

Final Scoping Document
No. 7 Subway Extension -- Hudson Yards Rezoning and
Development Program
CEQR No. 03DCP031M
Draft Generic Environmental Impact Statement (DGEIS)

A. INTRODUCTION

A Draft Generic Environmental Impact Statement (DGEIS) for the proposed No. 7 Subway Extension and Rezoning and Development Program for the Hudson Yards Area of Far West Midtown Manhattan (Hudson Yards) including two major public projects to be carried out within Hudson Yards and which are described below will be prepared in accordance with:

- The State Environmental Quality Review Act (SEQRA). Article 8 of the Environmental Conservation Law (ECL §§ 8-0101 *et seq.*), and its implementing regulations, Title 6 NYCRR § 617.
- New York City Environmental Quality Review (CEQR) requirements as established in Executive Order No. 91 of 1977, and as set forth in its implementing Rules and Procedures, Title 62, Chapter 5 of the Rules of the City of New York.

The Metropolitan Transportation Authority (MTA) and the City of New York City Planning Commission (CPC) will serve as co-lead agencies for this review. Because the Proposed Action is entirely within New York City and will involve actions by the CPC, the *City Environmental Quality Review (CEQR) Technical Manual* will generally serve as a guide with respect to methodologies and impact criteria for evaluating the Proposed Action in the DGEIS.

This Final Scoping Document reflects revisions to the Draft Scoping Document based on further project planning, language clarifications, coordination with project sponsors and regulatory agencies, updates of conditions, and responses to public comments received during the public scoping process in June of 2003. Attached is a list of major public comments received during the public scoping process (see “Responses to Comments Received During Public Scoping Process”).

B. IDENTIFICATION OF THE PROPOSED ACTION

The New York City Department of City Planning (DCP) and the MTA propose to promote the transit-oriented redevelopment of the Hudson Yards area. This will be accomplished by a Proposed Action consisting of:

1. Adoption of zoning map and text amendments to the New York City Zoning Resolution and related land use actions (Zoning Amendments) to permit the development of the Hudson Yards as a mixed-use community with new commercial and residential uses, new open space, and a new Midblock Park and Boulevard System between Tenth and Eleventh Avenues;
2. Construction and operation of an extension of the No. 7 Subway Line (No. 7 Subway Extension) to serve the Hudson Yards; and
3. Other public actions intended to foster such development and serve the City as a whole, including:
 - Expansion and modernization of the Jacob K. Javits Convention Center (Convention Center Expansion) by the New York State Convention Center Development Corporation (CCDC), including construction of approximately one million square feet of new exhibition space plus

additional space for meeting rooms, banquet halls, and other facilities and development of a new hotel with up to approximately 1,500 rooms;

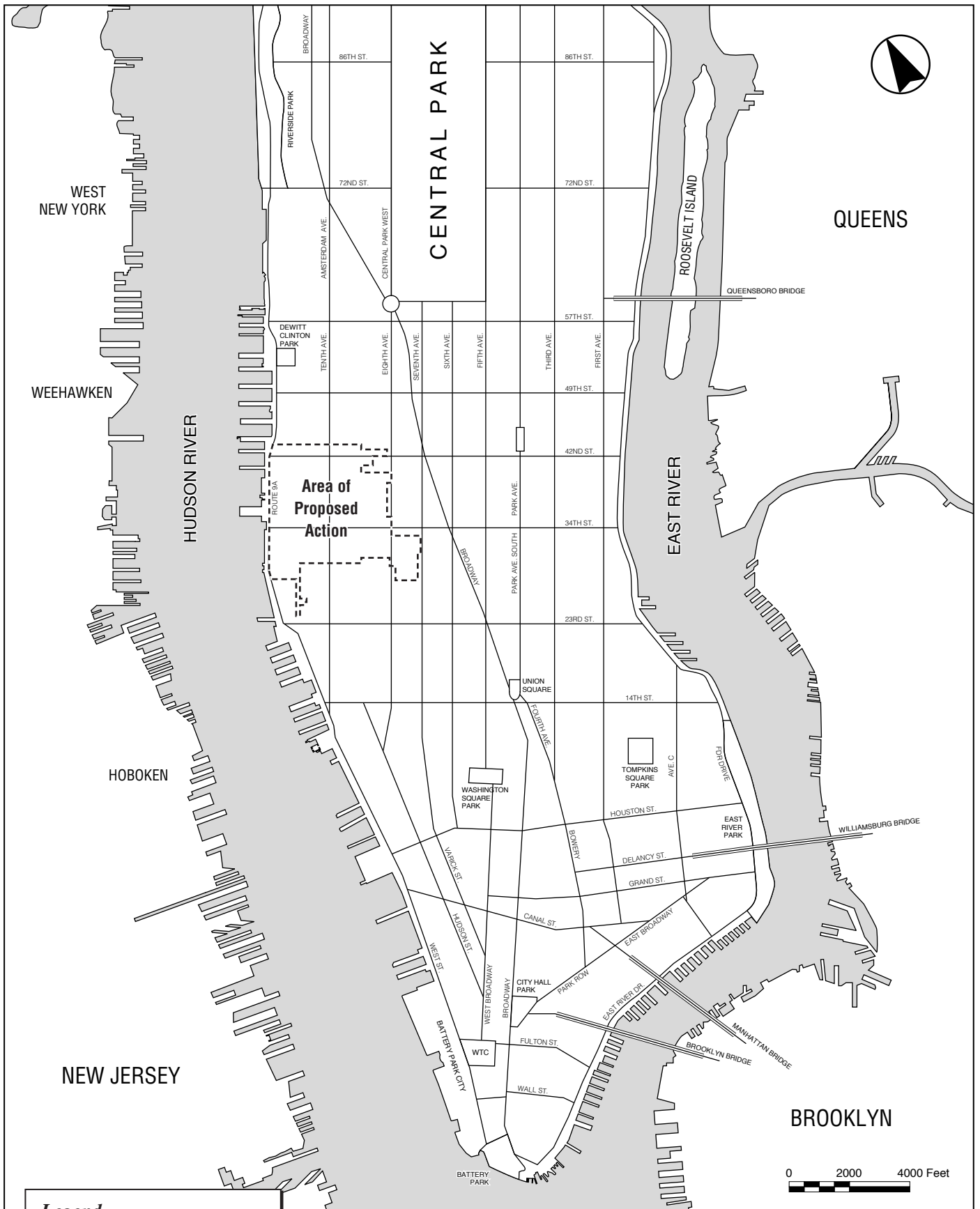
- Approval by the New York State Urban Development Corporation, doing business as the Empire State Development Corporation (ESDC), of a new Multi-Use Sports, Exhibition and Entertainment Facility (Multi-Use Facility) with approximately 30,000 square feet of permanent meeting room space and the capability to be converted into a number of different uses and configurations, including a stadium configuration with a seating capacity of up to approximately 75,000, an exposition configuration that includes approximately 180,000 square feet of exhibition space, or a plenary hall configuration that provides a maximum seating capacity of approximately 40,000; and
- Accommodations for other facilities, new or replacement transportation facilities for vehicle storage and other public purposes, including relocated facilities for the NYPD Manhattan Vehicle Tow Pound and New York City Department of Sanitation (DSNY) Gansevoort facility, and a new 950-car public parking garage under the proposed Midblock Park and Boulevard System.

The DCP proposes to rezone Hudson Yards to permit medium- to high-density development and a broader range of land uses than currently allowed, including office, residential, open space, and other uses. Concurrently, MTA proposes to extend the No. 7 Subway from its current terminus at Times Square into the Hudson Yards area. These two elements of the Proposed Action -- the No. 7 Subway Extension and the Zoning Amendments -- are interdependent, in that the investment to construct, operate, and maintain the proposed No. 7 Subway Extension would not be made if not for the development accommodated by the proposed Zoning Amendments, while the level of redevelopment and mix of land uses that would be permitted by the proposed rezoning could not be supported unless the subway service were extended into Hudson Yards. In addition, major public uses such as the Multi-Use Facility and Convention Center Expansion are proposed for Hudson Yards.

The Hudson Yards Project Area is within a neighborhood generally located between Manhattan's Chelsea and Clinton neighborhoods. The Project Area encompasses the area bounded by West 43rd Street on the north, Seventh and Eighth Avenues on the eastern boundary (eastern boundary varies), West 30th and West 24th Streets on the southern boundary (southern boundary varies), and Eleventh Avenue and Twelfth Avenue on the western boundary (western boundary varies) (Figures 1 and 2). The Rezoning Area is bounded to the north by West 43rd Street, Seventh and Eighth Avenues on the eastern boundary (eastern boundary varies), West 30th and West 28th Streets on the southern (southern boundary varies), and Eleventh Avenue on the western boundary (Figure 3). This area has not been fully developed due to a number of factors, including the limited range of densities and uses permitted under current zoning, lack of subway service in the area, and the large amount of open, transportation-related infrastructure in the area. The keys to redevelopment of Hudson Yards are to change the existing manufacturing zoning to allow for a broader range and density of intended uses and to provide additional transit with sufficient capacity and connections to other transportation facilities to efficiently and effectively serve the area.

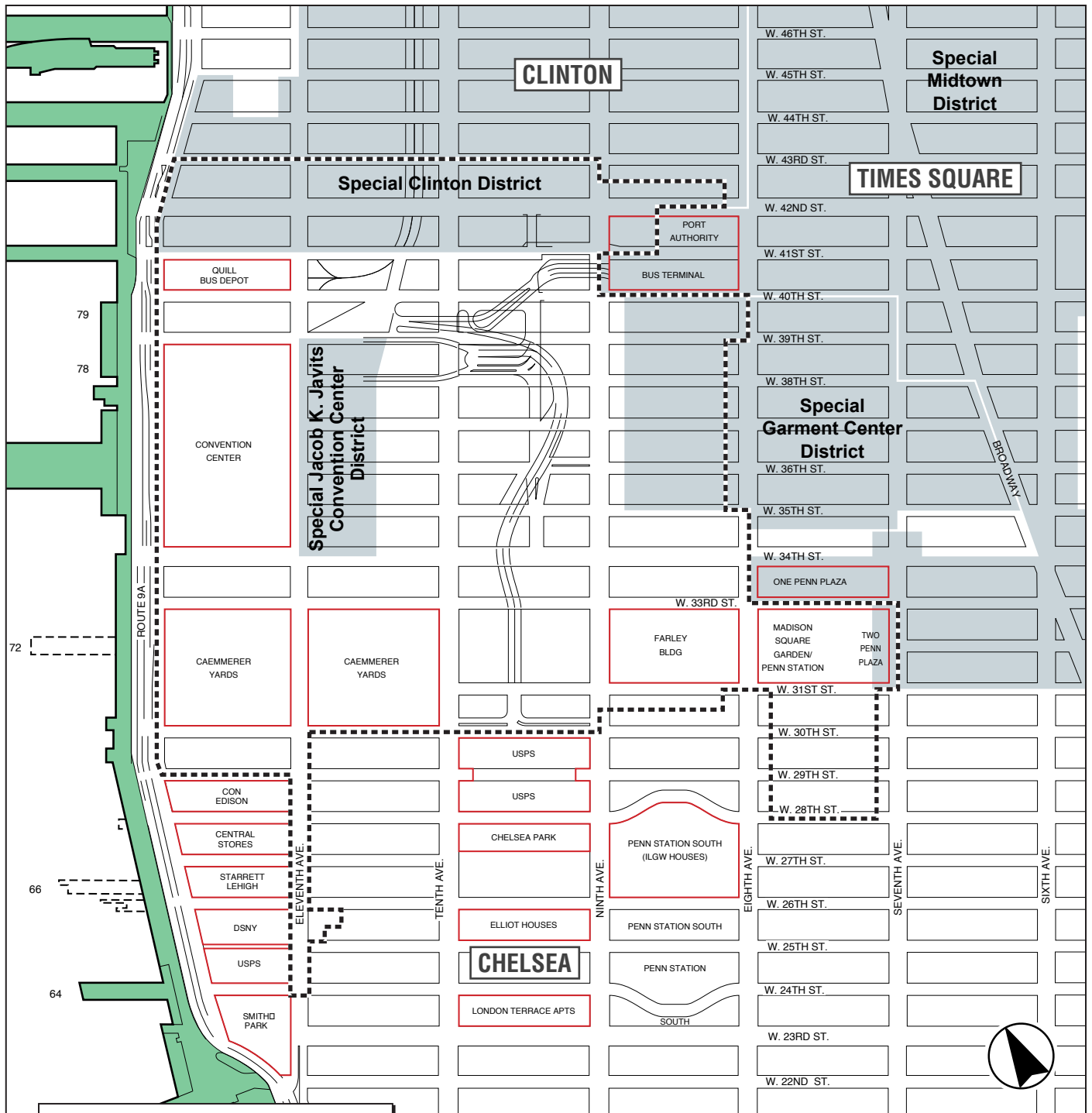
C. SUMMARY OF REQUIRED APPROVALS

Several City and State agencies will make decisions on the actions and approvals necessary to implement the proposed No. 7 Subway Extension—Hudson Yards Rezoning and Development Program. The majority of these decisions, and the most fundamental decisions necessary to allow the Proposed Action to go forward, are those of the two co-lead agencies—the MTA and CPC. Nonetheless, there are many other public actions that will be required by other agencies. The following summary identifies the current understanding of the various individual actions associated with the Proposed Action.



Legend
 ----- Project Area Boundary

Location of Proposed Action
 Figure 1

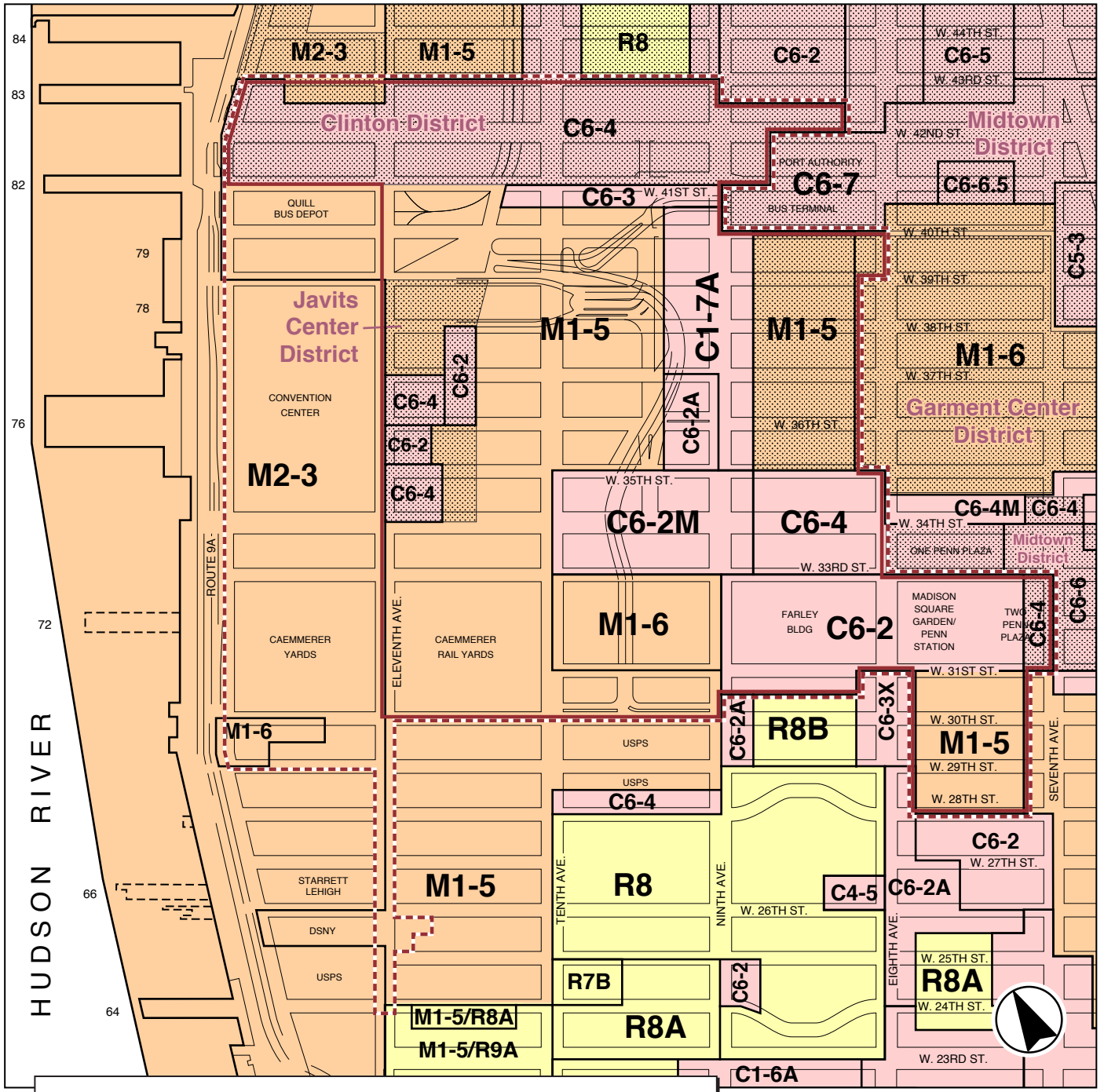


Legend

- Project Area Boundary
- Special Purpose Zoning Districts
- Hudson River Park
- Major Land Uses



Areawide Context
Figure 2



Legend

Proposed Rezoning Area Boundary	Manufacturing
Project Area Boundary	Commercial
Zoning District Boundary	Residential
	Special-Purpose District



Existing Zoning
Figure 3

1. Rezoning and Related Land Use Actions

- ULURP approval for area-wide zoning map amendments (e.g., new Special Hudson Yards District; amendments to existing Special Garment Center District, Special Clinton District, and Special Midtown District; and elimination of the Special Jacob K. Javits Convention Center District); City Map amendments (e.g., mapping of new parks and a new boulevard roadway); acquisition of property for park and street purposes; and site selections and acquisitions of property for a public parking garage, a multi-agency municipal facility for DSNY and NYPD Tow Pound operations, and other acquisitions/dispositions of property. ULURP approval would also be required for the acquisition of property for the No. 7 Subway Extension by the City on behalf of the MTA.
- City Council and CPC approval of zoning text amendments pursuant to Sections 200 and 201 of the New York City Charter.
- CPC determination of consistency with the LWRP.
- Amtrak consent for the City to build a portion of the Midblock Park and Boulevard System over the Empire Line railroad right-of-way.
- Port Authority of New York and New Jersey (PANYNJ) approval for the pedestrian bridge in the Midblock Park and Boulevard System between West 39th and West 41st Streets from Tenth to Eleventh Avenues.

2. No. 7 Subway Extension

- MTA Board approval of the No. 7 Subway Extension.
- Acquisition of property for the No. 7 Subway Extension by the City on behalf of the MTA.
- City transfer to the MTA/NYCT of property required for the No. 7 Subway Extension.
- PANYNJ approval to construct the No. 7 Subway Extension under the Port Authority Bus Terminal (PABT).
- Possible New York State Department of Environmental Conservation (DEC) water quality or wetland permits for additional rail storage facilities at MTA's Corona Yard.
- Possible United States Army Corps of Engineers wetlands permit for additional rail storage facilities at MTA's Corona Yard.

3. Convention Center Expansion

- CCDC or ESDC approval for General Project Plan of the Convention Center Expansion, including override of the City Map to discontinue and acquire West 33rd, West 39th, West 40th, and the eastern half of West 41st Streets between Eleventh and Twelfth Avenues.
- Approval of financing for the Convention Center Expansion by one or more State agencies or public benefit corporations.
- CCDC or ESDC acquisition of private land, possibly including condemnation through the EDPL for the Convention Center Expansion.
- MTA approval to relocate the Quill Bus Depot as a consequence of the Convention Center Expansion.
- Possible DEC stationary source air permits for the relocated Quill Bus Depot and Convention Center Expansion.

- New York State Department of State Coastal Zone Certification.
- Amtrak approval for Convention Center use of existing unused portion of rail right-of-way next to Empire Line.

4. Multi-Use Facility

- ESDC and/or CCDC adoption of General Project Plan for development of the Multi-Use Facility and related project actions, including override of use and bulk regulations in the New York City Zoning Resolution.
- MTA/TBTA approval of lease arrangements for the western portion of Caemmerer Yard, for development of the Multi-Use Facility.
- ESDC and/or CCDC acquisition of leasehold interest in air space over the western portion of Caemmerer Yard.
- ESDC and/or CCDC lease of such air space to the New York Jets or an affiliate for construction of Multi-Use Facility.
- City approvals related to the development and financing of the Multi-Use Facility.
- Possible DEC stationary source air permits for the Multi-Use Facility.
- New York State Department of State Coastal Zone Certification.

D. DETERMINATION OF NEED FOR PREPARATION OF A DGEIS AND PUBLIC SCOPING PROCESS

The Co-Lead agencies have determined that the Proposed Action could generate significant adverse environmental impacts and, as a result, a DGEIS must be prepared. As specified in 6 NYCRR § 617.10, a DGEIS is appropriate to assess the environmental impacts of, among other things, a program or plan having wide application such as new or significant changes to existing land use plans, development plans or zoning regulations. For the Hudson Yards area, the MTA and DCP are proposing transit-oriented land use and zoning changes affecting a large area, and, consequently, a DGEIS is the appropriate vehicle for assessing the environmental impacts of the Proposed Action.

In accordance with SEQRA/CEQR, the co-lead agencies have completed a process to define the scope of the DGEIS. This included preparation of a Draft Scoping Document which was made available to agencies and the public for review and comment on April 30, 2003. In addition, a scoping meeting was held on June 5, 2003, at which the public provided comments on the Draft Scoping Document. Written comments on the Draft Scoping Document were accepted by the Co-Lead agencies over a ten-day period ending June 16, 2003. This Final Scoping Document reflects the Co-Lead Agencies consideration of all comments received during the scoping process.

E. PURPOSE AND NEED

The purpose of the Proposed Action is to:

- Facilitate the redevelopment and revitalization of Hudson Yards, a currently underutilized area, by providing greatly improved transit to the area, encouraging medium and high-density commercial and residential development, and allowing for a broader range of land uses than permitted under current zoning;
- Accommodate economic growth over the long term;
- Greatly expand the limited amount of public open space in the Hudson Yards area; and

- Serve both the Hudson Yards area and the City as a whole through the construction and operation of new public facilities, including an expanded Convention Center and new Multi-Use Facility intended to contribute to the economic, cultural, and recreational life of the City and to sustain its role as the world’s leading financial, commercial, and entertainment center.

The proposed No. 7 Subway Extension and Zoning Amendments are the central components of the Proposed Action and have been designed to help realize this purpose. Expansion and modernization of the Convention Center is needed to: retain and increase the City’s share of the highly competitive convention and exposition market; meet the increasing demand for larger and higher quality space for trade shows; and increase patronage and visitor spending at City businesses, hotels, restaurants, and entertainment facilities. The Multi-Use Facility would provide a new venue for a broad range of large-scale sports, exhibition and entertainment events, including a new home for the New York Jets (the Jets) football team, which currently plays in New Jersey due to the absence of a suitable facility in New York City. It would also provide a new venue for trade shows and exhibitions, which cannot be accommodated in the Convention Center and a plenary hall adjacent to the Convention Center.

The Hudson Yards area presents a unique opportunity to achieve these purposes: it has large areas of underutilized land; it has the potential to support major transit improvements; and it is close to the Midtown Central Business District (CBD). With enhanced and efficient transit service connected to the MTA’s existing transit system, approval of the proposed Zoning Amendments and implementation of the other elements of the Proposed Action, the Hudson Yards area would be transformed into a vital 24-hour neighborhood containing a mix of commercial, residential, retail, open space, and recreational uses contributing significantly to the vitality of the City as a whole.

1. The Need for Additional Commercial and Residential Space

Finding opportunities to allow for growth is critical to the City’s future—to provide jobs and housing for its residents and to support needed City services. While the City seeks broad economic growth, the key to the City’s and region’s economic well-being has been and will continue to be sustaining Manhattan as the nation’s center of commerce and business. Economic growth in New York City and the region has been and will also continue to be predominantly driven by the growth in office-based economic sectors.

To meet and foster economic growth, the City has historically supported policies and public/private initiatives, including rezoning and transit improvements, which encourage office and related commercial development. During the past two decades such efforts have included support for major development activity in West Midtown (particularly west of Sixth Avenue); Lower Manhattan (particularly along Water Street and in Tribeca and Battery Park City); Downtown Brooklyn; and Long Island City. These policies, along with a steady long-term growth in employment and population, have supported growth in office construction of 176.9 million square feet in Manhattan since 1960, of which 64.6 million square feet have been built since 1980 (Real Estate Board of New York, Inc. (REBNY), *Rebuilding New York: A Study of New Office Construction, 1947-1997*; and REBNY, *New Office Construction 1990 to Present* (2002)). The period between 1980 and 2000 also saw a strong increase in Manhattan-based employment of 325,000 workers, during a time that the economy was also experiencing a structural shift away from industrial employment to services that are mainly office-based.¹

Manhattan’s CBDs are necessary to serve the market for prime office tenants and, because these areas are the only locations with the land and infrastructure to accommodate the anticipated long-term need for commercial office space, necessary to sustain the City’s economic growth and prosperity. The

¹ U.S. Department of Commerce and Bureau of Economic Analysis.

Hudson Yards area is ideally suited to accommodate this growth, in large measure because of its urban infrastructure, which is capable of supporting high-density development, and the historic synergy that has been generated as new development joins existing uses in Manhattan.

Within Manhattan, the Hudson Yards area has the greatest potential to accommodate this needed growth, in that it is:

- A large area, currently zoned primarily for moderate- to low-density manufacturing uses, in a time when manufacturing in the City has long been on the wane, and containing relatively few residences in areas appropriate for redevelopment as high-density commercial uses (i.e., west of Tenth Avenue) (Figures 3, 4, and 5);
- An underutilized area, even under its current zoning;
- An area with a number of contiguous, appropriately sized development parcels; and
- An area near West Midtown, which is served by major regional rail and bus facilities.

Rezoning of the Hudson Yards area would also provide opportunities to accommodate a portion of the City's current and future housing needs. Increasing the residential presence in the area would also serve to strengthen the nearby residential neighborhoods. Integrating new residential and commercial uses with expanded public open space would result in a new vital 24-hour neighborhood with a broad range of opportunities for people to live, work and visit.

2. The Need for Extension of the No. 7 Subway into the Hudson Yards

The West Side of Manhattan is well-served by public transportation, but this is concentrated along and east of Eighth Avenue (Figure 5). Services include a variety of subway lines, including: Eighth Avenue service (A, C, and E lines); Times Square/Seventh Avenue/Broadway service (1, 2, 3, 7, 9, N, R, Q, S, and W lines); and Sixth Avenue service (B, D, F, and V lines); PATH trains to 33rd Street; regional bus service to the Port Authority Bus Terminal (PABT) at West 42nd Street; and regional and interstate rail service to Pennsylvania Station.

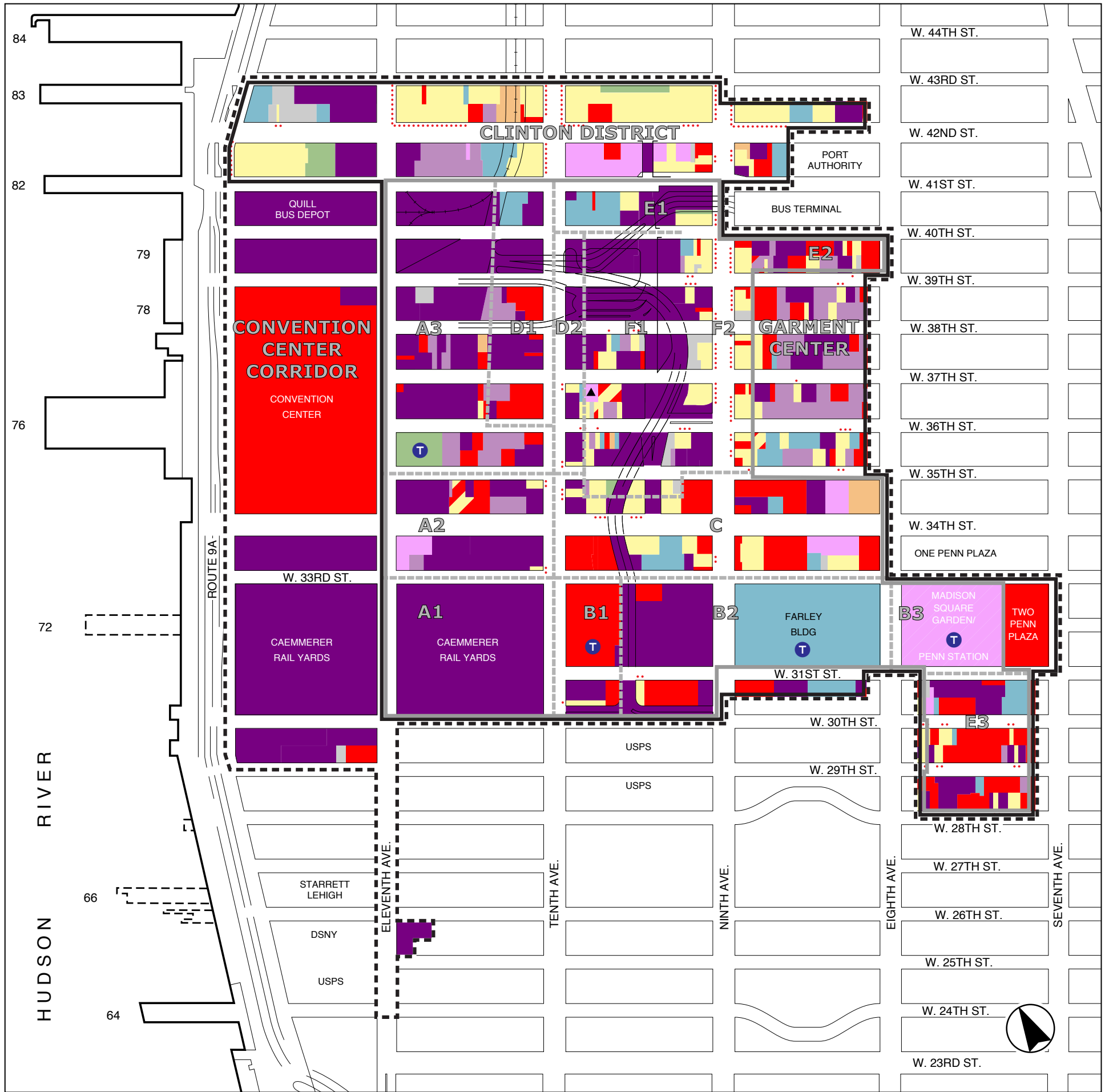
Other transportation services also available within and adjacent to the Hudson Yards area include: the M50, M42, M34, and M16 local cross-town bus routes; M10, M11, and M20 north-south bus routes; M104 and M4 cross-town/north-south bus routes; and ferry service between New York City and points in New Jersey at Pier 79.

However, these existing facilities and routes do not provide adequate transit service to support medium- to high-density redevelopment of the Hudson Yards area. The entire area west of Tenth Avenue is too far from the majority of these transit services (i.e., beyond a 10-minute walk). The plan for redevelopment of the Hudson Yards area must include expanded transit service with sufficient capacity to accommodate the demand generated by the new commercial and residential development.

Most commuters who journey to work in Manhattan during peak commuting times use public transportation rather than cars or taxis, and Manhattan's CBDs are the most transit-dependent in the U.S. It is anticipated that the vast majority of office workers seeking to access the Hudson Yards area would do so by public transportation.

Extension of the No. 7 Subway line offers the best opportunity to meet the transportation needs of the Proposed Action. In particular, the No. 7 Subway Line:

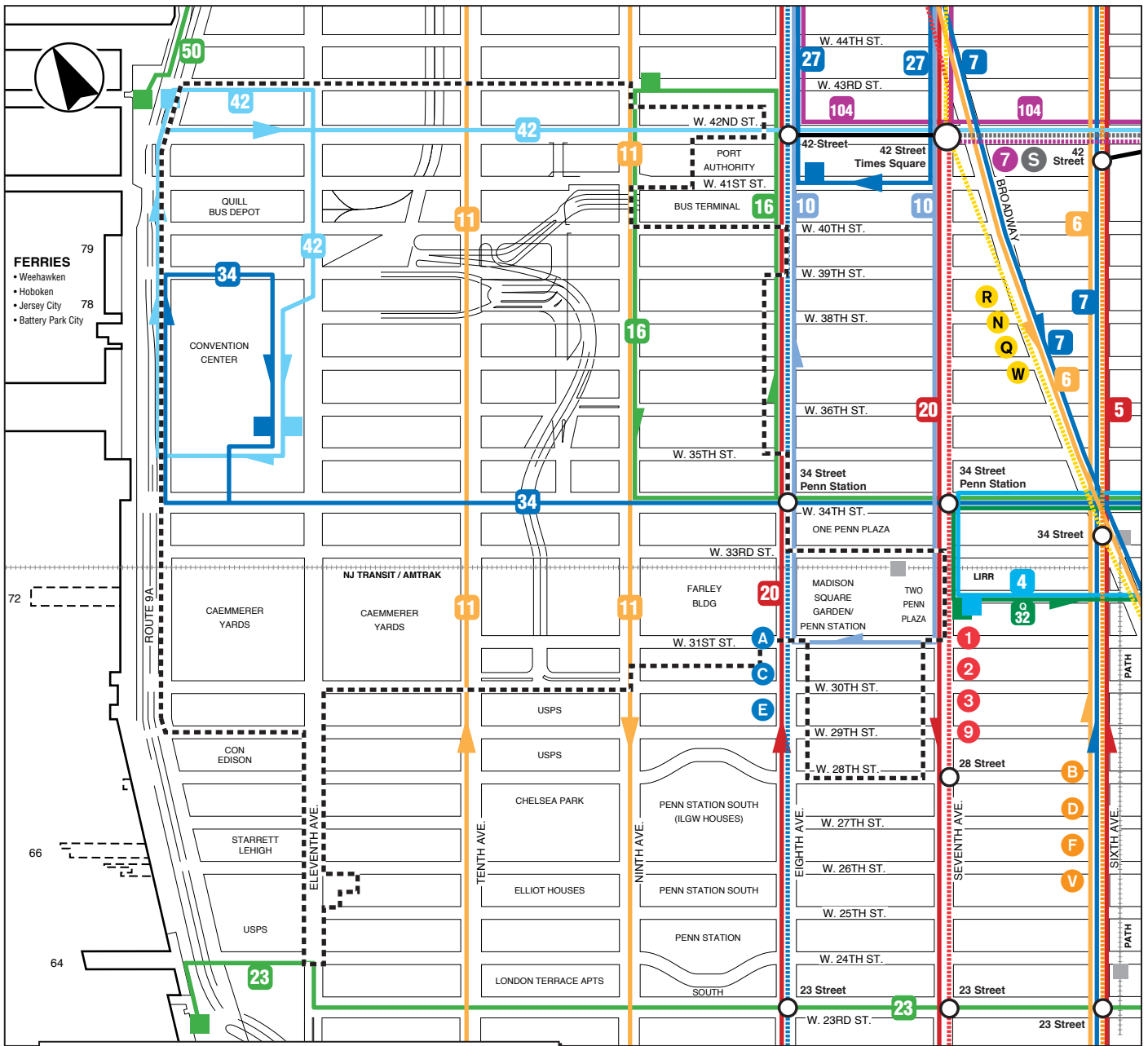
- Has the potential to provide the capacity needed to support the anticipated new demand;
- Is the closest east-west subway to the Hudson Yards area;



Legend

Proposed Rezoning Area Boundary	Community Facilities/Institutions	Subdistrict Names
Project Area Boundary	Entertainment	A Large-Scale Plan
Proposed Special Hudson Yards District (SHYD) Boundary	Open Space/Recreation	B Farley Corridor
Proposed SHYD Subdistrict Boundary	Industrial/Manufacturing	C 34th Street Corridor
A2 Proposed SHYD Subareas	Transportation	D Tenth Avenue Corridor
Residential	Vacant	E Other Areas
Ground Floor Retail	Under Construction	F Hell's Kitchen
Commercial	Transportation Below	
Hotels		

**Proposed Rezoning Area
Existing Land Use**
Figure 4



Legend

- Project Area Boundary
- Subway Line
- ① Subway Route
- Subway Station
- └ Bus Route and Terminus
- 20 Bus Route Number
- Amtrak/LIRR/NJ Transit/PATH Route and Terminus

Transit Facilities Serving the Area of Proposed Action
Figure 5

- Could be extended from its current West 41st Street terminus without interfering with other subway lines;
- Already connects to major transportation hubs in Manhattan (Grand Central, Times Square, and Port Authority Bus Terminal);
- Provides connections to all of Midtown Manhattan's north-south subway lines; and
- Would offer direct service between Hudson Yards and Queens.

3. The Need for Other Public Actions

Convention Center Expansion

The Convention Center is New York City's primary venue for major trade shows and conventions. It is the 18th largest facility of its kind in the United States and faces strong competition from newer and larger convention centers, some twice the size of the existing Convention Center and containing more numerous and modern meeting rooms, amenities and support facilities.

The Convention Center proposes to expand and provide modern conference, meeting and banquet space to retain its market share, to meet the increased demands by trade shows for new high-quality space, and to ensure its position as a major contributor to the City and State economies. To effectively compete for large trade shows and conventions, as well as to maximize the Convention Center's ability to accommodate multiple shows and events simultaneously, the Convention Center must add a large amount of prime exhibition space that is contiguous to such existing space. The proposed expansion would double the amount of contiguous exhibition space, provide 10 times the number of meeting rooms, and add critical components currently lacking in the existing Convention Center, including a large ballroom. In addition, the proposed northward expansion would give the Convention Center an entrance on West 42nd Street and allow for the development of a large hotel, which would be connected directly to the Convention Center.

Trade shows and conventions bring a large number of exhibitors and participants who otherwise would not visit New York City. These visitors take advantage of the wealth of attractions within the City. The goal of the proposed Convention Center Expansion is to increase patronage and visitor spending in the City's businesses, hotels, restaurants, and entertainment facilities. The Convention Center Operating Corporation (CCOC) estimates that an expanded Convention Center would generate substantial additional direct spending and significantly contribute to the City's and State's economies.

The proposed expansion of the Convention Center would require that the MTA Michael J. Quill Bus Depot (Quill Bus Depot) be relocated from its current site between Eleventh and Twelfth Avenues from West 40th to West 41st Streets.

Multi-Use Facility

The western portion of Caemmerer Yard, approximately 13.5 acres located between Eleventh and Twelfth Avenues, from West 30th to West 33rd Streets, offers a unique opportunity for New York City to accommodate a Multi-Use Facility in Manhattan without displacing business, residents, or other existing uses. It is the only publicly owned site in Manhattan that could accommodate such a facility and has the potential for excellent transit access.

The Multi-Use Facility would be capable of being reconfigured from a 75,000-seat stadium to a 40,000-seat plenary hall or a 180,000-square-foot exhibition space. It would also provide 30,000 square feet of meeting space. If New York City were selected as the site for the 2012 (or subsequent) Olympic Games, the Multi-Use Facility could be expanded to also serve, for a two- to three-week period, as the site of the Games' opening and closing ceremonies and as a venue for track and field

events. The Olympics is not an element of the Proposed Action and would require separate environmental review.

The 180,000 square feet of exhibition space would add to the inventory of space available in New York City for certain trade shows, public shows, conventions, and special events that cannot be accommodated at the expanded Convention Center for scheduling or other reasons, or at other New York City venues. In its convention configuration, the Multi-Use Facility is projected to attract approximately 40 such events per year, adding to the amount of business the City's facilities are capable of servicing and increasing revenues generated by exhibitors, delegates, and attendees. This would include offering exhibition space in the Multi-Use Facility to those few large-scale events that might otherwise reduce their size or restrain their growth in order to fit into the expanded Center. It would also provide a nearby attractive and suitable alternative to suggest to exhibitors or potential exhibitors that could not be accommodated at the Convention Center or other New York City venues. In addition, the Multi-Use Facility's 30,000 square feet of meeting room space would enhance the marketability of its exhibition space and supplement the meeting space available at the expanded Convention Center and other New York City venues. Finally, the plenary hall configuration is projected to be used approximately three times per year by conventions or other events that would otherwise not be held in the expanded Convention Center, because the expanded Convention Center would not have a plenary hall seating capacity of comparable size.

In addition to providing a venue for a variety of convention, trade show, and assembly events, the Multi-Use Facility would provide a venue for the growing number of large-scale sports and entertainment events which New York City is presently unable to host, because it lacks an appropriate large-scale facility. These events include the NCAA Final Four, stadium concerts, NFL regular season and Super Bowl games, and international soccer matches. Currently, the Super Bowl and Final Four cannot be held at any venue in the tri-state region, because these events require an enclosed facility capable of seating more than 40,000. Other events, like concerts and NFL games, are held at other venues in the tri-state region outside of New York City, the closest of which is Giants Stadium, located in the Meadowlands Sports and Entertainment Complex in East Rutherford, New Jersey. The New York Jets currently play their home football games at Giants Stadium under a lease that expires in 2008. It is the desire and intention of the Jets to play their home games at a new stadium in New York City. A new Multi-Use Facility could provide such a home and serve as a venue for other sports and entertainment uses. These various events and activities, which together are expected to activate the Multi-Use Facility on the majority of days throughout the year, will contribute to economic activity and tourism in New York City and New York State. In addition, because construction of the project is expected to be started in 2005, it will serve as a catalyst for the further development of Hudson Yards.

Other Facilities

Hudson River Park, which extends between Battery Park and 59th Street, contains two large municipal uses that are generally incompatible with the parkland: a DSNY facility located on the Gansevoort Peninsula between Gansevoort and Little West 12th Streets; and the New York City Tow Pound, located on Pier 76 opposite the Convention Center. The Proposed Action could provide an opportunity for the City to relocate these incompatible uses from Hudson River Park to more appropriate locations within Hudson Yards.

F. GOALS AND OBJECTIVES OF THE PROPOSED ACTION

Three goals have been established that address the major development, transportation, and environmental purposes of the Proposed Action. Specific objectives have been identified in support of these goals, to guide project planning and to provide the basis for evaluating whether identified

alternatives meet the overall purpose and need for the Proposed Action. These goals and objectives are listed below.

Goal 1: Ensure the Future Growth of the City through Redevelopment of the Hudson Yards Area

- Provide zoning to permit a mix of uses and densities, including opportunities for new commercial, residential, recreational, and open space uses.
- Provide new opportunities for significant new office development.
- Provide zoning to reinforce the existing residential neighborhood and encourage new housing opportunities.
- Expand and modernize the Convention Center and related tourism facilities to enable the Convention Center to retain and increase its market share and to ensure its continuation as a major contributor to the New York City's economy.
- Develop a new Multi-Use Facility to provide a venue for a variety of large-scale sports, exhibition and entertainment events and to serve as a home facility for the New York Jets to add to the New York City and New York State economic and tourist activity.
- Accommodate siting for public facilities needing relocation and/or consolidation.
- Provide a network of new open spaces.
- Improve the pedestrian environment and access to Hudson River Park from upland areas.
- Promote transit-oriented development.
- Foster high-quality architecture and urban design in conformance with sustainable design principles.

Goal 2: Provide Transit Services to Support Hudson Yards Redevelopment

- Provide transit services to Hudson Yards from the rest of the City and the metropolitan area to accommodate the anticipated level of development and types of uses that would occur as a result of the proposed rezoning.
- Minimize impacts associated with the construction and operation of the new service on overall transit system reliability, capacity, and performance.
- Maximize use of the existing transit infrastructure's capacity and connectivity.
- Maximize operating and capital cost-effectiveness.

Goal 3: Maintain or Improve Environmental Conditions

- Protect significant cultural, community, park, and open space resources.
- Provide an opportunity for the relocation of incompatible uses from Hudson River Park.
- Minimize energy consumption, non-transit vehicle miles of travel and congestion on City streets by providing enhanced transit access to major regional facilities in the Hudson Yards area.
- Support sustainable design and development.
- Minimize community disruption and environmental impacts during construction, including impacts on existing businesses and residences, parklands and open space resources, noise levels, air quality and traffic.

- Avoid, minimize, and mitigate significant adverse environmental impacts to the maximum extent feasible.

G. DESCRIPTION OF PROPOSED ACTION

1. Hudson Yards Zoning Amendments and Related Land Use Actions

The Hudson Yards area proposed for rezoning by DCP is approximately 42 blocks and is currently zoned with low- to medium-density manufacturing districts primarily west of Ninth Avenue; medium- to high-density commercial districts along Ninth Avenue, West 34th Street and West 42nd Street; and medium-density residential districts along Ninth Avenue and south of West 31st Street between Eighth and Ninth Avenues (see Figures 3 and 4). DCP proposes to rezone the area to permit medium- to high-density development and a broader range of land uses, including office, residential, and other uses. Under the Zoning Amendments, commercial districts would be assigned the highest densities (generally a floor area ratio, or FAR, of 18.0), though certain locations may allow densities up to 24.0 FAR, to ensure an adequate supply of new office space (see Figure 6). Large Scale Development provisions would apply within the Large Scale Plan (Subdistrict A), in order to facilitate the redistribution of bulk from the eastern portion of Caemmerer Yard for site planning purposes. Residential FARs would range from 6.0 to 12.0. Under the Zoning Amendments, the zoning capacity for new commercial and residential uses within the Hudson Yards area would increase by approximately 42 million square feet. The Proposed action would include new public parks or open space, including the Midblock Park and Boulevard System in the midblocks between Tenth and Eleventh Avenues between West 34th Street and West 39th Street, a large, public open space on the eastern portion of Caemmerer Yard, a public park on Block 675 between West 29th Street and West 30th Street between Eleventh and Twelfth Avenues.

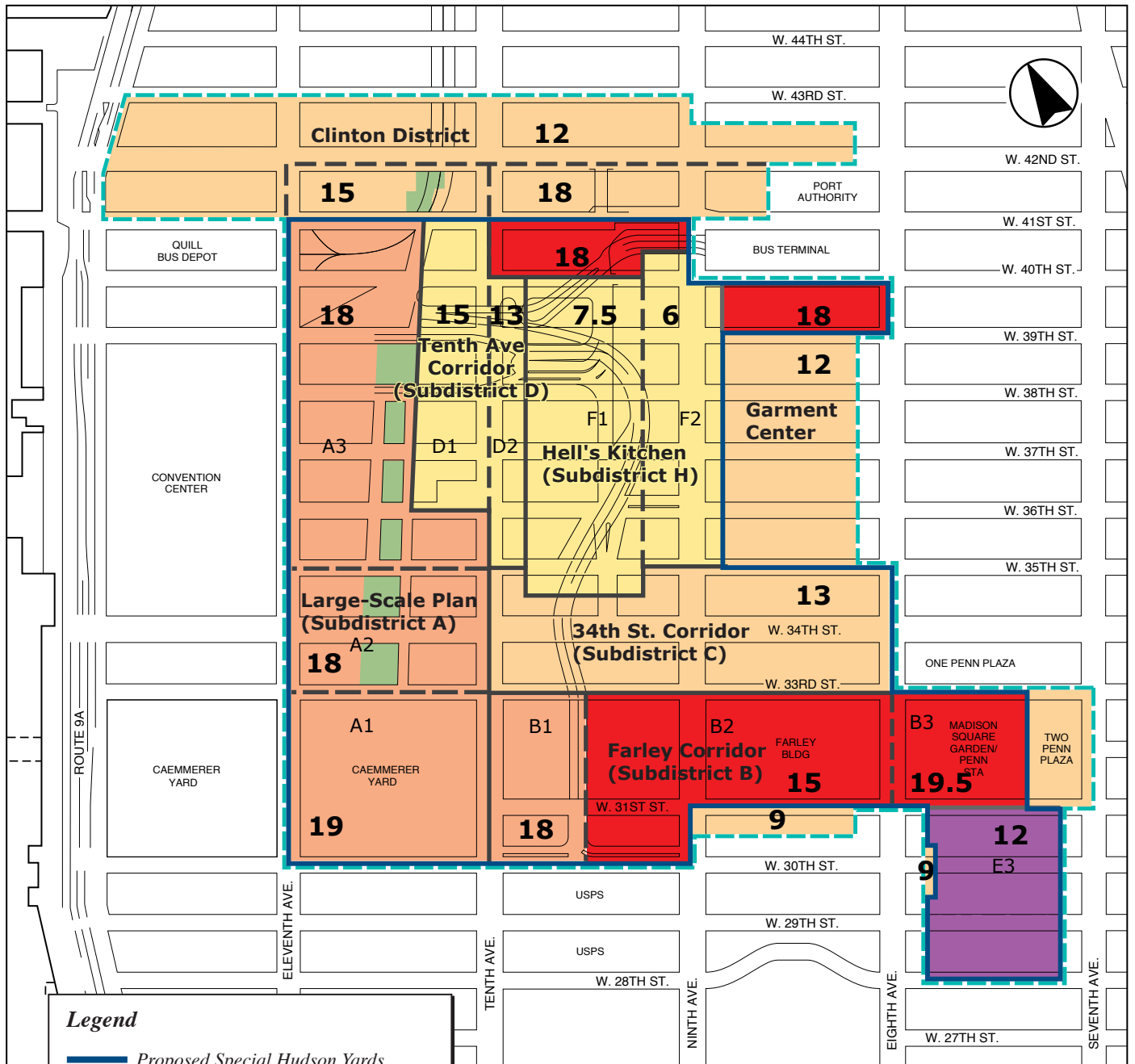
2. Summary of Required Approvals for the Hudson Yards Zoning and City Map Amendments

The Proposed Action requires CPC and City Council approvals through the Uniform Land Use Review Procedure (ULURP). These are currently identified as the following: zoning text amendments; zoning map amendments; City map amendments; siting of capital improvements and related property acquisitions and dispositions.

Zoning Text Amendments

This would include a series of zoning text changes:

- Creation of a new special zoning district – the *Special Hudson Yards District*. The Special Hudson Yards District would establish special use, bulk, and urban design controls to guide development throughout the Special Hudson Yards District with more detailed regulations and controls on a subdistrict and subarea basis;
- Modifications to the existing Special Clinton District regulations related to bulk and density controls along the 42nd Street Perimeter;
- Modifications to the Special Garment Center District between Eighth and Ninth Avenues from West 35th to West 40th Streets related to use, FAR and bulk controls, and special district boundaries;
- Modifications to the western boundary (between West 31st and 33rd Streets) of the Special Midtown District to change the existing C6-4 zoning district to a C6-6 zoning district; and
- Elimination of the Special Jacob K. Javits Convention Center District.



Legend

- Proposed Special Hudson Yards District Boundary
- Proposed Rezoning Area Boundary
- Residential with Limited Commercial
- Mixed-Use
- Commercial with Limited Residential
- Commercial Only
- Manufacturing
- A1 Subarea
- 18** FAR



Hudson Yards Conceptual Zoning Map

Figure 6

Source: New York City Department of City Planning

Zoning Map Amendments

Changes to the existing manufacturing and commercial zoning districts would reflect new commercial, residential, and manufacturing zoning district designations. Other mapping actions would include establishment of the Special Hudson Yards District, elimination of the Special Jacob K. Javits Convention Center District, and changes to the Special Clinton, Garment Center, and Midtown District maps.

City Map Amendments

City Map amendments would be required to establish block, street, and open space patterns.

3. No. 7 Subway Extension

The Proposed Action would extend the No. 7 Subway west from its current terminus at Times Square to serve Hudson Yards. The proposed alignment would extend from the intersection of West 41st Street and Eighth Avenue, west under West 41st Street, and turn south under Eleventh Avenue. An intermediate station would be provided at approximately West 41st Street and Tenth Avenue, enhancing access to the local residential and business district of the Clinton neighborhood. West of this proposed station, the subway would curve to the south along a 500-foot radius into Eleventh Avenue. A new terminal station would be located approximately at West 34th Street and Eleventh Avenue, allowing convenient access to the adjacent development, Convention Center, and the proposed Multi-Use Facility (Figure 7). Additional storage tracks would be provided beyond the terminal station, and the subway structure would terminate in the vicinity of West 24th Street and Eleventh Avenue.

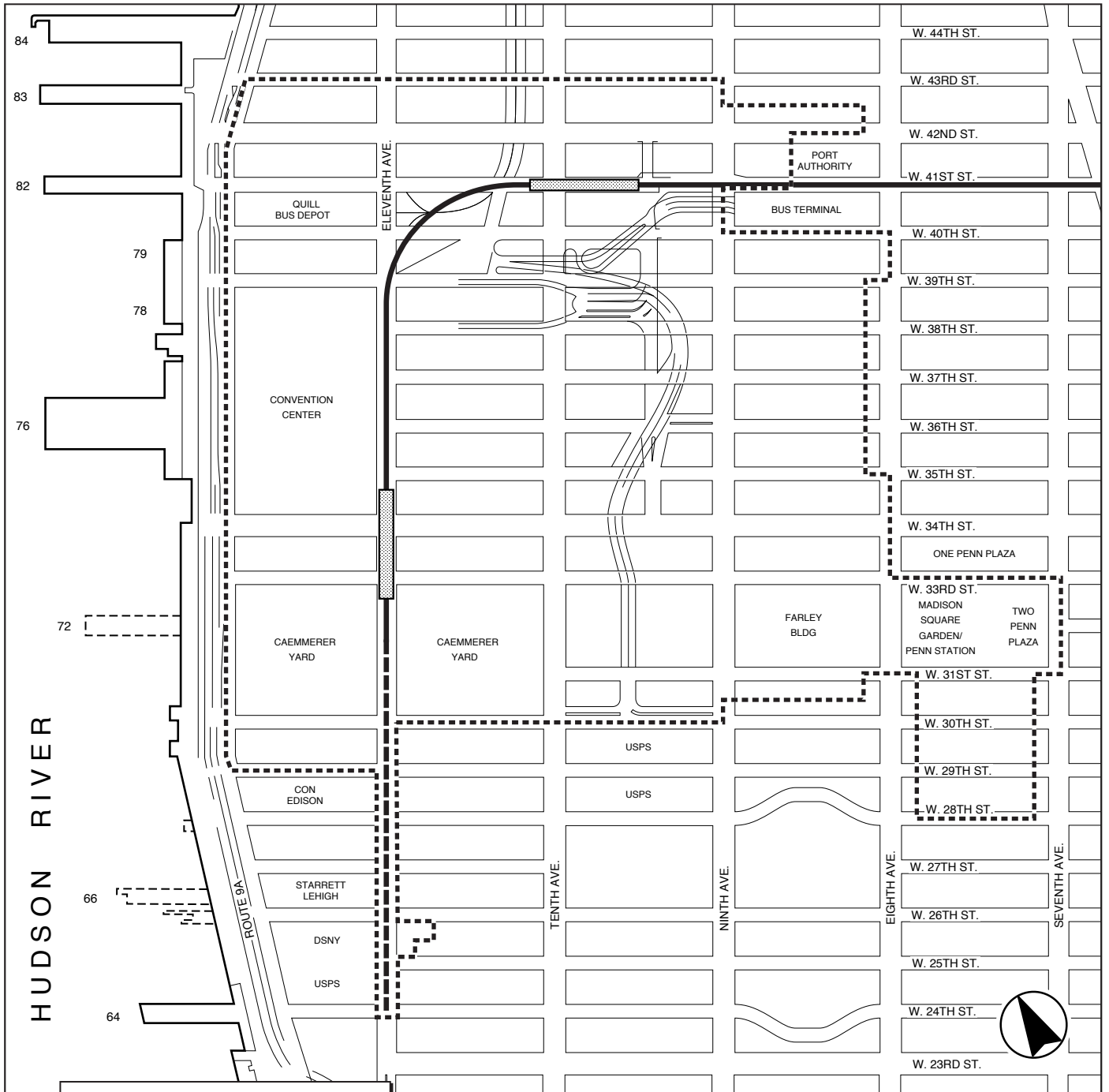
The No. 7 Subway Extension would be subject to the approval of the MTA Board of Directors. Acquisition of the properties necessary for the subway extension would be undertaken by the City on behalf of the MTA. The City will also convey these properties to the MTA along with the public rights-of-way needed for the subway extension. Construction of the No. 7 Subway Extension would be accomplished by a variety of mining methods, including the use of a tunnel boring machine, conventional excavation, cut-and-cover, and drill-and-blast.

Modification to MTA's Corona Yard would be required to help provide storage for the additional trains necessitated by the extension of the No. 7 Subway service. Corona Yard, located in Corona, Queens, is the current storage location for No. 7 Subway trains.

4. Other Public Actions

Convention Center Expansion

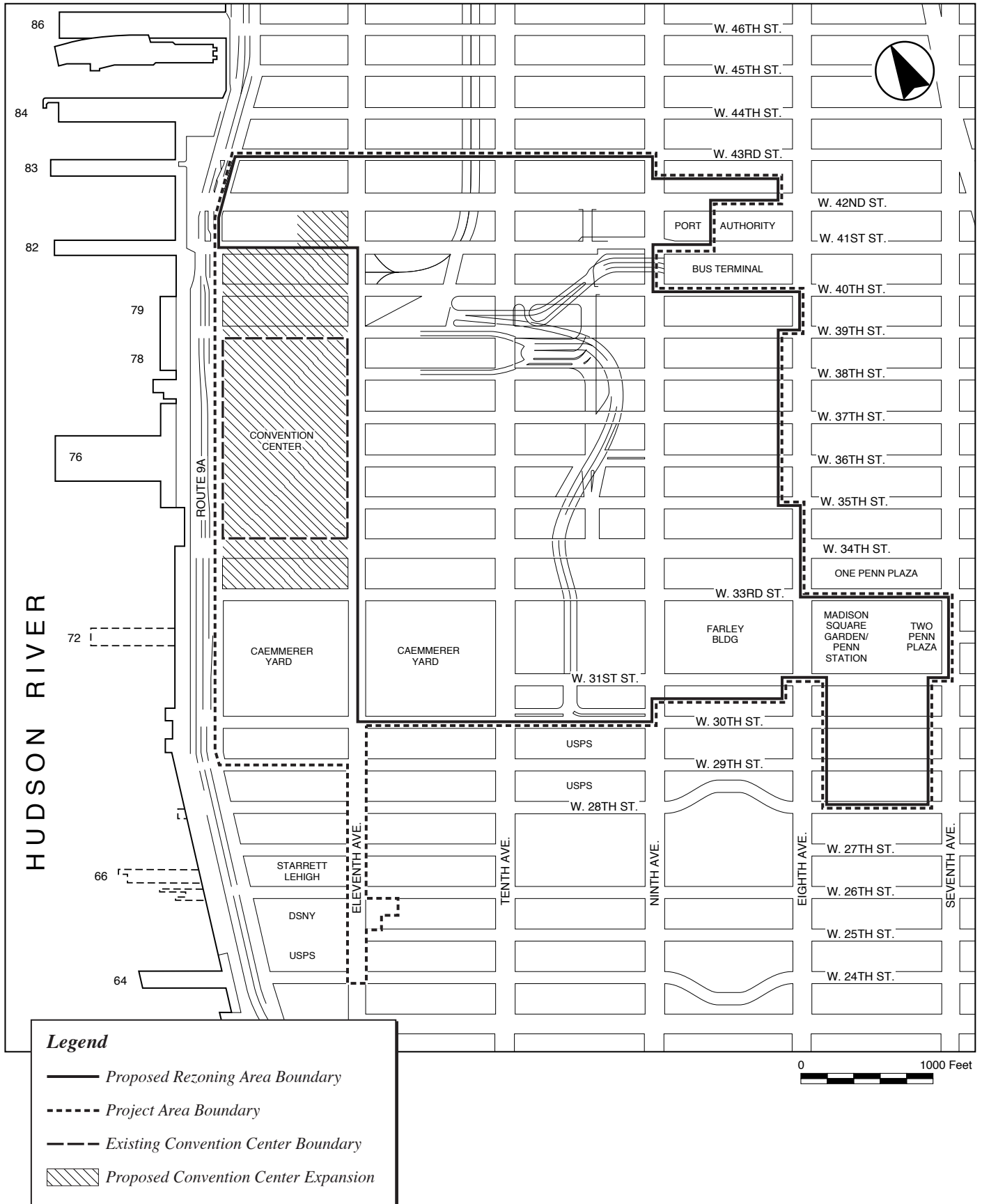
Expansion of the Convention Center would add approximately 1 million square feet of new exhibition, meeting and ballroom space and provide 1.2 million square feet of hotel space adjoining the Convention Center. The proposed expansion would provide contiguous exhibit and pre-function space, and increase the amount of meeting room space. The expanded Convention Center would extend from West 34th Street to 42nd Street, between Eleventh and Twelfth Avenues. The expansion area would close West 33rd, West 39th, West 40th, and West 41st Streets to through traffic, and provide a through-block pedestrian passageway on West 40th Street (Figure 8). Truck marshalling areas serving the Convention Center would be located below-grade on the block between West 33rd Street and West 34th Street below a publicly accessible open space. In addition, other transportation functions could also be located within the block between West 33rd and West 34th Streets and Eleventh and Twelfth Avenues, including LIRR train storage. These uses would be implemented only upon consideration of the marshalling, parking and other needs of the Convention Center and would be subject to additional environmental reviews, as necessary. A truck tunnel from the marshalling yard to the expanded Convention Center would extend from West 34th Street to West



Legend

- Project Area Boundary
- Proposed Subway Alignment
- Proposed Layup Tracks
- ▨ Proposed Subway Station

Proposed Subway Alignment
Figure 7



Proposed Convention Center Expansion

Figure 8

41st Street between Tenth and Eleventh Avenues. The truck tunnel would be along side the existing Empire Line tracks and would be built in an existing unused former railroad tunnel in the vicinity of West 40th Street between Eleventh and Tenth Avenues. Public transportation to the Convention Center would be provided by ferry, bus, and the proposed No. 7 Subway Extension. The proposed Convention Center Expansion would include approximately 5 acres of passive publicly accessible open space on the roof of the Convention Center. The expansion would necessitate relocation of the Quill Bus Depot, which currently houses and provides maintenance for approximately 300 buses, from its location between Eleventh and Twelfth Avenues from West 40th to 41st Streets to a location between Tenth and Twelfth Avenues and West 30th and West 31st Streets.

Multi-Use Facility

A new Multi-Use Facility would be constructed on a platform above the western portion of Caemmerer Yard (Figure 9). The Multi-Use Facility would include approximately 30,000 square feet of permanent meeting room space and the capacity to convert into a number of different uses and configurations, including a stadium configuration with a seating capacity of approximately 75,000, an exhibition configuration including 180,000 square feet of exhibition floor space, or a plenary hall configuration that provides a maximum seating capacity of approximately 40,000. These flexible accommodations would allow for special events and maximum use of the facility. The Multi-Use Facility would have a retractable roof and movable seats. Convenient public transportation to the Multi-Use Facility would be provided by train and subway service to Penn Station, ferry, and the proposed No. 7 Subway Extension. In addition, the Multi-Use Facility could provide connection to the proposed High Line open space, allowing pedestrian access to the southern side of the facility.

Other Facilities

DSNY/Tow Pound Facility

The Proposed Action may also accommodate the relocation and consolidation of other public facilities within Hudson Yards, including the motor vehicle Tow Pound operated by the NYPD on Pier 76, and a DSNY facility and parking area located on the Gansevoort peninsula, between Gansevoort and Little West 12th Street. The Tow Pound currently accommodates approximately 300 vehicles. The DSNY facility houses administrative offices, crew locker rooms, and parking for sanitation trucks which service Manhattan District 2. A public park for active recreation would be built on the roof of this facility. If this multi-agency facility is not constructed, the park would be developed at grade.

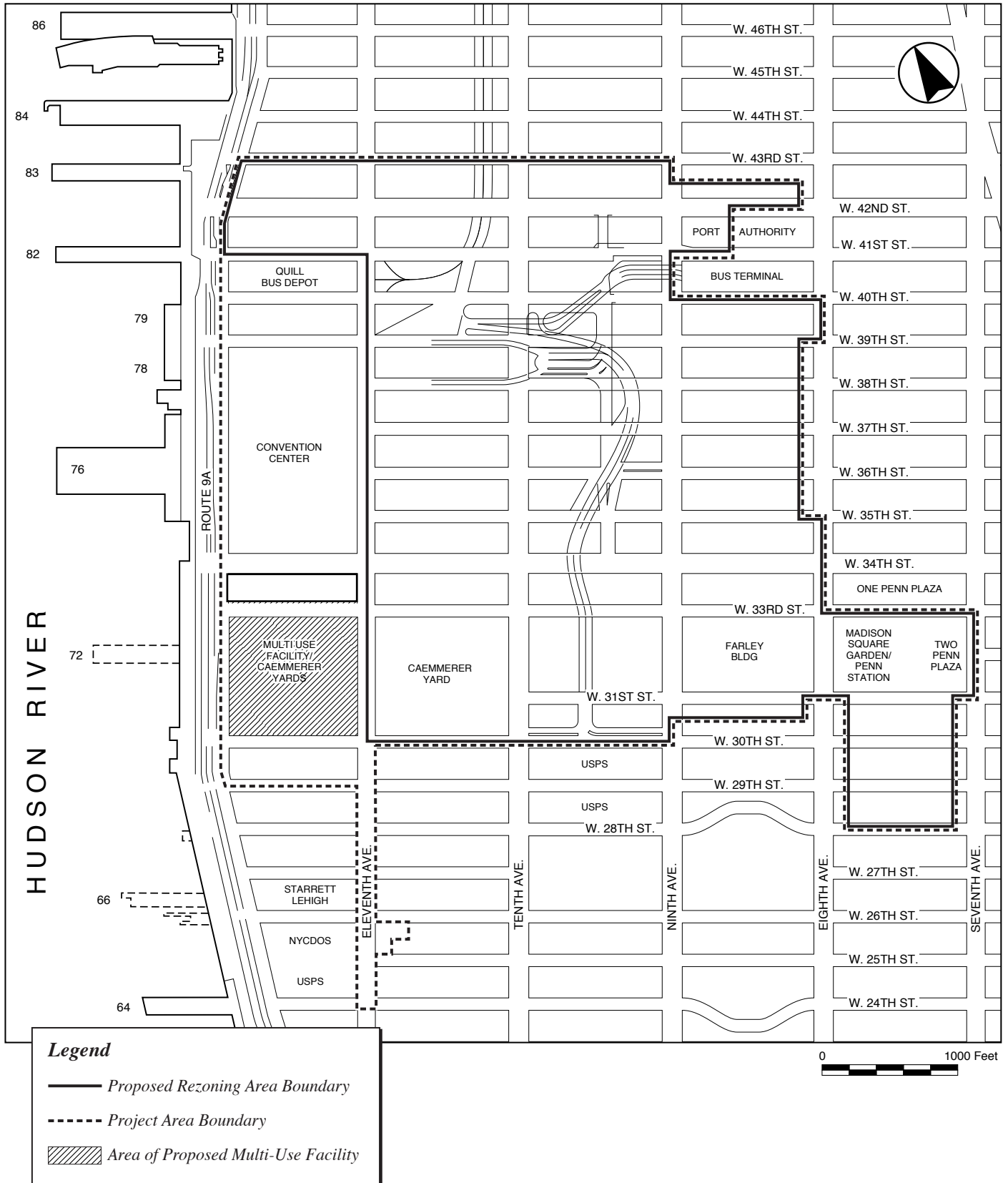
Parking Garage

The City proposes an approximately 950-space public parking garage located below the proposed Midblock Park and Boulevard System between West 34th Street and West 36th Street (Figure 10). The garage would be constructed to accommodate a portion of the parking demand generated throughout the Rezoning Area. Vehicular ingress and egress would be provided at midblock ramps from West 35th Street and West 36th Street.

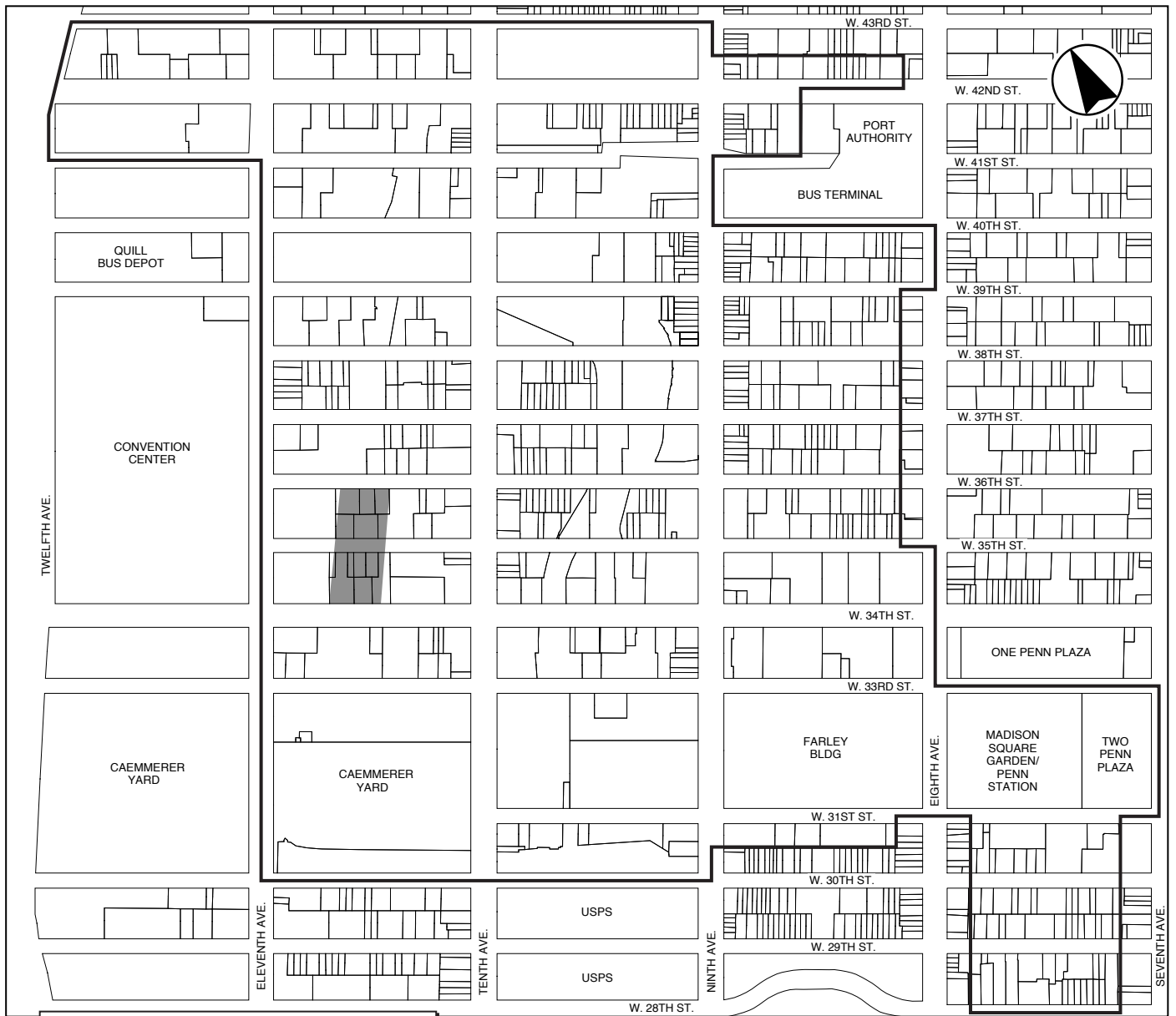
H. PROPOSED DRAFT GEIS SCOPE AND TASKS

1. Analysis Framework



As set forth in the Positive Declaration, the co-lead agencies have determined that the size and scope of the Proposed Action may result in one or more significant adverse environmental impacts and thus require an EIS. A generic EIS (GEIS) is an appropriate vehicle to evaluate environmental impacts of a proposed program, such as the Proposed Action, having wide application, such as new or significant changes to existing land use plans, development plans or zoning regulations. The MTA and DCP are proposing transit-oriented land use and zoning changes affecting a large area, and, therefore, have



Proposed Multi-Use Facility
Figure 9



Legend

-  Project Rezoning Area Boundary
-  Proposed Public Parking Garage
(below proposed midblock park and boulevard system and 35th St.)

Proposed Below-Grade Parking Garage
Figure 10

determined that a GEIS is the appropriate vehicle for assessing the environmental impacts of the Proposed Action.

2. Analysis Years

The DGEIS will provide a description of “Existing” (Year 2003) conditions and assessments of conditions in the future with the Proposed Action (Future With the Proposed Action) and conditions in the future without the Proposed Action (Future Without the Proposed Action). The Proposed Action has multiple elements that will be developed or implemented over a period of more than 20 years. In such cases, the *CEQR Technical Manual* suggests that one or more analysis years be established based on the anticipated first full year of operation of a proposed element or, in the case of an area wide rezoning, the year in which a substantial level of development, allowed under the proposed rezoning, would be anticipated.

Two analysis years will be considered in the DGEIS: 2010 and 2025. These two analysis years were selected because 2010 is conservatively projected to be the first full year of operation of the No. 7 Subway Extension, Multi-Use Facility, and Convention Center Expansion. 2025 represents the year by which a substantial majority of development allowed under the proposed rezoning could reasonably be anticipated to occur. Development generated as a result of the Proposed Action is likely to occur within a timeframe that extends beyond 2025; this development will be conservatively assessed as occurring by 2025.

For purposes of providing an assessment of the reasonable worst-case impacts that may occur as a result of the Proposed Action, reasonable worst-case development scenarios will be identified for both analysis years.

The expansion of the Convention Center would occur in two phases: Phase I—All work south of West 40th Street (including the truck marshalling yard), the West 42nd Street hotel, and an aerial walkway above the Quill Bus Depot connecting the hotel and the Convention Center; and Phase II—Work between West 40th and West 41st Streets, including direct connection between the Phase II expansion and the Phase I work, as well as completion of the truck tunnel between the marshalling yard and the expanded Convention Center. The phasing would allow for time flexibility that may be needed to accomplish the actual outfitting of the new Quill Bus Depot at West 30th-31st Streets between Twelfth and Tenth Avenues, the relocation of bus operations, and demolition of the existing Quill Bus Depot. Although Phase II of the Convention Center Expansion is not expected to be completed until after 2010, the DGEIS will conservatively assume, for analytical purposes, full completion of both phases of the Convention Center Expansion by 2010, since such an assumption is generally a more conservative scenario. However, where failure to complete the Phase II of the Convention Center Expansion by 2010 would result in greater adverse effects, the DGEIS will conservatively assume completion by 2025.

Conditions in each analysis year with the Proposed Action will be evaluated against conditions in the analysis year without the Proposed Action. A complete list of the alternatives to be evaluated in the DGEIS, in addition to the Future Without the Proposed Action, is provided in Task 22, below.

Construction impacts will be assessed for the nominal year 2006 to represent a reasonable worst-case scenario for the 2005 to 2010 period, when construction activities for the No. 7 Subway Extension and other actions would be at their greatest. A separate, more generalized assessment of the year 2017 will be included as representative of a reasonable worst-case scenario of construction conditions between 2010 and 2025, when the remainder of the development allowed under the proposed rezoning would be under way.

3. Study Areas

Impact assessments will be completed for study areas identified in the descriptions of individual technical analyses that follow. It is anticipated that the principal effects of the Proposed Action would occur within Hudson Yards. However, significant adverse impacts on certain resources could occur in areas located outside of Hudson Yards, including impacts of additional passenger volumes at subway stations along the existing route of the No. 7 Subway. Impacts could also occur at the Corona Yard in Queens, where No. 7 Subway cars are stored and maintained. The methods and study areas for addressing these impacts are discussed in the individual technical analysis sections below.

4. Impact Mitigation

The DGEIS will disclose reasonable and practicable mitigation measures to reduce or eliminate significant adverse environmental impacts that would be caused by the Proposed Action. Mitigation measures will be discussed within specific technical sections (e.g., traffic, noise, air quality, etc.).

5. Impact Assessment

Generally, the *CEQR Technical Manual* will be used to develop methodologies and define criteria for determining when a potential impact would be significant and adverse. Other methodologies and significance criteria to be used are highlighted below and will be noted in the DGEIS. The DGEIS will include assessments of the Future Without the Proposed Action and Future With the Proposed Action for each element of the Proposed Action.

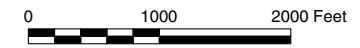
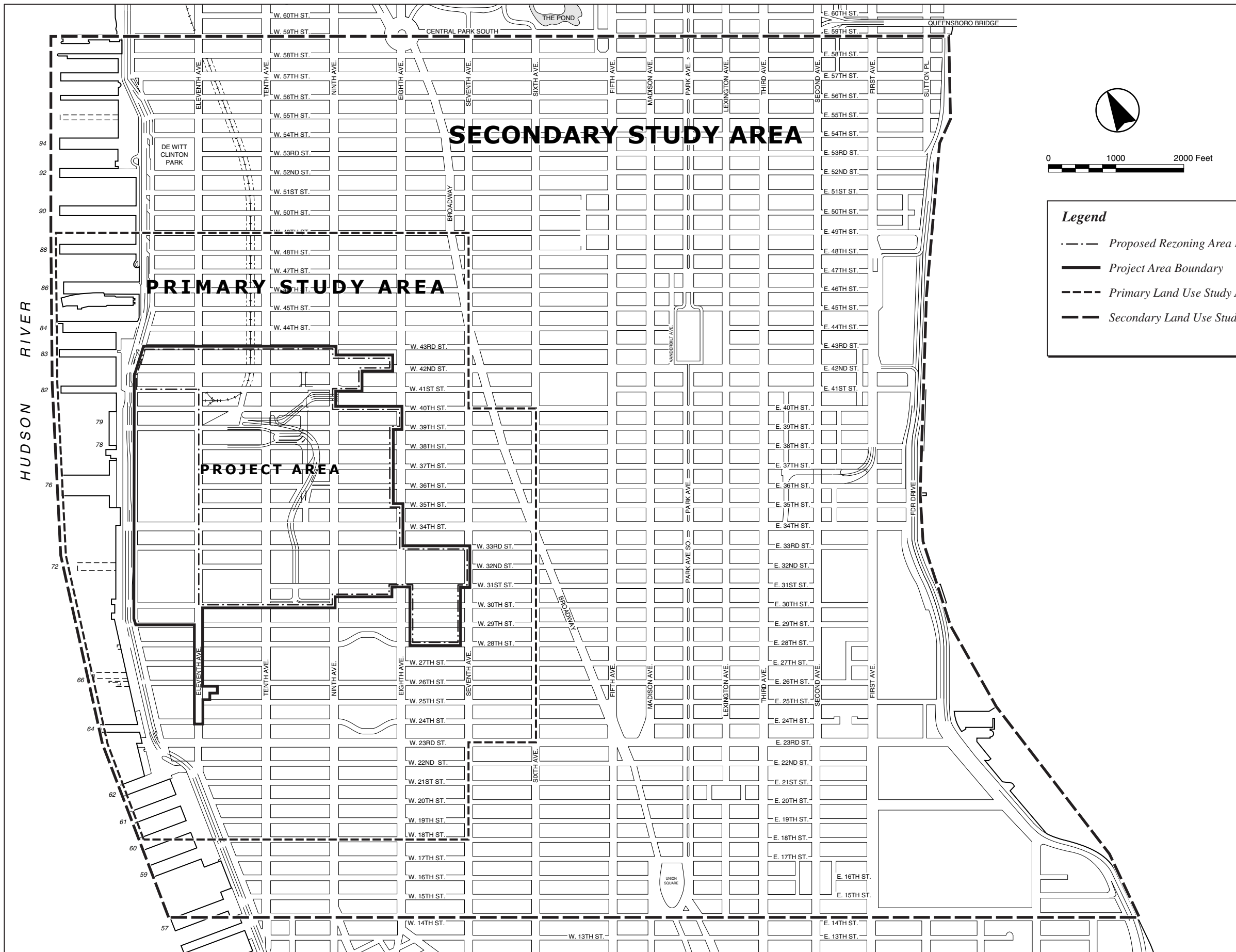
Task 1. Land Use, Zoning, and Public Policy

The land use, zoning, and public policy analysis will assess the potential impacts of the expected changes in land uses resulting from the Proposed Action. The analysis will evaluate impacts within the land use study areas, which include the Project Area, and primary and secondary study areas (Figure 11). The land use assessment will include a description of Existing (2003) conditions and evaluations of the Future With the Proposed Action and the Future Without the Proposed Action in 2010 and 2025.

The principal study area for the land use, zoning, and public policy analysis is the Project Area, which represents the area within which impacts can be estimated with a relatively high degree of certainty. The Project Area contains the area of the proposed rezoning and the sites of the proposed Multi-Use Facility and expansion of the Convention Center.

Three considerations were used to establish the primary study area: (1) the general extent (in distance) of the impact of the Proposed Action on adjoining lower density neighborhoods (typically, the influence extends no farther than ¼-mile from the Project Area); (2) the general extent (in distance) of the impact of rapid transit stations on adjoining neighborhoods (typically, the influence extends no farther than convenient walking distance - approximately ¼- to ½-mile from each station entrance); and (3) linear physical barriers to change. The primary study area will be assessed at a greater level of detail than the secondary study area.

The primary study area boundary for land use, zoning, and public policy is illustrated in Figure 11. The western boundary of the primary study area is the Hudson River. The southern boundary is West 18th Street at the lower end of the Chelsea neighborhood, which is over ¼-mile from the southern limit of the Rezoning Area. The eastern boundary is Seventh Avenue from West 18th Street to West 23rd Street, West 23rd Street to Sixth Avenue, Sixth Avenue to West 40th Street, West 40th Street to Seventh Avenue, and Seventh Avenue to West 49th Street. This “kick-out” in the primary study area roughly mirrors that of the Rezoning Area boundary, so that the lower density and manufacturing zoned blocks between Seventh Avenue and Sixth Avenue can be included. The northern boundary is at West 49th Street, which is greater than ¼ mile from the northern boundary of the Rezoning Area.



Legend

- · - · - Proposed Rezoning Area Boundary
- Project Area Boundary
- - - Primary Land Use Study Area Boundary
- · - · - Secondary Land Use Study Area Boundary

Land Use Study Areas
Figure 11

The *CEQR Technical Manual* notes that the secondary study area for land use, zoning, and public policy should typically extend from approximately ¼- to ½-mile from the site of a proposed action. Because of the magnitude of the Proposed Action, the secondary study area for this DGEIS will include all of Manhattan between 14th Street and 59th Street, extending north to 60th Street around Columbus Circle.

This section of the DGEIS will:

- Provide a detailed description of existing land use in the primary study area. This task will be closely coordinated with the socioeconomic conditions analysis, which will provide qualitative and quantitative assessments of the proposed development scenario's effects on businesses and employment. Recent land use trends in the study area will also be identified and noted.
- Identify, describe, and graphically portray predominant land use patterns in the land use study areas based on existing DCP information and field surveys. Recent land use trends and major factors influencing land use trends will be described based, as applicable, on discussions with DCP staff and other public or private agencies and local real estate brokers.
- Describe existing zoning and zoning actions affecting the study areas over the past 20 years.
- Provide a list of possible future development projects in the study areas that would be expected to influence future land use trends by the analysis years, identify other public policy actions that could affect land use patterns and trends, and assess land use and zoning in the Future Without the Proposed Action.
- Assess the potential land use changes in the study areas based on the future land use trends. Analysis of these trends will include various combinations of project elements that could reasonably be expected to be developed.
- In coordination with the analysis of socioeconomic conditions, address the potential for the Proposed Action to influence land use trends and development.
- Assess impacts on land use and land use trends, public policy, and zoning resulting from the activities in the Proposed Action, and provide assessments of the compatibility of the Proposed Action with surrounding land use and the consistency of the Proposed Action with zoning and identified public policies, and consider feasible mitigation measures, if necessary.

Task 2. Socioeconomic Conditions

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action is reasonably expected to create substantial socioeconomic changes within the area affected by the action that would not be expected to occur absent the action (Section B, 200). The Proposed Action could lead to direct displacement of residences, businesses, institutions, or employment. In addition, the Proposed Action could result in substantial new development that is markedly different from existing socioeconomic conditions. Such development could lead to significant secondary or indirect displacements. Given these potentially significant impacts, an analysis of the potential changes in socioeconomic conditions will be conducted. In addition, an assessment of the economic benefits of the Proposed Action will be provided.

While direct displacement would be limited to the Project Area, the Proposed Action could have indirect or secondary displacement effects that extend beyond the Project Area into adjacent neighborhoods. Therefore, two study areas have been examined: a primary study area consisting of the Project Area itself, including the proposed rezoning area and the Convention Center corridor; and a secondary study area including the adjoining neighborhoods.

The assessment will describe the impact of the Proposed Action on the residential population, housing, and employment, as well as potential direct and/or indirect displacement of residents,

businesses, institutions, and employment. Greater detail will be provided for the primary study area. Analyses will be conducted pursuant to the methodologies in the *CEQR Technical Manual* and will include the identification of significant impacts and accompanying mitigation strategies, where appropriate and feasible.

Specific items to be included in the analysis are:

- Direct residential displacement impacts that would occur in the area of the Proposed Action (primary study area).
- Indirect residential displacement impacts, which could occur in both the primary and secondary study areas.
- Direct business, employment, and/or institutional displacement impacts, which could occur in the primary study area.
- Indirect business, employment, and/or institutional displacement impacts, which could occur in both the primary and secondary study areas.
- Potential significant adverse impacts on specific industries, namely the garment and theater industries.

The analytical approach to assessing these potential impacts is outlined below. Available published sources and field surveys will be utilized as the data source for direct and indirect impact analyses.

Direct Residential Displacement

The Proposed Action has the potential to directly displace several existing economic activities in or adjacent to the Rezoning Area. Assessment of potential direct residential displacement impacts will:

- Develop demographic and housing profiles, in conjunction with analysis of existing conditions undertaken for indirect residential displacement. (See below for description of methodology.)
- Estimate direct displacement, if any, of residences that would occur in 2010 and 2025 without the Proposed Action.
- Estimate direct displacement, if any, of residences that would occur in 2010 and 2025 with the Proposed Action.
- Assess impacts of direct displacements, if any, such as number of residents displaced and demographic profile of those displaced.
- Identify likely relocation resources, where possible, particularly those closest to the Rezoning Area.

Indirect Residential Displacement

The assessment of potential indirect residential displacements will:

- Use 2000 Census data to develop a detailed demographic and housing profile of the primary and secondary study areas organized by neighborhood, where possible. Key factors will include total population, number of households, average household size, median income and poverty status, housing units, median rooms, housing tenure, and contract rents and median housing value. Populations currently at risk of displacement will be identified.
- Identify populations currently at risk of displacement using the Census data described above, as well as housing information concerning subsidized and regulated units and ownership status, as available.

- Describe historic and recent housing development trends in the primary study area and relevant portion of the secondary study area, based on interviews with professionals in the real estate development and brokerage industry.
- Examine demographic trends using the 1990 and 2000 Censuses.
- Assess population characteristics and residential real estate market trends in 2010 and 2025 without the Proposed Action, including estimates of total population, based on projects and policies identified in the Land Use, Zoning, and Public Policy section, the nature of the planned developments, and the character of the area's population and housing stock.
- Assess population characteristics and real estate market trends in 2010 and 2025 with the Proposed Action in the primary and secondary study areas, based on available New York Metropolitan Transportation Council (NYMTC) projections and likely characteristics of residential development in the Proposed Action.
- Determine potential significant adverse indirect displacement impacts on the existing residential community in the primary and secondary study areas, based on the likely differences in real estate market characteristics with and without the Proposed Action and the characteristics of the population at risk of indirect displacement.

Direct Business, Employment, and/or Institutional Displacement

The Proposed Action has the potential to directly displace several existing economic uses in or adjacent to the Rezoning Area. Assessment of potential direct business, employment and/or institutional displacement impacts will:

- Develop business, employment, and institutional profiles, in conjunction with analysis of existing conditions undertaken for indirect business, employment, and/or institutional displacement.
- Estimate direct displacement, if any, of business, employment, and/or institutions that would occur in 2010 and 2025 without the Proposed Action.
- Estimate direct displacement, if any, of businesses, employment, and/or institutions resulting from the Proposed Action in 2010 and 2025.
- Assess impacts of direct displacement, if any, such as number of employees displaced and industrial sector(s) affected.
- Identify the ability of displaced businesses to find appropriate new locations, where possible, particularly close to the Rezoning Area.

Indirect Business, Employment, and/or Institutional Displacement

The analysis to determine the potential indirect business, employment, and/or institutional displacement impacts will consider potential increases in commercial rents and property values resulting from the Proposed Action, and how vulnerable existing sector(s) or businesses may be affected by the Proposed Action. The study area for this assessment will include a primary study area (Project Area) and a secondary study area.

The methodology that will be used to conduct this analysis is described in the *CEQR Technical Manual* (Section B, 332.2). Data sources to be utilized include:

- Employment data collected by the NYS Department of Labor (ES-202 data) and organized by DCP, which will provide a picture of the employment base by key industry sector and trends in employment.

- Commercial property value data from the NYC Department of Finance or DCP, which will include property values by parcel.
- Existing reports regarding commercial property values and rent trends, which will be obtained from commercial real estate companies.
- Supplementary secondary data, which will be obtained as necessary through field surveys and interviews with real estate brokers, public officials, local businesses, and other business-related and real estate-related entities.

The assessment of potential indirect business, employment, and/or institutional displacement impacts will be based on available relevant data sources and studies, and will:

- Describe existing economic activity, including the number and types of businesses/institutions and employment by key sectors. This will also include identifying potentially vulnerable categories of businesses or institutions.
- Describe real estate market conditions in the primary and secondary study areas. This will be based on field visits and discussions with DCP and real estate brokers, as appropriate.
- Based on projects and policies identified in the Land Use, Zoning, and Public Policy section and pertinent economic and real estate data, discuss the potential economic trends that would be anticipated with and without the Proposed Action through 2025, including commercial rents and property values and employment by key sectors.
- Evaluate the indirect business, employment, and/or institutional displacement impacts from the Proposed Action, including effects of potential increases in property values and rental rates.

Effects on Specific Industries

An assessment will be conducted of the effect of the Proposed Action on specific industries which could be significantly adversely affected by the Proposed Action, namely the garment and theater industries, drawing on the economic and real estate data compiled in assessing direct and indirect displacement impacts, as well as other published data, data from impact analyses contained in other chapters of the DGEIS and field surveys, as appropriate. These industries were identified because of their concentration in areas proximate to the Rezoning Area, and from public comments of the Draft Scoping Document. In accordance with the methodology of the *CEQR Technical Manual*, the DGEIS will assess whether these specific industries that could be significantly adversely affected by the Proposed Action.

Task 3. Community Facilities and Services

This chapter of the DGEIS will evaluate the effect on community services due to the development that would be allowed with the Proposed Action, including effects on police and fire protection, public schools, outpatient and emergency health care facilities, libraries, and publicly funded day care facilities. Particular attention will be given to the need for additional public school capacity. The individual catchment areas for each service provider will serve as the study area boundaries for these analyses.

The Community Facilities and Services section of the DGEIS will:

- Develop an inventory of existing public schools, libraries, outpatient and emergency health care service facilities, public day care centers, police precincts, and fire stations, including emergency medical services, located in the study area. This will be accomplished via phone interviews and/or written communication with department representatives, school officials, and local medical service providers. Additionally, field checks will be performed and a map of all community facilities will be created.

- Identify any direct or indirect impacts to the aforementioned community facilities, following the *CEQR Technical Manual* methodology. As the Proposed Action would result in development which would exceed the *CEQR Technical Manual* 100-residential unit screening threshold, potential indirect effects will be evaluated.

Preliminary thresholds for the need for detailed analyses are as follows:

- Public Schools: More than 50 elementary/middle school or 150 high school students.
- Libraries: A greater than five percent increase in ratio of residential units to libraries in the borough. For Manhattan this is equivalent to a residential population increase of 901 residential units.
- Health Care Facilities (outpatient): More than 600 low- to moderate-income units.
- Day Care Centers (publicly funded): More than 50 eligible children based on the number of low/moderate income units by borough. For Manhattan this is equivalent to an increase of 357 low income or 417 low-moderate income units.
- Fire Protection: Generally, an assessment of fire protective services is included only if the Proposed Action would affect the physical operations of, or access to and from, a station house. Although the *CEQR Technical Manual* suggests that a detailed analysis of fire protection services is generally conducted only in the case of direct impacts on facilities, the nature and scope of the Proposed Action in this case warrants an examination of potential impacts on service delivery.
- Police Protection: Generally, an assessment of police protective services is included only if the Proposed Action would affect the physical operations of, or access to and from, a precinct house.

Because the preliminary thresholds are likely to be exceeded, detailed analyses will be conducted.

If effects are deemed significantly adverse, then mitigation measures would be developed to offset or minimize such impacts to community facilities and services.

Task 4. Open Space

Open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play, or sport, or land set aside for the protection and/or enhancement of the natural environment (*CEQR Technical Manual*, p. 3D-1). Direct impacts on open spaces occur when such a resource would be either physically altered or eliminated by a proposed action, including the imposition of noise, air pollutant emissions, odors, or shadows on public open space. Indirect impacts occur when these resources are overtaxed due to increased residential and/or working populations brought about by a proposed action. Preliminary thresholds for a detailed open space analysis are an increase of 200 residents or 500 employees. Because the Proposed Action is anticipated to exceed preliminary thresholds, a detailed open space assessment will be conducted. A discussion of the open space generated by the Proposed Action will be included.

The Open Space Analysis will:

- Establish the study area boundaries, specifically: a study area of ½-mile around the Project Area for the residential population and one of ¼-mile around the Project Area for the commercial (working) population. All census block groups with at least 50 percent of their area falling within these study areas will be included in the open space study areas.
- Perform a detailed open space analysis. This will involve identifying the open space study area population and describing it in terms of age groups, as different age groups represent different types of open space users. It will also entail identifying and describing in detail the open space resources within the study area, particularly in terms of user groups served by the open space.

The adequacy of open space will then be assessed and used as a benchmark against which the 2010 and 2025 conditions will be compared.

- Compile an inventory of all passive and active open spaces, both publicly and privately owned, for the study areas. This will be accomplished through coordination with the New York City Department of Parks and Recreation and private owners of public spaces, including the owners of Convention Center Plaza, One Penn Plaza, and Two Penn Plaza/Madison Square Garden, and verified through field visits. The inventory will include an evaluation of the condition and use of existing open spaces, as well as acreage.
- Calculate the open space ratios, the amount of open space per 1,000 user population, for the Future With the Proposed Action; compare these with ratios with open space ratios calculated for the Future Without the Proposed Action, in 2010 and 2025.
- Determine whether the Proposed Action will temporarily use -- either physically or constructively -- portions of publicly accessible existing and proposed open spaces and parks.
- Determine the impact significance of the Proposed Action and other actions on open spaces, both quantitatively and qualitatively. A substantial amount of new open space would be created in 2010 and 2025 with the Proposed Action. The evaluation of the Future With the Proposed Action will include the effect of this additional new open space. If the Proposed Action is likely to result in significant adverse open space impacts, on-site or off-site mitigation measures, beyond those identified as part of the Proposed Action, will be identified, as appropriate.

Task 5. Shadows

Under CEQR, an adverse shadow impact occurs when the shadow caused by a proposed action: is cast on a publicly accessible open space, important natural feature, or historic landscape or other historic resource (if the features rendering the significance of the resource are dependent on sunlight); and adversely affects its use and/or important landscaping and vegetation, or in the case of historic resources, obscures the details that make the resource significant. Shadows falling on streets and sidewalks or other buildings generally are not considered significant, nor are shadows occurring within an hour and one-half of sunrise or sunset. Because publicly accessible open space and historic resources are located within and nearby the Rezoning Area, and the Proposed Action includes the construction of buildings or structures that are at least 50 feet tall, a shadow assessment will be completed. This analysis will be based on anticipated development (building envelopes) that would be in place during the two analysis years. These prototypes will reflect the bulk, height, length, width, building size, volume, setbacks, lot coverage, density, and mass of anticipated development.

The Shadow Analysis will:

- Identify the extent and duration of additional or new shadows that will be cast in the Future With the Proposed Action on shadow-sensitive portions of publicly accessible open spaces, natural resources or architectural resources during the year, and identify the significance of that shadow on the sun-sensitive aspects of such resources.
- Determine and discuss the significance of impacts of shadows resulting from the Proposed Action on affected sun-sensitive uses. A significant shadow impact generally is considered to occur when the shadow added by an action would reduce sunlight on sensitive uses substantially or to unacceptable levels. If significant impacts are identified, mitigation measures will be developed and assessed.
- Provide site plans for affected open spaces or historic resources portraying the maximum shadow impact.

Task 6. Historic Resources

Historic resources can generally include both archaeological and architectural resources. This section of the DGEIS will assess adverse impacts on these resources in two separate chapters: Archaeological Resources and Architectural Historic Resources.

Archaeological Resources

Subsurface work associated with the Proposed Action, including excavation and near-surface tunneling required for construction of the No. 7 Subway Extension and development of parcels associated with the Proposed Action could have a direct effect on archaeological resources. The study area for the assessment of effects on archaeological resources will be limited to the area in which subway construction and anticipated new development would occur.

The analysis of impacts on archaeological resources will:

- Map and describe known archaeological resources within Hudson Yards based on consultation with the New York City Landmarks Preservation Commission (LPC), the Office of Parks, Recreation and Historic Preservation (OPRHP), and a review of relevant literature, including archaeological resources listed on, or which have been determined to be eligible for listing on, the State and/or National Registers of Historic Places. In addition, areas that are considered likely to contain archaeological resources (“archaeologically sensitive” areas) will also be identified based on available records from the OPRHP and the LPC.
- Investigate the presence of unidentified archaeological resources within the study area (on an area-wide basis), to determine its potential sensitivity. This will be accomplished in three steps. First, the past uses of the impact area will be determined. Historic photographs, maps and building department records, historical accounts, the study area’s development history, the presence of prehistoric resources nearby, and knowledge of the original topography of the site will help to determine past uses. Step two will involve determining the extent of disturbance, if any, within Hudson Yards, which may have affected potential archaeological resources. The third and final step of this research process will be to determine the significance of archaeological resources that may remain, with the assistance of the LPC.
- If it is concluded that archaeologically sensitive resources could be found on parcels on which development is anticipated, an evaluation will be completed on the potential effects of the Proposed Action on those resources.

Architectural Historic Resources

The new development resulting from the Proposed Action could affect architectural resources through physical impacts, or changes in context. Study areas for architectural resources will be determined based on the area of potential effect for construction period impacts. Therefore, the study area for the assessment of effects on architectural resources will include the entirety of the Project Area, as well as the area within 400 feet of the Project Area boundary.

The analysis of impacts on architectural resources will:

- Map and describe known architectural historic resources in the study area. These could include New York City Landmarks and Historic Districts properties determined eligible for landmark status or resources pending landmark designation, National Historic Landmarks, and properties listed on or eligible for listing on the State and/or National Registers of Historic Places for designation as New York City Landmarks or properties determined eligible for State and/or National Register listing.

- Identify potential architectural historical resources that could be affected by the Proposed Action. This will entail conducting a field survey of the architectural study area, and researching the historical and cultural aspects of study area properties and structures.
- After consultation with LPC and OPRHP it is concluded that the study area contains previously unidentified historic architectural resources, effects of the Proposed Action on those resources will be evaluated.

If it is determined that impacts could occur to any archaeological or architectural historic resource, the significance of such adverse impacts will be assessed and, if warranted, mitigation measures developed in coordination with the LPC and/or OPRHP would be considered and evaluated.

Task 7. Urban Design/Visual Resources

The Proposed Action may result in substantial new above ground construction that could adversely impact significant, publicly accessible views and vistas in and near the Project Area. Additionally, the resulting development will have considerably different bulk and/or setbacks than existing development. Therefore, an urban design/visual resources assessment will be conducted for the DGEIS.

The analysis of urban design and visual resources is completed for two study areas: the Project Area and the primary study area, as described in the Land Use, Zoning, and Public Policy section. The assessment will include a discussion of potential bulk configurations and urban design characteristics likely to result under the Proposed Action by 2010, and 2025. The assessment will be based on *CEQR Technical Manual* methodologies.

The Urban Design/Visual Resources analysis will:

- Document and describe existing urban design characteristics and significant visual resources by conducting field visits and examining photographs and other material. The analysis of the study area will consider building bulk, use, and type, building arrangement, block form and street pattern, street hierarchy, streetscape elements, and natural features and topography.
- Describe the changes expected in the urban design and visual character of the study area resulting from projects proposed for development in 2010 and 2025 without the Proposed Action.
- Employing the analysis of existing urban design characteristics and visual resources outlined above, describe and assess whether and how the urban design characteristics and visual resources in the study area will change with the Proposed Action, as compared to those anticipated without the Proposed Action. The discussion of urban design characteristics will focus on prototypical developments based on the proposed zoning and other related actions. Views of Hudson River Park and the Hudson River from Hudson Yards will be evaluated, including views of new open spaces that would occur as a result of the Proposed Action. In addition, views of Hudson Yards from Hudson River Park and the River will be considered. The effects of closing West 33rd, West 39th, West 40th, and West 41st Streets will be assessed as part of this analysis.
- Determine whether any significant adverse impacts would occur, and, if so, consider and assess possible mitigation measures.

Task 8. Neighborhood Character

Because the elements that define neighborhood character will be described and analyzed in other sections of the DGEIS, this section will essentially provide a summary of the conclusions provided in other impact analyses sections of the DGEIS. Field surveys, photographs, and interviews with individuals familiar with the study areas will be used as supplemental information as necessary.

The Neighborhood Character analysis will focus on the Project Area and the primary study area will:

- Describe the predominant factors that define the character of the study areas, drawing on information from other sections of the DGEIS, the *Framework*, field visits, photograph reconnaissance, and/or interviews.
- Summarize changes in neighborhood character that can be expected in the Future Without the Proposed Action, based on planned development projects, public policy initiatives, and planned public improvements.
- Assess the potential impacts on neighborhood character associated with changes in land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, pedestrian activity, and noise that may occur in the Future With the Proposed Action. This section will also include an analysis and discussion of street closures. This will include determining any significant adverse impacts and developing mitigation strategies, where feasible.

Task 9. Natural Resources

The westernmost boundary of the Project Area is adjacent to the Lower Hudson Reach of the Hudson River, one of 15 designated significant coastal fish and wildlife habitat areas in New York City. This reach sustains a diverse community of benthic, planktonic, and pelagic species. The Hudson River in this area is also mapped as a tidal wetland (littoral zone) and a Class I water (best suited for fishing and secondary contact recreation and for fish propagation and survival) by the New York State Department of Environmental Conservation (NYSDEC). The study area for natural resource analysis will focus on the portion of the Hudson River adjacent to the Rezoning Area. An assessment will be included of the impact on wetlands within the NYCT Corona Yards to determine whether the proposed yard modification necessitated by the No. 7 Subway Extension will result in adverse impacts to the wetlands. A more general assessment will be provided for the larger aquatic ecosystem (New York City Harbor).

The Natural Resources analysis will use field reconnaissance, literature research, and agency correspondence to:

- Characterize the Hudson River, i.e., in relation to existing and proposed land uses in the study area, its uniqueness, variety, and the density of its species; its use for recreation, open space, or commerce; its relationship to neighboring resources and to the overall area ecosystem; or its role in ecosystem cleansing or storm and flood management.
- Examine the environmental systems that support the Hudson River.
- Characterize the existing wetlands within Corona Yard, i.e., its uniqueness, variety, and the density of its species; its use for recreation, open space, or commerce; its relationship to neighboring resources and to the overall area ecosystem; and its role in ecosystem cleansing or storm and flood management.

The analysis will describe the physical layout and operational activities associated with the Proposed Action, and analyze the potential effect on natural resources. Mitigation measures will be identified if significant impacts to natural resources are identified.

Environmental regulatory and resources agencies will be contacted to gather data on natural resources, and to ascertain potential regulatory jurisdiction, jurisdictional boundaries, and appropriate mitigation requirements.

Task 10. Hazardous Materials

To the extent practicable, a Phase I Environmental Site Assessment (ESA) will be conducted in accordance with the American Society for Testing Materials (ASTM E-1527 Standard Practice for Environmental Site Assessments) for properties proposed to be acquired as part of the Proposed Action and for properties owned or controlled by the co-lead agencies or by other public project

sponsors. The results of the Phase I ESAs will be used to assess the potential for significant impacts and to identify locations where further investigation (e.g., a Phase II ESA or other appropriate investigation) or management will be required. Where a Phase II ESA or other appropriate investigation is required, that investigation will be undertaken and the results and proposed measures to address any recognized conditions will be identified in the FGEIS, with consultation, as appropriate, with the New York City Department of Environmental Protection (DEP) and/or the New York State Department of Environmental Conservation.

Other properties in the Project Area, identified as Projected or Potential Development Sites, and found to contain the potential for hazardous materials contamination, would be mapped with (E) designations. The (E) designation would require that the fee owner conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the DEP before issuance of a building permit by the Department of Buildings.

A preliminary screening assessment, consisting of a visual inspection or review of past or current land uses listed in Section 24-04 of Chapter 24 of Title 15 of the Rules of the City of New York, would be conducted. This assessment would be prepared for each Projected and Potential Development Site as well as nearby lots that could affect a development site within the Rezoning Area. These uses include, but are not limited to:

- Incinerators,
- Underground or Aboveground Storage Tanks,
- Suspected Hazardous Waste Sites,
- Petroleum spill locations.

Based on this review, the CPC may determine that an (E) Designation should be placed on the Zoning Map for the tax lots identified in connection with adoption of the requested Zoning Map Amendment.

Task 11. Waterfront Revitalization Program

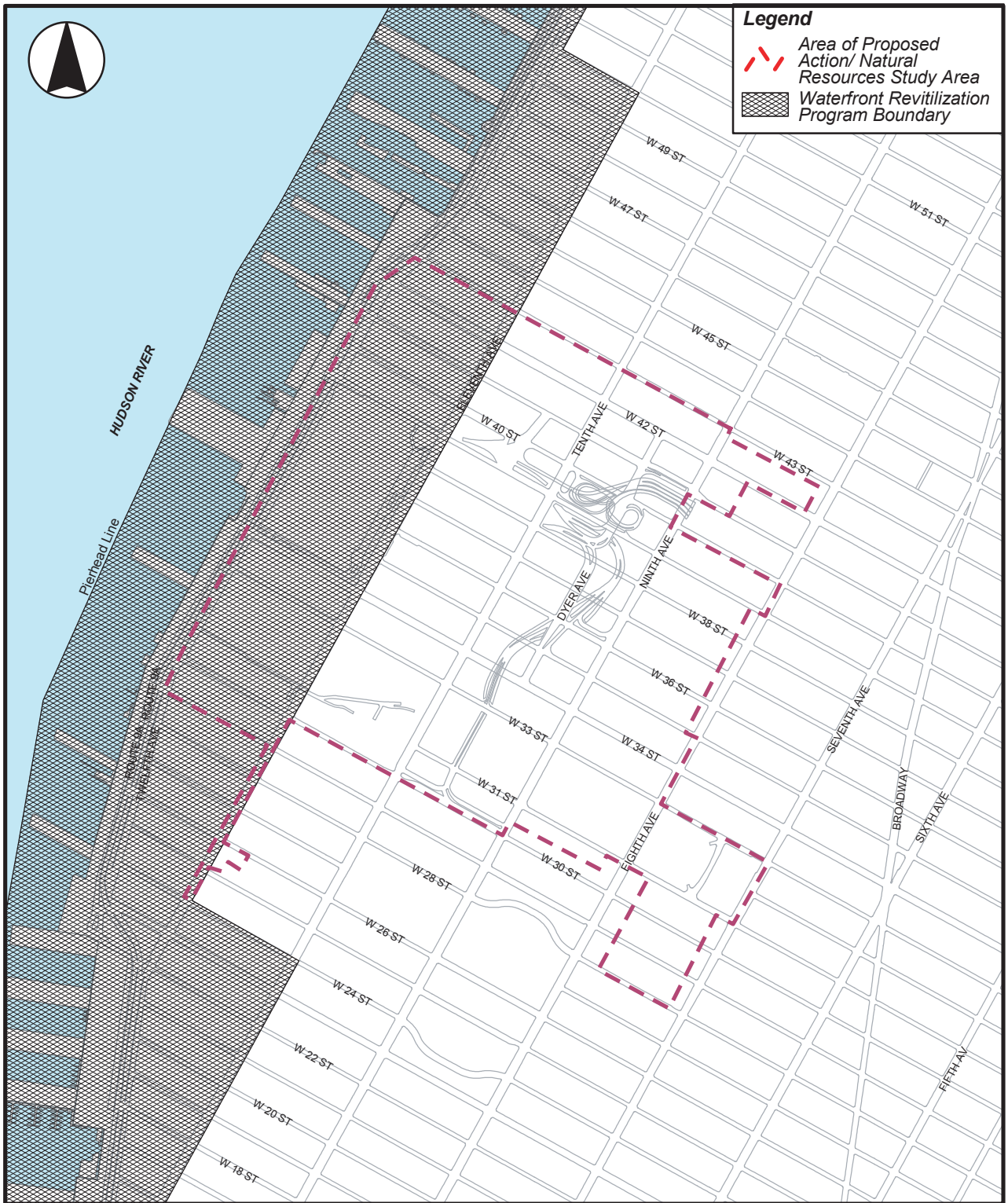
New York City's Local Waterfront Revitalization Program (LWRP) was adopted pursuant to several local, State and federal regulatory programs relating to the coastal area. Portions of the No. 7 Subway Extension and Rezoning Area, as well as the Multi-Use Facility and Convention Center Expansion, would be located within the designated boundaries of New York City's Coastal Zone, as illustrated in Figure 12. The Proposed Action will, therefore, be reviewed, as appropriate, for consistency with the LWRP. The study area for the LWRP evaluation will be the designated Coastal Zone boundary.

The LWRP policies address ten basic issues: fish, wildlife, flooding, erosion, water resources, air quality, scenic quality, public access and recreation resources, energy development, and solid waste disposal, as well as other development-related impacts. If it is concluded that the Proposed Action would be inconsistent with any LWRP policy, consider and assess changes to the Proposed Action will be considered that would be necessary to achieve consistency.

Task 12. Infrastructure

The City's infrastructure is comprised of the physical systems that support its population, including water supply, wastewater collection and treatment, solid waste collection and management, energy supply, and transportation services. Solid waste and sanitation, energy, and transportation will be addressed in other sections of the DGEIS. This section will focus on water supply, sewage treatment, and stormwater management.

The Infrastructure analysis will be completed for the elements of the Proposed Action within the Project Area.



Source: NYC Landbase, NYCDotIT, 2002.

500 0 500 1000 Feet

Waterfront Revitalization Program

Figure 12

The infrastructure section will include analyses of water supply, sewage and stormwater runoff, as described below:

Water Supply

- Estimate the existing water use in the Project Area and the capacity of the distribution system serving the area based on information obtained from the DEP.
- Water usage for the new development that would occur within the Rezoning Area will be estimated using water usage rates provided in the *CEQR Technical Manual*. Water usage for the Convention Center Expansion and the Multi-Use Facility will be estimated based on an analysis of water usage in similar facilities, considering water conservation measures that would be implemented by the analysis years.
- Assess the effects of the incremental demand of the Proposed Action on the water supply system to determine if there would be sufficient capacity to maintain adequate supply and pressure and identify mitigation strategies, where appropriate and feasible.

Sewage

- Based on information obtained from the DEP, describe the existing sewer system serving the Project Area, including existing flows to the relevant Water Pollution Control Plant(s) (WPCP) for the latest 12-month period and present the average annual and maximum monthly flow.
- Based on water usage estimates calculated above, estimate sanitary sewage generation for the Future Without the Proposed Action and the Future With the Proposed Action.
- Assess the effects of the incremental demand of the Proposed Action on the sewer system to determine if there will be a significant adverse impact on operations of the relevant WPCP and identify mitigation strategies, where appropriate and feasible.
- Describe amendment process to the DEP Manhattan Drainage Plan that would be required to accommodate the Proposed Action.
- Assess the potential impact on the combined sewer overflow (CSO) events.

Stormwater Runoff

- Describe the stormwater system in the Project Area, including an estimation of the amount of stormwater that currently enters the City's sewer system.
- Describe any planned future modifications to the existing system.
- Describe changes that would result because of the Proposed Action, including a discussion of how stormwater would be managed within the Project Area in the Future Without the Proposed Action and the Future With the Proposed Action, and identify mitigation strategies, where appropriate and feasible.

Mitigation

- Measures will be assessed, as necessary, to mitigate identified significant adverse impacts.

Task 13. Solid Waste and Sanitation Services

The DSNY is responsible for the collection and disposal of municipal solid waste (MSW) and recyclable materials generated by residences, some nonprofit institutions, tax-exempt properties, and City agencies.

Solid waste is managed on the basis of the New York City Comprehensive Solid Waste Management Plan (SWMP), currently under revision by DSNY. An assessment will be completed on the impact of the Proposed Action on municipal solid waste management services and its consistency with the SWMP based on coordination with the DSNY. The assessment will describe the existing and proposed solid waste management systems, and the amounts and composition of waste generated for each type of generator.

The Proposed Action will be assessed for consistency with the SWMP. The Proposed Action is not expected to directly displace or physically alter an existing solid waste facility. However, the Proposed Action, will generate increased demand for solid waste services. The *CEQR Technical Manual* guidelines will be used to estimate increases in the demand for municipal solid waste and sanitation services. Measures will be assessed, as necessary, to mitigate identified significant adverse impacts.

Task 14. Energy

An assessment will be completed of the energy that would be consumed during construction and operation of the Proposed Action. Estimates of peak energy usage of the expected development within the Rezoning Area will be provided by Con Edison. The designers of the No. 7 Subway Extension, Multi-Use Facility, and Convention Center Expansion will provide estimates of energy consumption during peak operations for these proposed facilities based on conformance to all applicable regulations and standards concerning energy usage, and energy conservation measures including Executive Order No. 111 (E.O. 111). Energy suppliers will be contacted to determine whether these potential loads can be met by existing services, or whether an extension or upgrading of existing systems would be required. Measures will be assessed, as necessary, to mitigate identified significant adverse impacts.

Task 15. Traffic and Parking

Detailed traffic, parking, transit, and pedestrian assessments will be included in the DGEIS for the Proposed Action. The assessments will be conducted in accordance with the *CEQR Technical Manual* and draw from the *Far West Midtown Transportation Study* (the companion transportation study to the *Framework*) where applicable. Additionally, mitigation measures will be proposed and analyzed for significant adverse impacts. A separate analysis of traffic impacts during construction of the Proposed Action is described in Task 19.

Traffic

The traffic assessment will be conducted within a core study area encompassing relevant signalized and unsignalized intersections between Sixth and Twelfth Avenues from West 72nd Street to West 14th Street. Additional intersections (such as those along major arterials) may be added to the traffic analysis network, pending the findings of the detailed trip assignments.

The traffic assessment will:

- Conduct traffic counts at each of the traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection counts. ATR machine counts will be recorded at several locations and provide 24-hour traffic volumes for a full week at selected arterial locations. Individual counts of traffic movements at each of the analysis intersections will

be conducted during the AM, midday, and PM peak periods on a single typical weekday. Traffic data will also be collected for Sunday afternoon and weekday evening peak periods to analyze the traffic impacts associated with events at the Multi-Use Facility and expanded Convention Center during that time period. Additionally, vehicle classification counts will be conducted at selected locations concurrent with the traffic and ATR machine counts. These are assumed to be the reasonable worst-case analysis periods for the development. Traffic counts and movements collected for the *Far West Midtown Transportation Study* will be used, as appropriate, and supplemented as necessary.

- Balance the traffic network utilizing the aforementioned traffic volume and turning movement data to reflect existing conditions so that a capacity analysis can be conducted.
- Conduct travel speed and delay runs along selected routes as support data for the air quality and noise analyses. It is anticipated that these speed and delay runs will be conducted in conjunction with traffic volume counts. If additional intersections are added to the traffic analysis network as a result of the detailed trip assignments, then the speed-and-delay runs will be adjusted appropriately.
- 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. Signal phasing and timing data will be collected from New York City Department of Transportation (NYCDOT) records. The physical data collected for the *Far West Midtown Transportation Study* will be used, as appropriate.
- Determine 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 movement, and per overall intersection. The 2000 Highway Capacity Manual and Highway Capacity Software (HCS2000) will be used to carry out these activities.
- Based on available sources, census data, field surveys, and standard trip generation rates, estimate the travel demand characteristics of the development resulting from the Proposed Action. This will include daily and peak hour person trips, and a modal distribution to estimate trips by auto, transit, and taxi, as well as other travel modes. Separate trip generation and modal split estimates will be developed for each development site including the Multi-Use Facility and Convention Center Expansion, as well as the Tow Pound and DSNY Facilities, as required, using standard trip generation rates and facility-specific information. Transportation planning assumptions and trip generation rates will be prepared for each land use.
- Compute future traffic volumes in 2010 and 2025 for the Future Without the Proposed Action based on an annual background growth rate of 0.5 percent recommended by the *CEQR Technical Manual* for the Midtown Manhattan area plus the volume of traffic expected to be generated for significant development projects within the core study area anticipated to be in place by the analysis years. Projects that may occur in the Future Without the Proposed Action will be identified. All project-generated trips and mitigation measures (if any) will be incorporated into the analysis. Intersection v/c ratios, delays, and LOS will be determined.
- Determine the volume of vehicle traffic expected to be generated by the projected development resulting from the Proposed Action, assigning that volume of traffic to the arrival and departure routes likely to be used, and preparing traffic volume networks.
- Determine and identify the resulting v/c ratios, delays, and LOS for the Proposed Action and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.

Identify and evaluate feasible measures to mitigate significant adverse traffic impacts.

Parking

The parking assessment will focus on parking demand and the availability of off-street parking in the Future With the Proposed Action. Area-wide off-street parking inventories will also be conducted to determine the general area's capacity to accommodate additional parking. The parking study area will extend approximately ¼-mile from the borders of the Rezoning Area. The analysis will:

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday and Sunday afternoon utilization levels, the time periods during which the greatest impacts of the Proposed Action would occur. Parking inventories for existing conditions will be drawn from the *Far West Midtown Transportation Study* where feasible. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Project future parking availability based on an annual background growth rate and identified future without the proposed action development recommended by the *CEQR Technical Manual*, unless otherwise required. Existing parking facilities (supply and demand) expected to be removed or relocated in the future as a result of the Proposed Action, will be factored into this assessment. The *Framework* and the *Far West Midtown Transportation Study* will be referred to when carrying out these projections.
- Develop off-street parking accumulation profiles for each of the reasonable worst-case development scenarios (RWCDs) with the Proposed Action for the 2010 and 2025 analysis years. Then determine whether the amount of off-street parking proposed to be developed as part of each projected development would be sufficient to accommodate its own demand, or whether there are a sufficient number of other spaces available in the area to accommodate the excess demand. If there are not, parking shortfalls will be identified. The *Framework* and the *Far West Midtown Transportation Study* will be referred to when developing the parking accumulation profiles.
- Identify and evaluate feasible measures to mitigate identified significant adverse and parking impacts.

Task 16. Transit and Pedestrians

Potential development that would result from the Proposed Action (e.g., commercial/ office and residential development, the Convention Center Expansion, and the Multi-Use Facility) will exceed the *CEQR Technical Manual* thresholds for potential transit (e.g., bus, subway, and commuter rail) and pedestrian impacts. Therefore, a detailed assessment of transit and pedestrian impacts resulting from the Proposed Action will be conducted. In addition, a regional subway-forecasting model will be used to evaluate potential impacts on subway users.

The transit and pedestrian assessment will examine subway, commuter rail and bus services, ferry facilities, and key pedestrian generators, paths, and infrastructure for the various analysis years. The subway and commuter rail analyses will focus on the impacts of the Proposed Action on subway and commuter rail services directly serving the area as well as No. 7 Subway service, and services connecting to the No. 7 Subway. The bus studies will evaluate the impacts of the Proposed Action on bus services directly serving the area. Pedestrian studies will focus on street elements immediately adjacent to key pedestrian generators (e.g., large office complexes, the Multi-Use Facility, and subway stations) that will result from the Proposed Action, and key pedestrian paths to, from, and within existing transit/rail stations (e.g., Penn Station, the Port Authority Bus Terminal).

The assessment will utilize the methodologies established in the *CEQR Technical Manual* and will draw on the transit and pedestrian analyses conducted in the *Far West Midtown Transportation Study*,

where applicable. Assessments of weekday AM, Midday, PM, Evening and Sunday afternoon peak period conditions with and without the Proposed Action will be included. The analysis will:

- Update and utilize data from the *Framework* study, as necessary to describe existing and future conditions. Conduct and analyze pedestrian counts at key existing and projected pedestrian generators and paths and at existing and proposed major transit stations. These counts will be conducted in the weekday AM, midday, and PM and evening peak hours, and during a Sunday afternoon peak period (due to the Multi-Use Facility). An inventory of the roadway, intersection, corner, crosswalk, and sidewalk conditions for these locations will also be developed.
- Determine the existing capacities, pedestrian and passenger flow patterns, and LOS along or through critical elements of these pedestrian generators and paths and transit stations.
- Determine existing No. 7 line station and operating conditions. The No. 7 Subway line-haul capacity will be based on MTA NYC Transit loading guidelines for cars and operations modeling. Existing commuter rail will be characterized.
- Project pedestrian and transit user volumes for the Future Without the Proposed Action and the Future With the Proposed Action for the aforementioned locations, stations, and commuter rail/subway services using background ridership growth rates for the stations, and estimates of subway/rail riders that would be anticipated in the Future Without the Proposed Action and the Future With the Proposed Action. Based on this information, determine station and operating capacity, project passenger volumes, identify significant impacts and develop appropriate mitigation measures. Pedestrian connectors or links proposed as part of the Proposed Action or related actions will also be evaluated.
- Identify the bus routes serving the area detailing existing conditions, the Future Without the Proposed Action and the Future With the Proposed Action (e.g., bus load levels, loading conditions, available capacity, and maximum load point) per MTA-NYCT Operations Planning Service Guidelines. Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate.
- Identify the bicycle routes serving the area detailing existing conditions and assessing the impacts of the Proposed Action. Mitigation measures will be identified and changes in service will be suggested, as appropriate.
- Discuss ferry service at Pier 79, including existing capacity and future demands for the Future Without the Proposed Action and the Future With the Proposed Action.

Task 17. Air Quality

The air quality analysis will assess potential mobile and stationary source impacts. The potential development resulting from the Proposed Action will likely generate or divert peak hour motor vehicle trips that exceed the *CEQR Technical Manual* threshold for detailed mobile source air quality impact assessment. Based on the potential for impacts, a detailed air quality analysis will be conducted, where warranted. The primary and secondary study areas described in Task 15, “Traffic and Parking,” will serve as the study areas for the mobile source air quality analysis.

Stationary sources of air emissions will be evaluated as necessary to evaluate the impacts from the Proposed Action.

Potential air quality impacts associated with construction will be assessed in the Construction Impacts section of the DGEIS. Procedures and methodologies provided in the *CEQR Technical Manual* will serve as the basis for the analysis.

Mobile Source Analyses

The mobile source (traffic-related) air quality analyses will involve the following:

- Collect and summarize the most recently available existing ambient air quality data for the study area.
- Determine receptor locations for the microscale analysis, based on information from the traffic and parking analysis. Critical receptor locations to be analyzed will include high-volume and/or heavily congested intersections and highly utilized parking facilities, where the maximum total pollutant concentrations or incremental pollution concentrations resulting from the Proposed Action are likely to occur and where people are likely to be present. Locations may include sidewalks; parks; schools; and other sensitive uses next to or above roadways, including the Lincoln Tunnel exits and entrances along Route 9A.
- Select emission calculation methodology. CO, PM₁₀ and PM_{2.5} vehicular exhaust emissions will be computed using the EPA's MOBILE6.2 model reflecting changes to the emission factor model and its local inputs as approved by the NYSDEC and DEP in October 2003. Information from the NYSDEC will be used regarding credits to account for the State vehicle emission inspection and maintenance program, and the State anti-tampering program. Fugitive dust emissions for PM₁₀ and PM_{2.5} will be computed using the EPA's AP42 equation for paved roads (August 2003).
- Select the dispersion model for the microscale carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) analyses. It is anticipated that the U.S. Environmental Protection Agency's (EPA) mobile source CAL3QHC dispersion model will be used. However, due to the congested nature of the study area traffic network, coupled with the expected number of new vehicle trips, the EPA's CAL3QHCR refined intersection model may be used.
- Select reasonable "worst-case" meteorological conditions. Worst-case conditions to be assumed for the CAL3QHC analysis are 1.0 meter/second wind speed, Class D stability, 50°F temperature, and a 0.77 persistence factor. The latest available five years of meteorological data collected at LaGuardia Airport will be used for the CAL3QHCR analysis (1998-2002).
- Select background levels. Background levels for the study area, which will be obtained from the NYSDEC and DEP, will be added to the modeled results to determine total pollutant concentrations.
- Determine CO pollutant levels. At each microscale analysis site, calculate maximum 8-hour CO concentrations for existing conditions and for the future without the Proposed Action and the Future With the Proposed Action in 2010 and 2025. The analyses will be conducted for peak traffic periods (as indicated in the traffic section) at critical intersections and for the reasonable worst-case development scenario. Contributions from on-site parking facilities will be modeled and combined with mobile sources and included as appropriate.
- Determine PM₁₀ and PM_{2.5} pollutant levels. A microscale analysis will be conducted at locations experiencing substantial increases in truck traffic (e.g., the Lincoln Tunnel exit and entrance areas). A microscale modeling analysis will be conducted to determine future conditions in 2010 and 2025 without the Proposed Action and with the Proposed Action at the locations with the highest number of project-generated truck traffic. Annual average and maximum 24-hour PM₁₀ and PM_{2.5} concentrations will be estimated.
- Compare the existing and future CO and PM₁₀ pollutant levels with established NAAQS standards and DEP's *de minimis* criteria to identify impacts of the Proposed Action. Compare project-generated PM_{2.5} increments between the Proposed Action and the Future Without the Proposed Action with the DEC/DEP's interim impact thresholds to determine project impacts.

- Examine mitigation measures. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the Proposed Action.
- A number of parking facilities are included as part of the Proposed Action and will be analyzed in the DGEIS. Facilities to be analyzed include parking lots, multi-level, naturally ventilated parking facilities, and parking garages.

Stationary Source Analyses

The analysis of stationary source impacts on air quality will:

- Perform screening analyses to determine whether the potential impacts from any substantial on-site HVAC facilities associated with the Proposed Action are significant, using methodologies provided in the *CEQR Technical Manual*. Among the facilities to be evaluated are the Convention Center Expansion, the Multi-Use Facility, and the relocated Quill Bus Depot.
- Assess the potential for impacts from existing and proposed (soft sites) sources on nearby residential project developments.
- Conduct a more detailed stationary source analysis using the EPA Industrial Source Complex (ISC3) dispersion model, if a HVAC system associated with the Proposed Action fails the stationary source screening analysis. Five years of meteorological and background data will be used for these dispersion analyses. Predicted values will be compared with NAAQS standards. In the event that a potential exceedance of a standard is predicted, design measures will be examined to reduce pollutant levels to within standards.
- Assess the potential impacts of toxic emission sources from existing industrial/manufacturing uses on the future residential/commercial developments resulting from the Proposed Action. The following procedures will be used:
 - Conduct a field survey of manufacturing and industrial uses within a 400-foot radius of each new residential/commercial area to identify facilities that have the potential to impact proposed residential/commercial developments;
 - Select an analysis area that will encompass a 400-foot radius from the boundaries of the Project Area and of each new residential area;
 - Review air permits for all facilities within this analysis area on EPA, NYSDEC, and DEP databases; and
 - Conduct a stationary source analysis using the EPA Industrial Source Complex (ISC3) dispersion model to determine the potential of the toxic emissions released from the permitted sources identified in the EPA, NYSDEC (Air Guide), and DEP databases to adversely affect the new residential/commercial areas within the Project Area. Results will be compared with EPA and the NYSDEC guidelines. A cumulative assessment will be evaluated for impacts with ISC. Also, an analysis for carcinogenic and non-carcinogenic air pollutants which establish acceptable ambient levels for these pollutants based on human exposure criteria will be performed. In addition, EPA's "Hazard Index Approach" will be used to estimate the potential impacts of multiple non-carcinogenic pollutants and EPA's "unit risk factors" will be used to estimate the potential impacts of multiple carcinogenic pollutants. In the event that potential exceedances of standards are predicted, measures will be examined to reduce pollutant levels to within criteria.
- Perform analysis to determine potential air quality impacts of the Lincoln Tunnel ventilation building exhausts under the Proposed Action on the elevated receptors at sensitive land uses. The detailed analysis will be performed using the USEPA ISC3 model and the latest five years of meteorological data. The 24 hour-by-hour Lincoln Tunnel traffic information will be utilized.

The resultant concentrations including the appropriate background levels will be compared to the NAAQS and NYSDEC, and NYCDEP standards.

- Assess the potential impacts associated with the vehicular emissions generated within the Lincoln Tunnel and released through the Tunnel exit portal on the Manhattan side. The impacts will be analyzed using the USEPA ISC3 model with the 24 hour-by-hour traffic scenarios and five years of meteorological conditions. Concentrations will be added to the concentrations estimated at the West 39th Street and Tenth Avenue intersection analysis site with the corresponding matching wind direction. The appropriate background concentration will be added and the total concentration will be compared to the relevant NAAQS, NYSDEC, and DEP standards.
- Estimate the potential air quality impacts of the proposed deck over Route 9A alternative. Analyses will be conducted to assess the impacts of the vehicular emissions generated under the deck and released at the exit portals. Analyses will utilize the USEPA ISC3 model, five years of meteorological conditions and 24 hour-by-hour traffic scenario. The resultant concentrations including the background will be compared to the NAAQS, NYSDEC, and DEP standards.
- Conduct air quality analysis of the potential impacts associated with emissions generated at the Convention Center's truck marshalling yards, Quill Bus Depot (for both mobile and stationary sources), DSNY Tow Pound, and the unused rail right-of-way which extends from the marshalling area northward beneath Eleventh Avenue and westward between West 40th and West 41st Streets. Emissions associated with these sources will be assessed to estimate the potential impacts at the surrounding sensitive land uses.
- Perform the analysis of the potential impact of emissions associated with the proposed parking facilities.
- Examine measures to avoid impacts. If necessary recommendation of measures to avoid potential impacts associated with HVAC system emissions will be made. Based on the stationary source analysis, (E) designations for air quality may be placed on zoning maps as necessary, to avoid any potential significant adverse impacts associated with emissions as part of the Proposed Action.
- Identify and evaluate feasible measures to mitigate identified significant adverse impacts.

Task 18. Noise and Vibration

As discussed in Task 15, "Traffic and Parking," the Proposed Action will generate and re-route vehicular traffic. Additionally, the No. 7 Subway Extension may lead to vibration impacts on existing and/or proposed development. Also it may result in a stationary noise source operating within 1,500 feet of a receptor and in a direct line of sight to that receptor. As a result noise and vibration analyses will be conducted for the DGEIS.

Procedures and methodologies provided in the *CEQR Technical Manual*, including determining study areas and receptor locations will serve as the basis for the noise analysis, and the FTA methods presented in the Transit Noise and Vibration Impact Assessment (April 1995) will serve as the basis for the vibration analysis. The noise analysis will assess potential mobile and stationary source impacts in 2010 and 2025 With and Without the Proposed Action. The vibration analysis will assess potential impacts due to new and existing subway operations in 2010 and 2025 With and Without the Proposed Action. Potential noise and vibration impacts associated with construction will be assessed in the Construction Impacts section of the DGEIS.

Noise Analysis

The impact assessment of mobile and stationary sources will:

- Select appropriate noise descriptors. Appropriate noise descriptors will be identified to characterize the noise environment for existing and proposed land uses and to assess the potential

for impacts of the Proposed Action. These descriptors will be selected based on current *CEQR Technical Manual* guidelines and DEP criteria. Consequently, where and when appropriate, the L_{10} , day-night (L_{dn}), and/or 1- and 24-hour equivalent ($L_{eq(1)}$ and $L_{eq(24)}$) noise levels will be examined.

- Select receptor locations for detailed analysis. Receptor sites analyzed would include locations where development resulting from the Proposed Action would have the greatest potential to affect ambient noise levels (e.g., the Multi-Use Facility and the relocated Quill Bus Depot) and where high ambient noise levels could adversely affect new residential/commercial and other sensitive uses.
- Determine existing noise levels. At each of the receptor sites identified above, existing noise levels will be measured during six time periods (midweek, AM, midday, PM, nighttime, and Sunday afternoon). Measurements will be made using a Type 1 instrument, and L_{eq} , L_1 , L_5 , L_{10} , L_{50} , L_{90} , L_{max} , and L_{min} values will be recorded.
- Determine noise levels that would be anticipated in the 2010 and 2025 for the Future Without the Proposed Action. At each receptor location, ambient noise levels in 2010 and 2025 will be determined using existing noise levels, acoustical fundamentals, and the FHWA Traffic Noise Model (TNM) (FHWA-PD-96-009, DOT-UNTSC-FHWA-98-1) as per CEQR guidelines. The methodology uses different vehicle classifications (i.e., autos, trucks, etc.), speeds, and traffic volumes for those years obtained from Task 15, “Traffic and Parking.”
- Determine noise levels that would be anticipated in 2010 and 2025 for the Future With the Proposed Action. At each receptor location future noise levels will be determined based on existing noise levels, acoustical fundamentals and the FHWA Traffic Noise Model (TNM), as per CEQR guidelines. The methodology uses different vehicle classifications (i.e., autos, trucks, etc.), speeds, and traffic volumes for those years obtained from Task 15, “Traffic and Parking.”
- Compare noise levels with standards. Existing noise levels and noise levels in the Future With and Without the Proposed Action will be compared with various noise standards, guidelines, and other noise criteria, including the New York City Ambient Noise Quality Criteria, the New York City CEQR Noise Standards, FTA criteria, and the New York City Noise Performance Standards. In addition, noise levels in the Future With the Proposed Action will be compared to noise levels in the Future Without the Proposed Action to determine the presence of significant adverse project impacts (i.e., a change of 3 dBA or more when doubling passenger car equivalents - PCEs.)
- Examine mitigation measures. If necessary, measures to attain acceptable interior noise levels and to reduce noise impacts to acceptable levels will be made. Based on projected noise readings, (E) Designations for noise may be placed on the zoning map as necessary. To the extent that details are provided, such as design specifications for the projected and potential development sites under the Proposed Action, mechanisms to achieve attenuation will be described in detail.

Vibration and Ground-Borne Noise Analysis

Existing and proposed residential, commercial, institutional and other uses, located sufficiently close to the proposed No. 7 Subway Extension could be impacted by vibration and ground-borne noise. The vibration analysis will be particularly important for this project because the No. 7 Subway Extension would pass directly beneath a number of existing and proposed developments. The analysis will be conducted in accordance with FTA methods presented in the *Transit Noise and Vibration Impact Assessment* (April 1995) guidelines.

The vibration analysis will:

- Using FTA guidance, perform a screening and General Noise Assessment for the proposed No. 7 Subway Extension’s operational activities. This screening and assessment will be carried out for the 2010 and 2025 analysis years. The assessment will provide vibration levels (VdB) for these operational activities at various distances. Ground-borne noise levels will be estimated using recommended adjustment factors. Vibration and ground-borne noise levels will be compared to applicable FTA impact and damage thresholds.
- Identify sensitive existing and proposed buildings and utility locations in the areas exceeding vibration and ground-borne noise impact thresholds for the 2010 and 2025 analysis years. Determine foundation types and nature of building/use.
- Identify mitigation measures for significant adverse vibration and ground-borne noise impacts resulting from the Proposed Action, if necessary. Recommend and specify measures to mitigate these potential adverse impacts.

Task 19. Construction Impacts

Construction impacts, while temporary in nature, include the disruptive and noticeable effects of an action. The determination of their significance, and therefore whether or not mitigation is required, is generally based on the duration and magnitude of the anticipated impacts.

Construction impacts will be evaluated according to the *CEQR Technical Manual* guidelines for the years 2006 and 2017 as the reasonable worst-case peak construction years. The 2006 period would include the most intense construction activity, during which the construction of the No. 7 Subway Extension, the Multi-Use Facility, the Convention Center Expansion, and some commercial and residential development would occur. A more generalized evaluation of construction impacts will be provided for the 2025 analysis of the Future With the Proposed Action. Information and plans supplied by the project sponsors will be used to determine construction activities expected to occur during construction. Reasonable worst-case estimates will be made where specific information is not available.

An evaluation of the potential for construction-related impacts will be completed for the various areas of environmental concern. Measures to mitigate anticipated impacts will be identified as necessary for each area of concern. Assessments will be completed and mitigation measures identified, as necessary, for all areas of concern, including:

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Open Space
- Shadows
- Historic Architectural Resources
- Archaeological Resources
- Neighborhood Character
- Natural Resources
- Hazardous Materials
- Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Traffic and Parking
- Transit and Pedestrians
- Air Quality
- Noise and Vibration

- Public Health

A construction impact study area will be delineated based on locations where surface and subsurface construction activity will occur. The study area will also include truck routes (or other alternative transportation modal routes) that would likely be used to transport construction materials into and out of the area, and on the likely locations of construction staging and materials storage areas. Additionally, the construction impacts analysis will include an assessment of generation of spoil, alternate options for construction waste disposal, and conform with the New York State Solid Waste Management Act.

Task 20. Public Health

This chapter of the DGEIS will examine the potential impacts of the Proposed Action on the health of residents and workers in the primary land use study area. As applicable, the significance of anticipated public health impacts will be evaluated and mitigation measures developed as necessary.

Task 21. Alternatives

The DGEIS will identify and evaluate alternatives to the Proposed Action. As suggested in the *CEQR Technical Manual*, the assessment methodology for the alternatives analysis will consist of three steps:

- Frame and describe the alternatives under consideration;
- Assess the impacts of alternatives; and
- Compare the effects of the alternatives to those of the Proposed Action.

The environmental effects of all alternatives, including the Future Without the Proposed Action (Alternative A, “No Action”), will be compared to the effects of the Proposed Action. The comparison will discuss the techniques and level of mitigation needed to reduce the significant adverse impact(s) of the Proposed Action and alternatives, as applicable. The following alternatives will be assessed in the DGEIS:

ALTERNATIVES TO THE PROPOSED ACTION

Alternative Designation/Name	Description
A. No Action	Development in the Project Area would continue to be controlled by the existing zoning, and there would be no extension of the No. 7 Subway, expansion of the Convention Center or development of a Multi-Use Facility.
Alternative Zoning Actions	
B. Proposed Action Without Modification of Special Districts	The Proposed Action would not include text amendments or mapping changes to the Special Clinton District, Special Garment Center District, or Special Midtown District. There would be no project-generated development within any of these districts under this alternative, nor would development within these three special districts be subject to the bulk, massing, parking, and design controls included in the Proposed Action.

Alternative Designation/Name	Description
C. Proposed Action Without Modification of the Special Garment Center District	The Proposed Action would not include text amendments or mapping changes to the Special Garment Center District. The proposed amendments to the Special Clinton and Midtown Districts would continue to be included in the Proposed Action. There would not be project-generated development within the Special Garment Center District, nor would development within this district be subject to the bulk, massing, parking, and design controls included in the Proposed Action.

ALTERNATIVES TO THE PROPOSED ACTION (CONTINUED)

Alternative Designation/Name	Description
D. Proposed Action With Zoning Text Amendment to Allow Light Manufacturing Uses in High-Density Buildings	The Proposed Action would allow high-performance manufacturing uses, subject to strict performance standards, in addition to the commercial and residential uses allowed under the Proposed Action in buildings with an FAR of 10 and over within Subdistricts A (Large Scale Plan), B (Farley Corridor), C (34th Street Corridor), D (Tenth Avenue Corridor), and E (Other Areas), of the Special Hudson Yards District. This alternative would not result in additional commercial or residential development within the Special Hudson Yards District beyond that included in the Proposed Action.
Alternative Transportation Actions	
E. Proposed Action With Below-Grade Connection (Moving Walkway) to Penn Station	The Proposed Action would include a below-grade moving walkway under West 33rd Street between Eighth and Eleventh Avenues connecting the 34th Street Terminal Station of the No. 7 Subway Extension and Penn Station. The other elements of the Proposed Action would remain unchanged.
F. Proposed Action With Elevated Connection (Pedestrian Walkway) to Penn Station	The Proposed Action would include an elevated pedestrian concourse above West 31st Street between Eighth Avenue and the High Line in the vicinity of Tenth Avenue, connecting the Project Area and Penn Station. The other elements of the Proposed Action would remain unchanged.
G. Proposed Action With Subway Connection to Penn Station	The No. 7 Subway extension would extend from its current terminus at Times Square west under West 41st Street, south under Eleventh Avenue and east under West 31st Street to a terminal station at Penn Station. The other elements of the Proposed Action would remain unchanged.
H. Proposed Action With Light Rail Transit	An at grade light rail transit (LRT) system would be constructed in lieu of the extension of the No. 7 Subway. The LRT would extend along West 42nd Street westward from Sixth Avenue, southward along Eleventh Avenue and east along West 33rd Street to a terminus at Seventh Avenue. The other elements of the Proposed Action would remain unchanged.

ALTERNATIVES TO THE PROPOSED ACTION (CONTINUED)

Alternative Designation/Name	Description
Alternative Planning Initiatives	
I. Lower Density Plan	The level of commercial, retail, residential, and hotel development allowed in the Project Area would be limited to 60% of that allowed by the proposed rezoning element of the Proposed Action. Given the lower demand for transit use that would be generated by this lower level of development, the LRT system included in Alternative H would be developed in lieu of the extension of the No. 7 Subway. The other elements of the Proposed Action would remain unchanged.
J. Community Organization Plan	The Project Area would be redeveloped to the same total density as that with the Proposed Action but would conform to an alternative land use plan and related zoning map and text amendments. This plan would include an expansion of the Convention Center and new commercial development, over the western portion of Caemmerer Yard rather than development of a Multi-Use Facility. The initial transportation improvement included as part of this alternative would be a dedicated subway connection between Penn Station and Eleventh Avenue. Extension of the No. 7 Subway would be completed as a later phase as necessary to support the ultimate level of development permitted under the alternative.
K. Manhattan Borough President Plan	The Project Area would be redeveloped in accordance with a plan based on the <i>Vision for the West Side Rail Yards</i> study prepared in 2001 for the Manhattan Borough President. The total level of development allowed under this plan would be substantially less than that allowed under the Proposed Action. This plan would include the expansion of the Convention Center, but would not include the development of a Multi-Use Facility. The transit elements included as part of this alternative would include development of a light rail system similar to that provided in Alternative H as Phase I, followed by extension of the No. 7 Subway as Phase II if necessary to support the ultimate level of development permitted under the alternative.

ALTERNATIVES TO THE PROPOSED ACTION (CONTINUED)

Alternative Designation/Name	Description
Alternative Development Actions	
L. Proposed Action Without Convention Center Expansion	This alternative would be the same as the Proposed Action, except that it would not include the expansion of the Convention Center. The elements of the Proposed Action would remain unchanged.
M. Proposed Action Without Multi-Use Facility	This alternative would be the same as the Proposed Action, except that it would not include the development of a Multi-Use Facility. The other elements of the Proposed Action would remain unchanged.
N. Proposed Action Without Convention Center Expansion Or Multi-Use Facility	This alternative would be the same as the Proposed Action, except that it would not include either the expansion of the Convention Center or the development of a Multi-Use Facility. The other elements of the Proposed Action would remain unchanged.
O. Convention Center Expansion Only	This alternative would include only the expansion of the Convention Center as included in the Proposed Action.
P. Multi-Use Facility Only	This alternative would include only include the development of a Multi-Use Facility as included in the Proposed Action.
Q. Proposed Action with Development of a Deck Over Route 9A between the Multi-Use Facility and Hudson River Park	This alternative would augment the Proposed Action with a deck over Route 9A between the Multi-Use Facility and Hudson River Park.
R. Proposed Action with Development of Multi-Use Facility in Queens	This alternative would include all the elements of the Proposed Action except that the Multi-Use Facility would be developed in Flushing, Queens, rather than over the western portion of Caemmerer Yard. Accordingly, Caemmerer Yard would remain at its current use as an open air facility.

Task 23. Other DGEIS Topics

The DGEIS will also contain discussion of several topics that summarize the conclusions of the technical assessments, thereby enabling the decision-makers to examine the trade-off between the degree to which the preferred alternative meets the goals and objectives of the Proposed Action and the impacts that would occur with its implementation. These include the following:

- Growth-Inducing Aspects of the Proposed Action.
- Unavoidable Adverse Impacts.
- Identification of Irreversible Commitment of Resources.

Task 24. Appendices

Supporting documentation for the DGEIS chapters will be prepared and included in the Appendices portion of the DGEIS.

Task 25. Executive Summary

This section will describe the elements of the Proposed Action, its positive and/or adverse significant environmental impacts, required mitigation, alternatives considered, and important tradeoffs identified in the other chapters.

**Responses to Comments Received
During the
Public Scoping Process**

Public Scoping Comments (Transit)

Commenter	Comment	Response
Underground Pedestrian Connection		
16	If Madison Square Garden is moved to 9th Ave., evaluate an underground pedestrian connection to Penn Station along 33rd St.	An underground pedestrian connections to Penn Station will be evaluated as an alternative in the DGEIS.
People Mover		
81; 95	Connect to Penn Station by means of an automated people mover.	A range of potential connections to Penn Station will be evaluated in the DGEIS
Enhanced Bus		
26; 33; 54	Consider expanded bus service, including bus rapid transit and dedicated express bus service.	Planning studies completed-in conjunction with the DGEIS indicate that bus system improvements, including bus rapid transit, cannot by themselves provide sufficient peak hour capacity to support the Proposed Action. Bus service improvements-will be considered in the DGEIS in conjunction with other transit service.
Light Rail Transit		
4; 18; 25; 26; 27; 30; 33; 52; 101	Consider light rail transit service instead of or in addition to a subway extension.	A light rail transit alternative will be evaluated in the DGEIS.
Penn Station Shuttle		
4; 18; 26; 52; 60; 95; 103; 110	Provide a shuttle linking Penn Station with 12th Ave. using existing LIRR tracks or through a new technology.	This will be considered as part of an alternative in the DGEIS.
Subway Options		
33; 34; 40; 52; 61; 62; 95; 99; 109; 110; 116	Consider alternative configurations for the No. 7 subway extension, including linking it to Penn Station and using existing infrastructure such as the Amtrak tracks. Consider extending other subway lines, such as the L train or 42nd St. shuttle, or connecting the No. 7 train to other subway lines.	The DGEIS will analyze alternative configurations for the No. 7 subway extension, including a connection to Penn Station. Other possible alignments for the subway were considered during preliminary planning, but will not be evaluated in the DGEIS.
116	Include a review of the MTA's 1988 analysis of a subway spur running west from Penn Station to 11th Ave, under 33rd St.	The 1988 MTA study was reviewed as part of the No. 7 subway preliminary planning effort. A range of east/west transportation alternatives will be evaluated in the DGEIS.
34; 94; 95; 52	Extend the No. 7 train to New Jersey	NJ Transit and the Port Authority are currently studying the provision of a new rail connection from New Jersey to Penn Station. The -Proposed Action would not preclude new trans-Hudson service, but this suggestion will not be analyzed in the DGEIS.
Ferry Terminal Connection		
6; 18; 33; 99	Facilitate convenient access between the No. 7 and the City's planned ferry terminal.	The DGEIS will those aspects of the Proposed Action that may enhance access to the ferry terminal.
Queens Enhancements		
34	Run the No. 7 into Hunters Point through the Sunnyside Yards where transit already exists for the BMT, IND, IRT service as well as Amtrak, LIRR, and New Jersey Transit.	Subway service changes in Queens would not be necessitated by the Proposed Action and direct No. 7 subway service from 33rd Street to Hunters Point through Sunnyside Yards would eliminate service to Queensboro Plaza, a major transfer point, and Courthouse Square. Therefore, this suggestion-will not be evaluated in the DGEIS.
Metro-North Connection		
94	Create a station and extend the No. 7 to meet the new facility to bring Metro-North customers into the west side rather than bring them all into GCT.	The potential provision of Metro-North service to Penn Station is currently under evaluation by MTA in a separate study. The Proposed Action will not preclude this option. It will not be evaluated in the DGEIS.

Public Scoping Comments (Transit)

Committer	Comment	Response
Miscellaneous Transportation Comments		
103	Use existing tunnels to connect Grand Central with Penn Station.	With the completion of the East Side Access Project, both Long Island Rail Road and Metro North patrons will be able to board the No. 7 line at Grand Central station. Metro North access to Penn Station is currently under study by MTA and will not be evaluated in this DGEIS.
52	Analyze a Penn Station Metro-Hub Regional Rail System	The potential provision of Metro-North service to Penn Station is currently being evaluated by MTA and a new rail connection from New Jersey to Penn Station is currently being evaluated by NJ Transit and the Port Authority under separate studies. The Proposed Action would not preclude these options. This option will not be considered in the DGEIS.
52	Improve the link between Penn Station and the Herald Square subway complex.	The Herald Square subway complex is outside the Project Area. The Proposed Action would not necessitate a link to the Herald Square subway complex; passengers on any subway line serving this complex with destinations in Hudson Yards could transfer to the No. 7 line at either the Times Square Station or 42nd Street-Sixth Avenue Station. This option will not be considered in the DGEIS.
No. 7 Impacts		
26; 27; 34; 95; 96; 99; 109; 102; 115; 116;	Assess the impacts of the Proposed Action on existing subway, rail, and other transit services and infrastructure, including existing subway lines and stations, Amtrak, Metro-North, LIRR, buses,	The DGEIS will evaluate potential impacts to existing transit services as appropriate.
74	Provide accessibility for disabled persons and people with strollers.	The two new No. 7 extension stations will be designed in compliance with ADA requirements.
95	"Don't destroy the 42nd Street lower level track"	Engineering constraints require the demolition of a portion of the unused lower level of the 42nd Street-Eighth Avenue Station in order to extend the No. 7 line.
95	"Design the Extension for 11 car trains"	The No. 7 subway extension will be designed for 11 car trains.
99	The No. 7 subway extension design should be coordinated with the ARC program.	The extension of the No. 7 line will be designed to not preclude the provision of new Trans-Hudson service.

Public Scoping Comments (Rezoning and Redevelopment)

Committer	Comment	Response
Alternatives for MSG and Caemmerer Yard Sites		
16	Analyze various scenarios for the stadium and relocation of Madison Square Garden (MSG), including a stadium without an arena configuration, keeping MSG in its current location, moving MSG to 9th Ave. and redeveloping existing MSG site with commercial development.	The Multi-Use Facility in the Proposed Action does not include an arena configuration. The DGEIS will consider scenarios with MSG remaining at its current location or relocating to 9th Ave.
116, 54, 89, 47	Expand Convention Center and allow new commercial uses, hotels, and community uses on the western portion of Caemmerer Rail Yard. Redistribute density from 42nd St., 10th Ave. and 11th Ave. corridors. Overall densities should not exceed 10 FAR. On eastern portion of Caemmerer Yard and areas between 30th and 35th Streets, establish higher densities.	Alternative development and density scenario[s] with these elements will be evaluated in the DGEIS.
Existing Special Districts		
105; 109; 116	Analyze retaining current zoning for existing special districts.	An alternative that excludes existing special districts from the Proposed Action will be evaluated in the DGEIS.
Special Garment District		
1; 30; 47; 54; 105; 7; 1;8; 9; 11; 15; 23; 31; 33; 36; 67; 111; 31; 107; 10;26; 54; 13; 14;	Consider retaining the existing zoning within the portion of the Special Garment Center District within the Project Area and analyze the effects of the Proposed Action on the industry, including the ability for businesses to relocate.	An alternative that excludes the Special Garment Center from the Proposed Action will be evaluated in the DGEIS. Effects of the Proposed Action on the garment industry will be evaluated in the DGEIS.
51	The preservation of the garment district zoning as assistance to production is a disservice to the workers, an unfair burden to the other property owners and tenants of the district, a significant and unnecessary cost to the City, and an impediment to the Hudson Yards.	Comment noted. The effects of an alternative that excludes the Special Garment Center District from the Proposed Action will be evaluated in the DGEIS.
107	The EIS should also consider the possibility of the Garment Center and other West Side manufacturing areas if the city had a proactive and protective industrial policy.	Effects of the Proposed Action on the garment industry will be evaluated in the DGEIS.
Special Clinton District and Chelsea		
45; 47; 59; 105; 116	Analyze the impacts on the Special Clinton District (SCD), including assessing retaining the current zoning for parts of the perimeter areas of the SCD within the Project Area.	The DGEIS will consider the effect of the Proposed Action on the Special Clinton District and will analyze as an alternative no modifications to the existing special districts within the Project Area.

Public Scoping Comments (Rezoning and Redevelopment)

Commenter	Comment	Response
47	Consider extending the Special Clinton District's tenant protections to other parts of the study area such as Hell's Kitchen South and northern Chelsea. The City should also investigate other methods to maintain the mixture of construction of affordable housing bonuses, funding the rehabilitation or construction of affordable housing, or instituting a required minimum ratio of subsidized to market rate housing, as in the Special Clinton Interim Preservation District - and include them as part of the study.	The DGEIS will evaluate the potential for indirect residential displacement as a result of the Proposed Action and will identify any impacts and mitigations. The DGEIS will identify the likely numbers of affordable housing units that will be produced as a consequence of the Proposed Action, and describe the mechanisms by which these units would be produced.
10	Consider the effects on Chelsea, as well as the existing zoning protections for Chelsea.	The DGEIS will consider the effects and compatibility of the Proposed Action on land use, zoning and public policy in Chelsea, to the extent that Chelsea is within the Project Primary and Secondary Study Areas.
8th Avenue Vicinity		
51	"The allowance of residential building between 8th and 9th Avenues...and that this aspect of the plan be expanded to include residential conversions."	The DGEIS will evaluate the potential impact of residential conversions under the Proposed Action on the portion of the the Special Garment Center District between Eighth and Ninth Avenues. An alternative that excludes the Special Garment Center District from the Proposed Action will be evaluated in the DGEIS.
19	Examine effects of the development on 8th Avenue.	The land use analysis will consider the impact of the Proposed Action on the Eighth Avenue corridor as part of the DGEIS.
105	Review the impact of retaining current zoning for the Midblock area between 28th and 31st Streets-- between 7th and -8th Avenues.	Retention of the existing zoning in this area is not part of the the Proposed Action. A description of existing zoning regulations will be contained in DGEIS. A No Action alternative will be evaluated in the DGEIS.
West Chelsea		
10; 54; 89; 90; 91; 116;	Extend the demolition and anti-harassment clauses of the CSD to West Chelsea.	The DGEIS will include an analysis of indirect displacement within the secondary study area, including West Chelsea, and will identify impacts and needed mitigations, as appropriate.
Affordable Housing		
54; 59; 70; 73; 79; 80; 87; 93; 59; 109; 113; 115; 116;	Develop permanent affordable housing (low-, moderate-, and middle-income levels) and new zoning tools and financing mechanisms to ensure its construction.	The Proposed Action does not include affordable housing, nor will it include new zoning or financing mechanisms to ensure construction of permanent affordable housing. The Zoning Amendments will increase the availability of appropriately zoned sites that can utilize the Inclusionary Housing Bonus. The DGEIS assumes use of the Inclusionary Housing bonus and 80/20 financing in its development assumptions.

Public Scoping Comments (Rezoning and Redevelopment)

Commenter	Comment	Response
116	"Additional affordable housing on targeted publicly owned sites, with stated timelines. 1) NYCHA-owned site (Harbor View Apts.) on 56th St. (block 1084, lot 0009) 2) NYCHA-owned site (Harbor View Apts.) on 54th St. (block 1084, lot 0009) 3) MTA-owned site on 54th St. 9th Ave. (block 1044, lot 0003) 4) EDC-owned site (Studion City) 11th Ave between 44th & 45th St. (block 1070, lot 0001) 4) PA-owned site at the SW corner of 40th St. (block 711, lot 0001) 5) NYS-owned site (Covenant House) on 10th Ave. between 40th & 41st St. (block 1050, lot 0001) 6) City owned site (Hunter College) on 41st St. between 10th Ave & Dyer (block 1050, lot 0006) 7) PA site (parking lot) at 415 W 40th St. (block 1050, lot 0013) 8) PA site on 30th St. between 9th Ave & Dyer (block 728, lot 0001)	Comment noted.
Theater District		
33	Include an inventory of existing theater and arts-related uses west of 8th Ave. The EIS should also assess theater community's future needs and the impact of high-rise development and potential multi-use facility on the industry's future.	An inventory of theater and arts-related uses in the Project Area will be included in the DGEIS. The DGEIS will include an assessment of the potential impact of the Proposed Action on the theater industry.
19	Since many of the middle and lower income people who work in the tourism and theater industries in Times Square live in Hells Kitchen, the affect of development on this workforce should be examined."	The DGEIS will include an assessment of the potential impact of the Proposed Action on Hell's Kitchen and on the theater industry.
Displacement		
10; 19; 24; 33; 92; 107; 109;	Analyze the effect of the Proposed Action on existing businesses and residents, including those in Chelsea and Clinton, and those that service and support Midtown and Times Square businesses. Provide additional protections for existing businesses and residents. Consider direct and secondary displacement.	The DGEIS will include an assessment of direct and indirect residential and business displacement.
99	The DGEIS process should incorporate solutions to protect and preserve the functions served by the properties owned by the Port Authority of New York & New Jersey and identify effective alternatives relative to redevelopment proposals affecting these parcels.	The DGEIS will evaluate, as necessary, the potential impact of the Proposed Action on PANYNJ properties and services.
38	Consider the ability for existing manufacturing businesses to relocate elsewhere in the City.	The DGEIS will include an assessment of direct and indirect residential and business displacement in the Project Area, and will discuss potential relocation of manufacturing uses.
54; 90	Use the Clinton community housing survey in the analysis of displacement.	The DGEIS will evaluate the potential for direct and indirect displacement of residential uses. The Clinton community housing survey will be reviewed for use in the analysis.

Public Scoping Comments (Rezoning and Redevelopment)

Commenter	Comment	Response
116	The assessment of land use trends resulting from activities in the Proposed Action should include the effect of the Proposed Action on the development in the other areas in which the City has historically supported major development activity (Lower Manhattan, Downtown Brooklyn and LI City).	The DGEIS will assess land use trends as they relate to developemnt in other areas of Manhattan.
98	"In order for Con Ed to maintain the present level of service to its Manhattan customers, including the Hudson Yards area, this facility (28th-29th St. between 11th Ave & West St.) should be maintained at its current location. In addition, in considering site availability for future substation needs, the DGEIS should not assume availability of the workout facility site for such purposes."	The area between 28th St., 29th St. 11th Ave. and 12th Ave. is not within the Project Area. The co-lead agencies will coordinate with Con Edison to identify projected energy demands and the required improvements to the energy distribution systems.
Port Authority Bus Garage		
116	Construct the proposed PANYNJ garage at 39th St. east of 10th Ave. in the early years of the plan, to bring the existing traffic congestion, as well as to mitigate increased traffic congestion resulting from the proposed development.	The DGEIS evaluation of potential traffic impacts will include consideration of the impact of a potential PANYNJ bus garage on traffic conditions in the Project Area. Such a PANYNJ bus garage is not a part of the Proposed Action.
Alternatives		
10; 26; 33; 47; 54; 60; 65; 100; 105; 108; 109; 116	Consider alternative zoning configurations, boundary modifications, comprehensive development plans (such as the HKNA and Manhattan Borough President's proposal), lower density zoning plans, and height restrictions.	The DGEIS will consider alternative comprehensive development plans (including alternatives based on the HKNA plan and Manhattan Borough President's Plan), as well as various modifications to the proposed rezoning proposal for the Hudson Yards area.
98	"The DGEIS should discuss how the proposed rezoning would affect site availability for substations, including a discussion of whether such sites would be available as of right. It should also discuss locations for such facilities and alternative zoning scenarios, including changes to the present classification substations, to make sitting more certain."	The Energy Chapter in the DGEIS will consider this issue.
54	"I agree with Senator Schumer's proposal that we diversify the concentration of commercial office space throughout the City as whole..."	Comment noted.
47	"I welcome CPC proposals to relocate the Tow Pound and DOS facility, both currently located in the Hudson River Park. This could take place without the proposed rezoning."	Comment noted.
33	Strategies that encourage the vertical integration of some combination of compatible residential, commercial and manufacturing uses within a single building. Performance standards must be identified that could govern the combination of these uses.	The DGEIS will evaluate an alternative that would allow manufacturing uses in high-density buildings.
59	"Update the 1993 study of the Special Clinton District conducted by Elliot Sclar."	The socioeconomics analysis will consider this study.

Public Scoping Comments (Rezoning and Redevelopment)

Commenter	Comment	Response
108	"Prohibit new construction on space which is already used for either viable residential purposes or light industrial purposes.	The purpose of the Proposed Action is to facilitate growth in the Project Area. A prohibition on new construction will not be considered in the DGEIS.
59, 116	Map as parkland all open space shown on the Illustrative Open Space Diagram.	The acquisition and park mapping of property shown on the Illustrative Open Space Diagram, which is in PANYNJ ownership, is not considered a feasible alternative.
108	Provide open space above the Lincoln Tunnel ramps.	The DGEIS will evaluate a proposed zoning mechanism, which would enable the creation of neighborhood open spaces on PANYNJ property.
Dyer Avenue		
116	"The portion of the block between W. 40th and 41st St, 9th to 10th Aves east of Dyer Ave, consisting of bus ramps leading to PABT, is unsuitable for development and should not be rezoned; the density of the portion of this block west of Dyer Ave should not exceed 12 FAR."	Comment noted.
City Mapping		
65	39th, 40th, and 41st Street must all remain as mapped streets.	The DGEIS will include evaluation of alternatives that would retain West 39th, 40th, and 41st Streets open to through traffic between Eleventh and Twelfth Avenues.
116	City Map amendments must include the neighborhood parkland between Ninth and Tenth Avenues, and must not include demapping of West 33rd, 39th or 40th Streets between Eleventh and Twelfth Avenues. Dyer Ave, at locations where it is at grade with other City streets, should be mapped as a City street.	The DGEIS will evaluate an alternative that includes this proposal.
Other Zoning Comments		
116	Establish 11th Ave between 35th and 41st Sts. as a mid-rise residential corridor with densities up to 7.5 FAR. Establish 10th Ave between 35th and 41st St. as a mid-rise residential corridor with densities up to 7.5 FAR. Retain existing zoning of 5 FAR in the mid-block area between 10th and 11th Aves. from 35th to 40th St. Review the impact of retaining current zoning for 9th Ave corridor between 36th and 40th St. Retain existing zoning of 6 FAR along 9th Ave from 35th to 40th St.	The DGEIS will consider the HKNA plan and other options as alternatives that provide for generally the same or reduced levels of development compared to the Proposed Action.
103	Enlarge the zoning structure west of 8th Avenue to the River. "	The Proposed Action would not rezone the proposed Convention Center Expansion or Multi-Use Facility sites. It is anticipated that these sites would be constituted under state approvals.

Public Scoping Comments (Purpose, Need, and Finance of Project)

Commenter	Comment	Response
Financing & Need		
3; 4; 16; 18; 32; 37; 39; 52; 47; 54; 61; 65; 78; 101; 105; 106; 107; 109; 115; 116	Provide a financing plan, as well as studies explaining the demand for the projected development, other than for the purpose of paying for the subway extension or other improvements. Consider the fiscal implications to the City and State of what would happen if the projected development does not occur. The costs of this project should not cause the city, state and MTA to sacrifice essential services and projects.	A plan for financing the Proposed Action will be described in the DGEIS, as well as a description of the purpose and need for the Proposed Action.
4; 47	Explain the need for so much commercial development when housing is in demand and commercial vacancies are high.	The purpose and need for the Proposed Action will be described in the DGEIS.
105	Provide a cost-benefit comparison of each alternative and analyze the public fiscal impacts.	A plan for financing the Proposed Action will be described in the DGEIS, as well as a description of the economic benefits of elements of the Proposed Action. A cost-benefit analysis will not be provided in the DGEIS.
Competing projects		
3; 18; 20; 37; 47; 73; 95; 107;113	The No. 7 extension should not compete for funds with or preclude the completion of other projects such as the Second Ave. Subway or East Side Access.	Comment noted. The No. 7 extension will be funded by non-MTA sources and will not compete for funding with either the Second Avenue Subway or East Side Access. A plan for financing the Proposed Action will be described in the DGEIS, as well as a description of the purpose and need for the Proposed Action.
Large-Scale Events		
47	Demonstrate the economic benefits of attracting large-scale events to Manhattan.	The DGEIS will include an assessment of the benefits that will accrue from the Multi-Use Facility and expansion of the Convention Center.
Impact on Lower Manhattan		
18; 47; 95; 102; 105	Evaluate whether the Proposed Action will affect redevelopment efforts in Lower Manhattan.	The need for the Proposed Action will be described in the DGEIS. The DGEIS will discuss the City-wide impacts of the Proposed Action, as relevant.
Quill Relocation		
18	Who will pay for the relocation of the Quill bus depot, and who will find a site for relocation?	A plan for financing the Proposed Action will be described in the DGEIS, as well as a description of the individual project elements. The proposed site to accommodate the relocation of the MTA Michael J. Quill Bus Depot is under the Multi-Use Facility between Tenth and Twelfth Avenues, between West 30th and West 31st Streets. The impact of its potential relocation will be evaluated in the DGEIS.

Public Scoping Comments (Traffic and Parking)

Committer	Comment	Response
MUF-Related Transportation Analysis		
16; 22; 107; 115	Provide a detailed traffic assessment for the Multi-Use Facility. Provide a clear statement of the kinds of contemplated uses (for Multi-Use Facility), and analyze the transportation generation characteristics of each. Include a detailed analysis of the anticipated events (the hours, attendance, and travel pattern). Consider factors such as auto and bus parking, tailgating, pedestrian flow, quality of life, and existing traffic.	The DGEIS will describe projected Multi-Use Facility activities and trip generation characteristics. Traffic, parking, transit (including buses) and pedestrian impact studies will be prepared as part of the DGEIS.
Parking Considerations		
105	Evaluate the displacement and relocation of commercial vehicle fleets.	The DGEIS will consider the traffic and parking implications of the Proposed Action, including the potential for relocation of displaced facilities.
22; 19; 33; 39	Address the loss of existing parking	The DGEIS will evaluate projected parking demand and supply.
16; 116	Provide a detailed and cumulative assessment of parking impacts. For example, the parking study area should extend at least 1/2 mile from the borders of the Rezoning Area, take into account the practice of seeking free on-street parking and taking cabs and mass transit to Multi-Use Facility and the Convention Center. In addition to a qualitative assessment of on-street parking conditions, double parking should be evaluated quantitatively and included in the traffic flow analysis as a constraint on street capacity.	The DGEIS will evaluate -projected parking demand and supply. The traffic analysis will address ambient traffic conditions. Existing off-street parking utilization will be determined through primary and secondary data collection.
Transportation Impact Analysis		
39	Account for parking construction and traffic generation by sporting and convention center events. Traffic generation estimates for times when there are not sporting events or convention center events should also anticipate that travelers to the study area will base transport mode decision in part on the availability of all this parking."	Traffic and parking analyses will be prepared for peak usage periods and include concurrent events at the Multi-Use Facility and Convention Center. Trip generation documentation will be included.
19	Examine specific ways to mitigate adverse impacts on traffic.	Traffic mitigation measures will be developed as necessary.
47; 59; 116	Account for the impacts of cars lining up, particularly noise from honking horns, the blocking of busy intersections and traffic diversions. Particular attention should be paid to traffic and congestion at the Lincoln Tunnel on Wednesday and Friday afternoons. It should also study pedestrian interference and double parking, which standard equations may not predict.	Traffic and pedestrian impact assessments will be prepared for an extended study area including the approaches to the Lincoln Tunnel. The noise analysis in the DGEIS will consider the effects of vehicular traffic noise.

Public Scoping Comments (Traffic and Parking)

Committer	Comment	Response
16	Analyze all intersections in the project area, including the area from 6th - 12th Aves. and from 23rd - 42nd St. as well as at all avenues at major cross-streets including 14th, 49th, 50th, 57th, 58th, 59th, 66th and 72nd Streets. In addition, a secondary traffic study area should extend to the east side of Manhattan to capture users arriving from the east.	The traffic study area will include approximately 240 intersections located on key Manhattan travel corridors and including most intersections within the rezoning area.
94	Consider cruise ship-related congestion on Sunday afternoon on 12th Avenue and the Lincoln Tunnel.	A Sunday midday traffic analysis will be conducted. This analysis will take into account cruise ship-related traffic.
3; 116	Include known development projects anticipated to be in place by the analysis years, including the Farley Building and Special West Chelsea District Rezoning.	All relevant known future development projects will be included in the DGEIS analyses.
39	Analyze the capacity, congestion, and pollution on Route 9A and other streets in and connecting to the study area based on the recommended zoning changes and anticipated facility construction in the DEIS.	The DGEIS will address these issues.
16	Present the following at 15-minute intervals between 5 p.m. and 8 p.m.: 1) Traffic at key intersections -- Approaches to and exits from Lincoln Tunnel -- Approaches to and exits from West Side Highway -- Approaches to and exits from FDR Drive, Queens Midtown Tunnel, Queensborough Bridge -- Critical east/west corridors: 14th Street, 23rd Street, 42nd Street, 49th Street, 50th Street, 59th Street and 72nd Street. 2) Subway and commuter rail: -- 1, 2, 3, 9, A, C, E trains at 34th Street -- B, D, W, N, R, Q, F, PATH trains at Herald Square -- LIRR, NJ Transit, Amtrak. 3) Parking accumulation (quantitative analysis) -- Both on-street and off-street -- 23rd Street to 50th Street, Sixth Avenue to Hudson River (including Chelsea Piers) -- Assessment of parking to remain, parking to be displayed, parking likely to be developed. 4) Pedestrian traffic -- 28th, 34th, 33rd, 31st, 30th and 42nd Street, Seventh Avenue to Tenth Avenue.	The DGEIS will evaluate the reasonable worst case traffic, parking, transit, and pedestrian impacts of the Proposed Action for five peak travel periods for 2010 and 2025. The 2025 analysis will evaluate the effect of meeting all projected demand through 2040, incorporating a conservative estimate of background growth in travel not related to the Proposed Action and consider effects at all locations at which maximum effects would occur.
107	Consider that weekends, particularly Sundays, are relatively quiet times for area residents giving relief from near total gridlock during the business week.	The DGEIS will evaluate impacts on Sunday.

Public Scoping Comments (Traffic and Parking)

Committer	Comment	Response
109	The DGEIS should provide alternative analyses of traffic patterns based upon linear and non-linear growth in new development. The linear growth model assumes an average annual rate of new development and therefore a linear increase in traffic in the HYA. A non-linear model, typical of such urban growth, assumes bursts of new building and new traffic demands followed by low-growth periods. The environmental impacts of both models should be explored.	The DGEIS will evaluate reasonable worst case scenario for development generated by the Proposed Action in 2010 and in 2025. The reasonable worst case scenario were developed based on projected growth in the study area between 2010 and 2040, all of which will be assumed to occur by 2050. See Response to Comment 16.
16; 116	Other travel modes must be considered in the estimate of travel demand characteristics of the development, including buses and vans. Trip generation and modal splits must be generated for the proposed PABT garage. Trip generation and modal splits for the MUF must be independently developed - not relying on the Jets or the NFL's information. The modal split analysis should also account for the specific travel characteristics of different users (e.g., concert goers versus football fans). In addition, the modal split projections for the Multi-Use Facility (despite the extension of the 7 line) should be more conservative than MSG's modal split surveys, as MSG is located above a major transit hub.	Trip generation rates and modal split assumptions will be documented for significant land uses and will be developed from a range of available sources.
16; 109; 116	Provide reasonable worst-case traffic models for the impact of multiple events taking place at the same time.	Concurrent events at the Multi-Use Facility, MSG and the Convention Center will be assessed.
16	The traffic from the Multi-Use Facility needs to be overlain on top of the anticipated non-stadium traffic in the area. Besides a typical weekday and weekend, a Friday evening and Saturday night should be studied. To establish a reasonable worst case scenario, the following event peaks should be analyzed cumulatively within the context of a weekday, a Friday, and the weekend peak period: 1. Background PM peak traffic, 2. Sold-out evening events in arena portion of Multi-Use Facility, 3. Event in the exhibit portion of the Multi-Use Facility, 4. Sold-out evening event at Madison Square Garden arena, 5. Sold-out evening event at Madison Square Garden theater, 6. Sold-out event at Hammerstein Ballroom (West 34th Street and 8th Avenue), 7. Major event at Javits Center (e.g. Auto Show), 8. Normal Theater District attendance, 9. Event at Chelsea Piers.	Traffic data was collected during all phases during which events occur. The traffic analysis will incorporate the effects of major events at the Multi-Use Facility, expanded Convention Center, and Madison Square Garden, and reflects other entertainment uses in the area. A verified growth rate of 0.5 percent per year will be assumed in the traffic analysis to account for other events and all known No Action projects.
16	This basis for the modal split assumptions for Multi-Use Facility users should be set forth.	Trip generation rates and modal split assumptions will be documented for significant land uses and will be developed from a range of available sources.

Public Scoping Comments (Traffic and Parking)

Commenter	Comment	Response
109	Provide an analysis of the environmental impacts on both air quality and the proposed Number 7 extension for the full length of this subway line, out to its terminus in Flushing, Queens. For example, the DGEIS should consider whether subway access to the HYA will encourage additional commuters to drive to Queens Number 7 subway stations and park near these stations in order to take that line. This potential adverse impact also applies to the special community parking facility at the Number 7 Shea Stadium station. It is reasonable for the HYA DGEIS to disclose and examine the potential impacts on traffic, parking and air quality in these neighborhoods."	The DGEIS will include a line-haul analysis for the entire No. 7 line. Analysis in Queens will be conducted if appropriate. Air quality receptors and traffic analysis sites will be selected in Manhattan to capture the project's most significant impacts.
99	Ensure that the transportation impact analysis and improvement program will not adversely affect regional mobility and overall Manhattan accessibility; and that the No. 7 Line extension and other transportation improvements that may be pursued in conjunction with Hudson Yards development support and enhance opportunities to access new developments via existing and planned transit facilities.	The DGEIS will evaluate a range of transportation alternatives and impacts on existing transit systems. The extension of the No. 7 line will be designed to not preclude the provision of new Trans-Hudson service.
101	Present the total and incremental peak-hour loads of the No. 7 line from Queens to the proposed terminal station on the west side, with on and offs at each station in Manhattan. Estimate dwell times without and with the No. 7 extension at GCT, 5th Avenue and Times Square, and estimate the impacts of the increased dwell times on the line haul capacity.	Station elements will be evaluated at new stations, existing No. 7 transfer stations, and stations at other lines serving the Hudson Yards area. A line haul analysis for the entire No. 7 subway line will be provided.
39	The proposal seems to anticipate major increases in parking capacity and car trips within the study area. Transit-oriented planning would accept that parking will be in major plans of auto use in the development area and plan accordingly to promote maximum use of transit and other alternatives.	The Proposed Action will include the extension of the No. 7 subway line and associated transit improvements as an integral part of the proposed redevelopment. The DGEIS will evaluate the potential traffic and parking impacts of the Proposed Action.
59; 116	"To simulate the worst case traffic situation, the background growth rate of 0.5%/year should be applied to a 40-year period, the likely development period, even though the analysis year is 2025."	The DGEIS will apply a background growth rate of 0.5% per year and will assume that full (Year 2040) build-out will occur by the 2025 analysis year, which will result in a conservative reasonable worst case scenario for traffic analysis.
59	Use a network simulation model and account for impacts of physical queues, including blocking of intersections, noise from honking, spillback into upstream links, and traffic diversions. The traffic study should verify the accuracy of Highway Capacity Manual methodology in Midtown Manhattan by comparing HCM output for current traffic conditions to results of speed and delay runs.	The Highway Capacity Manual (HCM) for traffic impact assessment will be used, as suggested by the CEQR Technical Manual. HCM is the accepted methodology for traffic assessment City-wide.

Public Scoping Comments (Traffic and Parking)

Committer	Comment	Response
33	Look at trips generated by existing theater and manufacturing uses in the area.	The DGEIS will account for existing trips, including those generated by theater and manufacturing uses.
99	Data collection time periods for the GEIS should comply with CEQR guidelines that recommend identifying peak hours to proposed to the nearest 15 minutes....and that a proposed sports arena or concert hall may also require an analysis for a weeknight event or weekend event.	The DGEIS traffic analysis will comply with CEQR guidelines. Weekday AM, -Midday and PM-peak hours will be assessed, as well as Weeknight and Sunday afternoon special event peak hours.
116	Traffic counts and movements collected from the Far West Midtown Transportation Study must be supplemented with new developments since the study.	Data from the Far West Midtown Transportation Study will be supplemented to account for recent developments.
Transit-Traffic Planning		
4; 33	For any significant development to occur in the far west midtown area, a comprehensive plan for congestion pricing to reduce the appalling back-ups at the Lincoln Tunnel is essential. A conscious effort to reduce, not increase motor vehicle use within this period should be part of the scope of the EIS. This should include auctions for reducing the number of car spaces and diminishing road space.	The DGEIS will evaluate the potential traffic and parking impacts of the Proposed Action and identify required mitigation measures. The Lincoln Tunnel is not within the jurisdiction of the co-lead agencies.
33	Study innovative approaches for the smooth and efficient handling of freight and deliveries to area businesses.	Freight deliveries will be included in the DGEIS traffic trip generation studies. Specific methods of delivering freight is beyond the scope of the DGEIS and will not be explicitly analyzed, however comparisons of freight delivery between alternatives will be described.
83	The DGEIS should consider the impact of the Proposed Action on the delivery of emergency services.	The DGEIS will evaluate the potential impact of the Proposed action on traffic and on the provision of police and fire protection services.
19	Examine additional links between Hudson Yards and Times Square and Midtown.	A reasonable range of transportation alternatives will be included in the DGEIS.
66	Improve existing traffic conditions.	The DGEIS will evaluate the potential traffic and parking impacts of the Proposed Action and identify required mitigation measures.
99	Do not impede the regional transportation services provided by the Port Authority of New York & New Jersey (PABT, Lincoln Tunnel, and PATH).	The DGEIS will consider PANYNJ operations as necessary and evaluate potential impacts to existing transit services as appropriate.

Public Scoping Comments (Convention Center Expansion)

Committer	Comment	Response
33; 54; 60; 102;107;	Consider alternative configurations for the Convention Center expansion, including expanding to the south over the Caemmerer Yard ^s , to the east side of 11th Ave., a smaller northern expansion, and a campus-like configuration.	The DGEIS will describe the purpose and need for the proposed Convention Center expansion, including the need for contiguous exhibition space. The DGEIS will also evaluate an alternative that includes the southern expansion of the Convention Center over Caemmerer Yard.
54; 107	Describe the need for the convention center expansion, in terms of size and configuration.	The DGEIS will describe the purpose and need for the proposed expansion of the Convention Center.
107	Consider issues of logistics of the stadium with the convention center itself - consider load-in/load-out schedules and how that impacts with uses of the stadium area.	The DGEIS will consider the impact of vehicles serving the Multi-Use Facility and the Convention Center.
107	Consider the cost of construction, operation and land acquisition.	The DGEIS will include estimates of the costs of the Proposed Action.

Public Scoping Comments (Multi-Use Facility)

Author	Comment	Response
22, 47; 89	Consider alternatives without the Multi-Use Facility and with other uses on the site proposed for the Multi-Use Facility.	The DGEIS will consider a reasonable range of alternatives, including alternatives without the Multi-Use Facility and other uses on the proposed site of the Multi-Use Facility.
4; 33; 34; 74; 84; 93; 107; 115	Consider alternate locations for the Multi-Use Facility, such as in Queens, or in combination with a stadium for the New York Mets.	The DGEIS will consider an alternate location for the Multi-Use Facility near Shea Stadium in Queens, NY. The DGEIS will not consider a combined Mets/Jets stadium since the design of the MUF would be intended to provide the most economically viable option for holding football events. Shea would continue to host baseball games.
4; 33; 76; 77; 107	Consider the impacts of the Olympic Games, including the conversion to an Olympic-sized stadium and the impact from windmills and other technologies incorporated into the final stadium plan. Consider a temporary Olympic stadium, or consider another borough for a facility to host the 2012 Olympics.	The scope of the DGEIS does not include Olympic facilities. Any review of potential facilities for the 2012 Olympics would be done in a separate environmental review. A full environmental analysis of the Multi -Use Facility will be conducted.
107	Consider the impacts of using area bars, and bringing an inappropriate and unwarranted increase in the density of liquor establishments, sidewalk cafes, and impacts on local sidewalks. Consider the resources needed to enforce parking rules, tailgating, street blockages, etc.	The DGEIS will include a comprehensive assessment of the potential impacts of the Proposed Action, including traffic, neighborhood character, and pedestrian conditions, as well as mitigation measures.
3	The EIS should call the proposed stadium a stadium - not a 'multi-use facility.'	The Multi-Use Facility could serve as the venue for sports, exhibition, and entertainment events that could otherwise not be held at the Convention Center and is accurately identified as a multi-use facility.
20	Proposals for integrating green design (of the Multi-Use Facility) including co-ogeneration provide major environmental benefits and expand the envelope of what is deemed possible in New York.	Comment noted.

Public Scoping Comments (Quill Bus Depot, NYPD Tow Pound, and DSNY Facility)

Commenter	Comment	Response
18; 107; 110	Where will the Quill bus depot be relocated?	The proposed site for the relocation of the MTA Michael J. Quill Bus Depot is under the Multi-Use Facility between Tenth and Twelfth Avenues, between West 30th and West 31st Streets. The impact of its potential relocation will be evaluated in the DGEIS.
107	Consider the cost and change in driving patterns by relocating the Quill Bus Depot. The EIS should consider the waste of tax dollars by abandoning the recently refurbished depot.	A plan for financing the Proposed Action will be described in the DGEIS. The impact of its potential relocation will be evaluated in the DGEIS.
33; 109	The EIS should identify potential sites for the NYPD Tow Pound, DSNY facility, and Quill Depot and assess their effects on land use, socioeconomics, traffic, air quality and noise.	The Quill Bus Depot is proposed to be relocated under the Multi-Use Facility between Tenth and Twelfth Avenues, between West 30th and West 31st Streets. The DSNY facility and NYPD tow pound are evaluated at Block 675, between 29th and 30th Streets and 11th and 12th Avenues, with a public park on the roof of this facility. The impact of these potential relocations will be evaluated in the DGEIS. Assessment of Alternative sites for the potential relocation of the Tow Pound and DOS facilities will be included as part of a separate ULURP application.
107	The EIS should consider alternate locations (of Tow Pound and DOS) and the impact of nearby businesses and residential areas, and the effect of precluding other development.	Assessment of Alternative sites for the potential relocation of the Tow Pound and DOS facilities will be included as part of a separate ULURP application.
47	I welcome CPC proposals to relocate the Tow Pound and DOS facility, both currently located in the Hudson River Park. This could take place without the proposed rezoning.	Comment noted.

Public Scoping Comments (General Environmental Impacts)

Committer	Comment	Response
Air Quality		
116	Traffic queuing data should take into account spillback from 1 block to the next. This data should support data for the air quality and noise analyses.	The DGEIS will evaluate potential-traffic, air quality and noise impacts of the Proposed Action, including the effects of queuing. Existing and projected traffic congestion points will be identified.
109	Identify current and projected traffic congestion points. As project sponsors, the DCP and the MTA should jointly place new ozone and PM 2.5 monitors at these sites at least one year prior to the approval of the Final GEIS (FGEIS). Such empirical data regarding baseline air quality are essential for crafting a reasoned analysis of significant environmental impact of the actions proposed in the draft scope.	The DGEIS will evaluate potential traffic, air quality and noise impacts of the Proposed Action.—Existing and projected traffic congestion points will be identified. The placement of air quality monitors is within the purview of the NYC Department of Environmental Protection and the NYS Department of Environmental Conservation, respectively, the local and state air quality agencies with responsibility for monitoring air quality.
109	Include the health impacts of human exposure to fine particulate matter (PM2.5) found in diesel vehicle exhaust that will be typical of the HYA full build scenario. Diesel vehicles are the primary source of fine particulates in the HYA, an area with concentrated truck traffic at the portals and access roads to the Lincoln Tunnel and the Port Authority Bus terminal.	The DGEIS will evaluate potential air quality -impacts of the Proposed Action on PM2.5 levels. Among the locations where PM2.5 levels will be analyzed are the Lincoln Tunnel portals and access roads, including those leading into and out of the Port Authority Bus Terminal, as well as in the vicinity of the Lincoln Tunnel ventilation buildings at West 38th Street and 11th Avenue. The effects of these levels on public health will be addressed in the Public Health chapter of the DGEIS.
Community Facilities		
116	As the need for additional community services is evaluated, plan to return 457 W 40th St. to its original use as a library.	The DGEIS will include a comprehensive assessment of the impact of the Proposed Action on community facilities. The specific return of 457 West 40th Street to its original use as a library is beyond the scope of the Proposed Action.
Infrastructure		
3; 98	Identify the excavation methodology that will be used, discuss alternative methodologies, and disclose the impacts of excavation on the provision of electrical and other utility services during the construction period.	The DGEIS will identify construction and mitigation methods to minimize disruption of utility services during the construction period.
33; 114	Assess stormwater impacts and the amount of impervious surfaces. Reduce stormwater runoff through innovative designs such as: 1) reducing minimum parking requirements to allow construction of smaller lots; 2) requiring developers to use pervious materials; and 3) promoting the use of parking garages that expose less impervious cover to rainfall. An applicant also can employ onsite stormwater management, including bioretention facilities, dry swales, perimeter sand filters and filter strips.	The DGEIS will evaluate stormwater impacts and consider mitigation measures as necessary.

Public Scoping Comments (General Environmental Impacts)

Committer	Comment	Response
33; 109; 114	Address and quantify how the incremental demand will relate to CSO events. Discuss impacts on water quality resulting from incremental releases, including threats to aquatic life, human health, and property values. Discuss implementation of water conservation strategies and opportunities for the application of CSO solutions such as static controllers (vortex flow regulators), tank storage, and sewer separation.	The DGEIS will evaluate wastewater and stormwater infrastructure and the potential impacts of the Proposed Action on natural resources, including impacts from CSOs, and identify appropriate mitigation measures as necessary.
116	Include the potential for sustainable "green" building techniques to mitigate the impact on water consumption, sewer systems, stormwater drainage, solid waste and sanitation services and energy consumption. Standards should be LEED Certified Gold Level for new commercial buildings and LEED Certified Silver Level for new residential buildings."	Sustainable design and "green" building elements of the No. 7 Subway Extension, Multi-Use Facility and Convention Center expansion will be discussed in the DGEIS. Incorporation of sustainable design requirements will be considered in a separate City-wide initiative by the Office of Environmental Coordination.
114	Include a discussion of proposed changes to existing drainage patterns, including short and long-term impacts of changes in on- and off-site hydrology. Address potential downstream flooding including stormwater runoff to contiguous properties.	Assessments of potential changes to on- and off-site hydrology will be included in the DGEIS, as appropriate.
98	Address the need for ongoing underground infrastructure work and discuss designs that allow utilities ready access to their facilities, with adequate underground space to grow as demand increases. In particular, the DGEIS should discuss plans for coordination of work to minimize interference with existing infrastructure and provision of utility services.	Improvements to water supply, waste water, electrical and gas utilities and other infrastructure will be identified in coordination with NYCDEP and Con Edison, and be discussed in the DGEIS.
Hudson River		
3	Include all development proposed by the State, the City, or their authorities for the Hudson River between Battery Park City and W 59th Street, and its cumulative impacts must be assessed.	The DGEIS will evaluate the combined impact of the Proposed Action and other initiatives in and near the Project Area, as appropriate. The impact of development and operation of Hudson River Park was considered in a separate FEIS.
33	Describe pedestrian routes through the area, complete with view corridors to the Hudson River. Major streetscape improvements should be provided.	A description of pedestrian routes and view corridors through the Hudson Yards area will be provided in the DGEIS. The Proposed Action will incorporate streetscape improvements, as necessary.
3	Address Atlantic Coast marine fisheries impacts.	Potential impacts to the Atlantic Coast marine fisheries will be considered in the DGEIS.
116	Assess the potential impact of shadows from the Multi-Use Facility on the Hudson River Park and the Hudson River.	The potential impact of shadows generated by the Proposed Action will be assessed in the Shadows and Natural Resources assessments, as appropriate.

Public Scoping Comments (General Environmental Impacts)

Committer	Comment	Response
26; 33; 109	Assess the impact of access to waterfront open space in the Hudson River Park related in general and related to the location and traffic associated with scheduled events. Explore better connection from the far West Side to the Hudson River and provide open space resources.	Pedestrian routes and access to the Hudson River waterfront will be assessed in the DGEIS. The DGEIS will evaluate an alternative that provides connections over Route 9A to Hudson River Park.
115	Early Hudson Yards proposals emphasized opening the neighborhood to the waterfront, and accompanying slide presentations suggested beautiful waterfront vistas. What happened to this plan? The most recent maps have a hotel and an expanded convention center running from 42nd Street to 35th Street. Then the multi-use facility looms high over the waterfront from 34th Street to 30th Street. Is this how we are preserving access to the waterfront and improving on the present superblocks?	The Proposed Action includes large amounts of new open space and parkland, between Tenth and Twelfth Avenues, directly east of Hudson River Park and on the roof of the expanded Convention Center. The DGEIS will assess the urban design and visual resources impacts of the Proposed Action.
3	The many direct, indirect and cumulative impacts of this interrelated River and shoreline development project must be added to the direct, indirect and cumulative impacts of the proposed No. 7 extension, stadium, and other development proposed for dry land east of the former West Side Highway.	The DGEIS will include an assessment of the cumulative effect of the Proposed Action and others reasonably anticipated actions. The Natural Resource analysis will include an assessment of the impact of the Proposed Action on the Hudson River.
Energy		
109	Green buildings. Alternatives set forth in the DGEIS should include an amendment to the Zoning Resolution to offer developers incentives to construct high performance, environmentally advanced buildings in the HYA. Existing high standards, such as those used by the Battery Park City Authority or promulgated by the Green Building Council's Leadership in Energy and Environmental Design's (LEED) rating system, could be incorporated into the Zoning Resolution for this purpose. The effect of such an amendment on the HYA and the City should be compared with the environmental impacts of building practices that are not shaped by high-performance incentives."	Sustainable design and "green" building elements of the No. 7 Subway Extension, MUF and Convention Center expansion will be discussed in the DGEIS. Incorporation of sustainable design requirements will be considered in a separate City-wide initiative by the Office of Environmental Coordination.
98	The combined projects of the No. 7 extension and the rezoning of the Hudson Yards will require significant expansion of energy infrastructure in Manhattan. Such expansion plans should be discussed in detail in the DGEIS.	Impacts to energy infrastructure will be evaluated in the DGEIS in coordination with Con Edison.
98	Quantify to the extent feasible the energy requirements of the construction phase and for subsequent operations of stations and the train line itself and how such demand would be met."	The DGEIS will evaluate -the construction and operations related energy requirements of the Proposed Action, including the No. 7 Subway Extension.
98	Analyze the gas distribution and steam distribution systems.	Impacts to energy infrastructure will be evaluated in the DGEIS in coordination with Con Edison.

Public Scoping Comments (General Environmental Impacts)

Commenter	Comment	Response
Hazardous Materials		
97	"Please insert the following statement as the second sentence in the second paragraph of Task 10 Hazardous Materials: "The (E) designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a building permit by the Department of Buildings."	Comment noted.
109	Include a more detailed discussion regarding proposed actions to determine the presence of hazardous materials or hazardous wastes in the HYA. Sites of the potential concern in the HYA should be mapped and any information on their current hazardous materials conditions should be part of the DGEIS.	An assessment of potential impacts of the Proposed Action on hazardous materials will be provided in the DGEIS.
Historic Resources		
105	Task 6 -- Historical Resources.. Study Area - "Examination of the 19th century land maps shows that three to five-story brick and brownstone residences that characterize the far west Village and Chelsea once extended into the Hudson Yards neighborhood. This was not a tenement area."	The DGEIS will include and evaluate the impact of the Proposed Action on significant cultural resources in the Project Area based on coordination with the New York City Landmarks Preservation Commission and the New York State Office of Parks, Recreation and Historic Preservation.
Land Use		
59	In the Land Use analysis, provide a detailed description of the history and descriptions of both the Special Clinton District and Special Clinton Interim Preservation District.	The DGEIS will provide an overview of the Special Clinton District. The impact of the proposed zoning action on the Special Clinton District and the Preservation Area will be evaluated in the DGEIS.
Mitigation		
109	A follow-up mechanism must be established to determine which, if any, mitigation measures were actually put into place, by whom, and to determine the practical outcomes of such mitigation measures.	The DGEIS will identify the mechanisms required to implement needed mitigation measures.
Noise		
109	The impact of noise and light pollution from nighttime arena events on the area in a half mile radius around this venue must be part of the DGEIS.	The DGEIS will include assessments of the Proposed Action on noise and visual quality.
Socioeconomic Impacts - Property Acquisitions		
3; 85	For condemned properties, disclose their use and the compensation process to the owners.	Properties proposed for condemnation and/or acquisition will be identified in the DGEIS.
47	The socioeconomic impact assessment must accurately reflect the true residential populations of Hell's Kitchen South as well as the parts of Clinton and Chelsea that are within the study area.	The DGEIS will include an assessment of the impact of the Proposed Action on relevant residential populations, including residential populations in the Hell's Kitchen, Clinton, and Chelsea neighborhoods.

Public Scoping Comments (General Environmental Impacts)

Commenter	Comment	Response
33	Investigate the impact of increasing land values on the mixed-income character of the population.	The DGEIS will assess the impact of the Proposed Action on the direct and displacement of residential and business uses.
116	The methodology should include the use of CHDC Hells Kitchen Housing Survey, conducted in May 2003.	The CHDC Hells Kitchen Housing Survey will be evaluated in preparing the DGEIS.
33	Examine the financial interdependence between primary and secondary support businesses in the study areas.	Consistent with the methodologies included in the CEQR Technical Manual, the DGEIS will evaluate direct and indirect displacement effects on businesses and institutions, and effects on specific industries that may be affected by the Proposed Action.
33	Mitigate the impacts of potential displacement through an innovative program of low-income, moderate-income housing preservation and construction.	The DGEIS will evaluate direct and indirect displacement, and will identify appropriate mitigation measures, if required.
Solid Waste and Sanitation		
109	Analyze the collection, transportation, and disposal of commercial and residential waste in the HYA.	The DGEIS will assess the impact of residential and commercial waste of the Proposed Action on the municipal solid waste management system.
Neighborhood Character		
33; 54	Analyze the acceleration of development pressures on the area, resulting in residents being priced out of their homes, and changing the character of the neighborhood. This impact must be addressed in the EIS and prevented in any rezoning plan.	The DGEIS will evaluate direct and indirect displacement, and will identify appropriate mitigation measures, if required.

Public Scoping Comments (Analysis Years and Study Areas)

Commenter	Comment	Response
Analysis Years		
66; 116	To know the worst case scenario, the 2nd analysis year used throughout the EIS should be closer to the end of that period -2040.	The DGEIS conservatively assumes, for analytical purposes, development that would be generated as a result of the Proposed Action would occur by 2025, and acknowledge that development would likely extend beyond the year 2025. A discussion of analysis year assumptions will be included in the DGEIS.
109	Two additional, shorter-term target analysis years should be designated for DGEIS analysis. The first full year of operation of the proposed expanded Javits Center should be a target year and 2013, the first full normal year of the proposed arena's operation after the Olympics, assuming that they are held in New York City, should be another target year.	2010 was selected as the first analysis year because it is projected to be the first full year of operation of the No. 7 Subway Extension, Convention Center Expansion and the Multi-Use Facility. Operation of the Multi-Use Facility will not be appreciably different in 2013 than in 2010.
EIS General		
99	The DGEIS process should be coordinated with the West Midtown ferry terminal project & associated services	The DGEIS will consider the pedestrians generated from the proposed West Midtown Ferry Terminal.
3	The EIS must be a federal EIS that complies with NEPA.	The Proposed Action will not require any major federal action and is not subject to NEPA. The DGEIS will be prepared in accordance with SEQRA and CEQR.
Study Area		
14	The study area for the environmental impact should be so broad as to capture the impact on the garment industry city-wide.	The DGEIS analysis on specific industries will focus on the potential impacts of the Proposed Action on the apparel and theater industries. Due to the Garment Center's proximity to the rezoning area, any potential impacts will likely occur in this area.
109	The rationale for the perimeter of the HYA should be better explained. The eastern boundary of the area extends at some points as far east as Seventh Avenue; an area already well served by existing mass transit services. What is the rationale for including Madison Square Garden, a facility amply served by mass transit?	The boundaries of the Proposed Action include the area between 33rd and 28th Streets from 7th to 8th Avenues in order to analyze the impacts associated with the potential relocation of MSG, redevelopment of the existing MSG site, and new development within the midblocks between 31st and 28th Streets between 7th and 8th Avenues. These issues will be evaluated in greater detail in the DGEIS.
10; 47; 52; 59; 87; 116	Expand the boundaries of the study areas (e.g., include the Preservation Area of the SCD, the Special West Chelsea District Rezoning, the entire Clinton/Hell's Kitchen and Chelsea communities, the areas north to 59th St., and eastward to the East River).	The study areas have been developed to include all locations at which there is a reasonable potential for significant adverse impacts of the Proposed Action.
3	The western boundary of the Hudson Yards must be consistently described in any documents prepared, funded or sponsored by the MTA and CPC. The misnamed Hudson River 'Park' Project must also be honestly described.	The DGEIS will describe the boundaries of the Proposed Action as well as the boundaries of the study areas for which impact assessments will be completed

Public Scoping Comments (Analysis Years and Study Areas)

Committer	Comment	Response
34	Any subway expansion must be viewed with its city-wide context.	The DGEIS will evaluate the potential impact of the Proposed Action on No. 7 Subway service and services connecting to the No. 7 Subway.
3	Any existing or proposed development anywhere in this HRPT project area and/or NY EDC's project areas west of the former west side highway needs to be addressed in the EIS.	The DGEIS will evaluate the combined impact of the Proposed Action and other known initiatives in and near the Project Area.
GIS		
109	The DGEIS should require the identification and Geographic Information System mapping of all publicly owned land in the HYA in order to facilitate open space planning. Special attention should be paid to plans to facilitate the connection between the HYA and the Hudson River Park in order to maximize access to the area's greatest amenity.	The DGEIS will utilize GIS mapping. The DGEIS will evaluate the existing and proposed open spaces in the Proposed Action and under several alternatives. The DGEIS will evaluate an alternative that includes a deck over Route 9A connecting to Hudson River Park.

Public Scoping Comments (Port Authority)

Commenter	Comment	Response
Proposed Port Authority Bus Garage		
54; 66; 99; 116	Evaluate the proposed PANYNJ garage in the EIS.	The proposed PANYNJ bus garage will be assumed for purposes of analysis under the year 2025 Future Condition with the Proposed Action.
99	To contribute to interstate bus operations, new bus storage and staging should be located in close proximity to the PABT, with ramps directly connecting to the Terminal. Other storage and staging options outside the Hudson Yards Area must be evaluated for charter bus requirements. At this time the air rights above the Port Authority property at Galvin Plaza is the most viable alternative to address the need for additional storage.	The proposed PANYNJ bus garage will be assumed for purposes of analysis under the year 2025 Future Condition with the Proposed Action.
47; 54; 59; 66; 116	The EIS should analyze locating a PA bus garage between 38th and 39th St., east of Tenth Ave, as shown on the Conceptual Zoning Map.	The proposed PANYNJ bus garage will be assumed for purposes of analysis under the year 2025 Future Condition with the Proposed Action.
54; 59	A specific location for bus parking facility needs to be identified and included in the EIS.	The DGEIS will assume, for purposes of analysis, a PANYNJ bus garage at a site between 38th and 39th Streets from 9th to 10th Avenues.
99	The proposed subway station near 41st Street & Tenth Ave. offers an opportunity to provide direct pedestrian access from Ninth Ave. end of the PABT.	Comment noted.
99	The proposed alignment of No. 7 extension along 41 Street will directly touch upon the PABT and Lincoln Tunnel & their supporting infrastructure. Detailed exchanges between the engineering team for the No. 7 and PA's Engineering Dept. will be necessary so that structural, design, and constructability issues are identified as early as possible in the process.	Comment noted. Coordination between the No. 7 Subway Extension Design Team and PANYNJ Engineering Department will be conducted as necessary.
99	Given the PA's real estate assets in the area which serve vital operational and infrastructure support functions, any proposed changes will require comprehensive consideration of impacts on operations, security, infrastructure, and business interests.	The DGEIS will include an evaluation of the impact on PANYNJ real estate and operations as necessary. The DGEIS will evaluate impacts to existing transit services where appropriate.

Public Scoping Comments (Port Authority)

Commenter	Comment	Response
Port Authority Involvement		
p	Key inputs for the project team and for participating transportation agencies will include the following: 1) More specific information on the size and scale of the proposed multi-use facility and Javits Center expansion (square footage & no. of occupants). 2) Details regarding the operational characteristics of the proposed developments including how and when these facilities will be used. 3) Site access assumptions for the proposed facilities for peak arrival and departure times, including modal splits as well as truck traffic generation. 4) Location of new sites for the public facilities mentioned in the public Scoping Document that are to be relocated (e.g., DSNY facility, NYPD Tow Pond, Quill Bus Depot).	The DGEIS will fully describe and assess the impacts of all elements of the Proposed Action.
99	A proposed technical working group including transportation operating agencies should have the opportunity to review assumptions governing background traffic growth rates, trip generation, modal split, trip assignment, and capacity and level of service analysis for each aspect of the program.	Coordination with affected public agencies and organizations will be undertaken as necessary.
99	PA anticipates the opportunity to work with the project team to identify and evaluate improvements needed to mitigate significant traffic impacts identified in the GEIS, and to ensure that responses are well integrated with interstate transportation facility operations.	Coordination with affected public agencies and organizations will be undertaken as necessary.

List of Commentors

Set No.	Commentor	Affiliation
1 - PSM	Thomas, Steve	National Organization of Blouse Manufacturers/ Garment Industry Employers Association
2 - PSM	Anderson, Richard	New York Building Congress
3 - PSM	Benstock, Marcy	Clean Air Campaign
4 - PSM	Warren, Roxanne	Vision 42
5 - PSM	Slattery, Michael	Real Estate Board of NY
6 - PSM	Larkin, Amy	Resident
7 - PSM	Friedman, Adam	NY Industrial Retention Network
8 - PSM	Romney, Edgar	UNITE
9 - PSM	Meyer, Stewart	Stanley Pleating
10 - PSM	Duane, Thomas	NYS Senator
11 - PSM	DiPalma, Michael	Dalma Dress
12 - PSM	Kandel, Robert	Kaye Scholler, LLP
13 - PSM	Bergstein, Leonard	Bill Blass
14 - PSM	Dworak, Linda	Garment Industry and Development Corporation
15 - PSM	Hall, Amy	Eileen Fisher
16 - PSM	Gerrard, Michael	Madison Square Garden
17 - PSM	Schienberg, Mark	Greater NY Automobile Dealers Assoc.
18 - PSM	Dolinsky, Beverly	Permanent Citizens Advisory Committee to the
19 - PSM	Idelberg, Danielle	Resident
20 - PSM	Bell, Rick	American Institute of Architects
21 - PSM	Elliot, Donald	Citywide Civic
22 - PSM	Schoenfeld, Gerald	Shubert Organization
23 - PSM	McWilliams, Edward	NYC District Council of Carpenters
24 - PSM	Bass, Richard	Herrick Feinstein LLP (On behalf of the Bulwark Corporation)
25 - PSM	Parker, Jeffrey	Jeffrey A. Parker & Associates
26 - PSM	Fields, C. Virginia	Manhattan Borough President
27 - PSM	Kupferberg, David	Committee for Better Transit
28 - PSM	Malloy, Edward	Building & Construction Trades Council of Greater
29 - PSM	Kita, Henry	Building Traders Employers Assoc.
30 - PSM	Shelton, Gary	District Council of Carpenters
31 - PSM	Parsons, Sally	Parsons-Meares, LTD.
32 - PSM	Hodge, Kim	Transportation Alternatives
33 - PSM	Miller, Kimberly	Municipal Art Society
34 - PSM	Auslander, Jordan	Resident
35 - PSM	Flagg, Chris	NY Realty Assoc.
36 - PSM	Gordon, Julia	NY City District Council of Carpenters
37 - PSM	Sukenick, Gloria	Metropolitan Council on Housing
38 - PSM	Seeley, Joyce	Tri-State Transportation Campaign
39 - PSM	Bukger, Danielle	Tri-State Transportation Campaign
40 - PSM	Bederman, Daniel	34th Street Partnership
41 - PSM	Acosta, Anthony	Local 3 Electricians
42 - PSM	Hassan, Medhi	
43 - PSM	Bechtold, William	Local 3 Electricians
44 - PSM	Orkin, Jenna	9-11 Environmental Action
45 - PSM	Haskin, Cappy	Resident
46 - PSM	Devincenzo, Thomas	Building and Construction Trades
47 - PSM	Gottfried, Richard N.	New York State Assembly Member
48 - PSM	Nicholas, Christine	NYC & Company

List of Commentors

Set No.	Commentor	Affiliation
49 - PSM	Rudolph, Jane	Association for a Better NY
50 - PSM	Centolanzi, Pat	Resident
51 - PSM	Blair-Randall, Barbara	The Fashion Center Business Improvement District
52 - PSM	Haikalis, George	Institute for Rational Urban Mobility
53 - PSM	Tuccillo, Richard	NYC District Council of Carpenters
54 - PSM	Quinn, Christine	3rd District City Councilmember
55 - PSM	Konheim, Bud	CEO, Nicole Miller
56 - PSM	Freeman, Charles	Newtek Small Business Finance, Inc.
57 - PSM	McMorrow, Tom	Resident
58 - PSM	Tupper, Allison	Resident
59 - PSM	Gutman, Dan	Resident
60 - PSM	Brunzema, Meta	HKNA
61 - PSM	Noonan, Patty	Partnership for NYC
62 - PSM	MR. X	
63 - PSM	Coletti, Louis	Building Traders Employers Assoc.
64 - PSM	Adler, Steve	3rd District City Councilmember
65 - PSM	Levin, Anna Hayes	Community Board No. 4
66 - PSM	McArdle, Frank	General Contractors Assoc.
67 - PSM	Cornelius, John	Flushing resident
68 - PSM	Puerta, Anres	Carpenters Union
69 - PSM	Pugliesi, Anthony	Carpenters Union
70 - PSM	Zucker, Barbara	Women and City Club of New York
71 - PSM	Messina, Thomas	Local 3 IBEW
72 - PSM	McIntyre, Tara	Hotel Assoc.
73 - PSM	Corrigan, Doris	Chelsea Waterside Park Association
74 - PSM	Williams-Pereira, Dorothy	Disabled of Metropolitan New York
75 - PSM	Syhaffer, Ray	Resident
76 - PSM	Immergut, Susan	Resident
77 - PSM	Horowitz, Ross	300 West 15th Block Association
78 - PSM	Kirkland, Edward	West 300 Block Association (Chelsea)
79 - PSM	D'Elia, Mary	Resident
80 - PSM	Roberts, Katherine	Resident
81 - PSM	Huck, Paul	Resident
82 - PSM	Crystal, Ellen	Resident
83 - PSM	Honimagan, Allegra	Resident
84 - PSM	Honimagan, Adam	union nurse
85 - PSM	Tita, John	Resident
86 - PSM	Trentlion, Robert	
87 - PSM	Fears, Elkie	Resident
88 - PSM	Noland, JD	W 47/48 St Block Association
89 - PSM	Restuccia, Joe	Clinton Housing Development Company
90 - PSM	Cody, Jennifer	Clinton Housing Development Company
91 - PSM	Pearl, Daniel	Clinton Housing Development
92 - PSM	Visnauskas, Ruth Anne	Resident
93 - PSM	Rosenburg, Helen	Resident
94 - PSM	Gualtieri, Richard	Resident
95 - PSW	Olmstead, Robert	engineer, ASCE
96 - PSW	Bitterman, Marilyn	Community Board No. 7
97 - PSW	Cabbagestalk, Darryl	NYCDEP
98 - PSW	Baker, John H.	Consolidated Edison
99 - PSW	Venech, Lou	PANY-NJ

List of Commentors

Set No.	Commentor	Affiliation
100 - PSW	Schwendinger, Leni	HKNA
101 - PSW	Jacquemart, Georges	Buckhurst, Fish & Jacquemart, Inc.
102 - PSW	Regional Planning Association	Regional Planning Association (anonymous)
103 - PSW	Harwood, Lowell	Harwood Properties, LLC
104 - PSW	Leland, Richard G.	Penn Center District Coalition
105 - PSW	Gough, Christabel	Society for the Architecture of the City
106 - PSW	Polayes, Madelyn	Coalition for a Livable West Side
107 - PSW	Fischer, Miriam	Clinton Special District Coalition / NYNC
108 - PSW	Larson, Todd	Resident
109 - PSW	Thompson, William	NYC Comptroller
110 - PSW	Straus, Steve	104th St resident
111 - PSW	Uricoli, David	Polo Ralph Lauren Corporation
112 - PSW	Duignan, James	
113 - PSW	Sewel, Ann	
114 - PSW	Bloom, Justin	Hudson Riverkeepers
115 - PSW	Womens City Club of New York	Womens City Club of New York
116 - PSW	Sindin, Simone and Levin, Anna	Community Board No. 4

Note:

PSM - Comments received during June 5, 2003 Public Scoping Meeting

PSW - Written Comments received between June 5 - 16, 2003.