Riverside Center
Final Scope of Work for a
Supplemental Environmental Impact Statement

A. PROJECT IDENTIFICATION

INTRODUCTION

This Final Scope of Work for a Supplemental Environmental Impact Statement (SEIS) addresses a proposed modification to the previously approved Riverside South project. 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 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 the New York City Planning Commission (CPC) as lead agency under the State Environmental Quality Review Act (SEQRA), its implementing regulations (6 NYCRR Part 617), and 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.

The project sponsor (CRP/Extell Parcel L, LP and CRP/Extell Parcel N, LP) is proposing a modifications to the southernmost portion of the previously approved Riverside South project to develop Riverside Center (the Proposed Project) a complex of five mixed-used 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 61st Streets (see Figure 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 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, an SEIS

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Project Site Boundary

RIVERSIDE CENTER

Project Site
Figure 1

is being prepared. The SEIS will analyze the extent to which the development and zoning actions as currently proposed could potentially result in any significant adverse environmental impacts not previously identified in the 1992 FEIS.

Specifically, the SEIS will consider differences between the programs and site plans for Parcels L, M, and N as described in the FEIS and the currently proposed program, site plan, and zoning actions for these parcels. The SEIS will also consider 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 the 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. The SEIS will be 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 *New York City Environmental Quality Review (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.

BACKGROUND

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 the 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 area[2] consisting of a mix of residential, community facility, office, cinema, public parking, retail, and studio uses. The development also included a plan to create 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 parkland adjoining. 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.

[1] A substantive update to the *CEQR Technical Manual (2001)* has recently been released. Prior to the issuance of the Final SEIS, a study will be conducted to determine whether revisions to the analyses of the Draft SEIS would be warranted based on the updates. Any such revisions will be reflected in the Final SEIS.

[2] 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.

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 parking garage of 152 spaces. Parcel N, which occupied the eastern portion of the same superblock, was to include approximately 1.96 million gsf 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 assessed the potential effects of the proposed actions and the proposed development program. The FEIS was accepted by 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 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 2 and 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. The FEIS also assumed that 3,500 parking spaces would be created across the site; 2,611 spaces have been or will soon be developed. 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 Henry Hudson Parkway 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 West 72nd Streets to the west of the West Side Highway and along the waterfront, and between West 68th and West 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.

CURRENT 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 (the Proposed Project).

The proposed buildings 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. This mix of uses is intended to create an inviting and functional center for the surrounding residential neighborhood with all the amenities needed to both establish and serve the Proposed Project and provide the existing Riverside South neighborhood and the growing residential community nearby with services not currently available in the immediate vicinity.

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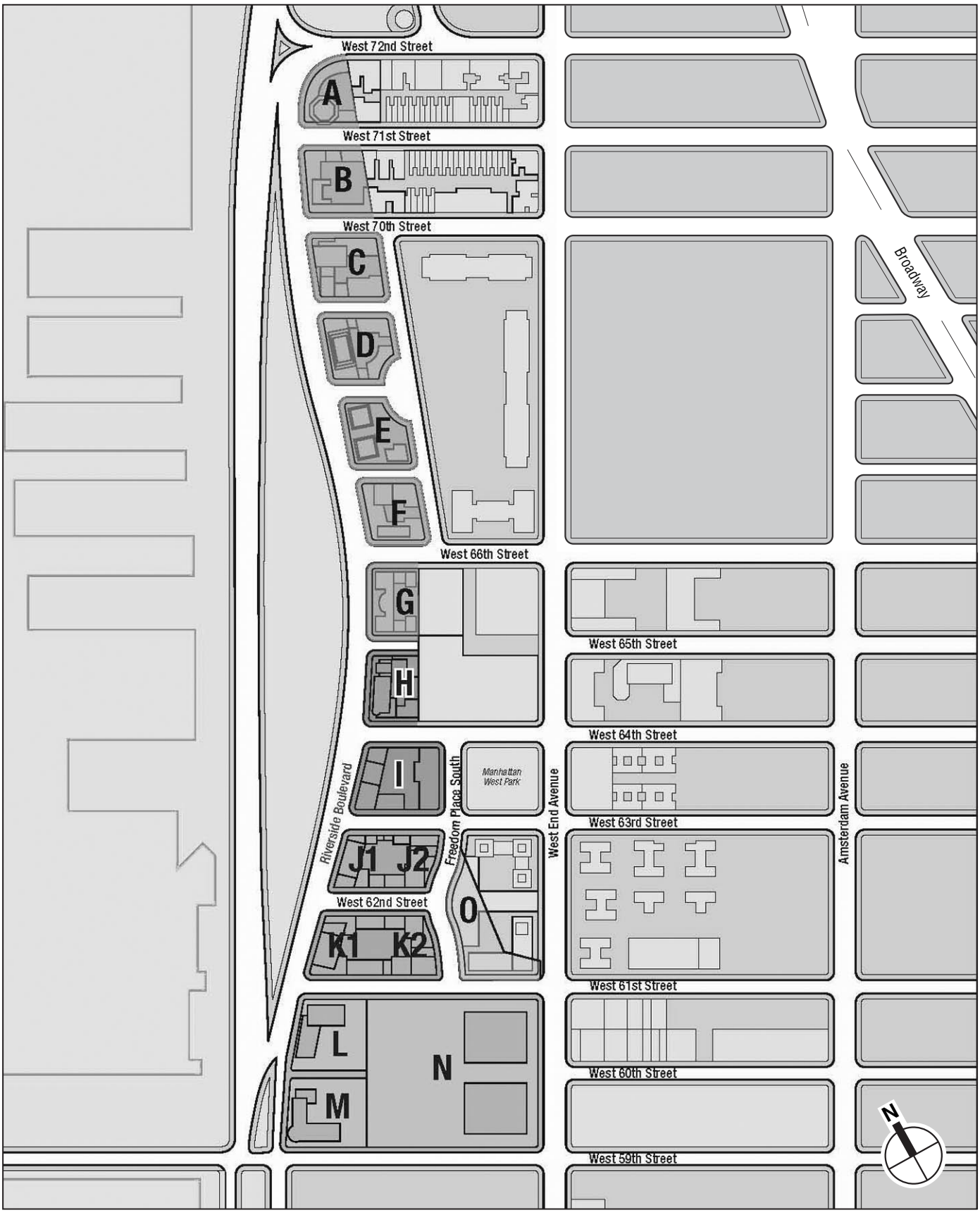

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SCALE

1992 Riverside South Project
Parcel Locations

Figure 2

RIVERSIDE CENTER

NOTE: 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 3

Table 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.

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.

PRIOR ENVIRONMENTAL REVIEW

The 1992 FEIS examined the potential for significant impacts resulting from the redevelopment of the project site in the impact categories of land use, zoning and public policy; demographics and secondary residential displacement; community facilities and services; urban design and visual character; waterfront revitalization program; open space and recreation; historic and archaeological resources; economic conditions; traffic and transportation; air quality; hazardous materials; natural resources; neighborhood character; infrastructure and solid waste; energy; noise; and construction impacts. The FEIS found that no significant adverse environmental impacts would result from the development scenarios with respect to land use, zoning and public policy; demographics and secondary residential displacement; urban design and visual character; waterfront revitalization program; open space and recreation; economic conditions; natural resources; neighborhood character; infrastructure and solid waste; and energy. Potentially significant impacts were identified for schools, historic and archaeological resources, hazardous materials, traffic, transit and pedestrians, air quality, noise, and construction.

GOALS AND OBJECTIVES

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 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 developmet. 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. 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 neighborhood.

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. 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. Figure 4 shows the proposed site plan for the project site.

PROPOSED PROGRAM

The Proposed Project would allow for redevelopment of Parcels L, M, and N under the newly proposed program. Since the issuance of the Draft Scope of Work, elements of the project design (e.g., building heights, landscape elements, etc.) and program have been modified to address preliminary air quality and pedestrian wind screening analyses and design issues raised in consultation with the CPC. Table 2 provides detailed information on the current program for the Proposed Project.

Table 2
Summary of Proposed Program[1]

	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 5[5]	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.

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 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

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

RIVERSIDE CENTER

Proposed Project Site Plan

Figure 4

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. Uses within the below-grade area would include approximately 181,677 gsf of below grade automotive service uses and approximately 1,800 parking spaces. Appropriate provisions in the GLSD special permit and/or the related Restrictive Declaration would ensure that no "big-box" retail establishments (e.g., warehouse clubs or discount department stores) would be included 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 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 feet[1] (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 Department of Education and New York City School Construction Authority (SCA). While the full 151,598 square feet would be made available to 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.

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

[1] All heights are referenced above sea level.

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 5 and 6).

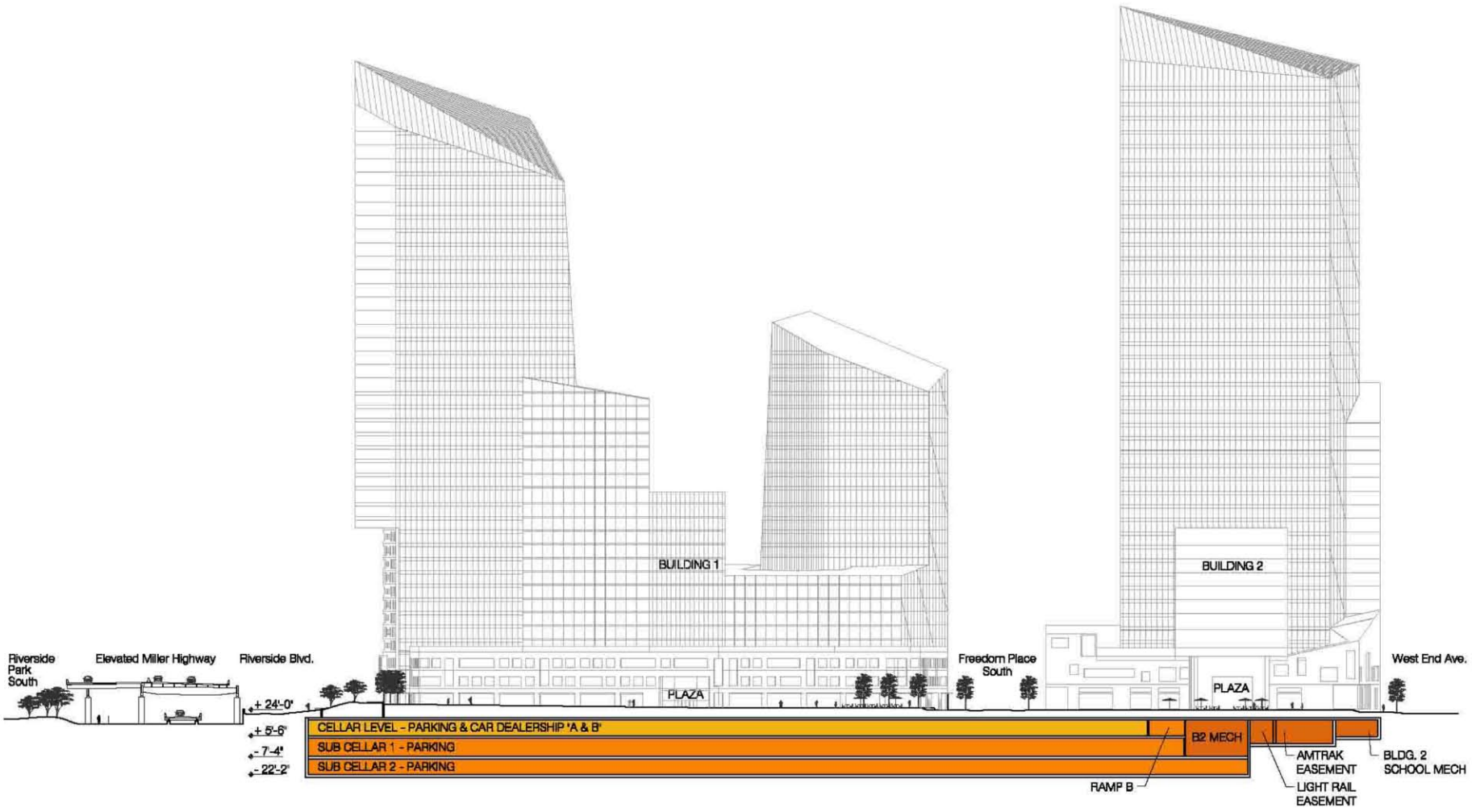
COMPARISON OF SEIS AND FEIS

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 3 provides a breakdown of the incremental differences in the two programs.

Figures 7 through 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 7 through 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.

PROPOSED OPEN SPACE

The Proposed Project would also include approximately 2.75 acres of privately owned, publicly accessible open space (see Figure 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 39 percent of the 8.18-acre site would be developed as open space.



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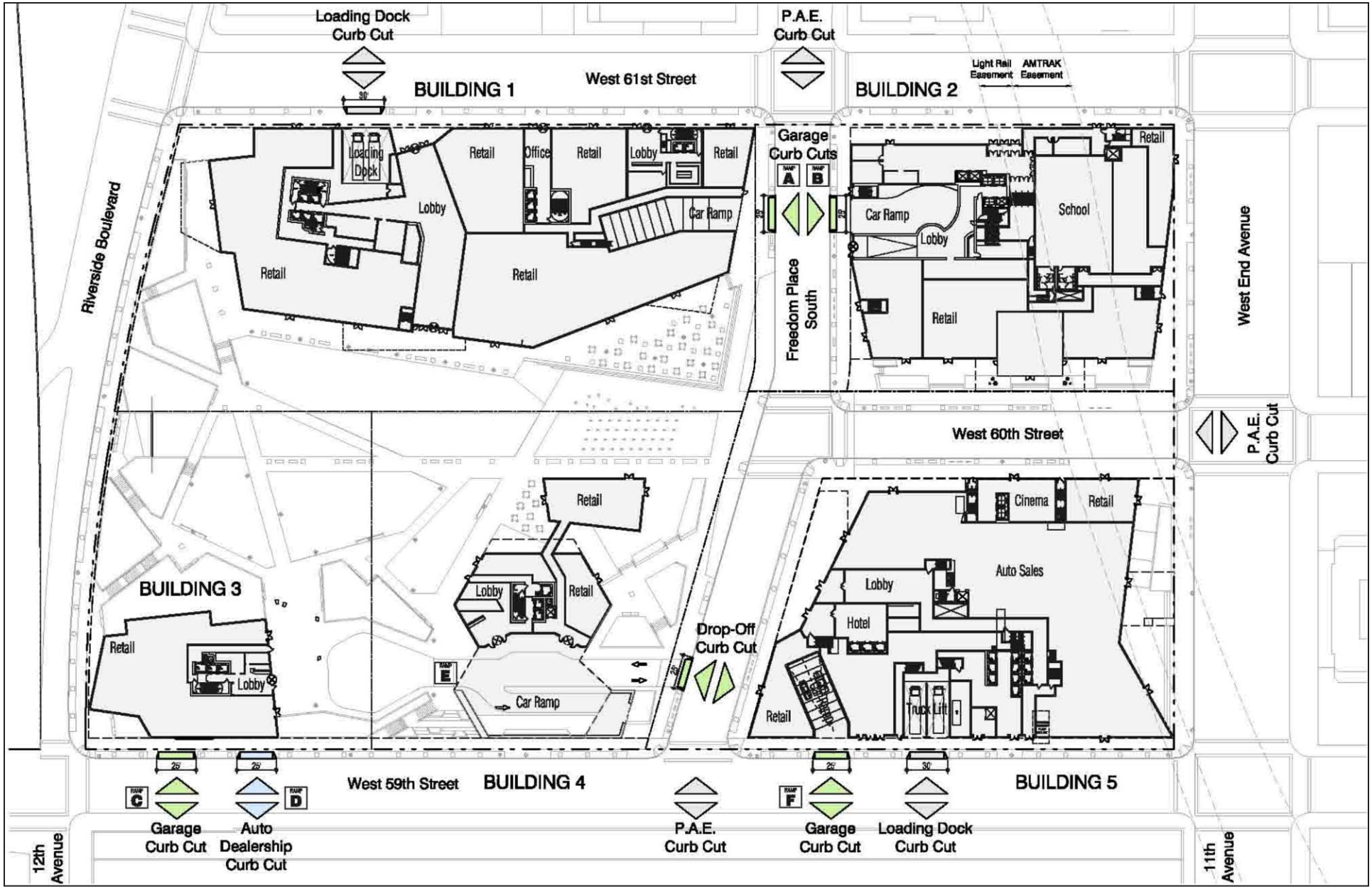
Below Grade Program

Figure 5



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Loading Dock, Garage Entrance and Auto Service Curb Cuts

Figure 6

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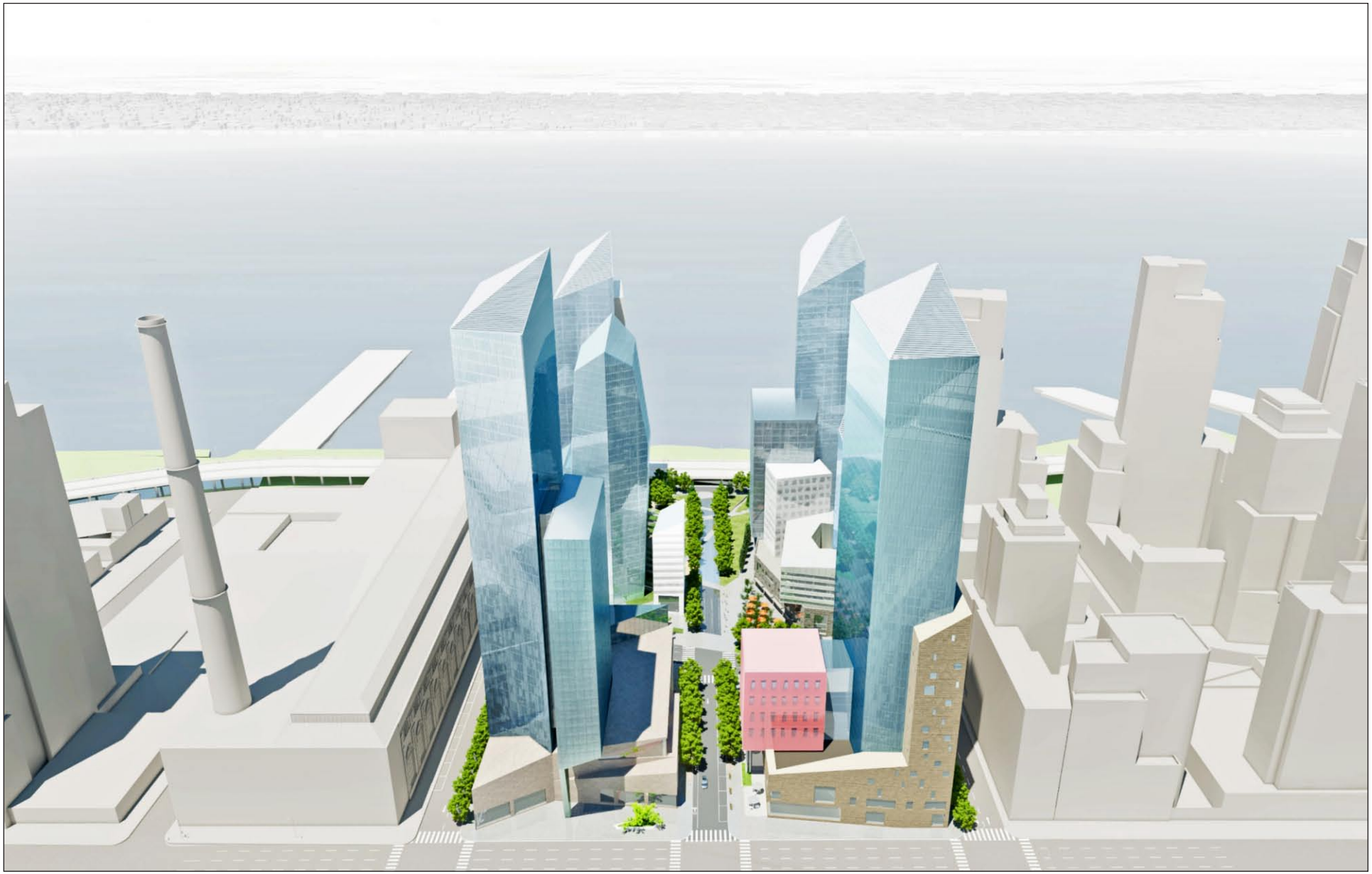
Illustrative View of Proposed Project and Surrounding Buildings

Figure 7



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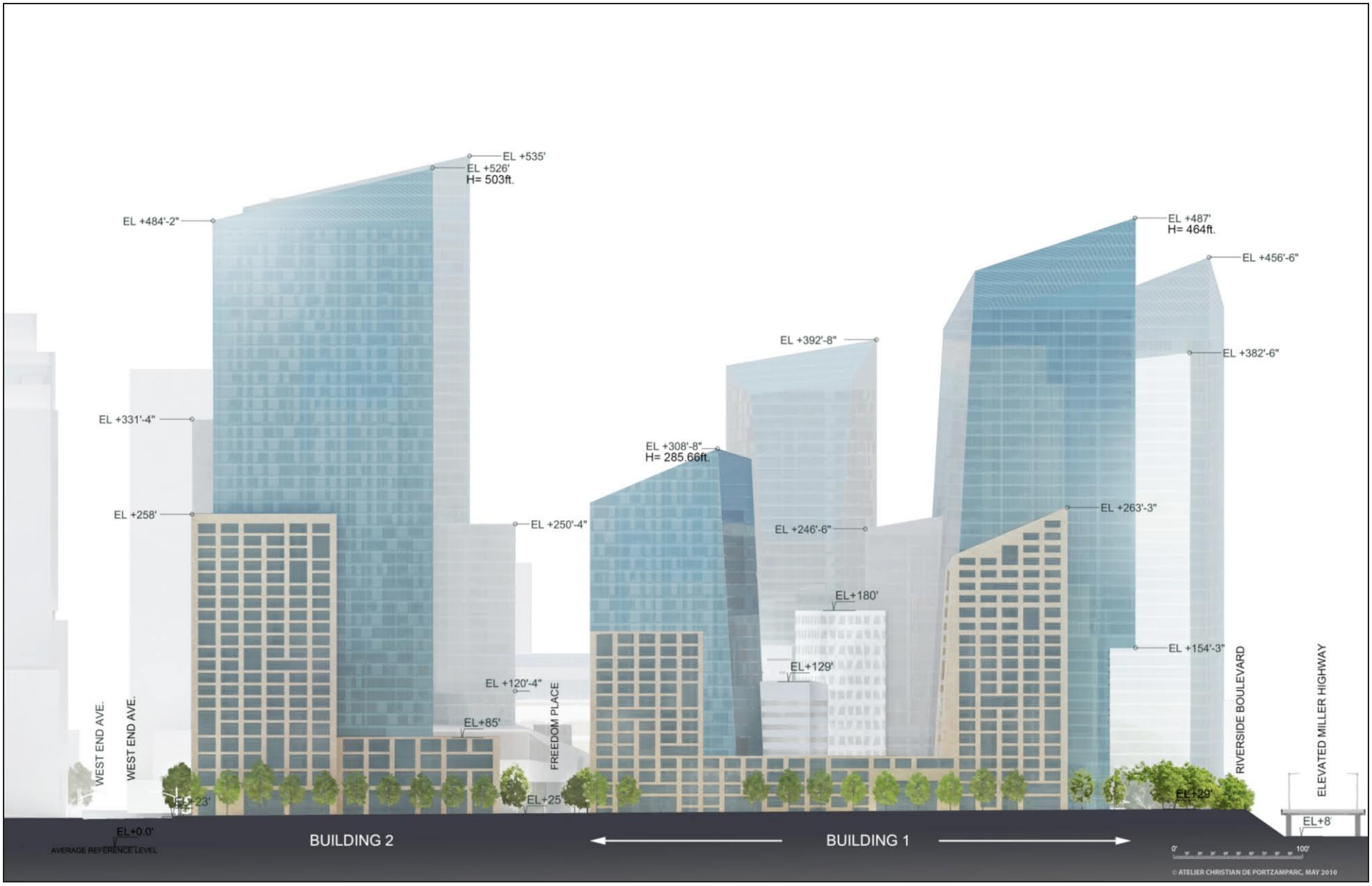
Aerial View Looking West
Figure 8



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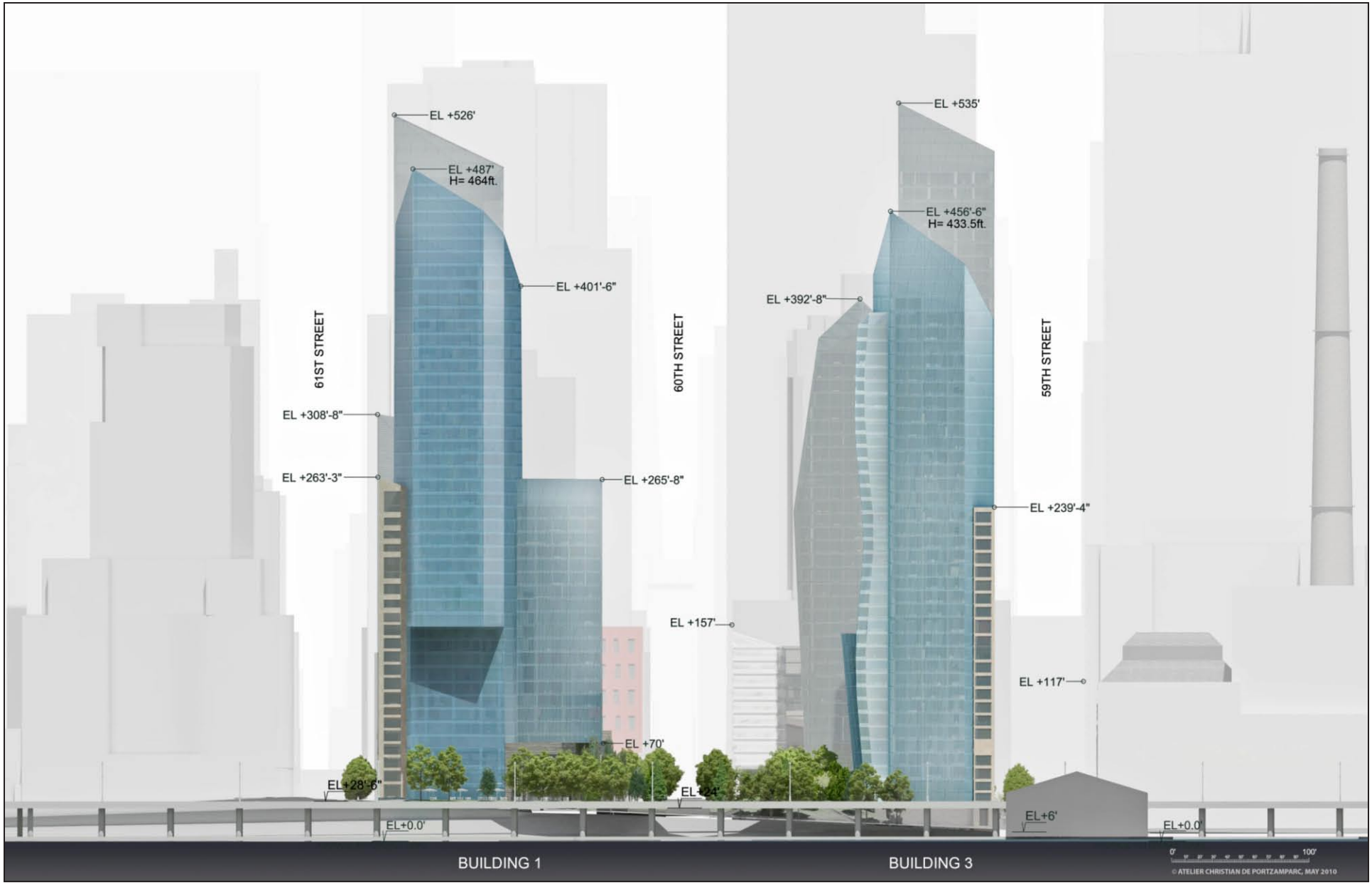
Proposed Project Building Heights

Figure 9



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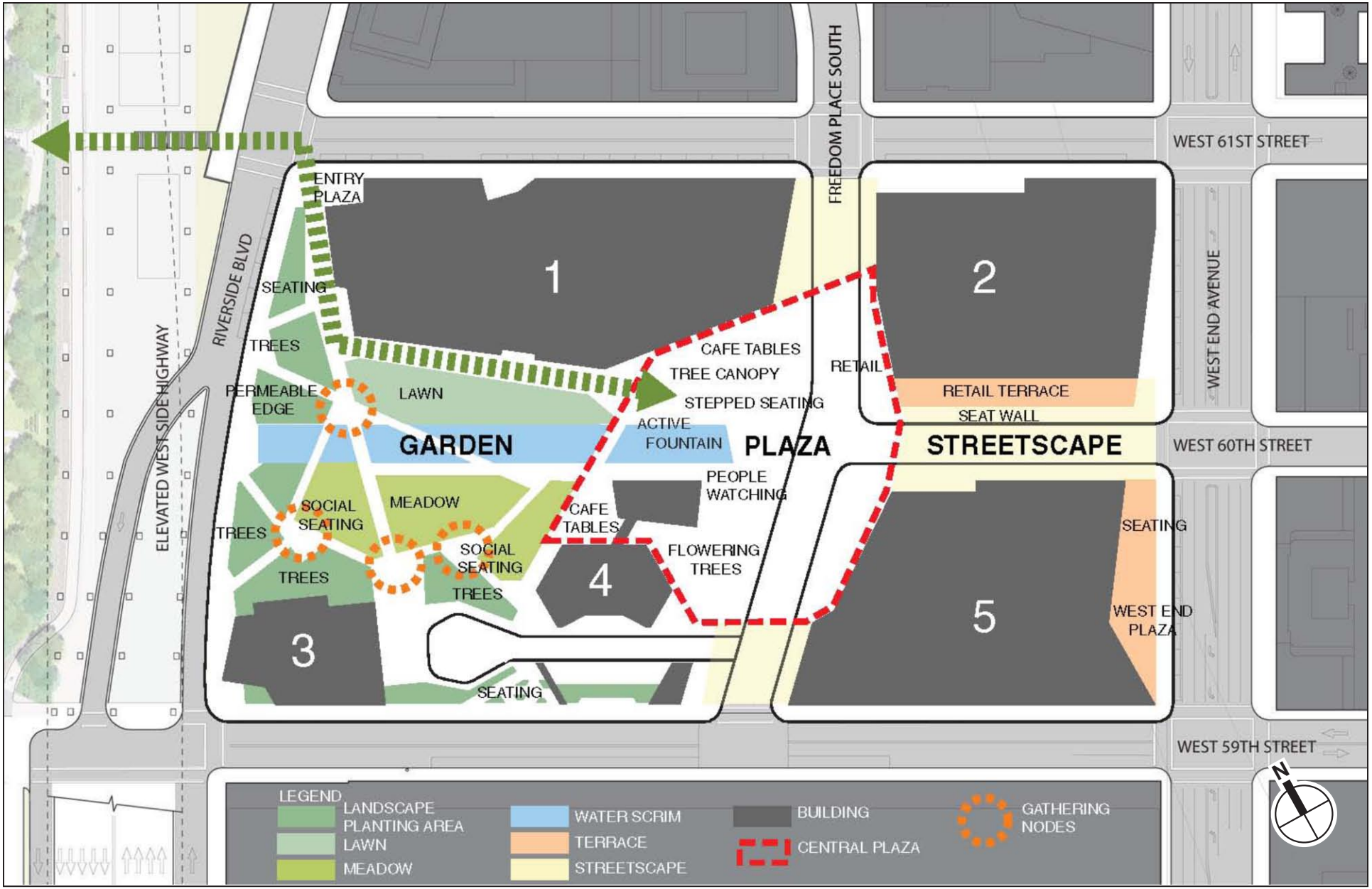
Illustrative Elevation View from Riverside Boulevard

Figure 10



Proposed Open Space Program

Figure 11

Table 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
Units	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
Seats	1,800	252	-1,548
Studio	1,962,554	—	-1,962,554
School	—	151,598	151,598
Hotel*	—	249,240	249,240
Rooms	—	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.

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 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 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 14).

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View Looking West on 60th Street
from West End Avenue

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View Looking Southwest From Plaza
Figure 13

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View Looking West Along Water Scrim

Figure 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 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 7am and 9pm daily.

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 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 Gases.”

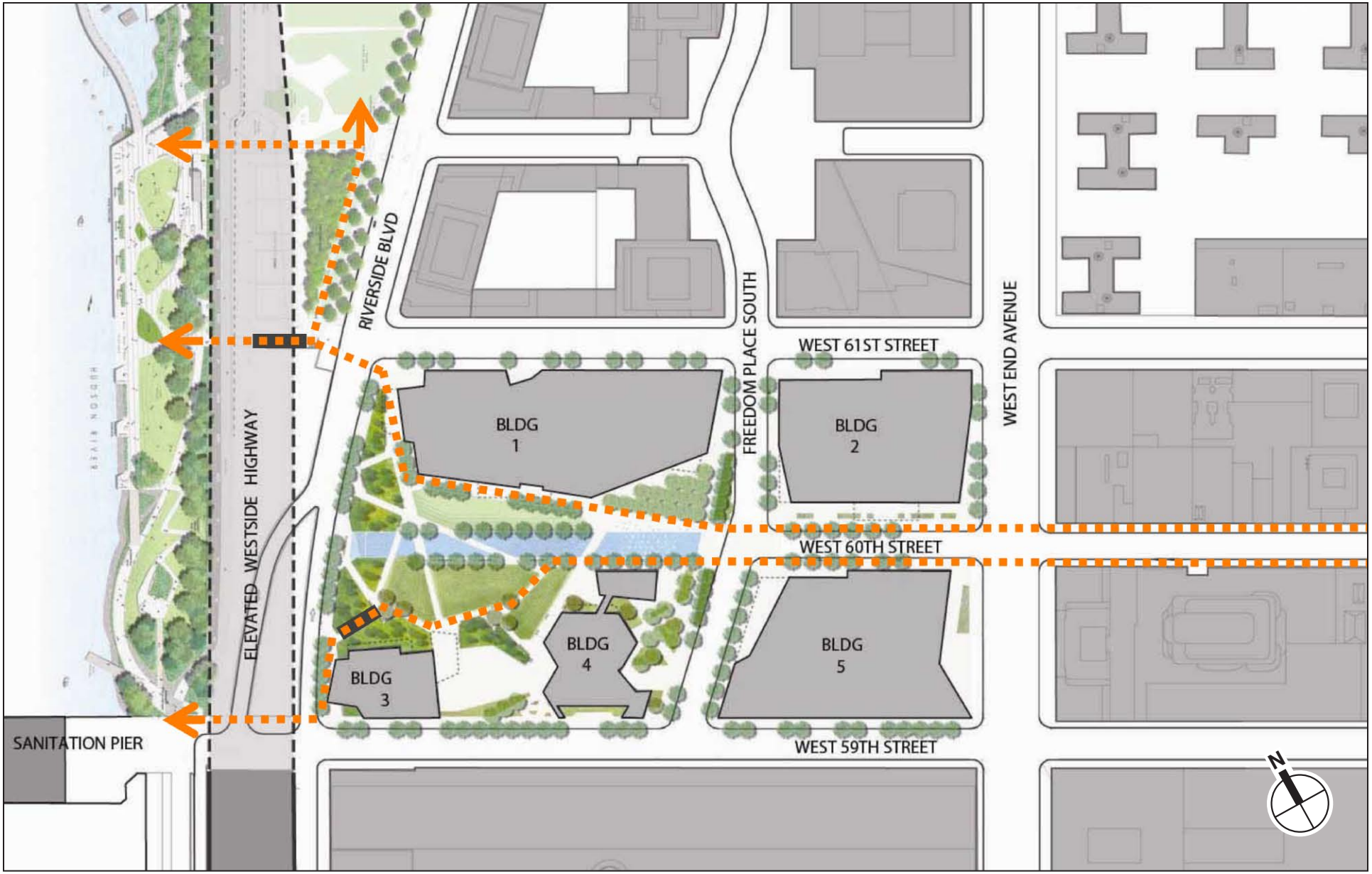
REQUIRED APPROVALS

The Proposed Project would require the following discretionary public actions:

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



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Pedestrian Connections to Riverside Park South

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 Permits[1]:

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) (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; and

iii) 74-681(c)(4), to establish appropriate level (elevation + 24 above Manhattan Datum) instead of "curb level" as the reference plane for the

[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.

development plus additional curb levels for streetscape purposes (26-00 and 37-30);

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.

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.

B. CITY ENVIRONMENTAL QUALITY REVIEW

Because the Proposed Project requires discretionary approvals from the CPC, it is subject to CEQR. CPC is the CEQR lead agency for the Proposed Project. The SEIS will generally follow the guidance of the 2001 *CEQR Technical Manual* with respect to environmental analyses and impact criteria.

Scoping is the first step in SEIS preparation and provides an early opportunity for the public and other agencies to be involved in the SEIS process. Scoping is intended to determine the range of issues and considerations to be evaluated in the SEIS. The goals of scoping are to focus the EIS on potentially significant impacts and to eliminate from consideration issues that are irrelevant or insignificant. This SEIS scope has therefore been prepared to describe the Proposed Project and development program, present the proposed content of the SEIS, and discuss the analytical procedures to be followed.

A public scoping meeting was held by the New York City Department of City Planning (DCP) on January 8, 2009. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through January 20, 2009. This Final Scope of Work for the SEIS incorporates responses to all relevant comments made on the scope (see attached Response to Comments) and includes revised methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft SEIS will be prepared in accordance with this Final Scope of Work for the SEIS.

C. ANALYSIS FRAMEWORK

OVERVIEW

According to the *CEQR Technical Manual*, an SEIS is used to update, supplement, or amend a previously prepared and circulated DEIS, FEIS, or 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 their 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 the 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. Existing conditions will reflect development that has actually occurred for the Riverside South Project, and will incorporate only those mitigation measures that have already been implemented. Next, the chapter will project changed 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. Future conditions without the Proposed Project will account for additional Riverside South development that is expected to occur by 2018, including two alternate scenarios for the development of L, M, and N (detailed below), and will account for mitigation measures that are expected to be implemented by 2018. 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 FEIS will be disclosed. To the extent that

specific CPC land use actions or specific program elements could potentially alter the conclusions in the 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 4 provides information on these maximum floor areas. The maximum zoning floor area[1] permitted at the project site would be 3,014,829 sf (approximately 3,240,545 gsf).

Table 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: 33,300)
Hotel	712,068	759,814
Residential	2,849,529	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 proposed building program for the Proposed Project described above (and summarized in Table 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

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

Project, for analysis purposes, potential building program development scenarios that could result from the proposed zoning approvals will first be identified. The analyses for certain technical areas will be 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 will be 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 will be analyzed using this approach, where such a reasonable worst-case development scenario would result in potential impacts greater than those by the proposed program currently contemplated by the project sponsor (as shown in Table 2). The total development for each reasonable worst-case development scenario 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 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 of reach use, the proposed program will be assumed.

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 will 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.

Table 5

Reasonable Worst Case Development Scenarios

Use	Proposed Program	RWCDS 1 (Maximize Residential)	RWCDS 2 (Maximize Hotel)	RWCDS 3a (Maximize Retail/Office)	RWCDS 3b (Maximize Retail/Office)	RWCDS 3c (Maximize Retail/Office)	RWCDS 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 RWCDSs include approximately 1,800 below grade parking spaces and 2.75 acres of publicly accessible open space.

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 1992 FEIS would be completed (see Figure 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.

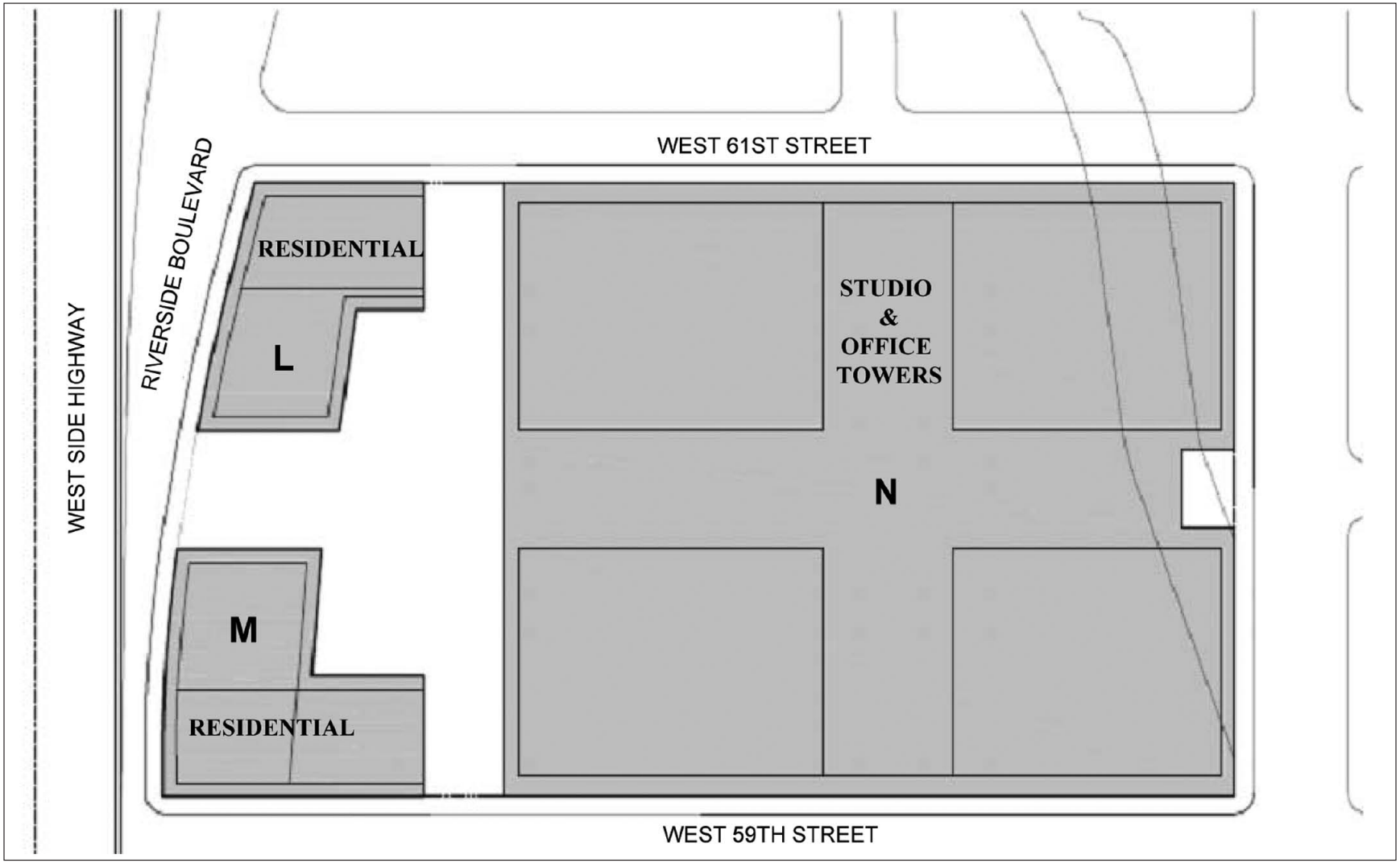
The second No Build Scenario is being included because as described earlier, subsequent to the completion of the Riverside South FEIS, the City Council modified the project approvals to provide that future development on Parcel N would require the submission of revised plans and supplementary environmental 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 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 will 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).

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



No Build Scenario 1 Site Plan (1992 FEIS Program)

(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.

D. PROPOSED SCOPE OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

PROJECT DESCRIPTION

The first chapter of the SEIS will introduce the reader to the project and set the context in which to assess impacts. The chapter will contain a project identification (description and location of the proposed Riverside Center project); description of current uses of the project site; a statement of purpose and need for the Proposed Project; a description of the proposed development program and project siting and design; and a discussion of approvals required, procedures to be followed, and the role of the SEIS in the process. The chapter is the key to understanding the Proposed Project and its impacts, and gives the public and decision-makers a base from which to evaluate the actions against both the Build and the No Build options.

The project description will consist of a discussion of key project elements, such as land use plans, site plans and elevations, and access and circulation. The section on required approvals will describe all discretionary actions required to develop the project. The project description will provide the context of the project with respect to issuance of the 1992 FEIS and the subsequent development of the Riverside South project.

This chapter will also discuss the framework for the analyses for the SEIS. It will identify the analysis years and project phasing, and describe the reasonable worst-case development scenarios that will be assessed in the SEIS. The reasonable worst-case development scenario will vary for several tasks, based on the floor areas as specified by the proposed zoning approvals.

The role of public agencies in the approval process will also be described. The role of the SEIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

LAND USE, ZONING, AND PUBLIC POLICY

The 1992 FEIS concluded that the Riverside South project would be consistent with land use patterns in the 1992 FEIS primary study area (west of Amsterdam Avenue between West 52nd and West 79th Streets) and with existing and evolving land use in the area east of the project site. The Riverside South project was not expected to affect land use trends in the 1992 FEIS secondary study area (east of Amsterdam Avenue between West 52nd and West 79th Streets.) The proposed zoning was found to be consistent with other zoning within the study areas, except for the low-density manufacturing zones mapped south of 59th Street, west of Tenth Avenue. The Riverside South project was not expected to result in any significant adverse impacts on land use, zoning, or public policy.

The SEIS will address the Proposed Project and specific zoning and development program, and it will update the work undertaken for the 1992 FEIS. The scope of work for the SEIS is as follows:

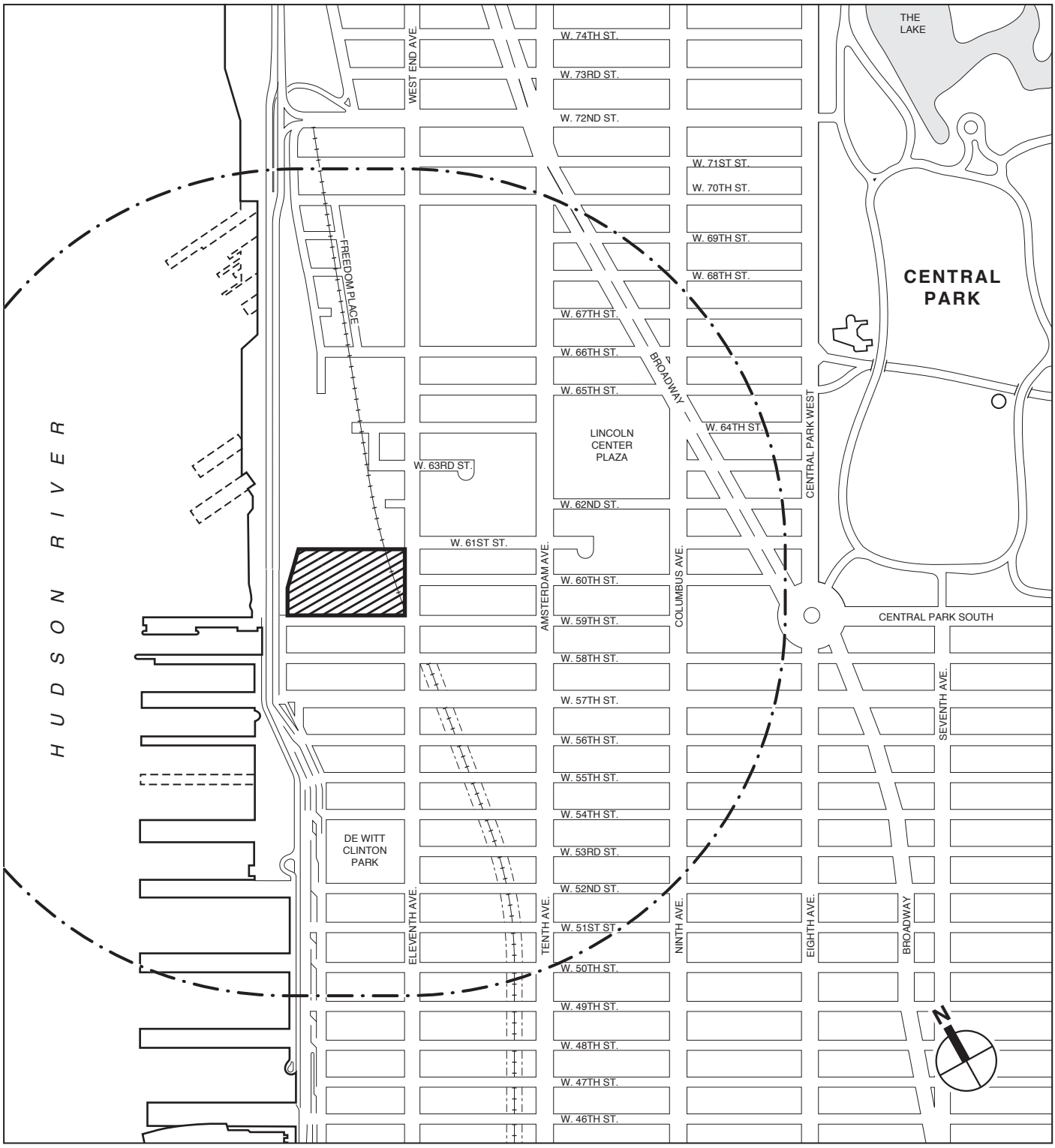
A. Provide a summary of the development history of the project site and surrounding area provided in the 1992 FEIS. Describe existing conditions on the project site and the underlying zoning. The land use study area for the SEIS will extend ½ mile from the project site's boundaries (see Figure 17), a distance that, based on *CEQR Technical Manual* guidelines, defines the area in which the proposed development could reasonably be expected to create potential direct and indirect impacts. Although the proposed text amendment relates to certain general large-scale developments in Manhattan Community District No. 7, it is applicable only to the project site and therefore the ½ mile-study area is appropriate to evaluate potential significant adverse impacts to land use, zoning, and public policy.

B. Update the existing conditions section of the 1992 FEIS to reflect changes in the neighborhood since the analysis performed for the 1992 FEIS. Describe predominant land use patterns, including a description of recent development trends on the Upper West Side of Manhattan, and other public policies that apply to the project site, including any applicable Special Zoning Districts and any formal neighborhood or community plans. Existing land use patterns will be highlighted.

C. Based on the discussion provided in the 1992 FEIS, describe the existing zoning and recent zoning actions in the study area. Update this discussion to reflect any recent changes in the area.

D. Update the list of future projects in the study area to reflect the new build year of 2018, and describe how any changes in background projects might affect land use patterns and development trends in the study area in the Future without the Proposed Project. Also, identify pending zoning actions (including those associated with the proposed No Build projects) or other public policy actions that could affect land use patterns and trends in the study area as they relate to the project site.

E. Describe and analyze the proposed zoning actions, including the modification of an existing special permit, new special permits, and zoning text amendment.



Land Use Study Area

Figure 17

F. Assess whether changes in background conditions, specific CPC actions, and any differences between the Proposed Project and each of the two No Build Scenarios would result in significant adverse impacts on land use and land use trends, zoning, and public policy.

G. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the Proposed Project.

SOCIOECONOMIC CONDITIONS

The 1992 FEIS concluded that there would be no significant adverse socioeconomic impacts generated by the Riverside South project. The inclusion of affordable housing on-site was considered to provide a measure of relief to increased residential displacement pressures and could provide housing opportunities for those persons who would experience accelerated displacement pressures. The project would not alter the area's business patterns in a manner that would result in indirect displacement of businesses. The new uses would not add to the concentration of any one sector in the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns, and the retail space would not be large enough to disrupt or displace existing retail businesses.

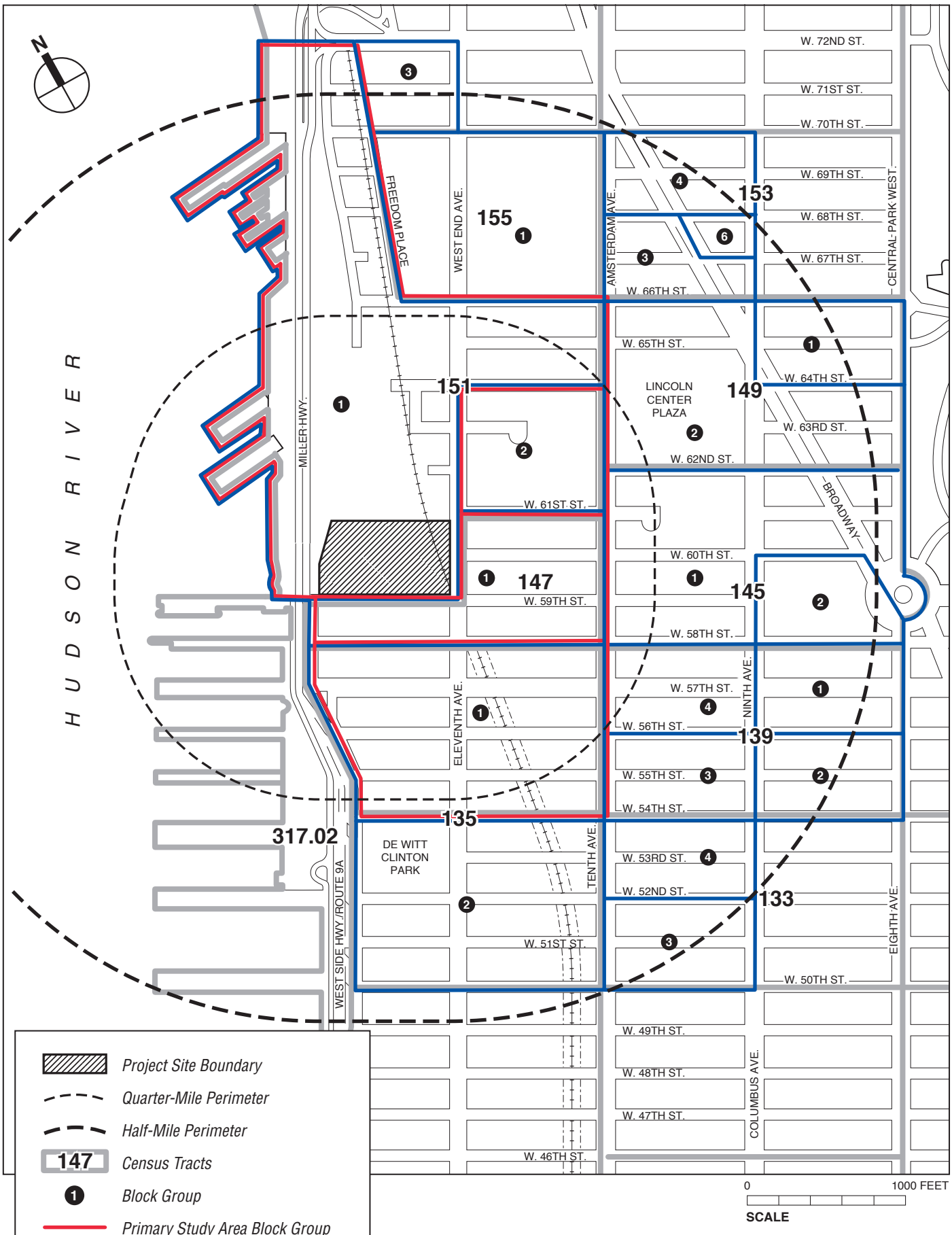
The SEIS scope for the socioeconomic conditions analysis will follow the guidelines of the *CEQR Technical Manual* in assessing the Proposed Project's effects on socioeconomic conditions within a study area. As per the *CEQR Technical Manual*, the study area is patterned on those being used to evaluate the project's effects on land use, zoning, and public policy (see Task 3), though the boundaries of the socioeconomic study area have been adjusted from the strict ½-mile boundary delineation to better reflect census block group boundaries (see Figure 18). According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry. In conformance with *CEQR Technical Manual* guidelines, the analysis of these five areas of concern will begin with a preliminary assessment. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. Detailed analyses, if necessary, will be framed in the context of existing conditions and evaluations of the two No Build Scenarios and the Future with the Proposed Project.

DIRECT RESIDENTIAL DISPLACEMENT

No direct residential displacement would occur under the Proposed Project. Therefore, a preliminary assessment of direct residential displacement is not required under CEQR.

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The Proposed Project would result in the direct displacement of the existing parking uses on the site. The analysis of direct business and institutional displacement will identify the number of employees and the number and types of businesses that would be displaced by the Proposed Project and characterize the economic profile of the ½-mile study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts:



Socioeconomic Study Area

Figure 18

- Whether the businesses or institutions in question have substantial economic value to the City or region and can only be relocated with great difficulty or not at all;
- Whether a category of businesses or institutions is the subject of regulations or publicly adopted plans to preserve, enhance, or otherwise protect it;
- Whether the businesses or institutions define or contribute substantially to a defining element of neighborhood character; and
- Whether a substantial number of businesses or employees would be displaced that collectively define the character of the neighborhood.

INDIRECT RESIDENTIAL DISPLACEMENT

The concern with respect to indirect residential displacement is whether a proposed action—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it difficult for some residents to afford their homes. The indirect residential displacement analysis will consider the potential for significant adverse impacts resulting from a reasonable worst-case development scenario which maximizes the amount of new residential development, thereby maximizing the potential for indirect residential displacement impacts. The indirect residential displacement analysis will use 1990 and 2000 U.S. Census data, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The existing population of the area will be estimated using 2000 Census data, but will be supplemented by information on post-2000 housing construction from the New York City Department of Finance's Real Property Assessment Database (RPAD). The analysis will address the following CEQR criteria for determining the potential for significant adverse impacts:

- Whether the project would add substantial new population with different socioeconomic characteristics compared with the size and character of the existing population;
- Whether the project would directly displace uses or properties that have had a "blighting" effect on property values in the area;
- Whether the project would directly displace enough of one or more components of the population to alter the socioeconomic composition of the study area;
- Whether the project would introduce a substantial amount of a more costly type of housing compared with existing housing and housing expected to be built in the study area by the time the project is complete;
- Whether the project would introduce a "critical mass" of non-residential uses, such that the surrounding area becomes more attractive as a residential neighborhood complex; and
- Whether the project would introduce a land use that could offset positive trends in the study area, impede efforts to attract investment to the area, or create a climate for disinvestment.

If the preliminary assessment of these criteria cannot definitively rule out the potential for significant adverse impacts, a detailed analysis will be conducted that focuses on whether the Proposed Project would introduce or accelerate a trend of changing socioeconomic conditions and if the study area contains a population at risk of displacement. Specifically, a detailed indirect residential displacement analysis would:

A. Estimate the numbers of rent controlled and stabilized vs. market rate units in the study area. This task also would include an assessment of the potential effects on Single Room

Occupancy (SRO) units in the study area, due in part to the attention SRO units received in the 1992 FEIS, and also because the *CEQR Technical Manual* specifically identifies SRO occupants as a potentially vulnerable population who should be considered as part of a preliminary assessment

B. Identify populations at risk of displacement by determining: (1) the portion of the population that could not sustain significant increases in rents, and (2) the portion of the population living in units not protected by rent control or rent stabilization regulations.

C. Determine if the Proposed Project would introduce a new trend or accelerate a trend of changing socioeconomic conditions that would put identified populations at risk within the study area at risk of displacement.

D. Determine if the Proposed Project would cause indirect displacement of identified populations at risk in the study areas by introducing a new land use that would affect socioeconomic conditions, including the housing market, in the future compared with the No Build condition.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

According to the *CEQR Technical Manual*, commercial developments of 200,000 square feet or less would typically not result in significant indirect impacts relating to business and institutional displacement. While it is anticipated that the project would represent a net loss in the amount of commercial development on the site, compared with the 1992 FEIS site program, an assessment of indirect business and institutional impacts will be performed because the project would introduce new retail uses that were not considered in the 1992 FEIS (the FEIS analyzed the potential indirect effects of commercial office uses). The indirect business and institutional displacement analysis will consider the potential for significant adverse impacts resulting from a reasonable worst-case development scenario which maximizes hotel and retail uses, thereby maximizing the potential for indirect business and institutional displacement impacts. Given the amount of retail possible under this reasonable worst-case scenario—an estimated 268,420 gsf (see Table 4)—the analysis will consider whether the Proposed Project would result in significant adverse socioeconomic impacts due to indirect business displacement. The assessment will entail the following steps:

A. Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census, and discussions with real estate brokers.

B. Determine whether the Proposed Project would introduce enough of a new economic activity to alter existing economic patterns.

C. Determine whether the Proposed Project would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The analyses of direct business displacement will provide enough information to determine whether the Proposed Project could have any adverse effects on a specific industry, compared with the Future without the Proposed Project. The analysis will respond to the following issues:

A. Whether the Proposed Project would significantly affect business conditions in any industry or category of businesses within or outside the study areas.

B. Whether the Proposed Project would substantially reduce employment or impair viability in a specific industry or category of businesses.

COMMUNITY FACILITIES AND SERVICES

The 1992 FEIS concluded that the Riverside South project would not have a significant adverse impact on police and fire protection services, day care facilities, libraries, or outpatient health care facilities. However, the 1992 FEIS found the potential for significant impacts resulting from an increase in overcrowding at the two elementary schools serving the project area. In addition, the 1992 FEIS analyzed two affordable housing scenarios. Under both of these scenarios, the 1992 FEIS indicated that the project would significantly impact elementary and intermediate school resources, and this impact could not be mitigated through the use of administrative actions (see "Mitigation" below).

The proposed development program includes approximately 2,500 residential units, of which twelve percent (approximately 300 residential units) are proposed as affordable housing. However, as noted in the Analysis Framework section above, the maximum residential floor area in a reasonable worst-case development scenario could accommodate approximately 3,000 residential units.

The SEIS will update the analyses conducted for the 1992 FEIS, based on a reasonable worst-case scenario of 3,000 residential units—of which twelve percent (approximately 360 units) would be affordable—as follows:

POLICE AND FIRE SERVICES

The 1992 FEIS did not find a significant adverse impact on police and fire services. The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services if a proposed action would affect the physical operation of, or access to and from, a station house. The Fire Department (FDNY) does not allocate resources based on proposed or projected developments, but continually evaluates the need for changes in personnel, equipment, or locations of fire stations and makes any adjustments necessary. Similarly, the Police Department (NYPD) independently reviews its staffing levels against a precinct's population, area coverage, crime levels, and other factors when assessing its ability to serve the community or need to redeploy services. As with the project presented in the 1992 FEIS, the Proposed Project for Parcels L, M, and N would not directly displace a station house and therefore would not adversely affect the physical operation of, or access to and from, a station house. The SEIS will not update the 1992 FEIS analysis of police and fire services.

For informational purposes, the SEIS will provide a description of existing police and fire facilities that serve the project sites.

SCHOOLS

The SEIS will update the schools analysis to reflect a reasonable worst-case development scenario under the development now being proposed for Parcels L, M, and N. Based on the *CEQR Technical Manual* updated Table 3C-2, 3,000 residential units would generate 360 elementary, 120 intermediate, and 180 high school students. The chapter will identify public elementary and intermediate schools within the ½-mile study area and within the school subdistrict serving the project site and assess conditions in terms of enrollment and utilization during the most current school year for which data are available, noting any specific capacity

constraints. The chapter will also identify public high schools within the study area for informational purposes. However, the high school analysis will be a borough-based analysis.

Conditions that will exist in the Future without the Proposed Project, including the two No Build Scenarios, will be identified, taking into consideration projected increases in future enrollment and plans to increase school capacity. Plans to increase school capacity will include capital projects identified as under construction in the Department of Education's capital plan and administrative actions on the part of the Department of Education.

Future conditions with the Proposed Project will be analyzed, adding students likely to be generated by the project to the Future without the Proposed Project projections (including the two No Build Scenarios). Additional elementary and/or intermediate school seat capacity that would be added as part of the Proposed Project will be added to the projected school capacity in the 2018 analysis year. Impacts of the Proposed Project will be assessed based on the difference between conditions in the No Build Scenarios and the Future with the Proposed Project and the potential for the Proposed Project to cause overcrowding (i.e., a deficiency in the number of available seats) at public schools within the ½-mile study area and the subdistrict. Additional elementary and/or intermediate school seat capacity that would be added under the development proposal will be included in the quantitative analysis.

LIBRARIES

The 1992 FEIS did not find a significant adverse impact on libraries. The SEIS will evaluate whether the differences in the library user population under the Proposed Project (based on the reasonable worst-case development scenario of 3,000 residential units) as compared with the two No Build Scenarios would alter the 1992 FEIS findings with respect to libraries. The updated analysis will be based on branch libraries, as per CEQR guidelines, and will not include the NYPL Performing Arts Library in any quantitative analysis.

OUTPATIENT HEALTH CARE FACILITIES

The 1992 FEIS did not identify any significant adverse impacts on health care facilities. The 2001 *CEQR Technical Manual* threshold for an analysis of outpatient health care facilities is if a project would create more than 600 low- to moderate-income housing units. Under a reasonable worst-case development scenario, the Proposed Project could create approximately 3,000 housing units, of which twelve percent (360 units) would be affordable. Therefore, the Proposed Project would not meet the threshold for analysis, and the SEIS will not include an analysis of outpatient health care facilities.

For informational purposes, the analysis will identify the existing hospital and emergency room facilities serving the Project Site.

CHILD CARE

The 1992 FEIS did not identify any significant adverse impacts on publicly funded child care facilities. Under a reasonable worst-case development scenario, the Proposed Project could create approximately 3,000 housing units, of which twelve percent (360 units) would be affordable. The Proposed Project would be expected to introduce more than 20 children eligible for publicly funded child care. Therefore, a detailed assessment of child care centers will be provided.

The analysis of child care facilities will use the updated methodology released in December 2009 and incorporated into the *CEQR Technical Manual* via an online addendum on the New York City Office of Environmental Coordination's website.

OPEN SPACE

The original 1992 Riverside South development included a plan to create a total of 25 acres of publicly accessible open space, approximately 21.5 acres of which would be developed as a large-scale waterfront park (Riverside Park South). The 1992 FEIS concluded that the Riverside South project's development of 25 acres of publicly accessible open space would constitute a nearly 32 percent increase in the future open space inventory of the residential study area and an approximately 135 percent increase in the commercial study area. A total of 22.51 acres of open space is currently planned as the Riverside Park South, of which approximately 12.93 acres have been developed to date.

The Proposed Project would include approximately 2.75 acres (±119,781 gsf) of privately owned, publicly accessible open space that would provide a connection to Riverside Park South. A detailed assessment of the Proposed Project's effect on open space will be provided in the SEIS. The SEIS will update the open space analysis and will assess the potential for impacts on open space, taking into account the specific open space acreage and proposed programming for the open space. As in the 1992 FEIS, the analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a commercial (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. As recommended in the *CEQR Technical Manual*, both study areas comprise all census tracts that have 50 percent of their area located within ¼-mile radius and ½-mile radius of the project site (see Figure 19). In addition to those census tracts that have 50 percent of their area located within ¼-mile radius of the project site, the commercial (1/4-mile) analysis will include portions of two census tracts—Census Tracts 135 and 317.02—that do not have 50 percent of their area within ¼-mile of the project site due to the size of the tracts. However, given these census tracts' close proximity to the project site—their boundaries are within two blocks of the project site—it is appropriate to include portions of the tracts within the commercial study area.

A. Update the inventory of passive and active open spaces. The condition and use of existing facilities will be described based on the inventory.
B. Update the demographic analysis of the worker and residential population in the commercial open space study area, and residential population in the residential open space study area, including information available from the 2000 Census.
C. Based on the updated inventory of publicly accessible open space and residential and worker populations, existing open space ratios will be calculated and compared with City guidelines to assess adequacy.
D. Assess expected changes in future levels of open space supply and demand in 2018 based on other planned development projects within the study areas, using updated information from the "Land Use, Zoning, and Public Policy" task. Open space ratios will be developed for the two future No Build Scenarios and compared with existing ratios to determine changes in levels of adequacy for the Future without the Proposed Project.
E. Based on the residential and worker populations added by the Proposed Project (based on a reasonable worst-case development scenario) as well as the new open space, assess effects on open space supply and demand. The assessments of impacts will be based on a

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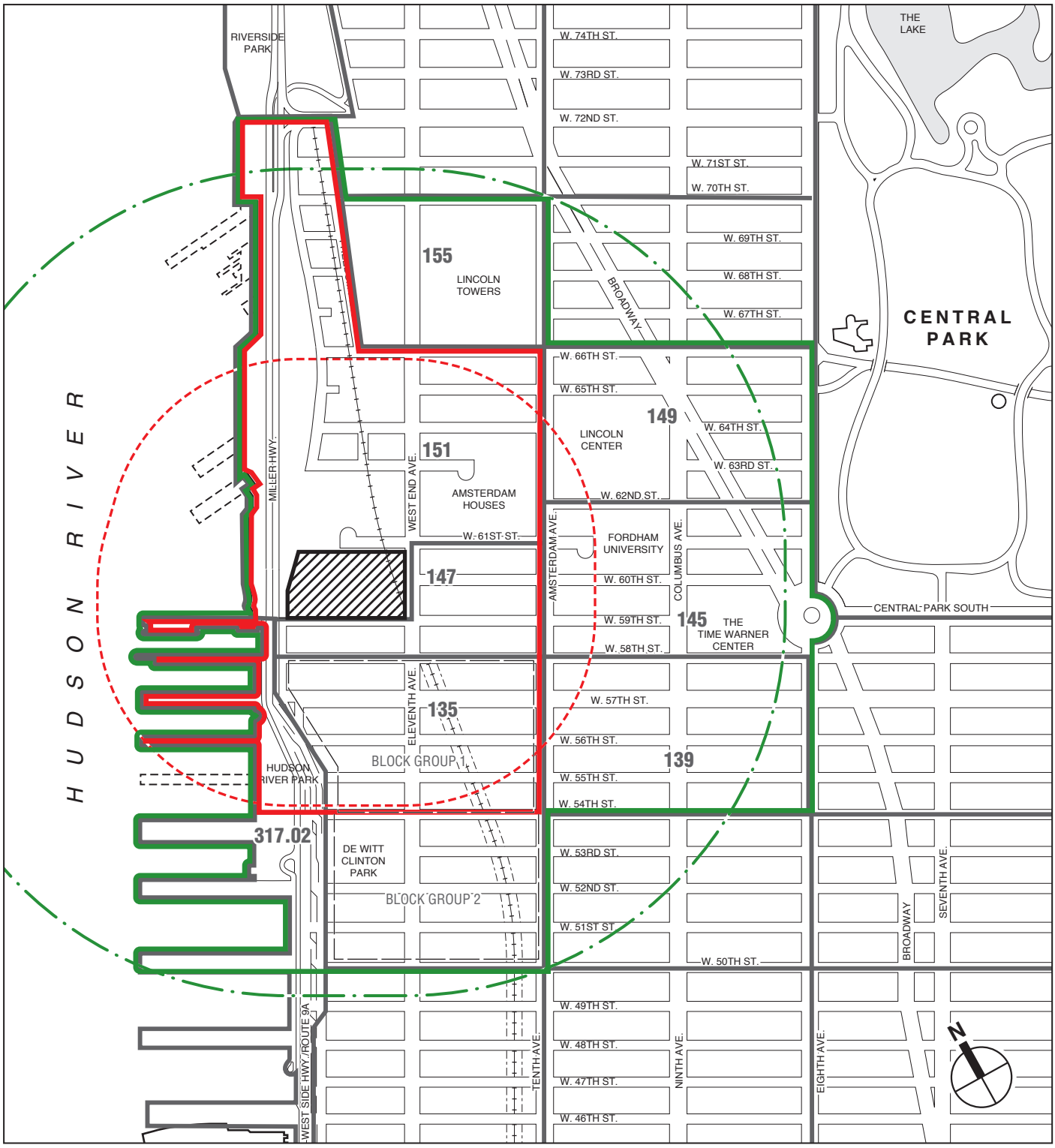


Project Site Boundary

1/4-Mile Radius

1/2-Mile Radius

Residential Study Area Boundary

Commercial Study Area Boundary

135 *Census Tract*

Block Group Boundary

0 1000 FEET

SCALE

RIVERSIDE CENTER

Open Space Study Areas

Figure 19

comparison of open space ratios with the Proposed Project and its associated public space, and open space ratios in the Future without the Proposed Project.

F. Qualitatively evaluate the effects of the new open space on overall open space conditions in the study areas. Describe the type (active or passive), capacity, conditions, and distribution of existing open spaces and open space conditions in the Future without the Proposed Project. Compare future conditions without and with the Proposed Project by describing the programming elements of the new open space and evaluating its effects on capacity, overall conditions, and relation and accessibility to surrounding open spaces, including descriptions of potential physical connections to existing and planned open spaces. The assessment will include a discussion of the proposed open space's arrangement, configuration, points of access, hours of accessibility, and whether the open space would meet the goals and objectives of the project sponsor in serving as a physical and visual link to the waterfront.

G. Determine whether the Proposed Project, in comparison to the No Build Scenarios, would result in any significant adverse impacts.

H. For any significant adverse impacts, identify and analyze appropriate mitigation measures as are deemed appropriate by the lead agency.

SHADOWS

The 1992 FEIS did not identify any significant shadows impacts for the Riverside South project. The SEIS will update the shadows analysis to account for the development now proposed for Parcels L, M, and N.

A. Identify sun-sensitive landscape elements and activities in the public open spaces within the path of the Proposed Project's shadow. Identify any historic resources with significant sun-sensitive features and important natural resources such as the Hudson River within this area. Map and describe any sun-sensitive areas in coordination with an open space survey of the existing public open spaces.

B. Prepare a three-dimensional CAD model of the project site and adjacent area that will include buildings as well as take into account the topography of the area. The data for this model will come from Fugro EarthData Inc., the New York City Department of Information Technology and Telecommunications, surveys prepared as part of the project design, and other plans available for the project site. Add proposed buildings data to the CAD model for the two No Build Scenarios to perform analyses of the Future with and without the Proposed Project. Add other development projects in the study area that are expected to be complete by the 2018 analysis year as accurately as available information allows.

C. Prepare shadow diagrams for time periods when shadows from the new buildings could fall onto existing or future planned open spaces in the study area. The analysis will also take into account any historic resources identified in the area that may have significant sunlight-dependent features such as stained glass windows. These diagrams will be prepared for up to four representative analysis days if shadows from the proposed buildings would fall onto any of the open spaces on that day. The four analysis days are March 21, May 6, June 21, and December 21.

D. Calculate the hours that the project's shadows will fall on publicly accessible open space, open water, and any historic resources with significant sunlight-dependent features, based on the shadow diagrams for each of the analysis dates. Determine whether the project's

shadows will fall on sun-sensitive uses or vegetation. Describe the duration of the shadow on such uses and the percent coverage for each of the analysis dates.

E. If sun-sensitive vegetation or activity areas will be covered by the project's shadow for a significant amount of time, calculate the duration of the project's shadow on the sensitive use and compare it with the existing amount of sunlight on these areas.

F. Determine whether the Proposed Project, in comparison to the No Build Scenarios, would result in any significant adverse impacts. Mitigation will be identified and analyzed for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

HISTORIC RESOURCES

The 1992 FEIS concluded that there would be no significant impacts related to architectural resources. The 1992 FEIS found that there would be no significant adverse contextual effects on architectural resources with implementation of the project's large-scale special permit controls. The 1992 FEIS also indicated that the Riverside South project could affect nearby architectural resources during construction; therefore to protect the foundations and building fabric of these nearby resources, the project sponsor was required to comply with the New York City Landmarks Preservation Commission's (LPC) guidelines for construction adjacent to a historic landmark. In addition, the potential relocation of the Henry Hudson Parkway was identified as having the potential to impact views from and to Riverside Park.

Archaeological studies indicated that there could be prehistoric archaeological resources in one location on Parcels L, M, and N. Development of the Riverside South project would disturb or destroy those resources, resulting in a potentially significant archaeological impact. To mitigate this impact, the project sponsor agreed to have archaeological testing performed in this location before construction to determine the presence or absence of subsurface resources.

The SEIS scope of work is as follows:

A. Define the area of potential effect (APE) for archaeological resources. Using the previous archaeological studies prepared for the 1992 FEIS as a basis, seek a determination from LPC of the project site's potential archaeological sensitivity. Based on its review, LPC will either recommend that further archaeological evaluation is not warranted, or that the APE requires additional study.

B. Define the study area for architectural resources.

C. Within the study area for architectural resources, identify any properties that appear to meet eligibility criteria for listing on the State and/or National Registers of Historic Places or for designation as New York City Landmarks (NYCL). Describe changes, if any, in the status or designation of previously identified potential architectural resources in the study area. Map and briefly describe any potential architectural resources, and consult with LPC for determinations of eligibility.

D. Identify and describe any designated architectural resources in the study area. Designated architectural resources include any NYCLs and New York City Historic Districts, properties pending NYCL designation, sites listed on or determined eligible for inclusion on the State and/or National Register of Historic Places, and National Historic Landmarks.

E. If there have been any material changes from the circumstances considered in the 1992 FEIS, assess the potential for impacts on any known or potential architectural resources, including visual and contextual impacts based on an assessment of the specific development program.

F. Describe anticipated changes to the project site and the study area in the Future without the Proposed Project.

G. Assess the potential impact of the proposed development for Parcels L, M, and N on any known or potential architectural resources, including any direct physical impacts and any visual or contextual impacts.

H. Assess the project's potential to have direct physical impacts on archaeological resources.

I. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the Proposed Project, in consultation with LPC.

URBAN DESIGN AND VISUAL RESOURCES

The 1992 FEIS concluded that no significant adverse impacts on urban design and visual resources would be expected under the Riverside South project. The SEIS will assess the potential for the Proposed Project to generate significant adverse impacts with respect to urban design and visual resources. Following the recommendations of the *CEQR Technical Manual*, the SEIS will consider the following urban design characteristics: building bulk including height, setback, and density characteristics; building use; building arrangement; block form and street pattern; streetscape elements; and street hierarchy. The scope of work for this task is as follows:

A. Update the 1992 FEIS's description of the project site and the urban design and visual resources of the surrounding area, using photographs and text as appropriate. Views of the project site along adjacent streetscapes will be included. The primary study area for urban design and visual resources will be approximately 400 feet from the project site, extending to ¼-mile along the Hudson River waterfront and West End Avenue, where view corridors are longest. A secondary study area will also be assessed, roughly encompassing the area evaluated in the 1992 FEIS with a modification to the northern boundary. Since the northern extent of the project site is West 61st Street, the northern boundary of the secondary study area has been set at West 66th Street. The east, south, and west boundaries of the secondary study area will be the same as those analyzed for visual context in the 1992 FEIS: Eighth Avenue/Central Park West, West 52nd Street, and the Hudson River.

B. Based on planned development projects, describe the changes in the urban design and visual character of the study area that are expected in the Future without the Proposed Project.

C. Assess the changes in urban design characteristics and visual resources that are expected to result from the Proposed Project on the project site and in the study area and evaluate the significance of the change. Appropriate renderings to accurately depict the context of the development program with the surrounding area will be included.

D. Identify and analyze practicable mitigation for any significant adverse impacts generated by the Proposed Project.

E. An analysis will be performed to examine the effects of the project on pedestrian-level wind conditions at publicly accessible open spaces.

NEIGHBORHOOD CHARACTER

The 1992 FEIS found that the project would be consistent with and enhance the character of the Columbus Circle/Lincoln Square area. While the population attracted to the Riverside South project was expected to be consistent with the existing residential character of the neighborhood, the provision of affordable units would diversify the project's population and relieve the acceleration of displacement pressures for certain low- and moderate-income residents of the area. According to the 1992 FEIS, the Riverside South project would also provide area residents with access to the waterfront. No significant adverse neighborhood character impacts were identified.

The SEIS will update the neighborhood character assessment to take into account the Proposed Project now proposed for Parcels L, M, and N. The character of a neighborhood is established by numerous factors, including land use patterns, the scale of development, the design of buildings, the presence of notable historic, physical, or natural landmarks, and a variety of other features, including traffic and pedestrian patterns, noise, and socioeconomic conditions. Since most of these elements will already be covered in other sections of the EIS, this chapter will be closely related to the SEIS chapters on land use, zoning, and public policy; urban design and visual resources; historic resources; socioeconomic conditions; traffic and parking; transit and pedestrians; and noise. This assessment will essentially represent a summary of the key findings of these other analyses. Specifically, the scope of work for this task will be as follows:

A. Drawing on other SEIS sections, describe the predominant factors that contribute to defining the character of the area.

B. Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the Future without the Proposed Project.

C. Drawing on the analysis of impacts in various other SEIS chapters, assess and summarize the Proposed Project's impacts on neighborhood character.

D. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the Proposed Project.

NATURAL RESOURCES

The 1992 FEIS did not identify any significant adverse natural resource impacts from the Riverside South project. The project site contains largely impervious surface, has no existing vegetation resources, and consequently provides almost no habitat for wildlife. The proposed increase in grassed area (the proposed public open spaces) has the potential to provide some habitat for wildlife. The scope of work for this task will be as follows:

A. Describe existing natural resources (plants, wildlife, threatened, or endangered species, and floodplains) on the project site.

B. Provide a general description of aquatic resources of the Hudson River in the vicinity of the project site, including water quality and aquatic organisms (plankton, macroinvertebrates, fish, and threatened or endangered species).

C. Assess the potential effects to natural resources from the Proposed Project, including the potential habitat provided by additional open space and the potential effects on migratory birds due to the size and heights of the proposed buildings.

D. Assess the potential effects to aquatic resources of the Hudson River (water quality and aquatic organisms) in the vicinity of the project site associated with any stormwater or sewage discharges from the Proposed Project.

E. Assess the potential effects to water quality from increases in treated effluent from the North River Water Pollution Control Plant (WPCP) that could result from the Proposed Project.

F. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the Proposed Project.

HAZARDOUS MATERIALS

The 1992 FEIS identified the potential for significant adverse impacts resulting from the presence of hazardous materials in the soil and groundwater on the site. Therefore, a remediation program that would prevent human contact with all site soils was developed. A Construction Phase Health and Safety Plan (CHASP) was also developed as a component of the mitigation program for all phases of construction, and this plan was approved by the New York City Department of Environmental Protection (DEP) Division of Hazardous Materials Program. The SEIS will summarize the investigation and remediation activities that have been and will be conducted at the project site. The SEIS will also include a discussion of the health and safety measures that would be implemented during project construction. Review of the hazardous materials assessment will be coordinated with DEP, and an updated CHASP and a new Remedial Action Plan (RAP) will be developed in coordination with DEP.

WATERFRONT REVITALIZATION PROGRAM

The 1992 FEIS concluded that the Riverside South project was consistent with the applicable statewide and city-specific coastal zone management policies. The SEIS will update this assessment to reflect the Proposed Project for Parcels L, M, and N. The SEIS will assess the Proposed Project's consistency with the City's Local Waterfront Revitalization Program, which was approved by the New York State Department of State in May 2002 and concurred with by the U.S. Department of Commerce in August 2002.

INFRASTRUCTURE

The 1992 FEIS concluded that no significant impacts would occur in the water supply and sewage treatment system as a result of the Riverside South project. The SEIS will update this analysis to account for the Proposed Project for Parcels L, M, and N (based on a reasonable worst-case development scenario) and will determine whether the Proposed Project, in comparison to the No Build Scenarios, would result in any significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

WATER SUPPLY

A. The existing water supply system will be described, and any planned changes to the system will be discussed. Average and peak water demand for the water use on the project site in the two No Build Scenarios will be estimated. The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure, and the capacity of the existing waterlines to handle the demand generated by the Proposed Project will be assessed.

WASTEWATER

B. The existing sewer system serving the project site will be described based on information obtained from DEP. The existing flows to the North River WPCP will be obtained for the latest 12-month period. The average monthly flow rate will be presented.

C. Sanitary sewage generation for the Proposed Project will be estimated. The effects of the incremental demand on the system as compared with the two No Build Scenarios will be assessed to determine if there will be any impact on operations of the WPCP.

D. The capacity of the existing sewer lines to handle the projected flows generated by the Proposed Project will be assessed.

STORMWATER

E. The existing combined sewer system in the area will be described. The description will include the major sewer lines and the location of existing combined sewer overflows (CSO) into the Hudson River. The existing stormwater flows from the project site to the combined sewer system will be calculated.

F. Based on the engineers' site plan, the new stormwater management system will be described. The description will include the size and location of the major components of the system, the location of stormwater outlets into the Hudson River, and connections to the existing combined sewers. Using the DEP standard rain storm, the flow rates of the stormwater flows will be calculated, and the increases in stormwater flows (compared with the two No Build Scenarios) will be presented. If any of the stormwater would enter DEP's combined sewer system, any potential impacts on the sewer system will be evaluated and any increase in CSO frequency or volumes described. The volume and rate of any stormwater discharged into the Hudson River will be discussed. Potential effects from the stormwater discharge including changes caused by CSOs on the waters of the Hudson River will be qualitatively described. The description will include effects on salinity, temperature, and dissolved oxygen.

SOLID WASTE AND SANITATION SERVICES

The 1992 FEIS concluded that no significant impacts would occur in the solid waste handling system as a result of the Riverside South project. The SEIS will update this analysis to account for the Proposed Project and will determine whether the Proposed Project (based on a reasonable worst-case development scenario), in comparison to the No Build Scenarios, would result in any significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

A. Existing and future New York City sold waste disposal practices will be described, including the collection system and status of landfilling, recycling, and other disposal methods.

B. The incremental impacts of the development's solid waste generation on the City's collection needs and disposal capacity will be assessed.

ENERGY

The 1992 FEIS concluded that no significant impacts would occur in the energy supply as a result of the Riverside South project. The SEIS will update this analysis to account for the Proposed Project and will determine whether the Proposed Project (based on a reasonable worst-case development scenario), in comparison with the No Build Scenarios, would result in any

significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

A. The energy systems that would supply the proposed development will be described.
B. The energy usage for the proposed development will be estimated. The effect of this new demand on the energy supply systems will be assessed.

TRAFFIC AND PARKING

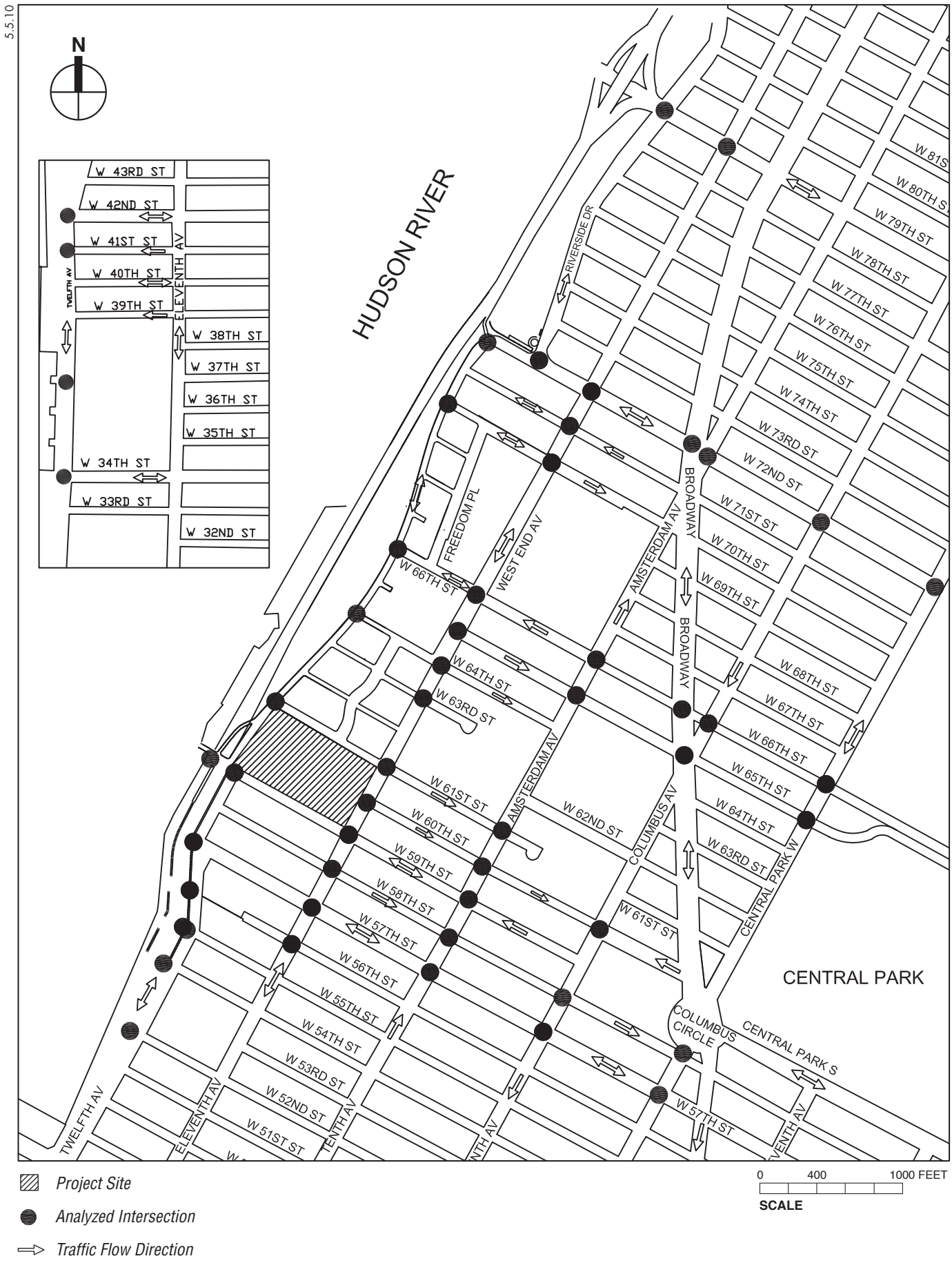
The 1992 FEIS identified significant traffic impacts in the area. Measures to mitigate these impacts included the implementation of a West End Avenue Improvement Plan (WIP) (completed in 2006); implementation of a 23rd Street/Twelfth Avenue mitigation plan; changes in street directions of West 61st and 64th Streets; changes in signal timing and hardware improvements; and changes in parking regulations.

The traffic analyses in the SEIS will examine impacts based upon a reasonable worst-case development scenario(s) with respect to traffic. Based on preliminary estimates, the Proposed Project is expected to generate more than 50 additional vehicular trips—the CEQR screening threshold for detailed analysis—in the weekday AM, weekday midday, weekday PM and Saturday midday peak periods. Therefore, the SEIS will provide a detailed traffic analysis for these peak periods with a focus on those intersections handling the highest concentrations of project-generated demand.

Below is a description of the tasks necessary to complete the traffic and parking analysis.

Define a traffic study area to account for the principal travel corridors to/from the project site. Based on consultation with DCP and DOT since the issuance of the Draft Scope of Work, the traffic network has been expanded and includes the following 53 intersections (see Figure 20):

- Route 9A and West 34th Street
- Route 9A and West 37th Street
- Route 9A and West 41st Street
- Route 9A and West 42nd Street
- Route 9A and West 52nd Street
- Route 9A and West 54th Street
- Route 9A and West 55th Street
- Route 9A and West 56th Street
- Route 9A and West 57th Street
- Route 9A and West 57th Street Northbound Service Road
- Northbound 12th Avenue and West 59th Street
- Southbound 12th Avenue and West 59th Street
- 11th Avenue and West 56th Street
- 11th Avenue and West 57th Street
- 11th Avenue and West 58th Street
- West End Avenue and West 59th Street
- West End Avenue and West 60th Street
- West End Avenue and West 61st Street



Traffic Study Area

Figure 20

- West End Avenue and West 63rd Street
- West End Avenue and West 64th Street
- West End Avenue and West 65th Street
- West End Avenue and West 66th Street
- West End Avenue and West 70th Street
- West End Avenue and West 71st Street
- West End Avenue and West 72nd Street
- West End Avenue and West 79th Street
- Riverside Drive and West 72nd Street
- Riverside Drive and West 79th Street
- Riverside Boulevard and West 72nd Street On-ramp
- Riverside Boulevard and West 70th Street
- Riverside Boulevard and West 66th Street
- Riverside Boulevard and West 64th Street
- Riverside Boulevard and West 61st Street
- 10th Avenue and West 57th Street
- 10th Avenue and West 58th Street
- Amsterdam Avenue and West 59th Street
- Amsterdam Avenue and West 60th Street
- Amsterdam Avenue and West 61st Street
- Amsterdam Avenue and West 65th Street
- Amsterdam Avenue and West 66th Street
- Amsterdam Avenue and West 72nd Street
- 9th Avenue and West 57th Street
- 9th Avenue and West 58th Street
- Columbus Avenue and West 60th Street
- Columbus Avenue and West 65th Street
- Broadway and West 65th Street
- Columbus Avenue and West 66th Street
- Columbus Avenue and West 72nd Street
- Broadway and West 66th Street
- Broadway and West 72nd Street
- Central Park West and West 65th Street
- Central Park West and West 66th Street
- Central Park West and West 72nd Street

A. Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the weekday AM, weekday midday, weekday PM, and Saturday

midday peak periods. Where applicable, available information from recent and current studies of the area will be compiled.

B. Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed and delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts. Speed and delay run locations are expected to include:

- 11th Avenue and West 56th Street
- 11th Avenue and West 57th Street
- 11th Avenue and West 58th Street
- West End Avenue and West 59th Street
- West End Avenue and West 60th Street
- West End Avenue and West 61st Street
- West End Avenue and West 63rd Street
- West End Avenue and West 64th Street
- West End Avenue and West 65th Street
- West End Avenue and West 66th Street
- West End Avenue and West 70th Street
- West End Avenue and West 71st Street
- West End Avenue and West 72nd Street
- 10th Avenue and West 57th Street
- 10th Avenue and West 58th Street
- Amsterdam Avenue and West 59th Street
- Amsterdam Avenue and West 60th Street
- Amsterdam Avenue and West 61st Street
- Amsterdam Avenue/Broadway and West 65th Street
- Amsterdam Avenue and West 66th Street
- 9th Avenue and West 57th Street
- 9th Avenue and West 58th Street
- Columbus Avenue and West 60th Street
- Columbus Avenue/Broadway and West 65th Street
- Broadway and West 66th Street

C. Vehicle classification count intersections are expected to include:

- West End Avenue Between West 60th Street and West 61st Street
- West End Avenue Between West 71st Street and West 72nd Street
- Amsterdam Avenue Between West 61st Street and West 60th Street
- Columbus Avenue Between West 60st Street and West 59th Street
- West 79th Street Between West End Avenue and Broadway
- West 72nd Street Between West End Avenue and Broadway
- West 65th Street Between West End Avenue and Amsterdam Avenue
- West 66th Street Between West End Avenue and Amsterdam Avenue

D. Inventory physical data at each of the analysis intersections needed for capacity analyses, including: street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and signal phasing and timing data. The analysis will use official New York City Department of Transportation (NYCDOT) signal timing.

E. Determine existing traffic operating characteristics at each analysis intersection, including: capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The latest approved version of the *Highway Capacity Software* will be used. Allowances for any ongoing construction or temporary road closures will be made.

F. Conduct an analysis for the No Build Scenarios. The first No Build Scenario will assume that in the 2018 Future without the Proposed Project, the original program for Parcels L, M, and N that was approved in the 1992 FEIS would be completed. The second No Build Scenario will assume 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 as parking. Any mitigation approved in the 1992 FEIS that has been (or will be) implemented will be included in the No Build analyses[1].

G. Determine future No Build projects in the area and associated future No Build traffic volumes. Utilizing these traffic volumes, v/c ratios and levels of service will be calculated, and problem intersections will be identified. The future traffic volumes from these sites will be estimated using EISs, US Census data, and other sources. An annual growth rate of 0.5 percent will be applied in the No Build condition of the traffic analysis to account for general background growth. Mitigation measures accepted for all No Build projects and other NYCDOT initiatives will be included in the future No Build network.

H. Using the same transportation planning assumptions as for No Build conditions, estimate the travel demand characteristics of the Proposed Project and determine the net change in uses as defined in the No Build and Build Scenarios.

I. Determine the volume of vehicle traffic expected to be generated by the Proposed Project, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period.

J. Determine the resulting v/c ratios, delays, and LOS for the future Build condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.

K. Identify and evaluate practicable traffic improvements that would mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the SEIS development scenario built by 2018.

L. Provide an assessment of vehicular and pedestrian traffic safety, pursuant to *CEQR Technical Manual* guidelines. As necessary, the SEIS will identify improvement measures to enhance pedestrian safety.

M. Examine the amount of accessory parking to be provided as part of the Proposed Project and its ability to accommodate projected parking demand induced by the Proposed Project. Project site and area-wide public parking inventories also will be conducted—noting locations, capacities, and peak weekday AM, midday, PM, overnight and Saturday

[1] The full quantified traffic analysis will be prepared for the No Build Scenario that would result in the largest increment for the Proposed Project.

utilization levels—to determine the general area's capacity to accommodate additional parking. An inventory also will be conducted of the number of legal on-street parking spaces along the boundary of the site (both sides of the street) and their general utilization levels on a typical weekday and Saturday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the Future with the Proposed Project. In addition, any changes to parking supply and demand in the Future No Build Scenarios also will be considered.

The *CEQR Technical Manual* states that a ¼ mile is typically the distance a person would be willing to walk from a parking facility to a site; consequently, the off-street public parking facility study area will be a ¼ mile radius of the project site. However, should the parking spaces available within this distance of the site, along with the proposed accessory parking, prove insufficient to accommodate the peak parking demand, the parking study area (both on and off street parking) will be extended to a ½ mile from the Proposed Project.

N. Project future parking availability based on an annual background growth rate and other proposed projects in the No Build Scenarios.

O. Examine the effect of the displacement of the at-grade parking facility on the project site in the Future with the Proposed Project. Estimate the number of vehicles displaced during each peak parking period and distribute vehicles to other parking garages in the parking study area with known available capacity. In addition, any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the Proposed Project will be factored into this assessment.

P. Forecast the parking demand generated by the Proposed Project, including peak demand during the weekday peak, weekday overnight and Saturday peak periods and an hourly parking accumulation table for the on-site parking. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in the public facilities in the study area to accommodate that excess demand.

Q. Identify and analyze appropriate mitigation from those mitigation measures specified in the Restrictive Declaration, and other practicable mitigation measures as identified by the lead agency. Mitigation will also be identified for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

TRANSIT AND PEDESTRIANS

The 1992 FEIS concluded that the Riverside South project would result in significant adverse impacts to the 59th Street/Columbus Circle Station, the 66th Street/Broadway IRT Station, and the 72nd Street IRT Station. The original project sponsor of the 1992 Riverside South project contributed money toward the renovation of the 72nd Street/IRT station, and the MTA has since renovated and enlarged this station. The Riverside South project also was expected to have a significant impact on subway line haul capacity, on the M5, M11, M57, M66, and M104 local bus routes; and on pedestrian conditions at the 72nd Street/Broadway intersection and the 60th Street/Broadway intersection. Furthermore, several existing bus routes were to be adjusted to bring bus service directly into the project site, in order to improve bus transit access to the project.

Because the development program for Parcels L, M, and N has changed, the SEIS will update the quantitative transit and pedestrian assessment to determine the potential impacts of the Proposed Project on public transportation facilities and services (i.e., local bus and subway

services) and on pedestrian facilities (sidewalks and crosswalks) based on a reasonable worst-case development scenario. This section of the SEIS will analyze the existing conditions for these facilities and services and assess the incremental impact of project-generated trips in the 2018 Build year, when the proposed development is scheduled for completion.

The transit and pedestrian study will:

A. Conduct pedestrian counts at critical elements of those subway stations expected to process more than 200 project-generated subway trips. (Based on preliminary forecasts, the analysis is expected to focus on the 59th Street-Columbus Circle Station, served by the IND A, B, C, D, and IRT 1 lines). These counts will be conducted in the weekday AM and PM commuter peak periods, when demand on the subway and bus systems is typically greatest.

B. Determine the existing capacities and levels of service (LOS) for critical elements of analyzed subway stations (i.e., entrance stairs and fare arrays) according to *CEQR Technical Manual* and/or New York City Transit (NYCT) design criteria. In addition to the station analysis, conduct a subway line haul analysis for peak direction service in the AM and PM peak hours on lines serving the project site.

C. Determine future No Build and Build volumes at analyzed subway station elements by applying background ridership growth rates to existing demand and adding No Build site and project-generated subway trips. The No Build and Build analyses will assume that the new stair under construction at the corner of West 60th Street and Broadway will be operational, and that a substantial number of project generated trips would access the station via this stair. The No Build scenarios also will include any mitigation from the 1992 FEIS that has been implemented to-date.

D. Identify the potential for the Proposed Project to have significant subway impacts, in coordination with NYCT.

E. Analyze conditions on NYCT local bus routes serving the project site in the weekday AM and PM commuter peak hours. It is anticipated that project-generated bus trips would be distributed primarily between the M57 (West 57th Street and West End Avenue), the M11 (Tenth and Eleventh Avenues) and the M31 (West 57th Street crosstown) routes. As it is expected that many project-generated subway riders would also take the bus en route between the project site and the subway one or more of these three bus routes would likely carry more than 200 project-generated bus trips in one or both peak hours.

F. Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated at locations receiving the greatest concentration of project-generated pedestrian trips. Pedestrian assignment diagrams will be prepared to assist in identifying these locations. Based on a preliminary forecast and assignment, the following locations would be analyzed:

SIDEWALKS

- North sidewalk of West 59th Street between West End Avenue and Riverside Boulevard
- West sidewalk of West End Avenue between West 59th and West 60th Streets
- West sidewalk of West End Avenue between West 60th and West 61st Streets
- North sidewalk of West 60th Street between West End and Amsterdam Avenues
- South sidewalk of West 60th Street between West End and Amsterdam Avenues
- North sidewalk of West 60th Street between Amsterdam and Columbus Avenues

- South sidewalk of W 60th Street between Amsterdam and Columbus Avenues
- North sidewalk of W 60th Street between Columbus Avenue and Broadway
- South sidewalk of W 60th Street between Columbus Avenue and Broadway

STREET CORNERS

- Northwest corner of West 59th Street and West End Avenue
- Northeast corner of West 60th Street and West End Avenue
- Southeast corner of West 60th Street and West End Avenue
- Northwest corner of West 60th Street and Amsterdam Avenue
- Southwest corner of West 60th Street and Amsterdam Avenue
- Northeast corner of West 60th Street and Amsterdam Avenue
- Southeast corner of West 60th Street and Amsterdam Avenue
- Northwest corner of West 60th Street and Columbus Avenue
- Southwest corner of West 60th Street and Columbus Avenue
- Northeast corner of West 60th Street and Columbus Avenue
- Southeast corner of West 60th Street and Columbus Avenue
- Northwest corner of West 60th Street and Broadway
- Southwest corner of West 60th Street and Broadway

CROSSWALKS

- North and west crosswalks at West 59th Street and West End Avenue
- West and south crosswalk at West 61st Street and West End Avenue
- All crosswalks at West 60th Street and West End Avenue
- All crosswalks at West 60th Street and Amsterdam Avenue
- All crosswalks at W 60th Street and Columbus Avenue
- North, south and west crosswalks at West 60th Street and Broadway

G. Identify the potential for the Proposed Project to have significant bus and pedestrian impacts, through a comparison of the two No Build scenarios to the Future with the Proposed Project.

H. Identify and analyze appropriate mitigation from those mitigation measures specified in the Restrictive Declaration, and other mitigation measures as are deemed appropriate by the lead agency. Practicable mitigation will also be identified, in consultation with NYCT, for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

AIR QUALITY AND GREENHOUSE GASES

AIR QUALITY

Mobile Source Analysis

Because the development proposed for Parcels L, M, and N has changed, and because the traffic analysis will be updated to reflect existing conditions and 2018 No Build conditions, the SEIS will also update the air quality analysis. The mobile source air quality impact analysis will address two distinct issues:

- The potential effects of traffic-generated emissions on pollutant levels (i.e., carbon monoxide [CO] and particulate matter [PM_{10} and $PM_{2.5}$] concentrations) at representative locations within the study area; and
- The proposed development's consistency and compliance with the applicable National Ambient Air Quality Standard (NAAQS) State Implementation Plan (SIP) for the area and the *de minimis* criteria for CO.

Using computerized dispersion modeling techniques, the effects of project-generated traffic on CO and PM (PM_{10} and $PM_{2.5}$) levels at critical intersection locations will be determined. In addition, the impact of the proposed parking garages on air quality will be analyzed, and the results from that analysis will be combined with the intersection analyses, where applicable.

The work program will consist of predicting (using computerized dispersion modeling techniques) the effects of traffic under both the Action and two No Build conditions on PM and CO levels at intersection locations within the study area, and, if significant impacts are predicted to occur due to the action, developing feasible traffic measures to alleviate those impacts. The analysis methodology is as follows: selection of appropriate sites for intersection analysis, calculation of vehicular emissions, calculation of pollutant concentration levels using dispersion models that have been approved by the applicable air quality review agencies (i.e., U.S. Environmental Protection Agency [EPA], NYSDEC, and DEP), and the determination of impacts. Specifically:

A. Collect and summarize existing ambient air quality data for the study area. Ambient air quality monitoring data published by the NYSDEC will be compiled for the analysis of existing conditions.
B. Calculate emission factors. Select emission calculation methodology and "worst-case" meteorological conditions. Compute vehicular cruise and idle emission factors for the intersection modeling using the EPA-developed MOBILE6.2.03 model and applicable assumptions based on guidance by EPA, NYSDEC and DEP. Compute re-suspended road dust emission factors based on the EPA procedure defined in AP–42.
C. Select appropriate background levels. Select appropriate background levels for the study area.
D. Select appropriate analysis sites. Based on the background and project-increment traffic volumes and levels of service, select intersections for analysis, representing locations with the worst potential total and incremental pollution impacts. These intersections may be different from those analyzed in the 1992 FEIS due to changes in existing, No Build, and Action traffic conditions.
E. Use EPA's first-level CAL3QHC intersection model to predict the maximum change in CO concentrations, and the refined CAL3QHCR intersection model to predict the maximum

change in respirable PM (PM_{10}) and in fine respirable PM ($PM_{2.5}$). At each analysis site calculate for each peak period the maximum 1- and 8-hour average CO concentrations for: (i) existing conditions; (ii) No Build conditions; and (iii) the Future with the Proposed Project. For selected intersections, the maximum 24-hour and annual average PM_{10} and $PM_{2.5}$ concentrations will be determined for: (i) No Build conditions; and (ii) the Future with the Proposed Project.

F. Perform an analysis of CO for the Proposed Project's parking facilities. The analyses will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

G. Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO and PM_{10} pollutant levels with standards, comparing the predicted CO increment with *de minimis* criteria, and comparing the $PM_{2.5}$ increments with the City's interim guidance criteria. If significant adverse impacts due to CO concentrations are predicted, refine results by performing detailed dispersion analysis at affected locations using EPA's refined CAL3QHCR intersection model and compare refined results to benchmarks.

H. For locations where significant adverse impacts are predicted, identify and analyze appropriate mitigation from those mitigation measures specified in the Restrictive Declaration, and other practicable mitigation measures as identified by the lead agency. Practicable mitigation will also be identified for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

I. Provide a qualitative discussion of the effects of project related traffic on NO_2 concentrations at affected roadways

Stationary Source Analysis

The 1992 FEIS concluded that construction of the Riverside South project would have a significant stationary source impact due to emissions from the existing Con Edison 59th Street Steam Station on the upper intake of a sealed commercial building at 555 West 57th Street, at elevated locations of four then-proposed residential buildings, and at elevated locations on the then-proposed Macklowe building, 515 West 59th Street, and 790 Eleventh Avenue. Mitigation proposed for this impact was to transfer emissions from one stack (Stack No. 5) to the much taller Stack No. 1. The implementation of this mitigation measure would eliminate the need to seal any part of the four proposed residential buildings. Since the 1992 FEIS was issued, Con Edison deactivated the use of Stack No. 5, eliminating the need to implement the air quality mitigation measures specified in the 1992 FEIS.

The stationary source air quality impact analysis will determine the effects of emissions from the Proposed Project's heating, ventilation and air conditioning (HVAC) systems on criteria pollutant levels (i.e., sulfur dioxide, PM and/or nitrogen dioxide concentrations). In addition, emissions from existing large-scale residential, commercial, and institutional sources, including the Con Edison 59th Street Steam Station, will be assessed to determine their potential effects on the Proposed Project. Specifically:

J. Analyze stationary sources from the Proposed Project. Perform an analysis of the effect of nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and particulate matter (PM_{10} and $PM_{2.5}$) emissions from the Proposed Project's HVAC sources on other project components (project-on-project impacts) and existing sensitive uses within the surrounding area (project-on-existing impacts). For the Proposed Project's HVAC sources, the SEIS will assess the use of

specific fuel types based on design information from the project sponsor. The analysis will be performed using the EPA-developed AERMOD model and will consider plume impingement conditions (i.e., when the wind blows from the stacks toward buildings) and wake effects (i.e., when the wind blows from buildings toward the stacks). Recent available five years of meteorological data (LaGuardia Airport, 2003-2007) will be used for these simulation analyses. Predicted values will be compared with NAAQS for NO_2, SO_2 and PM_{10}, and the City's interim guidance criteria for $PM_{2.5}$.

K. Analyze potential effects from existing or proposed commercial, institutional or large-scale residential developments in the surrounding area to determine their potential effects on the Proposed Project. Sources within 400 feet of the project site will be considered. The analysis will be performed using the AERMOD model. Predicted pollutant concentrations will be compared with NAAQS for NO_2, SO_2 and PM_{10}, and the City's interim guidance criteria for $PM_{2.5}$.

L. Perform a detailed simulation analysis of the Con Edison 59th Street Station to determine its potential effects on the Proposed Project The analysis will be performed using physical dispersion modeling in a wind tunnel of the project site and its surroundings. Concentrations of NO_2, SO_2, and PM_{10} on elevated receptors on buildings at the site of the Proposed Project will be determined based on six years of recent meteorological data (2002-2007). Predicted values will be compared with NAAQS and the City's interim guidance criteria for $PM_{2.5}$.

M. An analysis of uses surrounding the project site will be conducted to determine the potential for impacts from industrial emissions. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the project site. In addition, a search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are permits for any sources of toxic air compounds from industrial processes. Based on this information, a determination will be made as to whether a detailed analysis of industrial stationary source air quality issues is necessary.

N. If manufacturing or processing facilities are identified within 400 feet of the development parcels, or if any emissions from processing or manufacturing facilities within 400 feet of the project site are on file with DEP or NYSDEC, an industrial stationary source air quality analysis as detailed in the *CEQR Technical Manual* will be performed. The *CEQR Technical Manual's* industrial source screening procedures will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts. In the event that exceedances of guidance concentrations are predicted, more refined dispersion modeling (using EPA's AERMOD dispersion model) may be employed as a separate task, or measures to reduce pollutants to within guidance levels will be examined.

For all mobile and stationary source air quality analyses described above:

O. Determine whether the Proposed Project, in comparison to the No Build Scenarios, would result in any significant adverse impacts. Mitigation will also be identified for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

GREENHOUSE GASES

Total project generated greenhouse gas (GHG) emissions will be estimated for the build year and for the duration of construction and reported as carbon dioxide equivalent (CO_2e) metric tons per year. GHG emissions other than carbon dioxide (CO_2) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential (GWP).

Relevant measures which would result in energy savings and/or the reduction of potential GHG emissions will be discussed, and the potential for those measures to reduce GHG emissions from the proposed project will be assessed to the extent practicable.

The GHG section of the SEIS will include the following analyses:

Emissions Estimates

A. *On-Site Emissions from HVAC Systems*. Fuel consumption will be estimated based on any available specific design information for the project, and the most recent statistics available regarding energy use rates considering the use type and size. The assumptions used in the operational air quality analyses regarding HVAC systems fuel type and consumption will be applied. Emissions will be estimated based on the carbon content of the fuels and fuel consumption. For the on-site energy generation alternative (cogeneration), emissions from that alternative will be estimated based on estimates of fuel consumption and carbon content of the fuel, and on the amount of heating load projected to be offset by the cogeneration, to be obtained from the feasibility study.

B. *Off-Site Emissions from Electricity Use*. The demand for electricity will be estimated using the electricity demand intensity, obtained from the latest available official statistics from EIA and/or from Con Edison. GHG emissions for the project will be quantified, using the most recent emission factors from the latest New York City GHG emissions inventory. For the on-site energy generation alternative (cogeneration), the demand offset by the cogeneration will be obtained from the feasibility study.

C. *Emissions from Proposed Project Generated Vehicle Use*. Trip distances will be estimated using data available from NYMTC and/or other available sources, and the project's annual trip generation will be multiplied by these distances to produce the overall vehicle-miles traveled (VMT). The average projected vehicle fuel efficiency for the project build year will be used to estimate the annual fuel consumption for project-generated vehicle use. The GHG emission factors will be based on the fuel carbon content (for gasoline and diesel) and EPA procedures.

D. *Emissions from Waste Generation*. The quantity of waste generated by the proposed project will be based on the CEQR Technical Manual waste generation rates and will be developed as part of the Solid Waste chapter of the EIS. Since information about the type of waste that would be generated by each component of the project is not available, it will be assumed that the waste stream composition can be approximated for the various land use types using data collected by the City of New York. Annual GHG emissions associated with each waste type will be estimated using EPA's Waste Reduction Model (WARM).

E. *Construction*. Total emissions for the duration of construction as well as annualized emissions will be presented. The estimate will include emissions associated with production of iron, steel, aluminum, and concrete. GHG emissions from construction trucks and other construction traffic, as well as non-road construction activity will be quantified using

estimates developed as part of the Construction chapter of the EIS. The emission factors will be based on the carbon content of the fuels and the average fuel efficiency for large trucks and fossil-fuel powered non-road equipment, and electric power used will be quantified as described above for electricity use.

Project Elements that Would Reduce GHG Emissions

This section will outline potential measures which could reduce energy use and GHG emissions associated with the project, and will identify the measures which would be implemented as part of the project, and measures still under consideration. To the extent that information is available, the potential of these measures to reduce GHG emissions will be discussed.

NOISE

The 1992 FEIS found that the Riverside South project would not result in significant noise impacts from increased traffic or building mechanical equipment. The 1992 FEIS stated that building mechanical equipment would use sufficient noise reduction devices to comply with applicable noise regulations and standards. The 1992 FEIS did note, however, that noise levels at locations within the project-generated park would exceed City Environmental Protection Order (CEPO)-CEQR guidelines values, due principally to noise generated by vehicles using the elevated Henry Hudson Parkway. The FEIS concluded that there was no feasible mitigation to achieve the 55 dBA L_{10} guideline value at these locations.

Because the development program for Parcels L, M, and N has changed, and because the traffic analysis will be updated to reflect existing conditions and 2018 No Build conditions, the SEIS will update the noise analysis, as follows:

A. Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed development will be selected following CEQR criteria, which recommend the use of L_{10} and 1-hour equivalent ($L_{eq(1)}$) noise descriptors.

B. Select receptor locations for noise monitoring, where the proposed development would have the greatest potential to affect ambient noise levels, including receptor locations representative of the Proposed Project's open spaces and near any elevated sources, as necessary.

C. Determine existing noise levels, primarily based on noise monitoring. Perform 20-minute measurements at each receptor location during the following time periods: weekday AM, weekday MD, weekday PM, and Saturday MD peak periods. Measurements will be made using a Type I noise analyzer and would include measurements of hourly L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values.

D. Determine future noise levels without the proposed development at the receptor locations, using existing noise levels, acoustical fundamentals, and mathematical models, including proportional modeling techniques and/or FHWA's Traffic Noise Model (TNM), where appropriate. The methodology used will allow for variations in vehicle/truck mixes.

E. Determine future noise levels with the proposed development at the receptor locations, using existing noise levels, acoustical fundamentals, and mathematical models, including proportional modeling techniques and/or FHWA's Traffic Noise Model (TNM), where appropriate. The methodology used will allow for variations in vehicle/truck mixes.

F. Compare existing and future noise levels, both with and without the proposed development, with various noise standards, guidelines, and other noise criteria. Compare future noise

levels with the Proposed Project to noise levels in the two No Build Scenarios to determine project impacts (based on the criteria contained in the *CEQR Technical Manual*, a change of 3 dBA or more will be considered a significant impact).

G. Evaluate the potential for significant adverse impacts associated with stationary source noise from the Proposed Project's mechanical equipment.

H. Determine the level of building attenuation needed to achieve CEQR interior noise standards, and where necessary, recommend design measures that could be implemented to attain these interior noise levels at the project site.

I. Identify and analyze appropriate mitigation for any significant adverse impacts generated by the Proposed Project not previously identified in the 1992 FEIS.

CONSTRUCTION IMPACTS

The 1992 FEIS found that construction may at times be disruptive to the surrounding area and nearby residential buildings, and open spaces in particular, but that these disruptions would be temporary in nature. Overall, the 1992 FEIS analysis found that there would be no significant adverse impacts related to construction, except for construction-period noise impacts.

The SEIS will assess the potential for impacts during the construction period based on detailed construction schedules, phasing plans, and staging plans developed for the Proposed Project. For the purposes of analyzing the reasonable worst-case development scenarios for construction, construction impacts will be evaluated for the periods when maximum potential impacts are expected during construction activity. All technical areas analyzed in the SEIS will be considered. This chapter will focus on the Proposed Project's potential for construction-period impacts in the following areas:

A. Traffic. Construction-period traffic impacts will be assessed by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and will analyze potential temporary impacts to these transportation systems. The latter will include calculating trips generated by both construction employees as well as trucks associated with project construction, and a detailed traffic assessment at critical intersections.

B. Parking. This assessment will consider the loss of both on- and off-street parking due to construction activity.

C. Air Quality. Address direct emissions from demolition and construction site activity, including fugitive dust and on-site diesel equipment. Analyze potential effects from increases in mobile source emissions of trucks and worker vehicles at nearby sensitive receptors and congested locations, and from potential long-term traffic diversions. The SEIS will discuss measures and emission reduction strategies to reduce impacts.

D. Noise and Vibration. Analyze noise from the construction activity, including effects on nearby sensitive receptors. Discuss the potential for vibrations caused by construction activities to damage buildings and other resources, and, if necessary, mitigation measures to minimize vibrations. In addition, examine impacts based on human annoyance.

E. Hazardous Materials. In coordination with the hazardous materials task described above, summarize actions to be taken during construction to limit exposure of construction workers, residents, and the environment to potential contaminants.

F. Socioeconomic Conditions. This assessment will consider whether construction conditions would affect access to existing businesses, the potential consequences concerning their continued viability, and the potential effects of their loss, if any, on the character of the area.

G. Historic Resources. In coordination with the work performed for historic resources above, identify the potential for construction-period impacts, and summarize actions to be taken during project construction to protect adjacent historic resources from potential construction impacts.

H. Land Use and Neighborhood Character. This assessment will consider potential impacts during the construction period to the land use and the character of the surrounding neighborhood.

I. Other Technical Areas. As appropriate, discuss the other areas of environmental assessment for potential construction-related impacts.

J. Rodent Control. Discuss the Proposed Projects provisions for rodent control during construction activities.

K. Practicable mitigation will be identified for any significant adverse impacts generated by the construction of the Proposed Project not previously identified in the 1992 FEIS.

PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health comprises the activities that society undertakes to create and promote a community's wellness. The *CEQR Technical Manual* states that a public health assessment may be warranted if a project would increase vehicular traffic or emissions from stationary sources; potentially increase exposure to heavy metals and other contaminants; create potentially significant noise impacts on sensitive receptors; incorporate solid waste management practices that attract vermin and pest populations; or result in an exceedance of accepted federal, state, or local standards. Therefore, while the 1992 FEIS did not include a section on public health, the SEIS will include a public health chapter that will summarize findings from the air quality, hazardous materials, and noise chapters, and identify practicable mitigation for any significant adverse impacts. The public health chapter will also include a discussion of asthma and other health effects related to diesel engine exhaust emissions.

MITIGATION

The 1992 FEIS identified significant adverse impacts in the following areas: community facilities; historic resources; hazardous materials; traffic and parking; transit and pedestrians; air quality; noise; and construction. The 1992 FEIS also identified mitigation measures that could be implemented to address these significant adverse impacts.

The SEIS will reexamine the mitigation measures identified in the 1992 FEIS to account for the development that has already occurred pursuant to the Riverside South plan and the mitigation that has already been implemented. Where impacts are identified under the revised analyses for the Proposed Project, practicable mitigation measures specific to those impacts will be developed.

ALTERNATIVES

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.)

The specific alternatives to be analyzed in an EIS are typically finalized with the lead agency as project impacts become clarified. If significant adverse impacts are identified, the SEIS will consider a reasonable range of alternatives which could reduce or eliminate such impacts. Based on preliminary analyses and in an effort to respond to public comments received on the Draft Scope of Work, the following alternatives have been identified for analysis in the SEIS: a No Action alternative, a lesser-density alternative, a cogeneration energy supply alternative, and a no-unmitigated-impacts alternative. The alternatives analysis will be qualitative, except where significant adverse impacts of the Proposed Project have been identified. In those cases, the impacts and related mitigation for the alternative will be compared with those of the development program in the SEIS. Additional alternatives may be developed as project impacts are identified through analysis.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

This chapter will identify from the analyses contained in the SEIS the growth-inducing aspects of the Proposed Project.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF ENVIRONMENTAL RESOURCES

This chapter will identify from the analyses contained in the SEIS irreversible and irretrievable commitments of environmental resources.

UNAVOIDABLE ADVERSE IMPACTS

This chapter will identify from the analyses contained in the SEIS all unavoidable and unmitigable significant adverse impacts.

EXECUTIVE SUMMARY

Once the SEIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the SEIS to describe the Proposed Project, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project. ✷