Chapter 8: Historic Resources

A. INTRODUCTION

This chapter considers the potential of the Proposed Actions to affect historic resources, which include both archaeological and architectural resources. The Proposed Actions would result in a mixed-use development over the Development Site. It would also result in residential development at the two Additional Housing Sites ("Tenth Avenue Site" and "Ninth Avenue Site").

The historic resources analysis has been prepared in accordance with City Environmental Quality Review (CEQR), the State Environmental Quality Review Act (SEQRA), and the New York State Historic Preservation Act of 1980 (SHPA). These laws and regulations require that city and state agencies, respectively, consider the impacts of their actions on historic properties. This technical analysis follows the guidance of the *CEQR Technical Manual*.

In accordance with both CEQR and SEQRA guidelines, this analysis considers the project sites' potential sensitivity to host archaeological resources, and it identifies all architectural resources that have been designated or determined to meet the eligibility requirements for local, state, or national designation. It then assesses potential project impacts on historic resources. The *CEQR Technical Manual* recommends that a historic resources assessment be performed if a proposed action would result in any of the following (even if no known resources are located nearby): new construction; physical alteration of any building; change in scale, visual context, or visual setting of any building, structure, object, or landscape feature; or screening or elimination of publicly accessible views. Since the Proposed Actions would result in some of these conditions, an analysis for historic resources was undertaken.

PRINCIPAL CONCLUSIONS

In summary, the Development Site and the two Additional Housing Sites were determined not sensitive for archaeological sensitivity by the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Therefore, the Proposed Actions would not have a significant adverse impact on archaeological resources.

The Proposed Actions would directly affect the High Line, a known architectural resource with a section located on the Development Site. With the Proposed Actions, this section of the High Line is proposed to be integrated into the overall site plan for the Development Site as a passive open space resource and pedestrian pathway that would also connect with the portion of the High Line on the Eastern Rail Yard and the 1.5 mile High Line Park to the south. In order to fully integrate the High Line with the planned open space network on the Development Site, features, such as railings, of the High Line's Twelfth Avenue section would be removed. OPRHP has agreed that construction near the High Line is historically appropriate, but has expressed concerns about the relationship of the High Line to certain improvements included in

the Proposed Actions. To address those concerns, the co-leads will consult with OPRHP between the Draft Environmental Impact Statement (DEIS) and the Final EIS (FEIS) in compliance with Section 14.09 of the New York State Historic Preservation Act of 1980.

As currently contemplated, the proposed site plan for the Development Site would result in four, out of a total of eight, buildings located immediately adjacent to the High Line. In order to preserve the integrity of this architectural resource, a five-foot-wide set back would be located between the High Line and all proposed building development fronting on the High Line.

To protect the High Line from any potential construction-related adverse physical impacts, such as ground-borne construction-period vibrations, falling debris, and damage from heavy machinery, a Construction Protection Plan (CPP) would be developed in coordination with OPRHP and LPC.

There are no architectural resources located within 90 feet of the Tenth Avenue Site or the Ninth Avenue Site. Therefore, the development of the two Additional Housing Sites would have no direct physical effects on any architectural resources in their study areas.

It is not expected that the Proposed Actions would have a significant adverse visual or contextual impact on any architectural resources. The context of the portion of the High Line located on the Development Site would be altered under the Proposed Actions due to the added bulk and height of the proposed development. However, the proposed development would be in keeping with the bulk, height, and modern design of the various No Build projects that are planned for completion by 2019 in the Future without the Proposed Actions. Specifically, the development of the Eastern Rail Yard site, located directly east of the Development Site, would also abut the High Line and similarly alter the context of this architectural resource. In addition, the High Line runs adjacent to and sometimes through large buildings constructed both recently and contemporary to the High Line; therefore, the construction of new buildings adjacent to or cantilevering over the historic structure would not change the High Line's existing context. In comparison to the Future without the Proposed Actions, the Future with the Proposed Actions would not create a significant adverse impact on this architectural resource. Further, the development of the two Additional Housing Sites would not result in a significant adverse visual or contextual impact on any architectural resources due to the relatively low-scale of the proposed developments and their distance from any architectural resources.

B. METHODOLOGY

ARCHAEOLOGICAL RESOURCES

Archaeological resources are physical remains, usually buried, of past activities on a site. They can include remains from Native American peoples who used or occupied a site, including tools, refuse from tool-making activities, habitation sites, etc. These types of resources are also referred to as precontact-period resources, since they were deposited before Native Americans' contact with European settlers. Archaeological resources can also include remains from activities that occurred during the period beginning with European colonization of the New York area in the 17th century, and these types of remains can be related to European contact with Native Americans and can also be battle sites, foundations, wells, privies, and cemeteries.

The LPC *Guidelines for Archaeological Work in New York City* outlines specific steps to determine whether a proposed action could affect areas of archaeological sensitivity. The first step in this process is an initial review conducted by LPC of the City tax lots that would be

excavated as a result of a proposed action. If LPC has archaeological concerns, a Phase 1A documentary study is typically prepared to assess the archaeological sensitivity of the affected areas and to determine whether further archaeological evaluation is required. The potential archaeological sensitivity of the Western Rail Yard was assessed in the environmental review of the Hudson Yards Rezoning and Development Program. For the 2004 *No. 7 Subway Extension—Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement ("Hudson Yards FGEIS")*, LPC completed an initial review of the project area that was based on historic maps and existing subsurface information, including boring logs. Additional research and fieldwork were completed for sites located within the Hudson Yards rezoning project area that were identified as potentially sensitive for archeological resources. The *Hudson Yards FGEIS* concluded that none of the lots located on the Western Rail Yard site were sensitive for archaeological resources. Additionally, as written in a comment letter dated June 24, 2008, LPC determined that none of the lots on the two Additional Housing Sites were sensitive for archaeological resources and in a comment letter dated September 10, 2008 OPRHP concurred with LPC's findings of no archaeological significance on the two Additional Housing Sites (see Appendix C, "Historic Resources Correspondence" for LPC and OPRHP letters). Therefore, the Proposed Actions would not have a significant adverse impact on archaeological resources, no further consideration of archaeological resources is warranted, and this analysis focuses only on architectural resources.

ARCHITECTURAL RESOURCES

OVERVIEW

Architectural resources are defined as properties or districts listed on the State and National Registers of Historic Places (S/NR) or determined eligible for such listing; National Historic Landmarks (NHLs); New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); and properties that have been found by LPC to appear eligible for designation, considered for designation by LPC at a public hearing, or calendared for consideration at such a hearing.

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged from vibration (e.g., from construction blasting or pile driving), and additional damage from adjacent construction could occur from falling objects, subsidence, collapse, or construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings' (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88.*

Indirect impacts are contextual or visual impacts that could result from project construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance, such as a church with notable stained-glass windows.

Significant adverse direct or indirect impacts can occur if a project would cause a change in the quality of a property that qualifies it for listing on the S/NR or for designation as an NYCL. The existing setting of each architectural resource—including its visual prominence and significance

in publicly accessible views, whether it has sun-sensitive features, and its visual and architectural relationship to other architectural resources—was taken into consideration for this analysis. The first step in assessing impacts was defining the study area. To account for potential physical, visual, and contextual impacts due to the Proposed Actions, study areas within 800 feet of the Development Site and within 400 feet of each of the two Additional Housing Sites were defined. For the Development Site, the standard *CEQR Technical Manual*-recommended study area of 400 feet is expanded to 800 feet to account for the site's large footprint and the tall height of the buildings proposed for the site.

CRITERIA AND REGULATIONS

Once the study areas were determined, an inventory of officially recognized historic resources in each study area was compiled.

Criteria for inclusion on the National Register are listed in the Code of Federal Regulations, Title 36, Part 63. LPC and OPRHP have adopted these criteria for use in identifying architectural resources for CEQR and SEQRA review. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns of history;
B. Are associated with significant people;
C. Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or
D. May yield archaeological information important in prehistory or history.

Properties that are less than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Determinations of eligibility are made by OPRHP.

LPC designates historically significant properties or areas in New York City as NYCLs and/or NYCHDs, following the criteria provided in the Local Laws of the City of New York, New York City Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when they are at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the city, state, or nation. There are four types of landmarks: individual landmarks, interior landmarks, scenic landmarks, and historic districts.

In addition to identifying officially recognized architectural resources in the study area (S/NR-listed and S/NR-eligible properties, NYCLs, and NYCHDs) and properties determined eligible for landmark designation, an inventory was compiled of other buildings that could warrant recognition as architectural resources (i.e., properties that could be eligible for S/NR listing or NYCL designation) in compliance with CEQR and SEQRA guidelines ("Potential Architectural Resources"). For this project, LPC and OPRHP files were consulted to create an inventory of architectural resources located on and within the vicinity of the project sites. This inventory also referred to the *Hudson Yards FGEIS* and the *West Chelsea Rezoning FEIS*. In addition to identifying architectural resources officially recognized in the study areas, field surveys were undertaken, in accordance with CEQR guidelines, to identify potential architectural resources (i.e., those that appear to meet one or more of the National Register criteria) within 800 feet of the Development Site and within 400 feet of each of the two Additional Housing Sites.

C. EXISTING CONDITIONS

DEVELOPMENT SITE

PROJECT SITE

There is one architectural resource located on the Development Site. The northern segment of the High Line (#1), an unused freight railroad viaduct, runs along the southern and western edges of the Development Site (see Figure 8-1). The OPRHP in a letter dated February 20, 2004, found the full length of the High Line between West 34th Street and Gansevoort Street to meet National Register eligibility Criterion A as a significant transportation structure from the 20th-century industrial development of the City. In addition, the OPRHP found that the High Line retains much of its historic integrity, despite the removal of the section between West 35th and 34th Streets (and the removal of the southernmost section outside the study area between Gansevoort and Bank Streets).

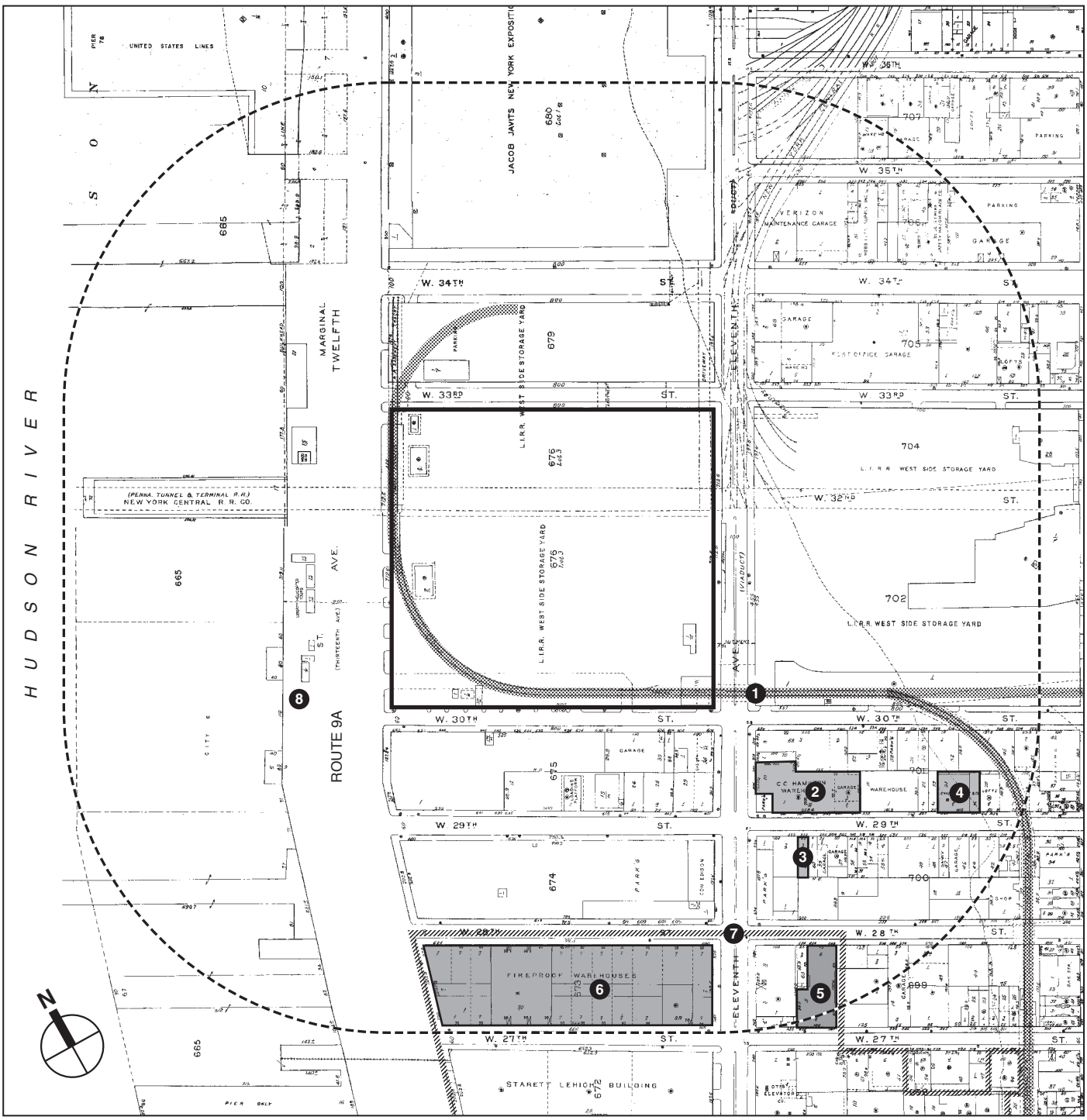
Completed in 1934 as part of the West Side Improvement Project, the High Line replaced the New York Central freight railroad along West Street and Eleventh Avenue to eliminate dangerous traffic conflicts at grade. The West Side Improvement Project also included construction of the West Side Highway. In the study area, the High Line runs in a loop track around Caemmerer Yard along West 34th Street, Twelfth Avenue, and West 30th Street, where it turns south to run along Tenth Avenue (Figures 8-2 to 8-4). In the 1980s, the northernmost existing section between West 33rd and West 34th Streets (just north of the Development Site) was reconstructed and a section between West 34th and West 35th Streets was removed. Between West 30th Street and Gansevoort Street, the High Line runs along Tenth Avenue (outside the study area), occasionally passing through buildings or connecting to adjacent buildings with private rail sidings, which formerly allowed for the delivery of goods.

Along the north side of West 30th Street between Tenth and Eleventh Avenues, both an eastward spur to Tenth Avenue and the loop track viaduct run above a connected series of one-story brick warehouses (see views 1 and 2 of Figure 8-2). The loop track viaduct crosses over Eleventh Avenue on a trestle (see view 3 of Figure 8-3), runs along the southern edge of the Development Site, and then curves northward above the Development Site as it reaches Twelfth Avenue (see view 4 of Figure 8-3 and view 5 of Figure 8-4). It then runs north above the Development Site, crossing over West 33rd Street, at which point it declines on a ramp that curves eastward to parallel West 34th Street (see view 6 of Figure 8-4). The rail line eventually runs at grade on an embankment and then the easement for the railroad right-of-way proceeds below grade to Eleventh Avenue, which it passes under to connect to a northbound rail cut—running between Eleventh and Tenth Avenues—that originally ran to the New York Central Railroad 60th Street Yard and that now serves as the Amtrak Empire Line.

The High Line loop track originally traversed West 34th Street and then curved northeastward to parallel West 35th Street, eventually passing under Eleventh Avenue and connecting to the northbound rail cut. In the early 1980s, the section of the High Line between West 34th and West 35th Streets was demolished for construction of the Jacob K. Javits Convention Center, and the section between West 33rd and West 34th Streets was rebuilt to its current configuration, which maintains the connection to the northbound rail cut.

Along West 30th Street (including the portion on the Development Site), both the loop track and spur have a concrete parapet simply ornamented with recessed panels and a tubular steel railing

5.14.09



Development Site Boundary

Study Area Boundary (800-Foot Perimeter)

2 *Historic Resource (Corresponds to Table 8-1)*

1 *High Line (S/NR-eligible)*

7 *West Chelsea Historic District (NYCL)*

Development Site
Historic Resources
Figure 8-1



Rail spur along West 30th Street and trestle over West 30th. View east from Eleventh Avenue **1**



West 30th Street viaduct. View west toward Eleventh Avenue from West 30th Street trestle **2**

Views of High Line
Figure 8-2



Trestle over Eleventh Avenue. View north **3**



View of West 30th Street viaduct on Development Site. View east towards Eleventh Avenue **4**



View of viaduct along Twelfth Avenue on Development Site. **5**
View north on Twelfth Avenue from West 30th Street



Curve in the viaduct as it moves from Twelfth Avenue to parallel West 34th Street. **6**
View northwest from West 33rd Street

broken up with square concrete posts. As it parallels Twelfth Avenue between West 30th and West 33rd Streets above the Development Site, the loop track viaduct has a decorative steel parapet and railing similar to those on the Tenth Avenue platform and the trestles south of West 30th Street, including the trestle over that street. On the north side of West 33rd Street, the High Line changes appearance due to the early 1980s reconstruction. The portion of the loop track that curves northeastward from West 33rd Street to parallel West 34th Street has a modern concrete and steel beam and girder form, and it is supported on concrete abutments.

STUDY AREA

There are eight architectural resources located within 800 feet of the Development Site (see Figure 8-1). All of these architectural resources, excluding the High Line, are located at a distance of more than 90 feet from the Development Site. The majority of these resources were determined S/NR-eligible under Criterion A for their association with the City's industrial history and under Criterion C for their industrial design by OPRHP for the *Hudson Yards FGEIS*. These resources are described in further detail below and listed in Table 8-1.

Table 8-1
Architectural Resources Within the Development Site Study Area

Map Ref. No.	Name	Address	NYCL	S/NR	S/NR-eligible
1	High Line	Along 30th Street between Tenth and Twelfth Avenues, and Twelfth Avenue between 30th and 34th Streets			X
2	W&J Sloane Warehouse and Garage	306-310 Eleventh Avenue and 541-561 West 29th Street			X
3	550 West 29th Street	550 West 29th Street			X
4	Charles P. Rodgers & Company Building	517-523 West 29th Street			X
5	Former Berlin & Jones Envelope Company	547-553 West 27th Street			X
6	New York Terminal Warehouse Company	Block bounded by Eleventh and Twelfth Aves, and West 28th and 27th Streets			X
7	West Chelsea Historic District	Roughly bounded by West 28th Street to the north, Tenth Avenue to the east, West 25th Street to the south, and Twelfth Avenue to the west	X		X[1]
8	Hudson River Bulkhead	Roughly between the Battery and West 59th Street along the Hudson River waterfront			X

Notes: See Figure 8-1
[1] S/NR eligibility determinations made by OPRHP on March 19, 2009.
NYCL: New York City Landmark
S/NR: Listed on the State and National Registers of Historic Places
S/NR-eligible: Eligible for listing on the State and National Registers of Historic Places

W & J Sloane Warehouse and Garage (#2)

The three buildings at 306-310 Eleventh Avenue and 541-561 West 29th Street constitute the former W & J Sloane Warehouse and Garage (S/NR-eligible). Founded in 1843, W & J Sloane was a retail and wholesale carpet, rug, and furnishings company. W & J Sloane supplied stores

across the country, controlled mills, imported European goods, established branch retail establishments in other cities, and was the first American company to sell oriental rugs retail. Originally located on Broadway near City Hall, the firm relocated several times as the retail business periodically moved northward along Broadway and Fifth Avenue. W & J Sloane's second store was located at 649-655 Broadway near Bleecker Street; this building is located within the NYCL NoHo Historic District. In 1882, the company moved its retail and warehouse operations to 880-886 Broadway; this building is located within the NYCL Ladies' Mile Historic District. In 1912, a new retail building was completed for W & J Sloane at Fifth Avenue and 47th Street. The construction of the company's warehouse on West 29th Street coincides with the construction of the Midtown retail store.

The first component of the warehouse—the 10-story brick structure at 306-310 Eleventh Avenue and 557-561 West 29th Street—was built in 1909 and designed by James Barnes Baker. Designed with Renaissance Revival elements, the building is sited around the southwest corner of the block, which is occupied by a parking lot (see view 7 of Figure 8-5). Arched loading docks with stone keystones are located on the ground floor. The second floor is designed with cambered-arched windows. Stone courses run along the tops of the first and second floors. Wide brick piers divide the upper floors into recessed and arched window bays. Brick sill bands run across each floor, and the windows have stone lintels. Brick keystone elements highlight the arched windows on the eighth floor. The top two floors are articulated with brick piers with corbelled capitals. A projecting cornice caps the avenue and street façades. The two secondary façades facing the parking lot are largely blank brick. (When the building was constructed, two four-story store and dwelling structures occupied the corner at 302 and 304 Eleventh Avenue. By 1930, the corner was occupied by a gas station.) Constructed in 1913, the building at 549-555 West 29th Street is identical and indistinguishable from the 1909 structure. James Barnes Baker also designed the garage, built in 1910, located at 541-547 West 29th Street (see view 8 of Figure 8-5). The garage is a four-story structure with Romanesque Revival details. Clad in brick with stone trim, the façade features three round-arched, recessed window bays.

550 West 29th Street (#3)

The three-story Greek Revival building (S/NR-eligible) at 550 West 29th Street was built sometime before 1883. The date of "1843" is embossed on the exposed iron beam that spans the ground-floor storefront. In 1883, the brick building served as a varnishing house and stove warehouse. The ground-floor storefront is iron with two side doorways and a large central entrance (see view 9 of Figure 8-6). Originally, the central entrance was most likely a stable or loading entrance, but it is now infilled with a large multi-paned window. The side doorways have also been partially infilled, but the iron corner pilasters and the lintel remain. The upper portion of the façade is clad in brick. In the center of the façade are two openings with wood double-doors. A wood hoist with a pulley projects from the façade above the third-floor opening. The flanking windows have projecting stone sills and flush stone lintels. While the double-doors appear to be modern, the single-hung, two-over-two wood windows appear to be older. Four star-shaped metal wall ties are attached to the façade. A simple bracketed projecting cornice caps the building.

Charles P. Rodgers & Company Building (#4)

John A. Hamilton designed the former Charles P. Rodgers & Co. Building (S/NR-eligible) at 517-523 West 29th Street in 1903. The six-story brick building was originally a stable and factory for the production of bedding and iron bedsteads. Although it has some Classical design



Former W&J Sloane Warehouse, 541-561 West 29th Street. View northeast from Eleventh Avenue **7**



Garage of former W&J Sloane Warehouse, 541-547 West 29th Street. View north **8**

Designated Architectural Resources in the Study Area

Figure 8-5



550 West 29th Street. View south **9**



Charles P. Rodgers & Company Building, 517-523 West 29th Street **10**

Designated Architectural Resources in the Study Area

Figure 8-6

elements, the building's appearance is largely functional. Four wide, brick piers divide the façade into three window bays (see view 10 of Figure 8-6). Each window opening is formed of four recessed windows closely spaced with heavy mullions. The window groupings rest on elongated stone sills. A stone entablature and a projecting cornice sit above the second floor. At the roofline is a much larger bracketed cornice. Carved with leaves, the cornice brackets form the capitals of the façade's brick piers. The ground floor has been altered with loading docks.

Former Berlin & Jones Envelope Company (#5)

Before it was constructed in 1889–1900 by Augustus Meyer, the six-story brick factory (S/NR-eligible) at 547-553 West 27th Street was leased to the Berlin & Jones Envelope Company. It is also a contributing building located within the West Chelsea Historic District (NYCL/HD), described below. The envelope company occupied the through-block building until at least 1930. The brick structure has Romanesque Revival-style details that include corbelled brick cornices at the roofline, the fifth floor, and the ground floor; stone banding on the ground-floor brick piers; and wide arched window bays (see view 11 of Figure 8-7). Additional stone trim includes plinth blocks at the base of the piers that frame the window bays, window sills, and courses at the fifth and sixth floors. The large loft windows on the second through fifth floors have stone sills and metal lintels. In addition, these multi-paned windows appear to be original, as do the smaller windows on the attic (sixth) floor. The original ground-floor openings have been infilled with modern doorways and roll-down gates, but they retain their form and metal lintels. Decorative metal wall ties are set in four central piers at the third floor.

New York Terminal Warehouse Company's Central Stores (#6)

Built in phases between 1890 and 1912, the New York Terminal Warehouse Company's Central Stores (S/NR-eligible) occupy the block between Eleventh and Twelfth Avenues and West 27th and West 28th Streets. The Central Stores are also contributing buildings within the West Chelsea Historic District (NYCL, S/NR-eligible), described below. The complex, designed separately by George B. Mallory and Otto M. Peck, comprises 25 storage buildings of the same design, forming a single, monolithic architectural composition (see views 12 of Figure 8-7 and 13 of Figure 8-8). The seven- and nine-story brick complex is simply articulated with arched window openings and corbelled cornices. The Eleventh Avenue façade contains a large, central-arched entrance, smaller entrances, and some terra cotta ornamentation. When it was constructed, the enormous complex was the only store complex in the City in which rail cars, steamships, and trucks could communicate. Trains entered the building through arches in the center of the avenue façades, trucks and wagons unloaded goods at loading docks along the base, and steamships docked across Twelfth Avenue. The stores were used for general storage, but included sections for particular goods and cold storage.

West Chelsea Historic District (#7)

The West Chelsea Historic District (NYCL, S/NR-eligible) is roughly bounded by West 28th Street to the north (see Figure 8-1), Tenth Avenue to the east, West 25th Street to the south, and Twelfth Avenue to the west. In a comment letter dated March 19, 2009, OPRHP found the West Chelsea Historic District eligible for listing on the S/NR under Criterion A for its association with New York City history and Criterion C for its impressive collection of industrial architecture from the late nineteenth to early twentieth centuries (see Appendix C, "Historic Resources Correspondence," for OPRHP letter). The West Chelsea Historic District stands as a surviving example of Manhattan's industrial past and still contains many of the historic buildings of this era including factories, warehouses, and industrial firms that have long been



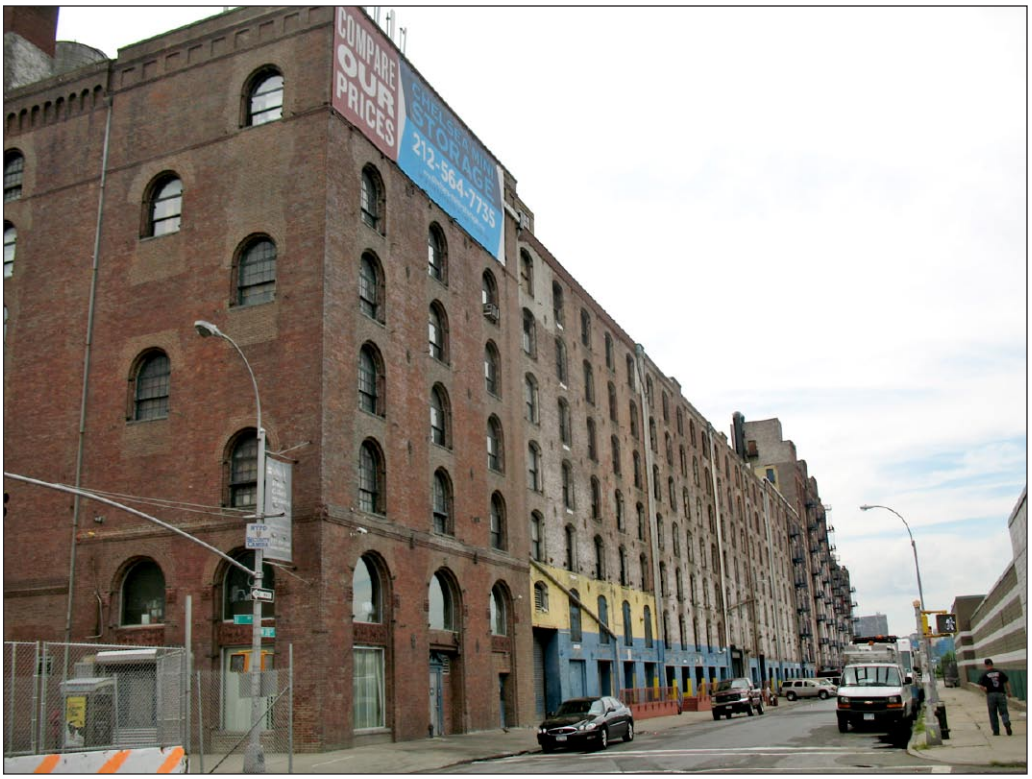
Former Berlin & Jones Envelope Company, 547-553 West 27th Street. View on West 27th Street **11**



New York Terminal Warehouse Company, view west on Eleventh Avenue **12**

Designated Architectural Resources in the Study Area

Figure 8-7



New York Terminal Warehouse Company, view west on West 28th Street **13**



West Chelsea Historic District. View west on West 27th Street between Tenth and Eleventh Avenues **14**

Designated Architectural Resources in the Study Area

Figure 8-8

demolished elsewhere in the City. West Chelsea was first developed in the late 1840s with a mixture of tenements and industrial complexes. Few buildings from this earlier period survive, except for the small stable building at 554 West 28th Street, which was built in 1885 for Latimer E. Jones' New York Lumber Auction Company. The neighborhood experienced a second wave of development around the turn of the twentieth century, as the older, smaller industrial buildings were replaced by larger industrial structures and factories (see view 14 of Figure 8-8). It is during this time that the area was home to some of the City's, and even the country's, most prestigious industrial firms including the Otis Elevator Company, the John Williams Ornamental Bronze and Iron Works, and the Reynolds Metal Company. In addition to its manufacturing operations, the area also became well known for its shipping, warehousing, and freight handling capabilities due to its close proximity to the river and accessibility by train. The Central Stores complex, described above, was accessed by the New York Central and Hudson River Railroad through tracks that led directly into the building through the large round-arch entrance which fronts on Eleventh Avenue. Just south of the warehouses, the entire block bounded by West 27th and West 26th Streets between Eleventh and Twelfth Avenues is occupied by the Starrett-Lehigh Building, which is also an individual NYCL and S/NR-eligible (see view 15 of Figure 8-9). As the youngest building in the historic district, built in 1931, it stands as an early Modernist design approach to an industrial building with its cantilevered floor slabs and continuous strips of windows.

Hudson River Bulkhead (#8)

The Hudson River Bulkhead (S/NR-eligible) runs from the Battery to the south end of the New York Central Railroad's terminal at West 59th Street. Significant under Criterion C in the area of engineering and under Criterion A in the areas of commerce or industry, the bulkhead and its associated structural systems were originally constructed between 1871 and 1936 by the New York City Department of Docks. The majority of the construction consisted of masonry walls on a variety of foundation systems, with quarry-faced ashlar granite block forming the visible face along most of the armored frontage. Built between circa 1876 and 1898, the bulkhead between approximately West 23rd and West 34th Streets consists of a granite wall on narrow concrete block which is supported by timber relieving platforms. Directly north, between approximately West 34th and West 35th Streets, is a small segment of the bulkhead that consists of collapsed pile-supported platforms and/or rip rap; this segment is considered an atypical and non-significant type of bulkhead.

Design of the bulkhead was the responsibility of George B. McClellan, a general during the Civil War who became the first Engineer-in-Chief of the Department of Docks. McClellan's plans contemplated the creation of a 250-foot-wide marginal street, from which 60- to 100-foot-wide piers with cargo sheds would project 400 to 500 feet around 150- to 200-foot-wide slips. Initiated to respond to the deteriorated, congested, and silt-filled condition of the waterfront, the carefully built granite walls created a consistent monumental surface to the waterfront that reinforced an image of the City's commercial prominence. As property was acquired and as commerce warranted, the City built the bulkheads, built or rebuilt pier substructures, and leased redeveloped areas to private companies that were usually responsible for piershed and headhouse construction.



View southeast of Starrett-Lehigh Building within the West Chelsea Historic District from Twelfth Avenue and West 34th Street **15**

Designated Architectural Resources in the Study Area

Figure 8-9

TENTH AVENUE SITE

PROJECT SITE

This project site is located between West 48th and West 49th Streets, approximately 100 feet west of Tenth Avenue. It occupies the western portion of Block 1077, Lot 29. Currently, the Tenth Avenue site is occupied by a rail road right-of-way for the Amtrak Empire Line located below the site. There are no architectural resources located on the Tenth Avenue Site.

STUDY AREA

There are no designated architectural resources located within 400 feet of the Tenth Avenue Site. Further, there are no properties in the study area that appear to meet the eligibility criteria for NYCL designation or S/NR listing.

NINTH AVENUE SITE

PROJECT SITE

The Ninth Avenue Site, located at 806 Ninth Avenue between West 53rd and West 54th Streets, is occupied by a gravel parking lot. The project site, located on the western portion of Block 1044, Lot 3, shares the remainder of the lot with a four-story modern, brick and concrete office building. There are no architectural resources located on the Ninth Avenue Site.

STUDY AREA

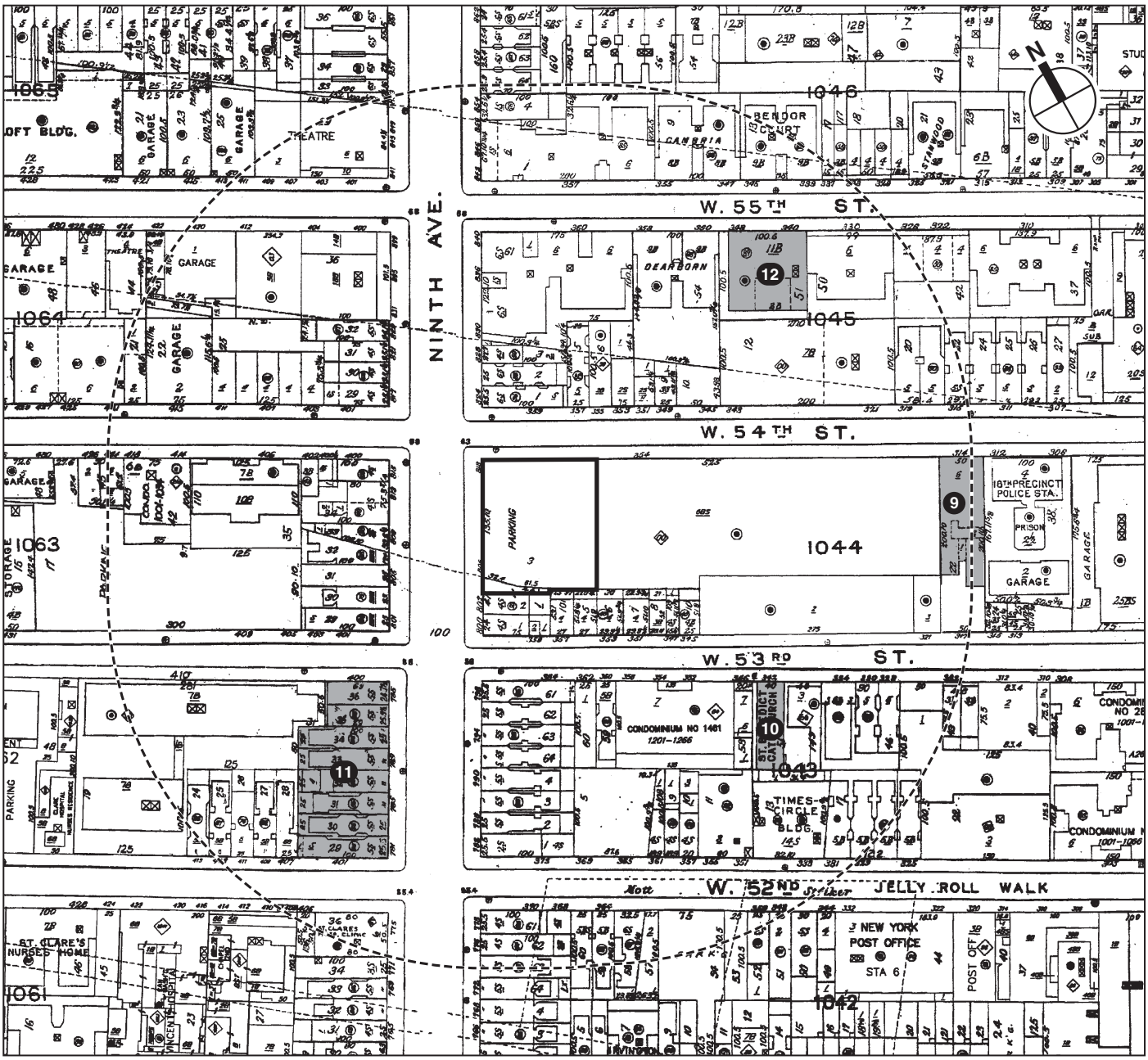
There are four designated architectural resources located within 400 feet of the Ninth Avenue Site (see Table 8-2 and Figure 8-10). Of these four, only the Eleventh District Municipal Court/Seventh District Magistrates' Court was a previously known architectural resource. The other three resources were determined by OPRHP (May 19, 2009) and/or LPC (May 18, 2009) to meet eligibility criteria for listing on the S/NR and/or designation as NYCLs, respectively, as part of their review of the Proposed Actions (see Appendix C, "Historic Resources Correspondence" for OPRHP and LPC letters).

Table 8-2
Architectural Resources within the Ninth Avenue Site Study Area

Map. Ref. No.	Name/Type	Address	NYCL	NYCL-eligible	S/NR	S/NR-eligible
Designated Architectural Resources						
9.	Eleventh District Municipal Court/Seventh District Magistrates' Court	314 West 54th Street	X			X[2]
10.	St. Benedict the Moor Church	342 West 53rd Street		X[1]		X[2]
11.	Tenement Blockfront	781-795 Ninth Avenue				X[2]
12.	Former National Bible Institute School and Dormitory	340 West 55th Street		X[1]		

Notes: See Figure 8-10
[1] NYCL eligibility determinations made by LPC on March 18, 2009.
[2] S/NR eligibility determinations made by OPRHP on March 19, 2009.

5.14.09



Project Site Boundary

Study Area Boundary (400-Foot Perimeter)

9 *Designated Historic Resources (corresponds with Table 8-2)*

Ninth Avenue Site
Historic Resources
Figure 8-10

The Eleventh District Municipal Court/Seventh District Magistrates' Court, 314 West 54th Street (#9)

The six-story limestone and brick Eleventh District Municipal Court/Seventh District Magistrates' Court (NYCL, S/NR-eligible) was designed by John H. Duncan and constructed in 1896. The courthouse survives as an example of the impressive small-scale civic buildings erected throughout New York City in the late nineteenth century. The courthouse's ground floor is clad in rusticated limestone, which is further embellished with three large round-arched openings. The two upper stories are faced in brick and feature terra cotta embellishments that incorporate symbols of justice and are designed in the Northern Renaissance style (see view 16 of Figure 8-11). The building is crowned by a decorative entablature which is surmounted by a parapet and balustrade. After serving several other uses, the building was converted back into a courthouse in 1995. OPRHP found the courthouse eligible for listing on the S/NR under Criterion C as an outstanding example of neo-Renaissance civic design in New York City.

St. Benedict the Moor Church, 342 West 53rd Street (#10)

The St. Benedict the Moor Church (NYCL-eligible, S/NR-eligible), at 342 West 53rd Street between Eighth and Ninth Avenues, was erected in 1869 and designed by R.C. McLane & Sons. The church has a temple-front façade with a pediment pierced by an ocular window (now covered) and framed by a modillioned cornice. On the first and second floors, there are round-arched openings set within recessed and corbelled areas (see view 17 of Figure 8-11). The church has seen various congregations and parishioners over its more than 100-year history, yet most famously served at the first black Roman Catholic Church north of the Mason Dixon line. The St. Benedict the Moor mission was founded in 1883, and originally occupied a church in Greenwich Village. As the black population of New York City migrated farther uptown, St. Benedict moved as well, and established itself in this church on West 53rd Street in 1898, which had been formerly occupied as the Second Church of the Evangelical Association. In 1921, again due to black migration to the north, the congregation moved to Harlem and the church was reassigned to the Spanish order of Franciscans in 1954, who have occupied the site ever since. The church stands as a vestige of the days when the neighborhood of Clinton/Hell's Kitchen was a thriving African-American neighborhood. OPRHP found the church eligible for listing on the S/NR under Criterion A in the areas of ethnic and religious history as the first black Roman Catholic Church north of the Mason Dixon line.

Tenement Blockfront, 781-795 Ninth Avenue (#11)

The tenement blockfront (S/NR-eligible) on the west side of Ninth Avenue between West 52nd and West 53rd Streets was constructed at the end of the nineteenth century by various architects and owners. The eight buildings are all five-stories, but present a varied roofline due to different cornice types (see views 18 and 19 of Figure 8-12). Most of the buildings were constructed with ground-floor store fronts. Nos. 781 and 783 Ninth Avenue were both designed by Henry Davidson and built in 1897 for Mary A. Gordon, the owner; both feature the same heavy bracketed cornice. 787 Ninth Avenue is the most elaborate of the blockfront and the most intact. It was built in 1872 for its owner, Frank Werner, whose name is inscribed within the central panel of the cornice. The building's façade is further articulated with stone lintels decorated with gargoyles and a small central pediment above three small Corinthian pilasters on the building's fourth story. 791 Ninth Avenue was built in 1897 and designed by John P. Leo for the owner Charles Hoffman. Most of the buildings have undergone alterations to the ground-floor due to the construction of new retail storefronts. All of the building's cornices are intact, with the exception of No. 795. Despite these alterations, OPRHP found the row of eight tenements to

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Eleventh District Municipal Court/ **16**
Seventh District Magistrates' Court, 314 West 54th Street



St. Benedict the Moor Church, 342 West 53rd Street **17**

Ninth Avenue Site
Designated Architectural Resources in the Study Area
Figure 8-11



View southwest of tenement blockfront on the west side of Ninth Avenue from 781-795 Ninth Avenue **18**



View of 787 Ninth Avenue, part of tenement blockfront from 781-795 Ninth Avenue **19**

Ninth Avenue Site
Designated Architectural Resources in Study Area
Figure 8-12

meet eligibility for listing on the S/NR under Criterion C as a representative collection of tenement architecture including a mix of Renaissance-inspired stone, brick, terra cotta, and metal ornamentation, and potentially under Criterion A for its association with the residential development of Hell's Kitchen.

Former National Bible Institute School and Dormitory, 340 West 55th Street (#12)

The Former National Bible Institute School and Dormitory (NYCL-eligible) is located on the south side of West 55th Street between Eighth and Ninth Avenues. It was designed by the architectural firm McKenzie, Voorhies & Gmelin and built in 1924 for the National Bible Institute. The building was constructed as the institute's new headquarters and included a school and dormitory for up to 240 resident pupils. The building is built of brick and has an asymmetrical massing (see view 20 of Figure 8-13). The base of the building is clad in stone, and above the ground floor, the brick façade features terra cotta ornament. A large portion of the building's front façade is setback above the third story and features a clay tile roof. The western portion of the building is slightly set back above the ninth floor arcade, and the entire building is set back at the twelfth floor to provide space for a rooftop garden. The building is currently occupied as an apartment building.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

In the future, the status of architectural resources could change. S/NR-eligible architectural resources could be listed on the Registers, and properties found eligible or pending designation as NYCLs could be designated. Changes to the architectural resources identified above or to their settings could occur irrespective of the Proposed Actions. Future projects could also affect the settings of architectural resources. It is possible that some architectural resources in the study area could deteriorate, while others could be restored. In addition, future projects could accidentally damage architectural resources through adjacent construction.

Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish such properties without such a review process. Privately owned sites that are NYCLs, within New York City Historic Districts, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

The New York City Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. While these regulations serve to protect all structures adjacent to construction areas, they do not afford special consideration for historic structures. To supplement the Building Code regulations, the DOB issued *Technical Policy and Procedure Notice (TPPN) #10/88,* regarding procedures for the avoidance of damage to historic structures resulting from adjacent construction, on June 6, 1988. *TPPN #10/88* "requires a monitoring program to reduce the likelihood of construction damages to adjacent historic structures and to detect at an early stage the beginnings of damage

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Former National Bible Institute School and Dormitory, 340 West 55th Street **20**

Ninth Avenue Site
Designated Architectural Resources in Study Area
Figure 8-13

so that construction procedures can be changed." *TPPN #10/88* only serves to protect certain classifications of historic resources. Adjacent historic resources, as defined in the procedure notice, only include designated NYCLs, properties within NYCL historic districts, and listed S/NR properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources, but if some of those resource types were to be designated as NYCLs, calendared for LPC designation, or listed on the S/NR, they would be afforded protection through the implementation of CPPs and monitoring procedures, in accordance with the guidelines set forth in *TPPN #10/88*, which would be required by the DOB for adjacent construction.

DEVELOPMENT SITE

PROJECT SITE

In the Future without the Proposed Actions, no changes would occur on the Development Site. As such, the Development Site would remain in use as a below-grade rail yard with service facilities that support LIRR operations. Further, the portion of the High Line, which runs along the south and west frontages of the Development Site, will remain vacant and inaccessible to the public.

STUDY AREA

As described in detail in Chapter 3, "Land Use, Zoning, and Public Policy," there are a number of projects under construction or planned for completion by 2019 in the Future without the Proposed Actions within the study area. Three of these projects would directly alter or affect an architectural resource.

The High Line Park will adaptively reuse the currently vacant High Line (#1, S/NR-eligible) railroad viaduct as a 4.4 acre publicly accessible passive open space. The park will extend approximately 1.5 miles from its southern end at Gansevoort Street north to West 30th and Eleventh Avenue. The High Line Park will offer such amenities as walkways, benches, landscaping, kiosks, and elevator and stair access. The park is expected to be completed in 2010. The new park will result in the preservation of this architectural resource and its adaptive reuse. Any physical alterations to the High Line for this project, specifically the construction of new elevator and stair access, will be undertaken in consultation with LPC and respect the City's design goals for the structure: (1) recognizing the High Line's role in the City's industrial and rail history; and (2) respecting the High Line as a unique piece of engineering. In addition, measures to minimize any effects on this architectural resource will be included in the design and construction phases.

The Eastern Rail Yard, located immediately east of the Development Site between West 30th and West 33rd Streets and Tenth and Eleventh Avenues, will be developed with five mixed-use high-rise buildings and open spaces. The buildings will be constructed on a platform situated over the below-grade train tracks. The Eastern Rail Yard development site abuts the S/NR-eligible High Line (#1) on its West 30th Street frontage. The portion of the High Line on the Eastern Rail Yard will be adaptively reused as passive open space and connect to the new 1.5 mile High Line Park. In order to preserve the historic and architectural integrity of the High Line, there will be a five-foot-wide setback between all proposed development on the Eastern Rail Yard site and the High Line on West 30th Street. An entrance to the High Line Park is planned to be located on West 30th Street in the middle of the block at the point where the spur

becomes parallel with West 30th Street. In its current condition along the Tenth Avenue spur, the High Line is surrounded by large developments and tall buildings; therefore, the proposed development of the Eastern Rail Yard will not adversely affect the visual context of this historic resource. This No Build project will not block any views of the High Line, but, instead, will provide a public walkway with seating areas that will offer new public views.

The other project that will involve direct changes to an architectural resource is the conversion of the Former Berlin & Jones Envelope Company (#5, S/NR-eligible) at 547-553 West 27th Street on the east side of Eleventh Avenue to residential use with ground floor retail. With the conversion, the building is expected to have 118 residential units and approximately 15,000 square feet of ground floor retail space. Since this architectural resource is located within the West Chelsea Historic District (#7, NYCL, S/NR-eligible), any proposed alterations to the building must be approved by LPC. Although this new development will directly affect the use of this architectural resource, it will not result in any significant changes to the building's façade.

Four projects under construction or planned for completion by 2019 in the study area are located adjacent to architectural resources, close enough to cause accidental construction damage. On the southwest corner of West 30th Street and Eleventh Avenue at 316 Eleventh Avenue, an approximately 34-story residential building with ground floor retail is currently under construction adjacent to the W & J Sloane Warehouse and Garage (#2, S/NR-eligible) at 306-310 Eleventh Avenue and 541-561 West 29th Street. Farther east in the middle of the block on West 30th Street, the site for the development of a mixed-use building with residential and retail uses is contiguous to the Charles P. Rodgers & Company Building (#4, S/NR-eligible) at 517-523 West 29th Street. On the southwest corner of West 30th Street and Tenth Avenue, a site that will de developed with a residential building and retail space is located less than 90 feet from the High Line (#1, S/NR-eligible). One block to the south, another mixed-use development on the east side of Eleventh Avenue between West 28th and 29th Streets is adjacent to the mid-nineteenth century, three-story building at 550 West 29th Street (#3, S/NR-eligible). These six S/NR-eligible architectural resources would be offered some protection from accidental construction damage through DOB controls governing the protection of adjacent properties from construction activities. In addition, if some of these resources were to be designated as NYCLs, calendared for LPC designation, or listed on the S/NR, they would be afforded protection through the implementation of CPPs and monitoring procedures, in accordance with the guidelines set forth in *TPPN #10/88*, which would be required by the DOB for adjacent construction.

The seven projects described above, among others described more fully in Chapter 3, "Land Use, Zoning, and Public Policy," will greatly alter the density, bulk, scale, and uses of the study area. The context of many of the low-rise historic buildings in the Development Site study area will be altered due to the numerous large-scale, high-rise buildings of modern material and design that are expected to be completed by 2019 in the Future without the Proposed Actions.

TENTH AVENUE SITE

PROJECT SITE

In the Future without the Proposed Actions, the Tenth Avenue Site is expected to remain in its current condition as a rail road right-of-way for the Amtrak Empire Line located below the site.

STUDY AREA

As described in Chapter 3, "Land Use, Zoning, and Public Policy," there are two projects under construction or planned for completion by 2019 in the Future without the Proposed Actions. Since there are no known or potential architectural resources within the 400-foot study area of the Tenth Avenue Site, the future without the proposed project will not affect any such resources.

NINTH AVENUE SITE

PROJECT SITE

In the Future without the Proposed Actions, the Ninth Avenue Site is expected to remain in its current condition as a gravel parking lot.

STUDY AREA

There is one project within the study area for the Ninth Avenue Site that is planned for completion by 2019 and is located within 90 feet of a known architectural resource. The Dillon, a seven-story residential building with accessory parking, is currently under construction at 405-425 West 53rd Street. The new development is located across West 53rd Street from the S/NR-eligible tenement blockfront at 781-795 Ninth Avenue (#11). This architectural resource would be offered some protection from accidental construction damage through DOB controls governing the protection of adjacent properties from construction activities. Due to the low-rise scale of the new residential development, it is not expected to have any visual or contextual effects on the architectural resource.

There are no other projects under construction or planned for completion by 2019 in the Future without the Proposed Actions that will directly affect any other architectural resources in the study area.

E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS—2019

DEVELOPMENT SITE

PROJECT SITE

The Proposed Actions, which are fully described in Chapter 1, "Project Description," would have a direct physical impact on the High Line (#1, S/NR-eligible). With the Proposed Actions, features of the Twelfth Avenue section of the High Line, such as the railings on the east face, would be removed in order to integrate the High Line into the overall site plan for the Development Site as a passive open space resource and pedestrian pathway that would also connect with the portion of the High Line on the Eastern Rail Yard and the 1.5 mile High Line Park to the south. As described above, the High Line would remain vacant and inaccessible to public use absent the Proposed Actions. The adaptive reuse of this portion of the High Line under the Proposed Actions would preserve this architectural resource and open it up to public access as a unique open space, which is anticipated to offer such amenities as walkways, benches, landscaping, and stair access.

The proposed alterations to the High Line have not been fully developed at this time. OPRHP has agreed that construction near the High Line is historically appropriate, but has expressed

concerns about the relationship of the High Line to certain improvements included in the Proposed Actions (see Appendix C, "Historic Resources Correspondence" for OPRHP letter dated April 29, 2009). To address those concerns, the co-leads will consult with OPRHP between the DEIS and FEIS in compliance with Section 14.09 of the New York State Historic Preservation Act of 1980.

In addition, to avoid the potential for adverse, accidental constructed-related physical impacts on the High Line—such as ground-borne construction-period vibrations, falling debris, and damage from heavy machinery—the Proposed Actions would include the development and implementation of a CPP in consultation with LPC and OPRHP prior to construction. It is expected that the CPP would follow the requirements established in the DOB's *TPPN #10/88*, concerning procedures for the avoidance of damage to adjacent historic structures from nearby construction. It would also follow the guidelines set forth in section 523 of the *CEQR Technical Manual*. The CPP would provide continued maintenance and protection for this architectural resource throughout construction of the Development Site.

As currently contemplated, the proposed site plan for the Development Site would result in four, out of a total of eight, buildings located immediately adjacent to the High Line (see Figure 8-14). As part of the proposed development, a five-foot-wide set back would be located between the High Line and all new building development fronting on the High Line in order to preserve the integrity of this architectural resource. (However, there is some ongoing preliminary discussion between the co-lead agencies and the selected developer about creating connections between some of the adjacent buildings and the track level of the High Line.)

It is anticipated that proposed buildings WR-2 and WR-3 would be set back five feet from the High Line along their West 30th Street frontages. WR-2 would be approximately 650 to 810 feet in height and WR-3 would be approximately 550 to 710 feet in height. Each building would rise from a 60 to 90 foot shared podium, and they would extend underneath the High Line with a low-rise extension of the buildings' shared podium. None of the viaduct's stanchions would be removed to accommodate this extension. Directly east of these proposed buildings, the High Line on the Eastern Rail Yard will be bordered by buildings of similar height and scale on the same street frontage.

Farther west on the Development Site, proposed building WR-4, which would be located at the curve of the High Line near the southwest corner of the site, may bridge over the High Line at about 60 feet above the structure, supported on columns or a podium that would be located on the other side of the High Line. This proposed development, which would range in height from approximately 350 to 500 feet, would not result in a significant adverse impact on the integrity of the High Line at this location, because the High Line originally ran adjacent to and through buildings, and several new developments along the High Line, south of the Development Site, similarly cantilever over this architectural resource. Two new entrances to the High Line are currently planned on its Twelfth Avenue section, which runs along the western edge of the Development Site—a stairwell would be located on the northwest corner of the site at West 33rd Street and Twelfth Avenue and another stairwell would be located on the southwest corner of the site at Twelfth Avenue and West 30th Street. Since this portion of the High Line would be physically altered with two new entrances, the co-leads will consult with OPRHP between the DEIS and FEIS in compliance with Section 14.09 of the New York State Historic Preservation Act of 1980.

The fourth building that would be contiguous to the High Line on the Development Site is proposed building WR-7, at the northwest corner of the site. Building WR-7 would range in



Approximate Boundary of Proposed Platform

Approximate Boundary of Terra Firma Area

Development Site
Illustrative Site Plan
Figure 8-14

height from 550 to 710 feet and it may cantilever over the High Line approximately 200 feet above the structure. This building, like the other three buildings on the Development Site fronting on the High Line, would have a five-foot-wide setback between it and the architectural resource.

The only portion of the High Line that would physically touch the new development on the Western Rail Yard site would occur along the resource's Twelfth Avenue section from just north of building WR-4 to just south of building WR-7 (see Figure 8-14). This portion of the High Line would abut an open space area that comprises seating, stairs, and a pedestrian ramp that would connect to a large lawn of the proposed development's open space network. To provide direct access between the High Line Park and the Development Site, it is anticipated that this portion of the High Line would be physically altered with the removal of approximately 200 linear feet of the eastern railing, which abuts the Development Site between the approximate footprints of buildings WR-4 and WR-7. The co-leads will consult with OPRHP between the DEIS and FEIS in compliance with Section 14.09 of the New York State Historic Preservation Act of 1980. Additionally, the removal of features from this portion of the High Line would not be visible from the publicly accessible sidewalks adjacent to the Development Site.

Overall, the Proposed Actions would not result in any blocked views of the High Line, and although the High Line would be bordered by tall buildings on the Development Site, the structure already runs adjacent to and through tall buildings in other areas south of 30th Street. Further, the Proposed Actions would result in the preservation, restoration, and adaptive reuse of the currently inactive resource for publicly accessible open space that would connect to the 1.5 mile High Line Park to the east and south.

STUDY AREA

DIRECT IMPACTS

With the exclusion of the High Line, all other architectural resources in the study area are located more than 90 feet from the Development Site. Therefore no architectural resources in the study area would be adversely impacted by any inadvertent construction-related damage from the Development Site.

CONTEXTUAL IMPACTS

In determining impact significance, the *CEQR Technical Manual* recommends that an assessment should be provided to evaluate whether (1) the proposed action would affect the distinguishing characteristics of identified historic resources, and if so, (2) if the change is likely to diminish the qualities of the resource, such as context and visual prominence, that make it important. Contextual impacts may include isolation of a historic resource from its setting or visual relationships with the streetscape, changes to a resource's visual prominence, elimination or screening of publicly accessible views of a historic resource, introduction of significant new shadows or significant lengthening of the duration of existing shadows on sun-sensitive historic resources, and introduction of incompatible visual, audible, or atmospheric elements to a resource's setting (the *CEQR Technical Manual* gives as examples the construction of a noisy highway or a factory near a resource noted for its quiet, such as a park).

With the Proposed Actions, eight buildings (of varying height, bulk, and use) would be developed on the Development Site, increasing the density of the study area. However, this development would not greatly differ from the height, bulk, and modern design of the planned

developments expected to be completed by 2019 in the Future without the Proposed Actions. Additionally, the individual resources in the study area exist in a varied context and their visual prominence is generally limited to the area adjacent to the resources. Although the Proposed Actions would result in the development of much taller buildings of modern design on the Development Site, it would not block any views to architectural resources in the study area. Further, it would not result in the isolation of an architectural resource from its setting or its visual relationship with the streetscape, and it would not introduce an incompatible visual, audible, or atmospheric element that would diminish the qualities of an architectural resource that make it significant.

The Proposed Actions would partially obstruct views of the Starrett-Lehigh Building, located outside of the study area to the south, from the north along the Eleventh and Twelfth Avenue view corridors. Despite the distance of the building from the Development Site, it can be seen from as far north as West 34th Street on these view corridors due to the lack of bulk and scale on the Development Site and the blocks both north and south of the Development Site. Therefore, the added scale and density of the proposed Development Site Project could partially obstruct views to this architectural resource from north of West 30th Street on Eleventh and Twelfth Avenues. However, views of the building along the Eleventh and Twelfth Avenue view corridors south of West 30th Street would not be altered, and it would be visible from multiple other locations in the study area. Therefore, the Proposed Actions would not result in a significant contextual adverse impact on this resource.

Overall, the Proposed Actions would change the built environment in the historic resources study area; similarly to the Future without the Proposed Actions, the Proposed Actions would create more bulk, height, and density in the area. Since the High Line is the only architectural resource located within 90 feet of the Development Site, it is the only resource expected to be altered by the Proposed Actions. The context of architectural resources in the study area is already expected to be altered with the completion of the various No Build projects in the Future without the Proposed Actions, discussed above. Further, the addition of more bulk, height, and density from the Proposed Actions in the future with the No Build projects would not result in a significant adverse impact on architectural resources in the study area.

TENTH AVENUE SITE

PROJECT SITE

The Proposed Actions would result in the construction of a residential affordable housing building on the Tenth Avenue Site. The building would be constructed over an existing Amtrak rail line, which would require the construction of a platform. As described in Chapter 1, "Project Description," there will be a future development proposal for this site (selected through an RFP process). Although a specific design for this site has not been determined at this time, it is anticipated that with the approval of the Proposed Actions, an 11-story, 99-foot-tall residential building would be constructed on the site (see Figure 9-29 of Chapter 9, "Urban Design and Visual Resources").

Since there are no historic resources on the project site, no historic resources would be adversely impacted on this project site.

STUDY AREA

Since there are no architectural resources in the study area of the Tenth Avenue Site, the Proposed Actions would not result in a significant adverse impact on any such resources. Further, the development of the project site would not result in any visual or contextual impacts on the study area, as the new development in the Future without the Proposed Actions would be similar to the bulk, height, and use of existing buildings in the study area.

NINTH AVENUE SITE

PROJECT SITE

The Proposed Actions would result in the construction of a residential affordable housing building on the Ninth Avenue Site. As described in Chapter 1, "Project Description," HPD would issue a RFP inviting the submission of development proposals for this site. Although a specific design for this site has not been determined at this time, it is anticipated that with the approval of the Proposed Actions, a residential building consisting of approximately ten-stories and 115-feet-tall along the Ninth Avenue frontage and about six-stories and 66-feet-tall in the midblock would be constructed on the Ninth Avenue Site (see Figure 9-30 of Chapter 9, "Urban Design and Visual Resources").

Since there are no historic resources on the project site, no historic resources would be adversely impacted on the project site.

STUDY AREA

The four architectural resources in the study area are located more than 90 feet from the project site. Therefore, they are outside the area of potential project-related physical impacts, and would not be adversely affected by the development of the project site. Further, the development of the project site would not result in any visual or contextual impacts on architectural resources in the study area, as the proposed development on the Ninth Avenue Site would be in keeping with the bulk, height, and use of existing buildings in the study area.

F. PROBABLE IMPACTS OF THE PROPOSED ACTIONS—2017

As described in Chapter 2, "Framework for Analysis," for analysis purposes, the interim year of development of the Proposed Actions is 2017. By 2017, construction on the Development Site is anticipated to be complete for the three buildings closest to Eleventh Avenue, the central open space area, and a plaza located at the northwest corner of the site. The proposed alterations to the High Line and the mixture of building types and form that would be developed on the Development Site would be similar for the interim Future with the Proposed Actions condition as the full Future with the Proposed Actions condition.

Given (1) the co-leads will consult with OPRHP between the DEIS and FEIS in compliance with Section 14.09 of the New York State Historic Preservation Act of 1980; (2) a CPP would be developed for the High Line in coordination with OPRHP and LPC; (3) the interim year would have a smaller amount of development; and (4) that the full Future with the Proposed Actions condition concludes that the Proposed Actions would not result in a significant adverse visual or contextual impact on any architectural resources, this analysis concludes that the Proposed Actions would not create a new significant adverse impact on historic resources in the interim Future with the Proposed Actions condition. ✷