



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 Western Rail Yard Modifications

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
24DCP091M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
TBD

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

NAME OF LEAD AGENCY CONTACT PERSON
Stephanie Shellooe, Director
Environmental Assessment and Review Division
New York City Department of City Planning

ADDRESS 120 Broadway, 31st Floor

CITY New York

STATE NY

ZIP 10271

TELEPHONE 212.720.3328

EMAIL
sshellooe@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT
WRY Tenant LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Andrew Rosen, Chief Operating Officer
Related Hudson Yards

ADDRESS 30 Hudson Yards

CITY New York

STATE NY

ZIP 10001

TELEPHONE 212.801.3479

EMAIL arosen@related.com

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)(5)(v)

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

☒ LOCALIZED ACTION, SITE SPECIFIC

☐ LOCALIZED ACTION, SMALL AREA

☐ GENERIC ACTION

4. Project Description

The Applicant, WRY Tenant LLC, seeks the following actions: a zoning text amendment to allow modification of the use and public open space regulations applicable to Subdistrict F of the Special Hudson Yards District; special permits pursuant to Zoning Resolution (ZR) Section 93-58 and Section 13-45; a special permit pursuant to ZR Section 13-45 for additional parking spaces; a curb cut authorization pursuant to ZR Section 13-441; an amendment to the City Map to adjust the grade of West 33rd Street between Eleventh and Twelfth Avenues; modification of the previously-approved Declaration of Restrictions for Subdistrict F of the Special Hudson Yards District; and a revocable consent for a staircase and elevator in the West 33rd Street sidewalk at Twelfth Avenue, for site access. The Proposed Actions would facilitate redevelopment of the Western Rail Yard Site [Block 675, Lots 1 and 5] in the Hudson Yards neighborhood of Manhattan (the "Development Site") with three new mixed use buildings containing residential, commercial, and community facility space, including a gaming facility and hotel resort complex, as well as new public open space (the "Proposed Project"). The Proposed Project comprises approximately 6.2 million gross square feet (gsf) of development, including a 2.7 million gsf gaming facility and hotel resort complex, 2.2 million gsf office space, 1.2 million gsf residential, 25,000 gsf retail, and community facility space, including a 120,000 gsf public school, 10,000 gsf day care, and 16,000 gsf cultural facilities. The proposed residential use comprises approximately 1,507 units, of which 324 would be affordable. Concurrently with the land use application for the Proposed Actions to facilitate the development of the Proposed Project, the Applicant is seeking a license from the New York State Gaming Facility Location Board to operate a gaming facility on the WRY Site. The application for the Gaming Facility License is subject to a separate state approval process. Given the fact that there is an ongoing state process underway to designate locations for downstate gaming licenses, the Applicant is also presenting for environmental analysis purposes an "Alternative Scenario" that reflects a similar density and the same open space configuration as the Proposed Project. The Alternative Scenario comprises the development of approximately 6.2 million gsf, including 4.0 million gsf office space, 1.9 million gsf residential, 135,000 gsf retail, and the same amount of community facility space as the Proposed Project, in five buildings on the Development Site. The proposed residential use in the Alternative Scenario comprises approximately 2,877 units, of which 324 would be affordable. The primary current use of the Development Site is a train yard for the Long Island Rail Road (LIRR) and

facilities that support the daily operation of the LIRR. The northernmost section of the High Line runs along the western and southern edges of the Development Site. Both the Proposed Project and the Alternative Scenario require the construction of a platform over approximately two-thirds of the railyard. Each scenario would provide approximately 5.63 acres of publicly accessible open space and up to 725 parking spaces accessory to residential and commercial uses). In addition, 30 LIRR parking spaces that currently exist on the Development Site would be maintained. See page 11a for further details.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 4	STREET ADDRESS 601 West 30th Street / 656 West 33rd Street
TAX BLOCK(S) AND LOT(S) Block 676, Lots 1 and 5		ZIP CODE 10001
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Block bounded by Eleventh and Twelfth Avenues and West 30th and West 33rd Streets and adjacent portion of West 33rd Street street and sidewalk		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C6-4, Special Hudson Yards District		ZONING SECTIONAL MAP NUMBER 8b

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

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

<input checked="" type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input type="checkbox"/> ZONING MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input checked="" type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input checked="" type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:	
<input checked="" type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE:		

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION See page 11a

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 ☐ Cogeneration Facility ☐ Title V Permit**Other City Approvals Subject to CEQR** (check all that apply)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

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

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
<input type="checkbox"/> OTHER, explain:	

State or Federal Actions/Approvals/Funding: ☒ YES ☐ NO If "yes," specify: Approval of a license from the New York State Gaming Facility Location Board to operate a gaming facility

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.

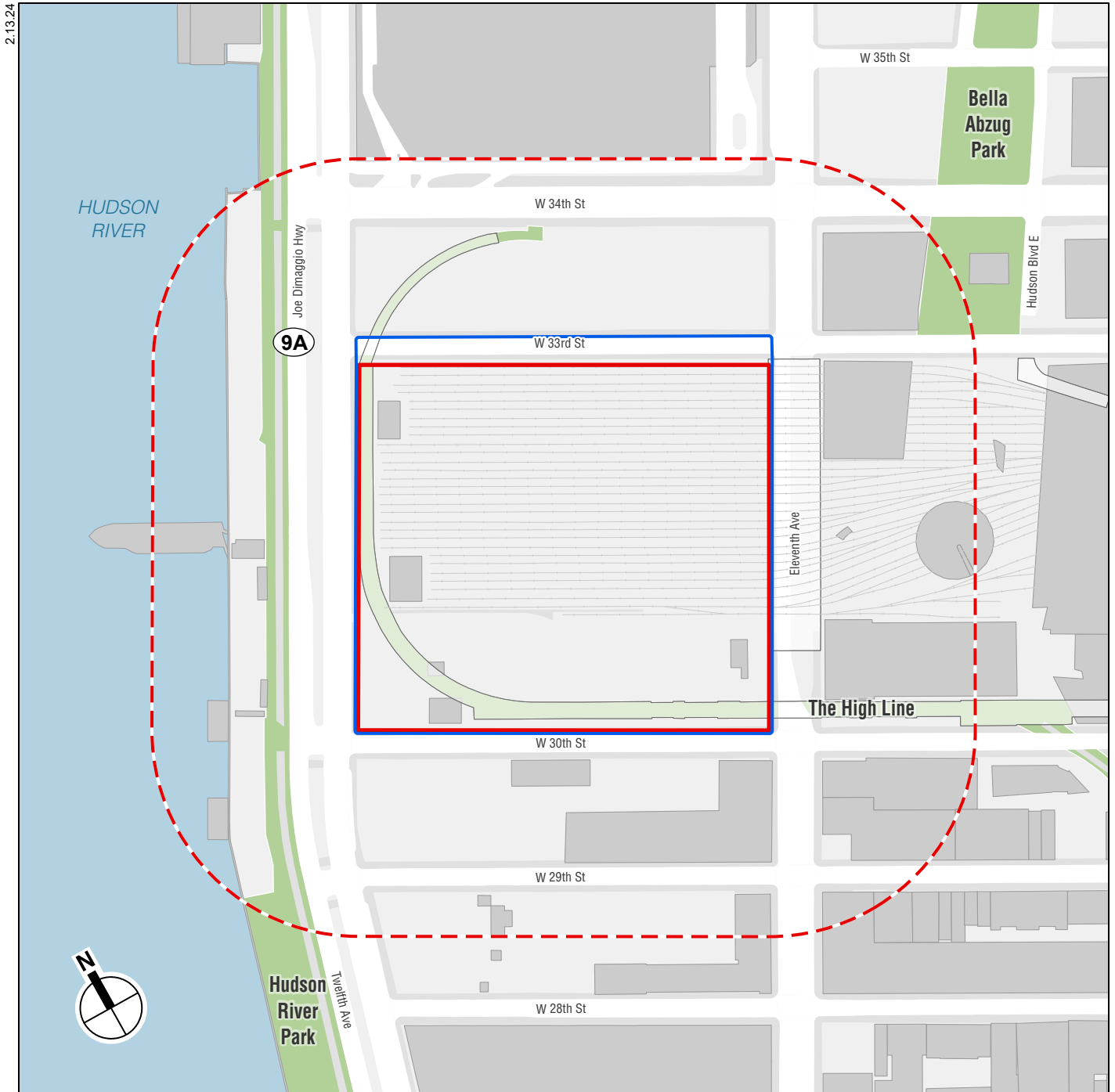
Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11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

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input checked="" type="checkbox"/> 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)

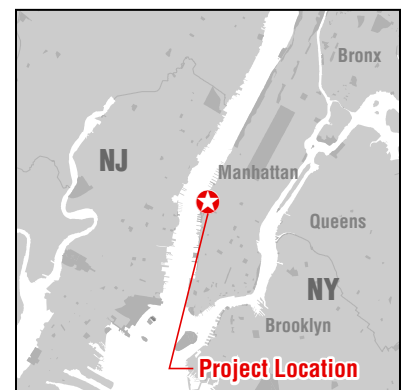
Total directly affected area (sq. ft.): 571,592	Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): 571,592	Other, describe (sq. ft.): 0

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

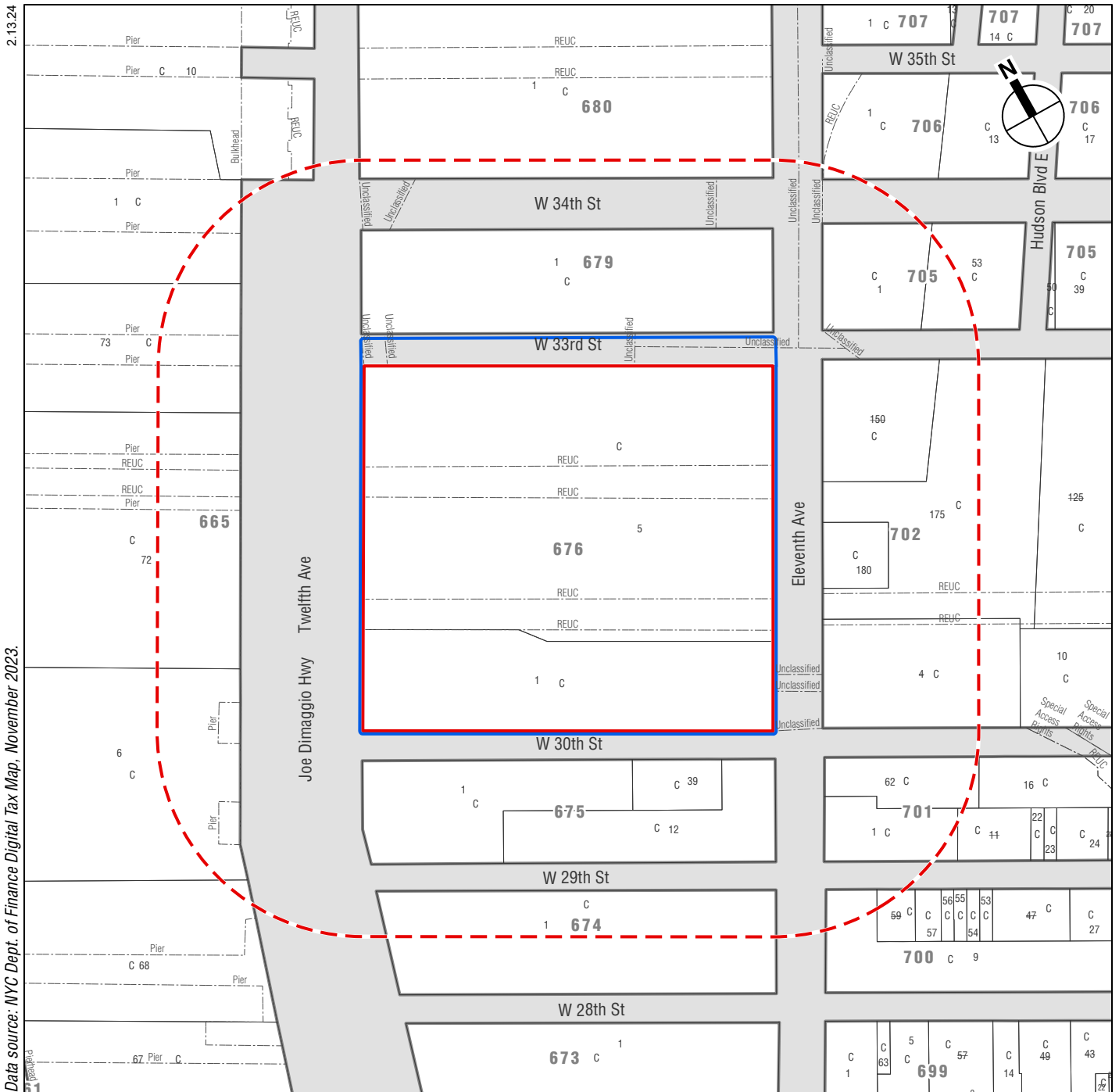


0 400 FEET

- Development Site
- Study Area (400-foot perimeter)
- Affected Area

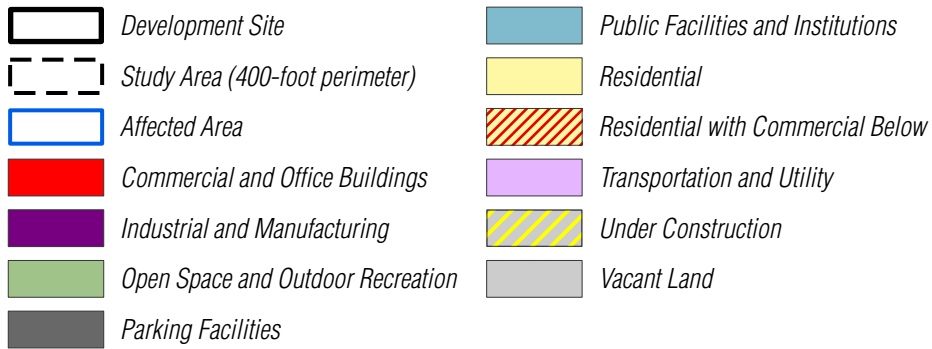
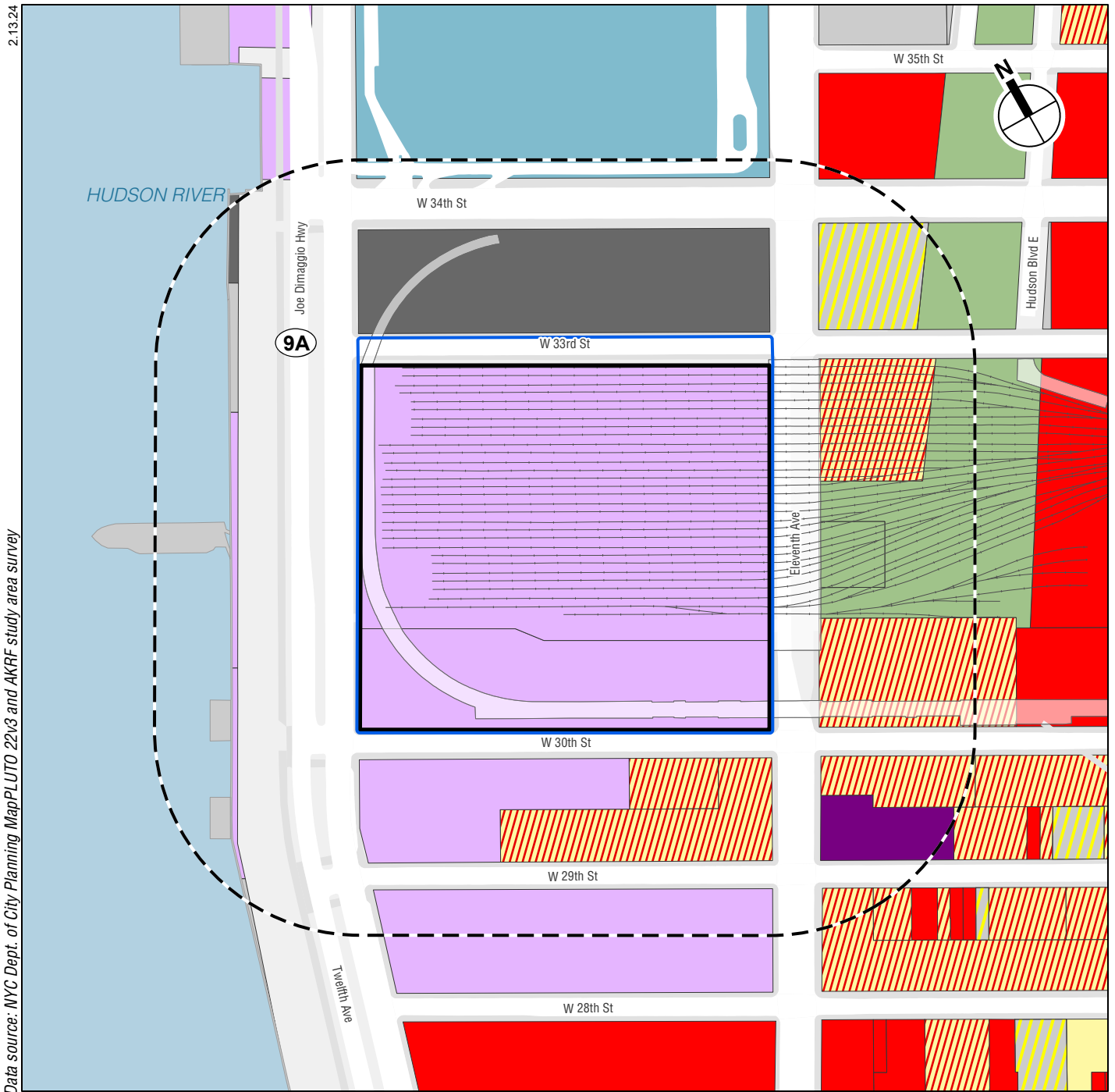


Project Location
Figure 1

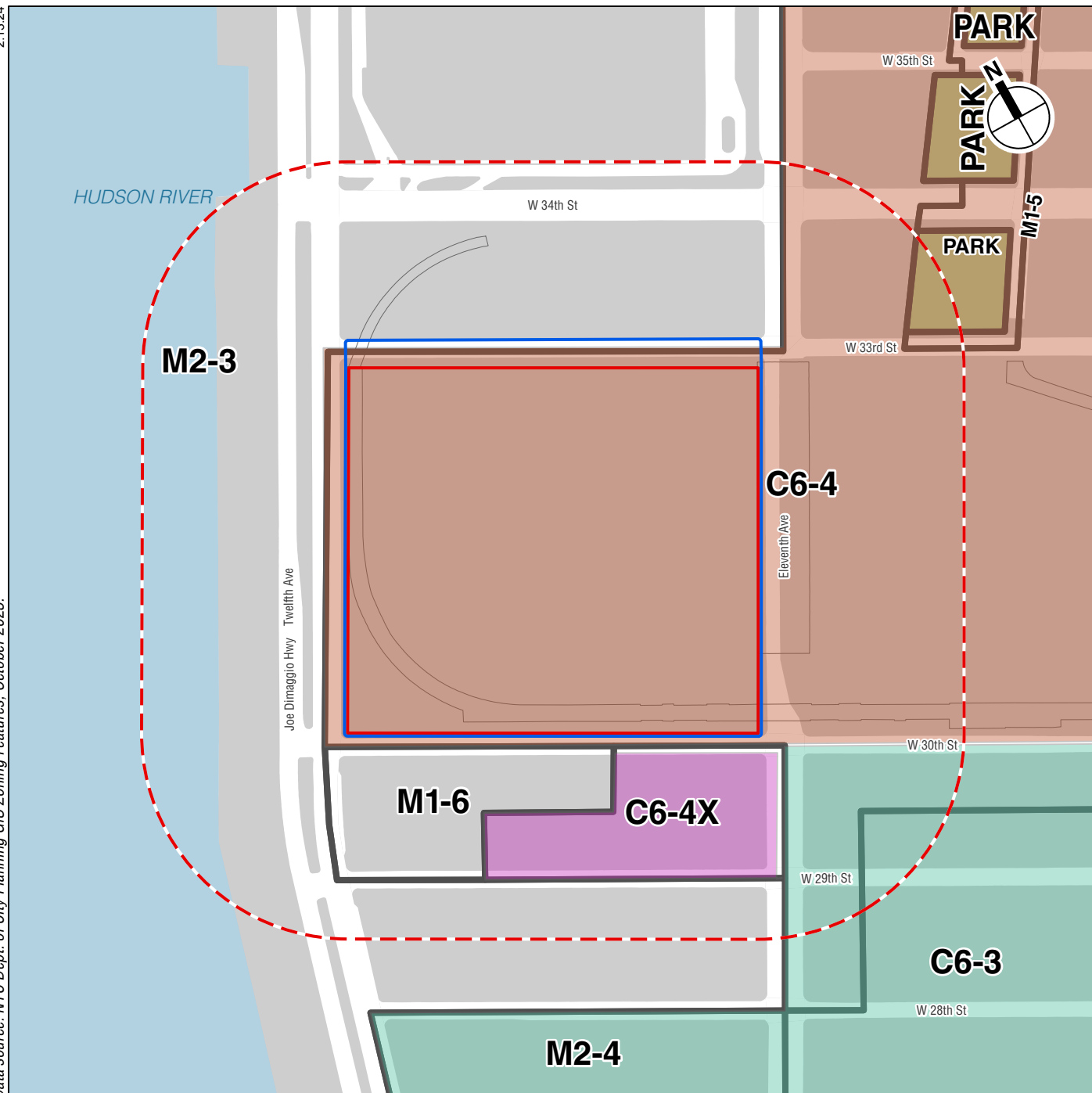


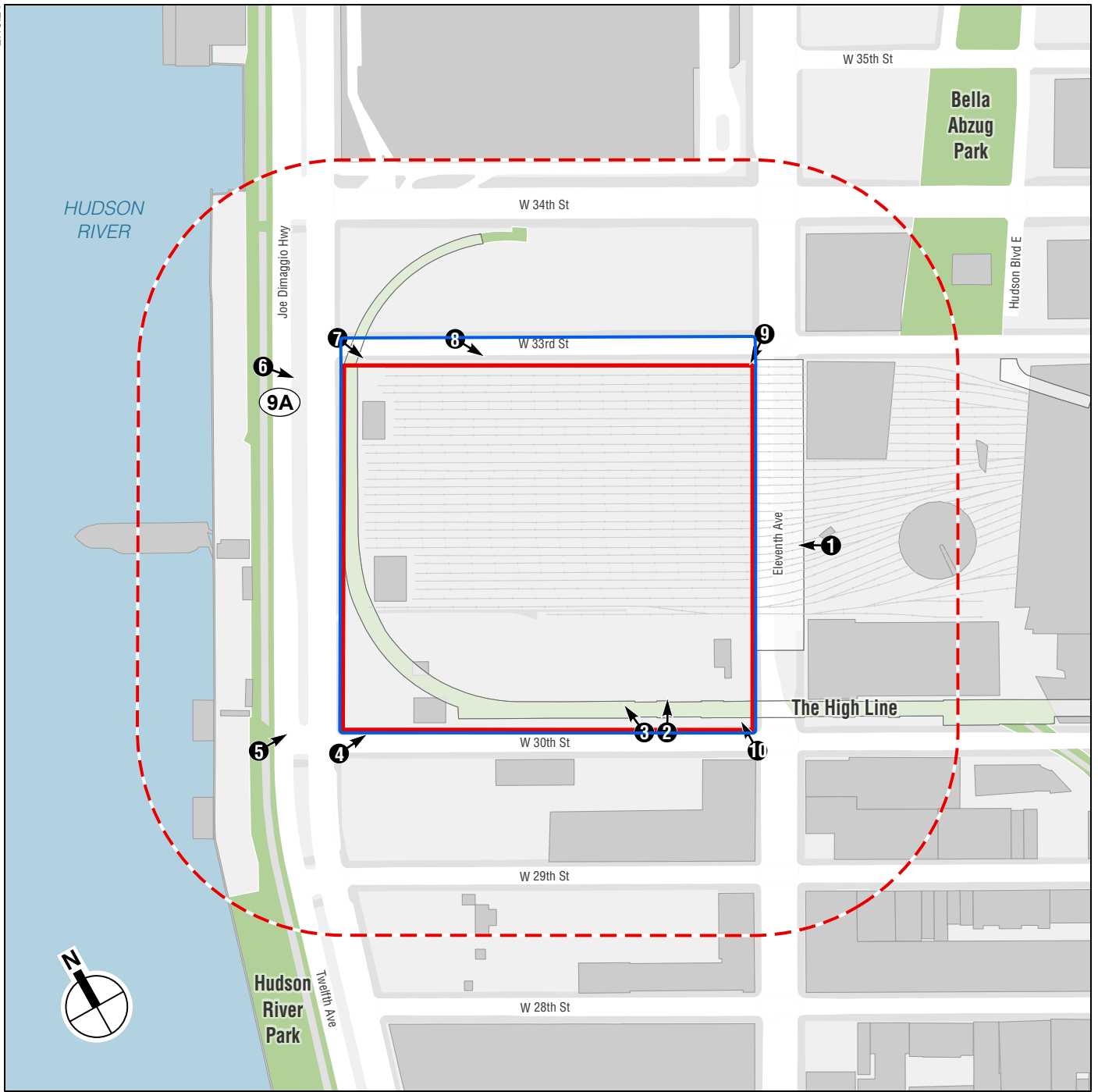
- Development Site
- Study Area (400-foot perimeter)
- Affected Area
- Tax Lot Boundary
- Tax Block Boundary
- Other Boundary

0 400 FEET



0 400 FEET





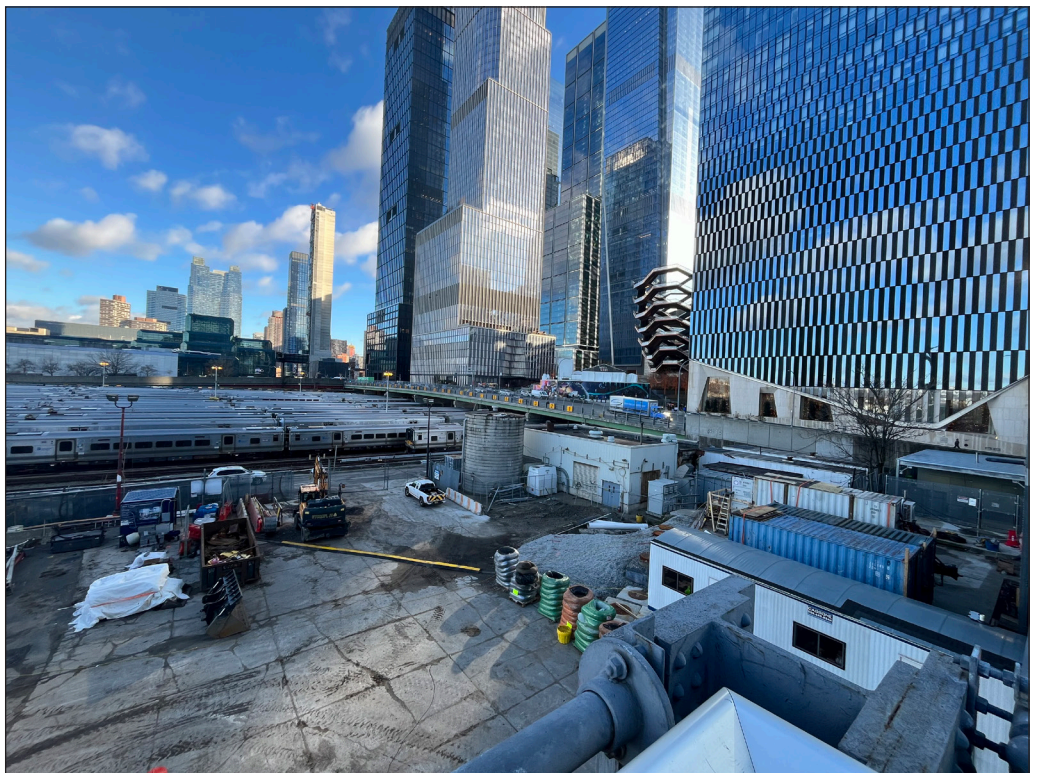
- Development Site
- Affected Area
- Study Area (400-foot perimeter)

Photograph View Direction and Reference Number

0 400 FEET



View of project site, looking west from Hudson Yards open space 1



View of project site, looking north from High Line west of Eleventh Avenue 2



View of project site, looking northwest from High Line west of Eleventh Avenue **3**



South side of project site, view northeast from West 30th Street near Twelfth Avenue/Route 9A **4**



View of project site, looking northeast from Hudson River Park 5



View of project site, looking southeast from Hudson River Park 6



West 33rd Street, view southwest from 12th Avenue/Route 9A

7



West 33rd Street, view southeast from near 12th Avenue/Route 9A

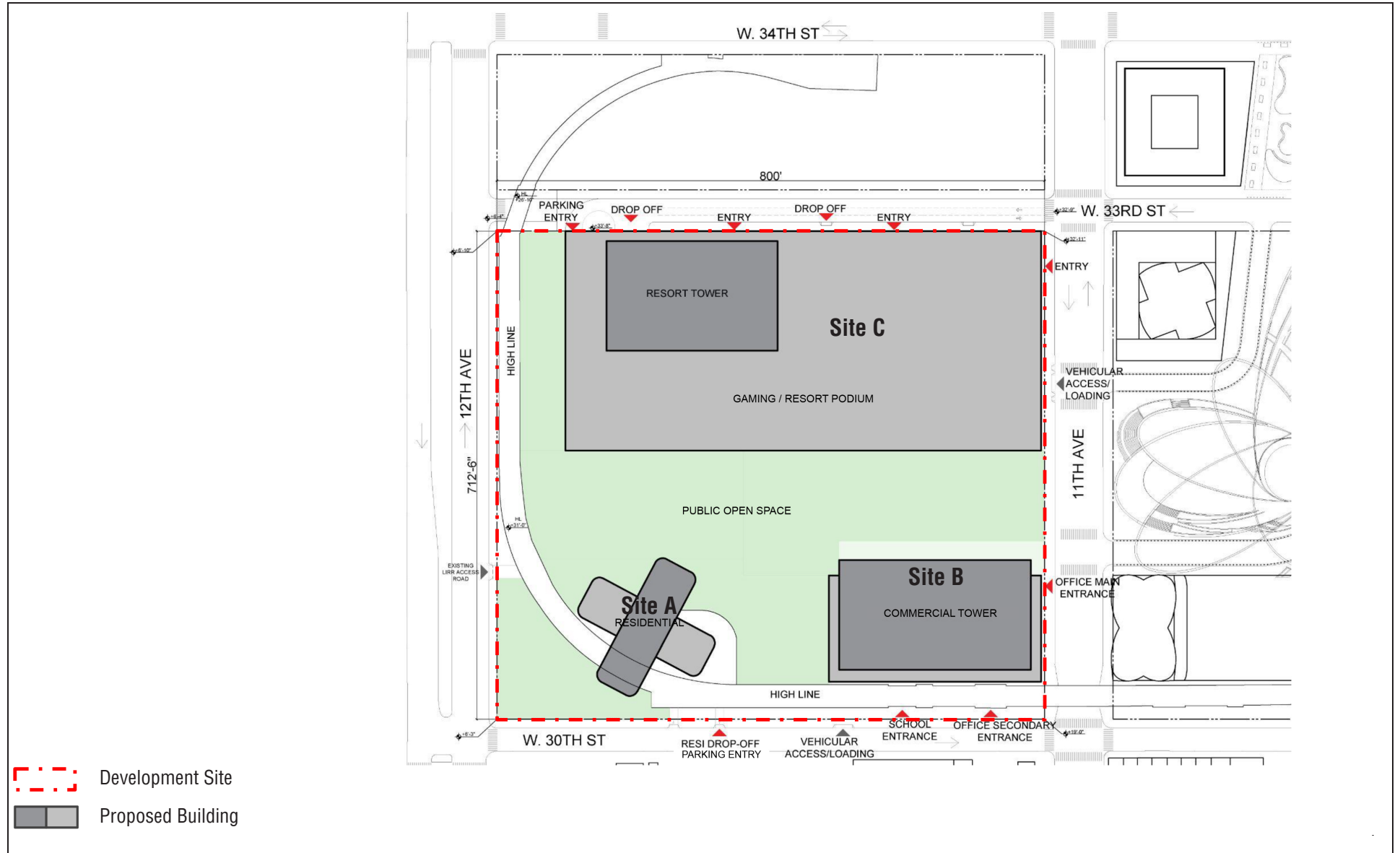
8



View of project site from West 33rd Street at Eleventh Avenue 9

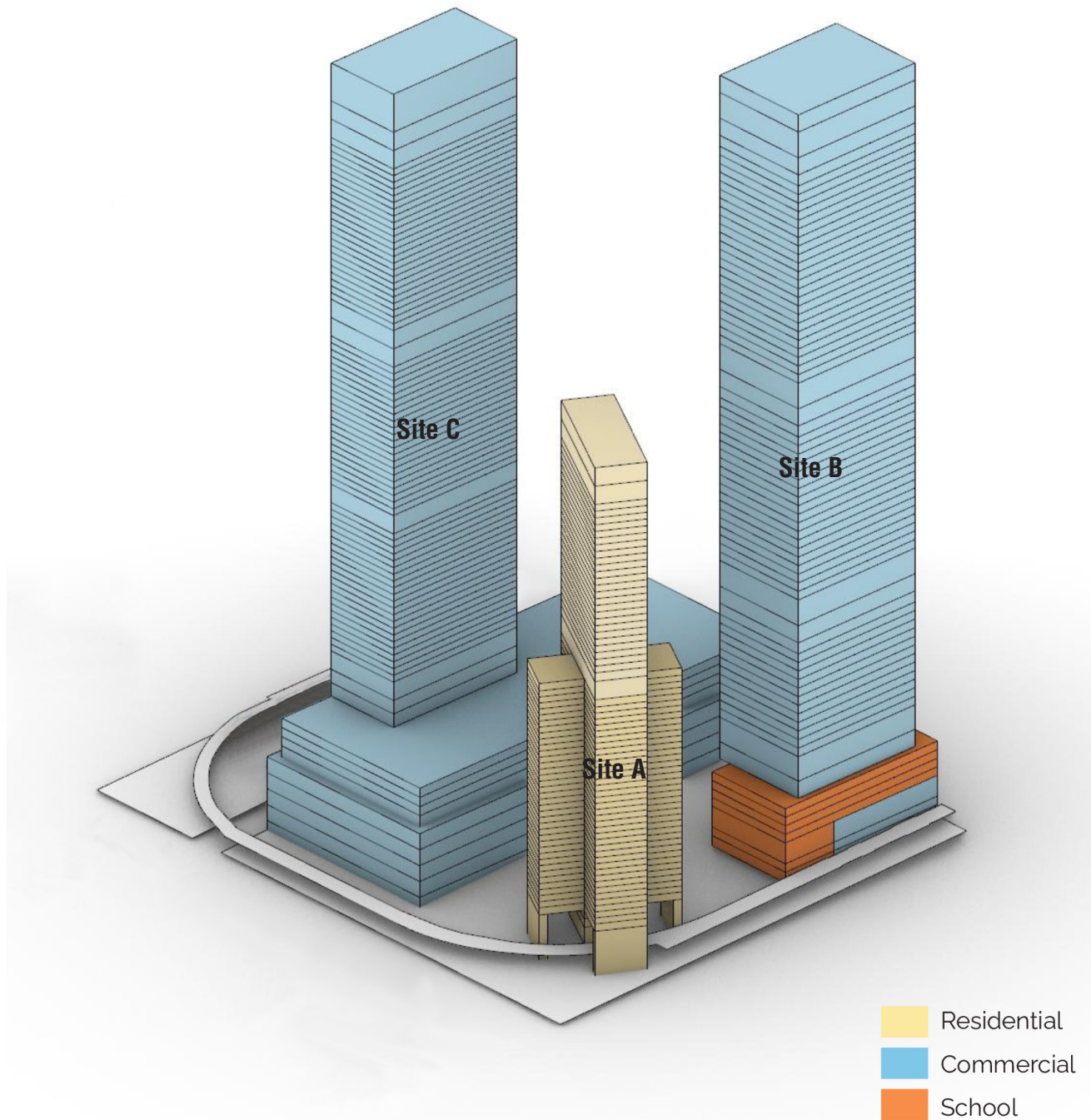


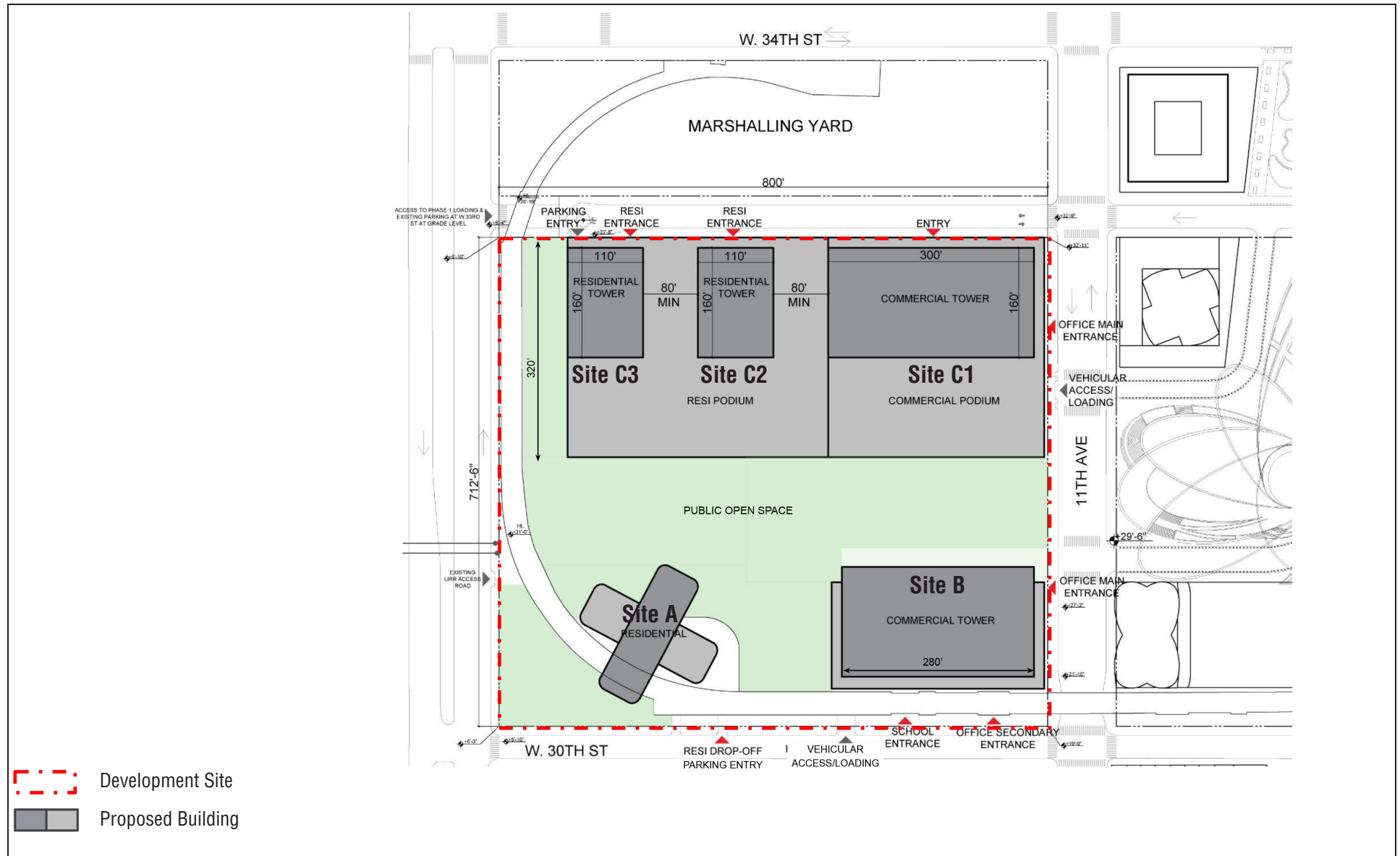
View of High Line entrance at southeast corner of project site 10



Proposed Project Conceptual Site Plan (Illustrative)

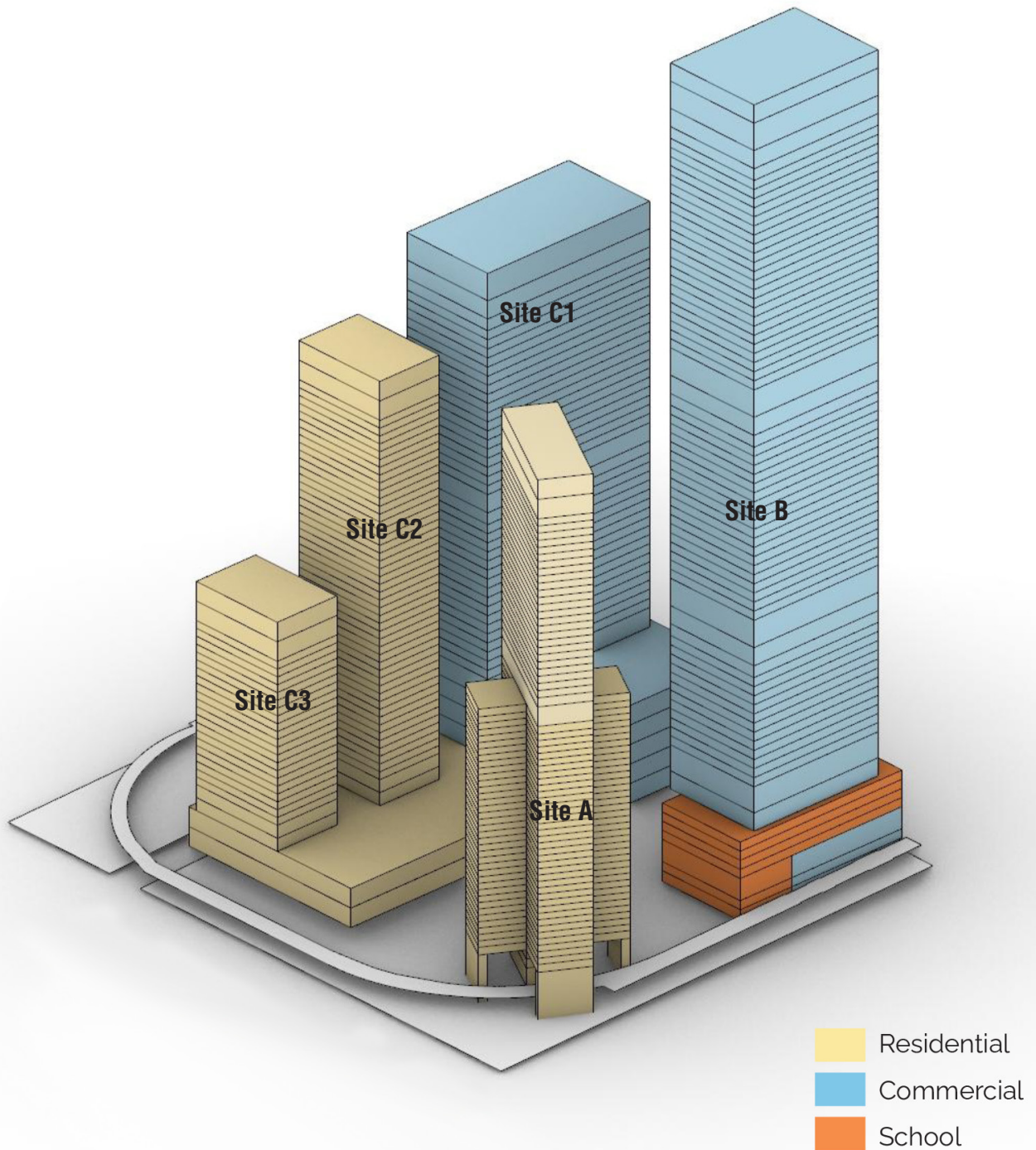
Figure 6a

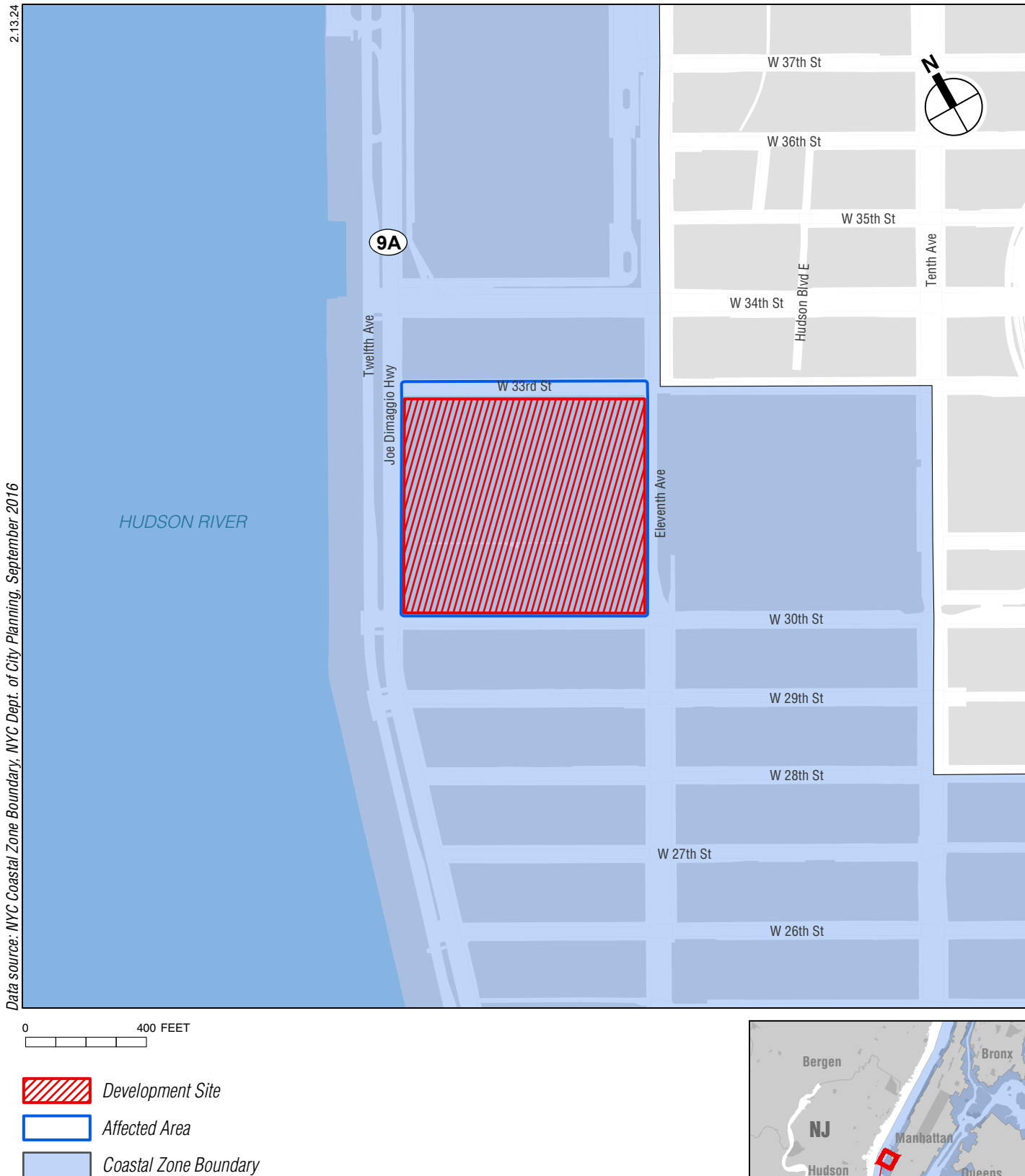




Alternative Scenario Conceptual Site Plan (Illustrative)

Figure 7a





SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 6.2 million gsf NUMBER OF BUILDINGS: 3 (Proposed Project); 5 (Alternative Scenario) HEIGHT OF EACH BUILDING (ft.): Site A: 1,172' (both scenarios); Site B: 1,366' (both scenarios); Site C: 1,189' (Proposed Project); Site C-1: 1,159' (Alternative Scenario); Site C-2/Site C-3: 800' (Alternative Scenario)		GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): See page 11a NUMBER OF STORIES OF EACH BUILDING: Site A: 80 (both scenarios); Site B: 74 (both scenarios); Site C: 80 (Proposed Project); Site C-1: 59 (Alternative Scenario); Site C-2/Site C-3: 39 (Alternative Scenario)	
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: 571,592 The total square feet not owned or controlled by the applicant:			
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known): AREA OF TEMPORARY DISTURBANCE: 390,000 sq. ft. (width x length) VOLUME OF DISTURBANCE: 2,430,000 cubic ft. (width x length x depth) AREA OF PERMANENT DISTURBANCE: 390,000 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: 60			
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: See page 11a			
9. Predominant Land Use in the Vicinity of the Project (check all that apply) <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> MANUFACTURING <input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE </div> <div> <input checked="" type="checkbox"/> OTHER, specify: Parking, Convention Center, and Transportation Uses </div> </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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures		Multi-family residential	Multi-family residential	
No. of dwelling units		3,454	Proposed Project: 1,507 Alternative Scenario: 2,877	Proposed Project: (1,947) Alternative Scenario: (577)
No. of low- to moderate-income units		324	324	0
Gross floor area (sq. ft.)		2,514,225	Proposed Project: 1,208,623 Alternative Scenario: 1,858,209	Proposed Project: (1,305,602) Alternative Scenario: (656,016)
Commercial	<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 the following:				
Describe type (retail, office, other)		Retail and office	Proposed Project: Retail, office, gaming and resort Alternative Scenario: Retail and office	Proposed Project: Gaming and resort Alternative Scenario: No change
Gross floor area (sq. ft.)		Retail: 164,500 Office: 2,185,000	Proposed Project: 24,638 Retail, 2,179,899 Office, 2,667,400 Gaming and retail Alternative Scenario: 134,785 Retail, 4,040,879 Office	Proposed Project: (139,862) Retail, (5,101) Office, 2,667,400 Gaming and Resort Alternative Scenario: (29,715) Retail, 1,855,879 Office
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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type		School, Day Care, Cultural	School, Day Care, Cultural	No change
Gross floor area (sq. ft.)		School: 120,000 Day Care: 10,000 Cultural: 16,000	School: 120,000 Day Care: 10,000 Cultural: 16,000	No change
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):		4.31 acres	5.63 acres	1.32 acres
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	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," describe:	Transportation/ Infrastructure (train yard; LIRR support facilities; bus operator; DSNY facilities)	Transportation/ Infrastructure (train yard; LIRR support facilities)	Transportation/ Infrastructure (train yard; LIRR support facilities)	
PARKING				
Garages	<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 the following:				
No. of public spaces		0	0	
No. of accessory spaces		225	Proposed Project: 725 Alternative Scenario: 725	Proposed Project: 500 Alternative Scenario: 500
Operating hours		24/7	24/7	
Attended or non-attended		Attended	Attended	
Lots	<input checked="" type="checkbox"/> YES <input 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	0			
No. of accessory spaces	80			
Operating hours	9-5, M-F			
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				
Residents	<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 number:		5,872	Proposed Project: 2,562 Alternative Scenario: 4,891	Proposed Project: (3,310) Alternative Scenario: (981)
Briefly explain how the number of residents was calculated:	Based on 2020 U.S. Census data for average household size (1.70 persons/household) in Manhattan Census Tract 99.03.			
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	1 commercial use and 2 public utility uses	TBD	TBD	
No. and type of workers by business	LIRR; Private Bus Operator; DSNY	9,470 (Residential 138; School 68; Day Care 10; Cultural Space 16; Office 8,740; Retail 494; Parking 5)	Proposed Project: 13,959 (Residential 60; School 68; Day Care 10; Cultural 16; Office 8,720; Retail 74; Parking 11; Hotel and Gaming Facility 5,000) Alternative Scenario: 16,788 (Residential 115; School 68; Day Care 10; Cultural 16; Office 16,164; Retail 405; Parking 10)	Proposed Project: 4,489 Alternative Scenario: 7,318
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	1 employee/25 dwelling units (residential); 1 employee/11 students (school); 1,000 sf/employee (community facility and cultural); 250 sf/employee (office); 333 sf/employee (retail); 1 employee/50 parking spaces. Hotel and gaming facility employment numbers provided by Applicant.			
Other (students, visitors, concert-goers, etc.)	<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	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If any, specify type and number:		Cultural: 216 daily visitors	Cultural: 216 daily visitors Resort: 20,000 visitors (incl. hotel guests)	Proposed Project: 20,000 Alternative Scenario: 0
Briefly explain how the number was calculated:	Cultural space assumes 216 daily visitors based on standard CEQR museum daily person trip rates (assumes all trips are visitors and assumes 2 trips per visitor). Resort visitors obtained from Applicant.			
ZONING				
Zoning classification	C6-4; HY (Subdistrict F)	No change	No change	
Maximum amount of floor area that can be developed	10 FAR	No change	No change	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Use: transportation & utility; parking facilities, office & commercial; residential & mixed residential/commercial; industrial & manufacturing; open space Zoning: M2-3; C6-4; M1-6; Special Hudson Yards District; Special West Chelsea District	No change	No change	
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 checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See page 11a		
(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 checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the Consistency Assessment Form . See page 11a		
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 checked="" type="checkbox"/>	<input 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 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 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 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 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 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 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input checked="" type="checkbox"/>	<input 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. Early Childhood Programs		
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 Early Childhood Programs 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. 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 utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iii. 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"/>
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) Would the project generate more than 200 additional residents or 500 additional employees?	<input checked="" 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. See page 11a		

	YES	NO
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. See page 11a		
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 type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 . See page 11a		
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 checked="" type="checkbox"/>	<input 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 Protection Plan Project Tracking 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(d) 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 the Hazardous Materials Appendix (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(f) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(g) 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"/>
(h) 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"/>
(i) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See page 11a		
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See page 11a	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
(c) If the proposed project located in a separately sewer area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input 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 type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewer or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(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 page 11a		
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): TBD in EIS		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input checked="" type="checkbox"/>	<input 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): TBD in EIS		
(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, bus trips, or 50 Citywide Ferry Service ferry 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), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	<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, bus stop, or Citywide Ferry Service landing?	<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 checked="" type="checkbox"/>	<input 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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See page 11a		
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"/>
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.	<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 114 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"/>

	YES	NO
(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 checked="" type="checkbox"/>	<input type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See attachment.		
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. See page 11a		
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. See page 11a		
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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. See page 11a		
20. APPLICANT'S CERTIFICATION		
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.		
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.		
APPLICANT/REPRESENTATIVE NAME Andrew Rosen	SIGNATURE <i>Andrew Rosen</i>	DATE 2/20/2024
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.		

Project Description, Screening Analyses and Additional Technical Information for EAS Part II

This Environmental Assessment Statement (EAS) and the Environmental Impact Statement (EIS) for the Western Rail Yard Modifications project (the “Proposed Project”) are being prepared in accordance with New York City Environmental Quality Review (CEQR). All analyses have been prepared in accordance with the methodologies presented in the 2021 *CEQR Technical Manual*. Tasks associated with each technical analysis are also described in the Draft Scope of Work. The Draft Scope of Work provides a detailed project description, including information regarding the Proposed Project and the Proposed Actions.

PROJECT DESCRIPTION

DEVELOPMENT SITE

The Development Site consists of Manhattan Block 676, Lots 1 and 5, and occupies the entire area bounded by West 30th and West 33rd Streets and Eleventh and Twelfth Avenues (see **Figures 1 through 3**). The Development Site is a superblock zoning lot with an area of approximately 571,592 square feet (approximately 13 acres). The Development Site is located in a C6-4 zoning district and is designated as Subdistrict F of the Special Hudson Yards District. Subdistrict F encompasses the western half of the MTA's John D. Caemmerer West Side Yard (see **Figure 4**). The primary use of the Development Site is as an LIRR train yard with the capacity for 386 train cars on 30 tracks. The Development Site also contains other LIRR facilities that support the daily operation of LIRR, including a railroad-interior cleaning facility, storage, and buildings that house other operational functions (see **Figure 5**). The northernmost section of the High Line public open space runs along the western and southern edges of the Site, along Twelfth Avenue and West 30th Street, respectively. Other important transportation infrastructure facilities are located beneath the Development Site, including tunnels for Amtrak's Hudson River and Empire Lines. The southern section of the Development Site, between the approximate location of West 31st Street and West 30th Street, is generally at the same grade as West 30th Street. A portion of this southern section will include a below-grade tunnel casing now under construction as part of Amtrak's Gateway Program.

PROPOSED PROJECT

The Applicant, WRY Tenant LLC, is seeking the Proposed Actions to facilitate a mixed-use commercial and residential development on the Development Site which, as described further below, would include a gaming facility and restaurant, retail, and hotel resort complex located along West 33rd Street (the Proposed Project). The Proposed Project's gaming use requires an approval from the New York State Gaming Facility Location Board. The applicant intends to proceed with the Proposed Project upon receipt of the Proposed Actions and the gaming license. Given the fact that there is an ongoing state process underway to designate locations for downstate gaming licenses, the Applicant is also presenting for environmental analysis purposes an Alternative Scenario that reflects a similar density and the same open space configuration as the Proposed Project. Both the Proposed Project and the Alternative Scenario require the construction of a platform over approximately two-thirds of the railyard. Each development scenario would provide the same amount of parking (up to 725 spaces accessory to residential and commercial uses) and result in the same amount of publicly accessible open space (5.63 acres) and the same amount and type of development along West 30th Street, including a primarily residential building (Site/Building A) and a primarily commercial building (Site/Building B) at Eleventh Avenue. Each development scenario would also assume the adoption of a City Map amendment, which would adjust the grade of West 33rd Street, which currently slopes significantly between Eleventh and Twelfth Avenues, to align with the level of the proposed development and enhance public access to the Development Site. The area affected by the proposed City Map amendment and revocable consent, together with the Development Site, is identified as the “Affected Area.”

Under the Proposed Project, the Development Site would be developed with approximately 6,226,560 gsf in three buildings (see **Figures 6a and 6b**). Site A, located in the southwest portion of the Development Site, would be developed with an approximately 1.2 million-gsf building (Building A). Building A would be approximately 80 stories (approximately 1,172 feet) tall and would contain approximately 1,208,623 gsf of residential use (1,507 units) and 12,250 gsf of ground floor retail. Building A would contain approximately 324 rental units that would be set aside as affordable housing.

Site B, at West 30th Street and Eleventh Avenue, would be developed with a 74-story (approximately 1,366-foot-tall) office tower on a podium with a height up to 200 feet (Building B). Building B would contain 2,179,899 gsf of office space, 16,000 gsf of space for a local cultural institution, 12,388 gsf of ground floor retail, a 10,000 gsf day care center, and 120,000 gsf for a public school. For the purposes of environmental review, it is assumed that the public school would include 420 elementary seats and 330 intermediate seats as was analyzed in the 2009 FEIS. The EIS will include a discussion of any updated programming for the school, if applicable. Approximately 225 parking spaces would be provided for Sites A and B, including 200 accessory spaces for residential uses and 25 spaces accessory to retail and commercial uses. There would also be a separate LIRR parking area with 30 spaces, which would be located adjacent to the train tracks at track level (26 spaces for LIRR employee vehicles and 4 spaces for LIRR maintenance trucks). The 30 LIRR spaces currently exist on the Development Site.

Site C (the northern portion of the Site) would be developed with an approximately 2,667,400 gsf gaming facility and hotel resort complex along West 33rd Street. It would contain a 1,500-key hotel as well as 250 extended stay units, gaming space, ballroom and conference space, amenity space, retail and food and beverage facilities, lobbies for the proposed hotel and resort, and parking. The proposed complex would contain a 5-story (up to 200-foot-tall) gaming/resort facility podium; development above the podium on Site C would reach a maximum height of 80 stories (approximately 1,189 feet). Approximately 500 accessory parking spaces for commercial uses would be provided on Site C.

Eight new curb cuts are proposed under the Proposed Project. Three curb cuts would be located along West 30th Street for parking/drop-off and loading; four curb cuts would be located along West 33rd Street for parking and drop-off; and a curb cut is proposed along Eleventh Avenue for loading. An existing curb cut along Twelfth Avenue that provides LIRR access would remain.

ALTERNATIVE SCENARIO

Under the Alternative Scenario, the Development Site would be developed with a total of approximately 6,179,873 gsf, including approximately 4,040,879 gsf of office, 134,785 gsf of retail, 1,858,209 gsf of residential (2,877 units), and 146,000 gsf of community facility space, consisting of a public school, day care, and cultural facilities, in five buildings (see **Figures 7a and 7b**).

Sites A and B would contain the same mixed use development described above. Under the Alternative Scenario, Site C would be developed with up to three adjacent buildings (Sites C-1, C-2, and C-3). Site C-1 would contain a 59-story office tower (approximately 1,159 feet tall) on a podium with a height up to 200 feet at West 33rd Street at Eleventh Avenue. The building on Site C-1 would contain 1,860,980 gsf of office and commercial amenity space and 27,472 gsf of ground floor retail. Sites C-2 and C-3 would be developed on a shared podium up to 200 feet in height farther west along 33rd Street toward Twelfth Avenue. Sites C-2 and C-3 would each contain a 39-story (approximately 800-foot-tall) residential tower. The residential developments along West 33rd Street would collectively contain 649,586 gsf of residential space, including amenities (approximately 1,370 units), 82,675 gsf of ground floor retail space, and 224,800 gsf of below-grade LIRR support space (which would include ventilation plenum space, fan plants, fuel oil tanks and pump rooms, diesel hoods, storage, electrical/utility closets, and circulation corridors). A 500-space parking garage would be developed on Site C, providing accessory parking to commercial and residential uses along West 33rd Street.

Curb cuts under the Alternative Scenario would be the same as under the Proposed Project.

BUILD YEAR

The Applicant plans to construct the Proposed Project in one phase, anticipated to be complete in 2030 (60 months total). Therefore, a build year of 2030 will be examined to assess the potential impacts of the Proposed Actions.

ACTIONS NECESSARY TO FACILITATE THE PROPOSAL

To facilitate the Proposed Project, a number of approvals are required, including discretionary actions that are subject to New York City Environmental Quality Review (CEQR). The Proposed Project is also subject to the City's Uniform Land Use Review Procedure (ULURP). The lead agency for the environmental review is the Department of City Planning (DCP). The Proposed Actions consist of the following:

- A text amendment to Zoning Resolution (ZR) Section 93-58 (Special Permit for Modification of Height and Setback Regulation) to allow for modifications to the use and public open space regulations applicable to Subdistrict F;

- A special permit pursuant to ZR Section 93-58 (Special Permit for Modification of Height and Setback Regulation) to modify the following regulations applicable in Subdistrict F:
 - ZR Section 93-14(b)–(d) (Ground Floor Level Requirements) with respect to ground floor level requirements regarding retail space, lobby space, and transparency;
 - ZR Section 93-16(b) (Modification of Sign Regulations) with respect to allowable signage;
 - ZR Section 93-56 (Special Height and Setback Regulations in Subdistrict F) with respect to height and setback rules; and
 - ZR Sections 93-75 (Publicly Accessible Open Spaces in Subdistrict F), 93-76 (Publicly Accessible Private Streets and Pedestrian Ways in Subdistrict F), 93-77 (Design Criteria for Public Access Areas in Subdistrict F), and 93-78 (Site and Landscape Plans for Public Access Areas in Subdistrict F) with respect to the public open space to be provided in connection with the development on the WRY Site;
- A special permit pursuant to ZR Section 13-45 (Special Permits for Additional Parking Spaces) to allow additional parking spaces in the below-ground parking garage to be located on the northern portion of the Development Site;
- An authorization pursuant to ZR Section 13-441 (Curb Cuts) to locate a curb cut on a wide street;
- An amendment of the City Map to adjust the grade of West 33rd Street between Eleventh and Twelfth Avenues;
- A modification of the previously-approved Declaration of Restrictions for Subdistrict F of the Special Hudson Yards District; and
- A revocable consent for a staircase and elevator in the 33rd Street sidewalk at Twelfth Avenue to provide access for the public and visitors to the Site.

In addition, the proposed gaming facility for the Proposed Project requires discretionary approval from the New York State Gaming Facility Location Board, which will serve as an Involved Agency for the environmental review under the New York State Environmental Quality Review Act (SEQRA).

ANALYSIS FRAMEWORK

The *CEQR Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis. The environmental review will consider the Proposed Actions' potential adverse impacts on its environmental setting. A build year of 2030 will be examined to assess the potential impacts of the Proposed Actions. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives include descriptions of existing conditions, conditions in the future without the Proposed Actions (the No Action Condition), and conditions in the future with the Proposed Actions (the With Action Condition). The incremental difference between the No Action and With Action Conditions is analyzed to determine the potential environmental effects of the proposed actions.

NO ACTION CONDITION

In the No Action Condition, it is assumed that the WRY Site will be developed with 4.5 million zsf (5,009,725 gsf) of residential, commercial, and community facility space at the time of the build year (2030). This scenario is based on the Maximum Commercial Scenario analyzed in the 2009 FEIS and is allowable under the WRY Site's current zoning. In the No Action Condition, development is assumed on Site B, Site C-1 and Site C-2. Site B, at West 30th Street and Eleventh Avenue, will contain a new, approximately 1,596,22-gsf primarily residential building (Building B). Building B will be approximately 81 stories (approximately 810 feet tall) and will contain approximately 2,220 units, 16,000 gsf of space for a local cultural institution, 28,000 gsf of ground floor retail, and 120,000 gsf for a public school. For the purposes of environmental review, it is assumed that the public school will include 420 elementary seats and 330 intermediate seats as was analyzed in the 2009 FEIS. The EIS will include a discussion of any updated programming for the school, if applicable. Additionally, Building B will include a 10,000-gsf day care center. Approximately 324 rental units will be set aside as affordable housing. Approximately 225 accessory parking spaces will be provided in a below-grade garage for Site B. In addition, 30 spaces for the LIRR (26 spaces for LIRR employee vehicles and 4 spaces for LIRR maintenance trucks) will be accommodated on the Development Site.

Site C-1 will contain a 66-story (approximately 950-foot-tall) office tower at West 33rd Street at Eleventh Avenue. Site C-1 will be developed with 2,185,000 gsf of office and 136,500 gsf of retail. Site C-2 will be developed farther west along 33rd

Street towards Twelfth Avenue and will contain an approximately 81-story (approximately 810-foot-tall), 1,092,000-gsf residential tower with approximately 1,234 units. One curb cut will be located near Eleventh Avenue to provide access to a proposed parking garage and loading dock underneath Site C-1. Existing curb cuts on Twelfth Avenue and West 33rd Street will remain in order to provide LIRR access to the site, and the grade of West 33rd Street will remain as in existing conditions. In total, the Development Site will contain 225 parking spaces, exclusive of 30 spaces for the LIRR.

In total, it is assumed that in the No Action Condition the WRY Site will be developed with approximately 5,009,725 gsf, including 2,185,000 gsf of office space, 164,500 gsf of retail, 2,514,225 gsf of residential space, and 146,000 gsf of community facility space in three buildings, and 4.31 acres of publicly accessible open space.

WITH ACTION CONDITION

The Applicant is seeking the Proposed Actions to facilitate the Proposed Project, a mixed-use commercial and residential development that would include a gaming facility and restaurant, retail, and hotel resort complex on the Development Site. The Proposed Project's gaming use requires an approval from the New York State Gaming Facility Location Board. The Applicant intends to proceed with the Proposed Project upon receipt of the Proposed Actions and the Gaming Facility License. Given the fact that there is an ongoing state process underway to designate locations for downstate gaming licenses, the Applicant is also presenting for environmental analysis purposes an Alternative Scenario that reflects a similar density and the same open space configuration as the Proposed Project. Therefore, this environmental review also considers the Alternative Scenario as well as the Proposed Project in the With Action Condition. Both development scenarios would result in the same amount of publicly accessible open space and the same amount and type of development along West 30th Street. Both scenarios assume the adoption of a City Map amendment, which would adjust the amount and type of development along West 30th Street, and that the grade adjustment would occur with the development of the norther portion of the WRY Site. Both scenarios are assumed to be completed and operational by 2030.

See **Tables 1 and 2** for a comparison of the No Action and With Action Conditions and the incremental development for the Proposed Project and Alternative Scenario.

Table 1
Development Program Summary – Proposed Project¹

Use	No Action*	With Action	Increment
Residential (gsf)	2,514,225	1,208,623	-1,305,602
Dwelling Units – Total	3,454	1,507	-1,947
<i>Affordable Units</i>	324	324	0
<i>Market Units</i>	3,130	1,183	-1,947
Community Facility – School (gsf)	120,000	120,000	0
<i>Elementary Seats</i>	420	420	0
<i>Intermediate Seats</i>	330	330	0
Community Facility – Day Care (gsf)	10,000	10,000	0
Cultural Space (gsf)	16,000	16,000	0
Office (gsf)	2,185,000	2,179,899	-5,101
Retail – Non-Resort (gsf)	164,500	24,638	-139,862
Gaming and Resort (gsf) ^{1,2}	0	2,667,400	2,667,400
<i>Hotel (gsf)</i>	0	1,175,707	1,175,707
<i>Keys</i>	0	1,500	1,500
<i>Hotel - Extended Stay Units (gsf)</i>	0	424,059	424,059
<i>Keys</i>	0	250	250
<i>Gaming Area (gsf)</i>	0	251,055	251,055
<i>Retail (gsf)</i>	0	34,250	34,250
<i>Food/Beverage (gsf)</i>	0	90,023	90,023
<i>Resort Amenities (gsf)</i>	0	154,900	154,900
Parking (spaces)	225	725	500
Open Space (acres)	4.31	5.63	1.32
Total (gsf)²	5,009,725	6,226,560	1,216,835
Notes: 1. Includes back-of-house space.			
2. Total gsf does not include parking, mechanical, or LIRR infrastructure/support space.			

¹ Proposed Project mechanical/parking area would be approximately 290,247 gsf of resort podium and hotel tower mechanical area, 277,294 gsf of office mechanical space area at approximately 12 percent of the building gross, and 125,852 gsf of residential mechanical area at approximately 10 percent the total gross residential area. Loading dock and parking areas would comprise approximately 152,732 gsf of development.

Table 2

Development Program Summary – Alternative Scenario¹

Use	No Action	With Action	Increment
Residential (gsf)	2,514,225	1,858,209	-656,016
Dwelling Units – Total	3,454	2,877	-577
<i>Affordable Units</i>	324	324	0
<i>Market Units</i>	3,130	2,553	-577
Community Facility – School (gsf)	120,000	120,000	0
<i>Elementary Seats</i>	420	420	0
<i>Intermediate Seats</i>	330	330	0
Community Facility – Day Care (gsf)	10,000	10,000	0
Cultural Space (gsf)	16,000	16,000	0
Office (gsf)	2,185,000	4,040,879	1,855,879
Retail (gsf)	164,500	134,785	-29,715
Parking (spaces)	225	725	500
Open Space (acres)	4.31	5.63	1.32
Total (gsf)	5,009,725	6,179,873	1,170,148
Note: Total gsf does not include parking, mechanical or LIRR infrastructure/support space.			

SCREENING ANALYSES AND ADDITIONAL TECHNICAL INFORMATION FOR EAS PART II

As detailed in the EAS form and below, the following technical areas have been screened out and will not be analyzed in the EIS: socioeconomic conditions—direct residential displacement; socioeconomic conditions—direct business displacement; community facilities—outpatient health care facilities; community facilities—police and fire protection services. Further, based on the preliminary thresholds presented in the *CEQR Technical Manual*, the Proposed Project is not expected to trigger detailed analyses of public schools, public libraries, or child care centers. If unmitigated significant adverse impacts in air quality, water quality, hazardous materials, or noise are identified in the EIS analysis, and DCP determines that a public health assessment is warranted, an analysis will be provided for that specific technical area, as described in the Draft Scope of Work.

LAND USE, ZONING, AND PUBLIC POLICY

According to the *CEQR Technical Manual*, a land use analysis characterizes the uses and development trends in the area that may be affected by a project, describes the public policies that guide development, and determines whether a project is compatible with those conditions and policies or whether it may affect them. As the Proposed Project requires zoning actions, the EIS will include a land use, zoning, and public policy analysis, which is described in the Draft Scope of Work. The Development Site is within New York City’s Coastal Zone; therefore, the EIS also will provide a completed New York City Waterfront Revitalization Program Consistency Assessment Form and a WRP policy assessment (see **Figure 8**).

SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. According to the *CEQR Technical Manual*, six 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 increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on specific industries.

¹ The Alternative Scenario office mechanical space area (506,829 gsf) would be approximately 12 percent of the building gross, which is in the typical range (10 to 12 percent) for Class A office buildings. Residential mechanical area (approximately 183,560 gsf) is approximately 10 percent the total gross residential area. Loading dock and parking areas would comprise approximately 152,732 gsf of development.

DIRECT RESIDENTIAL DISPLACEMENT

Direct residential displacement is the involuntary displacement of residents from a site directly affected by an action. The Proposed Actions would not result in the direct displacement of any residents. Therefore, an assessment of direct residential displacement is not warranted.

DIRECT BUSINESS DISPLACEMENT

Direct business displacement is the involuntary displacement of businesses from a site directly affected by an action. The Proposed Actions would not result in any direct business displacement. Therefore, an assessment of direct business displacement is not warranted.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement can occur if a project either introduces a trend or accelerates a trend of changing socioeconomic conditions that leads to increased residential rents, which in turn may displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

Under CEQR, a preliminary indirect residential displacement assessment is warranted if a project introduces more than 200 incremental units compared to a No Action Condition. The Proposed Actions would result in a net decrease in residential dwelling units. Therefore, the Proposed Actions do not have the potential to introduce a trend or accelerate a trend that would alter residential market conditions and would not result in significant adverse impacts due to indirect residential displacement.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The indirect business displacement analysis determines whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products and services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of this analysis is to determine whether a proposed action has potential to introduce such a trend.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. Following *CEQR Technical Manual* guidelines, the detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. Therefore, as described in the Draft Scope of Work, a preliminary assessment of indirect business displacement will be prepared.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

An assessment of potential business displacement due to retail market saturation (i.e., competition) is not warranted. The Proposed Actions are not expected to add to or create a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in potential for disinvestment on local retail streets. According to the guidelines established in the *CEQR Technical Manual*, projects resulting in less than 200,000 gsf of retail on a single development site would not typically result in socioeconomic impacts warranting assessment. The Proposed Actions would result in a net decrease in retail uses as compared to the No Action Condition on the Development Site by 2030.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

As described in the Draft Scope of Work, based on the findings of the indirect business displacement assessment described above, a preliminary assessment of potential adverse effects on specific industries may be warranted.

COMMUNITY FACILITIES AND SERVICES

Community facilities are public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection. The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The Proposed Actions would not result in the physical alteration or displacement of any community facilities. As it would not result in any direct effects on police/fire stations and health care services, detailed analyses of these areas are not required. However, for informational purposes, a description of existing police, fire, and health care facilities serving the Development Site will be provided in the EIS.

With respect to indirect effects on community facilities, each scenario would result in a net decrease of residential units: the Proposed Project would result in a decrease of 1,947 units as compared to the No Action Condition and the Alternative Scenario would result in a decrease of 577 units as compared to the No Action Condition. In addition, there would be no net change to the amount of affordable units provided because 324 affordable units would be provided irrespective of the Proposed Actions in each scenario. According to the *CEQR Technical Manual*, the incremental number of total and affordable units fall below preliminary thresholds that indicate the need for detailed analyses of indirect effects on community facilities, as specified below:

PUBLIC SCHOOLS

According to the *CEQR Technical Manual*, a project that would result in more than 50 new elementary/middle school or 150 high school students warrants a detailed analysis. Table 6-1 of the *CEQR Technical Manual* states that the School Construction Authority's (SCA's) Projected Public School Ratio should be used to determine the threshold for detailed analysis in that Community School District (CSD). For Manhattan CSD 2, in which the Development Site is located, SCA's Projected Public School Ratio multipliers are 0.04 for elementary school students, 0.01 for middle school students, and 0.02 for high school students. Therefore, under these ratios a project in Manhattan CSD 2 would meet the threshold for a detailed analysis if it would create 1,000, or 7,500 more new residential units, for elementary/middle, and high schools, respectively. As stated above, the Proposed Project falls below these thresholds.

Additionally, the Proposed Project would include a 120,000-gsf public school. For the purposes of environmental review, it is assumed that the public school would include 420 elementary seats and 330 intermediate seats, as was analyzed in the 2009 FEIS. The EIS will include a discussion of any updated programming for the school, if applicable.

LIBRARIES

The preliminary threshold for an analysis of libraries is a greater than five percent increase in the ratio of residential units to libraries in the borough. For Manhattan, this is equivalent to an increase of 1,033 residential units. As stated above, the Proposed Project falls below this threshold.

EARLY CHILDHOOD PROGRAMS

In Manhattan, projects that generate more than 20 eligible children based on the number of new low/moderate-income residential units require an assessment. For Manhattan, the threshold is an increment of 170 low/moderate-income residential units. As stated above, the Proposed Project falls below this threshold.

OPEN SPACE

The Proposed Actions would not directly displace any publicly accessible open spaces. With respect to potential indirect effects, the Proposed Actions would result in development that would exceed the 500-worker threshold requiring an analysis of potential impacts to non-residential open space. Therefore, as described in the Draft Scope of Work, an assessment of open space within ¼-mile of the Development Site will be prepared, and will include a discussion of the open space proposed to be developed with the Proposed Actions.

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 incremental height, or of any height if the project site is adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Actions would result in new buildings greater than 50 feet in incremental height on the Development Site, and of a different configuration than what is assumed to be developed on the Development Site in the No Action Condition. In addition, the northernmost section of the High Line public open space runs along the western and southern edges of the Development Site, the Hudson Yards open spaces are located on the east side of Eleventh Avenue across from the Development Site, and Hudson River Park and the Hudson River are located on the west side of Twelfth Avenue/Route 9A across from the Development Site. A shadows assessment is therefore required to determine whether the proposed structures could cast project-generated shadow on any sunlight-sensitive resources. A shadows study will be provided in the EIS, as described in the Draft Scope of Work.

HISTORIC AND CULTURAL RESOURCES

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project has the potential to affect either archaeological or architectural resources. The potential archaeological sensitivity of the Western Rail Yard was assessed in the 2004 *No. 7 Subway Extension—Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (FGEIS)*. For that project, the New York City Landmarks Preservation Commission (LPC) completed an initial review of the project area that was based on historic maps and existing subsurface information, including boring logs. Additional research and fieldwork were completed for sites located within the Hudson Yards rezoning project area that were identified as potentially sensitive for archeological resources. The Hudson Yards FGEIS concluded that none of the lots located on the WRY Site were sensitive for archaeological resources. In a comment letter dated February 2, 2024, LPC determined that Block 676, Lots 1 and 5 have no archaeological or architectural significance.

Because the Development Site includes segments of the High Line and the New York Improvements and Tunnel Extension of the Pennsylvania Railroad, both of which have been determined eligible for listing on the National Register of Historic Places, the Proposed Actions have the potential to result in impacts to architectural resources. Therefore, a historic and cultural resources analysis will be prepared for the EIS, as described in the Draft Scope of Work.

URBAN DESIGN AND VISUAL RESOURCES

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared, with a detailed analysis prepared if warranted based on the preliminary assessment. The Proposed Actions would result in physical changes to the Development Site beyond those allowable by existing zoning and that could be observed by a pedestrian from street level. Therefore, an analysis of urban design and visual resources will be prepared for the EIS, as described in the Draft Scope of Work.

NATURAL RESOURCES

The *CEQR Technical Manual* defines natural resource as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Existing natural resources within and in the immediate vicinity of the Development Site will be characterized, including floodplains, terrestrial natural resources (ecological communities and wildlife), aquatic resources of the Hudson River to the extent needed to evaluate the potential for the Proposed Actions to affect these resources. An analysis of potential impacts to natural resources will be prepared for the EIS, as described in the Draft Scope of Work. The natural resources assessment will evaluate the potential for the Proposed Project to affect terrestrial natural resources (e.g., the High Line), including short-term construction effects, long-term effects such as the potential for bird strikes with the proposed buildings, the potential for beneficial effects from project landscaping, and the potential for the project to result in impacts to aquatic resources such as through the discharge of stormwater.

HAZARDOUS MATERIALS

The *CEQR Technical Manual* identifies examples of projects where a hazardous materials assessment is warranted including rezonings (or other discretionary approvals) allowing commercial or residential uses in an area in or within close proximity to current or previous uses, including rail yards / lines, manufacturing and facilities listed in the Hazardous Materials Appendix of the Manual, which include dry cleaners, gas stations, etc. Sites with historical/urban fill also require assessment as do sites where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) located on or near the site.

For the portion of the Development Site that is on solid ground, sites in this area of Manhattan commonly have fill and may also have other contaminants present. The Development Site is also an active rail yard. Soil and groundwater beneath a site can be contaminated because of past or present uses on that site or adjacent properties. The EIS assessment will incorporate the conclusions of previous environmental studies, as appropriate, conducted for the Development Site, and will identify remedial measures from the 2009 FEIS identified in Restrictive Declaration (R-230), and the 2021 FEIS for the Western Rail Yard Infrastructure Project. The EIS will also evaluate the potential for contamination to be present in the area where construction activities would occur and will describe measures to avoid or minimize potential exposure to the public and construction workers from any contaminants during construction. Because the Proposed Actions meet these criteria, a hazardous materials assessment will be prepared, 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, assess the effects of such projects to determine whether their impact is significant, and present potential mitigation strategies and alternatives. An analysis of water and sewer infrastructure is warranted because the Development Site is located in a combined sewer area and the Proposed Actions would result in an incremental development of over 250,000 square feet of commercial space, which is the CEQR threshold for requiring a preliminary analysis of wastewater and stormwater conveyance and treatment. The Proposed Project is also expected to result in demand for water exceeding 1 million gallons per day (gpd), which is the CEQR threshold for requiring a preliminary analysis of water supply infrastructure. Since the Proposed Actions meet these criteria, the EIS will contain a water and sewer infrastructure assessment as described in the Draft Scope of Work.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would result in new development on the Development Site that would require sanitation services. According to the *CEQR Technical Manual*, an assessment of solid waste is warranted for projects that have the potential to generate substantial amounts of solid waste (50 tons per week or more). Therefore, the EIS will estimate the Proposed Project's anticipated solid waste generation and will provide an assessment of the Proposed Project's effects on the City's solid waste and sanitation services, as detailed in the Draft Scope of Work.

ENERGY

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts, and as such would not require a detailed energy assessment. For CEQR purposes, energy impact analysis focuses on an action's consumption of energy. As detailed in the Draft Scope of Work, an energy assessment will be provided in the EIS, which will give an estimate of the additional energy consumption associated with the Proposed Project, including an estimate of the demand load on electricity, gas, and other energy sources, and assess the potential effects of the Proposed Project on the available energy supply.

TRANSPORTATION

The transportation studies for the proposed project encompass five distinct elements—traffic, parking, transit, pedestrians, and vehicular and pedestrian safety. The *CEQR Technical Manual* states that quantified transportation analyses may be warranted if a proposed action results in 50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour. As detailed in the Draft Scope of Work, the evaluation of potential transportation-related impacts associated with a proposed development begins with screening assessments, which encompass the preparation of travel demand estimates (Level-1 screening analysis) and/or trip assignments (Level-2 screening analysis), to determine if detailed analyses would be warranted to address the potential impacts project-generated trips may have on the transportation system. If the Level-1 screening analysis results show that the Proposed Actions would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particular route in one direction), and/or 200 or more peak hour pedestrian trips, a Level-2 screening analysis would be undertaken. If the results of the Level-2 screening analysis show that the Proposed Actions would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or

more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant transportation impacts. The EIS will provide an analysis of the potential for significant transportation impacts. The Proposed Project's estimated parking demand would be compared to on-site and/or nearby off-site parking supply to determine if there is a potential for a parking shortfall. Regarding vehicular and pedestrian safety, if the above screening assessments conclude the need for detailed analyses of traffic intersections and/or pedestrian crosswalks, an evaluation of recent crash data at those locations would be undertaken to identify high crash locations and/or recommend potential safety improvement measures, where appropriate. A description of the tasks to be undertaken for the transportation analysis of the EIS is provided in the Draft Scope of Work.

AIR QUALITY

The number of project-generated vehicle trips is anticipated to exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in a peak hour at one or more intersections and/or the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311, of the *CEQR Technical Manual*. Therefore, a screening analysis for mobile sources will be performed. If screening thresholds are exceeded, a detailed mobile source analysis would be required. If any industrial sources of emissions are identified within the 400-foot study area, an analysis will be performed using procedures described in the *CEQR Technical Manual*. The Proposed Project's parking facilities will be analyzed to determine their effect on air quality. A description of the tasks to be undertaken for the air quality section of the EIS is provided in 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 being reviewed in an EIS that would result in the development of 350,000 square feet or greater. The incremental development associated with the Proposed Actions would exceed this threshold. Therefore, in accordance with the *CEQR Technical Manual*, GHG emissions generated by the Proposed Project will be cumulatively quantified, and an assessment of consistency with the City's established GHG reduction goal will be prepared, as described in the Draft Scope of Work. In addition, since the Development Site is within the 0.1 percent annual chance floodplain as indicated on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (PFIRMs), the EIS will assess the potential impacts of climate change on the Proposed Project, including the potential for the Proposed Project to affect flood risk within and in the vicinity of the Development Site.

NOISE

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would introduce noise sensitive receptor(s) in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action would introduce noise sensitive receptor(s) near a heavily trafficked thoroughfare, if an action would be within 1 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 action would result in a playground or would cause a stationary source to operate within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would introduce noise sensitive receptor(s) in an area with high ambient noise levels resulting from stationary sources. It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and that no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. The noise analysis will examine impacts of ambient noise sources (e.g., vehicular traffic from adjacent roadways and surrounding public open spaces) on the proposed uses, the impacts of project-generated traffic on noise-sensitive land uses nearby, and the level of building attenuation necessary to meet CEQR interior noise level requirements. The noise analysis tasks that will be undertaken for the EIS are described in 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. If unmitigated significant adverse impacts are identified in any one of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for that specific technical area, as described in the Draft Scope of Work.

NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, including land use, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation, and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character. Therefore, if warranted based on an evaluation of the proposed project's impacts, an assessment of neighborhood character would be prepared in the EIS, following the methodologies outlined in the *CEQR Technical Manual*, as described in the Draft Scope of Work. Given the range of detailed analyses that will be included in the EIS, it is anticipated that a neighborhood character assessment will be warranted.

CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction activity could affect transportation conditions, community noise patterns, air quality conditions, and mitigation of hazardous materials. A detailed construction analysis will be included in the EIS, as described in the Draft Scope of Work.

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**

IMPACT CATEGORY	YES	NO
Land Use, Zoning, and Public Policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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? 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. Check determination to be issued by the lead agency:</p> <p><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).</p> <p><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.</p> <p><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.</p>		
4. LEAD AGENCY'S CERTIFICATION		
TITLE Deputy Director, EARD	LEAD AGENCY City Planning Commission	
NAME Evren Ulker-Kacar, AICP	DATE February 20, 2024	
SIGNATURE 