

The Second Avenue Subway is one of a number of projects now under construction or in the planning stage for Manhattan. In addition, the City and State each have overall environmental, transportation, and development policies in place. These efforts each respond to a variety of purposes and needs, but many of the objectives overlap with those of the Second Avenue Subway, and coordination with these plans and policies is essential to project planning. Thus, these projects form a context in which to frame the goals and objectives for the Second Avenue Subway and to refine the full-length Second Avenue Subway alternative for evaluation in the SDEIS.

A. BACKGROUND

A Second Avenue subway was planned as early as the 1920s with the City's proposal for the Independent (IND) Subway. Since then, three major plans have been introduced for new subway service along Second Avenue. In the 1970s, three tunnel segments were constructed before work stopped due to lack of funding. In Appendix B, the evolution of these plans and constructed tunnel segments, which form the basis of the alignment of the Second Avenue Subway presented in this SDEIS, are described.

B. MAJOR TRANSPORTATION INITIATIVES

A number of transportation projects would improve access to and from Manhattan, as described below and illustrated in Figure A-1. Although many of these plans would increase connections between the project area and the surrounding areas, none of them specifically improve north-south mobility for the length of Manhattan's East Side. Together, they nevertheless demonstrate the City, State, and regional efforts to strengthen its existing public transit system. Two of these transportation initiatives are currently in construction and several others are in the planning stages.

PROJECTS UNDER CONSTRUCTION

Two major transportation projects are currently in construction—LIRR East Side Access and JFK Air Train. This SDEIS assumes completion of these projects as part of its future condition.

LIRR EAST SIDE ACCESS

The LIRR East Side Access Project will provide a direct connection to Grand Central Terminal for LIRR commuters. It will link LIRR's Main Line and Port Washington Branches to the lower level of the existing 63rd Street Tunnel. A new tunnel in Manhattan will bring trains directly from 63rd Street to new tracks and platforms below the existing lower level of Grand Central Terminal. The project also includes construction of additional passenger circulation elements at Grand Central Terminal and its subway station as well as a new LIRR station in Sunnyside, Queens.

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In March 2001, the FTA and MTA issued a Final Environmental Impact Statement (FEIS) for the East Side Access Project. The FTA issued a Record of Decision for the project in May 2001, which signifies that all environmental work is complete and the project is eligible for continued federal funding and support. In February 2002, FTA approved the project's entrance into final design. The first element under construction is Highbridge Yard in the Bronx, where work began in fall of 2001. The project's full completion is planned for 2012.

JFK AIR TRAIN

The Port Authority of New York and New Jersey (Port Authority) is nearing completion of its new light-rail service to John F. Kennedy International Airport. The 8.1-mile system will link the airport's terminals with car rental facilities, long-term and employee parking lots, the Howard Beach subway station, and the LIRR and subway station in Jamaica, Queens. As part of the project, the Port Authority and MTA are reconstructing the LIRR and subway stations at Jamaica and Howard Beach. The system should be fully operational in 2003.

MTA LONG-RANGE PLANNING FRAMEWORK

MTA has developed the Long-Range Planning Framework to create a unified program of improvements to its subway and commuter rail systems. These improvements are aimed at alleviating overcrowding, reducing travel time, better connecting the rail and subway lines, providing high-quality service, and extending service to underserved areas. This effort recognizes that although a current map of the region's subway and rail lines would show little difference from one produced a half-century ago, the areas and the passengers that they serve have seen tremendous change. In the expectation of continued changes in this century, MTA has begun examining how its network can be expanded and adapted to meet long-term access and mobility needs. Ease of transportation is essential to support economic growth and productivity and to keep the region as a good place to live and work. To this end, MTA and its operating authorities, in coordination with FTA and other agencies, as appropriate, are undertaking these coordinated but independent studies, including the Second Avenue Subway study and the LIRR East Side Access Project now under construction (described above).

All these initiatives are being coordinated through the MTA Long-Range Planning Framework Group, which consists of study managers and key staff from MTA and its subsidiaries, LIRR, Metro-North, and NYCT, and additional input from the New York Metropolitan Transportation Council (NYMTC), the Port Authority, and the New York City Department of City Planning (NYCDCP), as appropriate. In particular, the group has worked to make sure that the same assumptions for such items as regional forecasts, current and future levels of transit service evaluation, the future shape of the regional transit network, and common evaluation criteria are used. Although these projects currently in the planning phases would be part of the region's overall transportation system, they are independent actions. Each has its own purpose and need; each is subject to its own assessment and alternatives evaluations; and each can be built without that affecting decisions to build any other proposed projects. The long-range projects other than the Second Avenue Subway and LIRR East Side Access are described below (see also Figure A-1). Because the following projects are still in the alternatives analysis phase, they are not assumed to occur in this SDEIS's future condition. As the Second Avenue Subway and the other Long-Range Planning Framework projects advance, coordination will continue so that the various plans remain compatible.

LOWER MANHATTAN ACCESS STUDY

The Lower Manhattan Access Study explored short- and long-term strategies for improving access to Lower Manhattan, mostly from suburban locations. Preliminary short-term alternatives included new connections between transit stations and major activity centers. The long-term alternatives included the extension of commuter rail or new shuttle service between Grand Central Terminal, Penn Station, or Flatbush Avenue Terminal in Brooklyn and Lower Manhattan, or construction of new subways in Manhattan and Brooklyn to ease congestion on the lines serving these rail terminals. A Second Avenue Subway line from Midtown to Lower Manhattan was determined to be the best way to improve access for suburban commuters.

7 *FLUSHING LINE EXTENSION*

The expansion of the Jacob Javits Convention Center, major development proposals for the West Side rail yards, and continued commercial and residential projects in Clinton and Chelsea have generated demand for improved transit access to Midtown's far West Side. In 2001, NYCDPC published the *Far West Midtown Study*, which presented the City's policy to permit high-density, mixed-use development (with a large commercial component) between 30th and 42nd Streets west of Ninth Avenue. This study acknowledged the current proposal for the 2012 Olympics (NYC 2012), which would introduce sports venues and related events to the area, and presented an alternate scenario for commercial development above the rail yards. An extension of the Flushing Line from Times Square to the Jacob Javits Center is a key component of the City's development policy for the far West Side. NYCDPC's plan also lays out options for local and State funding of the extension, primarily through tax increment financing. NYCT, jointly with NYCDPC, intends to conduct an SDEIS under the State Environmental Quality Review Act (SEQRA), reflective of NEPA and City Environmental Quality Review (CEQR) considerations and in conjunction with Preliminary Engineering. The study is expected to move forward in 2002.

METRO-NORTH PENN STATION ACCESS MIS/DEIS

Penn Station Access is examining the potential social, economic, and environmental effects of providing direct access to Penn Station from Metro-North's Harlem, Hudson, and New Haven lines, using an existing track connection on Manhattan's West Side. The study is also exploring the location of intermediate stations in Upper Manhattan and the Bronx.

LAGUARDIA AIRPORT SUBWAY ACCESS STUDY

This study is evaluating alternatives to provide a one-seat transit service from Midtown and Lower Manhattan to LaGuardia Airport. Nineteen alternatives have been assessed to yield a smaller group of options, which are currently being studied. Major alternatives include the extension of the Astoria Line (N service) via different alignments, new branches of other subway or commuter rail routes, people movers linking the airport with transit stations, and guided busways.

ACCESS TO THE REGION'S CORE (ARC)

ARC is sponsored by MTA, New Jersey Transit, and the Port Authority and examines alternatives for improved access to Manhattan for west-of-the-Hudson commuters. Concepts considered include a new rail tunnel under the Hudson River, capacity improvements at Penn

Station, and a new rail connection at the Secaucus Transfer linking several New Jersey Transit and Metro-North rail branches to the Northeast Corridor Line.

OTHER MAJOR TRANSPORTATION STUDIES AND PROJECTS: CROSS HARBOR FREIGHT MOVEMENT PROJECT

The FHWA, Federal Railroad Administration, and New York City Economic Development Corporation (NYCEDC) are preparing an SDEIS to assess improvements to freight movement across the Hudson River between northern New Jersey and New York City. The range of alternatives include operating improvements for more efficient float operations, the potential construction of a new rail yard in Maspeth, Queens, improvements to rail infrastructure including increasing clearance heights along LIRR's Bay Ridge Branch and Montauk Branch, and construction of a rail freight tunnel under New York Harbor.

REGIONAL TRANSPORTATION PLAN: MOBILITY FOR THE MILLENNIUM

NYMTC, in cooperation with state and local transportation agencies, is responsible for the development of a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for the New York portion of the metropolitan region. The RTP, *Mobility for the Millennium, A Transportation Plan for the New York Region*, most recently updated in 1999, identifies issues and lays out long-range transportation goals and objectives for the region's transportation system to be achieved by 2020. The plan includes the following goals relevant to the Second Avenue Subway:

- Achieve and maintain a state of good repair on the transportation system. Objectives related to this goal include bringing transit infrastructure to a state of good repair and maintaining the system on a normal replacement cycle.
- Maximize the transportation system's level of service and manage demand. This mobility goal includes the objectives of increasing the market share of all transit modes, including (among others) rail rapid transit, local and express bus, ferry, and commuter rail.
- Develop integrated land use and transportation solutions for the short-, medium-, and long-term future. This includes taking into account how new development will affect the transportation system, and how that system should improve access to major activity centers.
- Improve the safety and security of the mass transportation system, including improving the environment of transit stations and facilities, and reducing the number of pedestrian and bicycle-related fatalities throughout the region.
- Improve regional environmental quality, balance environmental quality with the region's mobility and economic activity, and conform to the State Implementation Plan and Clean Air Act Amendments. A particularly relevant objective related to this goal is to minimize growth in vehicular traffic (vehicle miles traveled), thus reducing air pollution from cars, buses, and trucks (mobile source emissions).
- Identify public and private funding resources to implement the long-range plan. This goal, through its objectives, fosters increasing operating efficiencies in transportation systems and minimizes the time needed to implement projects.
- Continue to monitor the performance of the long-range plan, adding measures and projects, as necessary to achieve the goals of the plan.

As part of its discussion of the current planning framework, the 1999 RTP also lists various studies that are under way, including the MESA MIS/DEIS. The RTP is currently being updated to reflect a 2025 planning horizon.

NEW YORK STATE AIR QUALITY IMPLEMENTATION PLAN AND TRANSPORTATION IMPROVEMENT PLAN (TIP)

The Clean Air Act requires each state to submit a State Implementation Plan (SIP) to the EPA demonstrating attainment of the National Ambient Air Quality Standards (NAAQS). Amendments to the Act in 1977 and 1990 require comprehensive plan revisions for areas where one or more of the standards have yet to be attained. In the New York City metropolitan area, the standard for ozone continues to be exceeded. Consequently, as part of the SIP, New York City is implementing measures to reduce levels of hydrocarbons and nitrogen oxides as part of its effort to attain the NAAQS ozone standard. In addition, Manhattan is designated as a moderate non-attainment area¹ for PM₁₀.

New York State and the EPA have not yet determined whether New York City is within attainment of the PM_{2.5} NAAQS. Early monitoring data indicate that the region is well within the 24-hour PM_{2.5} standard, but the monitoring data for compliance with the annual standard do not indicate that New York City is within the annual PM_{2.5} standard. States are required to submit proposed PM_{2.5} NAAQS attainment/non-attainment designations to EPA within 1 year after receipt of 3 years of monitoring data.

EPA has recently redesignated New York City as an area in attainment for CO. The Clean Air Act Amendments (CAAA) described above require that a maintenance plan be established to ensure continued compliance of the CO NAAQS for former non-attainment areas. In addition, for ozone, the CAAA requires a series of SIP revisions. These revisions include air quality control measures for target years, emission reductions of ozone precursor emissions (VOCs and NO_x), and an ozone attainment demonstration by 2007. In June 1997, the New York State Department of Environmental Conservation submitted an ozone SIP revision that addressed the status of these requirements.

The conformity requirements of the Clean Air Act and regulations promulgated thereunder (conformity requirements), limit the ability of federal agencies to assist, fund, permit, and approve transportation projects which do not conform to the applicable SIP. Accordingly, an area's metropolitan planning organization (MPO)—the entity responsible for transportation planning, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) issue conformity determinations with respect to the SIP on metropolitan long-range transportation plans (LRTPs) and transportation improvement programs (TIPs) before they are adopted or approved. New, non-exempt projects that are not included in a conforming TIP cannot be approved unless a project-level conformity analysis has been performed. This analysis must demonstrate that the project would not cause new exceedances, exacerbate existing exceedances, or delay the achievement of the NAAQS or interim emissions reductions milestones in order to receive approval.

¹ A non-attainment area is any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet, the national primary or secondary ambient air quality standard for the pollutant area.

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The New York Metropolitan Transportation Council (NYMTC) is the MPO for this region. NYMTC approved the conformity determination for the LRTP, known as the Regional Transportation Plan entitled *Mobility for the Millennium*, on September 23, 1999. FHWA and FTA then approved the LRTP conformity determination on September 30, 1999, and EPA concurred with the findings. The most recent 2002-2004 TIP was approved by NYMTC on September 20, 2001, and then forwarded to the federal agencies for their official approval occurring on September 26, 2001. Due to the evolution of the Second Avenue Subway project, only a northern subway segment (one of the alternatives assessed in the MIS/DEIS) was envisioned at that time and included in the LRTP. Thus the approved conforming TIP did not include the construction of the full-length Second Avenue Subway.

The conformity requirements require that a currently conforming TIP exist in order for any transportation project to be approved but also limit the conformity status of a TIP and LRTP to a maximum of three years for nonattainment and maintenance areas. Thus the conformity determination for the LRTP, approved in September 1999, was set to lapse in October 2002. However, due to the World Trade Center disaster on September 11, 2001, and the resultant loss of NYMTC's files containing regional transportation and air quality data, combined with the major changes to the downtown mass transit system, the conformity requirements for the New York City metropolitan area have been temporarily waived until September 30, 2005, pursuant to Public Law 107-230 enacted October 1, 2002.

Components of the current TIP that would affect the project area are described below.

NYCT PROJECTS

NYCT's planned capital improvements in the current TIP continue to address the fundamental long-term need to restore and enhance infrastructure and facilities. A wide variety of improvements are planned, most of which are aimed at maintaining the system in a good state of repair.

Subway Fleet

NYCT will complete replacement of the last "Redbird" cars of the A Division and will also begin buying new cars for the B Division to retire its 60-foot car fleet. All new cars will feature proven technologies and significant advances in passenger comfort and amenities. These range from technical improvements—such as more energy-efficient AC-power propulsion, regenerative braking systems, and improved crash-worthiness—to such amenities as better sound insulation, wider doors, and automated public address systems.

Bus Fleet

NYCT will continue a strategy of matching bus types with transit need. This includes the introduction of 60-foot, 90-passenger articulated buses on high-volume routes and 45-foot coaches on suburban or long-distance express routes. NYCT also has made a significant commitment to a series of capital and operating investments to reduce the emission of pollutants from its fleet. This program includes the purchase of buses powered by hybrid electric or compressed natural gas systems as well as emissions reduction measures such as ultra-low-sulfur fuel and catalyzed exhaust filters.

Stations Enhancements

NYCT will continue its effort to improve the quality of its stations. Contracts for the rehabilitation and enhancement of some 50 stations will be awarded by 2004, including the

second phase of the Times Square reconstruction. Accessibility improvements are planned for 20 additional stations as well as continued upgrades to public address systems and aging escalators.

Track and Equipment

NYCT will continue to replace track throughout the system to maintain a state of good repair. Structural improvements are planned for the White Plains Road, Culver, and Nassau Street Lines. Signal rehabilitation and upgrades are planned for the White Plains Road and Concourse Lines. Other major investments include reconstructing the shops at 207th Street and Corona, modernization of the Canarsie Yard, and repair or replacement of aging electrical systems.

Network Expansion

NYCT will continue to study network expansions. The studies identified in the TIP were Second Avenue Subway and LaGuardia Airport Access.

LIRR AND METRO-NORTH PROJECTS

LIRR and Metro-North will continue to upgrade their vehicles and systems with the purchase of new rolling stock; track, structures, and signals upgrades; station rehabilitation; and power systems improvements. In addition, LIRR will proceed with construction of the East Side Access Project and will continue with upgrades to Penn Station. Metro-North will continue its study of direct access to Penn Station.

NYCDOT AND NYSDOT PROJECTS

The New York City Department of Transportation (NYCDOT) and New York State Department of Transportation (NYSDOT) are planning several bridge and highway reconstruction projects along the East Side of Manhattan.

Willis Avenue and Third Avenue Bridge Reconstruction Projects

In East Harlem, NYCDOT is planning to reconstruct the Willis Avenue Bridge, which links First Avenue in Manhattan with Willis Avenue in the Bronx, and the Third Avenue Bridge, which connects Third Avenue in the Bronx and Manhattan, to improve the bridges' structural elements and connections to the regional roadway system. These projects are planned for completion by 2012.

Williamsburg Bridge

The City will spend approximately \$90 million for the rehabilitation and jacking of the towers, suspender adjustment, underdeck painting, bearing replacement, and traveler replacement of the bridge. This is the final phase of the \$950 million bridge reconstruction, which is planned for completion in late 2002.

Manhattan Bridge Rehabilitation

The City will spend \$368 million for the final phases of the \$500 million bridge reconstruction. NYCT has implemented a temporary service plan to reroute or truncate those lines that usually cross the East River via this bridge. Regular NYCT service will be restored in 2004 when most of this work will be completed.

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Reconstruction of FDR Drive and Harlem River Drive

NYSDOT is planning major reconstruction work on the FDR Drive along much of the East Side of Manhattan. The work is scheduled to begin shortly in the area between Montgomery and 15th Streets, where the construction schedule is unlikely to overlap with work on the Second Avenue Subway. From 23rd Street to 42nd Street, the FDR Drive will be reconstructed, most likely beginning in 2007. A temporary viaduct will be constructed to maintain three lanes in both directions, so that traffic would not divert to local streets. This work is planned to improve the infrastructure, traffic operations, and safety conditions on the roadway, and would provide additional pedestrian access to the waterfront, a two-way bike lane, and an esplanade park. Another reconstruction project will be undertaken farther north, from 58th to 63rd Street. This work will also involve building a temporary roadway to maintain lanes and traffic flow on the FDR Drive. In addition, a smaller construction project to create an extended auxiliary lane is planned between 116th and 125th Streets. In addition, NYCDOT is planning a reconstruction project for the Harlem River Drive between the Third Avenue and Willis Avenue Bridges (known as the 127th Street viaduct).

Lower Manhattan Pedestrianization Project

This study, jointly sponsored by NYCDOT and NYCDCP, focuses on key pedestrian streets, as determined by an analysis of circulation patterns and extensive pedestrian counts. Waterfront access will be improved, and street direction changes and sidewalk widening will create significant new pedestrian space. The current reconstruction of Lower Manhattan will likely delay the completion of this project.

Midtown Manhattan Pedestrian Network Development

NYCDOT and NYCDCP jointly issued a report in June 2000 making recommendations to improve pedestrian and vehicular circulation in Times Square and the Theater District, West 42nd Street, and on Eighth Avenue at the Port Authority Bus Terminal. Interim measures to widen sidewalks, install neckdowns (sidewalk widenings near intersections, taxi stands, and bus stops) in Times Square along Broadway, Seventh Avenue, and certain crosstown streets and measures to improve the use of taxi stands have been implemented. Recommendations are being developed to improve pedestrian safety and vehicular circulation on 57th Street, and to recapture portions of the roadbed for pedestrian use at Fifth Avenue and 59th Street and along Broadway between Times Square and Columbus Circle.

Intersection Improvements

These projects seek to identify, analyze, and implement pedestrian and vehicular circulation improvements at key locations where Broadway intersects the regular Manhattan street grid. This includes the implementation of projects at Herald Square, Times Square, and Columbus Circle.

East River Crossings Alternatives

This study by NYCDCP and NYCDOT evaluates the future modal uses on the Williamsburg and Manhattan Bridges. It compares the cost of rehabilitation verses the impact of rerouting certain types of vehicles that would cause damage or reduce the life of these bridges.

Whitehall Ferry Terminal

NYCDOT and NYCEDC began reconstructing the Whitehall Street Terminal for the Staten Island Ferry in 2001. One third of this project will be completed by the end of 2002. The total rehabilitation cost is \$90 million.

Off-Peak Delivery and Service Study

This study assesses options to encourage delivery and service vehicles to travel during off-peak periods. The primary study proposed a shift in the deliveries from the morning peak period to the 5 AM to 7 AM period through various toll incentives and other operation technological alternatives. A final report has been published.

Truck Route Management and Community Impact Reduction Study

A comprehensive study is being undertaken to evaluate current trucking operations in the city and their impact on local neighborhoods. It will consider the concerns of both truckers and community groups and will develop strategies to minimize the impacts of deliveries. Implementation of the study's conclusions will result in improved efficiency of truck movements, increased safety, and possibly reduced emissions.

Congestion Pricing Parking Pilot Program for Commercial Vehicles in Midtown Manhattan

In winter 2000, NYCDOT initiated an 18-month program to test the efficiency of varied pricing for commercial vehicle parking, parking enforcement, and traffic flow. The aim of this project is to reduce the double-parking in Midtown that often results from delivery vehicles. This project may result in permanent enforcement techniques and/or regulations.

Subway-Sidewalk Interface II

As a joint project with NYCDOP, NYCDOT is assessing ways to improve pedestrian access to mass transit. This study consists of an analysis of existing and future conditions at streets and intersections adjacent to subway station entrances. Particular stations with problems of access, congestion, orientation, and safety will be identified and studied. Short- and long-term solutions will then be developed, including both standard and innovative strategies to make locations more pedestrian friendly. A pilot program will be tested at sites in each borough. Strategies that are under consideration include wider sidewalks and medians, bus neckdowns under elevated stations, changes to street directions or curbside parking regulations, signal timing adjustments, and installation of new signals or stop signs.

Private Ferries

NYCDOT is working with State agencies and the Port Authority to expand private ferry operations to meet current and future demand and to target new markets. The City will upgrade physical facilities to accommodate these services, which may include trans-Hudson airport access, routes to sports venues, a north-south service between the Upper East Side, East Midtown, and the Financial District, and suburban service to outlying counties.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) PROJECTS

NYSDOT has programmed and will design and implement rehabilitation plans for the FDR Drive between 56th and 63rd Streets. It will also begin design for the rehabilitation of the section between 28th and 38th Streets.

C. THE RECONSTRUCTION OF LOWER MANHATTAN

In response to the destruction of the World Trade Center on September 11, 2001, agencies at all levels of government have been mobilized for the rebuilding efforts. The Federal Emergency Management Association (FEMA) has been on-site to oversee cleanup efforts since the days following the attack. In this role, FEMA has authority to provide Federal financial assistance to rebuild or replace damaged infrastructure in Lower Manhattan, including the Port Authority's PATH facilities and NYCT's ① and ⑨ subway tunnel and stations.

The State has created the Lower Manhattan Development Corporation, a subsidiary of the Empire State Development Corporation, to oversee the redevelopment and reconstruction of Lower Manhattan, including most of the area south of Houston Street. In addition, the Port Authority, MTA, NYCT, NYSDOT, and the Battery Park City Authority are considering plans to redevelop damaged or lost buildings and the transportation system to support them.

This SDEIS considers the full reconstruction of Lower Manhattan as part of the future condition including the replacement of offices, residences, and transportation infrastructure.

D. MAJOR LAND USE PLANS

A number of economic and land development initiatives are planned for Manhattan's East Side. These projects, many of which would be located east of Lexington Avenue, will result in increased demand for transit service in the area.

UPPER MANHATTAN EMPOWERMENT ZONE (UMEZ)

The UMEZ was created to revitalize Upper Manhattan. This Federal economic development initiative is supported by both the City and State and uses public funds to encourage private development in the area. Its current and future efforts will result in office, retail, and residential projects in the various communities of Upper Manhattan, including East Harlem.

COOPER SQUARE URBAN RENEWAL AREA

The New York City Department of Housing Preservation and Development (NYCHPD) has formulated a plan and designated a developer for four sites between the Bowery and Second Avenue from Houston to East 4th Street. The plan includes 712 new housing units, 30,000 square feet of community facilities, and 150,000 square feet of retail space. There may also be future expansions of the community facility and retail uses.

OTHER NYCHPD PROJECTS

NYCHPD has been active throughout Harlem and the Lower East Side in overseeing and funding the rehabilitation or construction of new housing units. The program, which emphasizes owner occupancy and infill projects, includes a broad range of rental and other types of housing, has been responsible for the occupancy of thousands of units on Manhattan's East Side. This program is ongoing and will continue to supply lower-income neighborhoods with affordable housing.

HOSPITAL AND INSTITUTIONAL EXPANSION PROJECTS

New York University Medical Center, Rockefeller University, The Cooper Union, and Memorial Sloan-Kettering Cancer Center are planning expansions of their East Side campuses. Together,

these proposals could result in the addition of more than 4 million square feet of academic, research, and medical facilities on the East Side.

HARLEM AND EAST RIVER ESPLANADE

The New York City Department of Parks and Recreation is developing a greenway along the East River waterfront from Fulton Street to 145th Street. When completed, a continuous walkway/bikeway will run along the East and Harlem Rivers with numerous intermediate parks and recreational areas.

CONSOLIDATED EDISON FIRST AVENUE PROPERTIES

Consolidated Edison is preparing an SDEIS for the disposition of 9.8 acres of property along First Avenue between 35th and 41st Streets. It has entered into an agreement with a developer for high-density redevelopment on the sites. To be completed by 2011, this development could result in an additional 5 million square feet of uses including residential, commercial and medical offices, local and destination retail, and public open space. *