



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

PROJECT NAME Project Commodore

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
21DCP057M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

2a. Lead Agency Information

NAME OF LEAD AGENCY
New York City Department of City Planning

2b. Applicant Information

NAME OF APPLICANT
Commodore Owner LLC, c/o RXR Realty and TF Cornerstone Inc.

NAME OF LEAD AGENCY CONTACT PERSON
Olga Abinader, Director, EARD

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
David Karnovsky

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3. Action Classification and Type

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(6)(vi)

Action Type (refer to [Chapter 2](#), "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC

☐ LOCALIZED ACTION, SMALL AREA

☐ GENERIC ACTION

4. Project Description

The Applicant proposes to redevelop the Development Site with up to approximately 2,982,740 gross square feet (gsf) (2,246,515 zsf) of mixed non-residential development, including up to 2,108,820 gsf of office space, up to a 500-room hotel, approximately 10,000 gsf of open-air publicly accessible space, and up to 43,370 gsf of retail (including MTA-controlled retail) on the cellar, ground, and second floors. In connection with the Proposed Development, the Applicant would provide a variety of transit and public realm improvements to improve circulation and reduce congestion at Grand Central Terminal and the Grand Central/42nd Street subway station and provide connections between the subway and mass rail transit systems.

The below-grade mezzanine level would continue to contain the existing subway station and rail station areas, with significant improvements that are discussed further in "Part I: Project Description." The ground floor would contain the hotel lobby and office lobby, a reconstructed Lexington Passage and MTA retail located along the passage, an approximately 6,350 sf Transit Hall, and approximately 2,400-sf of additional area for subway entries off 42nd Street and Lexington Avenue. The hotel lobby would be located on the eastern frontage on Lexington Avenue, while the office lobby would be accessed from East 42nd Street. The second floor would contain office lobby and open-air publicly accessible space fronting on Lexington Avenue. Office space is planned to be located on floors 7-63, and the hotel on floors 65-83.

The building envelope would be a tower rising to approximately 1,646 feet tall. The design would require relief from various zoning requirements, such as for street wall regulations, in order to enhance views of adjacent landmarks as well as the public realm pedestrian experience. See "Part I: Project Description" for further details.

Project Location

BOROUGH Manhattan

COMMUNITY DISTRICT(S) 5

STREET ADDRESS 109 East 42nd Street

TAX BLOCK(S) AND LOT(S) Block 1280 Lots 1, 30, 54, 154

ZIP CODE 10017

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

Development Site: Bounded generally by East 42nd Street to the south, Lexington Avenue to the east, a line 208 feet, four inches north of and parallel to East 42nd Street to the north, and a line 275 feet west of and parallel to Lexington Avenue to the west.

Project Area: Bounded generally by East 42nd Street to the south, Lexington Avenue to the east, a line 208 feet, four inches north of and parallel to East 42nd Street and a line 340 feet, four inches north of and parallel to East 42nd Street to the north, and Vanderbilt Avenue to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY
C5-3, MID

ZONING SECTIONAL MAP NUMBER
8D

5. Required Actions or Approvals (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT ☒ ZONING CERTIFICATION ☐ CONCESSION

☐ ZONING MAP AMENDMENT ☒ ZONING AUTHORIZATION ☐ UDAAP

☒ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT

☐ SITE SELECTION—PUBLIC FACILITY ☒ DISPOSITION—REAL PROPERTY ☐ FRANCHISE

☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION
81-621, 81-644, 81-645, 81-685, 36-72, 81-673, 81-613

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION ☐ FUNDING OF CONSTRUCTION, specify:

☐ RULEMAKING ☐ POLICY OR PLAN, specify:

☐ CONSTRUCTION OF PUBLIC FACILITIES ☐ FUNDING OF PROGRAMS, specify:

☒ 384(b)(4) APPROVAL ☐ PERMITS, specify:

☐ OTHER, explain:

Other City Approvals Not Subject to CEQR (check all that apply)

☒ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) ☒ LANDMARKS PRESERVATION COMMISSION APPROVAL

☐ OTHER, explain:

State or Federal Actions/Approvals/Funding: ☒ YES ☐ NO If "yes," specify:

Approval by Empire State Development Corporation or its subsidiary for the conveyance of the Development Site to the City of New York, subject to the existing ground lease between UDC/Commodore Redevelopment Corporation and Hyatt Equities L.L.C. (or its successor/assign).

6. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.

Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP

☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.):

57,292 (Development Site only; excludes GCT)

Roads, buildings, and other paved surfaces (sq. ft.):

57,292 (Development Site only; excludes GCT)

Waterbody area (sq. ft.) and type:

Other, describe (sq. ft.):

7. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 2,976,740

NUMBER OF BUILDINGS: 1 HEIGHT OF EACH BUILDING (ft.): 1,646	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 2,976,740 NUMBER OF STORIES OF EACH BUILDING: 89
Does the proposed project involve changes in zoning on one or more sites? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If "yes," specify: The total square feet owned or controlled by the applicant: 57,292 The total square feet not owned or controlled by the applicant: 146,580	
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known): AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: cubic ft. (width x length x depth) AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)	
8. Analysis Year CEQR Technical Manual Chapter 2	
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030	
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18 month demolition and 47 month construction period	
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF MULTIPLE PHASES, HOW MANY?	
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Below grade and make ready work in 2022 with demolition and abatement starting in 2023. Construction of MTA improvements would start in 2024 and core and shell construction would start by the end of 2024. It is anticipated that the building would be completed and occupied in 2030.	
9. Predominant Land Use in the Vicinity of the Project (check all that apply) <input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> MANUFACTURING <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK/FOREST/OPEN SPACE <input checked="" type="checkbox"/> OTHER, specify: <div style="text-align: right;">Transportation</div>	

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	hotel and retail	commercial office and retail	commercial office, hotel, and retail	
Gross floor area (sq. ft.)	1,028,120 (1,300 rooms)	1,700,930	2,605,140 (500 rooms)	904,210 gsf (500 rooms)
Manufacturing/Industrial	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
Publicly Accessible Open Space	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):		5,729 sf publicly accessible space	10,000 sf publicly accessible space	4,271 sf
Other Land Uses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:	MTA circulation and retail	MTA circulation (7,800 sf)	MTA circulation (16,245 sf)	8,445 gsf circulation
PARKING				
Garages	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
POPULATION				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				
Businesses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	hotel, MTA retail	commercial office, retail, MTA retail	commercial office, hotel, retail, and MTA retail	
No. and type of workers by business	487 (hotel); 109 retail	6,731 (office), 55 (retail)	187 (hotel), 8,435 (office), 130 (retail)	187 (hotel), 1,705 (office), 75 (retail)
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	Employee assumptions: 1 per 250 sf of office; 1 per 2.67 hotel rooms; 1 per 333.33 gsf of retail space			
Other (students, visitors, concert-goers, etc.)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If any, specify type and number:	~2,335 (hotel guests)		~870 (hotel guests)	
Briefly explain how the number was calculated:	hotel guests assumes 400 sf per room, with an average occupancy of 2 guests per room and 87% occupancy rate.			
ZONING				
Zoning classification	District: C5-3, Special Midtown District; Subdistrict: East Midtown Subdistrict, Grand Central Core Area, Grand Central Transit Improvement Zone Sub-Area	District: C5-3, Special Midtown District; Subdistrict: East Midtown Subdistrict, Grand Central Core Area, Grand Central Transit Improvement Zone Sub-Area	District: C5-3, Special Midtown District; Subdistrict: East Midtown Subdistrict, Grand Central Core Area, Grand Central Transit Improvement Zone Sub-Area	
Maximum amount of floor area that can be developed	27 FAR	27 FAR	27 FAR	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	commercial, transportation	commercial, transportation	commercial, transportation	
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.


- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See attached		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If "yes," answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	<input type="checkbox"/>	<input type="checkbox"/>

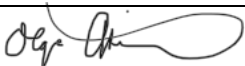
	YES	NO
percent?		
<ul style="list-style-type: none"> o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: To be determined in the EIS 	<input type="checkbox"/>	<input type="checkbox"/>
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. Provided in the EIS		
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. To be determined in the EIS		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 . To be provided in the EIS		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
(c) If the proposed project located in a separately sewerred area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. See attached		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): Increment of ~42,149 lbs/wk		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): Increment of 195,580 mbtu		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) Provided in EIS.	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Provided in EIS.		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<ul style="list-style-type: none"> o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. Provided in EIS. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Provided in EIS.		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary. To be determined in EIS analyses.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. To be determined in EIS analyses.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. To be determined in EIS analyses.		
20. APPLICANT'S CERTIFICATION		
<p>I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.</p> <p>Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.</p>		
APPLICANT/REPRESENTATIVE NAME Nancy Doon, AICP	SIGNATURE 	DATE 11/17/2020
<p>PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.</p>		

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.		Potentially Significant Adverse Impact	
		YES	NO
IMPACT CATEGORY			
Land Use, Zoning, and Public Policy		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.			
3. Check determination to be issued by the lead agency:			
<input checked="" type="checkbox"/> Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).			
<input type="checkbox"/> Conditional Negative Declaration: A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.			
<input type="checkbox"/> Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.			
4. LEAD AGENCY'S CERTIFICATION			
TITLE Director, Environmental Assessment and Review Division		LEAD AGENCY Department of City Planning on behalf of the City Planning Commission	
NAME Olga Abinader		DATE November 20, 2020	
SIGNATURE 			



NYC DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Marisa Lago, Director
Department of City Planning

November 20, 2020

POSITIVE DECLARATION

Project Identification

Project Commodore – Grand Hyatt
CEQR No. 21DCP057M
ULURP Nos. Pending
SEQRA Classification: Type I

Lead Agency

City Planning Commission
120 Broadway
New York, NY 10271
Contact: Olga Abinader
(212) 720-3493

Name, Description and Location of Proposal:

Project Commodore – Grand Hyatt

The Applicant, Commodore Owner LLC, is seeking several discretionary approvals from the City Planning Commission (CPC)—including special permits and zoning text amendments (the “Proposed Actions”)—to facilitate a mixed-use development containing approximately 2,108,820 gross square feet (gsf) of office space; an approximately 452,950-gsf, 500-room hotel; an approximately 16,000-sf publicly accessible space; and approximately 43,370 gsf of retail on the cellar, ground, and second floors of the proposed building (the “Proposed Project”). The Proposed Project would also include significant public realm improvements, as well as subway and mass transit improvements to enhance circulation and reduce congestion, at Grand Central Terminal (the “Terminal” or “Grand Central”) and the Grand Central – 42nd Street subway station.

Specifically, the application requests:

- A CPC special permit pursuant to ZR Section 81-621 to allow hotel use;
- A CPC special permit pursuant to ZR Section 81-644 for transit improvements;
- A CPC special permit pursuant to ZR Section 81-645 for public concourse improvements;
- A CPC special permit pursuant to ZR Section 81-685 to modify qualifying site, floor area, height and setback, street wall, district plan elements, and publicly accessible space regulations;
- Zoning text amendments to amend existing special permits in ZR Sections 81-644 and 81-685, and update a section reference in ZR Section 81-613;
- A CPC authorization pursuant to ZR Section 36-72 to reduce the number of required bicycle parking spaces; and
- Disposition of City-owned property;

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

The Project Area includes Block 1280, Lots 1, 30, 54, and 154, and consists of 203,872 square feet (sf). Specifically, the Project Area consists of Lot 30 (Development Site). The 57,292-sf Development Site contains a 26-story, approximately 1,028,120 sf hotel. Lots 1, 54, and 154 are on an existing merged zoning lot and contain approximately 322,664 sf of floor area comprising the Beaux-Arts-style Grand Central Terminal and Grand Central Market.

Absent the Proposed Project, the Development Site would be developed with a 27 FAR development of approximately 1,849,470 gsf (1,546,884 zsf), comprised of 1,687,020 gsf of office space (1,543,602 zsf), 3,500 gsf (3,282 zsf) of retail, and a 5,750 sf enclosed publicly accessible space on the ground floor. In addition, 7,800 gsf of MTA circulation space and 14,800 gsf of MTA retail would be provided on the ground floor. The No-Action development would be 69 stories and 1,104 feet tall. In the No-Action condition, the Applicant would provide transit improvements from among the Priority Transit List Improvements set forth in ZR Section 81-682 to improve circulation and reduce congestion. Specifically, at Grand Central/42nd Street station, the Applicant would renovate to contemporary standards the south end of the Grand Central Lexington Subway mezzanine from the Shuttle Passageway and 125 Park Avenue entrances to join the renovated areas on the north end of the mezzanine (generating 120,000 sf of floor area). At the 5th Avenue-Bryant Park station, the Applicant would provide a new street entrance from the north side of West 42nd Street (generating 40,000 sf of floor area).

For purposes of analysis, the Proposed Project represents the future With-Action condition. The analysis year for the Proposed Action is 2030.

Statement of Significant Effect:

On behalf of the City Planning Commission (CPC), the Department of City Planning has determined, pursuant to 6 NYCRR Part 617.7, that the Proposed Actions may have a significant adverse effect on the environment as detailed in the following areas, and that an environmental impact statement will be required:

The Proposed Actions may result in significant adverse impacts related to: land use, zoning, and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

The Proposed Actions would not result in significant adverse impacts related to socioeconomic conditions; community facilities; natural resources; solid waste and sanitation services; and energy.

Supporting Statement:

The above determination is based on an Environmental Assessment Statement prepared for the Proposed Actions which finds that:

1. The Proposed Actions would affect the land use, zoning, and public policies within the Project Site and immediate surrounding area. The Proposed Actions include minor

modification of a large-scale residential development special permit that would affect regulations and policies governing land use within the Project Area. The Proposed Actions have the potential to result in significant adverse impacts related to land use, zoning, and public policy.

2. The Proposed Actions would result in a smaller hotel with 800 fewer rooms than the hotel that currently exists on the Development Site. The Proposed Project includes office space, retail, and enclosed publicly accessible space. Because the existing building on the Development Site contains a hotel and event space, analysis of direct residential displacement is not warranted. Given that there is no residential development in the With-Action condition, an analysis of indirect residential displacement is also not warranted. The Proposed Actions are expected to introduce a maximum increment of approximately 926,570 gsf of commercial office and hotel uses compared to the No-Action condition and would result in a minor reduction of local retail uses as compared to No-Action conditions. Projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidance established in the *CEQR Technical Manual*. As the Proposed Actions and associated Proposed Development would not exceed the CEQR threshold, the Proposed Actions are not expected to result in significant adverse impacts attributable to indirect business displacement due to saturation, and no further analysis is warranted in the EIS.
3. The Proposed Project would not physically alter or displace any community facilities, nor would it result in a new residential population that would create new demands for community facilities, such as public schools, childcare centers, libraries, health care facilities, and police/fire services. Lastly, the Proposed Actions would not introduce a sizable new neighborhood as it is located in a well-established neighborhood; as such, an assessment of health care facilities and fire and police services would not be warranted. Therefore, the Proposed Actions have no potential to result in significant adverse impacts to community facilities and no further analysis is warranted.
4. The Proposed Action would not directly affect any open space. As residential uses are not currently found at the Development Site and would not be included in the project in the future with the Proposed Actions, the project would not introduce more than 200 residents to the project area. In terms of the non-residential population, the Proposed Actions would result in an increase of more than 500 workers to the study area, which is defined by the CEQR Technical Manual as the threshold for open space analysis. Therefore, the proposed project has the potential for a significant adverse impact to open space.
5. The Proposed Project would result in a structure greater than 50 feet in height (approximately 1,646 feet) and therefore a shadow analysis is warranted. Therefore, the Proposed Project would have the potential to result in significant adverse environmental impacts related to shadows

6. The Development Site contains the existing 1,028,194 gsf Hyatt hotel. The area below the hotel has previously been disturbed and contains an extensive network of MTA circulation areas. Therefore, as no new in-ground disturbance is anticipated as a consequence of the Proposed Actions, the Proposed Project does not have the potential to result in archeological impacts as defined by the CEQR Technical Manual. According to the *CEQR Technical Manual*, a historic and cultural resources impact could occur if there is the potential to affect either archaeological or architectural resources. The Proposed Actions would result in demolition of the existing Grand Hyatt Hotel building and new construction on the Development Site. The architectural components of this new building will also differ from the existing building. Additionally, the Proposed Actions have the potential to result in a change in scale, visual prominence, or visual context of architectural resources in the Project Area. Therefore, the Proposed Project has the potential to result in significant adverse impacts to historic and cultural resources.
7. The Proposed Action would introduce new building height and built-form not currently allowed by zoning and the current site plan. The Proposed Action would create a new building with different massing, height, and architectural features that could change the streetscape from the pedestrian's viewpoint. In addition, the Proposed Actions could potentially change or restrict significant views of visual resources that are currently available from the surrounding area. Therefore, the Proposed Action has the potential to result in significant adverse impacts related to urban design and visual resources.
8. The Proposed Action would result in development in an area with no significant natural resources and the project area is located within a fully developed urban area, consisting of paved lots. Therefore, the Proposed Action would not result in significant adverse impacts related to natural resources.
9. The Proposed Actions would facilitate construction of six new buildings within the Project Area, which would entail new in-ground excavation and subsurface disturbance; as such the project would increase pathways to exposure to hazardous materials. Therefore, the Proposed Action has the potential to result in significant adverse impacts related to hazardous materials.
10. The Proposed Project would result in an incremental water demand of approximately 262,352 gallons per day as compared with the No-Action condition. A preliminary water supply analysis is not warranted under either the Proposed Project or the no hotel scenario since the projected water demand for the With-Action condition does not exceed the CEQR threshold of 1 million gpd. However, water demand estimates will be provided in the EIS to inform wastewater and stormwater conveyance and treatment analysis. With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space. As the Proposed Project would include an increment of up to 904,210 gsf of commercial space, the Proposed Project has the potential to result in significant adverse impacts to wastewater and stormwater conveyance.

11. The Proposed Action would not result in a substantial increase in solid waste production that would overburden available waste management capacity and would not result in solid waste generation greater than the threshold of 50 tons per week. Therefore, the Proposed Action would not result in significant adverse impacts related to solid waste and sanitation services.
12. The Proposed Action would not significantly affect the transmission or generation of energy or generate substantial consumption of energy. The project's projected energy use is estimated to be 195,580 mbtu/sf over the No-Action condition, which is below the analysis thresholds specified in the CEQR Technical Manual. Therefore, the Proposed Actions would not result in significant adverse impacts related energy.
13. The Proposed Action would generate additional pedestrian, and transit volumes that are expected to exceed the analysis thresholds specified in the CEQR Technical Manual for certain travel modes. Therefore, detailed analyses of the Proposed Project's potential to result in significant adverse impacts will be performed, and the Proposed Actions may have the potential to result in significant adverse impacts related to transportation.
14. The Proposed Action would have the potential to increase or cause a redistribution of traffic, create new stationary sources of pollutants, and introduce new emissions stacks so that changes in the dispersion of emissions from the stacks may affect surrounding uses. Therefore, the Proposed Action has the potential to result in significant adverse impacts related to air quality.
15. The Proposed Action may result in development that would affect the City's greenhouse gases reduction goal. The Project Area is not located within the coastal zone boundary or within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs.. However, according to the *CEQR Technical Manual*, Greenhouse Gas Assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 square feet or greater. Because the Proposed Project exceeds this threshold, the Proposed Project has the potential to result in a significant adverse impact to greenhouse gas emissions.
16. The Proposed Action would introduce new noise-sensitive receptors including office uses with existing high ambient noise levels. Therefore, the Proposed Action has the potential to result in significant adverse impacts related to noise.
17. The Proposed Action would have the potential to result in unmitigated significant adverse impacts related to hazardous materials, air quality, or noise. Therefore, the Proposed Action could have the potential to result in significant adverse impacts related to public health.
18. The Proposed Action would have the potential to result in significant adverse impacts in the constituent technical areas related to neighborhood character or in moderate effects to several elements that define neighborhood character. Therefore, the Proposed Action has the potential to result in significant adverse impacts related to neighborhood character.
19. Construction of the Proposed Project is expected to take place over a period greater than two years, and is therefore considered long-term. The Proposed Project's

construction may involve closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements. Therefore, the Proposed Project would exceed the analysis thresholds specified in the CEQR Technical Manual warranted for construction activities. Therefore, the Proposed Actions may have the potential to result in significant adverse impacts related to construction.

Public Scoping:

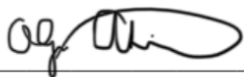
The CEQR lead agency hereby requests that the applicant prepare or have prepared, at their option, a Draft Environmental Impact Statement (DEIS) in accordance with 6 NYCRR 617.9(b) and Sections 6-08 and 6-12 of Executive Order No. 91 of 1977 as amended (City Environmental Quality Review).

A public scoping meeting will be held on Monday, December 21, 2020 at 2:00 PM. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public scoping meeting remotely through video conferencing. The meeting will be live streamed and accessible from New York City's online remote meeting portal—NYC Engage: <https://www1.nyc.gov/site/nycengage/index.page>.

Written comments will be accepted by the lead agency through Tuesday, January 12, 2021.

This determination has been prepared in accordance with Article 8 of the Environmental Conservation Law.

Should you have any questions pertaining to this Positive Declaration, you may contact the Project Manager, Katherine Glass, at kglass@planning.nyc.gov.



Olga Abinader, Director
Environmental Assessment & Review Division
New York City Department of City Planning

November 20, 2020

Date

EAS Figures

Figure 1 Project Area Map

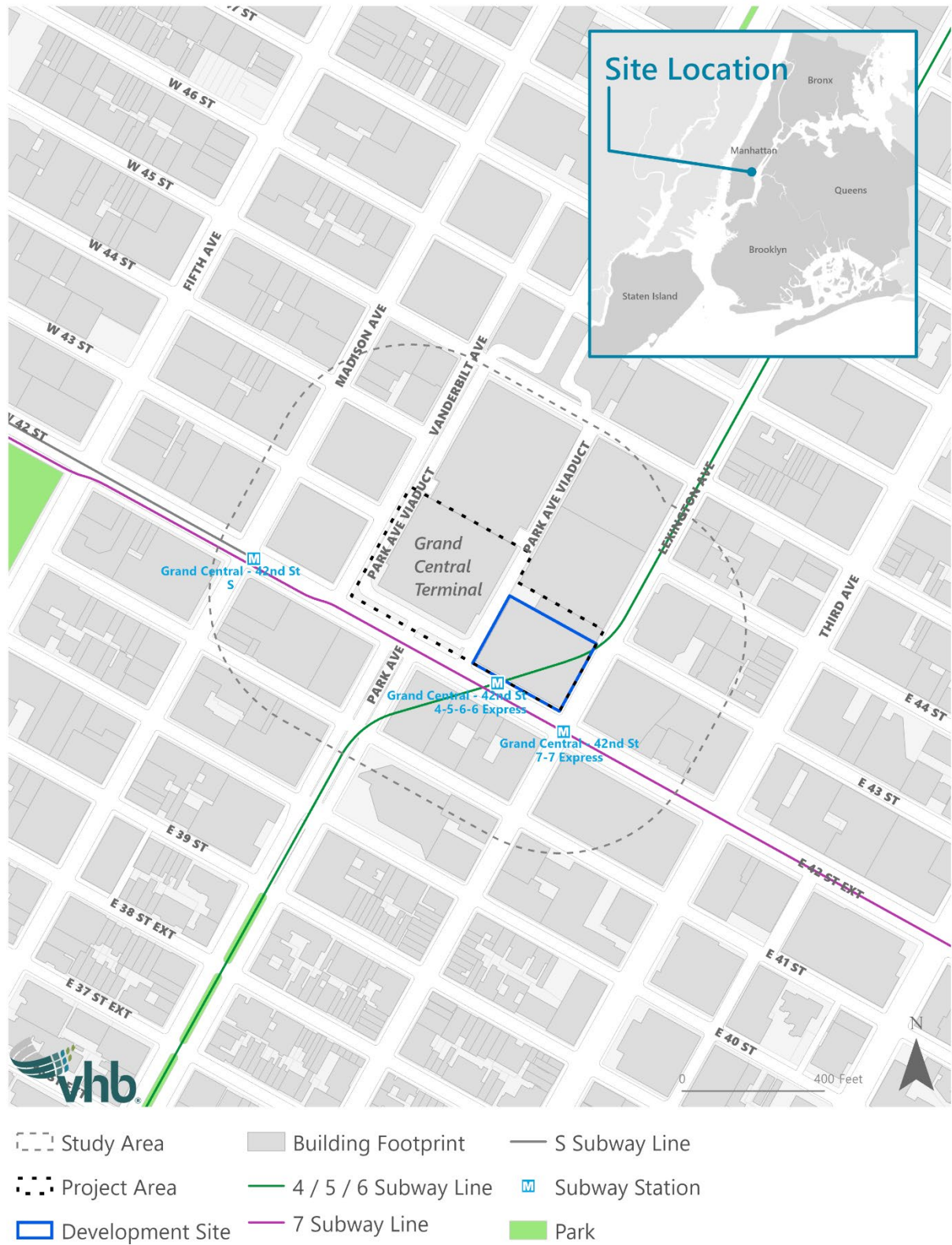


Figure 2 Tax Map

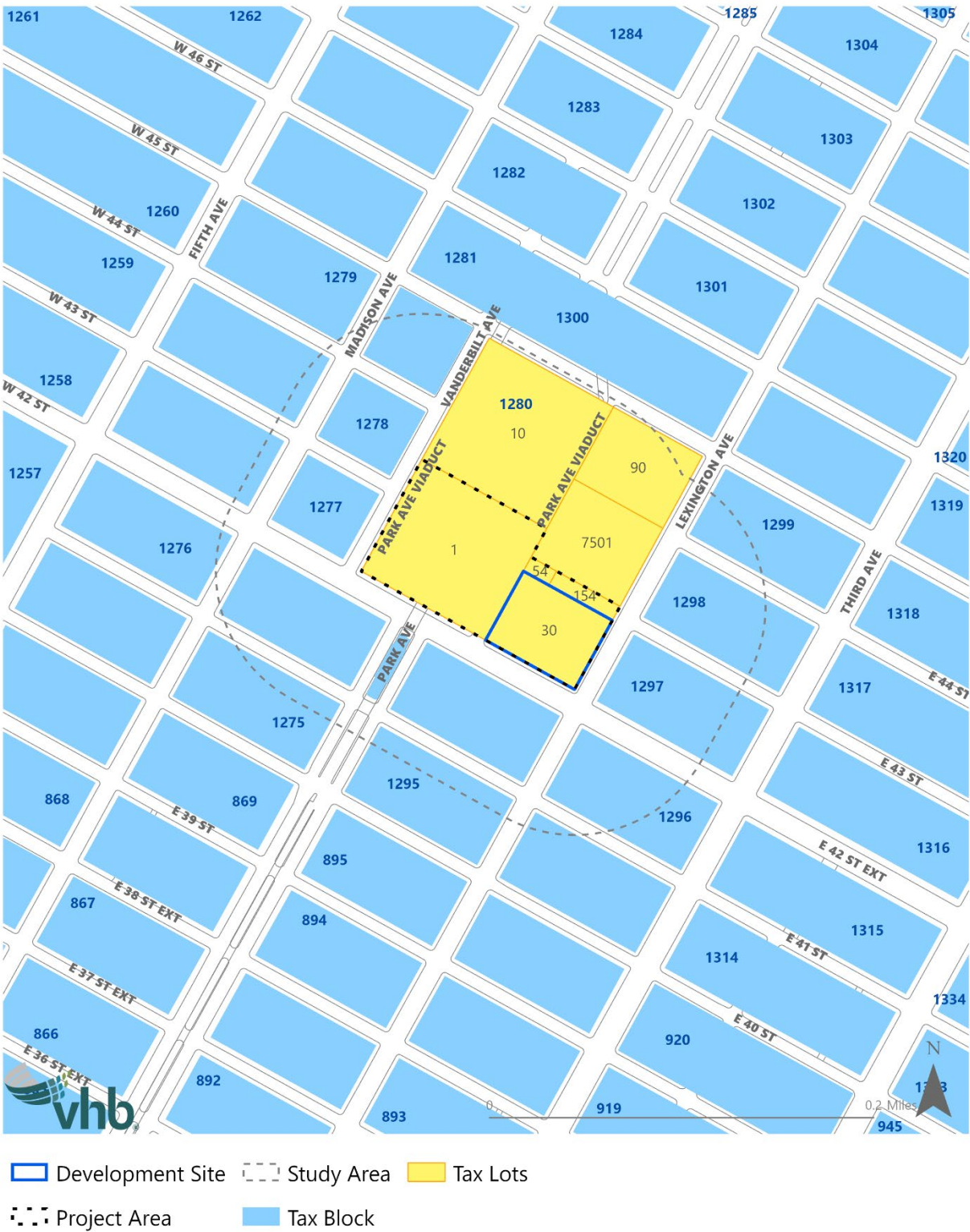


Figure 3 Existing Zoning Map

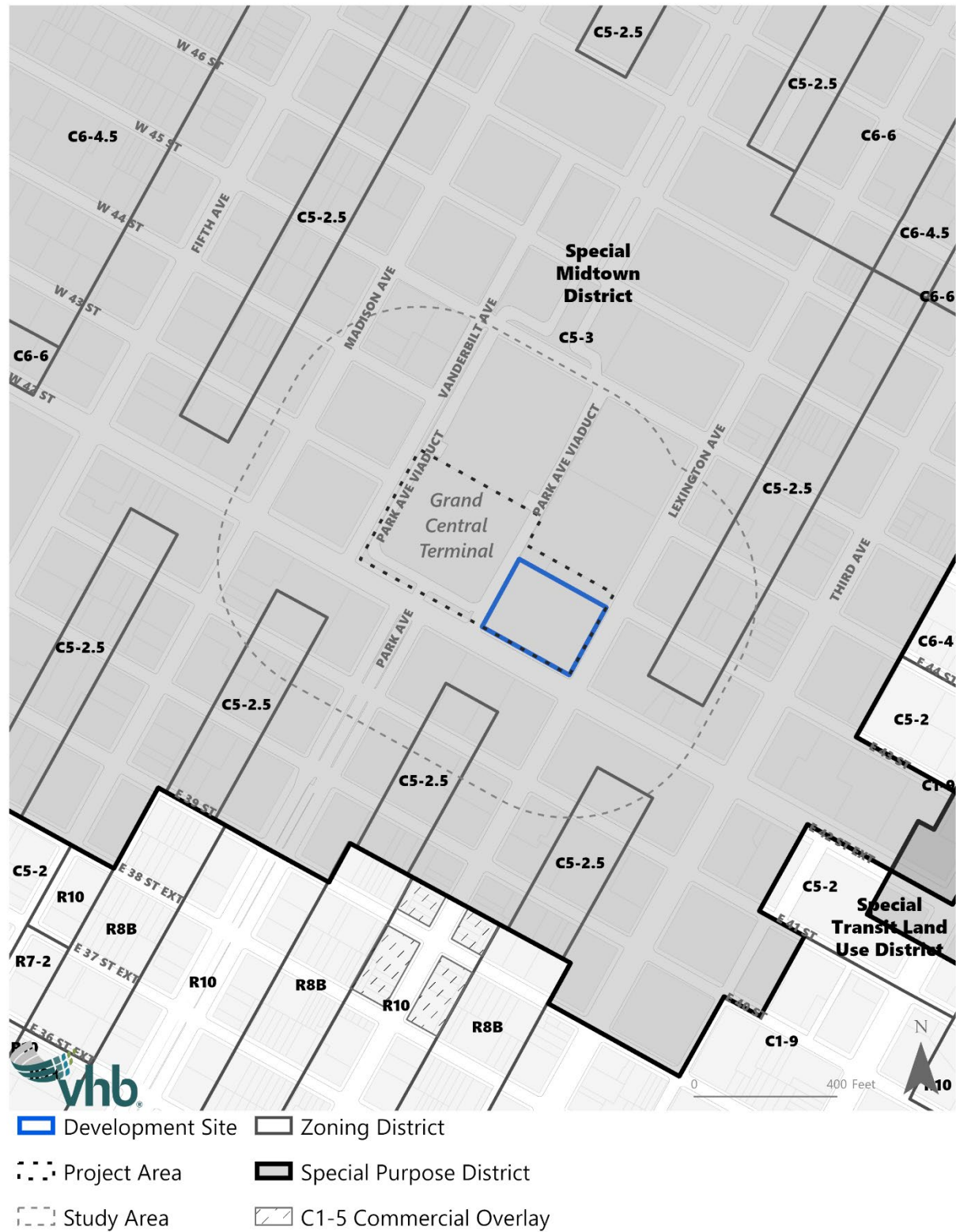


Figure 4 Land Use Map

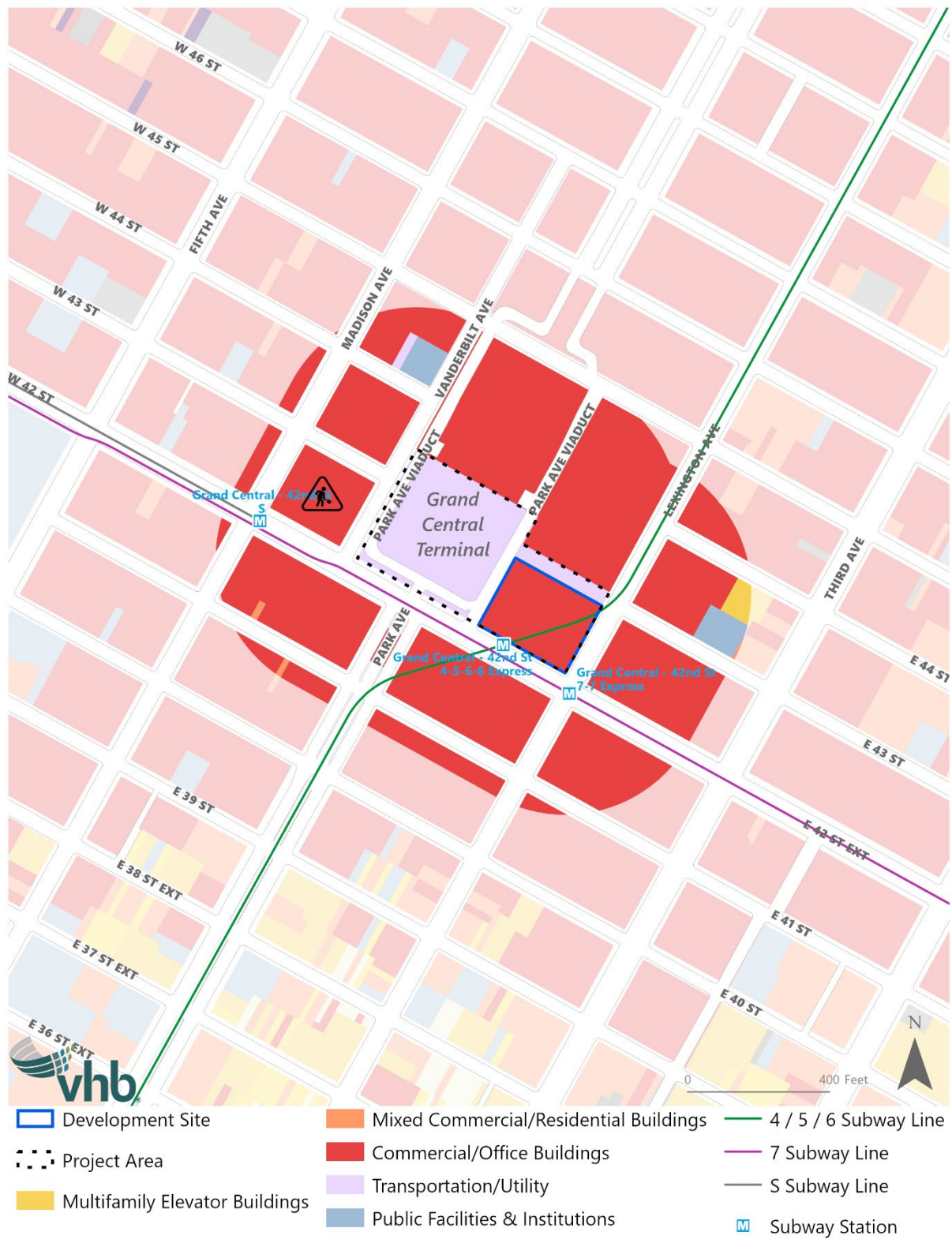
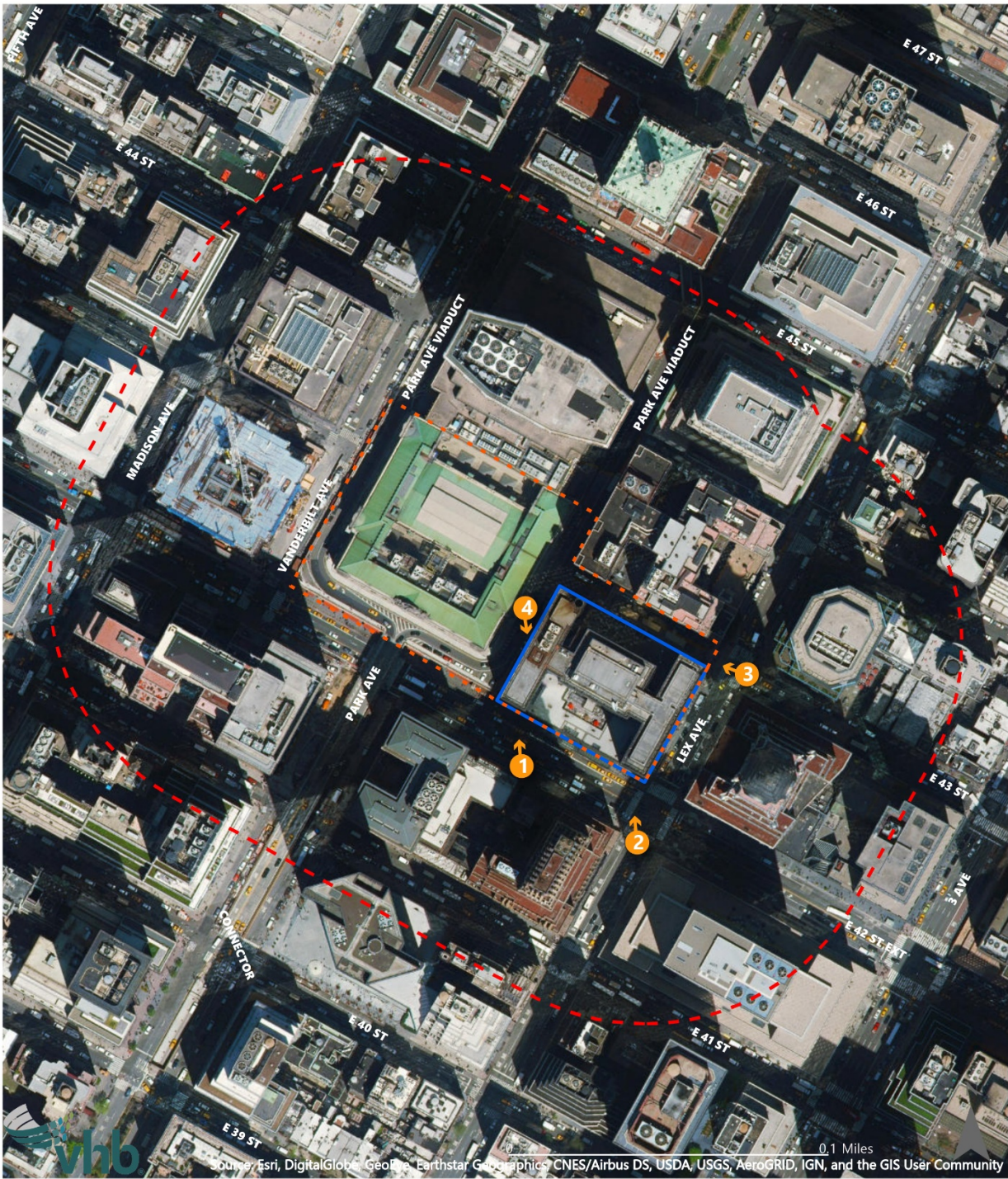


Figure 5 Aerial Photograph and Photo Key Map



- Study Area
- Project Area
- Development Site
- Photo Location

Photo 1 View from East 42nd Street near Park Avenue, looking northwest



Photo 2 View from intersection of East 42nd Street and Lexington Avenue, looking northwest



Photo 3 View of Grand Central Market from Lexington Avenue, facing west



Photo 4 View facing southeast from Park Avenue Viaduct





Part I: Project Description

Introduction

The Applicant, Commodore Owner LLC, is seeking several discretionary approvals from the City Planning Commission (CPC)—including special permits, zoning text amendments, an authorization, and approval for the disposition of City-owned real property (the Proposed Actions)—to facilitate a mixed-use development containing up to approximately 2,108,820 gross square feet (gsf) of office space; an up to approximately 452,950-gsf, 500-room hotel; approximately 10,000 sf of open-air publicly accessible space; and up to approximately 43,370 gsf of retail (including MTA-controlled retail) on the cellar, ground, and second floors of the proposed building (the Proposed Project). The Proposed Project would also include significant public realm improvements, as well as subway and mass transit improvements to enhance circulation and reduce congestion at Grand Central Terminal (GCT) and the Grand Central – 42nd Street subway station.

Project Area and Development Site

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

The Project Area—comprising the existing hotel, the Terminal, and the Market on Block 1280, Lots 1, 30, 54, and 154—has a combined area of 203,872 sf (See **Figure 1-1**), with approximately 340 feet of frontage on Vanderbilt Avenue; 669 feet of frontage on East 42nd Street; and 253 feet of frontage on Lexington Avenue. Pursuant to a CPC special permit, the Project Area would be treated as a qualifying site¹ under the East Midtown Subdistrict requirements of the Zoning Resolution.

The Project Area is located in the East Midtown central business district in Community District 5 of Manhattan. Located within the Grand Central Core Area and the Grand Central Transit Improvement Zone Subarea of the East Midtown Subdistrict, the underlying zoning district of the Project Area is C5-3. In 2017, the CPC approved the Greater East Midtown Rezoning (N 170186(A) ZRM and C 170187 ZMM) to reinforce the area's standing as a premier central

¹ In order to be considered a qualifying site, sites must have cleared frontage along a wide street, dedicate no more than 20 percent of the building's floor area for residential use, and comply with environmental standards.

business district, support the preservation of landmarked buildings, and provide for public realm improvements. The Greater East Midtown Rezoning included creation of the Grand Central Transit Improvement Zone Subarea, which permits development of up to 27 FAR as-of-right and up to 30 FAR by special permit. Developments can achieve as-of-right maximum FARs through three mechanisms: the district-wide transfer of unused landmark development rights, a payment to a district improvement fund to reconstruct overbuilt floor area, and the construction of pre-identified transit infrastructure projects.

Proposed Actions

The following actions would be required from the CPC in accordance with the Uniform Land Use Review Procedure (ULURP).

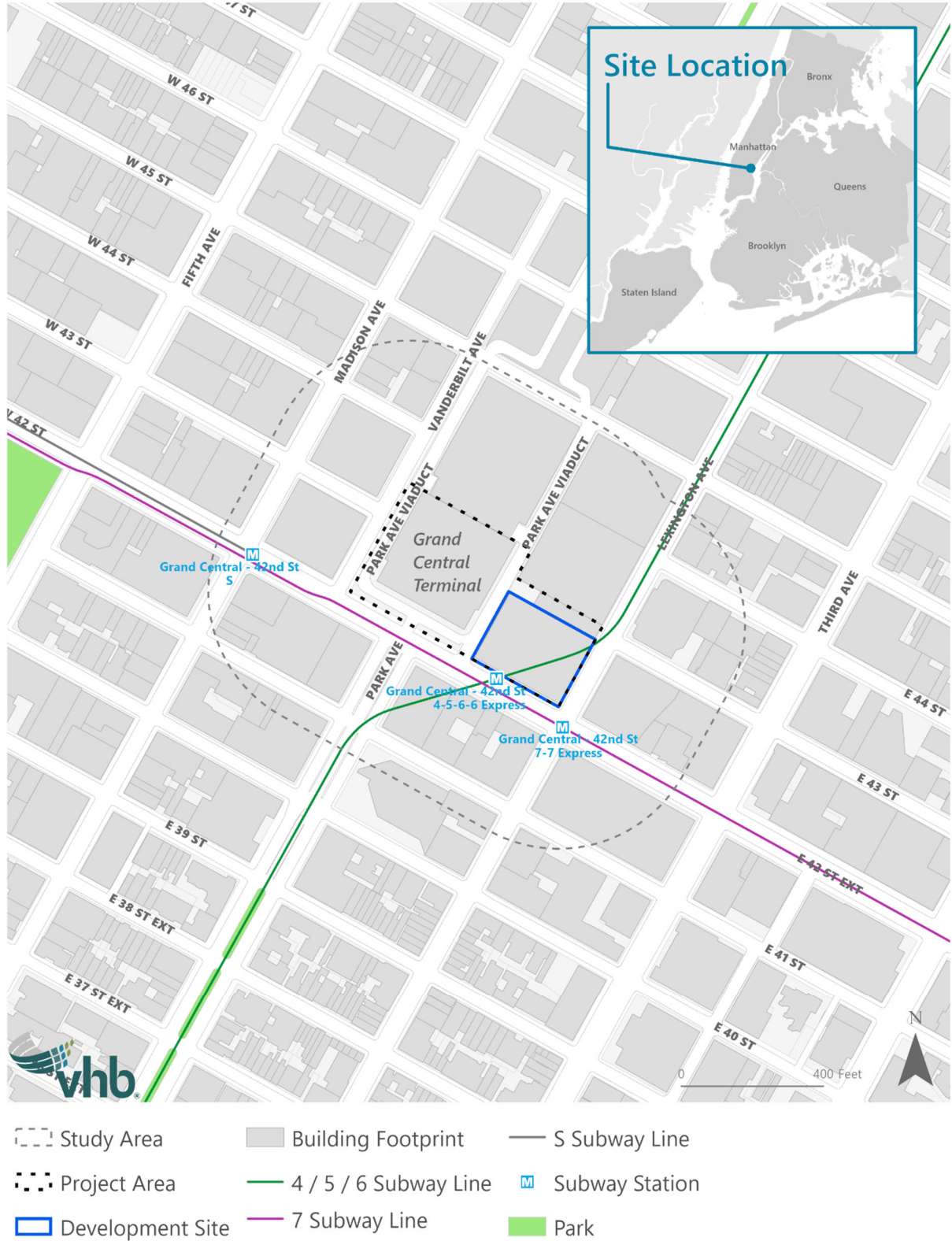
- › A CPC special permit pursuant to ZR Section 81-621 to allow hotel use;
- › A CPC special permit pursuant to ZR Section 81-644 for transit improvements;
- › A CPC special permit pursuant to ZR Section 81-645 for public concourse improvements;
- › A CPC special permit pursuant to ZR Section 81-685 to modify qualifying site, floor area, height and setback, street wall, district plan elements, loading, and publicly accessible space regulations;
- › Zoning text amendments to amend existing special permits in ZR Sections 81-644 and 81-685, and update a section reference in ZR Section 81-613;
- › A CPC authorization pursuant to ZR Section 36-72 to reduce the number of required bicycle parking spaces; and
- › Approval for the disposition of City-owned real property pursuant to Section 197-c of the New York City Charter with respect to the Development Site.

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

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

Approval by the Empire State Development Corporation or its subsidiary would also be required for the conveyance of the Development Site to the City of New York, subject to the existing ground lease between UDC/Commodore Redevelopment Corporation and Hyatt Equities L.L.C. (or its successor/assign). A lease extension would be approved pursuant to actions to be determined. Disposition of the Development Site from the City of New York to a local development corporation would require approval by the Mayor and Borough Board pursuant to Section 384(b)(4) of the New York City Charter.

Figure 1-1 Site Location Map



Proposed Project and With-Action Condition

The Applicant proposes to redevelop the Development Site with up to approximately 2,976,740 gsf (2,246,515 zsf) of mixed-use development, including a hotel, office, and public space.² The Development Site would contain up to approximately 2,108,820 gsf of office space; an up-to-approximately 452,950-gsf, 500-room hotel; approximately 10,000 sf of open-air publicly accessible space; and up to approximately 43,370 gsf of retail (including MTA-controlled retail) on the cellar, ground, and second floors (see **Figure 1-2** for the illustrative ground floor and second floor plans). It would also contain approximately 16,245 gsf of space for transit circulation.

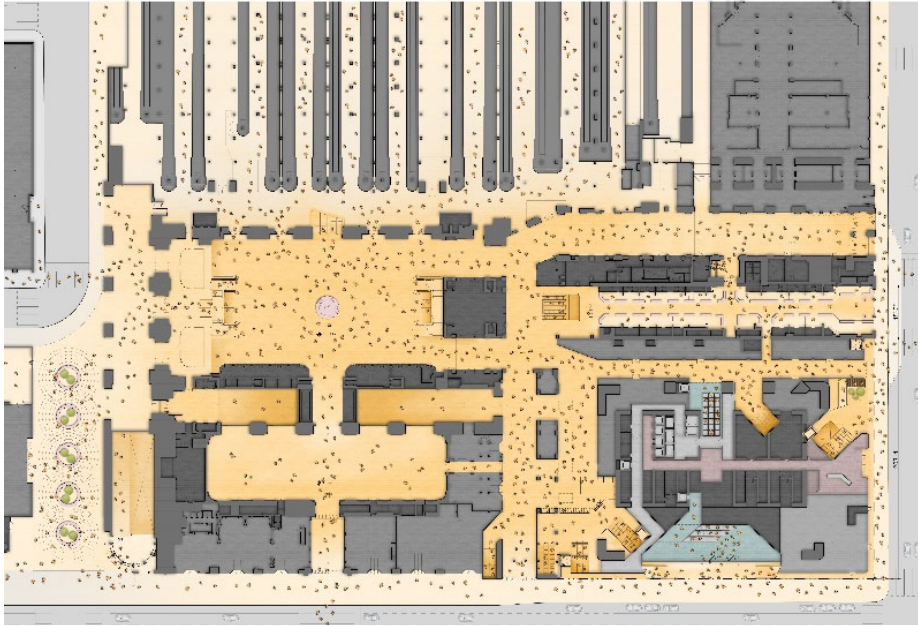
The Development Site's exceptional connectivity to public transportation provides opportunities for major upgrades to the transit system as part of a new development. The at-grade and below-grade portions of the Development Site would continue to contain the subway station and rail station areas, with significant improvements that are discussed further below. The ground floor would include a hotel lobby and an office lobby, a reconstructed Lexington Passage and MTA retail located along the passage, an approximately 6,350-sf Transit Hall, and approximately 1,300 sf of additional area for a subway entrance off Lexington Avenue. The hotel lobby would be located on the eastern frontage on Lexington Avenue, while the office lobby would be accessed from East 42nd Street.

The second floor would contain office lobby and open-air publicly accessible space fronting on Lexington Avenue. Office space is planned to be located on floors 7-63, and the hotel on floors 65-83.

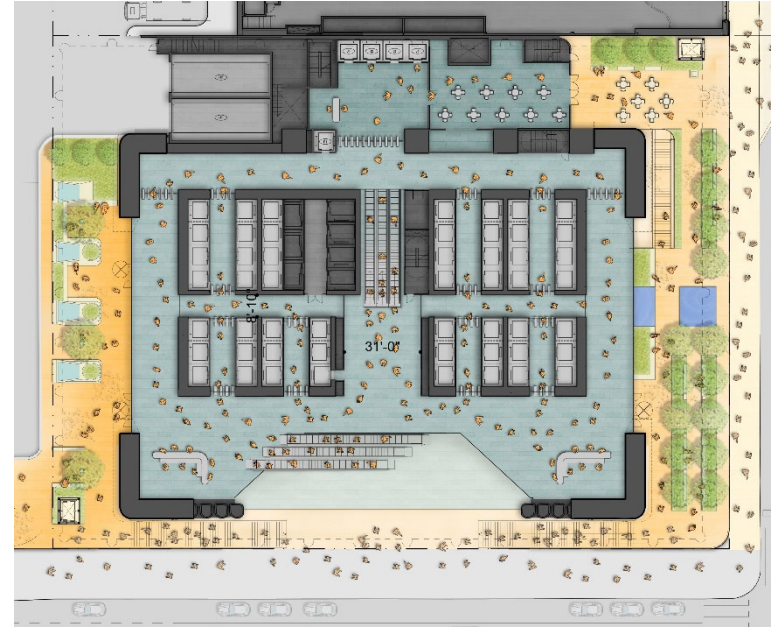
The building would be a tower rising up to approximately 1,646 feet tall (**Figure 1-3**). The design would require relief from various zoning requirements, such as for street wall regulations, in order to enhance views of adjacent landmarks as well as the public realm pedestrian experience.

² As noted above, Block 1280, Lots 1, 30, 54, and 154 would be treated as a qualifying site, or a single zoning lot, for purposes of applying East Midtown bulk regulations. The floor area located on the Development Site would be equivalent to approximately 39.2 FAR if calculated on the basis of the area of the Development Site alone.

Figure 1-2 Illustrative Ground Floor and Second Floor Plans

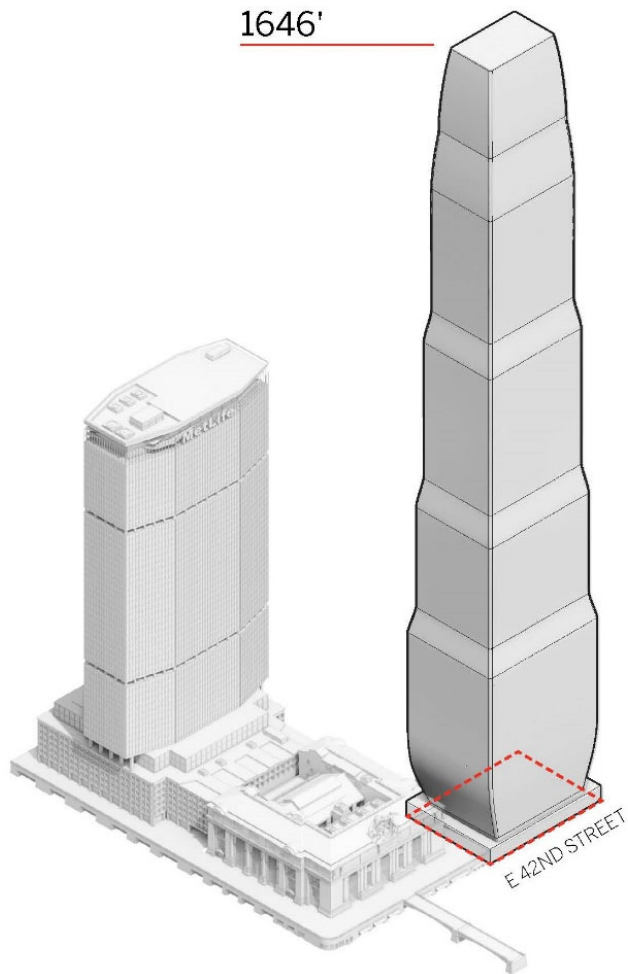


Illustrative Ground Floor Plan

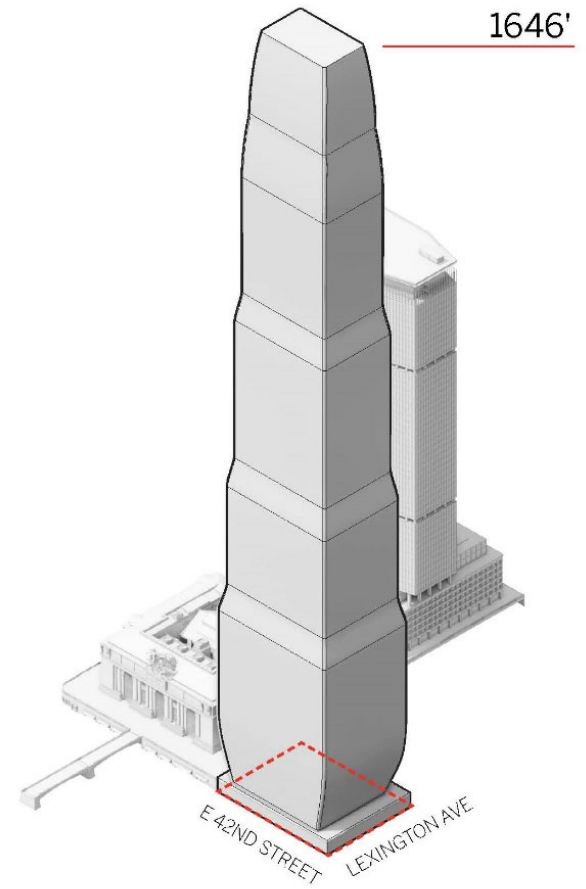


Illustrative Second Floor Plan

Figure 1-3 Illustrative Massing of With-Action Maximum Zoning Envelope



Illustrative Massing view from southwest



Illustrative Massing view from southeast

In connection with the proposed development, the Proposed Project would provide the following transit and public realm improvements to improve the pedestrian experience and reduce congestion at GCT and the Grand Central – 42nd Street subway station:

- › The subway entrance at East 42nd Street (R-238) would be redesigned and expanded. Natural light would be introduced into the newly enlarged entrance. Turnstiles would be relocated to street level and arranged to increase the subway entrance space at-grade. A new stair would redistribute passengers more evenly throughout the mezzanine level and platform stairs. The ADA elevator currently located within one bay of the historic entrance bays to the 42nd Street Passage would be relocated, and in its place the historic entrance would be restored. The relocated elevator would provide a more direct ADA connection to the subway mezzanine.³
- › A new transit hall containing retail, information screens and booths, and connections to the Terminal would be constructed at the ground floor level on the western side of the Development Site. The eastern side of the transit hall will consist of retail stores with appropriately designed storefronts as well as smaller stores built between existing building structures. The transit hall would work in tandem with the existing 42nd Street Passage and expanded subway entrance to increase pedestrian throughput. The transit hall would have skylights providing natural light and offering views of the eastern facade of GCT. While the transit hall would be located on the Development Site, the transit hall would be subject to an easement for public access.
- › The proposed building would be set back from Lexington Avenue to allow for increased sidewalk widths and enhanced views to adjacent landmarks. In concert with this change, the stairs located near the northwest corner of Lexington Avenue and East 42nd Street that provide access from Lexington Avenue down to the mezzanine level of the subway station would be realigned and relocated further north as part of a reconstructed subway entrance with an ADA elevator that would bring light and air into the subway mezzanine and provide a larger, covered at-grade subway entrance.
- › The Lexington Passage entrance would be redesigned to make it legible and inviting to pedestrians, and the Passage would be refinished, and its ceiling height would be increased to improve the pedestrian experience. The rebuilt Passage would include retail on both sides of the corridor as well as access to the Grand Central Market.
- › Girders and structure associated with the existing Hyatt Hotel would be removed from the subway mezzanine level to improve circulation and enhance sightlines and the surrounding area would be renovated to match subway mezzanine finishes.
- › A new Short Loop connection would be constructed to provide direct access from Metro-North's lower platform level to NYCT's Lexington Avenue 4, 5 and 6 subway mezzanine level. There would also be a similar connection from the southernmost portion of the new East Side Access/Long Island Rail Road concourse level to the newly created access point into the NYCT Lexington Avenue 4, 5 and 6 subway mezzanine level. The connection would include stairs and an ADA elevator.

Table 1-1 summarizes the Proposed Project.

³ The Applicant would replace any artwork in the R-238 circulation area that is affected by construction of the transit and public realm improvements. The removal and replacement of artwork by the Applicant would be performed under the direction and supervision of the MTA and the artist.

Table 1-1 Development Program for Proposed Project

Proposed Use	Proposed Project
	(GSF)
Commercial Office	2,108,820
Hotel	452,950
Retail	43,370
MTA Circulation	16,245
Publicly Accessible Space	10,000
Mechanical	345,355
Total Development	2,976,740

Note: All floor areas are approximate.

Project Purpose and Need

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

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

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

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

Analysis Framework and Reasonable Worst-Case Development Scenario

The 2014 *City Environmental Quality Review (CEQR) Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the potential environmental effects

of the proposed development that would result from the proposed discretionary actions. To the extent that the proposed actions allow for a range of possible scenarios that are considered reasonable and likely, the scenario with the worst environmental consequences will be chosen for CEQR analysis. This is considered to be the reasonable worst-case development scenario (RWCDs), the use of which ensures that, regardless of which scenario actually occurs, its impacts would be no worse than those considered in the environmental review. The CEQR assessment examines the incremental differences between the RWCDs of the future without the proposed actions in place (No-Action condition) and the future with the proposed actions in place and the associated development operation (With-Action condition).

For the purpose of the environmental analyses, the No-Action condition represents the future absent the proposed actions and serves as the baseline by which the proposed project (or With-Action condition) is compared to determine the potential for significant environment impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

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

Future No-Action Condition

Absent the Proposed Project, the Development Site would be developed with a 27-FAR development of approximately 1,845,033 gsf (1,546,884 zsf), comprised of 1,682,630 gsf (1,539,370 zsf) of office space, 18,300 gsf (7,514 zsf) of retail, and a 5,729-sf enclosed publicly accessible space on the ground floor. In addition, 7,800 gsf of MTA circulation space would be provided on the ground floor. The No-Action development would be 69 stories and 1,118 feet tall (see **Figure 1-4**). This represents the maximum floor area developable on the Development Site through non-discretionary actions.

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

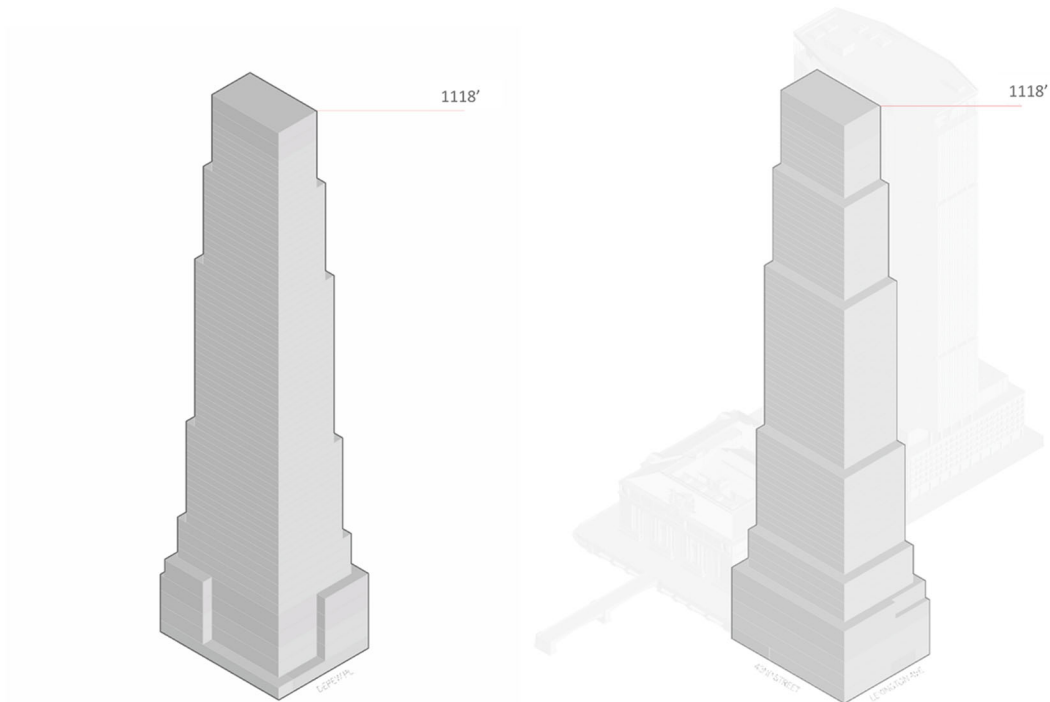
- › ADA elevator between Flushing platform and mezzanine level;
- › A new street entrance from the north side of West 42nd Street;
- › ADA elevator between Sixth Avenue northbound platform and mezzanine level; and
- › ADA elevator between Sixth Avenue southbound platform and mezzanine level.

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

- › A joint Zoning Certification from the CPC Chairperson and the MTA as to the size and location of transit easement volumes on the zoning lot (ZR 81-673(a));

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

Figure 1-4 No-Action Massing



Future With-Action Condition

As stated previously, in the future With-Action condition, the Applicant proposes to redevelop the Development Site with up to approximately 2,976,740 gsf (2,246,515 zsf) of mixed-use development, including office, local retail, hotel, and public space. The Development Site would contain up to approximately 2,108,820 gsf of office space; an up-to-approximately 452,950-gsf hotel with 500 rooms; approximately 10,000 sf of open-air publicly accessible space; and up to approximately 43,370 gsf of retail (including MTA-controlled retail) on the cellar, ground, and second floors. The Development Site would also contain approximately 16,245 gsf of space for transit circulation. The Proposed Project, as described above, reflects the With-Action condition.

The proposed tower would be flanked by the Chrysler Terrace, an open-air publicly accessible space running the length of the site in the north/south direction on the east side of the Development Site at a height of approximately 30 feet, providing an overlook onto Lexington Avenue and East 42nd Street and a unique vantage point for viewing the Chrysler Building and other surrounding landmarks. The proposed open space would be reachable by a grand staircase along East 42nd Street, by a second staircase along Lexington Ave, and by elevator. The Chrysler Terrace would feature trees, plantings, multiple types of seating, and a larger clearing that can be used for small events or gatherings.

While the above program represents the Proposed Project, for conservative purposes, some technical areas of the EIS will evaluate a With-Action option that does not include a hotel component. This With-Action option is based on the same total building square footage and building massing as the Proposed Project but would be comprised of a different mix of uses: up to approximately 2,481,770 gsf of office space and no hotel. All other elements of the Proposed Project would remain the same.

Increment for Analysis

In total, the With-Action condition would result in a net increase of up to approximately 1,131,707 gsf over the No-Action condition, with approximately 426,190 gsf dedicated to commercial office space, approximately 452,950 gsf for hotel space, a reduction of 25,070 gsf for local retail space, approximately 8,445 gsf of additional MTA circulation space, and an increase in the amount of publicly accessible space by approximately 4,271 sf (see **Table 1-2**).

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

	No-Action	With-Action	Increment
Commercial Office	1,682,630	2,108,820	426,190
Hotel	0	452,950	452,950
Total Retail	18,300	43,370	25,070
MTA Circulation	7,800	16,245	8,445
Mechanical	130,574	345,355	214,781
Publicly Accessible Space	5,729	10,000	4,271
Total	1,845,033	2,976,740	1,131,707
Total Commercial	1,700,930	2,605,140	904,210
Height	69 Stories	83 Stories	14 Stories
Height	1,118 Feet	up to 1,646 Feet	528 Feet

Note: All floor areas are approximate gsf

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

Analysis (Build Year)

The build year for the Proposed Project is 2030.

Public Review Process

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

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



Part II: Supplemental Analyses

Additional Technical Information for EAS Full Form

An analysis framework was established to assess the potential for the Proposed Actions to result in significant adverse environmental impacts. The setting for the assessment of the impacts of the Proposed Actions is based on when the full effects of the Proposed Actions are expected to have occurred. It is anticipated that the building and transit improvements would be constructed and operational by 2030.

Based on existing conditions, observed trends, and known and expected changes, a development scenario was prepared for the future without the Proposed Actions (No-Action condition) in the 2030 analysis year. The No-Action condition was used as a baseline to identify the potential impacts of the Proposed Actions. The Proposed Project is the Reasonable Worst-Case Development Scenario (RWCDs) since it will be governed by the terms of discretionary approvals that will define the maximum development that could be constructed on the Development Site. As appropriate, the Proposed Project was analyzed based on worst-case assumptions specific to each technical area.

The potential impacts of the Proposed Actions on the environment are determined based on a comparison of the No-Action condition to the With-Action condition. A summary of the comparison, or analysis framework, is provided in **Table 1-1** of **Part I: Project Description** for the Environmental Assessment Statement for this action. Details and assumptions related to the development of the Analysis Framework also can be found in **Part I: Project Description**. The overall increment between the No-Action condition and the With-Action condition resulting from the Proposed Actions is an increase of up to approximately 426,190 gross square feet (gsf) of commercial office space; an increase of up to approximately 452,950 gsf of hotel; an increase of approximately 8,445 gsf of Metropolitan Transportation Authority (MTA) circulation space; an increase of approximately 4,271 gsf of publicly accessible space; an increase of approximately 214,781 gsf of mechanical space; and an increase of up to approximately 25,070 gsf of total retail space. Overall, the Proposed Development would result in an increase of up to approximately 1,131,707 gsf, including an incremental increase of up to approximately 904,210 gsf of commercial uses, in 14 additional stories.

While the above program represents the Proposed Project, for conservative purposes some technical areas of the EIS will evaluate a With-Action option that does not include a hotel component. This With-Action option is based on the same total building square footage and building massing as the Proposed Project but would be comprised of a different mix of uses: up to approximately 2,481,770 gsf of office space and no hotel. All other elements of the Proposed Project would remain the same.

Based on the Analysis Framework, and as indicated in the **EAS Full Form, Part II**, the following technical areas have the potential to result in significant adverse impacts and therefore have been determined to warrant additional analysis in the Environmental Impact Statement (EIS): land use, zoning, and public policy; open space; shadows; historic and

cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

Provided below are preliminary screening analyses that were conducted for the Proposed Actions, based on the guidelines presented in the 2014 *CEQR Technical Manual* (*CEQR Technical Manual*), to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse environmental impacts. The **Draft Scope of Work** provides information on how the topics that require further analysis will be evaluated in the EIS.

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, a land use analysis is warranted for projects that would affect land use or change zoning on a site. Because the Proposed Actions include a variety of discretionary actions, including text amendments and special permits, an analysis of land use, zoning, and public policy is warranted. See the **Draft Scope of Work**.

Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increase rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on a specific industry. The *CEQR Technical Manual* identifies the following thresholds for an analysis of socioeconomic conditions: whether a project would directly displace more than 500 residents or 100 employees; introduce more than 200 residential units or more than 200,000 sf of commercial space; or affect a specific industry. The existing building on the Development Site and the Proposed Project do not contain any residential uses, therefore indirect and direct residential displacement analysis is not warranted.

Direct Business Displacement

Would the project directly displace more than 100 employees, or would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation, or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.

Absent the Proposed Project, a 27-FAR, approximately 1,845,033-gsf (1,546,884-zsf) development would be constructed on the Development Site. It would be comprised of

office space, retail, and enclosed publicly accessible space. Under the With-Action condition, there would be a hotel use on the Development Site. The Proposed Actions would result in a smaller hotel with 800 fewer rooms than the hotel that currently exists on the Development Site. In the With-Action condition, there would be fewer hotel workers due to the decrease in hotel size. There may also be a slight reduction in MTA retail uses, which could result in a loss of workers. However, the hotel and some MTA retail uses would continue to operate on the Development Site in the With-Action condition, and no businesses would be directly displaced. Overall, the Proposed Actions, with the addition of office space on the Development Site, would result in more jobs than in the existing condition or in the No-Action condition. Therefore, analysis of direct business displacement is not warranted.

Indirect Business Displacement

Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 sf or less would typically not result in significant socioeconomic impacts. For project exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.

The With-Action condition includes the development of an additional 426,190 gsf of commercial office use compared to the No-Action condition. This increment exceeds the 200,000-sf threshold set forth in the *CEQR Technical Manual* for indirect business displacement. The *CEQR Technical Manual* states that assessment for indirect business displacement may be appropriate if “the project would result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood.”

The *CEQR Technical Manual* further states that a different threshold may apply in certain circumstances. In this instance, the proposed uses, primarily office and hotel, are not different from existing uses or those currently in development in the surrounding area, the East Midtown central business district, which was recently studied at length in the Greater East Midtown Rezoning EIS. The Development Site is mapped within a C5-3 district within the East Midtown Subdistrict of the Special Midtown District. The Greater East Midtown Rezoning EIS extensively analyzed the potential for the creation of the East Midtown Subdistrict to result in indirect business displacement but found that the primary and secondary study areas examined in the EIS already have well-established commercial markets and that rezoning to allow greater density and additional office space would not alter existing office and retail economic patterns. The Development Site was not identified in the Greater East Midtown Rezoning EIS as a projected or potential development site. Nonetheless, the Proposed Actions further the goals envisioned in the Greater East Midtown Rezoning and reinforce East Midtown as one of the most sought-after dynamic office markets and central business districts in the New York region. The Proposed Actions would foster the type of development encouraged in the East Midtown Subdistrict and would not be markedly different from the other developments that are expected to occur as a result of the Greater East Midtown rezoning. Given these conditions, it is reasonable that a higher threshold for indirect business displacement is appropriate and that analysis of indirect business displacement is not warranted.

Indirect Business Displacement due to Retail Market Saturation

Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf more of region-serving retail across multiple sites? This type of development may have the potential to draw a substantial amount of sales from existing businesses within the study area, resulting in indirect business displacement due to market saturation.

The Proposed Actions are expected to introduce a maximum increment of approximately 879,140 gsf of commercial office and hotel uses compared to the No-Action condition and would result in an increase of approximately 25,070 gsf of local retail uses as compared to No-Action conditions. Projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site, would not typically result in socioeconomic impacts, according to the guidance established in the *CEQR Technical Manual*. As the Proposed Actions and associated Proposed Development would not exceed the CEQR threshold, the Proposed Actions are not expected to result in significant adverse impacts attributable to indirect business displacement due to saturation, and no further analysis is warranted in the EIS.

Adverse Effects on Specific Industries

Is the project expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the project would result in the loss or substantial diminishment of a particularly important product or service within the City.

The Proposed Development would not be expected to affect conditions within a specific industry, affect a substantial number of workers or residents who depend on the goods or services provided by affected businesses, nor result in the loss or substantial diminishment of a particularly important product or service within the City; therefore, an assessment of adverse effects on specific industries is not warranted.

Based on the screening assessment presented above, the Proposed Actions would not be expected to alter socioeconomic conditions in the area and therefore, do not warrant an analysis of socioeconomic conditions.

Open Space

Introduction

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space. A proposed action would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by the proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical Manual* provides different thresholds for the assessment of indirect effects based on whether the area is considered underserved or well-served in terms of open space. Based on open space maps provided in the manual, the project area is considered neither underserved nor well-served, and as such, the threshold for an analysis of potential indirect effects is whether the project would introduce more than 200 residents or 500 employees.

Direct Effects

The Proposed Project would not result in the physical loss or direct displacement of publicly accessible open space or shadows that would temporarily or permanently affect the usefulness of a public open space, and thus no direct effects analysis is warranted.

Indirect Effects

As residential uses are not currently found at the Development Site and would not be included in the project in the future with the Proposed Actions, the project would not introduce more than 200 residents to the project area. In terms of the non-residential population, the Proposed Actions would result in an increase of more than 500 workers to the study area. Therefore, an open space analysis for the working population is warranted, and a preliminary assessment of open space will be included in the EIS (see **Draft Scope of Work**).

Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Project would result in a structure greater than 50 feet in height (approximately 1,646 feet) and therefore a shadow analysis is warranted. Therefore, the Proposed Project may result in significant adverse environmental impacts related to shadows and a preliminary assessment of shadows will be included in the EIS (see **Draft Scope of Work**).

Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources; the manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or

object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological Resources

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. As described above, the Development Site contains the existing 1,028,194 gsf, 1,300-room Hyatt hotel. The area below the hotel has previously been disturbed and contains an extensive network of MTA circulation areas. Therefore, as no new in-ground disturbance is anticipated as a consequence of the Proposed Actions, an assessment of archaeological resources is not warranted.

Architectural Resources

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

Within the 400-foot study area, there are 11 designated architectural resources, two of which are also in the Project Area. There are also 20 individual structures previously determined as eligible for NYCL and/or the S/NR within the study area, including: Grand Central Terminal (GCT) at 77 East 42nd Street, the Park Avenue Viaduct which extends from Park Avenue from East 40th Street to East 46th Street, the Graybar Building at 420 Lexington Avenue, Grand Central Terminal Post Office at 450 Lexington Avenue, the Chrysler Building at 395 Lexington Avenue, the Pershing Square Building at 125 Park Avenue, the Bowery Savings Bank Building at 120 East 42nd Street, the Chanin Building at 374 Lexington Avenue, the Socony-Mobile Building at 150 East 42nd Street, the Pershing Square Viaduct (portion of Park Avenue Viaduct) that extends from Park Avenue from East 40th Street to GCT, the Yale Club at 50 Vanderbilt Avenue, the Chemist Club at 550-52 East 41st Street, the Lincoln Building at 60 East 42nd Street, the St. Agnes Rectory at 141 East 43rd Street, East 45th Street Bridges (portion of Park Avenue Viaduct), the Loft Building at 299 Madison Avenue, Phillip Morris Headquarters at 118-120 Park Avenue, the Pan Am/Met Life Building at 200 Park Avenue, the Lefcourt Colonial Building at 295 Madison Avenue, and 52 Vanderbilt/Manhattan Savings Bank at 52/56 Vanderbilt Avenue.

The Proposed Actions would result in demolition of the existing Grand Hyatt Hotel building and new construction on the Development Site. The architectural components of this new building will also differ from the existing building. Additionally, the Proposed Actions have the potential to result in a change in scale, visual prominence, or visual context of

architectural resources in the Project Area. Therefore, a preliminary assessment of historic resources will be included in the EIS (see **Draft Scope of Work**).

Urban Design and Visual Resources

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary assessment of urban design and visual resources is considered to be appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, such as projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project. A detailed analysis of urban design and visual resources should be prepared if warranted based on the conclusions of the preliminary assessment.

The Proposed Actions would have the potential to change the urban design and visual character of the Development Site and surrounding area, in comparison to conditions in the future without the Proposed Actions. The Proposed Actions would create a new building with different massing, height, and architectural features that could change the streetscape from the pedestrian's viewpoint. In addition, the Proposed Actions could enhance, change, or restrict significant views of visual resources that are currently available from the surrounding area. Therefore, the EIS will include a preliminary assessment of urban design and visual resources (see **Draft Scope of Work**). The assessment will include all the elements of urban design identified in Chapter 10 of the *CEQR Technical Manual* except wind, as the Development Site is not expected to result in channelized wind pressure that would have the potential to affect pedestrian comfort and safety since the site is not located on the waterfront or in a location that experiences high wind conditions.

Hazardous Materials

According to the *CEQR Technical Manual*, a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposures, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. In accordance with the *CEQR Technical Manual*, a hazardous materials assessment is warranted if development is to occur within close proximity to current and historical railroad uses. The potential for significant impacts related to hazardous materials may occur given the Development Site's location adjacent to the historical Grand Central depot. Therefore, for conservative purposes, a Phase I Environmental Site Assessment (ESA) would be prepared for the Development Site to determine if any conditions are present that may warrant further investigation (i.e., a Phase II ESA). As such, an assessment of hazardous materials will be provided in the EIS, as described in the **Draft Scope of Work**.

Water and Sewer Infrastructure

According to the *CEQR Technical Manual*, a water and sewer infrastructure assessment analyzes whether a proposed project may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the project to determine whether the impact is significant.

For conservative purposes, the water and sewer infrastructure assessment will evaluate a With-Action option that does not include a hotel component. This With-Action option is based on the same overall building square footage and building massing as the Proposed Project but would be comprised of approximately 2,481,770 gsf of office space and no hotel. All other elements of the Proposed Project would remain the same.

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]), or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Proposed Project is not located in an area that experiences low water pressure and would result in an incremental water demand of approximately 262,352 gpd (see **Table 2-1**) as compared with the No-Action condition.

Additionally, as indicated above, a for conservative purposes, some technical areas of the EIS will evaluate a With-Action option that does not include a hotel component. This With-Action option is based on the same total building square footage and building massing as the Proposed Project but would be comprised of a different mix of uses: up to approximately 2,481,770 gsf of office space and no hotel. All other elements of the Proposed Project would remain the same. The Water and Sewer Infrastructure chapter of the EIS will evaluate the program that would have the highest water demand for conservative analysis purposes.

A preliminary water supply analysis is not warranted under either the Proposed Project or the no hotel scenario since the projected water demand for the With-Action condition does not exceed the CEQR threshold of 1 million gpd. However, water demand estimates will be provided in the EIS to inform wastewater and stormwater conveyance and treatment analysis, see **Draft Scope of Work**.

Table 2-1 Water-Supply Demand and Sewage Generation by Use in the No-Action and With-Action Conditions

	Commodore		No-Action		With-Action	
	Rate (gpd/sf)		gsf	Consumption (gpd)	gsf	Consumption (gpd)
Commercial Office	Domestic	0.1	1,682,630	168,263	2,561,770	256,177
	Air Conditioning	0.17		286,047		435,501
Retail (local)	Domestic	0.24	18,300	4,392	43,370	10,409
	Air Conditioning	0.17		3,111		7,373
Total Water-Supply Demand				461,813		709,460
Total Sewage Generation				172,655		266,586

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action condition of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space. As the Proposed Project would include an increment of up to approximately 904,210 gsf of commercial space, an assessment of wastewater and stormwater conveyance systems is required, see **Draft Scope of Work**.

As shown in **Table 2-2**, the Proposed Actions would result in approximately 93,931 gpd of additional wastewater flows to the combined system. A discussion of the Proposed Project's demands on the water supply and wastewater and stormwater conveyance systems is provided in the **Draft Scope of Work**.

Table 2-2 Incremental Water-Supply Demand and Sewage Generation

		No-Action (gpd)	With-Action (gpd)	Difference (gpd)
Commodore	Water-Supply Demand	461,813	709,460	247,647
	Sewage Generation	172,655	266,586	93,931

Transportation

According to the *CEQR Technical Manual*, detailed transportation analyses may be warranted if a proposed project results in 50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour. The Proposed Project is expected to exceed these thresholds, and therefore, detailed analyses of the Proposed Project's potential to result in significant adverse impacts will be performed and provided in the EIS (see **Draft Scope of Work**).

Based on a preliminary assessment, it is expected the Proposed Actions would generate more than 50 incremental vehicular trips in one or more peak hours and generate 50 or more vehicles per hour during one or more of the peak hours at one or more intersections. Therefore, the Proposed Actions would have the potential to result in significant adverse traffic impacts, and a detailed traffic analysis will be provided in the EIS, as described in the **Draft Scope of Work**. Furthermore, as described in the **Draft Scope of Work**, the EIS will document changes in off-street parking utilization in the future No-Action and With-Action conditions and will include a parking assessment to determine whether the off-street parking spaces in the study area would be able to accommodate the Proposed Actions' parking demand. According to the *2014 CEQR Technical Manual*, a parking shortfall does not result in impacts to the Manhattan Core.

Based on the preliminary travel demand forecast, the Proposed Project is expected to generate more than 200 incremental subway trips at one or more stations. Therefore, the Proposed Actions would have the potential to result in significant adverse impacts related to subway transit and a subway transit analysis will be provided in the EIS, as detailed in the

Draft Scope of Work. The Proposed Project is expected to generate less than 200 incremental bus passenger trips and therefore significant impacts to bus transit would not be expected.

Based on the preliminary travel demand forecast, the Proposed Project is expected to generate more than 200 incremental pedestrian trips in one or more of the peak hours, including walk-only trips and the walk component of trips between projected development sites and other modes of travel, such as subway stations and bus stops. Although these pedestrian trips would be dispersed throughout the Project Area, some concentrations of incremental pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of the project site, and along corridors connecting the site to area transit services. Therefore, the Proposed Actions have the potential to result in significant adverse impacts pedestrian impacts and a detailed pedestrian analysis will be provided in the EIS, as described in the **Draft Scope of Work**.

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project.

Consistent with the *CEQR Technical Manual*, the Proposed Project may potentially have the following air quality impacts:

- › Potential impacts from mobile sources introduced by a project.
- › Potential impacts from potential air pollutant sources introduced by a project, such as:
- › Emissions from a project's heating, ventilation, and air conditioning (HVAC) system
- › Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site.

The number of incremental vehicular trips introduced by the project will likely be below the *CEQR Technical Manual* CO-based screening threshold of 140 vehicles per hour and the PM_{2.5}-based screening threshold of 23 heavy duty trucks (or equivalent) per hour would not be exceeded. Therefore, the EIS is not expected to include a detailed analysis of mobile sources; however, if these thresholds are exceeded based on the results of the traffic analysis, a detailed analysis will be provided.

A stationary source air quality analysis will be conducted. The stationary source air quality analysis will focus on an assessment of the large source and industrial source impacts on the proposed project. The screening level analysis is proposed for the industrial source. If required, a detailed stationary source analysis using the EPA AERMOD dispersion model will be used. The detailed dispersion analysis using AERMOD will be conducted to estimate potential impacts from large source. See the **Draft Scope of Work**.

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual*, GHG assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 sf or greater. Because the Proposed Project exceeds this threshold, an analysis of Greenhouse Gas Emissions is required. See the **Draft Scope of Work**.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. The Project Area is not located within the coastal zone boundary or within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs. Therefore, the Proposed Project does not have potential to result in significant adverse impacts related to climate change and an assessment of climate change is not warranted.

Noise

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if a project generates or reroutes vehicular traffic, if a project is located near a heavily trafficked thoroughfare, or if a project would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the project would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the project would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the project would be located in an area with high ambient noise levels resulting from stationary sources.

The proposed building is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. The design and specifications for mechanical equipment—such as heating, ventilation, and air conditioning (HVAC) systems—would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.

An approximately 10,000-gsf open-air publicly accessible space would be created on the second floor of the Proposed Project. As the No-Action development on the site would be required to include an enclosed, 5,729-gsf, ground-floor publicly accessible space, the Proposed Project would result in an incremental increase of 4,271 gsf of such space. Per *CEQR Technical Manual* guidance, only outdoor areas dedicated or recognized by local appropriate officials for activities requiring special qualities of serenity and quiet are considered sensitive to noise. The proposed publicly accessible space would not be

considered sensitive to ambient noise as a noise receptor, and since the proposed publicly accessible space would not be an active open space resource such as a playground, it would not be considered a noise source.

As the Proposed Development would introduce new noise-sensitive land uses (i.e., hotel and commercial office) along a heavily trafficked roadway, a noise analysis is warranted. See the **Draft Scope of Work**.

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, an assessment of public health will be provided in the EIS, as described in the **Draft Scope of Work**.

Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. Because the Proposed Project has the potential to result in moderate effects in some of these technical areas and because there is the potential for significant adverse effects, a neighborhood character analysis is warranted. See the **Draft Scope of Work**.

Construction

Construction impacts, although temporary, can include disruptive and noticeable effects resulting from an action. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and area air quality conditions. In addition, because soils may be disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the potential construction impacts that could result from contamination.

A construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or

adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

The construction period of the Proposed Project is expected to last longer than two years and may involve closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements. Therefore, the Proposed Actions may result in significant adverse environmental impacts related to construction and further assessment is warranted. See the **Draft Scope of Work**.