Chapter 19: Neighborhood Character

A. INTRODUCTION

This chapter assesses the potential for the proposed projects to impact neighborhood character. As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, Neighborhood character is an amalgam of various elements that give a neighborhood its distinct "personality." The elements to consider in determining whether a neighborhood character assessment is appropriate include a neighborhood's land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and/or noise. However, not all of these elements contribute to neighborhood character in every case; a neighborhood usually draws its distinctive character from a few defining elements.

Under CEQR, an analysis of neighborhood character identifies the defining features of the neighborhood and then evaluates whether a proposed project has the potential to affect the defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical analysis areas. To determine the effects of a proposed project on neighborhood character, the defining features of neighborhood character are considered together. According to the *CEQR Technical Manual*, neighborhood character impacts are rare and occur under unusual circumstances in which, in the absence of an impact in any of the relevant technical areas, a combination of moderate effects to the neighborhood would result in an impact to neighborhood character. Moreover, a significant impact identified in one of the technical areas that contribute to a neighborhood's character does not necessarily constitute a significant impact on neighborhood character, but rather serves as an indication that neighborhood character should be examined.

As described in Chapter 1, "Project Description," and Chapter 2, "Analytical Framework," in the future with the proposed actions (the With Action condition), the Project Area would be redeveloped with two new mixed-use buildings on two project sites (project site A—601 West 29th Street and project site B—606 West 30th Street). The Project Area includes these two project sites as well as an intervening lot (Lot 38), which is not part of either project site. The Project Area would be rezoned and included in the Special Hudson River Park District. Overall, it is assumed that the Project Area would contain residential apartments, retail, accessory parking, and potentially a public facility (a Fire Department New York-Emergency Medical Service [FDNY-EMS] Station).

As projected in previous chapters, the proposed actions would result in significant adverse impacts in four technical areas that are considered to contribute to neighborhood character—open space, shadows, transportation, and noise.

This chapter includes a preliminary assessment of neighborhood character, which was prepared in conformance with the *CEQR Technical Manual*. This chapter describes the defining features of the existing neighborhood character and considers the potential effects of the proposed actions

on these defining features. This assessment relies on the technical analyses presented in other chapters of this Environmental Impact Statement (EIS).

PRINCIPAL CONCLUSIONS

The proposed actions would not result in significant adverse impacts to neighborhood character. As described elsewhere in this EIS, the proposed actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; historic and cultural resources; urban design and visual resources; and noise. However, there may be the potential for a significant adverse noise impact in the proposed project buildings due to construction of the Hudson Tunnel Project; these increases in interior noise levels would not affect neighborhood character. Although significant adverse impacts would occur with respect to open space, shadows, and transportation, these impacts would not result in a significant change to the determining elements of neighborhood character. Overall, the proposed actions would be consistent with the study area's mixed-use neighborhood character and would result in new residential uses and commercial uses, including active ground floor uses, which would complement existing study area uses and improve the streetscape. The proposed actions would facilitate residential development, including permanently affordable housing at a range of income levels, as well as a potential FDNY-EMS station and retail space to serve neighborhood residents. In addition, the transfer of floor area from Piers 59, 60, 61, and their associated headhouses in Hudson River Park to the Project Area would provide critical funding for improvements to the portion of Hudson River Park in Community Board 4.

B. METHODOLOGY

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed action has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and/or noise. The *CEQR Technical Manual* states that even if a proposed action does not have the potential to result in significant adverse impacts in any specific technical area(s), an assessment of neighborhood character may be required if the project would result in a combination of moderate effects to several elements that may cumulatively affect neighborhood character. A "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area.

As stated in the *CEQR Technical Manual*, the study area for a preliminary analysis of neighborhood character is typically consistent with the study areas in the relevant technical areas that contribute to the defining elements of the neighborhood. Therefore, the study area for this analysis reflects the study area for the analysis of land use, zoning, and public policy, which generally includes areas up to ¼-mile from the Project Area. The land use study area is generally bounded by Tenth Avenue to the east, the Hudson River to the west, West 34th Street to the north, and West 24th Street to the south.

A preliminary assessment of neighborhood character determines whether changes expected in other technical analysis areas may affect a defining feature of neighborhood character. The preliminary assessment first identifies the defining features of the existing neighborhood character and then evaluates whether the proposed project or action has the potential to affect those defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas. The key elements that define

neighborhood character, and their relationships to one another, form the basis of determining impact significance; in general, the more uniform and consistent the existing neighborhood context, the more sensitive it is to change. A neighborhood that has a more varied context is typically able to tolerate greater change without experiencing significant impacts.

If there is no potential for the proposed project or action to affect the defining features of neighborhood character, a detailed assessment is not warranted.

C. PRELIMINARY ASSESSMENT

DEFINING FEATURES

PROJECT AREA

The Project Area is located on Block 675 bounded by West 29th and West 30th Streets, Route 9A/Twelfth and Eleventh Avenues. The Project Area consists of project site A (Lots 12, 29, and 36), project site B (Lot 39), as well as an intervening lot (Lot 38). The Project Area is generally underutilized and occupied by artist space; a gas station and associated market; an auto repair shop; a Department of Sanitation of New York (DSNY) building used primarily for employee support and an equipment storage and maintenance building; and a Port Authority of New York and New Jersey (PANYNJ) lot used for security and office functions as well as vehicle parking.

STUDY AREA

Bounded by Tenth Avenue, the Hudson River, West 34th Street, and West 24th Street, the study area includes portions of the Chelsea neighborhood and Hudson Yards. The study area has a typical urban grid pattern, but includes merged superblocks north of the Project Area associated with Hudson Yards. The study area is served by several public transit services, including New York City Transit (NYCT) bus service (M11, M34-SBS, M12, M23), and the 34th Street-Hudson Yards Subway Station (No. 7 line service). As discussed below, the defining features of the study area include its mix of land uses and ongoing trend towards increased density and mixed-use developments, its location in a busy urban area with major transportation elements including Route 9A, Hudson Yards, and its proximity to long, linear open spaces that connect to the north and the south of the study area.

The neighborhood includes a wide range of land uses and building types, as described in Chapter 3, “Land Use, Zoning, and Public Policy.” The land uses are a mix of commercial, new mixed-use (residential with commercial below), transportation/utility, industrial/manufacturing, residential, and open space uses, as well as a large number of major construction projects. The study area generally transitions from transportation/utility and industrial/manufacturing uses along the waterfront towards a wider range of land uses in the Special West Chelsea District, to the east of the Project Area. The study area has experienced an ongoing transformation, with a general trend towards increased residential use and a wider range of land use mixes.

Immediately north of the Project Area is the largest transportation and utility use parcel in the study area, the Western Rail Yards, located between Eleventh and Twelfth Avenues and West 30th and West 33rd Streets, owned and operated by the Metropolitan Transportation Authority (MTA). A major new mixed-use development on a platform over the yards has been approved. North of West 34th Street is the southern end of the Jacob K. Javits Convention Center. To the northeast of the Project Area, construction of the Eastern Rail Yards project is the dominant land use activity. The Eastern Rail Yards are located east of Eleventh Avenue and north of West 30th Street. Once completed, the development will comprise a series of residential and office towers,

destination retail, a cultural art center, and open space. To date, 10 Hudson Yards, open spaces north of West 33rd Street, and the 7 train extension have been completed and opened to the public.

South of the Eastern Rail Yards, a majority of the recently constructed buildings are in the Chelsea neighborhood, including residential, commercial, and mixed-use developments. To the south of the Project Area, the predominant land uses between Eleventh Avenue and Route 9A/West Street are transportation and utility as well as commercial. The western edge of the study area is defined by Hudson River Park and Route 9A, a major transportation corridor which runs along the west side of Manhattan and divides inland uses from the waterfront and the Park. The Hudson River is a prominent natural resource that characterizes the western portion of the study area.

Major linear parks, including Hudson River Park, the Route 9A Bikeway, and the High Line, contribute to the neighborhood character of the study area. As described in Chapter 5, "Open Space," one of the predominant open space features in the study area is Hudson River Park, which extends from 59th Street to the north and Battery Park to the south. In the study area, Hudson River Park contains piers and a waterfront walkway with upland areas improved with landscaping, seating areas, lawns, courts and dog runs. Piers 62, 63, 64, 66, and 66a all contain recreational facilities and are accessible to the public within the study area. Hudson River Park is a vital public waterfront open space resource and an important amenity for neighborhoods in the surrounding area. The Hudson River Park Trust (HRPT) has reported that there are a number of incomplete park areas within the Community Board 4 area of Hudson River Park.

Other public open space and recreational resources in the study area also contribute to neighborhood character. Adjacent to Hudson River Park is the Route 9A Bikeway, which consists of a northbound and a southbound lane dedicated to walking, roller blading, jogging and bicycle riding. The High Line, an elevated walkway that spans from 14th Street to 34th Street within the study area, includes pathways, landscaped areas, art installations, seating, and food kiosks. Other publicly accessible open space resources include parks and playgrounds at Penn Station South Houses open space, Penn Station South Houses Playground, Chelsea Park, Chelsea Waterside Park, and 14th Street Park. In addition, the newly completed Hudson Park, developed alongside the 7 train extension, features seating, fountains, play equipment and landscaped areas.

ASSESSMENT OF THE POTENTIAL TO AFFECT THE DEFINING FEATURES OF THE NEIGHBORHOOD

The sections below discuss potential changes resulting from the proposed actions in the following technical areas that are considered in the neighborhood character assessment pursuant to the *CEQR Technical Manual*: land use, zoning, and public policy; socioeconomic conditions; open space; shadows; historic and cultural resources; urban design and visual resources; transportation; and noise. The assessment uses the findings from the respective chapters of this EIS to identify whether the proposed actions would result in any significant adverse impacts or moderate adverse effects in these technical areas and whether any such changes would have the potential to affect the defining features of neighborhood character. As described below, defining features of the study area's neighborhood character would not be affected either through the potential of any significant adverse impact or in combination with any other moderate effects in the relevant technical areas.

LAND USE, ZONING, AND PUBLIC POLICY

Defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on land use, zoning, and public policy, either individually, or in combination with potential impacts in other relevant technical areas discussed in this section. The proposed actions would facilitate a mixed-use residential with commercial development that would be consistent with the increasing density and mixed-use character of the neighborhood.

As described in Chapter 3, "Land Use, Zoning, and Public Policy," the proposed actions would not adversely affect surrounding land uses and would be compatible with existing zoning and land uses. The proposed actions would result in development that supports adopted public policies and would be consistent with the Waterfront Revitalization Program (WRP).

The proposed projects would result in the redevelopment of the Project Area that is largely underutilized. In place of underutilized buildings that now exist, the proposed actions would result in new residential uses and commercial uses, including active ground floor uses, which would complement existing study area uses and improve the streetscape. Overall, the proposed actions would facilitate residential development, including permanently affordable housing at a range of income levels, as well as a potential FDNY-EMS station and retail space to serve neighborhood residents.

In addition, the transfer of development rights facilitated by the proposed actions would benefit significant improvements to Hudson River Park. The proposed actions include special permits pursuant to the proposed Special Hudson River Park District to transfer floor area from the granting site (Piers 59, 60, 61, and their associated headhouses in Hudson River Park, as well as the area west of the eastern face of the headhouses, which are located approximately 78 feet east of the bulkhead line) to project site A and project site B. The transfer of floor area would provide funds for HRPT to undertake improvements to Hudson River Park in Community Board 4. HRPT has committed to work with Community Board 4 to prioritize improvements that could be funded by the transfer (approximately 80 percent of the total value of the transfer). Options include an over-water pedestrian platform between West 58th and West 59th Streets, completion of Pier 97 as a public recreation pier, construction of an upland park in the area adjacent to Pier 97, construction of permanent esplanade and improved vehicular circulation in the upland area between the northern edge of Pier 79 and Pier 84, construction of new park in the upland area between West 29th Street and the southern edge of Pier 76, infrastructure restoration of the historic Baltimore & Ohio Railroad Float Transfer Bridge at Pier 66a, and upgrades to Chelsea Waterside Park. Bulkhead repairs may be required in some of these areas. In addition, HRPT intends to set aside 20 percent of the funds as a reserve for future capital repairs within Community Board 4.These funds would be for capital maintenance and reconstruction of park areas such as pile repairs, dock repairs, bulkhead repairs, or other capitally eligible park items.

Compared to the No Action condition, the proposed actions would provide substantial benefits to the surrounding community. In addition, the proposed actions would enliven the Project Area and would bring a new population to this currently underutilized location. While the proposed projects would change the character of the Project Area and immediately adjacent area, the change would not be considered adverse. The proposed mix of uses would be consistent with the mixed-use character of the surrounding study area and would reflect the ongoing trend towards increased density. Overall, the land use changes associated with the proposed actions would not result in significant adverse neighborhood character impacts.

SOCIOECONOMIC CONDITIONS

Defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on socioeconomic conditions, either singularly, or in combination with potential impacts in other relevant technical areas discussed in this section. As discussed in Chapter 4, "Socioeconomic Conditions," the proposed actions would not result in significant adverse socioeconomic impacts related to direct residential displacement, direct business displacement, indirect residential displacement, indirect business displacement, or effects on specific industries in the study area.

The proposed actions would directly displace three businesses in the Project Area including: a Mobil gas station and minimart at 209 Eleventh Avenue; a work/warehouse space for the American artist Jeff Koons; and an auto repair shop on Lot 38. The uses to be displaced do not comprise a substantial portion of the study area's economic activity, and study area residents and businesses are not dependent upon these uses at their current locations. While gas stations are not abundant within Manhattan, there are several gas stations located within a reasonable drive-time of the Project Area. There are also nine auto repair shops within ½-mile of the project sites. Koons has acquired another property in Manhattan which is currently under construction and to which the entire studio will relocate. Therefore, the displacement of these businesses would not result in any substantial changes to the socioeconomic character of the study area.

The Project Area also contains a DSNY Manhattan District 6 (M6) Garage on project site A and the Garage's repair and maintenance building on project site B. Together, the Garage on project site A and the repair and maintenance facility on project site B have approximately 52 associated employees. Irrespective of the proposed actions, DSNY has plans to vacate its M6 Garage from project site A to a location closer to the M6 service district on the East side of Manhattan, cease operations and vacate the equipment storage and maintenance facility at project site B, and cease the storage of DSNY trucks on East 29th Street and on 12th Avenue in the project area.[1] Therefore, the proposed actions would not directly displace these sanitation and repair/maintenance uses. The PANYNJ occupies a lot at 615 West 29th Street (portion of Lot 12 on project site A). PANYNJ uses this lot for security and office functions as well as vehicle parking. There is no employment associated with this lot and it is not considered a displaced use for purposes of a CEQR socioeconomic analysis.

With respect to indirect residential displacement, while the proposed actions would add new population, the average household income predicted for the incoming population would be similar or lower than the average household income for existing study area households. Therefore, the proposed actions would not introduce a new concentration of higher-income residents that could alter rental market conditions in the study area.

With respect to indirect business displacement, there are already well-established residential and commercial markets in the study area such that the proposed new residential and retail uses would not substantially alter commercial rents. The proposed actions would not directly displace any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, nor would they directly or indirectly displace residents or workers who form the customer base of existing businesses in the area.

[1] DSNY's application for approvals to build a new M6 Garage at 425 East 25th Street is a separate action for CPC review (CEQR#13DOS007M).

OPEN SPACE

Defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on publicly accessible open space, either singularly, or in combination with potential impacts in other relevant technical areas discussed in this section. As described in Chapter 6, "Open Space," the proposed actions would result in decreases to open space ratios as a result of new residential population. The decreases in total, active, and passive open space ratios would be less than 5.5 percent. With respect to the reductions in open space within the residential study area, the total and active open space ratios would remain below the City's guideline ratios of 2.5 acres and 2.0 acres per 1,000 residents, respectively, in the With Action condition. The total residential study area open space ratio would decrease by 5.41 percent to 1.206 acres per 1,000 residents; the active residential study area open space ratio would decline by 5.47 percent to 0.259 acres per 1,000 residents; and the passive residential study area open space ratio would decline by 5.39 percent to 0.947 acres per 1,000 residents—less than half of a percentage point above the CEQR threshold.

As noted in the *CEQR Technical Manual*, the determination of what constitutes a significant adverse open space impact is not based solely on the results of the quantitative assessment and may also take into account qualitative factors. These factors include new improvements to Hudson River Park enabled by the proposed actions, new recreational amenities in the proposed buildings, and existing large, linear open spaces that connect to the north and the south of the study area. In addition, while there may be significant adverse impacts to vegetation on a portion of the High Line due to shadows from the proposed projects, there would be no adverse impact to the character of the High Line from such shadows.

Nonetheless, there would be a significant adverse open space impact due to the increased user population. While the proposed projects would result in an increase in demand for open space resources, they would also provide necessary support for an open space that is a defining feature of neighborhood character in the study area, and that also benefits the City as a whole. In addition, the project-generated residential population would likely make use of the new recreational amenities in the proposed buildings and existing large, linear open spaces that connect to the north and the south of the study area. While there would be shadows impacts to vegetation on portions of the High Line, such impacts would not significantly alter the character and conditions of the High Line. Therefore, the proposed actions would not result in changes to open space that would cause significant adverse neighborhood character impacts.

SHADOWS

As described in Chapter 7, "Shadows," the proposed actions would result in significant adverse shadow impacts to vegetation on portions of the High Line in the spring and fall. At these times, project-generated shadow would fall on certain portions of the High Line north of the Project Area and would receive less than the four to six hour minimum of direct sunlight in part due to the proposed buildings' shadows, potentially affecting the health of the sunlight-sensitive vegetation at that location. However, large areas of the High Line adjacent to the affected area would remain in sun, and therefore the incremental shadow would not significantly impact the character of the park. Therefore, since the character of the High Line would not be significantly impacted, the changes to shadows associated with proposed actions would not result in significant adverse neighborhood character impacts. The significant adverse shadow impacts, in combination with the effects of other technical areas discussed, would not result in impacts on neighborhood character.

HISTORIC AND CULTURAL RESOURCES

Architectural resources located in the study area include: the Hudson River Bulkhead, the High Line, the W & J Sloane Warehouse and Garage, and four buildings that are part of the West Chelsea Historic District. The proposed actions would not result in any significant adverse indirect impacts to these historic architectural resources in the study area because of distance, intervening buildings, and the lack of meaningful contextual relationships between the Project Area and study area architectural resources. Proposed construction activities in the northern portion of the Project Area would be located within 90 feet of the High Line. To protect this historic architectural resource during project construction, a Construction Protection Plan (CPP) would be prepared and implemented. Overall, the proposed actions would not result in any significant adverse impacts to historic architectural resources. Additionally, the study area is developed with a mix of older buildings south of the Project Area, and new buildings that are being developed as part of Hudson Yards. The Project Area would act as a transition in scale between the older buildings to the south and the new developments to the north and east. Therefore, defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on historic and cultural resources, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section.

URBAN DESIGN AND VISUAL RESOURCES

Defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on urban design and visual resources, either singularly, or in combination with potential impacts in other relevant technical areas discussed in this section. Visual resources in the study area include the Hudson River, Hudson River Park, notable historic buildings within the West Chelsea Historic District including Starrett-Leigh, and the High Line, as described in Chapter 9, "Urban Design and Visual Resources." Skyline icons including the Empire State Building in Midtown Manhattan and One World Trade Center in Lower Manhattan are located outside of the study area, but are visible within it and are important visual resources. The Hudson River provides expansive views of buildings in Manhattan and the New Jersey waterfront.

As described in Chapter 9, "Urban Design and Visual Resources," as currently envisioned by the private applicants, the proposed buildings would bring mixed use development with active ground floor uses to the Project Area. The buildings would be built to the sidewalk to maintain a consistent streetwall; while the proposed buildings would be taller than older buildings within the study area, they would be in keeping with the new buildings being developed over the rail yards north of West 30th Street and would act as a transition in scale between the older buildings to the south and the new developments to the northeast. The buildings would be in keeping with current development trends in the area and would improve the pedestrian experience. The proposed actions would not result in significant adverse impacts on view corridors or visual resources in the study area. The proposed projects would not obstruct any existing view corridors in the study area, including along Twelfth Avenue, the High Line, or Hudson River Park. Therefore, the proposed projects would not result in any significant adverse impacts to view corridors or visual resources in the study area. Overall, the changes to urban design and visual resources associated with the proposed projects would not result in significant adverse neighborhood character impacts. Overall, the proposed projects would provide potential benefits to neighborhood character by enhancing the streetscape with new pedestrian activity.

TRANSPORTATION

Defining features of the neighborhood would not be adversely affected due to potential effects of the proposed actions on transportation, either singularly, or in combination with potential impacts in other relevant technical areas discussed in this section. The character of the study area, like that of many neighborhoods in New York City, is in part defined by the levels of pedestrian and vehicular activity that exist. The study area contains major roadways that carry high volumes of traffic, including Route 9A and Eleventh Avenue. While certain portions of the study area such as Eleventh Avenue between West 30th and West 33rd Streets have higher pedestrian volumes, foot traffic in the vicinity of the Project Area is relatively low.

As described in Chapter 14, "Transportation," based on a detailed assignment of project-generated vehicle trips, four intersections were identified as warranting detailed analysis for the weekday AM, midday, and PM peak hours. The detailed analysis concluded that in the future with the proposed projects, there would be the potential for significant adverse impacts at two intersections during the weekday AM and midday peak hours, and one intersection during the weekday PM peak hour.

The projected peak hour incremental subway trips would exceed the CEQR threshold of 200 riders during the weekday AM and PM peak hours. The subway station and line haul analyses showed that the proposed projects would not result in the potential for a significant adverse subway line-haul impact.

Weekday peak period pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations. Based on the detailed assignment of pedestrian trips, eight sidewalks, 16 corner reservoirs, and 11 crosswalks were selected for detailed analysis for the weekday AM, midday, and PM peak hours. Significant adverse impacts were identified for one crosswalk during the weekday AM and PM peak hours, and two crosswalks during the weekday midday peak hour.

Measures to address the significant adverse impacts are discussed in Chapter 21, "Mitigation." As previously discussed, the neighborhood character of the study area is partly defined by existing relatively high traffic volumes, particularly along major roadways including Route 9A and Eleventh Avenue. Because impacts are projected at only limited locations, the increased traffic and pedestrian volumes resulting from the proposed projects would not result in an overall impact to neighborhood character.

NOISE

The defining features of the neighborhood would not be adversely affected due to potential noise effects of the proposed actions, either singularly, or in combination with potential impacts in other relevant technical areas. As described in Chapter 17, "Noise," the analysis finds that the proposed actions would not result in any significant adverse noise impacts. However, in the event the proposed projects are completed and occupied during Hudson Tunnel construction when pile driving is occurring, there may be the potential for a significant adverse noise impact in the project buildings due to construction of the Hudson Tunnel Project; these increases in interior noise levels would not affect neighborhood character. Overall, there would be no noise-related impacts on neighborhood character from the proposed projects.

CONCLUSION

As shown above, this preliminary assessment reveals that the proposed actions do not have potential to affect the defining features of the neighborhood, either through the potential for a

significant adverse impact or a combination of moderate effects in relevant technical areas. Therefore, a detailed neighborhood character analysis is not necessary. Overall, the proposed actions would be consistent with the study area's mixed-use neighborhood character and would result in new residential uses and commercial uses, including active ground floor uses, which would complement existing study area uses and improve the streetscape. The proposed actions would facilitate residential development, including permanently affordable housing at a range of income levels, as well as a potential FDNY-EMS station and retail space to serve neighborhood residents. In addition, the transfer of floor area from the granting site to the Project Area would provide critical funding for improvements to the portion of Hudson River Park in Community Board 4. Therefore, the proposed actions would not result in a significant adverse impact to neighborhood character. ✷