STATE ENVIRONMENTAL QUALITY REVIEW
AMENDED FINDINGS STATEMENT

Lead Agency: American Museum of Natural History Planetarium Authority
Central Park West at 79th Street
New York, New York 10024
Attn: Sigmund G. Ginsburg, Senior Vice President

Project No.: 95-1

DEC SEQR File No.: P2-620000-00166

Date: September 17, 1996, amended January 6, 1997

Pursuant to Article 8 (State Environmental Quality Review Act ("SEQR")) of the New York State Environmental Conservation Law and 6 NYCRR Part 617, the American Museum of Natural History Planetarium Authority makes the following findings:

Name of Action: Planetarium and North Side Project

Description of Action: The construction of new exhibit, educational, and visitor facilities at the north side of the American Museum of Natural History and Planetarium site, consisting of a new Planetarium, a new entrance to the Museum facing Columbus Avenue, a new gallery, a new 370-space parking garage, a terrace on top of the parking garage, new exhibit space, a new restaurant, and new retail space.

Project Location: Between Central Park West and Columbus Avenue, West 77th and West 81st Streets, Borough of Manhattan, City of New York, County of New York (see attached location map).

Agency Jurisdiction:

Approval Required	Responsible Agency
Approval to Undertake and Fund Project	American Museum of Natural History Planetarium Authority
Design Approval	City of New York Department of Parks and Recreation
Design Approval	City of New York Art Commission
City Funding Approval	City of New York Department of Cultural Affairs and Department of Design and Construction

Date Final EIS Filed: September 6, 1996.

Facts and Conclusions in the EIS Relied Upon to Support the Decision:

I. INTRODUCTION

In accordance with SEQR and Section 617.9 of its implementing regulations, this Findings Statement is prepared to demonstrate that the procedural requirements of Part 617 have been met, that the action to be approved and implemented has been selected from among reasonable alternatives and is one that avoids or minimizes adverse environmental effects to the maximum extent practicable, consistent with social, economic and other essential considerations, and that adverse environmental effects revealed in the environmental impact statement and environmental review process will be avoided or minimized by incorporating as conditions to the decision those mitigation measures identified as practicable. **The Findings Statement issued on September 17, 1996 has been amended to incorporate additional measures and conditions that have been the subject of continued discussions with concerned members of the community, including the West 81st Street Block Association, local elected officials, and Community Board 7. These measures and conditions, which are being incorporated into the project, include changes in the transportation management plan (see pp. 11, 12) and additional restrictions related to terrace events (see p. 16).**

II. BACKGROUND

A. PROJECT DESCRIPTION AND REQUIRED APPROVALS

The American Museum of Natural History Planetarium Authority, in conjunction with the American Museum of Natural History, proposes to construct new facilities for exhibition, scientific research, education, and visitor services at the north side of the Museum and Planetarium site. This project will include a replacement for the existing Hayden Planetarium; a new Columbus Avenue entrance to the Museum; a new galleria; a new three-level parking garage; a new landscaped terrace on top of the parking garage; new exhibition space; and new restaurant facilities in renovated space in the Power House. The Museum and Planetarium sit within a public park on a large block that extends from West 77th Street to West 81st Street, and from Central Park West to Columbus Avenue. The northern edge of the Museum's building complex is aligned approximately with West 80th Street and faces West 81st Street across the park.

The Planetarium Authority, established in 1933 by statute as a State authority and public benefit corporation, owns the Planetarium building and the land on which it sits. The American Museum of Natural History is a not-for-profit educational corporation formed by the State legislature in 1869 to establish a museum and library of natural history in New York City. The land and the buildings occupied by the Museum are owned by the City of New York under the jurisdiction of the New York City Department of Parks and Recreation (DPR).

Implementation of the proposed project will require approval from the Planetarium Authority, DPR, and the New York City Art Commission. Further, the project will receive City funding through the New York City Department of Cultural Affairs (DCA) and Department of General Services or the newly created Department of Design and Construction Services (the agencies through which DCA implements its capital budget). Although no formal approval is required, the New York City Landmarks Preservation Commission (LPC) and

Manhattan Community Board 7 have reviewed the project as part of an advisory report process specified by the New York City Charter. Both issued favorable reports on the landmark aspects of the project, including the demolition of the Hayden Planetarium. The actions necessary to implement the project require environmental review under SEQR. The Planetarium Authority is the lead agency for SEQR review. Pursuant to its bylaws, the Board of Directors of the Planetarium Authority has created an Environmental Review Committee, consisting of directors and officers of the Authority, for purposes of carrying out the Authority's lead agency responsibilities. Other agencies with discretionary decision-making authority with respect to the project are involved agencies under SEQR.

B. PROJECT SCHEDULE

~~Upon completion of this SEQR review, certain preparatory work, such as utility relocation, could be done in the fall of 1996, and construction would begin in March 1997.~~ Following filing of the Final EIS on September 6, 1996 and adoption by the Planetarium Authority's Environmental Review Committee of the initial Findings Statement on September 17, 1996, the Phase I preparatory work, including utility relocation, began on December 10, 1996. This work will also include initial demolition related to the project involving, *e.g.*, asbestos removal from the interior and exterior of the Planetarium. Phase II work, including completion of demolition and construction, is scheduled to begin on March 15, 1997. The entire project is expected to be complete early in 2000. However, because attendance would be stabilized in 2001, the analyses in the EIS consider conditions in that year. Any mitigation measures for significant adverse impacts associated with the project would nonetheless be implemented when the project opens. In addition, it is possible that certain project elements, such as the restaurant and Columbus Avenue entrance, would be completed at a later date. This possibility is addressed as a phasing alternative under IV.D., "Alternatives," below.

C. PUBLIC HEARINGS AND MEETINGS

To date, a total of ~~14~~ 17 public hearings and meetings have been held on the Planetarium and North Side project. These include four held by the Landmarks Preservation Commission during its review of the project, on October 5, October 31, November 14, and November 21, 1995; ~~two~~ four held by the New York City Art Commission during its review of the project, on November 13 and December 11, 1995 and on November 12 and December 9, 1996; one held by the New York City Department of Design and Construction Services during its review of the project, on December 19, 1996; and four held by Community Board 7, on September 21 and October 2, 1995, and June 18 and July 2, 1996. In addition, they also include four public hearings held by the Planetarium Authority Environmental Review Committee under SEQR, on November 15, 1995, at 2 PM and 7 PM and on June 27, 1996, at 2 PM and 7 PM.

D. STATUS

In August, 1995, the Planetarium Authority reviewed the project's potential for impacts in an Environmental Assessment Form—distributed with a notice regarding lead agency status on August 25, 1995—and determined that the project may generate significant impacts on the environment and that an EIS must be prepared. The Planetarium Authority Environmental Review Committee then issued a positive declaration indicating the project's potential for environmental impacts, which was distributed together with a Draft Scope of

Analyses for the EIS to involved and interested agencies and the public on October 17, 1995. Public scoping meetings were held on November 15, 1995, at 2 PM and 7 PM at the Hayden Planetarium Guggenheim Space Theater, located at the Hayden Planetarium on West 81st Street between Central Park West and Columbus Avenue. In response to comments made at the scoping meetings and other comments received during the public review period, the Draft Scope was revised and a Final Scope of Analyses was issued on December 14, 1995. A Draft EIS (DEIS) was then prepared for and reviewed by the Planetarium Authority Environmental Review Committee, which issued a Notice of Completion on May 23, 1996. Public hearings on the DEIS were held on June 27, 1996, at 2 PM and 7 PM at the Hayden Planetarium Guggenheim Space Theater. Written comments on the DEIS were requested and accepted by the lead agency. A Final EIS (FEIS) was then prepared for and reviewed by the Planetarium Authority Environmental Review Committee, which issued a Notice of Completion on September 5, 1996. The FEIS responds to all substantive comments made on the DEIS. After considering the completed FEIS for no less than 10 days, the Planetarium Authority's Environmental Review Committee ~~has~~ adopted ~~these~~ the initial SEQR Findings on September 17, 1996.

III. DESCRIPTION OF THE PROPOSED ACTION

The Museum is a New York City Landmark located within the Upper West Side/Central Park West Historic District. It was originally intended to be much grander than its current form, which consists of numerous interconnected structures. The south-facing (West 77th Street) and east-facing (Central Park West) facades were finished in accordance with the original Master Plan. The north- and west-facing sides of the Museum were not. The proposed project would enhance this incomplete part of the Museum complex, namely the Whitney Wing, the Hayden Planetarium, the parking lot, the Power House, and the Ichthyology Building.

The project would include:

- **Construction of a New Planetarium** to be housed in and around a 90-foot-diameter sphere enclosed by glass walls on its north and west facades. It would be connected to the Museum on various levels via its south and east walls. The lowest level of the Planetarium would contain an astronomical science gallery, the Hall of the Universe. An entrance to the building would be provided in the same location as the current Planetarium entrance.

  Inside the sphere, the upper portion would house an updated sky theater; the lower, a multimedia exhibit space. Visitors would travel down a ramp, as if through time, with exhibits and demonstrations related to the key ages of the universe during its 12-billion-year history.

- **A Hall of Planet Earth** that would examine the earth, its evolution, climate, and various processes—oceans, continents, earthquakes, etc. The Hall would occupy the first floor of the renovated Whitney Wing (Building 19) and would be directly connected to the lower exhibit hall of the Planetarium.

- **An Exhibition Galleria and Walkway** that would run east-west from the Planetarium to a new entrance pavilion facing Columbus Avenue. The galleria would contain additional exhibit areas; offer visitor services, such as ticketing, coat rooms,

information desks, and rest rooms; provide access to the garage and terrace; and connect to other parts of the Museum.

- **A Three-Level Garage** that would be enclosed and mechanically vented, with two levels below grade. The garage would be accessible from West 81st Street using the existing driveway and curb cuts. Approximately 18 feet of the north facade would be visible above the grade of the park. This would be brick, stepped back in three tiers, and planted to soften and blend it with the park's landscaping. As additional mitigation for traffic conditions on West 81st Street, a second entrance to the garage on weekends is proposed for implementation, as described in section IV.B.3. "Traffic and Parking," below. Access to the garage by the general public after Museum activities, programs, and events end will be restricted; the garage will not be open to the general public 24 hours a day.

- **A 35,000-Square-Foot Terrace** that would be situated atop the garage. This landscaped open space would sit to the east and south of the new Planetarium and galleria. About 33,850 square feet would be publicly accessible open space; 1,150 square feet would be for terrace dining.

- **A Restaurant,** to be housed in the renovated Power House. It would include a larger restaurant and a smaller cafe that would be accessible from the Museum, the park and terrace, and Columbus Avenue. The outdoor dining portion of the restaurant will be limited in size to 1,150 square feet of the terrace.

- **The Ichthyology Building Bridge** would be removed, allowing the landmark facade of the smaller building to be restored to its original design.

- **A Columbus Avenue Neighborhood Entrance** at West 79th Street that would serve as a pedestrian entrance leading eastward through the park to a new entrance plaza for the Museum. Opening onto the plaza would be a new glass-enclosed pavilion. This entrance would provide access to the restaurant and the new galleria, and from there to the Planetarium and the entire Museum complex. For the first time, it would provide direct public access to the Museum from Columbus Avenue.

IV. FINDINGS AND CONCLUSIONS

The Planetarium Authority Environmental Review Committee has carefully weighed the environmental, economic, social and other essential considerations attendant to the Planetarium and North Side Project. The Committee hereby adopts and concurs with the facts and conclusions provided in the FEIS and the SEQR administrative record for the project. Subject to the conditions specified in this Findings Statement, the proposed plan for the project, either with or without the phased schedule, has been chosen from among reasonable alternatives to avoid and minimize adverse environmental effects to the maximum extent practicable, consistent with those economic, social and other essential considerations.

A. PUBLIC NEED AND BENEFITS

1. NEED FOR THE PROJECT

The project is a vital element in the Museum's ongoing commitment to upgrade and revitalize its facilities, as it recently did with its new dinosaur halls. The Hayden Planetarium is now out-of-date and annual attendance has decreased from a high of about 700,000 in 1976 to 361, 951 in 1994. In FY 1996, attendance decreased further to 314,811. The project seeks to reestablish the Planetarium as the world's premier planetarium.

While respecting the Museum's historic architectural character, the project also would:

- Continue the Museum's historic mission, by extending its scientific and educational vision and capacity;
- Render a vast and urgently needed improvement to visitor services for the entire Museum; and
- Enhance the City and State's position both economically and as a national center for science, education, and technology.

The project would transform the north side of the Museum into a unified whole, greatly improving appearance and circulation among the various parts of the Museum. The new Museum entrance on Columbus Avenue and the new terrace proposed for the roof of the parking structure would increase access to the Museum. All of the Museum buildings and the Planetarium would be internally linked and more effectively connected, architecturally and scientifically.

The garage would provide a safe and protected loading and unloading area for schoolchildren, with direct access to the Museum, and would greatly reduce the traffic backup that now occurs at times of peak activity.

2. ECONOMIC CONDITIONS

The project's economic effects would arise from the ongoing increases in expenditures in the City and State from new visitors at the Museum and Planetarium and economic activity during construction. The project would increase Museum and Planetarium attendance over 2001 No Build conditions by 673,900. Total paid attendance at the Planetarium's Sky Show is projected to increase dramatically, from 314,800 today and 367,000 in the future without the project to 847,560 with the new Planetarium. These increases would bring revenue to the Museum, and those who came from out of the City would add to economic activity in the City by their expenditures at restaurants and hotels. In addition, the construction cost of the project, estimated at $130 million, including "hard" and "soft" costs, would add to the City's and State's economies and result in increases in employment and in taxes accruing to the City and State.

3. LAND USE, ZONING, AND PUBLIC POLICY

The project represents an expansion and improvement to the existing institutional use on the project site. The publicly accessible restaurant and terrace would act as transitional elements between the institutional uses of the Museum and the open space of the northern part of Theodore Roosevelt Park. Although a 2,620-square-foot strip of parkland between the Museum and Columbus Avenue would be converted to a new entrance plaza and pavilion, the loss of parkland would be offset by the new landscaped terrace, which would add about 35,000 square feet of outdoor space and would be linked to the park by a wide stairway at its northwest corner. In addition, a 2,800-square-foot area of the subsurface service yard would be covered and made accessible parkland as part of the construction of the Columbus Avenue entrance.

4. COMMUNITY FACILITIES AND SERVICES

The Planetarium and North Side project would create new facilities and attract new visitors to the Museum. However, the proposed project would not interfere with the Police or Fire Departments' ability to provide effective, efficient protection.

5. OPEN SPACE AND RECREATIONAL FACILITIES

The Planetarium and North Side project can be expected to affect open space resources by increasing the number of visitors to the Museum and Planetarium complex, which may also add to the number of people using parks in the area, and by adding slightly to the amount of publicly accessible open space in the area. Publicly accessible open space would increase by about 0.81 acres with the proposed project, as the loss of a 2,620-square-foot strip of parkland used to create the Columbus Avenue entrance would be offset by the creation of a landscaped terrace with 33,850 square feet accessible to the public and the conversion of a 2,800-square-foot area of the subsurface service yard (which is to be covered) to public outdoor space. The project would bring new life to the park by introducing new and exciting open space and architectural elements that create a sense of continuity between the park and Museum. With new and enhanced open spaces, the park would become livelier and give users a sense of safety and security. Even with additional visitors to the Museum and Planetarium, an ample supply of open space would remain to serve the study area and the project would have no significant adverse impacts on open space.

The northern and western sections of Theodore Roosevelt Park bounding the project site are undergoing planning for redesign and improvement independently of the proposed project. It is expected that the renovated park would retain the types of facilities now available but would benefit from improved drainage, repair and maintenance of existing vegetation, new landscaping, benches, walks, and better lighting and security. Planning and design is being overseen by a working group consisting of the Borough President, the local Councilmember, DPR, the American Museum of Natural History, Community Board 7, Friends of Museum Park, the West 81st Street Block Association, and civic groups. Given the basic mandate of the working group to improve but not substantially change the park, the proposed renovation would not likely generate substantial adverse environmental impacts.

6. URBAN DESIGN AND VISUAL RESOURCES

The project would unify the Museum's north side architecturally and hide the blank facades that now give it an unfinished appearance. With height and massing in scale with existing Museum buildings, the project would relate well to the complex and not overwhelm any of the significant components. The series of planted setbacks created by the garage wall and the terrace parapet, together with the monumental stair at the northwest corner of the Power House, would create a graceful transition from building to open space. The neighborhood entrance from Columbus Avenue would extend this sense of completion to the west side of the complex as well. Overall, the activity in the Planetarium (visible through the glass walls), on the terrace and at the new Columbus Avenue entrance would enliven the park area nearby, bringing new visitors and a sense of activity and safety to the park.

The lighting design scheme for the proposed project, like the existing scheme, would focus on the Planetarium building, while maintaining the pastoral setting of the surrounding landscape. The lighting scheme anticipated includes a series of lighted banners along the path and illuminated walls in the new Columbus Avenue entry pavilion, and a series of soft, partially shielded light sources for the Planetarium's sphere that would be dimmable and could be programmed for different effects during the course of each month. The parking garage entrance and exterior wall would also be accented by concealed light sources. The perceived brightness of most elements of the proposed lighting scheme would be comparable to the existing scheme. The proposed lighting scheme and new project elements would still be seen in the broader context, framed by the darkness of Central Park or the other Museum buildings, with the Manhattan skyline beyond.

A shadow study conducted for the FEIS found that the project shadows would create small increments of additional shadow on the portion of Theodore Roosevelt Park in front of the Planetarium. This small area of the park is not used for activities requiring sun (e.g., sunbathing, seating, sports) nor does it contain sun-sensitive vegetation. The incremental shadows are therefore not considered significant.

7. NEIGHBORHOOD CHARACTER

Overall, the changes in the Museum's appearance brought by the project would connect the north and west sides of the Museum to the surrounding streetscape, making the Museum relate more to the character of the area. This in turn would strengthen the ambience of the historic district. The project would bring some 673,900 new visitors to the Museum each year, with many of these visitors entering on the north and west sides of the complex, where few (on the north side) or no (on the west side) people enter today.

With the new garage in place to serve the Museum's visitors, the congestion and backups on West 81st Street would be reduced. With transportation management, garage queues could be mitigated. The traffic associated with the project would not perceptibly increase noise levels in the area. Noise mitigation for terrace events would mitigate nearly all of their intrusive effects. Overall, these changes from the proposed project would alter the character of the north and west sides of the Museum, but they would not change the character of the surrounding neighborhood, which has developed around the presence of the Museum.

8. INFRASTRUCTURE, SOLID WASTE, AND ENERGY

Although the proposed project would increase the demand for water supply, sewage treatment, solid waste removal and energy consumption on site, it would have no significant impact on these services.

9. AIR QUALITY

The traffic associated with the proposed project would not result in any significant impacts to air quality. No violations of the National Ambient Air Quality Standards would occur. An analysis of the proposed parking garage also indicates that it would have no significant impact on air quality.

B. PROBABLE IMPACTS OF THE PROJECT

1. HISTORIC AND ARCHAEOLOGICAL RESOURCES

The Museum site and complex of buildings is a New York City Landmark and is individually listed on the State and National Registers of Historic Places. It is also located within both the City's Upper West Side/Central Park West Historic District and the State and National Registers' Central Park West Historic District. As mandated by the Museum's landmark status, the proposed Planetarium and North Side project has been reviewed in detail with LPC in public hearings and meetings, and LPC has issued a report on the project. The proposed project would generally meet the first of the criteria of adverse effect (destruction or alteration) that LPC uses in identifying impacts on historic resources. However, LPC found both the demolition and alteration to be appropriate to proceed with the proposed project. During the public comment period on the DEIS, the Planetarium Authority Environmental Review Committee received comments objecting to the demolition of the Hayden Planetarium because of its status as a historic resource and cultural landmark. Other comments stated that the proposed glass design is not appropriate to a Manhattan historic district. The Committee weighed these comments against the findings of the LPC, which included the following (quoted from its report of November 21, 1995):

- That the Planetarium "has a minimal role in establishing the distinctive architectural character of this landmark [the Museum]";
- That "the building is not a distinguished example of the architecture of the 1930's"; and
- That the Planetarium's inclusion in the Museum's Landmark designation "related primarily to its cultural associations as the Museum's Planetarium and to the public's experience of its programming and exhibits rather than to its architectural importance."

LPC also found that the project would "create a single facade for this portion of the complex, unifying it architecturally"; that "the cultural associations of the Planetarium will be retained in both the location and architectural expression of the new Planetarium structure"; and that "this proposed construction will enhance the special architectural, historic, and cultural significance of the American Museum of Natural History complex and of the Upper West Side/Central Park West Historic District."

Therefore, the Committee finds the proposed action to be consistent with environmental, economic, social and other essential considerations. As a condition to the action and in response to the comments made, the Planetarium Authority Environmental Review Committee requires that the existing Hayden Planetarium be documented, with photographs, plans and archival material (a process the Museum has already begun). The Committee also requires that, as part of its exhibit programming, the new Planetarium mount an exhibit on the Hayden Planetarium, probably at the time of opening. These measures will minimize the effects of the demolition of the Planetarium to the maximum extent practicable, consistent with economic, social and other essential considerations. As a further condition to the proposed action, the Committee requires the historic Museum complex to be protected during construction from any damage due to such construction activities as pile-driving, vibration, and dewatering, by a historic resource protection plan developed to prevent damage. This plan must be implemented by an independent structural engineer.

2. HAZARDOUS MATERIALS

Because the Museum buildings to be affected by construction contain lead-based paint and asbestos, the Planetarium Authority Environmental Review Committee requires, as a condition to the proposed action, implementation of the following mitigation measures to avoid hazardous materials impacts during construction: the areas that are to be disturbed by the project must have all asbestos and lead paint removed prior to construction activities, and potential leaks or spills of chemicals in the storeroom in the basement of the Power House must be properly cleaned up. For dewatering during construction, the project must comply with the New York City Department of Environmental Protection (DEP) regulations by ensuring that the groundwater meets DEP's pretreatment requirements before discharging it to the municipal sewer system. These measures will avoid or minimize the adverse effects of any hazardous materials to the extent practicable.

3. TRAFFIC AND PARKING

IMPACT ASSESSMENT

Development of the project would place additional service demands on the surrounding transportation network and increase the supply of on-site parking with a new garage. The primary study area contains all intersections from West 76th Street to West 82nd Street on Central Park West and Columbus Avenue, and from West 79th Street to West 81st Street on Amsterdam Avenue. Secondary locations include West 72nd and 86th Streets, both at Central Park West and Columbus Avenue. Conditions in the area are already constrained by heavily trafficked intersections, school bus activity at the Museum, and an on-site parking shortage during weekend peak periods, which creates traffic friction along West 81st Street between Central Park West and Columbus Avenue. To evaluate project impacts, trip estimates were prepared for the project's primary components: increased attendance at the Museum and Planetarium, patronage of the new restaurant and travel associated with periodic events at the rooftop terrace. In addition, the analysis accounts for the increase in on-site parking supply from the new garage. During the public comment period on the DEIS, the Planetarium Authority Environmental Review Committee received comments questioning the projected demand for parking as too low. The attendance figures underlying the traffic analysis are extremely conservative (high), both for the No Build and the Build conditions. Overall, the project would result in increased Museum atten-

dance of roughly 1,700 to 1,900 new visitors on a weekday and 2,500 to 3,100 visitors on a Saturday. Estimated peak period vehicular trips for the project are shown in the table below.

Peak Period Vehicle Trips

Peak Hour	Auto			Taxi		
	In	Out	Total	In	Out	Total
Weekday 1-2	34	19	53	21	11	32
Weekday 4-5	11	34	45	6	20	26
Saturday 2-3	83	77	160	33	39	63

The addition of these project trips to the study area would result in significant traffic impacts at the approaches to five of the intersections in the study area. These intersections are Central Park West at West 72nd, 77th, 81st, and 86th Streets, and the eastbound approach ~~to~~ the intersection of West 81st Street and Columbus Avenue. Impacts would be greatest at West 81st Street and Central Park West, where up to three of the approaches would be affected during the weekday midday, PM, and Saturday peak hours. There would be no significant impacts of the project at the other intersections in the study area.

The Committee also received many comments regarding existing and future traffic conditions on West 81st Street, specifically with respect to visitors entering the driveway (and waiting in line on the street) to the existing surface parking lot. However, the FEIS determined that even though the project would increase traffic on West 81st Street, conditions at the project driveways would improve, because the larger parking facility would reduce the severity of problems that occur when the garage is at capacity and vehicles queue on the street waiting to enter. The project's parking garage would increase the supply of on-site spaces from approximately 180 to 370. With this increase, the Museum would be better able to accommodate its parking demand. The hours on weekends during which the garage would be full would be reduced from 11 AM to 4 PM to 1 to 3 PM. With effective transportation management in place, street queuing outside the garage when it is full could be prevented. There is sufficient available parking in the surrounding area to accommodate the project's demand from parkers who don't use the on-site garage.

TRANSPORTATION MANAGEMENT PLAN

The Committee received many comments regarding existing traffic friction around the Museum, which is unrelated to the project. In response to those comments, the Museum committed to initiating an ongoing transportation planning effort covering all aspects of Museum-related transportation services. This will include visitors' trips by all modes, employee trips, planning for special events, and management of parking and service and delivery vehicles. The Museum will hire a full-time employee to serve as the transportation coordinator and will provide managerial and support staff from appropriate departments to design, implement, and maintain the plan. The transportation management plan will also include bus management, for problems today and in the future (and will include planning for conditions with the project in place, making use of the proposed garage in the optimum way for management of buses at the Museum).

The transportation management plan includes the use of a transportation coordinator and traffic dispatchers to direct bus activities, as well as working with the Police Department to achieve increased enforcement of parking regulations, thereby reducing illegal parking and idling of buses on surrounding streets. The Museum will work with Community Board 7 and the West 81st Street Block Association to find effective off-site locations for bus loading, unloading, and parking. The possible use of such facilities and locations is part of the plan to reduce problems caused by bus parking and idling on streets bordering the Museum and to allow for efficient management of bus operations, particularly on those days when bus activity is heaviest. With completion of the project's garage, the ground level would be used principally for school bus loading and unloading on weekdays in order to most effectively reduce the on-street bus queuing and idling that currently occurs on the surrounding blocks during weekdays while also providing a dedicated, safe area for discharging and loading of school children from school buses. Consolidating school bus activity in the ground level of the garage is a key component in the effort to reduce weekday traffic problems on West 81st Street caused by backup of school buses. If the Museum is not able to design and implement a successful transportation plan, including the bus management plan, the traffic friction currently associated with some Museum operations will persist in the future.

PROJECT MITIGATION

The mitigation analyses for the project's traffic impacts take a two-tier approach. First, potential traffic improvement measures are proposed on an intersection-by-intersection basis. In the second level assessment, mitigation plans are examined that couple the possible provision of a new parking garage driveway on Columbus Avenue with individual intersection improvement measures.

Approaches at five intersections in the study area could experience significant traffic impacts as a result of increases in project-related traffic. As a condition to the proposed action, the Planetarium Authority Environmental Review Committee requires these impacts to be mitigated with a variety of standard measures to be approved by the New York City Department of Transportation (NYCDOT), including signal retiming and rephasing, changes in parking regulations, and striping plans for improving traffic flow. Following are examples of the type of standard traffic mitigation measures that may be implemented, subject to review and approval by NYCDOT:

- Central Park West and West 77th Street. The impact at the northbound Central Park West approach would be mitigated by retiming the traffic signal, adding 2 to 3 seconds of green time, depending on the time of day.

- Central Park West and West 81st Street. An overall redesign of the signal program and lane utilization plan is required to mitigate the project's impact in this location. Specific elements of the mitigation plan include providing exclusive north-south left-turn lanes, adding a protected north-south left-turn signal, and restriping the westbound approach to provide an exclusive left-turn lane, a shared left-through lane, and a shared right-through lane. To achieve the additional lanes required in the north- and southbound direction on Central Park West, parking would be prohibited for a distance extending 100 feet from the intersection. This would eliminate daytime parking for three to five cars on each approach. In addition, the Museum will immediately seek, with assistance from the West 81st Street Block Association,

Community Board 7, and the Police Department, approval from NYCDOT for measures to improve existing traffic friction at this intersection, including a leading left-turn signal.

- Columbus Avenue and West 81st Street. During the week, this impact would be mitigated by signal retiming (1 second change). On Saturdays, there would also have to be a parking restriction on the south side of West 81st Street extending westward from the intersection for 100 feet. This would eliminate on-street parking for three to five cars during the restricted period (this mitigation will not be required if the second garage entrance proposed as alternative mitigation is constructed).

- Central Park West and West 72nd Street. Depending on the time (weekday or weekend), the impact at this location (northbound approach on Central Park West) would be mitigated by signal timing change and prohibiting parking for 100 feet along this approach, which would eliminate daytime parking for three to five cars.

- Central Park West and West 86th Street. The impact at the northbound approach on Central Park West would be mitigated by eliminating parking on the northbound side for a distance of 100 feet extending back from the intersection and by subtracting 1 second of green time from the leading westbound phase and adding it to the shared east-west phase. This would eliminate daytime parking for three to five cars.

All of the project-related impacts would be mitigated without significantly affecting the opposing flow at the other legs of the intersection. Although on-street parking is used to capacity in the study area, the small number of spaces removed for the mitigation would not constitute a significant impact. The Museum and Planetarium Authority would coordinate with the Police Department to see that the parking regulations are enforced, particularly during peak periods. Accordingly, the potential effects of the project on traffic and parking would be avoided or minimized to the maximum extent practicable.

ADDITIONAL MITIGATION WITH COLUMBUS AVENUE ACCESS

In response to comments regarding traffic friction on West 81st Street, six basic driveway plans were identified and studied in the EIS to alleviate conditions on West 81st Street. The six options, for use by automobiles only, were as follows:

Options with a new curb cut and driveway in the park:

- Option 1, with a driveway entrance/exit along Columbus Avenue between West 79th and 80th Streets.

- Option 2, with a driveway entrance/exit along Columbus Avenue at West 79th Street.

- Option 3, with a driveway entrance/exit along Columbus Avenue between West 78th and 79th Streets.

Options using the existing curb cut and service drive south of West 78th Street:

- Option 4, which would utilize the existing service driveway as a second auto entrance on weekends.

- Option 5, which would provide a full-time auto entrance by widening a portion of the existing service driveway and extending a new covered roadway that would detour away from the service road to the garage beneath the park.

- Option 6, which is identical to Option 5 except that it would also reconfigure and expand the Museum's below-grade service area.

Following extensive discussions with local community organizations, a weighing of the six options' relative advantages and disadvantages, and a preliminary feasibility assessment, the Planetarium Authority Environmental Review Committee finds that the construction and use of Option 4 would provide additional mitigation for traffic conditions on West 81st Street. As a condition to the project, the Committee requires implementation of Option 4, subject to any required review and/or approval by the LPC, DPR or the New York City Art Commission. Of the six options, Option 4 is the only one that would not create major impacts in areas of concern identified during the public comment period, particularly with respect to potential impacts on Theodore Roosevelt Park, historic resources, and visual character.

Option 4 would make use of the existing service driveway just south of West 78th Street on weekends to provide an automobile entrance to the new parking garage. Cars would travel through the Museum's existing loading area and enter the garage at the basement level. The drive would serve only entering automobiles. Buses entering the garage and all exiting vehicles would use the existing driveways on West 81st Street. During weekdays, when the service driveway would be more heavily used by vehicles accessing the loading areas, parking garage entry and exit would continue to be provided only along West 81st Street.

Option 4, like the other options studied, has the advantage of providing access from a main arterial (i.e., Columbus Avenue). It would provide direct access from the north and good access from the west. Unlike Options 1, 2, and 3 it would not add a new curb cut to Columbus Avenue.

In general, the significant traffic impacts predicted to occur with the project without this mitigation option would also occur with this option. However, at three locations bordering the project site, this option would have different impacts than those predicted for the project without this option. Those changes would be as follows:

- The weekend impact at the eastbound West 81st Street approach at Columbus Avenue that was predicted with the proposed project would be eliminated under this option.

- A new significant impact would occur at the southbound Columbus Avenue approach at West 76th Street. This impact could be mitigated by retiming the traffic signal, adding 1 second of green time to the south phase.

- A new significant impact would occur at the southbound Columbus Avenue approach at West 77th Street. This impact could be mitigated by retiming the traffic signal, adding 1 second of green time to the south phase.

As a condition to this additional mitigation option, the Planetarium Authority Environmental Review Committee requires (subject to the approval of the NYCDOT) that these two new impacts be mitigated by standard traffic mitigation measures such as the signal retiming measures discussed above.

Because of the diversion of traffic associated with the Columbus Avenue driveway, the additional mitigation provided by Option 4 would decrease the traffic on West 81st Street between Amsterdam Avenue and Central Park West and on Amsterdam Avenue between West 79th and 81st Streets, and would increase the volume of weekend Museum traffic traveling on West 79th Street between Amsterdam and Columbus Avenues. (The maximum increase would be approximately 30 arriving vehicles in a peak hour.) During the public comment period on the DEIS, the Planetarium Authority Environmental Review Committee received comments regarding the traffic impacts on Columbus Avenue and 79th Street of the six proposed alternative entrance options. Commenters expressed concern that the arriving vehicles will create traffic friction and queues on 79th Street and Columbus Avenue adjacent to the project site. The affected block of West 79th Street is relatively lightly traveled for a crosstown street because it ends at a "T" intersection with Columbus Avenue and consequently does not provide an east-west through route. Therefore, even with diverted traffic, good service conditions would prevail on West 79th Street during all peak periods. The increased traffic would not result in significant changes in service conditions at the intersection with Columbus Avenue, and all traffic movements would continue to operate acceptably. With the location of the service drive entry south of West 78th Street, no queue on West 79th Street is expected. During weekdays, when the driveway would not be open to Museum visitors, the mitigation plan would not have any effect on West 79th Street traffic conditions.

The provision of a new entrance utilizing the service driveway would have the potential to create an additional queue of cars on Columbus Avenue waiting to enter the garage when it is full. However, the transportation management plan proposed by the Museum anticipates stationing personnel at the Columbus Avenue entrance to direct entering vehicles and prevent cars from queuing illegally as they wait for entry to the driveway. With this enforcement, it is expected that the formation of vehicle queues on Columbus Avenue can be avoided.

Unlike the five other options, the preferred option would not carve a new path through or under Theodore Roosevelt Park and so would not disturb it or create any changes in visual character. With the increased weekend use of the service drive, this option would create occasional disruption of pedestrian flow along Columbus Avenue (but would not create a new curb cut with additional pedestrian disruption). Construction activities associated with this option would be limited and would occur entirely within the site. The other options would have required construction work on the park and in the street.

4. TRANSIT AND PEDESTRIANS

The project would add pedestrians to the area's sidewalks and riders to it subways and public buses. In general, the sidewalks in the area are fairly well utilized, but given their generous widths, service conditions are good. Even with the addition of project trips, pedestrian elements at the site (sidewalks, crosswalks, and street corners) would continue to operate well with ample capacity.

The site is very well served by public transportation at the West 81st Street subway station to the B and C subway lines (as well as the A line during late-night hours). There is a direct entrance to the lower level of the Museum when the Museum is open. With the additional subway trips generated by the project, station elements would continue to exhibit good service levels. Similarly, bus routes in the area generally have available capacity. The one exception is the westbound M79 bus during the weekday midday peak period, which would have a small shortfall in capacity that could be mitigated by the addition of one extra bus run during the hour.

During the public comment period on the DEIS, the Planetarium Authority Environmental Review Committee received comments requesting that the Museum encourage the use of public transportation for Museum and Planetarium visitors and employees. As a condition to the proposed action, the Committee requires that the Museum promote the use of public transportation for the project. Bicycle racks are also required to be added close to a major entrance.

5. NOISE

Noise levels from traffic generated by the project would be barely perceptible and not significant. However, the occasional use of the outdoor terrace for events that include amplified music or sound would result in significant noise impacts to Theodore Roosevelt Park and intrusive noise at residences on West 81st Street. During the public comment period on the DEIS, the Planetarium Authority Environmental Review Committee received comments expressing concern about the noise levels of activities on the terrace and resulting neighborhood disruption. In response and as a condition to the proposed action, the Committee requires that the following measures be adopted to mitigate these noise impacts:

- A dedicated sound system, controlling speaker type, orientation, layout, and sound emissions required for all instruments that use amplification.

- The use of amplification on the terrace will be subject to additional noise studies and testing of the dedicated sound system to be used for terrace events. Further, the Museum will hold no amplified terrace events audible in buildings on West 81st Street without obtaining appropriate consent from the West 81st Street Block Association. Prior to the use of amplification on the terrace, the Museum and the West 81st Street Block Association shall agree on a methodology for determining "audible in buildings on West 81st Street". The only exceptions to these policies will be the opening ceremonies for the Planetarium and North Side Project, educational programs related to scientifically significant celestial events visible from the terrace (i.e. events such as comets, eclipses, occultations, meteor showers, and other uncommon sky phenomena), and one Museum-sponsored event per year.

- Proper scheduling concluding amplified sound and other potentially intrusive noise at terrace events by 11 PM.

- Limiting (to no more than 10 per year) the total number of events with amplified music on the terrace after Museum hours.

These measures would avoid or minimize the noise impacts from outdoor terrace events to the maximum extent practicable. Further, in response to comments and questions received during the public comment period regarding noise impacts from the terrace, the Committee also requires that the Museum and the Planetarium Authority continue to communicate with community groups and the Community Board with respect to their concerns or any changes in this policy.

6. CONSTRUCTION IMPACTS

Construction of the proposed project would result in temporary effects on community facilities and parks, historic resources, transportation (traffic, transit, and pedestrians), air quality, noise, and utilities, as follows:

- Construction of the proposed project would result in unavoidable disruptions to Museum and Planetarium operations during the construction period. Planetarium operations would cease during the construction period. No public parking would be available until completion of the new garage. In addition, noise and vibration during the early phases of construction activities could potentially affect other Museum operations, such as the IMAX theater.

- Construction activities would require that portions of Theodore Roosevelt Park adjacent to the northern and western sides of the Museum complex be temporarily closed to the public throughout most of the construction period. Mitigation for other park impacts would include a tree protection plan, erosion control measures, maintenance of drainage, and restoration of disturbed lawn areas.

- Possible damage to the Museum buildings from pile driving, vibration, dewatering, and other activities. As a condition to the proposed action, the Committee requires that a historic resource protection plan be developed to prevent such damage.

- Possible impacts on local air quality during construction of the project include fugitive dust (particulate) and mobile source emission, but neither are anticipated to result in significant impacts during the construction period. The Committee requires that fugitive dust be minimized using appropriate control measures.

- Construction equipment, excavation and foundation activities, and construction and delivery vehicles traveling to and from the site would also result in noise and vibration, which would be expected to be most significant during the early stages of construction when pile-driving would occur, and would be of relatively short duration. As a condition to the proposed action, the Committee requires that Federal and City noise control regulations be carefully followed, and that appropriate low-noise emission level equipment and operational procedures be used to the maximum extent practicable.

- Other effects would include new service connections to existing utility lines, which would be done to avoid disruptions to service; and generation of large amounts of solid waste, to be removed by private carters specializing in transportation and disposal of construction wastes.

- The project would generate considerable traffic resulting from movement of materials and equipment, removal of construction waste, and arriving and departing workers. Construction vehicles would enter and exit the site via the existing driveway on West 81st Street. The closing of the parking lot at the Museum would also mean that visitors would have to seek parking at other commercial facilities in the area. The result would be greater congestion and circulation in the area, as well as a longer walk to the Museum after parking is found.

As a condition to the proposed action, the Committee requires that the following transportation management measures be adopted to reduce construction period impacts:

- Institution of parking strategies and plans for managing bus drop-offs and parking. This may include the identification of satellite locations for bus parking and the use of traffic management personnel to direct the unloading and parking of buses;

- Regulation of on-site construction activities, storage, and deliveries to minimize disruptions to adjacent sidewalks and streets;

- Coordination of materials delivery and handling to limit this activity to on-site areas as much as possible, to minimize conflict among construction sites, and to avoid (to the extent feasible) possible peak traffic and pedestrian periods;

- Coordination, if necessary, of traffic routes, detours, and enforcement;

- Coordination of construction scheduling on project sites to minimize conflict and impact; and

- Constant monitoring to determine the effectiveness of the measures taken.

In response to comments and questions received during the public comment period regarding construction-related activities, the Committee also requires that the Museum and the Planetarium Authority establish a construction coordination group that will include the Museum, its construction manager, community groups, the Community Board, the local police department precinct, and other affected groups and that the Museum establish a phone number that neighbors would call for information or with questions or concerns.

C. UNAVOIDABLE ADVERSE IMPACTS

As described above, measures have been identified to avoid and mitigate significant adverse impacts associated with the proposed project. However, two significant adverse impacts could not be avoided as follows:

- The proposed project would generally meet the first of the criteria of adverse effect (destruction or alteration) that LPC uses in identifying adverse impacts on historic resources. However, as described above under Section IV.B.1. "Historic and Archaeological Resources," in its report of November 21, 1995, LPC found both the demolition and alteration to be appropriate to proceed with the proposed project. The Planetarium Authority Environmental Review Committee has carefully weighed the environmental, economic, social and other essential considerations related to the demolition of the Planetarium. As a condition to the proposed action, the Committee

requires that the mitigation measures outlined in Section IV.B.1. "Historic and Archaeological Resources", above, be adopted.

- Use of the project's outdoor terrace for events that include amplified music or sound would result in noise impacts and noise emissions from events with fully amplified music or heavy percussion can be reduced, but not fully mitigated. The Planetarium Authority Environmental Review Committee has carefully weighed the environmental, economic, social and other essential considerations related to noise emissions from the terrace. As a condition to the proposed action, the Committee requires that the mitigation measures outlined in Section IV.B.5. "Noise", above, be adopted and that the number of such events be limited.

D. ALTERNATIVES

A number of alternatives to the proposed action were considered in its planning and analysis. These include a No Build alternative, in which the project does not go forward; alternatives that retain the Hayden Planetarium, either for refurbishment as a planetarium or for reuse, with the new Planetarium at a different location; alternative garage size and locations; and phased implementation of the project. These alternatives were assessed and compared with the proposed project as summarized below. The Planetarium Authority Environmental Review Committee found, after comparative assessment of the alternatives, that the proposed plan for the project, either with or without the phased schedule, is the action that avoids or minimizes adverse environmental impacts to the maximum extent practicable, consistent with economic, social and other essential considerations.

1. NO ACTION ALTERNATIVE

Under this alternative, the proposed project would not be built. However, by 2001 Theodore Roosevelt Park would be improved, and some changes would occur from general increases in Museum attendance, and in population, employment, and traffic in the surrounding neighborhood. Key differences from the proposed project would be as follows:

- Anticipated increases in Museum attendance of 5 percent per year would take place, but the additional 673,900 visitors and new employees associated with the project would not materialize, nor would the revenues associated with their trips accrue to the Museum or the City and State.

- The Planetarium would remain obsolete as an educational tool.

- Without the new Columbus Avenue entrance, there would be no increased neighborhood access to the Museum.

- The 35,000-square-foot publicly accessible terrace would not be created, and a new pavilion and plaza at the Columbus Avenue entrance would also not be added. Without the proposed project, no new uses would be added to enliven the north and west sides of the Museum and the nearby park areas. As with the proposed project, open space ratios in the area would be acceptable.

- Under the No Build alternative, the Hayden Planetarium would remain intact. No single facade would be created on the north side of the Museum, enhancing the architectural relationship between the Museum and West 81st Street in the Central Park West historic district. The north side would remain an unfinished, ragged edge to the historic Museum complex. The opportunity to create a new Planetarium that would enhance the complex would be foregone. In addition, there would be no new entrance from Columbus Avenue and thus no contemporary focal point and visual connection between the Museum and the buildings along Columbus Avenue in the historic district.

- The north side would not present a cohesive facade to its neighbors, nor would it contain the strong, active visual element proposed for the new Planetarium and adjacent terrace and galleria. On the west side, visual and physical access to the Museum would not be introduced, nor would there be a lit pavilion and entry plaza to help make this section of the park safer and more attractive to its users.

- Under this alternative, impacts at five intersections in the study area would not occur. However, the No Build increase in attendance would increase demand for parking and, without the garage, this would exacerbate congested conditions on West 81st Street, extending the time of the queuing to cover most of a weekend day.

- Under this alternative, there would be no need to add a bus to the M79 route in the weekday midday peak period.

- This alternative would have no terrace and, so, no intrusive noise in Theodore Roosevelt Park or at nearby residences during special events on the terrace.

- None of the impacts associated with project construction would occur in the No Build alternative.

2. RENOVATION OR REUSE OF THE HAYDEN PLANETARIUM

RENOVATION ALTERNATIVE

This alternative would avoid demolition of a historic resource. However, the alternative would not meet the Museum's goals for a modern scientific facility, nor would it increase attendance at the Planetarium. In particular, its physical structure limits its ability to accommodate new technologies; its current space is inadequate to meet existing needs and could not at all accommodate a new state-of-the-art exhibition space to explain adequately the workings of the universe.

REUSE ALTERNATIVE

Reuse of the Hayden Planetarium for another purpose, such as a restaurant or storage space, with a new planetarium nearby would create identity problems and confusion: both buildings would be clearly identifiable as planetariums. Further, eliminating the actual planetarium use from its current site at the Museum also would remove the "memory" of the planetarium from its original location and therefore not respect the historic layout of the Museum. In addition, it was not possible to find a suitable location on site for a new

Planetarium; three locations—the parking lot, on the site of the current Power House, or atop the IMAX theater—all proved unsuitable as sites for a new Planetarium.

3. GARAGE ALTERNATIVES

REDUCED-SIZE GARAGE

This alternative would create a covered, one-level, at-grade garage with slightly less capacity than the existing parking lot. This alternative would look the same as the proposed project, but would actually be closer to the No Build condition. The only difference in terms of environmental effects between the proposed project and the project with this reduced-size garage would be related to traffic and parking. As discussed above, this alternative, like the No Build alternative, would be inadequate to handle existing and future parking demand, would exacerbate conditions on West 81st Street, and would increase traffic in the area as visitors circulate to find parking.

ALTERNATIVE GARAGE LOCATIONS

As part of early planning, the Museum examined a different garage on the site of the surface parking lot (Site 1) and two other locations for a new parking garage: Site 2, which set the lot on a parcel roughly in line with West 79th Street south of the Power House; and Site 3, beneath the southern edge of the Museum, facing West 77th Street, between Central Park West and Columbus Avenue. Key differences with the proposed project are as follows:

- Site 1, which was at grade, would place a structure on north-south axis with the Museum's central spine, preventing potential continuation of the inner transept. This would make it impossible to construct the Planetarium as designed for the proposed project and would offer no opportunity to provide the publicly accessible terrace. However, without the terrace there would be no intrusive noise in Theodore Roosevelt Park or at nearby residences.

- Site 2, proposed as below grade, would have the advantage of drawing traffic to Columbus Avenue as well as West 81st Street, would have the following planning and environmental problems: it would provide poor access to the Museum complex; it would require demolition of the Ichthyology Building, a historic structure, which would be a significant historic effect; it would require keeping the existing lot for bus parking—only the extra expenditure of funds to enclose the lot with terrace on top would permit the project to be built as otherwise proposed; it would require considerable disturbance to Theodore Roosevelt Park during construction and would have to place either one or two driveways cutting through the park.

- Site 3, also below grade, would function well if built, but would require demolition of the grand staircase at the 77th Street entrance and its rebuilding without the existing curved driveway. In addition, the park would greatly be disturbed and no mature trees would remain in that section of the park, and it would be very expensive to build.

4. ALTERNATIVE PROJECT PHASING

The Museum may construct certain elements at a later date. These would be likely to include the renovation of the Power House, the portion of the galleria west of the garage entrance, and the new entrance pavilion and plaza on Columbus Avenue at West 79th Street. During the period when the project was not complete, it would differ from the proposed project as follows:

- It would generate slightly less traffic.
- There would be no new neighborhood entrance to the Museum, and no new activity and no improved maintenance and safety in that part of Theodore Roosevelt Park.
- The terrace would not function as well as it would with a restaurant on its westerly edge, and the north side of the Museum complex would not look as complete. There would be no visual improvement to the Columbus Avenue side of the Museum complex.
- Disruption from construction would take place twice. Total construction costs would also be greater, if the project were split into two phases.

After careful analysis of the environmental, economic, social and other essential considerations attendant to the Planetarium and North Side Project, the Planetarium Authority Environmental Review Committee finds that, subject to the conditions specified in this Findings Statement, the proposed plan for the project, either with or without the phased schedule, has been chosen from among reasonable alternatives to avoid and minimize adverse environmental effects to the maximum extent practicable, consistent with those economic, social and other essential considerations.

CERTIFICATION OF AMENDED FINDINGS TO APPROVE/FUND/UNDERTAKE

Project No.: 95-1
DEC SEQR File No.: P2-620000-00166
Name of Action: Planetarium and North Side Project

Having considered the Draft and Final EIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.9, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met;

2. Consistent with the social, economic and other essential considerations from among the reasonable alternatives thereto, the action approved is one which minimizes or avoids adverse environment effects to the maximum extent practicable, including the effects disclosed in the environmental impact statement;

3. Consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided by incorporating as conditions to the decision those mitigative measures which were identified as practicable; and

4. Consistent with the applicable policies of Article 42 of the Executive Law, as implemented by 19 NYCRR 600.5, this action will achieve a balance between the protection of the environment and the need to accommodate social and economic considerations.

September 17, 1996, amended January 6, 1997

AMERICAN MUSEUM OF NATURAL HISTORY PLANETARIUM AUTHORITY
Central Park West at 79th Street
New York, New York 10024

By:_____
Sigmund G. Ginsburg
Senior Vice President

AMERICAN MUSEUM OF NATURAL HISTORY
PLANETARIUM AND NORTH SIDE PROJECT

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