DRAFT SCOPING DOCUMENT

for the

Proposed Emergency Ventilation Plant

for the

8th Avenue Subway Line

(between West 4th Street & 14th Street Stations)

and

7th Avenue Subway Line

(between Christopher Street & 14th Street Stations)

Draft Environmental Impact Statement

NEW YORK CITY TRANSIT

June 2007

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A. INTRODUCTION

The purpose of the Proposed Action is principally to provide necessary mechanical emergency ventilation to a section of the New York City subway system between the West 4th Street and 14th Street Stations on the 8th Avenue Subway Line, which currently has no such protection, to improve life safety. Collaterally, because of the proximity of the 7th Avenue Subway Line to the 8th Avenue Subway Line tunnel segment in this area of West Greenwich Village, all reasonable attempts will also be made to provide emergency ventilation to the 7th Avenue Subway Line between the Christopher Street and 14th Street Stations. In this way, one ventilation plant can be used for "double duty" while minimizing the cost, time, and cumulative effects/impacts of constructing more than one ventilation plant over different time periods.

In 1994, MTA New York City Transit (MTA NYCT) completed a comprehensive ventilation study that evaluated every tunnel section in New York City to determine the magnitude of requirements to comply with the National Fire Protection Association (NFPA) 130 Standard[1] for emergency ventilation. A hazard assessment was also conducted to prioritize the locations that should be addressed first, considering engineering, construction, and economic factors. This priority index ranked each MTA NYCT subway tunnel section in order of priority from 1—as most critical for safety—to 252—least critical, and, since then, there has been an ongoing program of rehabilitating, expanding, and constructing new fan (or ventilation) plants throughout the system. The tunnel section between the West 4th Street and 14th Street Stations on the 8th Avenue Subway Line in Greenwich Village has a priority of 10. However, MTA NYCT recognizes that there is a potential to optimize the functionality of the ventilation plant (as described above) by engineering it so that it could also serve some or all of the emergency ventilation needs of the 7th Avenue Subway Line tunnel segment (priority ranking 179) between the Christopher Street and 14th Street Stations.

To achieve the goal of providing emergency ventilation to the tunnel segment on the 8th Avenue Subway Line, several preliminary design methods were considered, including:

1. Inserting fans into the existing empty ventilation chamber within the subway on Greenwich Avenue near 7th Avenue, if physically feasible;
2. Constructing a new ventilation plant(s) *in the streetbed* over or near the existing tunnel section of the 8th Avenue Subway Line and using either "brute force" or a controlled ducting system to move air/smoke in the tunnel; and
3. Constructing a new ventilation plant(s) *off the streetbed* on property and using a plenum (ducting) system to move air/smoke through the tunnel segment.

Because the existing chamber is quite small, there is insufficient room to house the necessary state-of-the-art fans, silencers, and auxiliary equipment.

Based on the preliminary design methods, a site identification process was performed and nine alternatives were identified to support "in the streetbed" and "off the streetbed" possibilities (these are described in Section C of this document); three alternative sites are on property off the streetbed, and six alternative sites are in the streetbed.

[1] *NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems.*

Screening of the alternatives already identified is currently underway. The screening criteria include engineering design considerations such as feasibility, schedule, constructability and cost and environmental criteria. Selection of the preferred alternative(s) from those identified, and any other reasonable alternatives revealed through public scoping (and also screened), including the No-Action alternative, will be evaluated during the Environmental Impact Statement (EIS) process.

Pursuant to the New York State Environmental Quality Review Act (SEQRA), Part 617 6NYCRR:

> *"The basic purpose of SEQR is to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of state, regional and local government agencies at the earliest possible time. To accomplish this goal, SEQR requires that all agencies determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment, and, if it is determined that the action may have a significant adverse impact, prepare or request an environmental impact statement."*

MTA NYCT, acting as lead state agency for the environmental review, prepared an Environmental Assessment Form (EAF) for the project and determined that the project may have significant effects/impacts on the environment. The Proposed Action would be classified as a Type 1 action under SEQRA (Part 617.4(9)) because the alternative sites occur wholly within the Greenwich Village Historic District and may affect: aesthetic/historic/visual resources; open space resources; and, transportation. A Positive Declaration has been issued. The Draft and Final Environmental Impact Statement (DEIS/FEIS) will be prepared in compliance with all applicable state laws and regulations.

The Public Scoping process begins with the publication of this Draft Scoping Document. The purpose of this Draft Scoping Document is to provide the public and agencies with an initial opportunity to comment on the DEIS process including the project's purpose and need, alternatives considered, and the study areas/methodologies to be used in the analyses. This Draft Scoping Document provides a description of the: project's purpose and need (Section B); alternatives under consideration (Section C); potential significant effects/impacts of the project (Section D); methodologies to be used for the DEIS' environmental analyses (Section E); and, the plan for public and agency involvement (Section F). Section G provides information regarding the protocol to be used at the public meeting that will be held on July 11, 2007 to solicit comments on this Draft Scoping Document.

B. PROJECT PURPOSE, NEED AND DESCRIPTION

The original New York City subway system, which was built at the turn of the 20th century, had no ventilation plants—all were added later. The original system relied on the trains' piston action, as well as fresh air from the open gratings (natural ventilation), to ventilate the tunnels. However, the need to further ventilate tunnels was an early concern for MTA NYCT. Though fan equipment was not installed at the outset, fan chambers were excavated and constructed with the intent of equipping them at a later date, if required. In fact, there are still empty fan chambers (having no mechanical equipment) within the system.

In the 1910s and early 1920s, fans were added to the lower Lexington Avenue Subway Line, and subsequent subway lines (including the IND) were constructed with fan plants (or chambers),

though not all of them were equipped with mechanical equipment. This is the case in the subject 8th Avenue Subway tunnel section that exists between the West 4th Street and 14th Street Stations, serving the A, C, and E trains (on Tracks A1, A2, A3, and A4). An unequipped fan chamber exists midway between the stations, located near the intersection of Greenwich Avenue and 7th Avenue (built in 1926). A similar situation exists on the 7th Avenue Subway Line between the Christopher Street and 14th Street stations; existing small, unequipped facilities are located approximately near Perry Street.

The Proposed Action will enable the construction of a new emergency ventilation plant to service the 8th Avenue tunnel section (see Figure 1) approximately mid-distance between the West 4th Street and 14th Street Stations, which will provide improved life safety facilities. The proposed ventilation plant will contain multiple fans having a total capacity of approximately 500,000 CFM in order to achieve the necessary velocity in the tunnel to control the movement of smoke and provide tenable evacuation routes in the tunnel segment. Because the 7th Avenue Subway Line tunnel crosses above the 8th Avenue Subway Line at Greenwich Avenue and 7th Avenue South, the potential exists that the new ventilation plant could also be designed in this vicinity, so as to service both subway tunnels and thus minimize overall cost, time and cumulative environmental effects/impacts of MTA NYCT's program to improve emergency ventilation and life safety conditions.

The Project Study Area is generally as shown on Figure 1 and includes: the central portion of the 8th Avenue Subway Line tunnel section of interest; and, a segment of the 7th Avenue Subway Line tunnel in this vicinity. At the completion of the alternative screening process, which will also include comments from the community and public agencies during the scoping process, the selected ventilation plant alternative(s) will be advanced and studied appropriately in the DEIS.

Construction of the ventilation plant(s) is expected to begin in 2009, and be operational in 2012. The construction period, depending on the selected alternative, could be up to four years, though above-ground disruption (e.g., lane closures) is expected to be limited to less than two years at any one location.

C. PROJECT ALTERNATIVES

Several alternative sites have been preliminarily identified within the Project Study Area by MTA NYCT for the project; these are described below and depicted on Figure 2, Alternative Sites Under Consideration.[2] These alternatives are currently being evaluated for feasibility, constructability, cost, schedule, and environmental effects/impacts and once public input is received through this scoping process, appropriate alternatives will be selected for analysis in the DEIS (in addition to a No-Action alternative).

[2] **Project North** is assumed throughout this document to be aligned with the 8th Avenue Subway Line tunnel segment in this area of West Greenwich Village.

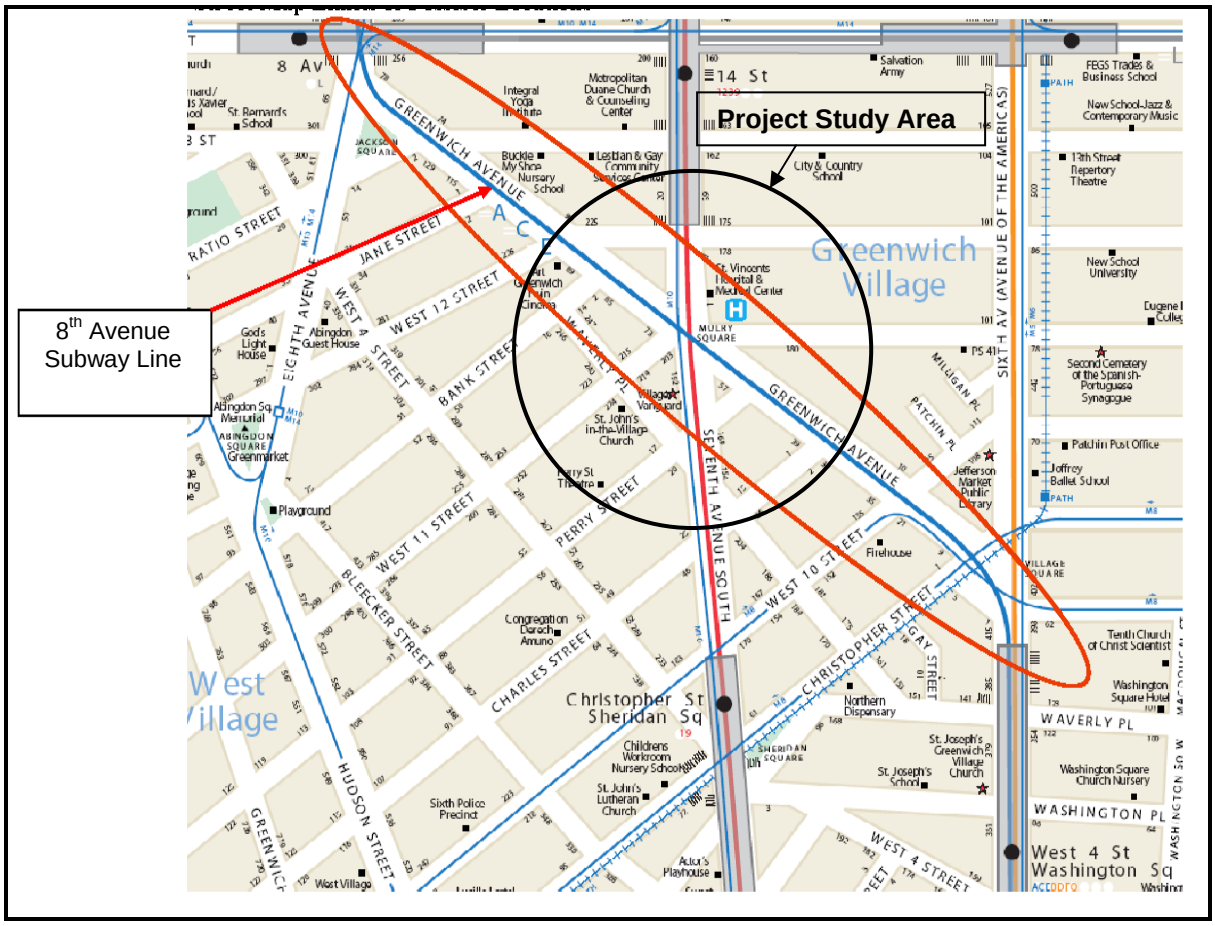
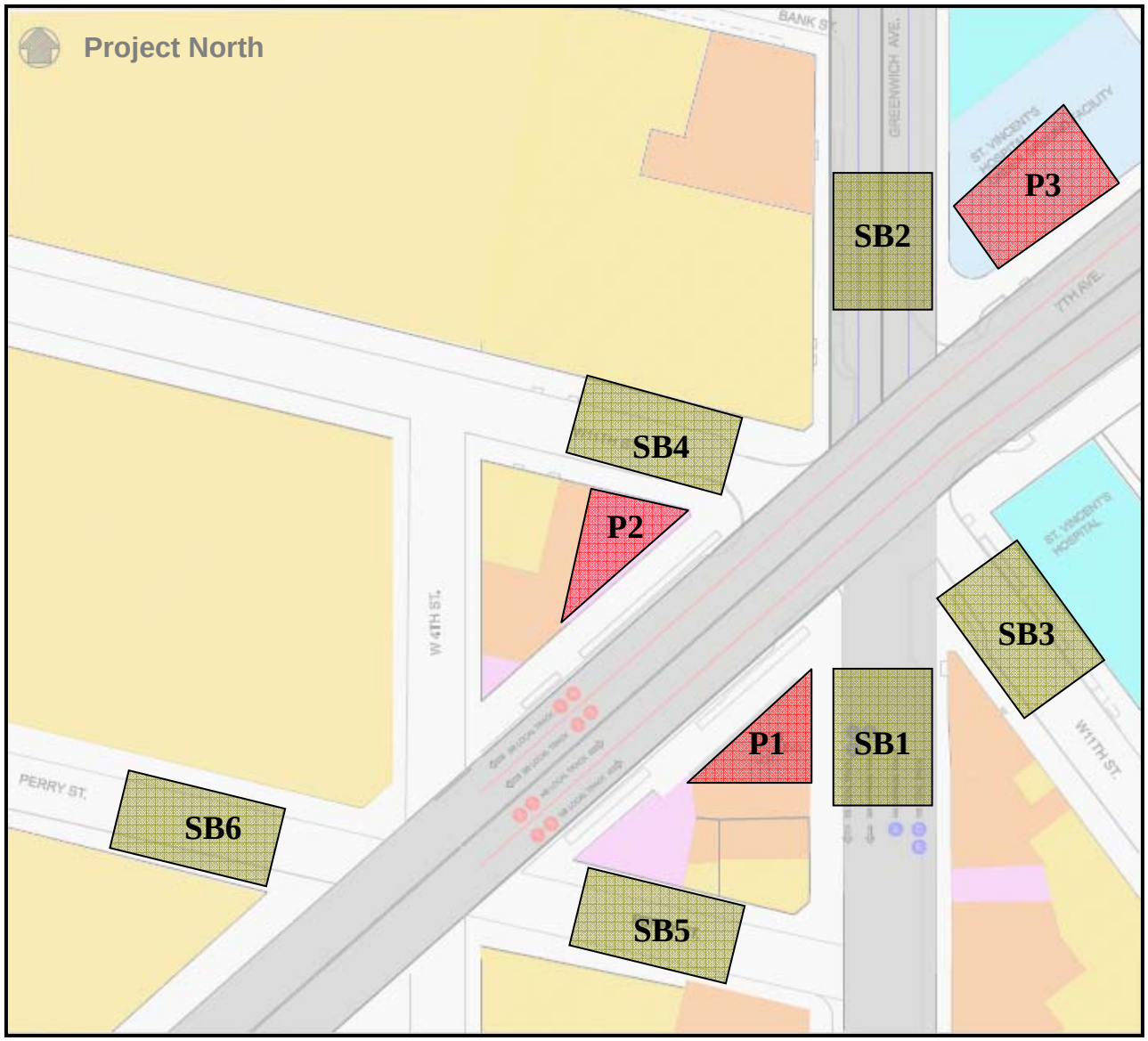


Figure 1: 8th Avenue Subway Tunnel Section and Project Study Area



Off the Streetbed

P1 – 61 Greenwich Avenue

P2 – 192 7th Avenue South

P3 – 76 Greenwich Avenue

In the Streetbed

SB1 – Greenwich Avenue S of 7th Avenue

SB2 – Greenwich Avenue N of 7th Avenue

SB3 – West 11th Street S of 7th Avenue

SB4 – West 11th Street N of 7th Avenue

SB5 – Perry Street S of 7th Avenue

SB6 – Perry Street N of 7th Avenue

Note: *Project North is assumed to be aligned with the 8th Avenue Subway Line Tunnel segment in this Study Area.*

Figure 2: Alternative Sites Under Consideration

The alternatives currently being considered include ventilation plants constructed *off the streetbed* on property (above ground or underground) and *in the streetbed*. The actual required size of each alternative will depend on the feasibility and aspects of connecting the ventilation plant to the affected subway tunnels. Basically, the ventilation plant fan structure will occupy the bulk of the project volume with the remainder accounted for by plenums (ducts) to the particular tunnel sections by "cut-and-cover" or tunneling methods. If tunneling methods prove infeasible, a supplementary ventilation plant would be required.

Off-Streetbed Alternatives

Alternative P1 (61 Greenwich Avenue – Figure 3)

Construct a single ventilation plant on MTA NYCT-owned property at 61 Greenwich Avenue that would serve the 8th Avenue Subway Line NB and SB tracks, and the 7th Avenue Subway Line NB tracks. The SB 7th Avenue Subway Line tunnel would be served with a plenum tunneled under the 7th Avenue Subway Line. If tunneling proves infeasible, construction of a secondary ventilation plant would be required at locations b, c or d. The ventilation plant structure could be constructed above or below grade.

Alternative P2 (192 7th Avenue South – Figure 4)

The single ventilation plant would be located on the property at 192 7th Avenue South to serve the 8th Avenue Subway Line NB and SB and the SB 7th Avenue Subway Line tracks. The 7th Avenue Subway Line NB would be served with a plenum tunneled under the 7th Avenue Subway Line. Property acquisition would be required and the ventilation plant structure could be above or below grade. If tunneling proves infeasible, construction of a secondary ventilation plant would be required (i.e., locations b, c or d). If tunneling proves feasible, it may provide an opportunity to continue the tunneling beyond the 7th Avenue Subway Line directly through to the 8th Avenue Subway Line south of 7th Avenue, instead of having the plenum running along the north side of 7th Avenue to serve the 8th Avenue Subway Line. This potential will be evaluated in the DEIS.

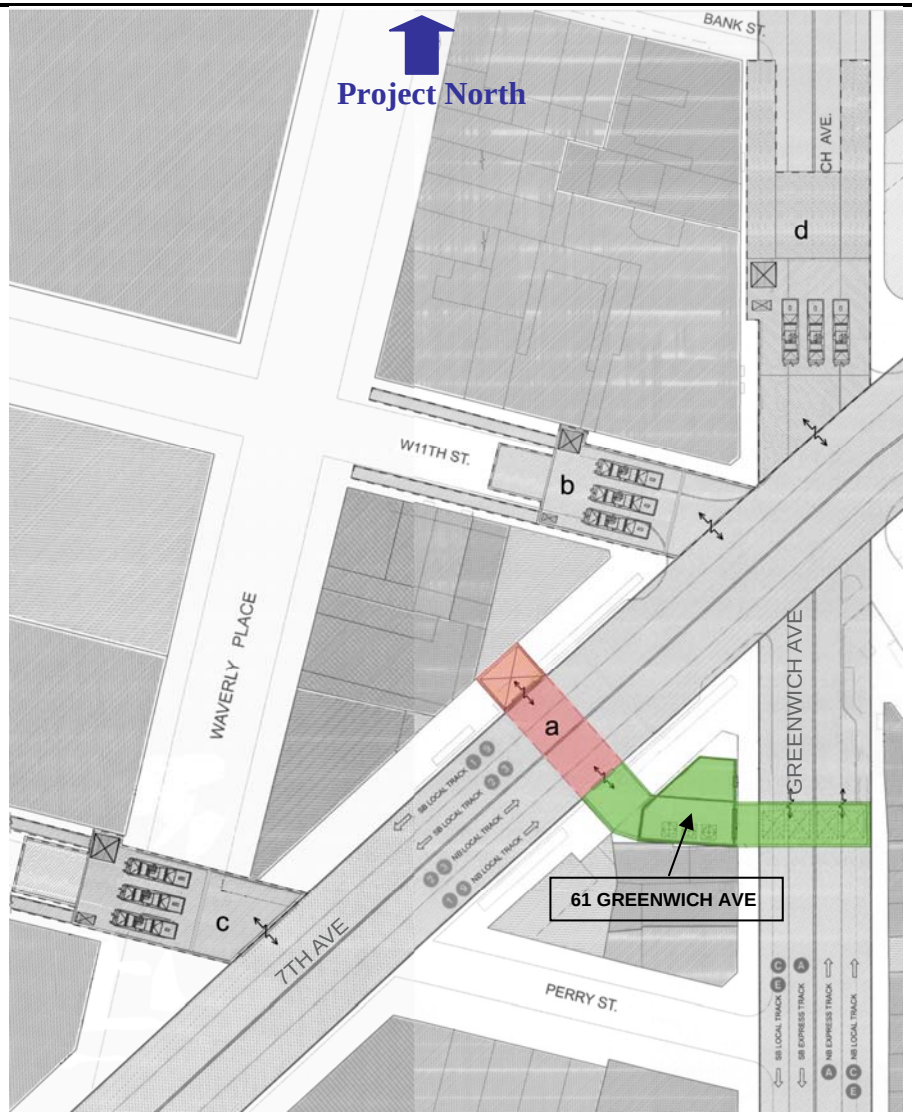
Alternative P3 (76 Greenwich Avenue – Figure 5)

Construct a single ventilation plant at the property of the St. Vincent's Hospital garden located on 76 Greenwich Avenue adjacent to 7th Avenue between Greenwich Avenue and West 12th Street, to serve the 8th Avenue Subway Line NB and SB tracks and 7th Avenue Subway Line SB tracks. A tunnel under the 7th Avenue Subway Line would be constructed to serve the 7th Avenue Subway Line NB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required. Property acquisition would be required and the ventilation plant structure could be constructed above or below grade.

In-Streetbed Alternatives

Alternative SB1 (Figure 6)

Construct a ventilation plant in the bed of Greenwich Avenue south of 7th Avenue to serve the 8th Avenue Subway Line NB and SB tracks and the NB 7th Avenue Subway Line. A plenum would be constructed to serve the 7th Avenue Subway Line SB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required to serve the 7th Avenue Subway Line SB.



LEGEND

P1
Base Option (ventilation plant located at 61 Greenwich Avenue) for service of NB & SB 8th Avenue Subway Line & NB 7th Avenue Subway Line tracks

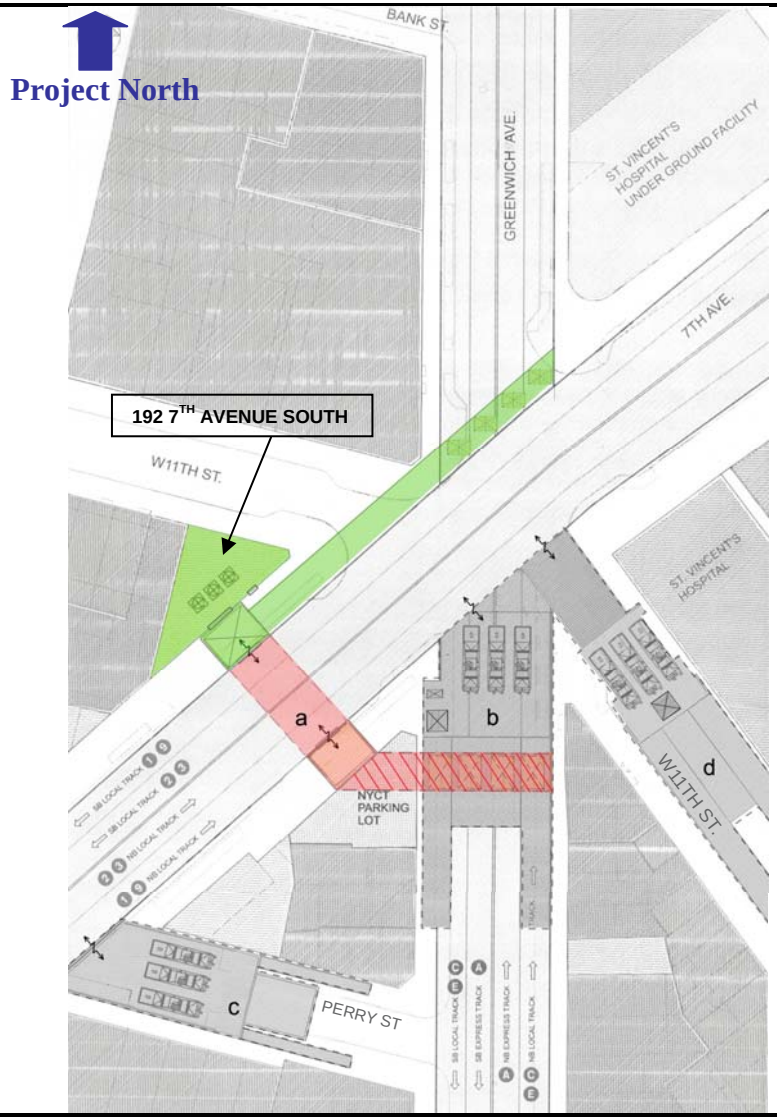
P1 a
Extend tunnel for service of SB 7th Avenue Subway Line tracks

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the SB 7th Avenue Subway Line track:

P1 b: Base Option, plus additional ventilation plant in West 11th Street
P1 c: Base Option, plus additional ventilation plant in Perry Street
P1 d: Base Option, plus additional ventilation plant in Greenwich Avenue

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 3: Off-Streetbed Alternative P1



LEGEND

P2

Base Option (ventilation plant located at 192 7th Avenue) for service of NB and SB 8th Avenue Subway Line and SB 7th Avenue Subway Line.

P2 a

Tunneling extension to 7th Avenue NB tunnel.

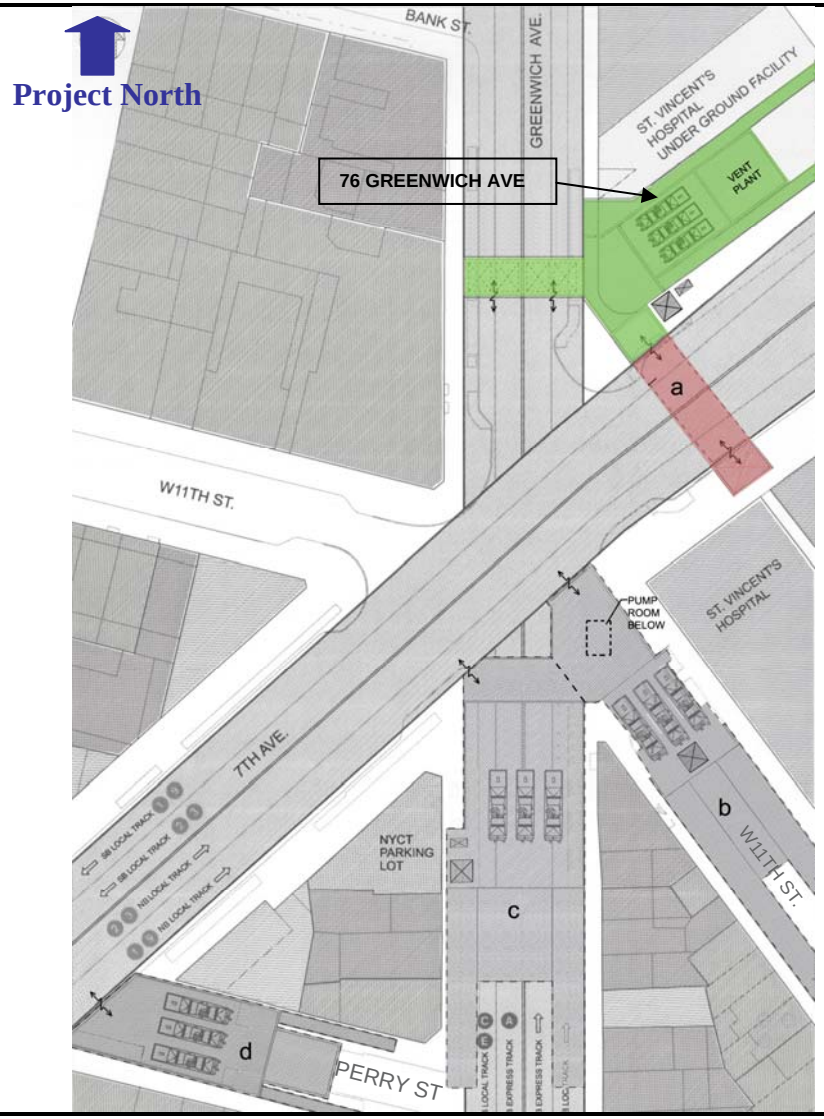
Note: If tunneling is feasible, opportunity exists to continue to tunnel from under the 7th Avenue Subway Line to the 8th Avenue Subway Line.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the NB 7th Avenue Subway Line track:

P2 b: Base Option, plus additional ventilation plant in Greenwich Avenue
P2 c: Base Option, plus additional ventilation plant in Perry Street
P2 d: Base Option, plus additional ventilation plant in West 11th Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 4: Off-Streetbed Alternative P2



LEGEND

P3
Base Option (ventilation plant located at 76 Greenwich Avenue for service of NB and SB 8th Avenue Subway Line and SB 7th Avenue Subway Line tracks.

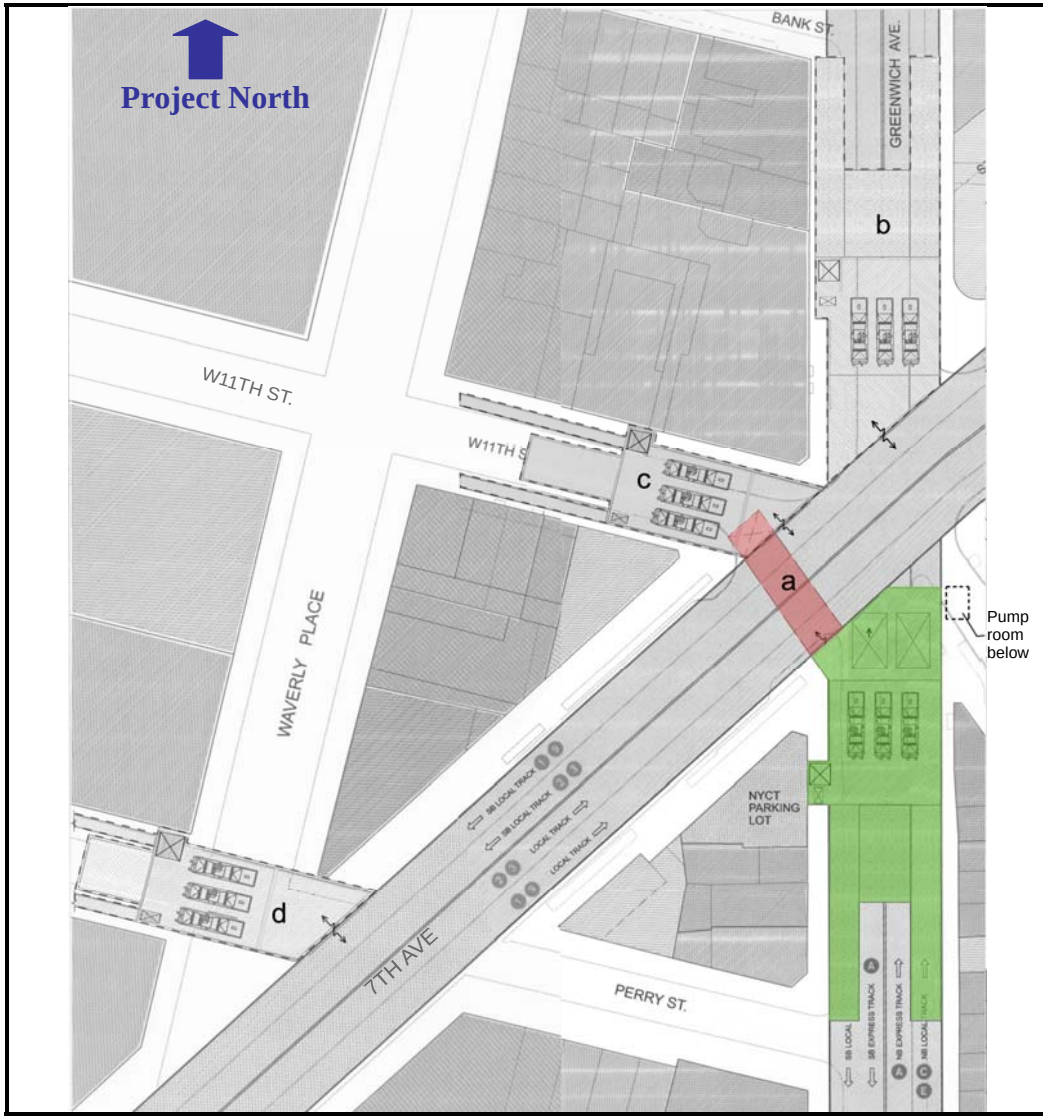
P3 a
Tunneling extension to 7th Avenue NB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the NB 7th Avenue Subway Line track:

P3 b: Base Option, plus additional ventilation plant in West 11th Street
P3 c: Base Option, plus additional ventilation plant in Greenwich Avenue
P3 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 5: Off-Streetbed Alternative P3



LEGEND

SB1

Base Option (ventilation plant located at Greenwich Avenue south of 7th Avenue) for service of NB and SB 8th Avenue Subway Line and NB 7th Avenue Subway Line tracks.

SB1 a

Tunneling extension to 7th Avenue SB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the SB 7th Avenue Subway Line track:

SB1 b: Base Option, plus additional ventilation plant in Greenwich Avenue north of 7th Avenue
SB1 c: Base Option, plus additional ventilation plant in West 11th Street
SB1 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 6: In-Streetbed Alternative SB1

Alternative SB2 (Figure 7)
Construct a ventilation plant in the bed of Greenwich Avenue north of 7th Avenue to serve the 8th Avenue Subway Line NB and SB tracks and the SB 7th Avenue Subway Line. A plenum would be constructed to also serve the 7th Avenue Subway Line NB tracks. If tunneling proves infeasible, construction of a secondary ventilation plant would be required to serve the 7th Avenue Subway Line NB.

Alternative SB3 (Figure 8)
Construct a ventilation plant in the bed of West 11th Street, south of 7th Avenue (in front of St. Vincent's Hospital) to serve the 8th Avenue Subway Line NB and SB tracks and the NB 7th Avenue Subway Line. A plenum would be constructed to serve the 7th Avenue Subway Line SB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required (at locations b, c or d) to serve the 7th Avenue Subway Line SB.

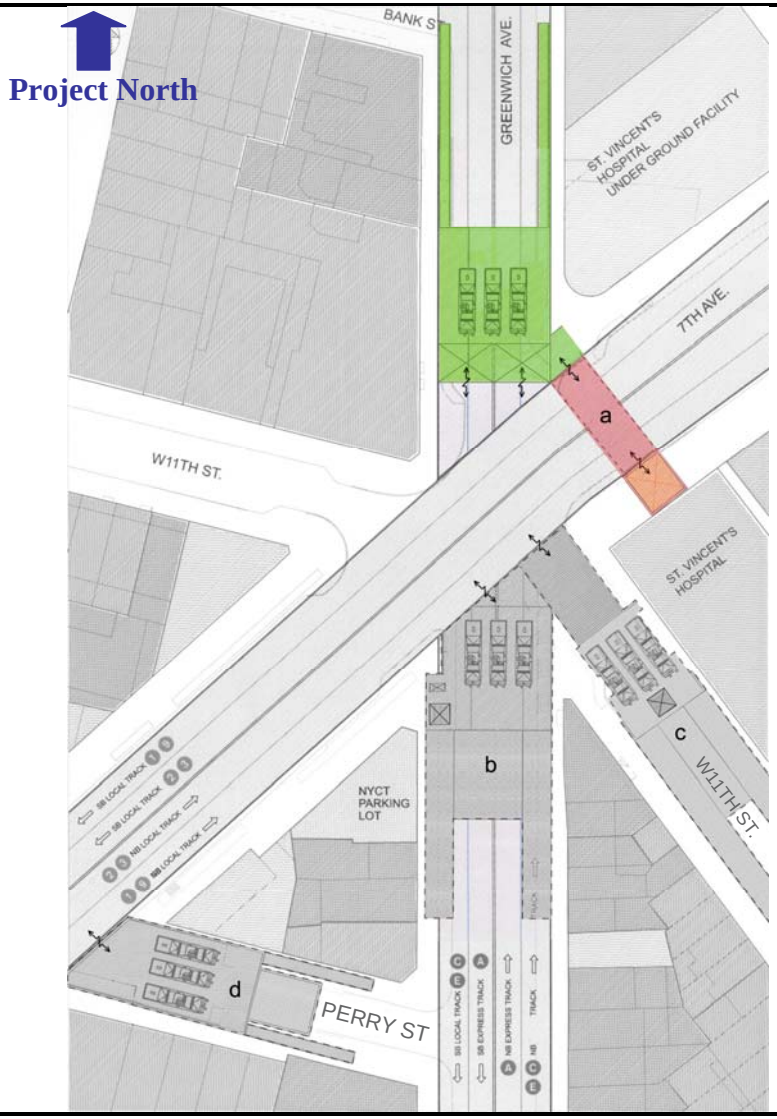
Alternative SB4 (Figure 9)
Construct a ventilation plant in the bed of West 11th Street north of 7th Ave to serve the 8th Avenue Subway Line NB and SB tracks and the 7th Avenue Subway Line SB tracks. A plenum would be constructed to serve the 7th Avenue Subway Line NB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required to serve the 7th Avenue Subway Line NB.

Alternative SB5 (Figure 10)
Construct a ventilation plant in the bed of Perry Street (south of 7th Avenue) to serve the 8th Avenue Subway Line NB and SB tracks and the NB 7th Avenue Subway Line. A plenum would be constructed to serve the 7th Avenue Subway Line SB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required to serve the 7th Avenue Subway Line SB.

Alternative SB6 (Figure 11)
Construct a ventilation plant in the bed of Perry Street (north of 7th Avenue) to serve the 8th Avenue Subway Line NB and SB and the 7th Avenue Subway Line SB. A plenum would be constructed to serve the 7th Avenue Subway Line NB. If tunneling proves infeasible, construction of a secondary ventilation plant would be required to serve the 7th Avenue Subway Line NB. However, if tunneling proves feasible, the ducting under the 7th Avenue Subway Line could be extended to the 8th Avenue Line NB and SB by continuing the tunneling along Perry Street to Greenwich Avenue. This would eliminate the ducting shown on the figure along the north side of 7th Avenue that extends to the 8th Avenue Subway Line. This potential will be evaluated in the DEIS.

D. POTENTIAL SIGNIFICANT EFFECTS/IMPACTS OF THE PROJECT

Potential significant environmental effects/impacts resulting from constructing and operating the proposed emergency ventilation plant(s) are identified in the Environmental Assessment Form (EAF) (prepared by MTA NYCT) to include:



LEGEND

SB2

Base Option (ventilation plant located at Greenwich Avenue north of 7th Avenue) for service of NB and SB 8th Avenue Subway Line and SB 7th Avenue Subway Line tracks.

SB2 a

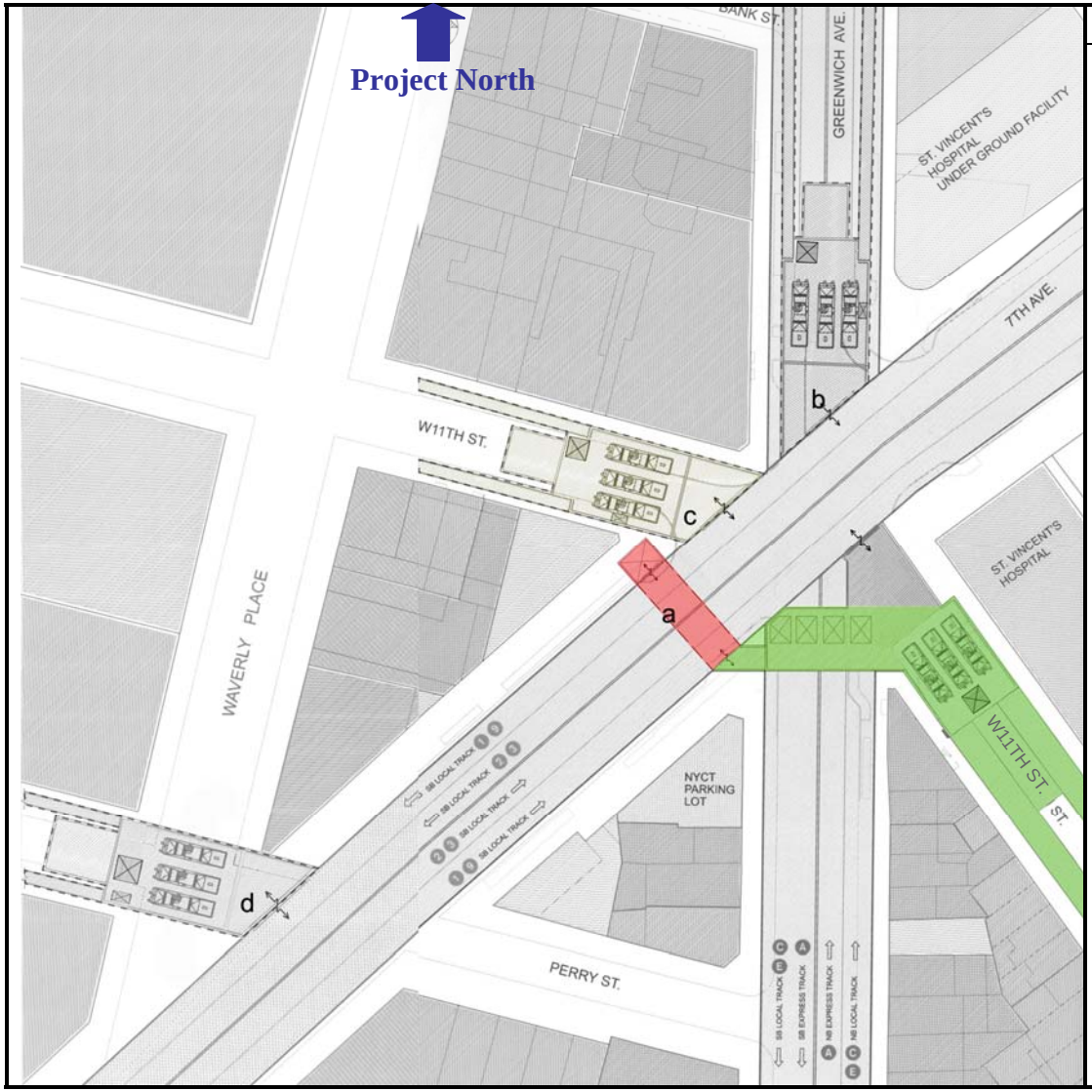
Tunneling extension to 7th Avenue NB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the NB 7th Avenue Subway Line track:

SB2 b: Base Option, plus additional ventilation plant in Greenwich Avenue south of 7th Avenue
SB2 c: Base Option, plus additional ventilation plant in West 11th Street
SB2 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 7: In-Streetbed Alternative SB2



LEGEND

SB3
Base Option (ventilation plant located in West 11th Street, south of 7th Avenue) for service of NB and SB 8th Avenue Subway Line and NB 7th Avenue Subway Line tracks.

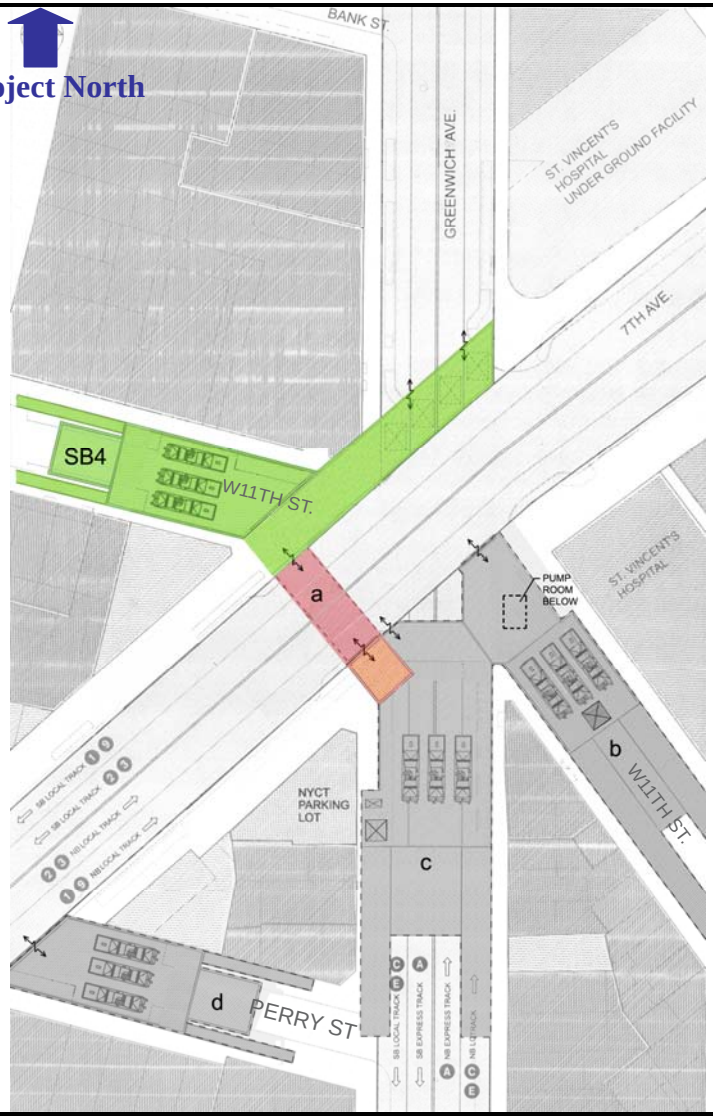
SB3 a
Tunneling extension to 7th Avenue SB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the SB 7th Avenue Subway Line track:

SB3 b: Base Option, plus additional ventilation plant in Greenwich Avenue
SB3 c: Base Option, plus additional ventilation plant in West 11th Street
SB3 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 8: In-Streetbed Alternative SB3



LEGEND

SB4
Base Option (ventilation plant located in West 11th Street, north of 7th Avenue) for service of NB and SB 8th Avenue Subway Line and SB 7th Avenue Subway Line tracks.

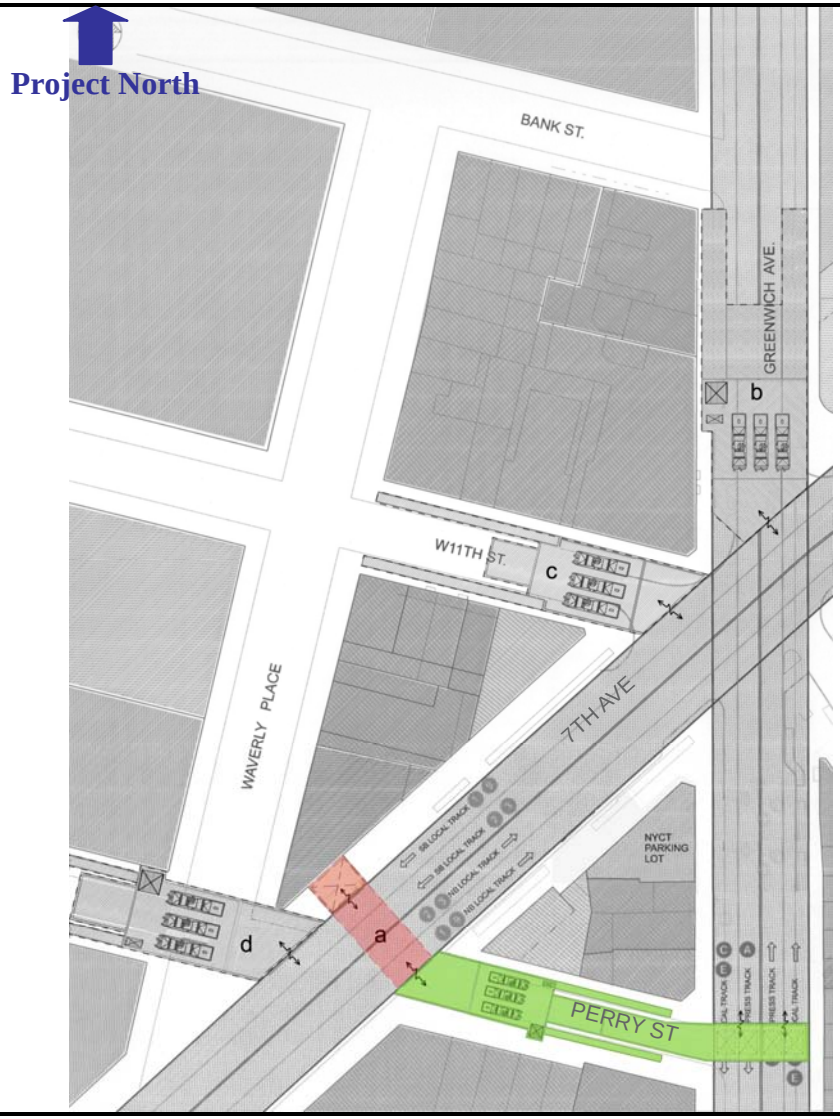
SB4 a
Tunneling extension to 7th Avenue NB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the NB 7th Avenue Subway Line track:

SB4 b: Base Option, plus additional ventilation plant in West 11th Street.
SB4 c: Base Option, plus additional ventilation plant in Greenwich Avenue
SB4 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 9: In-Streetbed Alternative SB4



LEGEND

SB5
Base Option (ventilation plant located in Perry Street) for service of NB and SB 8th Avenue Subway Line and NB 7th Avenue Subway Line tracks.

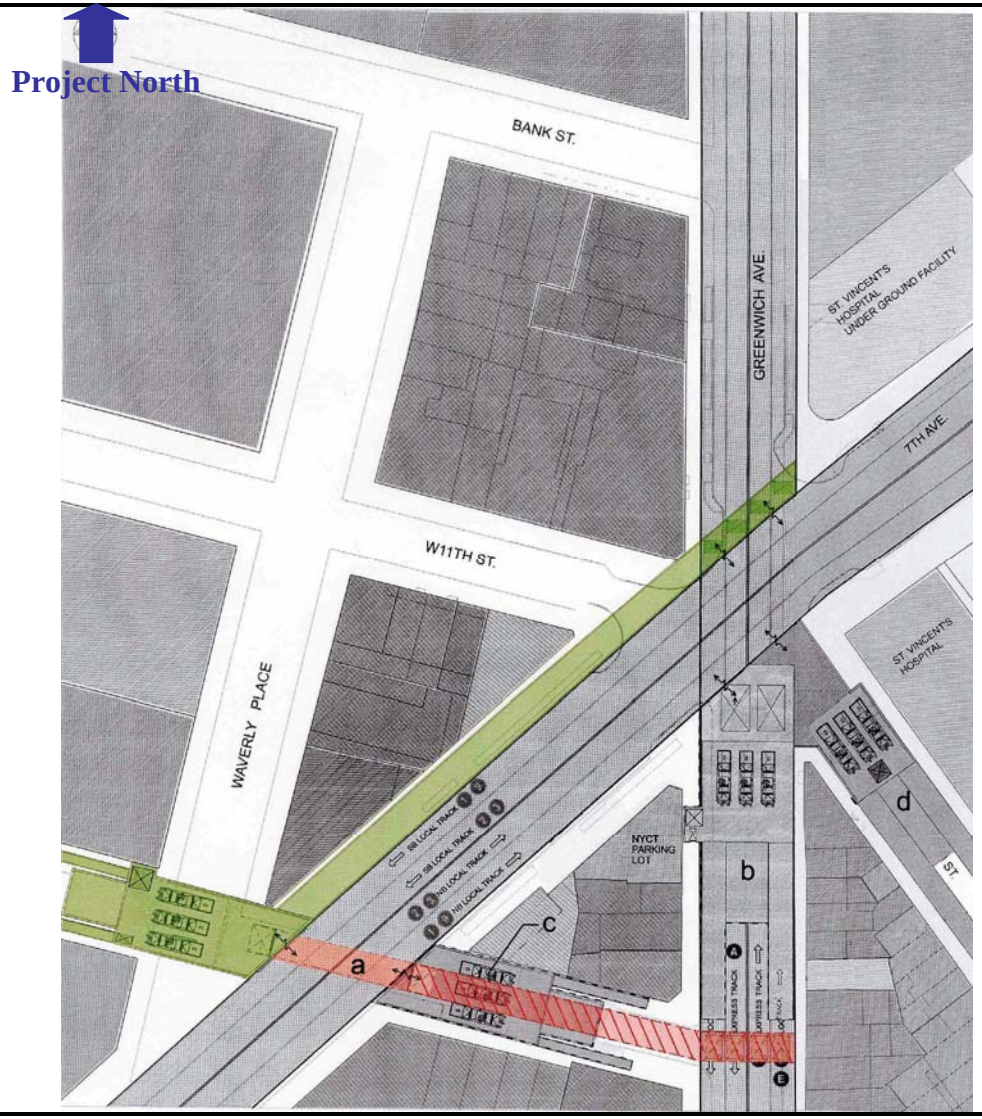
SB5 a
Tunneling extension to 7th Avenue SB tunnel.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the SB 7th Avenue Subway Line track:

SB5 b: Base Option, plus additional ventilation plant in Greenwich Avenue
SB5 c: Base Option, plus additional ventilation plant in West 11th Street
SB5 d: Base Option, plus additional ventilation plant in Perry Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 10: In-Streetbed Alternative SB5



LEGEND

SB6
Base Option (ventilation plant located in Perry Street, north of 7th Avenue) for service of NB and SB 8th Avenue Subway Line and SB 7th Avenue Subway Line tracks.

SB6 a
Tunneling extension to 7th Avenue NB tunnel.

Note: If tunneling is feasible, opportunity exists to continue to tunnel from under the 7th Avenue Subway Line to the 8th Avenue Subway Line.

Note:
The following ventilation plant configurations only apply if tunneling under the existing subway tunnel is not feasible; then, and only then, an additional ventilation plant will be considered for service of the NB 7th Avenue Subway Line track:

SB6 b: Base Option, plus additional ventilation plant in Greenwich Avenue
SB6 c: Base Option, plus additional ventilation plant in Perry Street
SB6 d: Base Option, plus additional ventilation plant in West 11th Street

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area.

Figure 11: In-Streetbed Alternative SB6

- Impact to Aesthetic/Historic/Visual Resources – Since the project area is located within the Greenwich Village Historic District, any off-streetbed or above-ground structure could result in effects/impacts of concern to the community and certain agencies.
- Impact to Open Space Resources – A potential effect/impact may occur under the alternative site located at the St. Vincent's Hospital garden area, where the construction of a ventilation plant would require much if not all the garden to be removed.
- Impact to Transportation – Potential effects/impacts may occur depending on: the duration and severity of the construction; whether the ventilation plant is located in the bed of the street or on private property; and if a secondary ventilation plant is required to be constructed. There will be no effects/impacts to traffic operations during the operational phase of this project.

Other environmental effects/impacts ranging from small to moderate may occur with the proposed project.

E. METHODOLOGIES FOR PREPARING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Draft Environmental Impact Statement (DEIS) will be prepared to assess the environmental effects/impacts of the preferred alternative(s). All of the technical areas described below will be addressed during the peak construction year, because the greatest potential environmental effects/impacts are anticipated to occur then. This analysis year has been tentatively identified as 2009. The analysis of operational impacts evaluated in the DEIS will typically be qualitative in nature because the facility will not produce effects/impacts unless it is in the emergency operation mode or under routine testing/inspection. These effects/impacts will be addressed in the air quality and noise/vibration study areas.

Future development in the project area that is expected during the construction period will be accounted for in order to assess the cumulative effects/impacts of the Proposed Action. This will include other anticipated public and private developments, as well as background growth. Additionally, this information will be used to compare the effects/impacts for each of the EIS technical areas of the Proposed Action in the peak construction analysis year to conditions without the Proposed Action ("No-Action" alternative).

Basically, the DEIS will contain:

- A description of the Proposed Action and its environmental setting;
- A description of the No-Action alternative;
- An assessment of the short-term (construction-related) and long-term effects/impacts of the Proposed Action on the technical areas described below and in the following pages. The analyses will include future known, and reasonably anticipated developments. The quantitative construction analysis will be prepared for the year 2009, while the operational impact assessment will be prepared for 2012.
- Identification of any potential significant adverse environmental impacts that could not be avoided with implementation of the Proposed Action;
- A discussion of reasonable alternatives to the Proposed Action, including the No-Action alternative (future 2009 conditions without implementation of the Proposed Action);

- Identification of any irreversible and irretrievable commitments of resources that will be involved in the Proposed Action, should it be implemented; and
- A description and evaluation of the measures proposed to mitigate any anticipated environmental impacts of the Proposed Action.

The DEIS will address the technical study topics identified in the following paragraphs and pages of this section of the Draft Scoping Document.

Discussion of Project Description

The DEIS will introduce the reader to the project and set the context for assessing impacts. In this chapter, the preferred alternative(s) will be described in sufficient detail to provide the public and decision-makers with a clear understanding of the full range of regulatory actions/processes required. The project description will encompass:

- A description of the Proposed Action;
- A detailed description of the proposed ventilation plant alternative(s); and
- A description of the planning rationale, as well as purpose and need for the action.

Discussion of Alternatives Evaluation

The DEIS will provide a discussion of the alternatives evaluation and feasibility analysis work that preceded and continued during the preparation of the DEIS. During that work, an array of reasonable alternative ventilation plant locations and designs would have been considered and ultimately, a preferred alternative(s) would have been selected for further analysis in the DEIS. The Alternatives Evaluation Report will be incorporated into the DEIS as an Appendix.

Discussion / Evaluation of Traffic and Parking

A detailed traffic analysis will be conducted in the project construction traffic study area for 2007 Existing Conditions and the peak construction period (2009), when temporary parking lane closures and/or temporary street closures may be required to construct the ventilation plant. Because the Proposed Action will not generate additional vehicular trips during the operational phase, a detailed traffic analysis will not be performed. Similarly, unless the Proposed Action results in permanent changes to parking in the area, a detailed parking study will only be conducted for the construction period.

Traffic Operations

The construction traffic study area includes key intersections (see Figure 12) and is generally bounded by West 14th Street, 6th Avenue, Charles Street, and West 4th Street. A traffic data collection plan has been developed and implemented and includes the following elements:

- **Full Count Locations** (All intersection movements):
  - 7th Avenue@ West 14th Street
  - 7th Avenue@ Greenwich Avenue/West 11th Street
  - Greenwich Avenue@ West 12th Street
  - Greenwich Avenue@ Charles Street

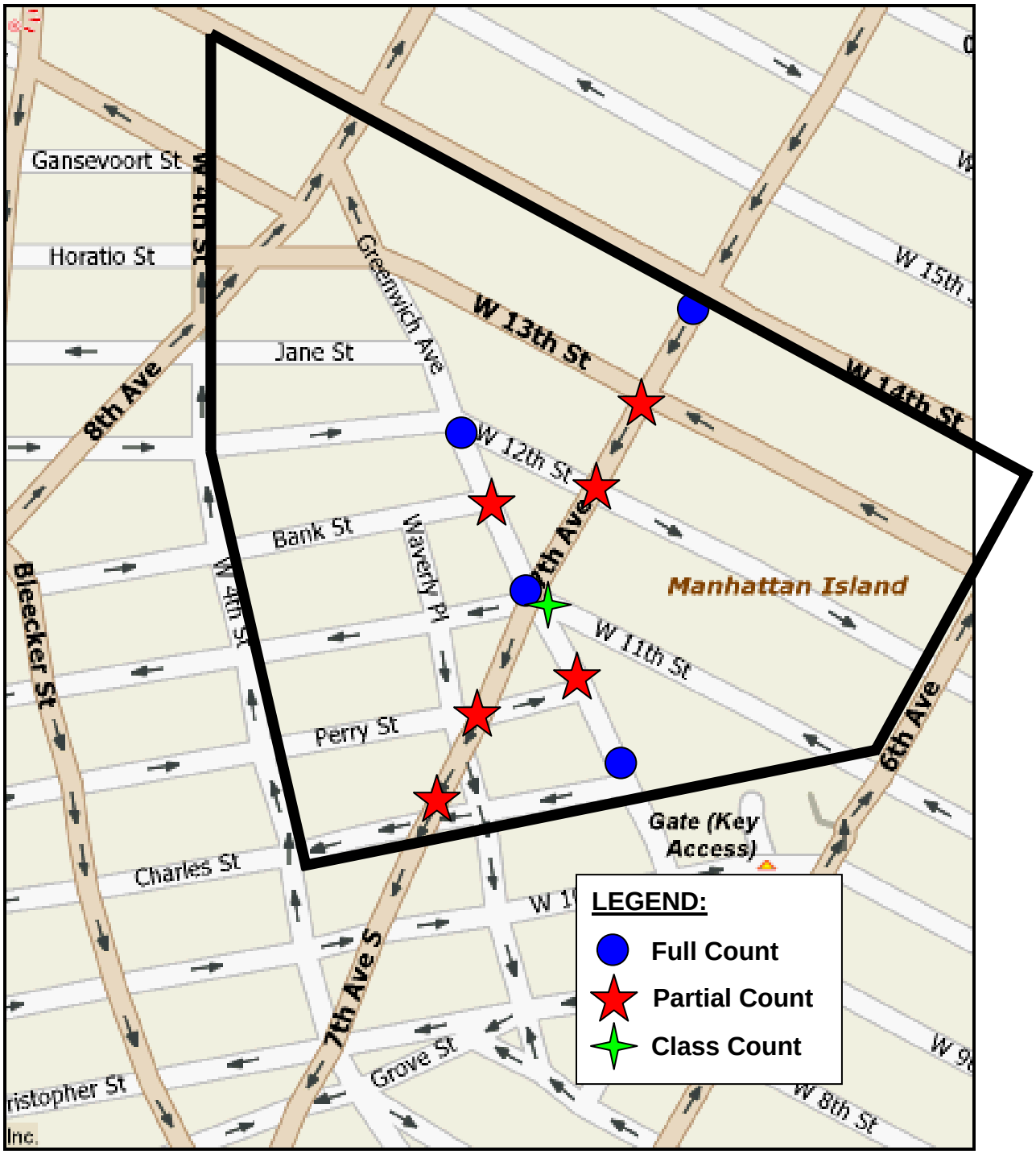


Figure 12: Construction Traffic Study Area

- **Partial Count Locations** (All movements from minor streets and turns from major streets):
  - 7th Avenue@ West 13th Street
  - 7th Avenue@ West 12th Street
  - 7th Avenue@ Perry Street/Waverly Place
  - 7th Avenue@ Charles Street
  - Greenwich Avenue@ Bank Street
  - Greenwich Avenue@ Perry Street

Time Periods - Weekday AM (7:00 AM to 9:00 AM), Midday (12 Noon to 2:00 PM), and PM peak hour (4:00 PM to 7:00 PM). These counts include a combination of manual counts at intersections to determine through and turn movements and vehicle classifications. 24-hour Automatic Traffic Recorder (ATR) machine counts at up to 10 locations in the area are utilized for a one-week period in order to determine "average day" conditions.

Speed and Delay Runs - Speed runs are conducted along 7th Avenue, Greenwich Avenue and 11th Street for the AM, Midday and PM peak periods according to guidance taken from the CEQR methodology (min 6–9 runs/peak period).

The resultant data analysis will include the following elements:

- Existing traffic conditions will be determined, including intersection capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service using the 2000 Highway Capacity Manual (HCM) procedures. Existing signal timings will also be determined based on NYCDOT data and field-verified conditions.
- The peak construction year (2009) has been selected based on the period that will generate the highest number of truck trips, the highest duration of construction, the degree of lane/street closures and the removal of parking spaces. (This same year will be analyzed for air and noise/vibration impacts.)
- Expected traffic growth will be defined including annual background traffic growth of 0.5 percent per year, plus traffic generated by major proposed development projects within the traffic study area, as determined from contact with NYCDCP.
- Detailed intersection capacity analyses, to determine Level of Service (LOS) conditions, will be conducted at up to ten signalized intersections in the study area using the analytical procedures described in the Highway Capacity Manual (HCM), 2000 and the latest version of the Highway Capacity Software (HCS).
- Projected future traffic volumes and level of service conditions in the construction analysis year for the No-Action alternative will be developed, including the background growth cited above.
- In coordination with NYCDOT, a conceptual Maintenance and Protection of Traffic Plan (MPT) will be developed which defines proposed lane and/or street closures in the vicinity of each of the potential alternative construction site(s).
- Based on the conceptual MPT, construction-period vehicular trips will be assigned to the street network and the intersections being analyzed in the No-Action alternative. Trip origin/destination patterns will be based on information from other publicly available EIS documents, or studies for other projects in the area.

- Projected construction year traffic volumes and LOS conditions will be developed for the Build conditions.
- NYCDOT signal timing data will be used in this analysis, except where field inspection indicates otherwise. Intersections where volumes are projected to increase by more than 50 vehicles will be analyzed for future conditions.
- Significant traffic impacts will be identified.
- Traffic capacity improvements that mitigate significant construction period impacts will be limited to signal adjustments.
- Additional traffic data (i.e., speed projections, assignment disaggregated by vehicle type, and engine operating mode) will be prepared for use in the air quality and noise analyses.

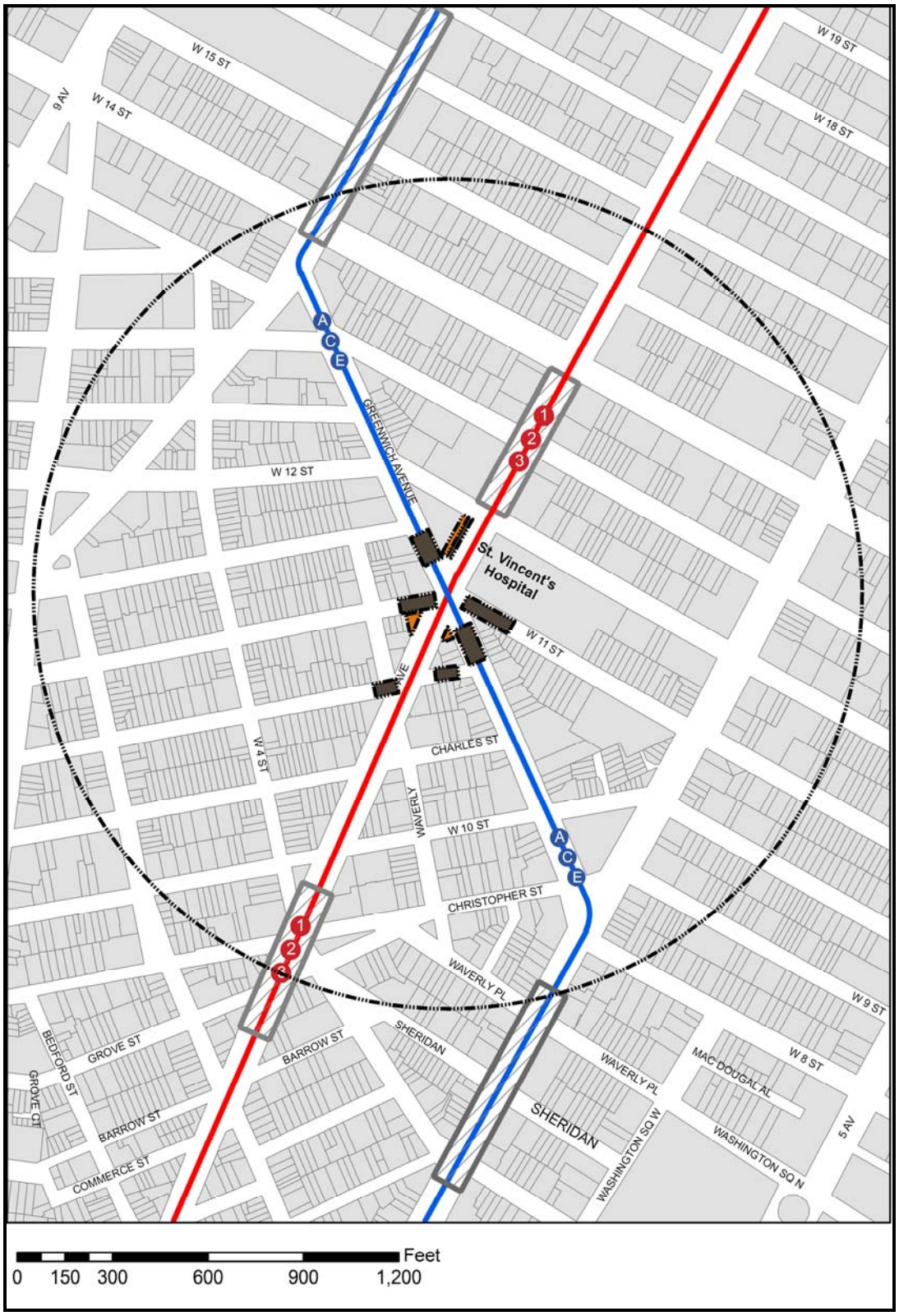
Parking

- A parking inventory will be undertaken that will include the location, capacity, utilization, and rates of on- and off-street parking facilities situated within one-quarter mile from center of study area during the AM/Midday/PM peak period and Saturday Midday, if necessary (see Figure 13).
- Anticipated changes under the No-Action alternative will also be defined.
- The DEIS will identify the on-street regulations for the parking study area.
- Construction impacts on the on-street and off-street parking supply and access will be identified and assessed.

Transit and Pedestrians

- Conditions will be observed at the most critical pedestrian locations potentially impeded by construction of the ventilation plant(s), such as sidewalks, crosswalks, and access routes to subway stations and bus stops.
- Potential impacts to bus stops and/or bus routes will be identified; this information will be submitted to NYCDOT for review.
- Pedestrian conditions will be qualitatively assessed at two locations where the potential exists for significant impacts during construction. Qualitative observations of pedestrian flows will be conducted at other study area sidewalks; and spot counts will be conducted at affected locations that currently exceed capacity, and at those that may be adversely affected during the construction period.
- Descriptions will be prepared of maintenance of pedestrian access through the area and to land uses adjacent to the potential construction sites.

Information from the Mulry Square Circulation & Safety Study (NYCDOT) and studies conducted by NYU's Rudin Center, if available, will be secured for use as additional data/information sources.



Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area

Figure 13: Parking Study Area

Discussion / Evaluation of Socioeconomic Conditions, Community Disruption, Displacement and Relocation

The socioeconomic conditions analyses will be focused on the Proposed Action's effects/impacts immediately surrounding the project study area. While the proposed ventilation plant will not introduce a new population nor will it create permanent jobs in the neighborhood, it could have temporary effects/impacts on the local population in terms of access, air and noise disturbances during construction. Long-term effects/impacts would occur if private property acquisition is required. This study will be conducted in conjunction with the land use and pedestrian studies.

A study area drawn at approximately an 800-foot radius around the intersection of Greenwich and 7th Avenues (Figure 14) will be used to collect: US Census Data for 2000; New York State Department of Labor employment data for 2006 (for the Zip Code that includes the Project Area); community district profiles prepared by the DCP; other studies of the area and reports of local and interests groups; information from media sources. Type data will include:

- **Population Characteristics:**
  - Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the Study Area.
  - Discuss population trends in the future No-Action alternative.
- **Economic Characteristics:**
  - Describe existing economic activity in the immediate area by undertaking a business inventory immediately adjacent to the proposed construction sites. This inventory will include information on building utilization, access, duration of occupancy, and visitor rate.
  - Compile the foregoing information and use it for developing construction scenarios that minimize adverse impacts.
  - Describe existing economic activity in the larger Zip Code area that includes the Project Area, including the number and types of businesses, employment, and payroll by key sectors, and as compared with New York City as a whole.
  - Describe development trends and economic activity in the study area in the Future No-Action and Build conditions.
  - Assess the impact of displacement and relocation, if applicable, as well as temporary disruption to community character.
- **Housing Characteristics:**
  - Using Census data and other information such as reports on housing value and median rents, describe the 2000 housing characteristics of the study area.
  - If property acquisition is necessary or homes will be potentially displaced by any one of the proposed alternatives, information will be gathered on housing market conditions and a relocation plan will be developed consistent with legal requirements.

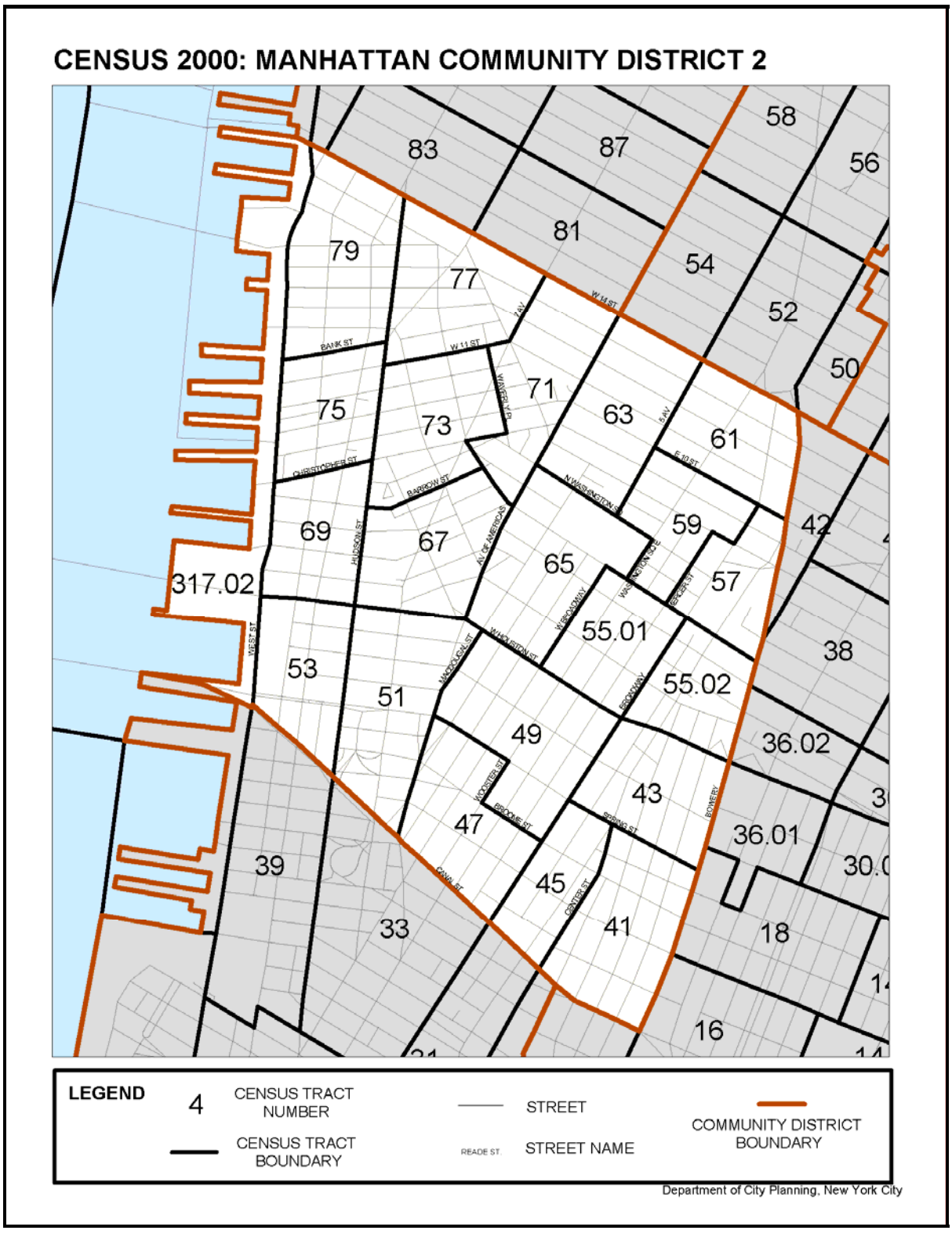


Figure 14: Socioeconomic Study Area

Discussion / Evaluation of Land Use, Zoning, and Public Policy

- Existing land uses and zoning will be identified in an 800-foot radius study area to characterize the general area that surrounds the alternative ventilation plant locations, and specific uses will be defined that will most likely be affected by construction and operation (see Figure 15).
- A description will be prepared of existing land use, zoning, and public policy in the study area based on field survey, NYC DCP studies and plans, and available data from the Community District Needs Statements.
- A description of land use trends and the identification of anticipated future projects in the study areas, and a description of land use plans and re-zoning proposals that may be in effect in 2012, will be developed based on discussions with NYC DCP and other appropriate public agencies, and other available resources
- An assessment of the effects/impacts of the Proposed Action on existing land use, land use trends, zoning, and public policy (including consistency with community plans) in the study area and specifically at the ventilation sites will be made.
- This analysis will be conducted in conjunction with the other community-related subjects (e.g., Socioeconomic Conditions, Community Character, Community facilities, etc.)

Discussion / Evaluation of Open Space / Parkland and Recreational Facilities

The focus of this study will be on temporary and permanent direct effects/impacts to open spaces that are located on or adjacent to any potential off-street, above ground ventilation plant locations or construction sites for underground plants that may affect above ground open spaces temporarily or permanently. Currently, only one private open space (St. Vincent's Hospital garden) is among the potential alternative sites that could be affected/impacted.

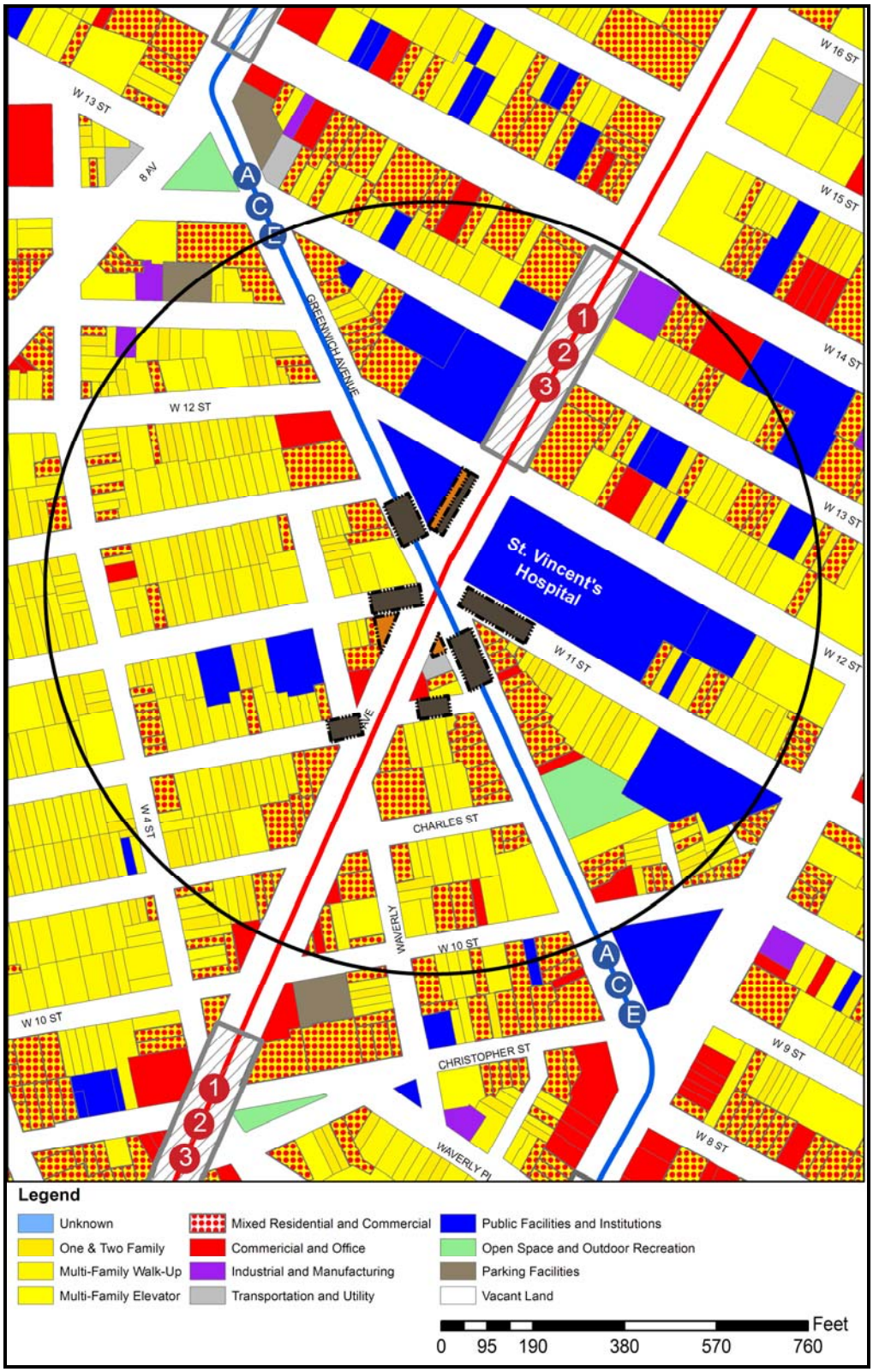
Should the MTA NYCT property at 61 Greenwich Avenue be selected as a preferred alternative, MTA NYCT has previously indicated[3] that MTA NYCT's ". . . initial estimates for this location indicated that a limited area adjacent to the above-ground structure may be available for public use. While it is too early to commit to providing public space in conjunction with this project, it would be our intention to reserve a portion of the site for community use."

Identified impacts of the project on any open space will be mitigated to the greatest extent possible. The existing and future condition information will be described and supported with photographs and illustrations.

Discussion / Evaluation of Community Facilities and Services

Community facilities are defined as schools, hospitals, libraries, day care centers, and fire and police protection services. Because the Proposed Action will not create a new demand on these facilities, the potential effects/impacts relate primarily to community disruption and access to the facilities during construction.

[3] Initial contact has been made by MTA NYCT's Division of Government and Community Relations with Community Board 2 regarding this project. Letter of August 31, 2006 from Mr. Lawrence G. Reuter, President, MTA New York City Transit to Honorable Thomas Duane and Honorable Deborah Glick. Re: Mulry Square



Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area

Figure 15: Land Use Study Area

In order to understand how the community facilities might be affected by the operation and construction of the new ventilation plant(s), the DEIS will inventory facilities and services within the approximate 800-foot radius study area, indicating the level to which the project could affect the ability of these services to meet the demand relative to future conditions without the Proposed Action. The analysis will include the following:

- Based on the land use field survey and available DCP information, an inventory and evaluation of community facilities and services serving the Project Area and a description of any planned changes in facilities and services by 2009 and 2012; and
- Potential service disruption to these facilities and services will be identified and mitigated as part of the MPT plan and incorporated into the plant design.

Discussion / Evaluation of Community Character / Urban Design and Visual Resources / Visual and Aesthetics

The DEIS will document the existing community character, urban design and visual resources that define this portion of Greenwich Village. View corridors, sensitive visual resources (including important historic structures, as noted in the next section), natural and built features will be surveyed, described and illustrated within the 800-foot land use study area (Figure 16 presents community character photos). These will be considered for all alternatives during the construction period and greater significance will be given to these factors if one of the above-ground sites is selected.

Based on the land use study area, this assessment will entail:

- A description of the visual environment immediately surrounding the potential ventilation plant sites, as well as the study area's urban design character and visual resources. This will include a survey of building height, bulk, type, identified view corridors, streetscape elements, street hierarchy, and natural features;
- Photographs and renderings of the ventilation plant(s) will illustrate views and other visual aspects of the project;
- Relative to the existing conditions and future No-Action alternative, the Proposed Action (if an above-ground design is selected) will be evaluated for the potential to significantly alter urban design elements, visual resources, and the community character described above;
- Should the MTA NYCT property at 61 Greenwich Avenue be selected as the preferred alternative, an evaluation will be performed of feasible options that may be available to appropriately manage the September 11, 2001 remembrance tiles that are currently affixed to the property fence; and

For alternatives with aboveground structures, an estimate of visual impact will be provided in consideration of NYSDEC guidance (2000).

Greenwich Avenue Looking South from 7th Avenue

Southwest Corner of Greenwich Avenue and Bank Street

West 11th Looking from 7th Avenue

Figure 16: Community Character Photos

Discussion / Evaluation for Historic and Cultural Resources

The project study area is located within the Greenwich Village Historic District, a designated National and State Historic District, which encompasses more than 100 blocks south of 14th Street (see Figure 17). The district is locally-designated by the New York City Landmarks Preservation Commission (LPC). As such, any undertaking by a state agency must comply with Section 14.09 of the New York State Historic Preservation Act in consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

The historic and cultural resource assessment will be prepared for review by the OPRHP in accordance with Section 14.09 of the New York State Historic Preservation Act. This assessment will evaluate the potential effects/impacts of the alternative(s) on standing architectural resources as well as potential archaeological resources in construction and operational conditions.

An Area of Potential Effect (APE) of approximately 10,000 square feet will be delineated for each alternative ventilation plant site located along Greenwich Avenue between 6th and 8th Avenues and along 7th Avenue between West 11th Street and Perry Street. These areas will be investigated for the presence of archaeological resources.

Information on standing historic structures, districts, and sites within the 800-foot radius study area (center is intersection of Greenwich Avenue and 7th Avenue South and West 11th Street) will also be provided, based on the following research:

- Field visit to the project area to assess and photograph existing conditions.
- Examination of the archeological site files of the New York State Museum (NYSM), OPRHP, and LPC for reported archeological sites within one-half mile of the project area.
- Examination of the OPRHP's computerized database for inventoried structures on each of the alternative sites and properties listed on or determined eligible for listing on the State and National Registers located within one block of the Project Area.
- Examination and presentation of copies of pertinent historic maps and Sanborn Fire Insurance Company maps that document the development of the area.
- Review of the LPC Designation Report for the Greenwich Village Historic District.
- Review of previous cultural resource reports on file at the OPRHP and the LPC conducted within or adjacent to the Project Area.

Additional research may include review of historic photographs, maps, building department records, historical accounts, existing soil borings, and general environmental information.

A report detailing the results of the literature review and site visit will be prepared in accordance with *The Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State* (NYAC 1994) and to meet New York State Office of Parks, Recreation and Historic Preservation's (OPRHP) *Phase I Archaeological Report Format Requirements* (OPRHP 2005). The Phase IA report will present the results of these site file searches and previous surveys in table format. The report will also include brief pre-contact and historic overviews for the area and archeological sensitivity assessments.

The DEIS will summarize the findings of this research and identify and evaluate the potential effects/impacts of the plant alternatives on historic and archaeological resources during construction and operation.

Note: Project North is assumed to be aligned with the 8th Avenue Subway Line segment in this Study Area

Figure 17: Greenwich Village Historic District

Discussion / Evaluation of Air Quality

The key issue to be addressed in this technical study area is the potential effect of construction-related activities on air quality. The potential for significant air quality impacts from the on-site construction activities and the off-site or mobile source activities (i.e., traffic effects/impacts due to construction generated truck trips and lane closures) will be evaluated quantitatively. A detailed mobile air quality analysis will not be conducted for the operational conditions, since the project will not generate new trips or permanently change traffic conditions that might otherwise result in increased emissions.

Activity associated with construction of the proposed ventilation plant(s) could increase the level of dust in the immediate vicinity of the construction site, particularly during excavation. Air quality levels could also be affected by emissions from mobile sources and non-road equipment. Potential mobile sources include worker vehicles, construction truck traffic and disruptions in local traffic due to site activities. Off-road equipment sources include hydraulic cranes, backhoes/loaders, compressors, welders, drill rigs and concrete pumps.

Pollutants of Concern

Particulate matter emissions from construction activities are of primary concern -- particulate matter with aerodynamic diameter less than or equal to 10 micrometers (PM_{10}) and 2.5 micrometers ($PM_{2.5}$). Emissions are primarily related to grading, excavation, construction and demolition, land clearing, spoil removal, material loading operations, and exhaust from heavy duty vehicles and equipment.

The other significant pollutant of concern associated with construction activities is nitrogen dioxide (NO_2), which is emitted as NO and NO_2 from diesel-fueled engines of construction equipment and trucking activities within and near construction sites.

Diesel engines emit relatively small quantities of carbon monoxide (CO), but this assessment will evaluate this pollutant in order to be able to assess the combined effect of on-site and off-site emission sources.

The on-site analysis will evaluate the effects/impacts of construction activities on PM_{10}, $PM_{2.5,}$ CO, and NO_2 concentrations. The emissions associated with project-generated truck traffic on public roads (off-site analysis), and their effect on the traffic flow at the most affected intersection, will be analyzed for CO, PM_{10} and $PM_{2.5}$.

Emission Sources

Emissions to be considered from construction activities (on-site) that could potentially affect air quality levels at surrounding land uses will include:

- Earth excavation, grading, and deconstruction/demolition activities;
- The handling and transport of excavated material and debris;
- Soil and spoils removal from tunnel excavation;
- Operations of heavy-duty diesel and gasoline-powered construction equipment;
- Heavy-duty diesel trucks operating within construction areas, and traveling to the sites to deliver construction materials and from sites transporting excavated spoils and deconstruction material; and
- Re-entrained dust resulting from trucks and equipment traveling on paved public roads, and unpaved roads within the site.

Analysis Methodologies

National Ambient Air Quality Standards (NAAQS) were promulgated by EPA for the protection of public health and welfare, allowing for an adequate margin of safety. The EPA has set NAAQS for the following criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), ozone, particulates (PM_{10} and $PM_{2.5}$), and lead.

This air quality analysis will estimate potential impacts to air quality levels during the construction period based on the EPA standards. This analysis will employ EPA's latest dispersion algorithms (CAL3QHC/CAL3QHCR and AERMOD) and the latest EPA emission factor algorithm for vehicular and construction exhaust estimation (currently MOBILE 6.2.03 and 2005 NONROAD model).

This analysis will include the following aspects:

- Evaluation of construction schedule, level and duration of construction activities, and determination of final methodology and parameters to be used to identify the areas with the greatest potential for construction-phase air quality impacts.
- Estimation of emissions generated by the construction activities (demolition, excavation, tunnel spoils and rock removal, concrete and steel construction) at the main construction areas during the years of peak construction activity - including emissions from fugitive dust and exhaust from diesel powered equipment and trucks.
- Determination, based primarily on the largest emission generation potential, of the most critical analysis areas, and time interval to be analyzed.
- Identification of the most heavily traveled truck routes, where level of service could be significantly affected.
- A dispersion modeling analysis using EPA's AERMOD model of the worst-case construction area.
- A dispersion modeling analysis using EPA's CAL3QHC/R dispersion model at the intersections most affected by construction activities at each area (off-site analysis).
- A comparison of the cumulative (on-site and off-site) modeling results to the applicable National and State Ambient Air Quality Standards (NAAQS) for all applicable pollutants, using NYS DEC's criteria Significant Threshold Values (STVs) for fine particulate matter ($PM_{2.5}$).
- Identification of possible mitigation measures that could be undertaken to minimize construction phase impacts (i.e. diesel equipment retrofit technologies and fugitive dust controls), if such impacts exceed any NAAQS and/or NYS DEC STVs.

A qualitative analysis will be presented concerning operational level air quality effects/impacts.

Discussion / Evaluation of Noise and Vibration

Noise, or unwanted sound, has numerous sources in New York City including vehicles, airplanes, subways, factories, and construction equipment, to name a few. Noise may have adverse effects/impacts on people in a variety of ways depending on how loud and frequent the source of the noise is. Construction activities and even subway operations also have the potential for producing high vibration levels that may be perceptible or disruptive. When properly managed, construction activities rarely cause vibrations at levels that can damage structures. Even where

vibration levels are lower or imperceptible at a distance, they may be perceptible or disruptive close to the construction site.

Since the greatest project-related impact is expected to occur during construction of the ventilation plant(s), a quantitative analysis of noise and vibration during the peak construction year (2009) will be conducted to determine if there would be significant adverse noise or vibration impacts in the project area. The analyses would consider potential impacts resulting from mobile sources (construction-related traffic) and stationary sources (construction equipment). Noise and vibration impacts due to operation of the facility will be evaluated qualitatively.

Mobile sources comprise passenger cars, trucks, buses, and other heavy vehicles that travel along the city streets. Noise level changes attributable to mobile sources associated with construction activities are directly related to the number of mobile sources, or levels of traffic volume, at a given location. Stationary noise is calculated based on noise emissions generated by construction equipment, operating period for each piece of equipment, and the distance between the equipment and sensitive receptors (e.g., homes, hospitals, schools, houses of worship, parks, etc).

The noise and vibration studies will be based on information obtained from the engineering designs, construction schedules and plans, guidance from the FTA Transit Noise and Vibration Impact Assessment Guidelines, NYC Department of Buildings (DOB) criteria, as well as from field-monitoring.

A qualitative analysis will be presented concerning operation level noise and vibration effects/impacts.

Noise Analysis Methodology

The construction noise analysis will include the following elements:

- Project-related information on equipment, levels and types of construction activities, number of construction-period trucks and construction staging and schedule will be obtained.
- Based on the location of the critical construction site and truck trip assignment in the traffic analysis, representative sensitive sites and land uses will be selected for evaluation based on their exposure to the construction activity and projected travel routes during the peak construction year.
- Noise monitoring of ambient conditions will be performed at four sites during the DEIS evaluation to establish baseline noise levels – either on the sidewalk in front of sensitive land uses, or if granted access, within St. Vincent's Hospital for interior measurements. Monitoring will also be conducted by MTA NYCT during the highest construction activity period (to be determined during the DEIS evaluation) and one reading will also be conducted at night to document the ambient noise levels.
- It is assumed that daytime construction noise levels will be consistent with NYC noise code specifications.
- Following procedures outlined in FTA's *Transit Noise and Vibration Impact Assessment Guidelines* (FTA-VA-90-1003-06 May 2006), future No-Action and project-related stationary and mobile noise levels will be estimated at the selected sensitive land uses to determine if an airborne noise impact would occur.
- Noise levels estimated during the peak construction period will be compared to FTA's construction equipment noise criteria

Vibration Analysis Methodology

The construction vibration analysis will include the following elements:

- Vibration monitoring of baseline conditions will be limited to four locations and conducted during the peak construction activity period (daytime hours).
- Monitoring will be performed, if access is granted, in the basements of the identified sensitive land uses potentially affected during the construction period. Since the project area is within the Greenwich Village Historic District, it is anticipated that that historic buildings will be located within 90 feet of the construction zone, the FTA's minimum screening distance threshold for vibration.
- Noise and ground-borne vibration impacts during construction will be evaluated at sensitive sites using FTA's *Transit Noise and Vibration Impact Assessment Guidelines* to determine if any vibration impacts would occur. Potential vibration damage to structures will also be evaluated according to these guidelines.

Construction Mitigation Measures

If noise and/or vibration levels during construction are estimated to exceed FTA guidelines, MTA NYCT will consider and, where practicable, utilize noise control measures. Potential measures to control airborne noise and ground-borne noise and vibration will be identified and may include: sequencing operations; use of alternative construction equipment and instituting other special control measures; a preconstruction survey of structures or land uses likely to be adversely affected by the construction activities; and establishing thresholds or limiting values for structures and existing land use.

The DEIS will also evaluate the potential noise impacts of the operating ventilation plant on nearby sensitive receptors. Based on fan specifications, operation schedules and other information, a qualitative evaluation of the vibration and noise effects will be conducted.

Discussion / Evaluation of Infrastructure, Energy and Solid Waste

Construction of the ventilation plant(s) may require relocation of some in-street utilities, and these will be documented in the DEIS.

The DEIS will document the anticipated demand for energy consumption generated by the proposed ventilation plant(s). A detailed energy analysis is not necessary, however, as the ventilation plant(s) will be designed in accordance with the New York State Energy Conservation Code, which is reflective of State and City energy policies.

Operation of the proposed ventilation plant(s) will not result in significant solid waste generation since these facilities area not staffed. Nor would the alternatives under consideration directly displace or physically alter an existing solid waste facility. Therefore, no analysis of operational conditions with respect to solid waste impacts will be undertaken in the DEIS. During construction activities, construction and demolition debris will be generated. Measures to manage the solid waste consistent with NYS DEC Part 360 regulations would be described in the DEIS.

Discussion / Evaluation of Natural Resources

MTA NYCT will consult with the New York State Department of Environmental Conservation Natural Heritage Program regarding potentially sensitive natural resources in the project location

and possible impacts. The findings from this consultation will be summarized in the DEIS and this will comprise the full evaluation of natural resources.

Discussion / Evaluation of Contaminated and Hazardous Materials and Waste Management

The DEIS will assess the potential for the Proposed Action to result in short-term exposure to hazardous materials during construction using available published information (i.e., regulatory databases) and consultation with appropriate agencies (e.g., NYSDEC, FDNY) during the Alternatives Analysis work.

The extent and nature of potential hazardous material contamination and the management measures that would be implemented to minimize/avoid exposure will be described in the DEIS. Hazardous materials and evaluation of such materials and the management of such material during construction will be based upon Phase I Environmental Site Assessments for the selected alternative(s).

Discussion / Evaluation of Coastal Zone Consistency

As the Project Site is not located within New York City's Coastal Zone, the Proposed Action will not require review for compliance with the City's Waterfront Revitalization Program.

Discussion / Evaluation of Safety and Security

The DEIS will identify, to the extent allowed by MTA NYCT policy, safety and security aspects related to the design, construction and operation of the proposed ventilation plant(s).

Discussion / Evaluation of Environmental Justice

The study area's demographic characteristics (based on data collected in the Socioeconomics study domain) will be evaluated according to the Environmental Justice guidance defined in NYSDEC Commissioner's Policy 29 and other related regulations. Based on preliminary investigation of minority and low-income community characteristics, it is assumed that the project area will not warrant a detailed analysis.

Discussion / Evaluation of Coordinated Cumulative Effects

Cumulative impact analyses will be conducted to qualitatively identify the effects/impacts of constructing and operating the proposed ventilation plant(s) in conjunction with other Future No-Action developments in the area for each of the subject ventilation plant alternatives, as appropriate, and for the preferred alternative(s). Information will be gathered through coordination with representatives of the New York City Department of City Planning, Community Board 2 and St. Vincent's Hospital and will be discussed in the DEIS.

Discussion / Evaluation of Mitigation

Where significant adverse impacts are identified, measures that will mitigate these impacts, either partially or fully, will be identified. Mitigation measures will be designed to minimize or avoid to the fullest extent practicable, given costs and other factors, any significant adverse impact. Where the impacts cannot be mitigated, they will be described as unavoidable adverse impacts in the DEIS.

The alternatives evaluation in the DEIS has not been completed (pending scoping) nor have the alternatives undergone conceptual engineering design; however, MTA NYCT's judgment at this time, is that mitigation measures may include:

1. Aesthetic/Historic/Visual Resource Impacts – Structural features may be mitigated through appropriate engineering and architectural design of the off streetbed and above-ground facilities using NYSDEC visual assessment guidelines and in consultation with LPC and SHPO. A design charette would also be scheduled with the Community Board and interested parties to further develop input to mitigation strategies.

2. Open Space Impacts – If the selected alternative is located at the MTA NYCT property on 61 Greenwich Avenue, the proposed above-ground facility will be designed, to the extent feasible, with some community use. Similar consideration will be given to any other above ground facility resulting from this process.

3. Transportation Impacts – A Plan for the Management and Protection of Traffic (MPT) during construction of the proposed project will be developed and negotiated with the NYC Department of Transportation, taking into consideration the need to minimize the duration of street/lane/sidewalk closures and any traffic diversions.

Discussion / Evaluation of Other Study Categories

a. Unavoidable Adverse Impacts

If the implementation of the project will result in significant adverse impacts, regardless of the mitigation employed or where mitigation is not possible, such impacts will be described.

b. Growth-Inducing Aspects of the Proposed Action

The potential for the Proposed Action to induce growth will be assessed and summarized.

c. Irreversible and Irretrievable Commitments of Resources

The extent to which the Proposed Action will foreclose future options to utilize resources or the extent to which it will involve trade-offs between short-term environmental gains and long-term losses will be addressed, as will potential short-term losses compared to long-term benefits.

F. PLAN FOR PUBLIC AND AGENCY INVOLVEMENT

A Public Scoping Meeting will be held on July 11, 2007 at which time the public will have an opportunity to provide comments on this document. A presentation on the proposed alternatives under consideration and scope of DEIS analyses will be given. The public will have an opportunity to review the materials and provide comments (including written comments). Those comments will be addressed and incorporated as appropriate into a Final Scoping Document that will be issued by the MTA NYCT.

Once the preliminary DEIS is completed and MTA NYCT determines that the document is ready for public circulation and comment, MTA NYCT will prepare a Notice of Completion, publish the notice in the Environmental Notice Bulletin and distribute the DEIS. A Public Hearing will be held to give the public an opportunity to comment on the DEIS. MTA NYCT will maintain a record of all comments received during the DEIS public hearing and the comment period regarding the DEIS.

Preparation of the Final EIS (FEIS) is expected to require the incorporation of revisions to the DEIS reflecting clarifications, additional information and responses to comments made during the public comment period. The FEIS will include a separate chapter summarizing the comments received and presenting (or referencing) the responses to the comments.

G. PROTOCOL FOR PARTICIPATION IN PUBLIC SCOPING MEETING

A Public Scoping Meeting will be held on July 11, 2007 at which time the public will have an opportunity to provide comments on this document. The meeting date, location, and time are as follows:

Wednesday, July 11, 2007 – 5:30 - 8:00 PM
MTA New York City Transit
2 Broadway, 20th Floor, Conference Room
New York, NY 10004

Please bring photo ID for entrance into the hearing location.

The public comment period will close as of 5:00 PM on Thursday, July 26, 2007. All written comments should be submitted at the scoping meeting or mailed to:

NYCT Ventilation Plant
Comments
c/o Sara Stein
PB Americas, Inc.
One Penn Plaza, 3rd Floor
New York, NY 10119

or

Mr. Emil F. Dul, P.E.
Principal Environmental Engineer
MTA New York City Transit
2 Broadway, 5th Floor
New York, NY 10004

*** All mailed comments must be postmarked by Thursday, July 26, 2007.**