd Street between Ninth and Tenth Avenues. And further west on the same block the former Sony/BMG studio is being converted for residential use. Collectively, these developments are likely to reinforce the mixed-

use character of the Clinton neighborhood. And as in existing conditions, with the proposed growth in new market-rate housing with a mix of retail, this subarea would continue to attract a younger population with relatively higher incomes.

The planned projects in this subarea, in addition to other planned projects in the remaining portions of the study area, would result in some increases in local public transit usage as well as vehicular and pedestrian volumes on both local and through streets. Due to the growth anticipated in the Future Without the Proposed Project, there would be one intersection with congested movements that was not congested under existing conditions at Eighth Avenue and West 57th Street. Overall, however, the neighborhood character of this subarea is not expected to change significantly.

F. THE FUTURE WITH THE PROPOSED PROJECT

This section describes the changes to neighborhood character that would result from the completion of the Proposed Project by 2018. This section evaluates the potential for the Proposed Project to result in significant adverse impacts on neighborhood character based on a comparison of the two No Build Scenarios, described above, with the incremental changes to neighborhood character that would result from the completion of the Proposed Project in the Build condition.

PROJECT SITE AND IMMEDIATE SURROUNDINGS

PROJECT SITE

As in No Build Scenario 1 and, to a lesser extent, No Build Scenario 2, the Proposed Project would transform the project site from an underutilized site to a high-density, mixed-use development. The Proposed Project would develop Parcels L, M, and N as one integrated site with five mixed-use buildings. The proposed development would introduce residential, commercial (including hotel, retail, office, cinema, and automotive showroom/service) uses, a public elementary and intermediate school, public parking, and approximately 2.75 acres of publicly accessible open space. Unlike the No Build Scenarios, the project site would connect to the existing Manhattan street grid by extensions of Freedom Place South and West 60th Street into the project site. The extensions of Freedom Place South and West 60th Street into the site would be a Public Access Easements (PAEs); this designation would allow for these streets and the area below them to be privately owned and maintained, but look, function, and be regulated like mapped city streets.

The Proposed Project would enliven the site with users of the additional ground-floor retail, the publicly-accessible open space, and the new public school in its community facility space, by physically connecting the site to adjacent streets. 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. 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 to the open space 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 7AM and 11 PM daily.

The Proposed Project would introduce a higher-density development and a different mix of uses compared with No Build Scenarios 1 and 2 (see Chapter 1). As noted above, unlike No Build Scenarios 1 and 2, in addition to residential uses, the Proposed Project would introduce a public school and publicly-accessible open space to the project site. The public school would serve the project site and the surrounding community. The publicly accessible open space introduced by the Proposed Project would complement the adjacent Riverside Park South and would serve the surrounding neighborhoods. Furthermore, the Proposed Project would provide new retail services for the surrounding area that would not be provided under No Build Scenario 1 or 2.

The new open space would also provide an important connection to Riverside Park South. As noted above, a major pedestrian path is proposed to link the Riverside Park South access staircase at West 61st Street to the proposed open space and West 60th Street. The privately owned, publicly-accessible open space is intended to draw people through the complex to the Hudson River waterfront and to the 21.5-acre Riverside Park South, which is a major amenity for the future and existing Upper West Side community. Expansive views of the Hudson River and the New Jersey Palisades would be available from the newly created Riverside Boulevard between West 59th and West 61st Streets with the Proposed Project.

IMMEDIATE SURROUNDINGS

The Proposed Project would more fully open the site to the Hudson River waterfront compared with either No Build Scenario 1 or 2. It would also maintain the view corridor along West 60th Street; this view corridor would not be present under either No Build Scenario. Connections would be made throughout the open space to adjacent streets. Overall, the Proposed Project would create a higher-density development, which would reflect the character of its immediate surroundings with its contemporary design.

Because the buildings of No Build Scenario 2 on Parcels L and M would be generally bulkier than the proposed buildings, the Proposed Project would result in comparatively less shadow at times on adjacent areas of Riverside Park South and the Hudson River. The proposed buildings would be taller than the No Build Scenario 2 buildings, however, and thus would also result in areas of incremental shadow at other times. The areas of reduced shadow on Riverside Park South would be larger than the areas of incremental shadow for most of the total shadow durations. On the Hudson River, the comparatively taller buildings of the Proposed Project would create larger areas of incremental shadow than reduced shadow. Given the limited net incremental shadow and the ample sun at other times of day, the Proposed Project would not result in a significant adverse shadows impact to Riverside Park South or the Hudson River.

With the Proposed Project, a number of children would be expected to arrive on foot to the anticipated on-site public school. Given the school's expected entrance on West 61st Street, these pedestrian trips would be concentrated at the West End Avenue/West 61st Street intersection. While this intersection is not presently a high-accident location, the potential for vehicle-pedestrian conflict would increase substantially with the Proposed Project. Therefore, to address the increased presence of children, the West End Avenue/West 61st Street intersection would include school crossing signs and pavement markings along both directions of West End Avenue; the installation of school crosswalks on all four approaches; and the installation of street lights on the southwest corner to maximize after-dark visibility.

STUDY AREA

The Proposed Project would be in line with the study area's trend toward a mixed-use neighborhood with high-density residential uses and ground floor retail. The Proposed Project would extend the mixed-use character of West 60th Street to the Time Warner Center at Broadway and Central Park West by linking the retail through the central plaza on the project site to adjacent streets. The Lincoln Square West subarea and its streetscapes would be enlivened by the Proposed Project's five new mixed-use buildings with retail and a central open space. The Proposed Project—like the No Build Scenarios—would not change any streetscape elements in the study area. Existing street trees in the surrounding area would be enhanced by the provision of additional trees on the project site and on surrounding sidewalks, and the new publicly-accessible open spaces and street grid, wider perimeter sidewalks, seating, and bike racks would also be expected to enhance the streetscape of the surrounding area.

The Proposed Project would introduce a higher-density development and a different mix of uses compared with No Build Scenarios 1 and 2. However, these uses and densities would be compatible with the existing and anticipated land use patterns in the surrounding study area. As detailed in Chapter 8, the heights of the proposed buildings would be compatible with building heights and densities in the surrounding area.

The Proposed Project would result in new construction within 90 feet of the Consolidated Edison Power House; therefore, the Proposed Project would comply with LPC's *Guidelines for Construction Adjacent to a Historic Landmarks* as well as the guidelines set forth in section 523 of the *CEQR Technical Manual* and the procedures set forth in New York City Department of Buildings (NYCDOB) *Technical Policy and Procedure Notice* (TPPN) #10/88. This includes preparation of a Construction Protection Plan (CPP), to be prepared prior to demolition and construction activities, which would be submitted to LPC for review and approval. The other architectural resources in the study area are located more than 90 feet away from the project site and would not be expected to be adversely affected by the Proposed Project's construction-related activities. The Proposed Project would not result in any significant contextual impacts to architectural resources in the study area.

The passive open space ratios for the ¼-mile study area would decrease in the future with the Proposed Project; however, the ratios would continue to exceed the City guideline ratios. The Proposed Project would result in an improvement in the passive open space ratios within the ½-mile study area. The Proposed Project would result in a decrease to the total and active open space ratios in the ½-mile study area. Given the size of the decrease in the active open space ratio and the already high utilization of many of the active open space resources that would be available to the users in the future with the Proposed Project, both within and outside the study area, the Proposed Project has the potential to result in a significant adverse active open space impact. Given that: 1) the availability of open spaces outside the study area would to a large extent alleviate the burden on the study area's open spaces; 2) the Proposed Project would introduce 2.75 acres of publicly-accessible open space to the community that previously did not exist; 3) the Proposed Project would connect the West 60th Street corridor to Riverside Park South; and 4) the Proposed Project would enhance publicly-accessible open space in order to meet the growing demands of the surrounding neighborhood; the active open space impact would not constitute a significant adverse impact on neighborhood character.

The increased travel demand generated by the Proposed Project would result in significant adverse traffic impacts at one or more time periods at 24 intersections, including 17, 13, 12, and 13 intersections during the weekday AM, weekday midday, weekday PM, and Saturday midday

peak hours, respectively. The parking analysis found that the Proposed Project's own parking demand would be accommodated within the proposed on-site garage, but that the displacement of the on-site public parking spaces would increase the study area's parking utilization rate. However, as there would still be sufficient capacity available at public parking facilities within 1/2-mile of the project site to accommodate all project-generated parking demand as well as a portion of the displaced parkers, no parking shortfall is anticipated.

LINCOLN SQUARE WEST

The Proposed Project would reflect the character of the surrounding Lincoln Square West subarea. At 31 to 44 stories (393 to 535 feet tall), the proposed buildings would be taller than most of the buildings in this area of the larger Upper West Side neighborhood; however, this area already contains a number of tall, modern towers as well as some older towers, that stand between 25 to 30 stories tall. Furthermore, the study area has been undergoing a substantial amount of new construction of large-scale buildings, similar to those that would be developed with the Proposed Project. Such buildings in the study area include the Riverside South towers north of West 61st Street; the West End Towers development along West End Avenue north of 61st Street; the recently completed 35-story (298-foot-tall) development at 555 West 59th Street; the Roosevelt Hospital Physicians Office Building/South Park Tower, a mixed-use residential and medical office building rising 49 stories (525 feet-tall) above a two-story base east of Amsterdam Avenue between West 59th and West 60th Streets; the 31-story (400-foot-tall) residential building at 10 West End Avenue, and the 35-story (298-foot-tall) Element Condominium at 555 West 59th Street.

The Proposed Project would generate a larger residential population than either of the No Build Scenarios, with a demographic similar to that of the population introduced to the larger Upper West Side neighborhood in recent years. The Proposed Project would include market-rate units that would house relatively high-income residents, reflecting a trend that would exist in the Future Without the Proposed Project. The Proposed Project would also introduce much-needed affordable housing, which would serve to broaden the tenant base and make the project population more reflective of the overall tenant mix on the Upper West Side.

The Proposed Project would provide area residents with access to the waterfront, a previously unavailable amenity that would enhance the character of the area. The Proposed Project would also introduce a concentration of neighborhood retail, which would serve both the tenants of the new buildings and community residents of this portion of the neighborhood.

The Parcel "O" plaza at Freedom Place South and West 62nd Street, the Samuel N. Bennerson Playground on the south side of West 64th Street between Amsterdam and West End Avenues, the P.S. 191 playground, the Amsterdam Houses playground, and the West End Towers open space and its western plaza would all experience project-generated shadow; however, this would not cause a significant adverse impact. In most cases the incremental shadows would be of limited duration. While incremental shadow from the Proposed Project would eliminate all remaining sunlight from the Parcel "O" Plaza for 20 minutes on the December 21 analysis day and 17 minutes on the March 21/September 21 analysis day, on both analysis days the affected area is in the northern corner, behind a mechanical structure surrounded by dense plantings which impedes access and obstructs visibility. Incremental shadow also would eliminate all remaining direct sunlight the West End Towers open space and its western plaza on the December 21 analysis day, but it is unlikely that the affected area of this open space would be well-used for passive recreational activities during the winter due to the cold weather, and other

nearby open spaces would offer comparable seating opportunities in sunlit areas. In addition, the plant species located in the areas that would be affected by the incremental shadow during the relevant analysis period are generally shade tolerant.

At all locations and during all time periods, the increase in noise levels with the Proposed Project would be imperceptible and insignificant based upon CEQR criteria. As noted under the Future Without the Proposed Project, for the approved Riverside South project, traffic flow on West 61st Street will be converted to westbound between Amsterdam Avenue and West End Avenue to integrate with West 61st Street on the project site. On West End Avenue between West 59th and 60th Streets, there would be slight decreases in noise levels (during the AM and midday peak periods) as compared to the Future Without the Proposed Project, resulting from changes in traffic speed along the adjacent roadway and additional shielding from project buildings. In terms of CEQR noise exposure guidelines, future noise levels with the Proposed Project would remain in the “marginally acceptable” category for receptor sites 4 and 8, and in the “marginally unacceptable” category for receptor sites 1, 2, 3, 5, 6, and 7.

Noise levels within the new open space areas created on-site as part of the proposed actions would be above the noise level for outdoor areas requiring serenity and quiet contained in the *CEQR Technical Manual* noise exposure guidelines. There are no practical and feasible mitigation measures that could be implemented to reduce noise levels to below the guideline within the open space areas. Although noise levels in these new areas would be above the guideline noise level, they would be comparable to noise levels in a number of open space areas that are also located adjacent to heavily trafficked roadways, including Hudson River Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas. Furthermore, due to the level of activity present at most New York City open space areas and parks (except for areas far away from traffic and other typical urban activities) this relatively low noise level is often not achieved. In summary, the Proposed Project would not have any noise-related significant impacts to neighborhood character.

Seven intersections within this subarea would have significantly impacted traffic movements in the Future With the Proposed Project: West End Avenue at West 79th, 72nd, 70th, and 66th Streets, Riverside Drive at West 79th, and 72nd Streets, and Riverside Boulevard at 70th Street. With two exceptions, measures to mitigate these traffic impacts would consist of minor adjustments to signal timing in order to increase green time for impacted movements. At the Riverside Boulevard/West 70th Street intersection, and the West End Avenue/West 79th Street intersections, mitigation would include daylighting. These measures would fully mitigate the project’s traffic impacts in this subarea.

All three of the analyzed bus routes in this subarea (the M11, M31, and M57) would be significantly adversely impacted in one or both peak hours as a result of the Proposed Project. The greatest increases in demand as a result of the Proposed Project would occur on the M57. As discussed above, NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operational constraints. It is therefore anticipated that in the Future With the Proposed Project, NYCT would increase frequency on the M11, M31, and M57 routes to address their capacity shortfalls.

In terms of pedestrian conditions, all analyzed sidewalks and corners in this subarea would continue to operate at an acceptable LOS C or better in all peak periods. Three crosswalks in this subarea would be significantly affected: the north and south crosswalks on Amsterdam Avenue at West 60th Street and the north crosswalk on West End Avenue at West 59th Street. These effects could be fully mitigated by crosswalk widening and signal timing changes at the Amsterdam Avenue/West 60th Street location. For the north crosswalk on West End Avenue at West 59th Street,

Riverside Center FSEIS

the proposed traffic mitigation signal timing change at this location, crosswalk widening, and conversion of West 59th Street between Amsterdam and West End Avenues to one-way westbound operation would fully mitigate the impact at this location.

In summary, the Proposed Project would not have any traffic, transit, or pedestrian-related significant impacts to neighborhood character in this subarea.

LINCOLN SQUARE

The Proposed Project would be consistent with and would enhance the character of the Lincoln Square subarea. The uses introduced on-site would be consistent with many of the structures in this subarea and the types of uses added in recent years. While the Proposed Project would introduce a higher-density development and a different mix of uses compared with No Build Scenarios 1 and 2, the overall scale of the Proposed Project would be less than that of other developments in this subarea. Substantial portions of this subarea, including the Broadway and Amsterdam Avenue corridors and the Columbus Circle area, are zoned to allow high-density residential uses. In recent years, several projects have been developed pursuant to the high-density residential zoning with large-scale buildings, similar to those that would be developed with the Proposed Project; these include a number of buildings of over 40 stories located east of Broadway between West 60th and West 64th Streets, including the 44-story Trump International Hotel. The tallest of these include the Time Warner Center at Columbus Circle, which has two 54-story (750-foot-tall) towers. These buildings are greater in scale to those that would be constructed with the Proposed Project.

Damrosch Park would experience a very small amount of incremental shadow at the very end of the May 6/August 6 analysis day, but project shadow would not reach it on the other three analysis days, and the limited duration of shadows on the May 6/August 6 analysis day would not cause a significant adverse impact.

Four intersections within this subarea would have significantly impacted movements in the Future With the Proposed Project: Columbus Avenue at West 60th and West 66th Streets, and Central Park West at West 72nd and 66th Streets. Measures to mitigate these traffic impacts could consist of minor adjustments to signal timing in order to increase green time for impacted movements, and restriping at the Central Park West/West 66th Street intersection to include a new southbound right-turn lane. The proposed measures would fully mitigate the project's traffic impact in this subarea.

As described above, the M11 would be significantly adversely impacted as a result of the Proposed Project. Since NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operational constraints, it is therefore anticipated that in the Future With the Proposed Project, NYCT would increase frequency on the M11 route to address the capacity shortfall.

In terms of pedestrian conditions, all analyzed corners and sidewalks in this subarea would continue to operate at an acceptable LOS C or better in all peak periods, with the exception of the north and south sidewalks on West 60th Street between Columbus Avenue and Broadway, where the north sidewalk would operate at LOS D in the weekday AM and PM peak hours and the south sidewalk would operate at LOS D during the weekday PM peak hour, and the south sidewalk between Amsterdam Avenue and Columbus Avenue, which would also operate at LOS D in the weekday AM, PM, and Saturday midday peak hours. However, since the peak rate

flows would operate at mid-LOS D or better, these sidewalks would not be significantly adversely affected by project-generated traffic based upon *CEQR Technical Manual* criteria.

The north crosswalk on Columbus Avenue at West 60th Street would be significantly affected in the weekday AM and PM peak hours and the Saturday midday peak hour, and the south crosswalk would be significantly affected in the weekday AM, midday, and PM peak hours and the Saturday midday peak hour. Crosswalk widening and signal timing changes would provide sufficient mitigation to fully mitigate the significant adverse impacts to these crosswalks. Therefore, the significant impacts at the north and south crosswalks would be fully mitigated.

At the 59th Street-Columbus Circle subway station, all analyzed stairways would continue to operate at an acceptable LOS C or better in the peak hours analyzed. As all analyzed stairways and fare arrays would continue to operate with available capacity in both peak hours analyzed, no significant adverse subway station impacts are anticipated to result from the Proposed Project based on *CEQR Technical Manual* criteria.

In summary, the Proposed Project would not have any traffic, transit, or pedestrian-related significant impacts to neighborhood character in this subarea.

CLINTON WEST

The Proposed Project's expanded retail uses would provide retail amenities along West End Avenue/Eleventh Avenue, a corridor where retail uses remain sparse despite increasing residential uses. The automotive showroom and service uses would be compatible with the auto-related uses along Eleventh Avenue south of West 58th Street. In general, the retail and other commercial uses created with the Proposed Project would allow the project site to function as a mixed-use transition zone between the primarily residential neighborhoods of the Upper West Side and the more mixed-use and commercial neighborhood of Clinton. The Proposed Project's architectural design would respect the Manhattan street grid and would provide an attractive connection to Riverside Park South and the Hudson River waterfront, thereby providing better public access to the waterfront. The population of Clinton would benefit by this access to the Hudson River waterfront, which would enhance the neighborhood character of this subarea.

If used as open space in the future, Pier 97 would experience no incremental shadow in the fall, winter, or early spring, and a limited extent and duration of incremental shadow early in late spring and summer mornings. A portion of the Route 9A bikeway also would receive between one and two hours of incremental shadow on late spring and summer mornings. The incremental shadow on these public open spaces would not be sufficient to cause a significant adverse impact.

The Proposed Project would locate residential uses across the street from the Consolidated Edison Power House and the West 59th Street MTS. These utility and municipal uses are located immediately south and west of the project site, respectively. Both No Build Scenarios 1 and 2 would also construct residential uses near the power house and the MTS. The proposed uses would not conflict with the Consolidated Edison Power House or with the West 59th Street MTS on Pier 99. Other residential uses are already located in close proximity, most notably the Helena immediately south of the power house, and 10 West End Avenue located diagonally across the intersection of West 59th Street and Eleventh Avenue from the power house. Overall, the Proposed Project would be compatible with the land uses and densities in the surrounding area and would be consistent with the neighborhood's mixed-use character by continuing existing trends of high-density mixed-use and residential development.

The Proposed Project would add a substantial new population to the study area; however, this population would not have different demographics compared with the existing population in the Clinton neighborhood. Furthermore, as discussed in Chapter 3, “Socioeconomic Conditions,” the study area has a very limited population that would be at risk of indirect displacement, and this population is already subject to increased rent pressures due to market-rate housing development. The Proposed Project would introduce a mix of affordable and market-rate housing, which would broaden the tenant base of this subarea and accommodate a portion of the city’s current and future housing needs.

As described above, the M11, M31, and M57 bus routes would be significantly adversely impacted as a result of the Proposed Project. Since NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operational constraints, it is therefore anticipated that in the Future With the Proposed Project, NYCT would increase frequency on these routes to address the capacity shortfalls. Several intersections within this subarea would have significantly impacted movements in the Future With the Proposed Project. The intersections are: Twelfth Avenue at West 37th, 41st, 42nd, 52nd, 54th, 56th, 57th and 59th Streets, Eleventh Avenue at West 57th Street, West End Avenue at West 59th Street, Tenth Avenue at West 57th Street, and Amsterdam Avenue at West 59th Street. Measures to mitigate these traffic impacts would consist of minor adjustments to signal timing in order to increase green time for impacted movements, daylighting intersections, and installing a new traffic signal at Twelfth Avenue and West 59th Street. The mitigation proposed for West End Avenue at West 59th Street is to convert the two-way operation of West 59th Street between West End Avenue and Amsterdam Avenue to one-way westbound operation along with signal timing changes. These measures would fully mitigate the project’s traffic impacts in this subarea, with the exception of the impacts at Twelfth Avenue and West 52nd, 54th, and possibly 56th Streets. (Mitigation for the Twelfth Avenue and West 56th Street intersection has been proposed and is currently being reviewed by NYSDOT. However, if NYSDOT decides to not implement the mitigation measure proposed for this intersection, then the significant impacts at this intersection would remain unmitigated.)

CLINTON EAST

The Proposed Project’s expanded retail uses would complement the retail uses that currently exist near the project site along Amsterdam Avenue/Tenth Avenue, Broadway, and Ninth Avenue in the Clinton subarea. The retail uses would contribute to the creation of an active mixed-use development on the project site and would serve the surrounding neighborhoods. Overall, the Proposed Project would be compatible with the land uses and densities in this subarea and would be consistent with the neighborhood’s mixed-use character by continuing existing development trends.

As described above, the Proposed Project would add a substantial new population to the study area, but this population would not have different demographics compared with the existing population in the Clinton neighborhood. The Proposed Project would introduce a mix of affordable and market-rate housing, which would broaden the tenant base of this subarea and accommodate a portion of the city’s current and future housing needs.

As described above, the M11, M31, and M57 bus routes would be significantly adversely impacted as a result of the Proposed Project. Since NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operational constraints, it is therefore anticipated that in the Future With the Proposed Project, NYCT would increase

frequency on these routes to address the capacity shortfalls. At the 59th Street-Columbus Circle subway station, all analyzed stairways would continue to operate at an acceptable LOS C or better in the peak hours analyzed. As all analyzed stairways and fare arrays would continue to operate with available capacity in both peak hours analyzed, no significant adverse subway station impacts are anticipated to result from the Proposed Project based on *CEQR Technical Manual* criteria.

One intersection within this subarea would have significantly impacted movements in the Future With the Proposed Project: Ninth Avenue at West 57th Street. Measures to mitigate this traffic impact could consist of minor adjustments to signal timing in order to increase green time for impacted movements. The proposed measures would fully mitigate the project's traffic impact in this subarea.

On the whole, the Proposed Project would introduce new populations and generate new employment opportunities, create affordable housing units, and enhance publicly accessible open space in order to meet the growing demands of the surrounding neighborhoods. The Proposed Project would not significantly adversely affect the combined elements contributing to the neighborhood character of the study area. Mitigation measures would be implemented to fully mitigate significant adverse pedestrian and traffic impacts, with the exception of the traffic impacts at Twelfth Avenue at West 52nd, 54th, and 56th Streets, for which no feasible mitigation measures have been identified, except possibly at West 56th Street as described above. Therefore, the proposed project would not have a significant adverse impact on neighborhood character. *