

## ENVIRONMENTAL RE-EVALUATION CONSULTATION

**Note:** The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 2 office at (212) 668-2170 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes expiration of NEPA determination before you fill out this worksheet.

<i>For Agency Use</i> Date Received: <u>10/06/11</u>	
Recommendation by Planner or Engineer: <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible <div style="text-align: right; margin-top: 10px;"><i>Leah Flax</i></div>	Reviewed By: <u>LDF</u> Date: <u>11/21/11</u>
Comments:	
Concurrence by Director of Planning & Program Development <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments <i>Nancy Danzig</i>	Reviewed By: <u>ND</u> Date: <u>11/22/11</u>
Comments:	
Concurrence by Regional Counsel: <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments <div style="text-align: right; margin-top: 10px;"><i>Michael J. Doherty</i></div>	Reviewed By: <u>MLC</u> Date: <u>11/22/11</u>
Comments:	
Concurrence by Approving Official: <i>Anthony G. ...</i>	Date: <u>11/23/11</u>

Please answer the following questions, fill out the impact chart and attach project area and site maps. Using a site map from the previously approved NEPA document, show any project changes using a different color. Include additional site maps to help reviewer understand project changes.

**PROJECT TITLE**

MTA Long Island Rail Road East Side Access Technical Memorandum No. 6 – 48<sup>th</sup> Street Entrance Design

**LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.**

<b>Title:</b> FEIS	<b>Date:</b> Mar. 2001	<b>Type and Date of Last Federal Action –</b> ROD 5/01
<b>Title:</b> TM#1	<b>Date:</b> Feb. 2001	<b>Type and Date of Last Federal Action –</b> FTA concurred with an assessment that showed no new adverse impacts would result from extending tail tracks south of Grand Central Terminal (GCT), a redesign of the 50 <sup>th</sup> Street vent plant and a new truck dock, loop track modifications at Sunnyside Yard, or a new entrance at the Roosevelt Hotel.
<b>Title:</b> TM#2	<b>Date:</b> Apr. 2006	<b>Type and Date of Last Federal Action –</b> FTA concurred with assessment that showed no new adverse impacts would result from design revisions in Sunnyside Yard, Queens involving the Harold Interlocking and to meet new 2003 National Fire Protection Association (NFPA) standards for ventilation systems design.
<b>Title:</b> Supplemental EA	<b>Date:</b> Jul. 2007	<b>Type and Date of Last Federal Action –</b> FONSI 7/06 – Redesign of the 50 <sup>th</sup> Street Facility.
<b>Title:</b> TM#3	<b>Date:</b> Jul. 2007	<b>Type and Date of Last Federal Action –</b> FTA concurred with assessment that showed no new adverse impacts would result from the 37 <sup>th</sup> Street sidewalk grates and vent plenum.
<b>Title:</b> TM#4	<b>Date:</b> Mar. 2010	<b>Type and Date of Last Federal Action –</b> FTA concurred with an assessment that showed no new adverse impacts would result from GCT design changes and entrance configuration.
<b>Title:</b> TM#5	<b>Date:</b> Jul. 2010	<b>Type and Date of Last Federal Action –</b> FTA concurred with an assessment that showed no new adverse impacts would result from construction of a redundant elevator for the East Side Access concourse.

**HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN RE-READ TO COMPARE PROPOSED PROJECT CHANGES?**

**NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)**

**YES NAME: Audrey Heffernan DATE: 9/14/11**

**IS THE PROJECT CURRENTLY UNDER  DESIGN OR  CONSTRUCTION?**

## REASON FOR RE-EVALUATION

The FEIS identified two new entrances on 48th Street between Park and Madison Avenue: 270 Park Avenue and 280 Park Avenue. Technical Memorandum No. 4 explained changes in entrance configurations including the elimination of the 270 Park Avenue entrance concluding that it would be redundant with the 280 Park Avenue entrance. Technical Memorandum No. 4 evaluated the elimination of the 270 Park Avenue entrance for its impact on pedestrian flow in Grand Central Terminal and within the study area, as well as elimination of the 44<sup>th</sup> and 45<sup>th</sup> street entrances, but did not consider construction risk as design of the entrance had not yet been advanced.

Over the past year, as the conceptual design of the 48<sup>th</sup> Street entrance at 280 Park Avenue progressed along with the East Side Access Project, significant construction impacts and risks emerged. The design analyzed in the FEIS and Technical Memorandum No. 4, herein referred to as the "Current Design," would require temporary and permanent easements in 415 Madison Avenue and 280 Park Avenue. Construction of the Current Design would include a significant amount of rock excavation beneath 415 Madison Avenue, the underpinning of columns and walls in both buildings, and transferring loads onto new columns and beams, with significant reframing. Supporting/underpinning high-rise commercial buildings of this size during construction (415 Madison Avenue and 280 Park Avenue are 28 and 44 stories tall, respectively) is considered very high-risk. Moreover, prior to the start of construction, easement areas must be cleared and utilities removed and relocated while maintaining building services. This work would be conducted by Con Edison and 415 Madison Avenue's Rudin Management (owner), and would require agreements between MTA and three parties (280 Park Avenue's owner, Con Edison, and Rudin Management).

The construction schedule (61 months) for this package of work is close to the critical path and is at risk for delay because some of the work would not be under MTA control. As a result of these issues, the project team explored ways to reduce the construction and schedule risk associated with the Current Design. Based on analysis of the site and potential design options, moving the 280 Park Avenue entrance west to 415 Madison Avenue (an adjacent building) emerged as a solution. This design change would reduce overall construction impacts and risk while maintaining good level of service conditions and is presented herein as the "Proposed Design" (see Figure 1).

**DESCRIPTION OF PROJECT CHANGES, NEW INFORMATION OR REASON FOR DELAY IN CONSTRUCTION**

Technical Memorandum No. 6 proposes to move the 280 Park Avenue entrance west to 415 Madison Avenue (an adjacent building) in order to reduce overall construction impact and risk. The shift in entrance location from the Current Design would benefit the construction plan and schedule. The Proposed Design would not cause any significant adverse impacts, nor does it have the potential to cause a change in the determination of impacts from what was described in the FEIS or Technical Memorandum No. 4.

In considering the design change, there are some areas which should be noted for their change in impacts, lessened impacts, or increased impacts. The differences between the Current and Proposed Designs are summarized below:

Change in Impacts

**Easements/Property Acquisition:** The total amount of temporary and permanent easements required in terms of square footage would be comparable under the Current or Proposed Design (as illustrated in the tables below). The effect on building uses at 280 Park Avenue and 415 Madison Avenue, however, would vary. Neither 280 Park Avenue nor 415 Madison Avenue is listed on or eligible for listing on the State and National Registers of Historic Places, and they are not NYC Landmarks.

Easements in both buildings would be required under the Current Design. In 415 Madison Avenue basement space would be required (HSBC Bank cafeteria and mechanical/electrical equipment serving the entire building). And in 280 Park Avenue, basement space (building mechanical/electrical equipment) and all of the ground floor retail space (Haru Restaurant) would be needed. An easement of about 100 square feet for the ADA elevator would be needed in the outdoor plaza of 280 Park Avenue, which would be constructed under either design.

The Proposed Design would occupy about 50 percent of the street-level retail space in 415 Madison Avenue (HSBC Bank teller and office space) and basement space (HSBC Bank vault and cafeteria). Permanent easements needed in 280 Park Avenue would be reduced from the Current Design to a 550 square foot easement in their emergency exit corridor (to mitigate potential conflicts between LIRR customers and service deliveries to 415 Madison Avenue). The easement in the emergency exit corridor would comply with the New York City Building Code. An easement of about 100 square feet for the ADA elevator would be needed in the outdoor plaza of 280 Park Avenue, which would be constructed under either design.

Under either the Current or Proposed Design, the parties affected would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

**Permanent Easements – Approximate Square Footage**

	<b>Current Design</b>	<b>Proposed Design</b>
280 Park Avenue	5,850	650
415 Madison Avenue	2,500	7,600
<b>Total</b>	<b>8,350</b>	<b>8,250</b>

**Temporary Easements – Approximate Square Footage**

	<b>Current Design</b>	<b>Proposed Design</b>
280 Park Avenue	5,650	200
415 Madison Avenue	4,250	6,300
<b>Total</b>	<b>9,900</b>	<b>6,500</b>

**Tenant Displacements:** Tenant displacements would be required under both the Current and Proposed Designs, however, the effects on building uses would vary. In either design, the parties affected would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Under the Current Design the 4,000 square foot restaurant at 280 Park Avenue would be displaced.

Under the Proposed Design the restaurant at 280 Park Avenue would not be displaced, but HSBC Bank at 415 Madison Avenue would need to be relocated (unless the Bank is agreeable to leasing a smaller space from 415 Madison Avenue for their operations).

**Entrance Capacity:** The number of escalators and stairs proposed for the 48<sup>th</sup> Street entrance would be reduced from four escalators and one two-lane stair (4+1) to three escalators and one two-lane stair (3+1). The pedestrian flow data indicates that during normal peak period operations, only two peak direction escalators are actually needed to handle the projected passenger flow of 1800 people in the peak 15 minutes. During normal peak operations, no passengers would be required to use the stairway in either direction. A LOS C/D design criteria has been established for the LIRR concourse and the reduced escalator design would meet that criteria. Each escalator processes 70 passengers per minute under LOS C/D conditions. Therefore, the two escalators operating at LOS C/D conditions for the 15 minute period could handle 2,100 customers, several hundred more than the estimated 1800 customers (based on the new LIRR system operating at tunnel capacity and with fully loaded trains). Another design change includes a potential sidewalk bump-out to address concerns expressed by the management of 415 Madison Avenue related to conflicts between new LIRR customers and service deliveries to their building. The sidewalk bump out would be designed in consultation with the New York City Department of Transportation (NYCDOT).

#### Lessened Impacts

**Utility Relocations:** Under the Current Design, three Con Edison transformer vaults would need to be relocated. Under the Proposed Design the three transformer vaults would not be affected. The Proposed Design also limits the potential impact to building services by reducing building service relocation requirements.

**Geology & Soils:** The Proposed Design significantly reduces the amount of excavation required within 415 Madison Avenue (from 1,460 cubic yards to 390 cubic yards of rock), and eliminates the need for underpinning, transferring column loads, and reframing in both 415 Madison Avenue and 280 Park Avenue. This is because under the Proposed Design, more of the excavation would take place beneath the street and sidewalks (along 48<sup>th</sup> Street and Madison Avenue).

**Total Construction Period:** Under the Current Design the construction period would be five years. Under the Proposed Design the construction period would be shortened to 28 months. Under the Proposed Design, construction is anticipated to start in December 2012.

**Construction Noise, Vibration and Dust:** Under the Current Design the duration of construction noise, vibration and dust impacts would be five years. Under the Proposed Design, the duration of construction noise, vibration and dust impacts would decrease from five to 28 months.

**Increased Impacts**

**Street and Sidewalk Closures:** The Proposed Design shortens the total construction period but increases the duration of sidewalk and traffic lane closures during construction from one year to 28 months. This is because under the Proposed Design more of the excavation will take place beneath the street and sidewalks (the Current Design calls for more construction under buildings).

Under the Current Design, an easement for the entire ground-floor retail space at 280 Park Avenue would have been required. Under the Proposed Design, there would be no impact to the ground-floor retail space at 280 Park Avenue; however, sidewalk closures on 48<sup>th</sup> Street adjacent to the outdoor seating area have the potential to make this area inhospitable to its current use as a dining area.

All traffic lane and sidewalk closures will be made in accordance with the traffic stipulations issued by New York City Department of Transportation (NYCDOT). Maintenance and Protection Traffic (MPT) for the Proposed Design have been drafted by MTACC and will be further developed by the contractor after approval by NYCDOT.

**HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.**

- NO  
 YES

**IS THE LIST OF THREATENED AND ENDANGERED SPECIES (NMFS AND USFWS) MORE THAN 6 MONTHS OLD?**

Not Applicable - The project is on 48<sup>th</sup> Street and Madison Avenue, a dense urban environment, in New York City.

**WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW?** For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as originally disclosed in prior environmental documents, describe all changes possible impacts. For a project with delay(s) in implementation, confirm the accuracy and validity of the underlying studies. The change in impact may be beneficial or adverse.

Transportation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Land Use and Economics	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Acquisitions, Displacements, & Relocations	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Neighborhoods & Populations (Social)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Visual Resources & Aesthetics	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Air Quality	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Noise & Vibration	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ecosystems (Vegetation/& Wildlife, incldg Endng'd Species)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Water Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Energy & Natural Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Geology & Soils	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Hazardous Materials	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Public Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Historic, Cultural & Archaeological Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Parklands & Recreation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Construction	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Secondary and Cumulative	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Justice	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Will the changed conditions or new information result in revised documentation or determination under the following federal regulations/orders?

Endangered Species Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Magnuson-Stevens Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Farmland Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 404-Clean Water Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Floodplain Management Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
CERCLA (Hazardous Materials)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 106 National Historic Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uniform Relocation Act	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 6(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Wild & Scenic Rivers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Barriers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Zone	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sole Source Aquifer	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National Scenic Byways	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Justice	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:

The Proposed Design would not impact compliance or actions needed to ensure compliance of the project. Property easement agreements and potential relocations would be required with the same two buildings under both designs.

Will these changes or new information likely result in substantial public controversy?

Yes  No

**Comments:** MTACC has met with the owners/managers of both 280 Park Avenue and 415 Madison Avenue to review the Proposed Design (see Attachment 3). The property acquisition process will be initiated as soon as the NEPA review is complete. MTACC expects to begin developing easement agreements with the property owners in October 2011.

Will these changes or new information require any new or different mitigation measures? If yes, describe the measures in each category.

Yes  No

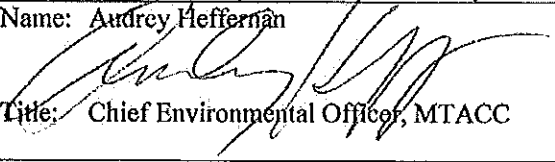
**CONCLUSIONS AND RECOMMENDATIONS:** The Proposed Design would not cause a change in the determination of impacts from what was described in the FEIS or Technical Memorandum No. 4 for any of the NEPA areas listed above. Further environmental analysis is not necessary.



- LIST OF ATTACHMENTS:**
- Figure 1 - 48<sup>th</sup> Street Entrance (Current Design)
  - Figure 2 - 48<sup>th</sup> Street Entrance (Proposed Design)
  - Figure 3 - 48<sup>th</sup> Street Entrance Locations
  - Attachment 1 – History of Design and Assessment of Effects
  - Attachment 2 – Environmental Re-evaluation back-up
  - Attachment 3 – 48<sup>th</sup> Street Entrance Meetings

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name: Audrey Heffernan  Title: Chief Environmental Officer, MTACC	Date: 9/14/11
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Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region II  
1 Bowling Green, Room 429  
New York, NY 10004

phone: (212) 668-2170  
fax: (212) 668-2136

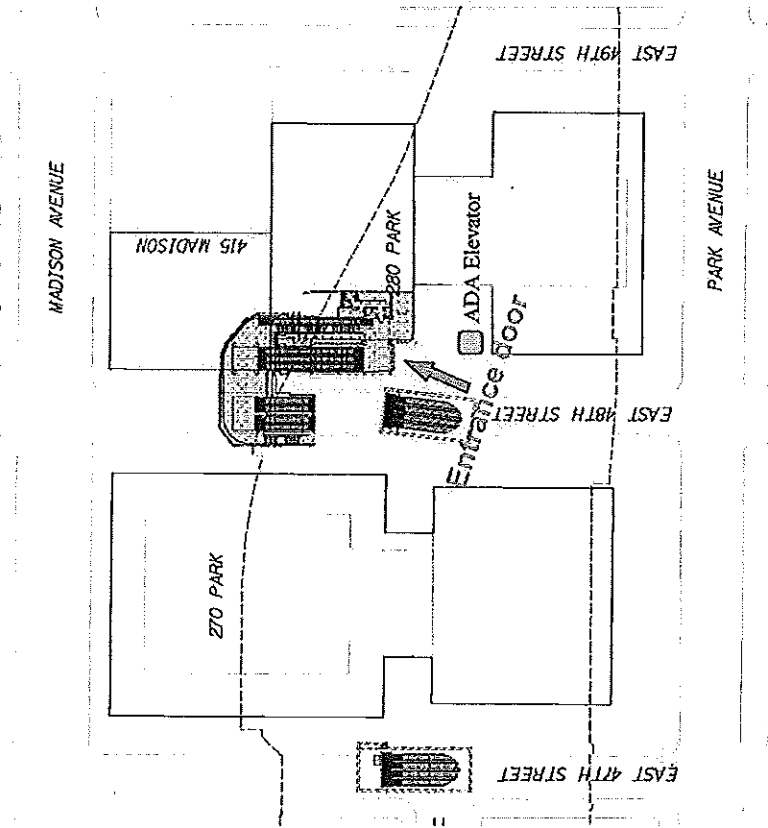
Impact Category	Impacts and Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Transportation	<p>FEIS: Increased activity could result in some traffic and pedestrian impacts on streets, sidewalks and crosswalks in the vicinity of 48<sup>th</sup> Street and Madison Avenue. Standard mitigation measures, such as signal timing changes, more restrictive parking regulations, and exclusive turn lanes would mitigate the traffic impacts. For significant impacts on sidewalks and crosswalks, crosswalk widening and limiting sidewalk vendors would mitigate the impacts (see pages 9C-63 and 9C-64).</p> <p>Tech Memo 4: Tech Memo 4 concluded that based on 2020 demand and beyond (analyses assumed that the LIRR system would operate at full capacity, i.e., 24 twelve-car trains per hour, 95 percent full), using up-to-date assumptions and full), using up-to-date assumptions and assigning the new pedestrian overlay onto GCT without the 44<sup>th</sup> and 45<sup>th</sup> Street entrances, the findings of the FEIS did not change appreciably and no new significant pedestrian impacts were identified at potential impact locations (pg. 11).</p>	<p>Analyses were updated based on a new LIRR origin-destination survey (see Attachment 2) and pedestrian counts taken in October 2010 to establish an up-to-date baseline from which to assess the affects of this design change on sidewalks, crosswalks, and mid-block near 48<sup>th</sup> Street and Madison Avenue. The results indicate that this design change would not result in any level of service changes at corners, crosswalks, and mid-block in the vicinity of 48<sup>th</sup> Street and Madison Avenue compared to those reported in the FEIS (Table 9C-34, Pc-35, 9C-36). The same mitigation measures identified in the FEIS would mitigate the significant adverse impacts that would result from either design option for the 48<sup>th</sup> Street Entrance.</p>	None
Land Use and Economics	None	None	None
Acquisitions, Displacements, & Relocations	<p>FEIS: Identified potential property acquisitions and potentially displaced businesses (see Table 5-12 on pg. 5-27) based on a conceptual design for the entrances. Ground floor space in 28-story</p>	<p>Current Design: 8,350 s.f. permanent easement; 9,900 s.f. temporary easement; displacement of Haru Restaurant.</p>	<p>Not significant - MTA would follow the Federal Uniform Relocation Assistance and Property Acquisitions Policy Act of 1970 for acquisition of private property and tenant relocation.</p>

	office building (280 Park Avenue), approximate 5,000 sq feet permanent acquisition, displacement of restaurant. Tech Memo 4: No change in impact as that described in the FEIS (pg. 12).	Proposed Design: 8,250 s.f. permanent easement; 6,500 s.f. temporary easement; potential displacement of HSBC Bank.	
<b>Neighborhoods &amp; Populations (Social)</b>	FEIS: Entrance at 280 Park would affect the plaza area that serves as an open space resource. These effects would not be considered significant (pg. 4-29). Tech Memo 4: No change in impact as that described in the FEIS (pg. 12).	None	Not significant - In addition to requiring the same small permanent easement in the plaza of 280 Park Avenue for an ADA elevator, construction of the project will affect the outdoor plaza seating area of Haru Restaurant for a period of 28 months under the Proposed Design. Haru Restaurant was to be relocated in the Current Design.
<b>Visual Resources &amp; Aesthetics</b>	None	None	None
<b>Air Quality</b>	None	None	None
<b>Noise &amp; Vibration</b>	None	None	None
<b>Ecosystems (Vegetation &amp; Wildlife)</b>	None	None	None
<b>Water Resources</b>	None	None	None
<b>Energy &amp; Natural Resources</b>	None	None	None
<b>Geology &amp; Soils</b>	None	None	None
<b>Hazardous Materials</b>	None	None	None
<b>Public Services</b>	None	None	None
<b>Utilities</b>	FEIS: The entrances would be located	The Current Design would require the	Lessened impacts - The three (3) Con Edison

	<p>within the easement areas of buildings above the GCT trainshed, and therefore, would not affect the utilities within the streets. When utility service connections to these buildings are affected by construction, revised connections would be provided to avoid disruption of service. (pg 13-3).</p> <p>Tech Memo 4: No change in impact as that described in the FEIS (pg 13).</p>	<p>relocation of three (3) Con Edison transformer vaults located beneath the sidewalk on 48<sup>th</sup> Street.</p>	<p>transformer vaults that would need to be relocated under the Current Design would not be affected under the Proposed Design. The Proposed Design also limits the potential impact to building services by reducing building service relocation requirements.</p>
<b>Historic, Cultural &amp; Archaeological Resources</b>	None	None	None
<b>Parklands &amp; Recreation</b>	None	None	None
<b>Construction</b>	<p>FEIS: One curb lane of 48<sup>th</sup> Street between Park and Madison Avenue would be used for construction activities for about 1 year. This block currently has mid-block pedestrian cut-through walkways and several building delivery docks on either side and one emergency fire access entryway into GCT along the south side. Access would be maintained to these facilities. The north and south curbs do allow for curb deliveries with "No Standing Except Trucks Loading and Unloading, 7 AM to 7 PM, Except Sunday" regulations, although closer to Madison Avenue no standing rules are posted along the north curb. These rules would be changed to "No Standing Anytime" to ensure that at least one travel lane is maintained. About 18 curb spaces would be lost on the north side of the street and 14 spaces would be lost on the</p>	None	<p>Not significant/lessened impacts - The Current Design requires more extensive street level construction than anticipated in the FEIS, with potential traffic and pedestrian impacts extending over a 28 month period. An escalator bank is located beneath 48<sup>th</sup> Street. As a result, lane and partial sidewalk closures and noticeable street-level construction will last approximately 28 months instead of one year as identified in the FEIS. Traffic will be maintained on the streets and sidewalks in accordance with NYCDOT permits. Deliveries and building access will be maintained at all times.</p> <p>The Proposed Design would result in reduced construction noise, vibration and dust impacts since overall construction activities will be limited to 28 months from the five-year construction period anticipated under the Current Design.</p>

	south side, depending on which side of the street would have its curb lane eliminated." (page 17-42).		
	Tech Memo 4: No change in impact as that described in the FEIS (pg 13).		
Secondary and Cumulative	None	None	None
Environmental Justice	None	None	None
Other	None	None	None

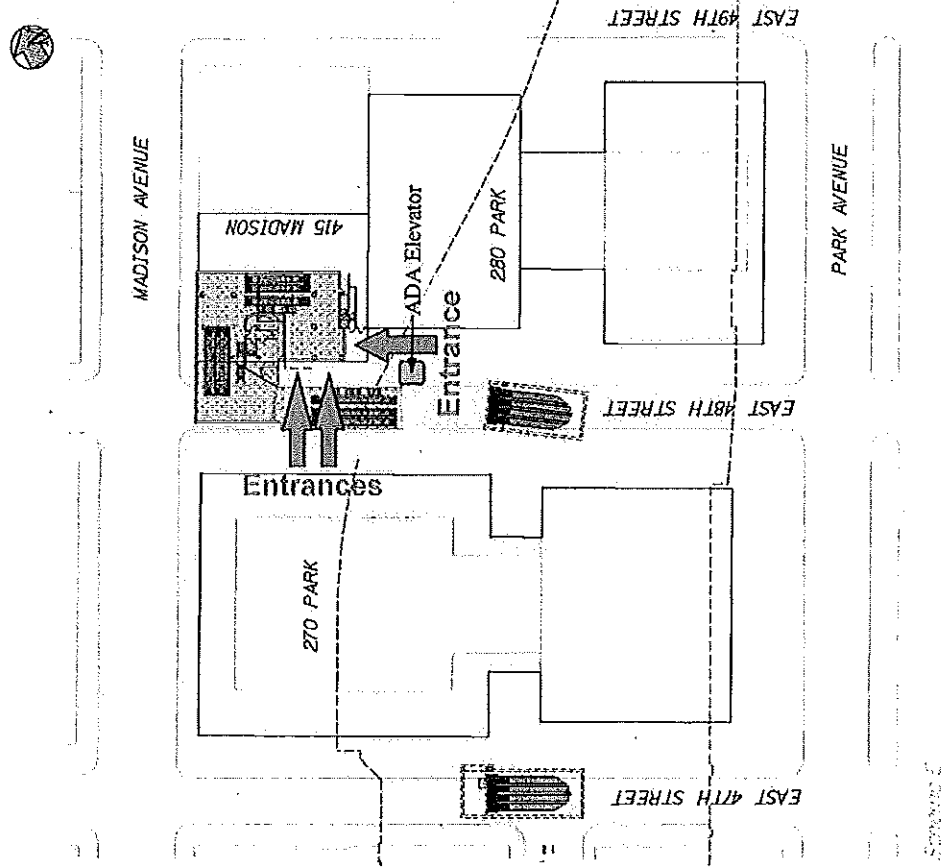
# Figure 1 – 48th Street Entrance – 280 Park Ave (Current Design)



Sheet 01

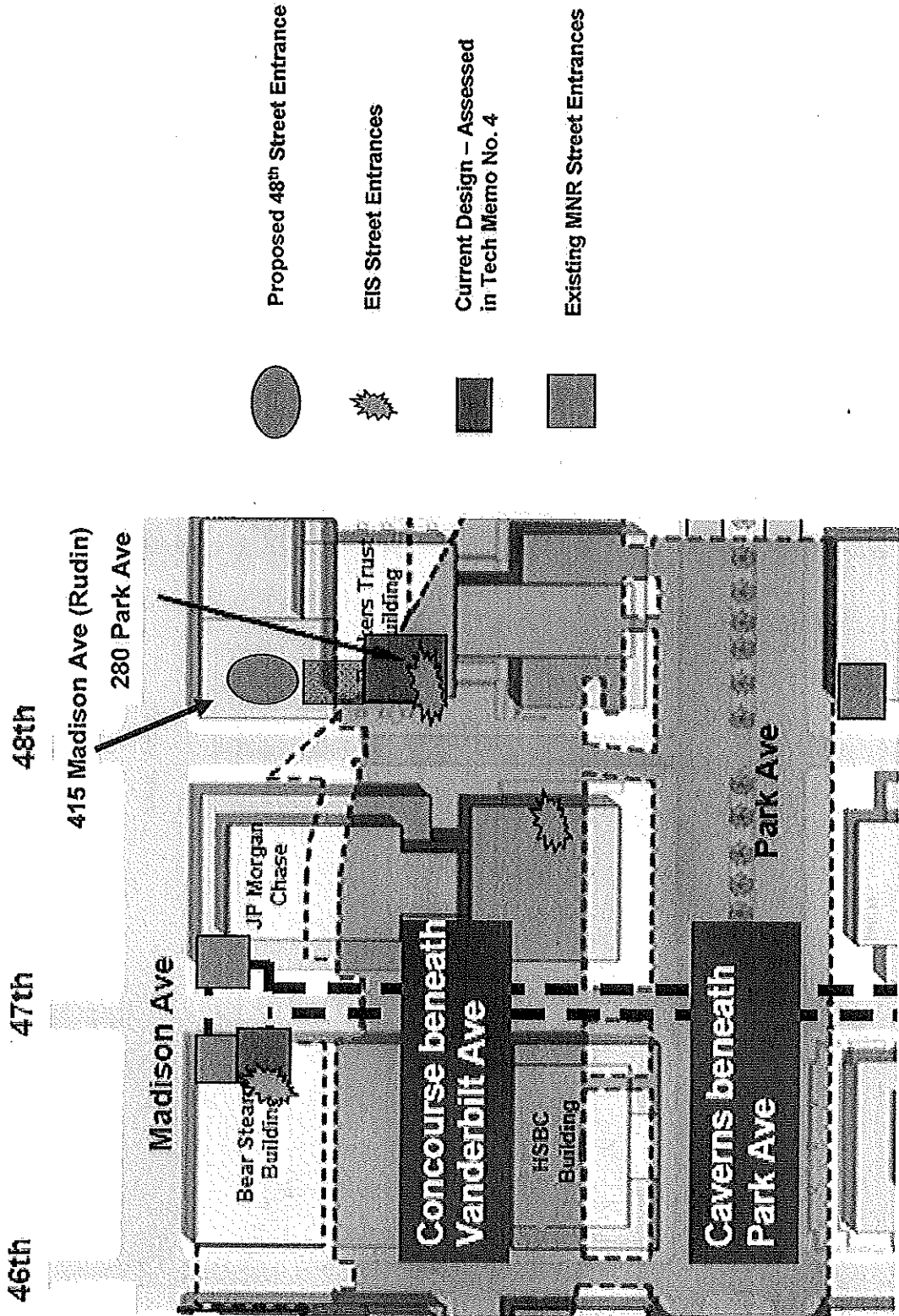
<b>PARTIES INVOLVED IN CONSTRUCTION/APPROVALS</b>	<p>RUDINS INVESTCORP &amp; BROADWAY PARTNERS CON EDISON (POWER DEPT. &amp; STEAM DEPT.) VERIZON</p> <p>61 MONTHS, WORK BY RUDINS, CON ED, VERIZON AND ESA</p> <p>1,460 yd<sup>3</sup> Rock excavated from within 415 Madison @ depth of 15ft 1,100 yd<sup>3</sup> Rock excavated in the street @ depth of 12ft 10 Columns Underpinned, 2 Column Extensions, 3 New Columns, 2 Transfer Girders Introduced, 2 Transfer Girders Removed, 1 Girder Removed, 1 Girder Reinforced, South Basement Wall Underpinned, 6-story Party Wall Underpinned, New Plaza Framing, New Cellar Framing</p>
<b>CONSTRUCTION SCHEDULE</b>	<p><b>CONSTRUCTION RISK</b></p> <p><b>VERY HIGH</b> ●</p>
<b>CONSTRUCTION RISK</b>	<p><b>SCHEDULE RISK:</b></p> <p>Construction Schedule Close To Critical Path, No Control Over Building Services Relocation Schedule Work By Rudin, Heavily Dependent On Con Ed For Completion Of Building Owner Work, Risk Of Owner Ordered Work Stoppages During Underpinning, Complex And Time Consuming Contract Negotiations With Owner</p> <p>3 TRANSFORMER VAULTS IMPACTED</p>
<b>IMPACT TO CON-ED</b>	<b>HIGH</b> ●
<b>BUILDING SERVICES IMPACT</b>	<b>MEDIUM</b> ●
<b>BUILDING REAL ESTATE IMPACT</b>	
<b>STORE FRONT IMPACT</b>	<b>14% STREET FRONTAGE LOST</b>
<b>PRO'S</b>	<ul style="list-style-type: none"> <li>• Retail Impact - No Permanent Impact To HSBC Street Level Banking Space</li> <li>• LIRR Passenger Exit Onto An Existing Plaza At 280 Park</li> <li>• MTA-ESA CM014 Design Is Advanced</li> <li>• Loss of ground floor retail space in 280 Park Avenue -- Haru Restaurant</li> </ul>
<b>CON'S</b>	
<b>EASEMENTS</b>	<p>7,800 SF Permanent 8,500 SF Temporary</p>

# Figure 2 – 48th Street Entrance – 415 Madison Avenue (Proposed Design)



<b>PARTIES INVOLVED IN CONSTRUCTION/APPROVALS</b>	<b>RUDINS</b>
<b>CONSTRUCTION SCHEDULE</b>	<b>28 MONTHS, WORK BY ESA</b> 390 yd <sup>3</sup> Rock excavated from within 415 Madison @ depth of 6ft 2,075 yd <sup>3</sup> Rock excavated in the street @ depth of 12ft
<b>CONSTRUCTION RISK</b>	6 Columns Underpinned, 1 Transfer Girder Introduced, 6-Story Party Wall Underpinned Moderate Building Services Relocations <b>SCHEDULE RISK:</b> Reduced Risk: presuming MTA Performs Design And Construction Of Building Services And Building Structure Modifications, Risk Of Owner Ordered Work Stoppages During Underpinning
<b>IMPACT TO CON-ED</b>	<b>NO TRANSFORMER VAULTS IMPACTED</b>
<b>BUILDING SERVICES IMPACT</b>	<b>MEDIUM</b>
<b>BUILDING REAL ESTATE IMPACT</b>	<b>MEDIUM</b>
<b>STORE FRONT IMPACT</b>	<b>25% STREET FRONTAGE COST</b>
<b>PRO'S</b>	<ul style="list-style-type: none"> <li>• No Impact To Con Ed Vaults</li> <li>• Limited Impact To Building Services</li> <li>• Preserves 280 Park tenant (Haru Restaurant)</li> </ul>
<b>CON'S</b>	<ul style="list-style-type: none"> <li>• Underpinning Of 6 Columns And Rock Excavation Required Under Building</li> <li>• Retail Impact – HSBC street-level banking space. Preserves 50% Of Street Level Retail Space With Frontage On Madison Avenue And 48th Street</li> </ul>
<b>EASEMENTS</b>	8,000 SF Permanent 6,500 SF Temporary

**Figure 3 – 48th Street Entrance Locations**





## **Attachment 1 – History of Design and Assessment of Effects of Design Options Compared to FEIS and Tech Memo #4 in Affected Impact Categories**

The proposed change would shift the entrance to the west, to 415 Madison Avenue, which is adjacent to 280 Park Avenue (see Figure 3). Note that during the FEIS, it was anticipated that shifts within the same building or block were likely and would not significantly affect the FEIS analyses or conclusions. This assessment confirms that statement.

### ***FEIS and Tech Memo #4 Design Descriptions***

New entrance locations were chosen from an initial list of 27 sites (developed during the Major Investment phase of the project) based on a set of objective siting criteria. While a review of structural and architectural drawings for affected buildings was part of the screening process, for some buildings these drawings were not up-to-date or even available. The FEIS (pg. 2-14) states that *“as information becomes available through structural and architectural surveys performed during preliminary design, the locations chosen will continue to be reviewed and assessed....Any change in the location of an entrance to GCT is likely to a minor one, with potential shifts within the same building or block, or to a nearby street, which would not significantly affect the environmental analyses presented in this document.”*

The sites listed for the Preferred Alternative in the FEIS include:

- 44<sup>th</sup> Street (the Bank of America building at 335 Madison Avenue)
- 45<sup>th</sup> Street (the MTA Building at 347 Madison Avenue)
- 47<sup>th</sup> Street (the American Brands Building at 245 Park Avenue on the south side of the street between Park and Lexington avenues)
- 48<sup>th</sup> Street (outside of the Chase building at 270 Park Avenue on the southwest corner)
- 48<sup>th</sup> or 49<sup>th</sup> Street (the Bankers Trust building at 280 Park Avenue between Madison and Park avenues)

Tech Memo #4 assessed pedestrian circulation within the LIRR concourse and on the streets and sidewalks in the study area assuming that the 44<sup>th</sup> and 45<sup>th</sup> Street entrances would not be built. In addition, Tech Memo #4 reviewed the two 48<sup>th</sup> Street entrances listed above, as follows: *“Two modest-sized (similar to the recently constructed MNR North End Access entrances) 48<sup>th</sup> Street entrances were identified in the FEIS – one at 280 Park Avenue and the other, across the street on the same block, at 270 Park Avenue. This entrance at 270 Park Avenue was planned with one stairway and one escalator daylighting in the large open plaza area at 270 Park Avenue (west side of Park Avenue). The entrance was mandated under Option 1 (shallow tunnel option in the FEIS) to correct a dead-end condition in a proposed 48<sup>th</sup> Street cross passage. Since there is no 48<sup>th</sup> Street cross passage under the Preferred Alternative, the need for this entrance is not critical. The current design includes a large entrance at 280 Park Avenue (four escalators and a staircase on 48<sup>th</sup> Street), eliminating the redundancy of the two FEIS entrances while providing ample capacity for those destined to 48<sup>th</sup> Street and north.”*

The current ESA design includes the following entrances:

- 47<sup>th</sup> Street (the American Brands Building at 245 Park Avenue on the south side of the street between Park and Lexington avenues)

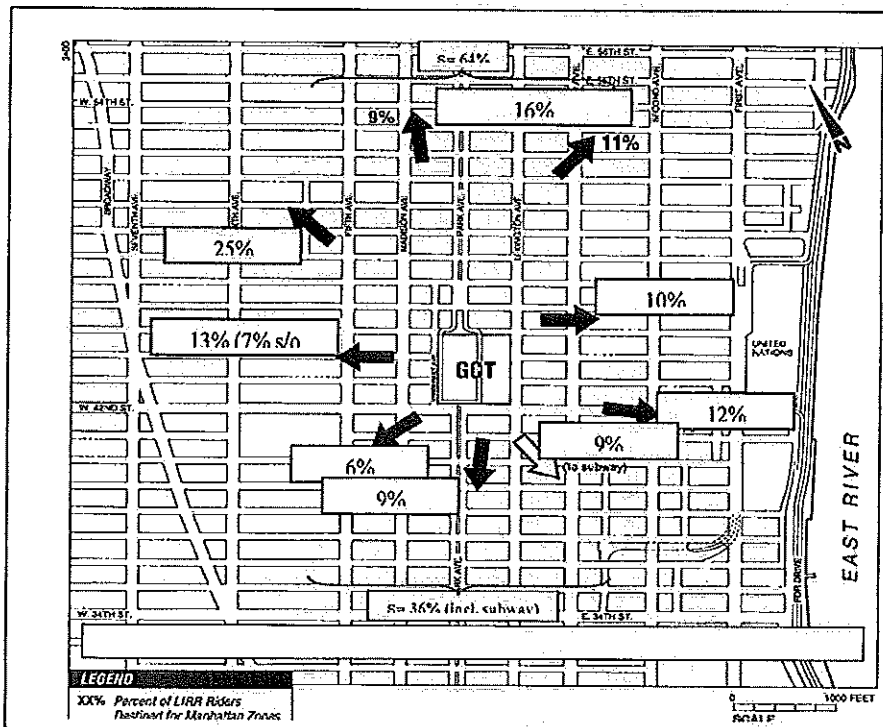
- 48<sup>th</sup> Street (point of entry located in the Bankers Trust building at 280 Park Avenue and extending into the adjacent building at 415 Madison Avenue, both at the northeast corner of Madison and Park Avenues)

Tech Memo #4 concluded that based on 2020 demand and beyond (analyses assumed that the LIRR system would operate at full capacity, i.e., 24 twelve-car trains per hour, 95 percent full); no significant pedestrian circulation or other environmental impacts would occur as a result of this entrance scheme.

## Attachment 2 – Environmental Re-evaluation Backup

### Transportation – Pedestrian Conditions

The distribution of LIRR customers at Grand Central Terminal shown in Figure 9C-7 in the FEIS was recently updated to reflect LIRR's most recent origin-destination survey (see below). The projected distribution of passengers throughout the GCT area remained relatively the same – with the majority of those traveling to the street destined for locations to the north, with the largest share (25%) projected to use the new 48<sup>th</sup> Street entrance. Grand Central Terminal itself has eight points of entry/exit to the south, east and west with only the relatively new “North End Access” entrances at 47<sup>th</sup> Street and Madison Avenue (Bear Stearns/Chase) and 48<sup>th</sup> Street and Park Avenue (Westvaco) serving customers whose destination is to the north. As a result, the 48<sup>th</sup> Street entrance is a critical entrance to meet the demand introduced by East Side Access.



In both the FEIS and Tech Memo #4, the escalators and stair at the 48<sup>th</sup> Street entrance were reported to function with volume-to-capacity ratios indicative of conditions under capacity and no queuing. As indicated in Tech Memo #4 (without the 44<sup>th</sup> and 45<sup>th</sup> Street entrances) based on current model results, the 15-minute pedestrian demand at 48<sup>th</sup> Street is 1,800 LIRR customers in year 2020 and beyond.

Attachment 3  
48<sup>th</sup> Street Entrance Meetings

- February 11, 2003. Management Meeting, 280 Park Avenue and Haru Restaurant. Project update and concept design briefing.
- February 11, 2003. Management Meeting, 415 Madison Avenue. Project update and concept design briefing.
- May 19, 2004. Technical Team Meeting, 280 Park Avenue. Briefing on fresh air intake through 280 Park Avenue.
- February 15, 2005. Management Meeting, 280 Park Avenue. Design progress.
- March 23, 2006. Technical Team Meeting, 280 Park Avenue. Site visit/design progress.
- January 30, 2007. Management Meeting, 280 Park Avenue and Haru Restaurant. Project update/design progress.
- January 30, 2007. Technical Team Meeting, 415 Madison Avenue. Design progress/space requirements for transformers.
- February 7, 2007. Management Meeting, 280 Park Ave. Design progress.
- April 17, 2007. Management Meeting, 280 Park Ave. Design progress.
- May 30, 2007. Management/Technical Team Meeting, 280 Park Avenue. Design coordination.
- June 29, 2007. Technical Team Meeting, 280 Park Avenue. Design coordination.
- June 29, 2007. Technical Team Meeting, 415 Madison Avenue. Design coordination.
- September 28, 2007. Technical Team Meeting, 415 Madison. Design coordination.
- January 29, 2008. Management Meeting. 280 Park Avenue. Design progress/easement agreement.
- March 7, 2008. Management/Technical Team Meeting, 280 Park Avenue. Presentation on pre-construction survey
- March 18, 2008. Technical Team Meeting, 280 Park Avenue. Design coordination.
- May 30, 2008. Technical Team Meeting, 415 Madison Avenue. Design coordination.
- June 19, 2008. Technical Team Meeting, 415 Madison Avenue. Design coordination.
- July 10, 2008. Management/Technical Meeting, 415 Madison Avenue. Presentation on pre-construction survey.

July 24, 2008. Technical Team Meeting, 415 Madison Avenue. Design Coordination.

August 7, 2008. Technical Team Meeting, 280 Park Avenue. Design coordination.

September 12, 2008, Management Meeting, 280 Park Avenue. Design progress.

October 27, 2008. Technical Team Meeting, 280 Park Avenue. Design coordination.

March 11, 2009. Technical Team Meeting, 415 Madison Avenue. Design coordination.

March 20, 2009. Management Meeting, 280 Park Avenue. Design progress/easement agreement.

March 25, 2009. Management Meeting, 280 Park Avenue. Construction progress review.

July 15, 2009. Technical Team, 280 Park Avenue. Design coordination.

June 24, 2010. Management Meeting, 280 Park Avenue. Construction progress.

August 11, 2009. Technical Team Meeting, 415 Madison Avenue. Design coordination.

January 6, 2011. Management Meeting, 415 Madison Avenue. Proposed design concept review.

March 24, 2011. Management Meeting, 280 Park Avenue and Haru Restaurant. Proposed design concept review.

July 27, 2011. Management Meeting, 280 Park Avenue (new owners). Proposed design concept review.

May 10, 2011. Technical Team Meeting, 415 Madison Avenue. Design coordination.

August 31, 2011. Technical Team Meeting, NYCDOT. Design review.

