DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Marisa Lago, *Director*
Department of City Planning

November 20, 2017

NOTICE OF COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Block 675 East

Project Identification
CEQR No. 17DCP159M
ULURP Nos:
N 180128 ZRM - Text Amendment
N 180151 ZRM – Text Amendment
180127 ZMM - Zoning Map Amendment
180150 ZMM - Zoning Map Amendment
180129 ZSM - Special Permit
180152 ZSM - Special Permit
SEQRA Classification: Type I

Lead Agency
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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Draft Environmental Impact Statement (DEIS) has been prepared for the action described below. The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). Digital copies of the DEIS are available for public inspection online at DCP's website. A public hearing on the DEIS will be held at a later date to be announced. Advance notice will be given of the time and place of the hearing. Written comments on the DEIS are requested and would be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

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A. INTRODUCTION

This Draft Environmental Impact Statement (DEIS) considers the proposed rezoning of the eastern end of Block 675 and additional land use actions necessary for the development of two new mixed-use buildings. The two applicants—DD West 29th LLC (Applicant A) and West 30th Street LLC (Applicant B)—are requesting discretionary actions to facilitate the redevelopment of two project sites in the West Chelsea neighborhood of Manhattan Community District 4. The project sites consist of project site A located at 601 West 29th Street (Block 675, Lots 12, 29, and 36) and project site B located at 606 West 30th Street (Block 675, Lot 39), which are bounded by West 29th and West 30th Streets, Route 9A/Twelfth Avenue and Eleventh Avenue. The Project Area includes the 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.

The proposed actions, which are described more fully below, include zoning text amendments to Article VIII Chapter 9 of the Zoning Resolution (Special Hudson River Park District), amendments to Appendix F of the Zoning Resolution, and special permits pursuant to Section 89-21 of the Special Hudson River Park District. The applicants are also seeking zoning map amendments to rezone the Project Area from an M2-3 manufacturing district to a C6-4X commercial district, which would permit residential, community facility, and local retail and service uses as well as increased density subject to the Special Hudson River Park District regulations. In addition to the Project Area, the area affected by the proposed actions includes a portion of Hudson River Park, which is the granting site for the transfer of floor area to the project sites; the granting site as well as the receiving sites would be mapped as part of the Special Hudson River Park District through zoning map and text amendments. The proposed projects will also require Chairperson Certifications pursuant to Zoning Resolution Section 89-21 of the Special Hudson River Park District to allow building permits to be issued, on the basis that the applicants and Hudson River Park Trust (HRPT) have agreed on payment terms for the proposed transfer of development rights.

The two projects will be considered together for the purposes of environmental review due to their adjacency, similarity of the land use actions being proposed, and concurrent development schedules. The proposed actions are subject to the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR). The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), is the lead agency for the environmental review. HRPT is an involved agency.

B. AREA AFFECTED BY THE PROPOSED ACTIONS

The area to be affected by the proposed actions includes the Project Area and the granting site, portions of Piers 59, 60, 61, and their associated headhouses in the Hudson River Park. These are described in greater detail below. In addition, the area to be affected includes the portions within Hudson River Park that could receive improvements funded by the transfer of development rights.

PROJECT AREA

The Project Area consists of project site A (Block 675, Lots 12, 29, and 36), project site B (Block 675, Lot 39), as well as Lot 38. These lots are divided between two project sites and an intervening lot which is part of neither project site. The Project Area would be rezoned and included in the Special Hudson River Park District, eligible to become receiving sites for development rights from Hudson River Park pursuant to the special district regulations. Inclusion in the special district alone does not enable the transfer of development rights from Hudson River Park to these sites. Applicant A will apply for a special permit for project site A and Applicant B will apply for a special permit for project site B, pursuant to the special district regulations to transfer floor area from Hudson River Park.

PROJECT SITE A

Project site A is composed of Lots 12, 29, and 36 which front West 29th Street and Eleventh Avenue. The three tax lots are under the common ownership of Westside 11th and 29th LLC. Pursuant to an agreement between the property owner and Applicant A, Applicant A will enter into a 99-year ground lease for the project site A after the rezoning.

Project site A tax lots, which will be merged into a single tax lot for development, have a combined lot area of approximately 61,719 square feet. While a maximum of 2.0 FAR is permitted in M2-3 districts, project site A is currently improved with only 0.82 FAR (a total of 50,692 gsf). Block 675, Lot 12 is currently improved with 0.95 FAR (a total of 40,050 gsf). Block 675, Lot 29 is currently improved with 0.97 FAR (9,586 gsf). Block 675, Lot 36 is improved with 0.11 FAR (1,056 gsf). Uses currently located on project site A include:

- A Mobil Gas station and minimart at 309 Eleventh Avenue (the corner of West 30th Street and Eleventh Avenue). The gas station includes a 1,056 gsf building on a 9,875 sf lot (Lot 36).
- A center of operations for the American artist Jeff Koons, who is known for his oversized sculptures of balloon animals, at 609, 603, and 601 West 29th Street (portion of Lot 12 and Lot 29). The Koons facility operates within a single-story garage with frontage on West 29th Street (Lot 29), a four-story loft building (portion of Lot 12), as well as a two-story art studio space. The Koons studio employs approximately 150 people as painters, sculptors, digital artists, and administrators in a total of 43,859 gsf of space. Koons has acquired another property in Manhattan which is currently under construction and to which the entire studio will relocate.
- A New York Department of Sanitation (DSNY) facility at 613 West 29th Street (portion of Lot 12). The DSNY facility includes a two-story building totaling 11,950 gsf that is primarily used for employee support space for the Manhattan 6 (M6) Garage (offices, locker rooms, and washrooms). DSNY has plans to vacate the property and is currently seeking approvals to construct a replacement facility on Manhattan's East Side, closer to the District 6 service area.[1] DSNY M6 trucks are also stored nearby along West 29th Street and Twelfth Avenue.
- A Port Authority of New York and New Jersey (PANYNJ) lot at 615 West 29th Street (portion of Lot 12). PANYNJ uses this lot for security and office functions as well as vehicle parking.

PANYNJ has a temporary surface easement for the western 210 feet of Lot 12 for the sole purpose of staging for the Access to the Region's Core (ARC) project. While that specific project has since been abandoned, PANYNJ, NJ TRANSIT, and Amtrak recently announced plans for the Hudson Tunnel Project to reinforce the Northeast Corridor's Hudson River rail crossing by constructing a new tunnel under the Hudson River that will connect to Pennsylvania Station. The agencies, with the Federal Railroad Administration, are coordinating preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). The Hudson Tunnel Project schedule calls for start of construction in 2019, and completion of the project in 2026. Scoping occurred in May 2017 and a DEIS was completed in June 2017. As part of the Hudson Tunnel Project, the new tunnel would cross under Block 675, Lot 1 and include a ventilation shaft and an above-grade fan plant on Lot 1 of the project block (near Twelfth Avenue between West 29th and 30th Streets, but not on the Project Area). It is possible that, in addition to the ventilation shaft and fan plant, Lot 1 would be developed in the future; however, development plans for the lot are not known at this time. As discussed below, a portion of Lot 12 may be needed for Hudson Tunnel Project construction staging purposes between 2019 and 2026.

[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).

PROJECT SITE B

Project site B is Lot 39, and it fronts on West 30th Street. It is 14,812 sf in size and currently developed with a one-story (33-foot-tall), approximately 16,052 gsf building currently used for DSNY equipment storage and maintenance as part of the M6 Garage operations.

LOT 38

Lot 38 fronts on West 30th Street and has a total area of approximately 2,468 sf. It is occupied by a single-story building housing an auto repair shop. Lot 38 would be rezoned and included in the Special Hudson River Park District.

GRANTING SITE

The Hudson River Park Trust has identified portions of the property known as Chelsea Piers as the granting site. Pursuant to the Hudson River Park Act, Chapter 592 of the Laws of 1998 (the Hudson River Park Act), Chelsea Piers includes Piers 59, 60, 61, and their associated headhouses. The Hudson River Park Act defines this area as a "park/commercial use." As such, it is eligible to transfer unused floor area subject to local zoning. Even though the zoning lots include zoned water areas not occupied by piers, pursuant to the Hudson River Park Act, such water areas would not be eligible to generate transferable floor area. It is expected that the granting site zoning lot would include portions of tax Block 662, Lots 11, 16, and 19, as well as the area west of the eastern face of the headhouses, which are located approximately 78 feet east of the bulkhead line.

HUDSON RIVER PARK IMPROVEMENTS

As described in Section D, "Purpose and Need," the transfer of floor area to the project sites is intended to provide funds for significant improvements to Hudson River Park. 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.

C. BACKGROUND

PROJECT AREA

The Project Area has a long history of auto-related and industrial uses dating back prior to the 1890s. A variety of industrial uses occurred on the Project Area, including automobile/truck repair, freight businesses, lumber yard, smelting and refining facility, iron works, and warehouses. Aside from the DSNY office building built in 1994, existing structures on Lots 12 and 29 were built in the early twentieth century and were converted to the Koons facility within the last twenty years. Lot 36 has been used as a gas station since 1927. DSNY has used Lot 39 since the 1970s for equipment storage/maintenance. Based on historic Sanborn maps, Lot 38 has been used as a garage for automobile repair since at least 1976.

HUDSON RIVER PARK ACT AND SPECIAL HUDSON RIVER PARK DISTRICT

Hudson River Park (the Park) is an approximately 550-acre publicly accessible open space that spans from the northern edge of Battery Park City to West 59th Street along the Hudson River. The Park generally contains a waterfront esplanade with upland areas improved with landscaping, seating areas, lawns, courts, and dog runs. The Park also includes numerous piers that have been improved as recreational resources. As

described below, there are a number of incomplete park areas within the Community Board 4 area of Hudson River Park.

The Hudson River Park Act created the Park in 1998 and established HRPT to continue the planning, construction, management, and operation of the Park. The Hudson River Park Act noted that the establishment of the Park was intended to enhance and protect the natural, cultural, and historic aspects of the Hudson River; provide and enhance public access to the River; allow for an array of cultural and recreational programs; and provide numerous other public benefits.

The Hudson River Park Act designated certain areas for limited commercial development that would generate revenue to support the operations of the Park. In 2013, Governor Andrew M. Cuomo signed an amendment to the Hudson River Park Act into law to help the Park address its ongoing financial constraints. Under the amended Act, HRPT can sell development rights from eligible piers for projects up to one block east of the Park's boundaries, across West Street. However, the transfer of development rights required supporting provisions in the City's Zoning Resolution.

In 2016, CPC and the New York City Council adopted a zoning change to establish the Special Hudson River Park District in the Zoning Resolution and approved private applications pursuant to the special district provisions to transfer unused developments development rights from Pier 40 (granting site) to 550 Washington Street (receiving site). The intent of the special district is to facilitate the repair, rehabilitation, maintenance and development of the Hudson River Park, through the transfer of development rights within the Special Hudson River Park District, as well as to promote appropriate uses on the receiving sites that complement the Park and serve residents of varied income levels, to the extent residential use is included.

SURROUNDING AREA

The Project Area is located on the west side of Eleventh Avenue between West 29th Street and West 30th Street with Hudson Yards to the north and Chelsea to the east. While the blocks immediately surrounding the Project Area historically contained warehousing and industrial uses, the area has transitioned toward increased residential and commercial use in recent years.

Lot 1, which occupies the west end of the project block immediately west of the Project Area, is mapped as an M1-6 district and contains a one-story warehouse and surface parking. As described above, Lot 1 is subject to the temporary easement by PANYNJ for the ARC project. While that specific project has since been abandoned, the Hudson Tunnel Project would cross under Block 675, Lot 1 and include a ventilation shaft and above-grade fan plant on Lot 1. Approximately 20,000 sf of Lot 12 may be needed for Hudson Tunnel Project construction staging purposes between 2019 and 2026. A DEIS for the Hudson Tunnel Project was released in June 2017. The project schedule calls for start of construction in 2019, and completion of the project in 2026. The blocks immediately adjacent to the Project Area are zoned C6-4 within the Special Hudson Yards District to the north and M2-3 to the south. The blocks immediately to the east are zoned C6-4, within the Special West Chelsea District, along the avenues and along West 30th Street and C6-3 on the midblocks south of 30th Street.

The Special Hudson Yards District was established in 2005, to the north of the Project Area. The District was designed to encourage high-density, transit-oriented business and residential development over the below-grade rail yards and the surrounding industrial neighborhood. The No. 7 subway line was extended westward to provide transit for the District and more than 17 million square feet of mixed-use development is planned.

The High Line runs east-west on the north side of West 30th Street opposite the Project Area. It is located on the Western Rail Yard site between Eleventh and Twelfth Avenues and West 30th and West 33rd Streets. This active open-cut rail yard is zoned C6-4. The Western Rail Yard development will deck over the rail

yard and develop this block with millions of square feet of mixed-use space. The area east of Eleventh Avenue and north of West 30th Street consists of the Eastern Rail Yards currently under construction.

The block directly to the south of the Project Area, which is within the M2-3 district, contains a two-story utility facility and surface uses occupied by Consolidated Edison on the block bounded by West 29th Street, Eleventh Avenue, West 28th Street, and Twelfth Avenue.

The Special West Chelsea District to the east of the Project Area was established in 2005 to encourage mixed uses in the West Chelsea neighborhood, including residential uses and arts-related uses. The District was also designed to "create and provide a transition to the Hudson Yards area to the north," a goal that the proposed projects will advance.

The Ohm, a 34-story residential building with ground floor retail, is located to the east of the Project Area across Eleventh Avenue in the C6-4 zoning district, which is the block bounded by West 30th Street, Tenth Avenue, West 29th Street, and Eleventh Avenue. This block also contains a self-storage facility and additional residential uses.

The West Chelsea Historic District to the south of the Project Area was designated in 2008 and is 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. It includes approximately 30 structures that were built between 1885 and 1930. The historic district characterizes Manhattan's industrial past and contains historic factories, warehouses, and other industrial buildings that housed these industries.

D. PURPOSE AND NEED

The applicants intend to transform the eastern portion of an underutilized block into a vibrant mixed-use area. The applicants believe that the proposed developments would contribute to the vitality of the surrounding Chelsea and Hudson Yards neighborhoods, and provide housing for residents of varied incomes. The transfer of floor area to the project sites is intended to facilitate the necessary funds to provide significant improvements to Hudson River Park, a critical open space asset and an important amenity for neighborhoods in the surrounding area and beyond.

HUDSON RIVER PARK IMPROVEMENTS

There are a number of incomplete park areas within the Community Board 4 area of Hudson River Park. HRPT has committed to work with Community Board 4 to prioritize improvements that could be funded by the transfer. Options include:

CONSTRUCTION OF A NEW PILE-SUPPORTED OVER-WATER PEDESTRIAN PLATFORM AND RELATED UPLAND PARK BETWEEN WEST 58TH AND WEST 59TH STREETS

Transfer proceeds could be used for the design and construction of this platform and related upland park, including associated utilities, pavement and railings, as well as the design and construction of the bikeway connection from West 55th Street to Riverside Park South. This would improve circulation and safety in the area.

COMPLETION OF PIER 97 AS A PUBLIC RECREATION PIER

HRPT has previously constructed the piles and structural deck of the pier; however, the park finishes have not yet been designed or implemented. Transfer proceeds could be applied to the design and/or construction of the pier landscape, utilities and finishes.

CONSTRUCTION OF AN UPLAND PARK IN THE AREA ADJACENT TO PIER 97

Construction of an upland park in the area adjacent to Pier 97 measuring approximately 25,954 square feet.

Transfer proceeds could be used for design and/or construction of bulkhead repairs, landscaping and utilities, and a small building to serve as a utility hub for park uses in this zone.

CONSTRUCTION OF PERMANENT ESPLANADE AND IMPROVED VEHICULAR CIRCULATION IN THE UPLAND AREA BETWEEN THE NORTHERN EDGE OF PIER 79 AND PIER 84

Transfer proceeds could be used for the design and/or construction of landscape, utilities, railings, and park finishes.

CONSTRUCTION OF NEW PARK IN THE UPLAND AREA BETWEEN WEST 29TH STREET AND THE SOUTHERN EDGE OF PIER 76

Transfer proceeds could be used for the design and/or construction new esplanade and planted areas in all or a portion of this section.

INFRASTRUCTURE RESTORATION OF THE HISTORIC BALTIMORE & OHIO RAILROAD FLOAT TRANSFER BRIDGE AT PIER 66A

Transfer proceeds could be used could be used for design and/or restoration services.

UPGRADES TO CHELSEA WATERSIDE PARK

Transfer proceeds could be used for upgrades to existing and planned landscaping, and may include features such as a new comfort station and/or an enlarged dog run.

FUTURE CAPITAL MAINTENANCE

In addition, HRPT has stated that it intends to set aside 20 percent of the total value of the transfers for future capital maintenance needs within the Community Board 4 area. These funds would be for capital

maintenance and reconstruction of park areas such as pile repairs, dock repairs, bulkhead repairs, playgrounds, paving, landscaping, lighting and utility repairs or replacement, roof or other structural repairs and replacements at park buildings (as opposed to park/commercial buildings as defined in the Hudson River Park Act), or other capitally eligible park items.

PROJECT AREA

The proposed actions are intended to transform the project sites from, in the applicants' opinion, underutilized properties that detract from the surrounding area into a vibrant, mixed-use development with much-needed market-rate and affordable housing, a potential New York City Fire Department-Emergency Medical Services (FDNY-EMS) Station, and retail uses that are suited to the needs of the neighborhood.

To allow and support the proposed redevelopment of the project sites, the applicants are seeking to rezone the eastern end of Block 675 to a C6-4X commercial district. M2-3 zoning districts do not allow residential or community facility uses and allow a limited range of commercial and retail uses. The proposed C6-4X zoning district would permit a wider range of land uses appropriate for the area including a range of commercial uses, as well as residential and community facility uses. The proposed actions would require the provision of affordable housing under the Mandatory Inclusionary Housing (MIH) program on project site A and project site B.

The massing for the two project sites has been developed to be responsive to a series of neighborhood and site conditions. The bulk serves to mediate transitions between the vastly different scales of the Hudson Yards development immediately to the north, the West Chelsea neighborhood to the east and south, and the large scale industrial and formerly industrial and warehouse blocks to the south. Consistent with zoning and land use patterns throughout the City, the Project Area concentrates bulk along the avenue (project site A along Eleventh Avenue) with less bulk at the mid-block (project site A on West 29th Street and project site B on West 30th Street). The design of the two projects takes into consideration the High Line across

West 30th Street. For example, on project site A, retail would be provided on the ground floor across the street from the High Line on West 30th Street and the western portion of the 30th Street streetwall would drop to create a terrace at the height of the High Line. On project site B, retail would also be provided on the ground floor across the street from the High Line and there would be a restaurant with an open air terrace to provide visual interaction with the adjacent High Line.

E. PROPOSED ACTIONS

The applicants are proposing the following actions in order to facilitate the development of the two proposed projects.

ACTIONS REQUIRED FOR PROJECT SITE A

- A zoning text amendment
  - to create Maps in the Appendix to the Special Hudson River Park District (Zoning Resolution Section 89-00 et seq.) to define Piers 59, 60, and 61 and their associated headhouses, which are located in a portion of Hudson River Park, as a "granting site" and project site A as a "receiving site" and to modify bulk regulations applicable in a C6-4X district when CPC grants a Special Permit pursuant to Zoning Resolution Section 89-21. to map a MIH designated area permitting option 1 on project site A, per Appendix F of the Zoning Resolution;
- A zoning map amendment
  - to map the Special Hudson River Park District over the granting site and receiving site (project site A);
  - to rezone project site A from an M2-3 manufacturing zoning district to a C6-4X commercial zoning district, which would permit residential and commercial uses at 10 floor area ratio (FAR) pursuant to the regulations in the Special Hudson River Park District; and
- Special permit pursuant to Zoning Resolution Section 89-21
  - to allow the transfer of 123,437.5 square feet of unused development rights from the granting site to project site A
  - to permit height and setback, tower lot coverage, and street wall waivers. These bulk waivers are contemplated as follows:
    i. Zoning Resolution Sections 35-653 and 23-663(a): To allow a five-foot setback on both Eleventh Avenue and West 29th Street, instead of the required 10 feet on Eleventh Avenue and 15 feet on West 29th Street;
    ii. Zoning Resolution Sections 35-653 and 23-663(b): To allow tower coverage of less than the minimum required 33 percent of lot area;
    iii. Zoning Resolution Section 35-651(a)(i): To waive the minimum base height requirement along West 30th Street; and
    iv. Zoning Resolution Section 35-651(b)(i): To allow the street wall location on a wide street and within 50 feet of a wide street on a narrow street.

There would be a Restrictive Declaration in connection with the proposed actions. The Restrictive Declaration is expected to:

- Require development in substantial conformance with the approved plans, which would establish an envelope within which the building must be constructed, including limitations and requirements on height and setback, bulk, floor area, and uses;
- Require development of a portion of the residential floor area and residential units as permanently affordable housing, within specified income bands consistent with MIH;

- Require that the proposed project's development program be within the scope of the reasonable worst case development scenarios (RWCDS) analyzed in the EIS;
- Provide for the implementation of "Project Components Related to the Environment" (PCREs) (i.e., certain project components which were material to the environmental analysis); and
- Provide for measures necessary to mitigate any significant adverse impacts.

In addition, the development on project site A also requires an action by HRPT. HRPT must conduct a Significant Action process as required by the Hudson River Park Act before its Board of Directors can approve the proposed transfer of development rights. Further, before the Board can approve the sale, it must also comply with SEQRA and adopt SEQRA Findings.

In addition, Applicant A is seeking a separate Chairperson's Certification to allow building permits and certificates of occupancy for project site A to be issued. The application for the Certification will be finalized after the necessary conditions for the Chairperson to issue the Certification have been satisfied. The Special District regulations stipulate that, in order for the Department of Buildings to issue building permits for the development on project site A, the Chairperson must certify that (1) Applicant A and HRPT have entered into an agreement for the sale of development rights and (2) all funds required under the agreement either have been paid irrevocably to HRPT or will be paid in accordance with a payment schedule and secured by a cash equivalent. In order for the Department of Buildings to issue certificates of occupancy for the development on project site A, the Chairperson must certify that HRPT has submitted a letter to the Chairperson confirming either that irrevocable payment has been made or that HRPT has drawn down on the security such that no portion of the required funds is outstanding.
Independent of the proposed actions described above, there may also be site selection of an FDNY-EMS station by FDNY and DCAS.

ACTIONS REQUIRED FOR PROJECT SITE B

- An amendment to the Zoning Resolution of the City of New York to:
  - Zoning Resolution Section 89-00 et seq. to designate Piers 59, 60, and 61 and their associated headhouses within Hudson River Park as a "granting site" as defined in Zoning Resolution

    Section 89-02,[2] designate project site B and Lot 38 as a "receiving site" and, together with the granting site as the "receiving site" as defined in Zoning Resolution Section 89-02, modify certain provisions of the Special Hudson River Park District; and
  - Appendix F to designate project site B as a MIH area permitting MIH Options 1 and 2.
- An amendment to Zoning Map 8b to:
  - Rezone project site B and Lot 38 from an M3-2 manufacturing zoning district to a C6-4X commercial zoning district within the Special Hudson River Park District (described above).
  - Establish the Special Hudson River Park District at project site B, Lot 38, and Piers 59, 60, and 61 and their associated headhouses in Hudson River Park.
- A special permit pursuant to Zoning Resolution Section 89-21 of the Special Hudson River Park District to:
  - Permit the transfer of 29,625 square feet of floor area from the granting site to project site B; and
  - Grant the following bulk waivers to ensure a superior site plan at project site B:
    i. A base height waiver to permit a base height of 45 feet; a minimum base height of 60 feet is otherwise required;

[2] To be confirmed upon receipt of the final HRPT survey.

ii. A front setback waiver to permit a balcony/structure to project 10 feet into an area where a 15-foot setback would otherwise be required;

iii. A rear yard waiver to permit:

1. The second floor to occupy the area where a 20-foot rear yard would otherwise be required; and
2. A balcony/structure to project 10 feet into an area where a 30-foot rear yard would otherwise be required, leaving a rear yard of 20 feet; and

iv. A tower lot coverage waiver to permit a maximum proposed envelope which exceeds 45 percent of the lot area of the zoning lot.

There would be a Restrictive Declaration in connection with the proposed actions. The Restrictive Declaration is expected to:

- Require development in substantial conformance with the approved plans, which would establish an envelope within which the building must be constructed, including limitations and requirements on height and setback, bulk, floor area, and uses;
- Require development of a portion of the residential floor area and residential units as permanently affordable housing, within specified income bands consistent with MIH;
- Require that the proposed project's development program be within the scope of the RWCDS analyzed in the EIS;
- Provide for the implementation of PCREs (i.e., certain project components which were material to the environmental analysis); and
- Provide for measures necessary to mitigate any significant adverse impacts.

In addition, the development on project site B requires an action by HRPT. HRPT must conduct a Significant Action process as required by the Hudson River Park Act before its Board of Directors can approve the proposed transfer of development rights. Further, before the Board can approve the sale, it must also comply with SEQRA and adopt SEQRA Findings.

In addition, Applicant B is seeking a separate Chairperson's Certification to allow building permits and certificates of occupancy for project site B to be issued. The application for the Certification will be finalized after the necessary conditions for the Chairperson to issue the Certification have been satisfied.

The Special District regulations stipulate that, in order for the Department of Buildings to issue building permits for the development on project site B, the Chairperson must certify that (1) Applicant B and HRPT have entered into an agreement for the sale of development rights and (2) all funds required under the agreement either have been paid irrevocably to HRPT or will be paid in accordance with a payment schedule and secured by a cash equivalent. In order for the Department of Buildings to issue certificates of occupancy for the development on project site B, the Chairperson must certify that HRPT has submitted a letter to the Chairperson confirming either that irrevocable payment has been made or that HRPT has drawn down on the security such that no portion of the required funds is outstanding.

ACTIONS APPLICABLE TO LOT 38

As part of the actions proposed by Applicant B, Lot 38 would be rezoned to C6-4X and included in the Special Hudson River Park District along with the surrounding lots through zoning text and map amendments. No development is proposed for this site and no floor area is proposed to be transferred from Hudson River Park to this site at this time.

Pursuant to the special district regulations, since no special permit to transfer floor area is being sought for Lot 38, the use and bulk regulations of the M2-3 district would continue to apply. The maximum amount of development that would be permitted would remain 2 FAR, and no residential use is or would be allowed on this site. Since it would be rezoned and included in the special district, potential development on this site is conservatively assumed for purposes of the environmental review to be similar to the development on the two project sites, as described in "Analytical Framework" below. However, because development on Lot 38 under the special district regulations may or may not take place and would require its own special permit subject to environmental review, for any impacts identified in the EIS, the project site A and project site B applicants shall not be responsible for the performance of the share of mitigations attributable to Lot 38.

F. PROPOSED DEVELOPMENTS

Project site A and project site B are described in detail below (see **Table S-1**).

Table S-1
Development Program for Proposed Projects (Approximate gsf)

Use	Project Site A	Project Site B
Commercial	Up to 15,000	22,458
Residential	Up to 905,000 (up to 990 units)	200,327 (219 units)
EMS Facility	Up to 12,500	—
Parking	Up to 198 spaces	47 spaces
Total [1]	**Up to 960,000**	**262,292**

Note: [1] Includes mechanical space.
Source: Project site A—FXFOWLE Architects; Project site B—Ismael Leyva Architects.

PROJECT SITE A

Applicant A is requesting several discretionary approvals to facilitate the redevelopment of project site A (601 West 29th Street) with a mixed use residential and commercial building. Applicant A is seeking to rezone project site A to a C6-4X commercial district, which permits a maximum FAR of 10, when mapped in an MIH area, within an appropriate bulk envelope. Further, pursuant to the special permit regulations of the Special Hudson River Park District, the maximum FAR of project site A may be increased by up to 20 percent to a proposed 740,625 zoning square feet (12 FAR) upon the transfer of 123,437.5 zoning square feet from the granting site within the Hudson River Park.

The MIH program includes two primary options that set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 requires a total 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of the total 25 percent residential floor area be affordable at 40 percent AMI. Option 2 requires 30 percent

of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council and CPC can decide to apply an additional, limited workforce option for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units can be targeted to residents with incomes above 130 percent AMI. Additionally, a Deep Affordability Option can also be applied in conjunction with Options 1 and 2. The Deep Affordability Option requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI.

Project site A would comply with either Option 1 or Option 2 of MIH program; at this time, Applicant A anticipates pursuing Option 1 at income levels consistent with MIH. Based on up to 990 total residential units and assuming a similar mix of unit sizes, the proposed development on project site A would provide up to 248 affordable units under Option 1 or up to 297 affordable units under Option 2 of the MIH program.

With the proposed actions, project site A would be improved with a 12 FAR building, maximizing the allowable FAR on the site. The proposed development on project site A would create an up to 960,000 gsf mixed use residential and commercial building (see **Table S-1**). The proposed building would be 62 stories tall (approximately 660 feet not including the mechanical bulkheads of approximately 40 feet) and would have an L-shaped base. The tower would be set back from the base and would rise in an L-shape, with the West 29th Street façade rising to approximately 36 stories and the Eleventh Avenue façade rising to the full 62 stories without setbacks. Consistent with zoning and land use patterns throughout the City, the Project Area concentrates bulk along the avenue.

Project site A would contain up to 905,000 gsf of residential uses (up to 990 units); up to 15,000 gsf of retail uses; up to 21,000 gsf of accessory parking (up to 198 spaces); and up to 6,500 gsf of bicycle parking (proposed project A). The building may also include approximately 12,500-gsf to be occupied by a FDNY-EMS station. Site selection of an FDNY-EMS station by FDNY and DCAS may be undertaken independent of the proposed actions. Discussions are ongoing between Applicant A, FDNY, and DCAS.

Project site A's primary residential entrance would be located on the corner of Eleventh Avenue and West 29th Street. The proposed local retail use would be located on the ground level of the building fronting Eleventh Avenue and West 30th Street with its entrance located on Eleventh Avenue. This retail would be provided across the street from the High Line, and the western portion of the 30th Street streetwall would drop to create a terrace at the height of the High Line. Parking for the proposed development would be located on the ground level with access on West 29th Street. The potential proposed FDNY-EMS Station would be located on the ground level on the westernmost portion of the project site with access on West 29th Street.

As described in more detail below in "Analytical Framework," Lot 1 is subject to the temporary easement by PANYNJ for the ARC project. While that specific project has since been abandoned, a portion of Lot 12 may be needed for Hudson Tunnel Project construction staging purposes between 2019 and 2026. Applicant A would allow Hudson Tunnel construction staging in its indoor parking area in the west wing of the building. If the Hudson Tunnel Project requires construction staging in the project site A building, there would be garage doors or a similar opening on the north side of the structure to provide access for staging directly to and from the adjacent (off-site) tunnel construction staging area. If the Hudson Tunnel Project ultimately decides to use the far western portion of project site A as an open yard for construction, completion of the west wing of the building on West 29th Street would not occur until 2027, if not later, and the Hudson Tunnel Project would build the west wing. Because the construction plans for the Hudson Tunnel Project are evolving and may include any number of options, the EIS for that project will consider the potential construction impacts of building this portion of the structure along West 29th Street at a later date.

PROJECT SITE B

Applicant B is requesting several discretionary approvals to facilitate the redevelopment of project site B (606 West 30th Street) with a mixed use residential and commercial building. Applicant B is seeking to rezone project site B to a C6-4X commercial district within the Special Hudson River Park District, which permits a maximum FAR of 10, when mapped in an MIH area, within an appropriate bulk envelope. Further, pursuant to the special permit regulations of the Special Hudson River Park District, the maximum FAR of project site B may be increased by up to 20 percent (12 FAR) upon the transfer of 29,625 zoning square feet from the granting site within the Hudson River Park.

The proposed actions would facilitate the development project site B with an approximately 262,292 gsf (including cellar, parking and mechanical space), 36-story primarily residential mixed-use building with a two-story base. The maximum envelope height for the tower would be approximately 520 feet (not

including the building's mechanical bulkhead).[3] The tower would be set back approximately 15 feet from the base. It would include approximately 200,327 gsf of residential space (Use Group 2), approximately 22,458 gsf of commercial space (Use Group 6) (including 8,488 sf of cellar level back of house and retail storage space), and 39,507 sf of other uses (including parking/mechanical with 47 parking spaces). Approximately 219 residential dwelling units would be developed. As described above, the MIH program includes two primary options and the development on project site B would comply with either Option 1 or Option 2 of MIH program. Based on up to 219 total residential units and assuming a similar mix of unit sizes, the proposed development on project site B would provide up to 55 affordable units under Option 1 of the MIH program or up to 66 affordable units under Option 2 of the MIH program.

The proposed development would include residential space on floors 4 through 36. Project site B's primary residential entrance would be located in the middle of the site along West 30th Street. Commercial spaces would be located on the first three floors with entrances along West 30th Street. The retail spaces would be provided on the ground floor across the street from the High Line and there would be a restaurant with an open air terrace to provide visual interaction with the adjacent High Line. The parking entrance would be located toward the west end of the West 30th Street façade and the parking would be located on the second floor.

G. ANALYTICAL FRAMEWORK

ANALYSIS YEAR

For the purposes of environmental review, both of the project sites are anticipated to be complete by 2022, including all residential units, the potential Emergency Medical Services (EMS) facility (on project site A), and commercial space. This timeframe accounts for the approximately seven-month ULURP process, with project approvals occurring in early 2018. The construction period is anticipated to be between 36 and 42 months with work beginning shortly after project approvals are in place.

No Action conditions are projected through 2022 and take into account specific background development projects and anticipated background growth, as appropriate, as well as other changes to background conditions that may be relevant in certain technical areas, such as changes to street geometry and signal timing.

PROJECT SITE A

As part of the Hudson Tunnel Project's engineering review, Amtrak and PANYNJ have indicated that part of the single-story west wing of the project site A building—i.e., the area slated for the EMS facility and garage—may be needed for tunnel construction staging purposes until 2026. The Hudson Tunnel Project schedule calls for start of construction in 2019, and completion of the project in 2026. Scoping occurred in May 2017 and a DEIS was completed in June 2017. Applicant A has been coordinating with the rail agencies regarding a potential arrangement to allow construction of the entire project on project site A to be completed as planned by 2022 with the understanding that, if necessary, Applicant A would allow Hudson Tunnel construction staging in its indoor parking area in the west wing of the building.

If the Hudson Tunnel Project requires construction staging in the project site A building, there would be garage doors or a similar opening on the north side of the structure to provide access for staging directly to and from the adjacent (off-site) tunnel construction staging area. When the construction staging is no longer required, the opening would be sealed and the area would be used as intended as accessory parking for building residents.

[3] While the maximum permitted envelope proposed would be approximately 520 feet in height (not including the building's mechanical bulkhead), Applicant B intends to develop a building on project site B that would be approximately 504 feet tall (not including the building's mechanical bulkhead of up to 25 feet).

The rail agencies have agreed to continue working with Applicant A to coordinate construction of the Hudson Tunnel and site A projects. If the Hudson Tunnel Project ultimately decides to use the far western portion of project site A as an open yard for construction, completion of the west wing of the building on West 29th Street would not occur until 2027, if not later. In this situation, the Hudson Tunnel Project would build the west wing as part of its project. Because the construction plans for the Hudson Tunnel Project are evolving and may include any number of options, the EIS for that project will consider the potential construction impacts of building this portion of the structure along West 29th Street at a later date.

For a conservative worst case analysis, the full number of residential units would generate the full number of resident trips in 2022; and all resident trips would be routed to the site regardless of the number of parking spaces available. If parking is not available in the building, the trips would more likely be dispersed to other garages in the area. The dispersed trips would be less likely to have impacts and/or require detailed analysis. This assumption is conservative because it will allow for analysis of the full project and account for potential mitigation measures, if necessary. Similarly, the EMS facility is assumed in the analysis as a worse case, since it will generate additional traffic beyond that generated by the residents of the proposed building. Therefore, this EIS evaluates the reasonably conservative worst case by the base 2022 build year.

PROJECT SITE B

Project site B would not be affected by construction staging for the Hudson Tunnel Project.

INCREMENT FOR ANALYSIS

Absent the proposed actions, it is conservatively assumed that the existing structures will remain on the Project Area with uses similar to or the same as existing uses.

In the With Action condition, it is assumed that the Project Area (including project site A, project site B, and Lot 38) would contain up to 1,242 dwelling units, up to 40,028 gsf of commercial, up to 252 parking spaces, and 12,500 gsf of public facility (anticipated as a FDNY-EMS Station). The development program assumed in the With Action condition is described below.

PROJECT AREA

Project Site A

In the With Action condition, the existing warehouses, garages, and gas station on project site A would be demolished and a mixed-use development would be constructed, as described above. The proposed building would be 62 stories tall (approximately 660 feet not including the mechanical bulkheads of approximately 40 feet) and would have an L-shaped base. For the purposes of a conservative analysis, it is assumed that the building would contain up to 990 dwelling units, up to 15,000 gsf of retail, up to 21,000 gsf of accessory parking, and 12,500 gsf of public facility (anticipated as a FDNY-EMS Station). Based on the preliminary design, the number of residential units has been estimated at fewer than 950; however, in order to allow some flexibility in design and possible response to market conditions, up to 990 residential units will be conservatively assumed for the purposes of environmental analysis. Project site A would comply with either Option 1 or Option 2 of MIH program; at this time, Applicant A anticipates that 25 percent of the residential floor area would be designated for affordable housing at income levels consistent with MIH. Based on up to 990 total residential units and assuming a similar mix of unit sizes, the proposed development on project site A would provide up to 248 affordable units under Option 1 of the MIH program (or up to 297 affordable units under Option 2 of the MIH program). For the day care analysis, it will be conservatively assumed that 20 percent would be at or below 80 percent AMI (up to 198 units). Pursuant to Zoning Resolution Section 13-11, accessory off-street parking spaces may be provided for not more than 20 percent of the total number

of dwelling units contained in the development for Community District 4. Therefore, Applicant A would develop up to 198 parking spaces, based on 990 residential units, which is within the maximum permitted by the special parking regulations for the Manhattan Core. The parking garage will contain ceiling heights that can allow for attended stackers that will help accommodate all of the parking spaces.

Although it is anticipated that the EMS facility will be developed at project site A as part of the proposed project, it is possible that there would be no EMS facility on project site A. In either case, Applicant A would develop up to 198 parking spaces, based on 990 residential units (the maximum permitted by the special parking regulations for the Manhattan Core); however, this would be achieved through different layouts by using stackers. Assuming that project site A includes the EMS facility is the more conservative assumption because it will generate additional traffic beyond that generated by the residents of the proposed building and the proposed actions with or without EMS would include the same maximum number of residential units, the same maximum retail floor area and the same maximum number of parking spaces in either case. Therefore, the proposed actions with EMS generate more users or trips for the quantitative analyses.

In the event that the EMS is ultimately not included as part of the proposed actions, the residential floor area would be 905,000 gsf (up to 990 residential units). If EMS is part of the proposed actions, the residential square footage would be reduced by 12,500 gsf to 892,500 gsf. Therefore, to conservatively assess a reasonable worst case development scenario, the analyses for the proposed actions will assume both the maximum amount of residential development (up to 990 dwelling units) as well as a 12,500-gsf EMS facility in addition to up to 15,000 gsf of retail uses and up to 198 parking spaces.

Project Site B

The proposed actions would facilitate the development of project site B with an approximately 262,292 gsf (including cellar, parking and mechanical space), 37-story (up to approximately 520 feet tall not including mechanical bulkhead) primarily mixed-use building. It would include approximately 200,327 gsf of residential space, approximately 22,458 gsf of commercial space (including 8,488 sf of cellar level back of house and retail storage space), and 39,507 sf of other uses (including parking/mechanical with 47 parking spaces). Approximately 219 residential dwelling units would be developed, and the development on project site B would comply with either Option 1 (up to 55 affordable units) or Option 2 (up to 66 affordable units) of MIH program. Pursuant to Zoning Resolution Section 13-11, accessory off-street parking spaces may be provided for not more than 20 percent of the total number of dwelling units contained in the development for Community District 4. While the maximum permitted envelope proposed would be approximately 520 feet in height (not including the building's mechanical bulkhead), Applicant B intends to develop a building on project site B that would be approximately 504 feet tall (not including the building's mechanical bulkhead of up to 25 feet).

Lot 38

While there is no proposal to develop or to transfer floor area from Hudson River Park to Lot 38 at this time, since it would be rezoned and included in the Special Hudson River Park District as a receiving site, its potential to be redeveloped under the proposed rezoning will be conservatively considered as part of the environmental review. However, because development on Lot 38 under the special district regulations may or may not take place and would require its own special permit subject to environmental review, for any impacts identified in the EIS, the project site A and project site B applicants shall not be responsible for the performance of the share of mitigations attributable to Lot 38. As described above, pursuant to the special district regulations, since no special permit to transfer floor area is being sought for Lot 38, the use and bulk regulations of the M2-3 district would continue to apply. Thus, Lot 38 cannot be redeveloped for uses permitted under C6-4X without a special permit; therefore, its separate development would require separate environmental review.

Since floor area from Lot 38 could be utilized, this floor area is being studied as part of the project site B development for purposes of a conservative environmental review. Therefore, for analyses that consider worst case assumptions for height and density, it is assumed that project site B, including potential floor area from Lot 38, would include an approximately 41-story building (approximately 534 feet tall plus approximately 45 feet for the building's mechanical bulkhead or approximately 579 feet in total). Assuming full utilization of the development potential of this site at 12.0 FAR, Lot 38 would generate approximately 2,570 gsf of commercial space, 30,309 gsf of residential space (33 units), and 7 parking spaces. These parameters are used for all analyses with the exception of project on project air quality, which considers the shorter building associated with the proposed building height (not the maximum permitted envelope height), as described above. For purposes of a conservative environmental review, the development potential of Lot 38 is also analyzed as part of the Project Area.

In accordance with the *CEQR Technical Manual*, the increments between the No Action and With Action conditions, taken together with the proposed changes in use, will form the basis for analysis in the EIS (see **Table S-2**). As noted above, the gsf and program components for the Project Area are provided for the purpose of environmental analysis as a reasonable upper limit.

Overall, the Project Area is assumed to result in the incremental development of 1,180,454 gsf, compared to the No Action condition. The proposed projects would result in an incremental increase of 1,242 residential units, 12,500 gsf of public facility (anticipated as a FDNY-EMS Station), and 252 accessory parking spaces as well as a decrease in industrial and commercial uses.

Table S-2
Project Area—Comparison of No Action and With Action Conditions (gsf)

Uses	No Action Condition	With Action Condition	Increment for Analysis
Project Site A			
Commercial/DSNY	56,865	Up to 15,000	-41,865
Residential	—	Up to 905,000 (up to 990 units)	+905,000 (up to 990 units)
EMS Facility	—	Up to 12,500	+12,500
Parking	—	Up to 198 spaces	Up to 198 spaces
Project Site A Subtotal[2]	**56,865**	**Up to 960,000**	**+903,135**
Project Site B			
Industrial (Vehicle Storage Maintenance)	16,052	—	-16,052
Commercial	—	22,458	+22,458
Residential	—	200,327 (219 units)	+200,327 (219 units)
Parking	—	47 spaces	47 spaces
Project Site B Subtotal[2]	**16,052**	**262,292**	**+246,240**
Lot 38[1]			
Industrial (Auto Repair)	2,469	—	-2,469
Commercial	—	2,570	+2,570
Residential	—	30,309 (33 units)	+30,309 (33 units)
Parking	—	7 spaces	7 spaces
Lot 38 Subtotal[2]	**2,469**	**33,548**	**+31,079**
Project Area Total			
Industrial	18,521	—	-18,521
Commercial/DSNY	56,865	40,028	-16,837
Residential	—	1,135,636 (1,242 units)	+1,135,636 (1,242 units)
EMS Facility	—	12,500	+12,500
Parking	—	252 spaces	+252 Spaces
Project Area Total[2]	**75,386**	**1,255,840**	**+1,180,454**

Note:
[1] There is no proposal to develop Lot 38 at this time. However, because Lot 38 would be rezoned and included in the Special Hudson River Park District as part of the proposed actions, its potential to be redeveloped under the proposed rezoning is conservatively considered as part of the environmental review.
[2] Includes mechanical space.
Sources: Project site A—FXFOWLE Architects; Project site B and Lot 38—Ismael Leyva Architects.

H. THE FUTURE WITH THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The analysis concludes that the proposed actions would not have significant adverse impacts on land use, zoning, or public policy.

The proposed actions would allow residential and community facility uses and an increase in density (approximately 1.18 million sf more than existing on the Project Area), and provide funding for improvements to Hudson River Park. The change in zoning from M2-3 to C6-4X would permit residential, community facility, and a wider range of commercial uses that are not permitted in the current manufacturing district. 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 residential use. The proposed actions would include affordable housing in accordance with MIH policy to ensure that the neighborhood continues to serve diverse housing needs. Active ground-floor retail and commercial uses would enhance the pedestrian experience. The transfer of development rights facilitated by the proposed actions would benefit significant improvements to Hudson River Park. Overall, 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).

SOCIOECONOMIC CONDITIONS

DIRECT RESIDENTIAL DISPLACEMENT

There are no residential units in the Project Area; therefore, the proposed actions would not directly displace any residents, and no analysis of direct residential displacement is required. There would be no significant adverse impacts from the proposed actions due to direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the proposed actions would not result in significant adverse impacts due to direct business displacement. 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 displacement of these businesses, and the estimated 164 workers associated with the businesses, would not result in any substantial changes to the socioeconomic character of the study area. 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.

The Project Area also contains the Department of Sanitation of New York (DSNY) M6 Garage on project site A, and the Garage's repair and maintenance facility 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 the 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 Twelfth Avenue in the project area.[4] Therefore, the proposed actions would not directly displace these sanitation and repair/maintenance uses.
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.

INDIRECT RESIDENTIAL DISPLACEMENT

A preliminary assessment finds that the proposed actions would not result in significant adverse impacts due 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.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the proposed actions would not result in significant adverse impacts due 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.

[4] 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).

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment finds that the proposed actions would not have a significant adverse impact on specific industries. The three directly displaced businesses are not critical to the viability of any specific industry within or outside of the study area. The analysis of indirect business displacement finds that there is no potential for significant indirect business displacement. Therefore, the proposed actions would not directly or indirectly affect business conditions in any industry or category or business within or outside the study area, and would not substantially reduce employment or impair viability in a specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

PUBLIC SCHOOLS

Elementary Schools

With the proposed actions, the elementary school utilization rate in Community School District (CSD) 2, Sub-district 3 would be greater than 100 percent. Although elementary schools would continue to operate with a shortfall of seats as they do in the No Action condition, the increase in utilization attributable to the proposed actions would be approximately 4.94 percent, which is below the five percentage point change that the *CEQR Technical Manual* uses as a threshold for a significant adverse impact. Therefore, the proposed actions would not result in a significant adverse impact on elementary schools.

Intermediate Schools

With the proposed actions, intermediate schools would continue to operate with a shortfall of seats. The increase in utilization attributable to the proposed actions would be approximately 2.62 percent, which is below the five percentage point change that the *CEQR Technical Manual* uses as a threshold for a significant adverse impact. Therefore, the proposed actions would not result in a significant adverse impact on intermediate schools.

The indirect effects analysis on public elementary and intermediate schools may need to be re-run if new data is released following certification and, should that occur, there is a possibility that a schools impact may be identified in the Final EIS (FEIS). In that event, the FEIS will consider potential mitigation measures.

PUBLIC LIBRARIES

For the Muhlenberg Library catchment area, the population attributable to the proposed actions (an increase of approximately 1.71 percent) is below the five percent threshold cited in the *CEQR Technical Manual*. Therefore, the proposed actions would not result in a noticeable change in the delivery of library services and would not result in a significant adverse impact on public libraries.

PUBLICLY FUNDED CHILD CARE CENTERS

In both the No Action condition and with the proposed actions, child care facilities in the study area would operate over capacity. In the With Action condition, child care facilities in the study area would operate over capacity and the increase of 13.6 percentage points in the utilization rate would exceed 5 percentage points. Possible measures to reduce the shortfall are discussed below in “Mitigation.”

OPEN SPACE

The proposed actions would result in a significant adverse open space impact due to the increased user population.

While there are significant adverse impacts on vegetation located 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. As described in "Construction" below, areas on the High Line directly across West 30th Street from the construction work areas would experience noise levels in the mid 60s to high 70s dBA. As with existing conditions, the predicted noise levels during construction at this open space would exceed the levels recommended by CEQR for passive open spaces (55 dBA L_{10}). The High Line at these locations would experience increases of up to approximately 14 dBA compared with No Action levels for approximately a 38 month period during construction. While this is not desirable, noise levels in many parks and open space areas throughout the city (which are located near heavily trafficked roadways and/or near construction sites) experience comparable—and sometimes higher—noise levels. In addition, construction activities would only occur for a limited number of hours per day, and for a limited time period at any location. Any effects from construction noise would be a temporary condition limited to a small portion of the High Line and there would be no adverse impact to the character and overall utility of the High Line.

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if the project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. A detailed analysis was provided that considered the indirect effects of the population generated by the proposed actions on open space resources. The decreases in total, active, and passive open space ratios would be less than 5.5 percent (5.41, 5.47, and 5.39 percent, respectively). 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. Nonetheless, the proposed actions would result in a significant adverse open space impact due to indirect effects, i.e., the increased user population.

The proposed actions would result in a significant adverse open space impact due to the increased user population.

SHADOWS

The analysis shows that 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.

Other sunlight-sensitive resources would receive project-generated shadow in one or more seasons but in those cases the limited extent and duration of the project-generated shadows would not cause significant adverse impacts.

HISTORIC AND CULTURAL RESOURCES

The proposed actions would not result in any significant adverse impacts to historic and cultural resources.

ARCHAEOLOGICAL RESOURCES

Consultation with LPC was undertaken to determine whether the Project Area may contain archaeological resources. In a comment letter dated May 8, 2017, LPC determined that the Project Area, including Lot 38, does not possess archaeological significance. However, the Phase 1A Archaeological Documentary Study for the Hudson Tunnel Project identified a portion of Block 675, Lot 12 as archaeologically sensitive. Subsequently, a Supplemental Archaeological Assessment was prepared to better understand the potential archaeological sensitivity of that portion of Lot 12 to determine if the construction of the proposed projects

would result in impacts on archaeological resources. The Supplemental Archaeological Assessment determined that the archaeological study area was not sensitive for archaeological resources and no additional analysis was recommended. In a comment letter dated November 17, 2017, OPRHP concurred with the conclusions and recommendations of the Supplemental Archaeological Assessment and confirmed that the Block 675 Project Area is not archaeologically sensitive. Therefore, the proposed actions would not result in any significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

The proposed actions would not result in any significant adverse impacts to architectural resources in the Project Area as no architectural resources are located in the Project Area. The granting site, which contains Piers 59, 60, and 61 and the Chelsea Piers headhouse would not be affected by the proposed actions. No architectural resources in the study area would be directly affected by the proposed actions. The proposed actions also would not result in any significant adverse indirect impacts to 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. Additionally, the study area is developed with a mix of older buildings south of the Project Area, and new buildings that are being developed to the north of the Project Area as part of Hudson Yards. Proposed construction activities in the northern portion of the Project Area would be located within 90 feet of the S/NR-eligible High Line.

To protect this historic architectural resource during project construction, a Construction Protection Plan (CPP) would be prepared and implemented prior to any demolition or construction activities commencing in the Project Area, and in consultation with LPC. The requirement to prepare and implement a CPP would be recorded in a Restrictive Declaration. Therefore, the proposed actions would not result in any significant adverse impacts to historic architectural resources.

URBAN DESIGN AND VISUAL RESOURCES

The proposed actions would not result in significant adverse impacts on urban design and visual resources.

The proposed actions would not result in significant adverse impacts to urban design. The proposed buildings would bring mixed used 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 north and east. 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 the Hudson River Park. With the proposed projects, westward views on West 30th and West 29th Streets would continue to provide limited views and visual access to the Hudson River Park and the Hudson River. The Twelfth Avenue view corridor would include views to the new buildings within the Project Area and would continue to provide northward views toward the buildings in Hell's Kitchen and Midtown Manhattan and southward views to the One World Trade Center in Lower Manhattan. Views eastward from the High Line toward the Empire State Building in Midtown Manhattan would already be limited by the Eastern Rail Yard project and would not be further limited by the proposed projects. The other view corridors and visual resources in the study area do not have a meaningful visual or contextual relationship with the Project Area and, therefore, would not be affected by the proposed projects. The visual resources in the study area exist in the context of the changing built environment of the study area. Skyline icons including the Empire State Building and One World Trade Center, the Hudson River, Hudson River Park, and High Line would remain available from existing vantage points as the proposed projects would be developed on an existing block.

HAZARDOUS MATERIALS

The proposed actions would not result in any significant adverse impacts related to hazardous materials. The hazardous materials assessments identified various potential sources of subsurface contamination on, or in close proximity to, the proposed development sites. Potential sources of contamination include past or present industrial and automotive uses including a gasoline station and automobile/truck repair (with gasoline, diesel and waste oil above-ground storage tanks [ASTs] and underground storage tanks [USTs], and hydraulic lifts), spray paint booths, a freight business, a smelting and refining facility, an iron works, an asbestos warehouse, and a solid waste transfer station. There were also known petroleum spills on Lots 36 and 39; the spills were given a "closed" status by the New York State Department of Environmental Conservation (DEC); however, residual contamination likely remains in place.

To reduce the potential for adverse impacts associated with new construction resulting from the proposed actions, further environmental investigations and remediation will be required. To ensure that these investigations are undertaken, hazardous materials (E) Designations would be placed on the proposed project site lots and Lot 38. The (E) Designations require approval by the New York City Office of Environmental Remediation (OER) prior to obtaining NYC Buildings Department (DOB) permits for any new development entailing soil disturbance.

Impacts would be avoided by incorporating the following measures:

- The proposed projects would comply with the hazardous materials (E) Designation requirements. Prior to any new construction entailing subsurface disturbance, the applicant would submit a Phase I Environmental Site Assessment (ESA) and sampling protocol (for any potential additional subsurface investigation) to OER for review and approval. A report documenting the subsurface investigation findings along with a Remedial Action Plan (RAP) setting out procedures to be followed prior to, during, and following construction (e.g., for soil management, tank removal, dust control, air monitoring for workers and the community, health and safety, and vapor controls for the new building) is then submitted for OER review and approval. Documentation that the RAP procedures were properly implemented is required by OER before New York City building permits allowing occupancy can be issued.
- If dewatering is necessary for the proposed construction, testing would be performed to ensure that the groundwater would meet New York City Department of Environmental Protection (DEP) sewer discharge requirements. If necessary, the water would be pretreated prior to discharge to the City's sewer system, as required by DEP permit/approval requirements.
- Prior to and during any demolition or renovation of any structures, federal, state and local requirements relating to asbestos-containing materials (ACM) and lead-based paint (LBP) would be followed.
- Unless there is labeling or test data indicating that any suspect polychlorinated biphenyls (PCBs)-containing hydraulic lift, electrical equipment, and fluorescent lighting fixtures do not contain PCBs, and that any fluorescent lighting bulbs do not contain mercury, disposal would be conducted in accordance with applicable federal, state, and local requirements.

With the (E) Designations in place and implementation of the measures described above, the proposed projects would not result in significant adverse impacts related to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The analysis finds that the proposed actions would not result in any significant adverse impacts on the City's water supply or wastewater and stormwater conveyance and treatment infrastructure. The proposed actions would result in an increase in water consumption and sewage generation on the Project Area as compared with the Existing/No Action condition. While the proposed actions would result in an incremental water demand of 397,390 gpd, this would not represent a significant increase in demand on the New York

City water supply system. An analysis of water supply is not warranted since it is expected that there would be adequate water service to meet the incremental demand, and there would be no significant adverse impacts on the City's water supply.

While the proposed projects would generate 215,757 gpd of sanitary sewage, an increase of 208,218 gpd above the Existing/No Action condition, this incremental increase in sewage generation would be approximately 0.19 percent of the average daily flow at the North River Wastewater Treatment Plant (WWTP) and would not result in an exceedance of the plant's permitted capacity. The proposed projects would connect to the existing combined sewer system located in the street frontages surrounding the Project Area. The proposed site connections to these combined sewers would be reviewed and approved by DEP. Therefore, the proposed projects would not result in a significant adverse impact to the City's wastewater conveyance and treatment system.

The overall volume of stormwater runoff and the peak stormwater runoff rate from the Project Area is expected to increase due to the decrease in paved areas and increase of fully impervious rooftop area, as per preliminary site plans showing building coverage of project site A and project site B. The incorporation of selected stormwater source control best management practices (BMPs) that would be required as part of the site connection approval process, subject to the review and approval by DEP, would aid in the reduction of peak stormwater runoff rate.

SOLID WASTE AND SANITATION SERVICES

The analysis finds that the proposed actions would not result in a significant adverse impact on solid waste and sanitation services.

The proposed actions would not directly affect a solid waste management facility and would not result in an increase in solid waste that would overburden available waste management capacity. The development resulting from the proposed actions would generate an increment above the No Action condition of approximately 28.13 tons per week of solid waste, of which approximately 25.95 tons would be handled by the New York City Department of Sanitation (DSNY), and 4.14 tons would be handled by private carters. Although this would be an increase compared with the conditions in the No Action condition, the additional solid waste resulting from the proposed actions would be negligible compared to the approximately 12,260 tons of solid waste handled by the DSNY every day, or the 9,000 tons handled daily by private carters.[5] In addition, the proposed actions would not conflict with, or require any amendment to, the City's solid waste management objectives as stated in the SWMP.

ENERGY

This preliminary analysis finds that the proposed actions would not result in any significant adverse energy impacts. The proposed projects generate an incremental demand for approximately 133,110 million British thermal units (BTUs) of energy per year. This energy demand represents the total incremental increase in energy consumption between the future without the proposed actions (the No Action condition) and the future with the proposed actions (the With Action condition). As explained in the *CEQR Technical Manual*, the incremental demand produced by most projects would not create a significant impact on energy capacity, and detailed assessments are only recommended for projects that may significantly affect the transmission or generation of energy. The proposed projects would generate an incremental increase in energy demand that would be negligible when compared to the overall demand within Consolidated Edison's (Con Edison's) New York City and Westchester County service area. Therefore, the proposed projects would not result in any significant adverse energy impacts.

[5] About DSNY: http://www1.nyc.gov/assets/dsny/about/inside-dsny.shtml

TRANSPORTATION

TRAFFIC

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 actions, there would be the potential for significant adverse impacts at two intersections during the weekday AM peak hour, two intersections during the midday peak hour, and one intersection during the PM peak hour. **Table S-3** provides a summary of the impacted locations by lane group and analysis time period. Potential measures to mitigate the projected traffic impacts are described in "Mitigation" below.

Table S-3
Summary of Significant Adverse Traffic Impacts

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
EB/WB Street	NB/SB Street			
West 30th Street	Route 9A/Twelfth Avenue	SB-L	SB-L	SB-L
West 29th Street	Route 9A/Twelfth Avenue	WB-L WB-R	 WB-R	
Total Impacted Intersections/Lane Groups		2/3	2/2	1/1

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.

TRANSIT

As described below, the projected peak hour incremental subway trips would exceed the CEQR threshold of 200 riders during the weekday AM and PM peak hours. Based on discussions with New York City Transit (NYCT) regarding the likely distribution of subway trips to the newly constructed 34th Street-Hudson Yards (No. 7 train) Station, the 34th Street-Penn Station (A, C, and E, and No. 1, 2, and 3 trains) Station, and the 28th Street (No. 1 train) Station, a detailed analysis of station circulation elements and control areas is warranted for the 34th Street-Hudson Yards subway station (No. 7 line) for the weekday AM and PM peak hours. A subway line-haul (No. 7 line) analysis was also conducted for the weekday AM and PM peak hours. The subway station and line haul analyses concluded that the proposed projects would not result in the potential for a significant adverse subway line-haul impact.

PEDESTRIANS

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. As summarized in **Table S-4**, significant adverse impacts were identified for one crosswalk during the weekday AM, midday, and PM peak hours, and another crosswalk only during the weekday midday peak hour. Potential measures to mitigate the projected pedestrian impacts are described in "Mitigation" below.

Table S-4
Summary of Significant Adverse Pedestrian Impacts

Pedestrian Elements	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
South Crosswalk of 33rd Street and Eleventh Avenue	Impacted	Impacted	Impacted
East Crosswalk of 33rd Street and Eleventh Avenue		Impacted	

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York State Department of Transportation (DOT) for the time period between November 1, 2013, and October 31, 2016. During this period, a total of 20 injuries, and three pedestrian/bicyclist-related accidents occurred at study area intersections. A rolling total of accident data identified zero high crash locations in the 2013 to 2016 period.

PARKING

The proposed projects would include a total of 252 accessory parking spaces, which is enough to parking to meet the parking demands associated with the Proposed Actions that are estimated at 156, 118, 150, and 211 vehicles during the weekday morning, midday, evening, and overnight night time periods, respectively. However, as detailed in "Analytical Framework," the adjacent Hudson Tunnel project may temporarily use the accessory parking on Project Site A for construction staging. If this occurs, Site A's parking demand would need to be met off-site. The public parking utilization in the ¼-mile radius is projected to increase from 62, 78, 67, and 65-percent utilized in the Existing Condition, to 86, 108, 94, and 74-percent in the No Action Condition during the weekday morning, midday, evening, and overnight time periods, respectively. Assuming that Site A's parking supply is temporarily not available due to ongoing use of this area by the Hudson Tunnel project, the With Action public parking utilization is expected to increase to 102, 120, 109, and 95-percent during the weekday morning, midday, evening, and overnight peak periods. These utilization levels represent parking shortfalls of 16, 160, and 69 spaces during the weekday morning, midday, and evening peak periods, respectively. This temporary excess parking demand would need to be accommodated on-street, which has very limited availability, or by off-street parking facilities beyond a ¼-mile walk from the project sites. While there could be a temporary parking shortfall, as stated in the *CEQR Technical Manual*, a parking shortfall in Manhattan and other transit-rich areas of New York City generally doesn't constitute a significant adverse parking impact, due to the variety of available alternative modes of transportation that are available in these areas.

AIR QUALITY

In terms of industrial sources, no businesses were found to have a DEC air permit or DEP certificate of operation within the study area, and no other potential sources of concern were identified. Therefore, no potential significant adverse air quality impacts from industrial sources would occur with the proposed actions.

The analysis of the parking facilities to be developed as part of the proposed actions determined that there would not be any significant adverse air quality impacts with respect to CO and PM emissions.

The stationary source analyses determined that there would be no potential significant adverse air quality impacts from fossil fuel-fired heat and hot water systems as well as any potential cogeneration system.

However, restrictions through the mapping of an (E) Designation (**E-455**) for air quality on the Project Area (Block 675, Lots 12, 29, 36, 38, and 39) regarding fuel type, exhaust stack location, and equipment technology for both project site A and B would be necessary to ensure that emissions from fossil fuel-fired systems would not result in any significant air quality impacts.

An analysis of the full build out of the Eastern Rail Yards project—permitted as the 20 Hudson Yards State Facility—determined that there would be no potential for significant adverse air quality impacts on the proposed projects from this emissions source. Furthermore, as discussed in the Hudson Tunnel DEIS, maximum $PM_{2.5}$ concentrations are predicted to exceed the 24-hour and annual average $PM_{2.5}$ *de minimis* criteria during the most intense stages of construction at sidewalk locations along Twelfth Avenue, the western portions of West 30th Street and West 29th Streets, and along portions of building façades below 25 feet above grade on the project sites. An assessment of the Hudson Tunnel Project showed that no

significant adverse air quality impacts on air quality receptor locations on either project sites A or B from the construction of the Hudson Tunnel Project are predicted.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

GREENHOUSE GAS EMISSIONS

The proposed projects would be consistent with the City's emissions reduction goals, as defined in the *CEQR Technical Manual.*

The building energy use and vehicle use associated with the proposed projects would result in up to approximately 13 thousand metric tons of carbon dioxide equivalent (CO_2e) emissions per year—approximately two thirds from building energy and one third from vehicular emissions. In addition, total construction emissions throughout the construction period are estimated at 53 thousand metric tons CO_2e, equivalent to approximately 4-years of operational emissions.

The *CEQR Technical Manual* defines five goals by which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

The applicants are required at a minimum to achieve the energy efficiency requirements of New York City's building code. The applicants are currently evaluating the specific energy efficiency measures and design elements that may be implemented. Both projects intend to exceed the minimum energy requirements of New York City's building code such that the developments would achieve energy consumption that is 10 percent lower as compared with a baseline development designed to meet the current minimum building code requirements, and the project may qualify for EPA's Energy Star Qualified Multifamily High Rise Buildings certification. Therefore, the proposed projects would support the goal identified in the *CEQR Technical Manual* of building efficient buildings.

Furthermore, in 2016, as part of the City's implementation of strategies aimed at achieving the OneNYC GHG reduction goals, the City adopted a more stringent building energy code which substantially increased the energy efficiency required. In 2016, the City also published a pathway to achieving the GHG reduction goals in the building sector. Should the measures identified in the City's pathway or other measures not yet implemented be adopted by the City in the future, they may apply to the proposed projects similar to any new building (if prior to building approval) or existing building (after construction). The proposed projects would implement any measures required under such programs as legally applicable.

While the potential cogeneration system[6] under consideration for project site A could decrease net building energy consumption (electricity and fuel use combined), based on the current carbon intensity of electricity in New York City, the cogeneration could increase building energy GHG emissions and total potential GHG emissions by less than one percent.

The proposed projects would also support the other GHG goals by virtue of proximity to public transportation, reliance on natural gas, commitment to construction air quality controls, and the fact that as a matter of course, construction in New York City uses recycled steel and includes cement replacements. All of these factors demonstrate that the proposed development supports the GHG reduction goal.

Therefore, based on the commitment to energy efficiency, compliance with enhanced energy efficiency requirements of New York City's building code, and by virtue of location and nature, the proposed projects

[6] "Cogeneration" refers to a fossil fuel-fired electricity generation system (natural gas in this case) which uses the heat generated as a byproduct for heat and/or hot water, reducing the fuel consumption in those systems.

would be consistent with the City's emissions reduction goals, as defined in the *CEQR Technical Manual*.

RESILIENCE

The proposed projects are located in part within the current "one-percent annual chance" floodplain.[7] The floodplain would be larger in the future, as sea-level rises, and would include both sites. Potential flood water elevations would be higher in the future as a consequence as well. Therefore, the proposed projects have accounted for these potential changes and would be designed to be resilient to potential projected flood elevations of 14.5 feet NAVD88, accounting for sea-level rise of up to 30 inches by the 2050s, with the potential for additional adaptive measures in the future so as to increase all flood protection up to 17 feet NAVD88 should that be necessary. Specifically:

1. All critical infrastructure elements in the proposed new construction would be either elevated above 17 feet NAVD88, or sealed or otherwise designed to be resistant to flood waters if located below that elevation. This would include all critical elements and connections such as electrical, communications, fire safety and pumps, fuel storage, emergency power generation, and elevators. This approach would provide resilience to one-percent annual chance flood elevations for all critical infrastructure through the end of the century.
2. All new residential units would be higher than 17 feet NAVD88, protecting residential units from potential one-percent annual chance flood events throughout the end of the century.
3. Commercial, parking, lobby, and other non-critical non-residential spaces would be either designed with deployable protective barriers so as to hold back flood waters up to an elevation of 14.5 feet NAVD88, or designed such that flood waters entering these areas could be rapidly removed after a severe flood event without substantial structural damage, allowing for rapid recovery. This would provide resilience from potential one-percent annual chance flood events through the 2050s. Note that all critical infrastructure would be protected as described above, and residents would be evacuated prior to severe flood events as required by emergency evacuation recommendations or orders.

   For project site A, bike storage and parking areas (which front on West 29th Street) would be designed to flood and recover (i.e., would be built with flood resistant materials, and may sustain some damage during flooding, but could be rapidly repaired after flooding). In the event that an FDNY-EMS station is located in the western portion of project site A, additional planning and resilience review would be necessary, and would be undertaken as part of the design and environmental review required for that use. Other areas would be protected by a combination of deployable flood barriers and internal flood protective walls and doors.

   For project site B, a deployable flood barrier system would be designed to be deployed and protect façade elements and openings should flood levels rise above levels that the design can accommodate without a barrier.
4. The proposed projects would be designed to accommodate future enhancement (adaptive measures) of any deployable protections designed for commercial, parking, lobby, and other non-critical non-residential spaces up to 17 feet NAVD88 should this be necessary in the future to accommodate increased flood elevations throughout the end of the century. This would include, for example, structural considerations for flood barriers with increased height and deeper flood waters.

NOISE

The analysis finds that the proposed actions would not result in any significant adverse noise impacts. The proposed projects would not generate sufficient traffic to have the potential to cause a significant noise

[7] The one-percent annual probability floodplain, or the area that would potentially be flooded in a severe coastal storm with a probability of one percent of occurring in any given year.

impact. It is assumed that the proposed buildings' mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed projects would not result in any significant adverse noise impacts related to building mechanical equipment (stationary sources).

Due to existing high levels of ambient noise in the area, building attenuation would be required to ensure that interior noise levels meet the CEQR criteria. The proposed designs for the Project Area include acoustically rated windows and an alternate means of ventilation. The proposed buildings would provide sufficient attenuation to achieve the CEQR interior $L_{10(1)}$ noise level guideline of 45 dBA or lower for residential uses and 50 dBA or lower for commercial uses. The window/wall attenuation and alternate means of ventilation requirements would be codified in a Noise (E) Designation for the Project Area.

Construction activities for the Hudson Tunnel Project would take place on the western portion of the project block immediately west of the Project Area between 2019 and 2026. In addition, a portion of Lot 12 on project site A may be used for construction staging. The Hudson Tunnel DEIS identifies construction $L_{eq(8)}$ noise levels of 97 dBA at project sites A and B during the loudest period of construction (i.e., 12 months of pile driving). However, based on the conceptual construction schedule presented in the Hudson Tunnel DEIS, these activities would occur before the proposed projects would be completed and occupied. Therefore, the Hudson Tunnel DEIS concludes that there would be no significant adverse construction noise impact on the proposed projects as per the *CEQR Technical Manual* construction noise criteria.

In the event the proposed projects are completed and occupied during Hudson Tunnel construction when pile driving is still occurring, construction of the Hudson Tunnel Project would be producing noise levels of 97 dBA $L_{eq(8)}$ at the proposed projects' façades. The Hudson Tunnel DEIS assumed there would be no variation in construction noise levels throughout the work day. Therefore, 97 dBA is also assumed to be the worst-case peak hour construction noise levels in terms of $L_{eq(1)}$.However, the proposed projects will be designed to provide window/wall attenuation such that if pile driving for the Hudson Tunnel Project occurs when the units are occupied, interior noise levels would be in the mid-60s dBA. This would be up to approximately 20 dBA higher than the 45 dBA threshold recommended for residential use according to CEQR noise exposure guidelines. If this occurs, there would be a significant adverse noise impact for up to approximately 12 months. This significant adverse noise impact would be temporary as it is due to construction of the Hudson Tunnel Project. This potential significant adverse noise impact is discussed further below in "Public Health." Once construction of the Hudson Tunnel Project is complete, the interior noise levels would be expected to be below the 45 dBA threshold recommended for residential use according to CEQR noise exposure guidelines.

PUBLIC HEALTH

The analyses presented in this DEIS conclude that the proposed actions would not result in unmitigated significant adverse impacts in the following technical areas: air quality, water quality, or hazardous materials. Although during some periods of construction the proposed actions would result in significant adverse impacts related to noise as defined by *CEQR Technical Manual* thresholds, the predicted overall changes in noise levels would not be large enough to significantly affect public health. Therefore, the proposed actions would not result in significant adverse public health impacts. In addition, the Hudson Tunnel Project construction activities could potentially result in unmitigated significant adverse noise impacts on project buildings if they are occupied during pile driving. This impact is expected to be temporary and short-term during construction of the Hudson Tunnel Project. However, since the noise would not be chronic and would not exceed the threshold of short-term high decibel levels, the predicted noise levels on project buildings resulting from construction of the Hudson

Tunnel Project would not constitute a potential significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The proposed actions would not result in significant adverse impacts to neighborhood character. 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.

CONSTRUCTION

Construction under the proposed actions would result in significant adverse transportation and noise impacts.

Construction for the proposed actions is anticipated to be completed over a 42-month period with completion of project site A in 2022 and the completion of project site B at the end of the third quarter in 2020. However, no air quality or noise impacts are anticipated to occur on project site B during the later phases of construction of project site A.

Additional information for key technical areas is summarized below.

TRANSPORTATION

Traffic

During peak construction, the project-generated vehicle trips at any particular intersection would be comparable to what would be realized with the full build-out of the proposed actions in 2022. Therefore, any potential traffic impacts that may occur during peak construction would be similar to traffic impacts that would be identified for the future with the proposed actions (With Action condition). All of the significant adverse traffic impacts could be fully mitigated. The detailed construction traffic analysis shows that comparable measures could be implemented to similarly mitigate the temporary significant adverse traffic impacts during construction.

Parking

The anticipated construction activities are projected to generate a maximum parking demand of 209 spaces during peak construction. Because there is expected to be a parking shortfall in the future 2022 No Action condition, this construction parking demand, although temporary in nature, could result in a parking shortfall of up to 276 spaces during the weekday peak midday period. This excess construction parking demand would be accommodated on-street, to a small extent due to limited availability, or by the off-street spaces and parking facilities available beyond a ¼-mile radius of the project sites. While there could be a temporary parking shortfall, this would not constitute a significant adverse impact.

Transit

During peak construction, the project-generated transit trips would be fewer than those generated by the proposed actions during operations. Since no significant adverse transit impacts were identified for the With

Action condition, the construction for the proposed actions would not result in any significant adverse transit impacts.

Pedestrians

During peak construction, the project-generated pedestrian trips would be fewer than those generated by the proposed actions during operations. While these construction worker pedestrian trips would primarily occur outside of the typical commuter peak hours (8 to 9 AM and 5 to 6 PM) and be distributed among numerous sidewalks and crosswalks in the area, there could still be a potential for significant adverse pedestrian impacts attributable to the projected construction worker pedestrian trips. However, these impacts, if they do occur, would be equal to or less than the corresponding operational impacts. Accordingly, measures required to mitigate these impacts, which can be advanced at the New York City Department of Transportation's (DOT) discretion prior to the completion of the proposed projects, would be equal to or less than those described below in "Mitigation." In addition, sidewalk protection or temporary sidewalks would be provided in accordance with DOT requirements to maintain pedestrian access if needed.

AIR QUALITY

An emissions reduction program would be implemented at each of the projects sites to minimize the effects of construction activities on the surrounding community. Measures would include, to the extent practicable, dust suppression measures, use of ultra-low sulfur diesel (ULSD) fuel, idling restrictions, diesel equipment reduction, best available tailpipe reduction technologies, and the utilization of newer equipment. With the implementation of these emission reduction measures, construction of the proposed actions would not result in significant adverse air quality impacts.

NOISE AND VIBRATION

Noise

The detailed modeling analysis concluded that construction has the potential to result in construction noise levels that exceed *CEQR Technical Manual* noise impact criteria for an extended period of time at 534 West 30th Street, residences near Eleventh Avenue and West 29th Street and areas on the High Line directly across West 30th Street from the construction work areas.

The north, south, and west façades of 534 West 30th Street and the north and west façades of residences near Eleventh Avenue and West 29th Street would experience maximum exterior noise levels up to low 80s dBA, with noise increases up to 14 dBA compared with No Action levels for durations between approximately 22 to 38 months. Consequently, interior noise levels during construction would be expected to be up to the mid 50s dBA at individual residences, which would result in noise levels higher than the 45 dBA threshold recommended for residential use according to CEQR noise exposure guidelines. Additionally, areas on the High Line directly across West 30th Street from the construction work areas would experience noise levels in the mid 60s to high 70s dBA, which represents increases in noise levels up to approximately 14 dBA compared with No Action levels for approximately a 38-month period during construction. The predicted noise levels during construction at this open space would exceed the levels recommended by CEQR for passive open spaces (55 dBA L_{10}). (Noise levels in these areas already exceed CEQR recommended values under the existing condition.)

Construction noise levels of this magnitude and duration would constitute a significant adverse impact at these locations. At other receptors near the project site, including open space, residential, and institutional receptors, noise resulting from construction for the proposed actions may at times be noticeable, but would be temporary and would generally not exceed typical noise levels in the general area and so would not rise to the level of significant adverse noise impacts.

Vibration

The building of most concern with regard to the potential for structural or architectural damage due to vibration is the 34-story 534 West 30th Street mixed use residential building located approximately 100 feet east of the of the project sites. Based on the distance from the project sites, PPV would not exceed the most stringent 0.5 in/sec threshold at the receptor location mentioned above.

While vibration resulting from impact pile driving may be perceptible and potentially intrusive, it would be of limited duration as pile driving activities would not last more than approximately 10 months.

Furthermore, vibration levels would be lower at floors above the grade level (reducing by approximately 1–2 dB per floor), and at the nearest receptor (i.e., 534 West 30th Street), vibration levels would be below the perceptible threshold at the 18th floor and above.

Consequently, there is no potential for significant adverse vibration impacts from the proposed actions.

HISTORIC AND CULTURAL RESOURCES

The Project Area does not possess archaeological significance and no further assessment is warranted. Therefore, the proposed projects do not have the potential to result in construction period archaeological impacts.

The proposed actions would not result in any significant adverse impacts to architectural resources in the Project Area as no historic architectural resources are located in the Project Area. The granting site, which contains Piers 59, 60, and 61 and their associated headhouses would not be affected by the proposed actions.

Proposed construction activities in the northern portion of the Project Area would occur within 90 feet of the High Line. To protect this historic architectural resource during project construction, a CPP would be prepared and implemented. Therefore, the proposed actions would not result in any significant adverse impacts to historic architectural resources.

HAZARDOUS MATERIALS

The proposed actions would entail demolition of the existing structures and excavation for new foundations and, in some areas, a proposed cellar level which would extend below the depth of the existing basements. To reduce the potential for adverse impacts associated with new construction resulting from the proposed actions, further environmental investigations and remediation will be required. To ensure that these investigations are undertaken, hazardous materials (E) Designations would be placed on the proposed project site lots and Lot 38. The (E) Designation requires approval by OER prior to obtaining DOB permits for any new development entailing soil disturbance.

With the inclusion of the measures required by the (E) Designations, construction for the proposed actions would not result in significant adverse impacts related to hazardous materials.

CONSIDERATION OF THE HUDSON TUNNEL PROJECT

Construction activities for the Hudson Tunnel Project would occur to the immediate west of the Project Area. Plans for the Hudson Tunnel Project would include reinforcing the Northeast Corridor's Hudson River rail crossing by constructing a new tunnel under the Hudson River that will connect to Pennsylvania Station. Construction of the Tunnel is expected to start in 2019 with completion of the project expected in 2026 in the future with or without the proposed actions.

The construction transportation analysis prepared for the Hudson Tunnel DEIS (June 2017) incorporated the operational trips projected for the Block 675 East proposed projects in the future construction

background. This analysis concluded that the construction of the Hudson Tunnel Project would result in significant adverse impacts to nine intersections, a single sidewalk, a single corner area, and two crosswalk locations within the area.[8] As part of the construction of the Hudson Tunnel Project, changes to signal timing and sidewalk widening were proposed as mitigation measures within the Hudson Tunnel DEIS that would fully mitigate impacts at all but four intersections and one corner area. These locations where unmitigated impacts were identified in the Hudson Tunnel DEIS are not among the locations analyzed for the Block 675 East proposed projects given that the proposed projects are not anticipated to generate a significant number of trips at these locations. Peak construction trips associated with the development of the Block 675 East proposed projects would be lower in comparison to the peak operational trips that would materialize upon the full build-out and occupancy of these projects. Hence, the Hudson Tunnel DEIS's construction transportation analysis, which accounted for these operational trips, provided a conservative depiction of conditions during that project's peak construction, since Block 675's peak construction would have occurred at an earlier point in time. During Block 675's peak construction, Hudson Tunnel's construction activities would not have reached its peak. Since peak construction of the Hudson Tunnel would be expected to yield fewer than 100 construction workers present on the Manhattan construction sites, its effects during peak Block 675 construction are expected to be minimal and part of the typical background condition in the area surrounding the project sites.

Based on the conceptual construction schedule presented in the Hudson Tunnel DEIS, the period of highest emissions intensity is anticipated to occur from December 2019 to March 2022 at the Twelfth Avenue shaft construction site—during excavation and construction of the Twelfth Avenue shaft as well as cut and cover of West 30th Street. This period is not expected to overlap with the peak construction activities for the proposed projects (excavation and foundations). During the analysis periods for the proposed actions, the overlap of construction activities would result in higher total air quality concentrations of NO_2, CO, and PM_{10} due to the pollutant emissions associated with the construction activities for the Hudson Tunnel Project. However, the combined maximum pollutant concentrations from construction activities for both the proposed actions and the Hudson Tunnel Project would not result in an exceedance of the NAAQS for these pollutants. Combining the maximum concentrations from the Hudson Tunnel Project with the maximum concentrations from the proposed project results in a conservatively high estimate of potential cumulative concentrations. It is likely that the highest results from the different projects would occur under different dates and different meteorological conditions (e.g., different wind direction and speed) and consequently would not actually occur simultaneously.

The DEIS for the Hudson Tunnel Project concluded that $PM_{2.5}$ incremental concentrations exceed the City's *de minimis* criteria at locations immediately adjacent to the Twelfth Avenue shaft construction site during the most intense period of construction for the Hudson Tunnel Project. As discussed in the Hudson Tunnel DEIS, although there is the potential for significant adverse air quality impacts in accordance with the New York City impact criteria, the maximum predicted total concentrations are predicted to be lower than the corresponding NAAQS and therefore, construction associated with the Hudson Tunnel Project would not result in any significant adverse air quality impacts under the Federal impact criteria. As discussed above, during this time period, the proposed project sites are both anticipated to be in the superstructure stage of construction when emissions are anticipated to be well below the most intense periods of construction activities (i.e., excavation and foundation stages) analyzed. Since the most intensive construction activities for the Hudson Tunnel Project and the proposed projects are not expected to occur simultaneously, maximum concentrations are not anticipated to be combined. Furthermore, maximum modeled concentrations from the construction of the proposed actions and the construction of the Hudson Tunnel Project would not occur in the same location. Therefore, the pollutant concentrations from construction

[8] U.S. Department of Transportation Federal Railroad Administration and NJ TRANSIT. Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. Chapter 5A: Traffic and Pedestrians. Tables 5A-45 and 5A-48. June 2017.

activities at nearby receptor locations would be attributed to either the Hudson Tunnel Project as disclosed in the Hudson Tunnel DEIS or by the proposed actions and would not alter the conclusions presented in the Hudson Tunnel DEIS or the DEIS for the proposed actions.

Based on the conceptual construction schedule presented in the Hudson Tunnel DEIS, the most noise intensive periods of construction activity from the Hudson Tunnel Project (i.e., pile driving associated with the Twelfth Avenue shaft and 30th Street work) would occur between December 2019 and April 2020 and between September 2020 and March 2021. Since the proposed projects are anticipated to be in quieter stages of construction cumulative peak construction noise levels from the proposed projects and the Hudson Tunnel Project experienced at the receptors surrounding the proposed projects would be negligible. Therefore, taking into consideration the Hudson Tunnel Project, there would be no additional significant adverse noise impacts from construction activities or additional mitigation measures needed.

MITIGATION

COMMUNITY FACILITIES—PUBLICLY FUNDED CHILD CARE FACILITIES

Existing child care facilities have a total capacity of 213 slots and an enrollment of 178 children (83.6 percent utilization). The proposed actions are anticipated to increase the demand for child care facilities in the 2-mile study area by 29 children to 395 children. Compared to a capacity of 213 slots, this would create a deficit of 182 slots. Assuming this demand is accommodated at existing child care facilities, the facilities would operate at 185.4 percent, which represents an increase in the utilization rate of 13.6 percent over the No Action condition. Child care facilities in the study area would operate over capacity, and the increase in the utilization rate would be over 5 percentage points. In that event, the proposed projects would result in a significant adverse impact on child care facilities.

To reduce the increase in child care utilization in the study area to less than the 5 percent threshold, the number of affordable units for families at or below 80 percent AMI generated by the proposed actions would need to be reduced by 157 from 248 to 91. This is not considered an acceptable measure as it would reduce the number of affordable and market rate units such that the proposed projects would not be feasible.

The impact may be reduced before the two proposed buildings have been completed. It is noted that the demand for publicly funded child care slots in Administration of Children's Services (ACS)-contracted child care facilities depends on the number of children of low-income families who meet the eligibility criteria. Families could also use alternatives to publicly funded child care facilities. Parents may enroll their children in public child care centers outside of the study area, such as near their place of work. Families could also use ACS vouchers at private child care centers. Accordingly, the impact may be less than as described above due to a number of factors.

Possible mitigation measures for this significant adverse impact will be developed in consultation with ACS. Under the *CEQR Technical Manual*, mitigation measures for a significant child care impact may include provision of suitable space on-site for a child care facility, provision of a suitable location off-site and within a reasonable distance (at a rate affordable to ACS providers), or funding or making program or physical improvements to support additional capacity. Absent the implementation of such mitigation measures, the proposed actions could have an unmitigated significant adverse impact on publicly funded child care facilities.

OPEN SPACE

The proposed actions would result in a significant adverse open space impact due to the increased user population.

Potential mitigation measures are currently being explored by the private applicants in consultation with the lead agency, DCP, and the New York City Department of Parks and Recreation (NYC Parks) and will be refined between the DEIS and the FEIS. The mitigation measures will reflect the nature and scope of the open space impacts, taking into account the quantitative and qualitative factors in the open space assessment. The *CEQR Technical Manual* lists potential mitigation measures for open space impacts. These measures may include, but are not limited to, creating new open space within the study area; funding for improvements, renovation, or maintenance at existing local parks and/or playgrounds; or improving open spaces to increase their utility or capacity to meet identified open space needs in the area, such as through the provision of additional active open space facilities. One of the mitigation measures being considered is improvements to Clement Clark Moore playground located close to the southern edge of the open space study area. If feasible mitigation consistent with the nature and extent of the impact is identified, the impacts would be considered partially mitigated. As the significant adverse impact on open space would not be fully mitigated, the proposed actions would result in an unavoidable adverse impact on open space.

SHADOWS

In the spring and fall, the proposed actions would result in significant adverse shadow impacts to vegetation on two portions of the High Line north of the Project Area. Certain species located in these areas are not shade tolerant. Potential mitigation measures would include replacement of sunlight sensitive vegetation with shade tolerant vegetation. There is currently a construction bridge for the Eastern Rail Yards development over the portion of the High Line east of Eleventh Avenue. Since this bridge already appears to have affected the vegetation, it is anticipated that the vegetation under the construction bridge will need to be replaced when the bridge is removed. The replacement vegetation could include shade tolerant species appropriate to this urban location. Replacement with shade tolerant species would avoid the potential shadows impact in this area. For the portion of the High Line west of Eleventh Avenue that is likely to be affected by shadows due to the proposed actions, mitigation measures would include regular inspection and replanting with more shade tolerant species if necessary due to shadow impacts of the proposed projects.

TRANSPORTATION

The proposed actions would result in potential significant adverse impacts to traffic and pedestrians, as detailed below. No significant adverse impacts were identified for parking, transit, and vehicular and pedestrian safety.

Traffic

Traffic conditions were evaluated at four intersections for the weekday AM, midday, and PM peak hours. In the With Action condition, there would be the potential for significant adverse traffic impacts at two intersections during the weekday AM peak hour, two intersections during the weekday midday peak hour, and one intersection during the weekday PM peak hour, as summarized in **Table S-5**.

Table S-5
Summary of Significant Adverse Traffic Impacts

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
EB/WB Street	**NB/SB Street**			
West 30th Street	Route 9A/Twelfth Avenue	SB-L	SB-L	SB-L
West 29th Street	Route 9A/Twelfth Avenue	WB-L WB-R	WB-R	
Total Impacted Intersections/Total Impacted Lane Groups		2/3	2/2	1/1
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.				

The locations where significant adverse traffic impacts are predicted to occur could be fully mitigated with the implementation of standard traffic mitigation measures. With the implementation of some signal timing changes, which are subject to review and approval by the DOT, the significant adverse traffic impacts

identified above could be fully mitigated.

Pedestrians

Pedestrian conditions were evaluated at eight sidewalks, 16 corner reservoirs, and 11 crosswalks for the weekday AM, midday, and PM peak hours. In the With Action condition, the proposed actions would result in significant adverse pedestrian impacts at one crosswalk during the weekday AM, midday, and PM peak hours, and another crosswalk only during the weekday midday peak hour, as summarized in **Table S-6**.

Table S-6
Summary of Significant Adverse Pedestrian Impacts

Pedestrian Elements	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
South Crosswalk of 33rd Street and Eleventh Avenue	Impacted	Impacted	Impacted
East Crosswalk of 33rd Street and Eleventh Avenue		Impacted	

Widening the south and east crosswalks of West 33rd Street and Eleventh Avenue to increase pedestrian space would adequately mitigate the projected crosswalk impacts. The proposed pedestrian mitigation measures would be subject to review and approval by DOT.

CONSTRUCTION

Construction of the proposed buildings—as is the case with any construction project—would result in some temporary disruptions in the surrounding area. Construction activities would result in temporary significant adverse impacts in the areas of transportation and noise. Potential measures to mitigate these temporary significant adverse impacts are described below.

Transportation

During peak construction project-generated traffic, transit, and pedestrian trips would be less than the trips with the full build-out of the proposed projects in 2022. Therefore, the potential transportation-related impacts during peak construction would be similar to or less than the significant adverse impacts identified for the future with the proposed projects. Based on the construction trip projections and comparison with the operational trip analysis results, construction of the proposed projects would have the potential to result in significant adverse traffic impacts. Construction for the proposed projects is not anticipated to result in any significant adverse transit or pedestrian impacts during construction. Accordingly, measures identified above under “Transportation” could be implemented early at the discretion of DOT to address actual conditions experienced at that time.

Noise

The detailed noise modeling analysis concluded that construction of the proposed projects has the potential to result in construction noise levels that exceed the *CEQR Technical Manual* noise impact criteria for an extended period of time at 534 West 30th Street, residences near Eleventh Avenue and West 29th Street, and portions of the High Line directly across West 30th Street from the construction work area. There are no feasible and practical measures to mitigate the construction noise impacts predicted to occur. The residences identified already have insulated glass windows and alternate means of ventilation allowing for the maintenance of a closed-window condition (i.e., air conditioning). Therefore, further receptor controls at these residences would not be effective in substantially reducing noise levels at the residences, and there are no other feasible or practicable mitigation measures that would not extend the construction schedule and therefore the duration of construction noise. There would also be no feasible or practicable mitigation options at the High Line that would be effective in reducing the construction noise level increments to below the *CEQR Technical Manual* impact criteria or that would reduce the duration of those exceedances to less than two years. Additionally, construction of the Hudson Tunnel Project and the Hudson Yards project is anticipated to create construction noise at these receptors at levels comparable to or greater than those predicted from the proposed actions. Construction noise mitigation options for the proposed actions, including quieter equipment and noise barriers, would not significantly lower the cumulative construction

noise levels at these receptors during times that construction of the proposed actions would overlap with construction of these other nearby projects. Therefore, no construction noise mitigation measures are proposed.

PROJECT PERMUTATIONS

Table S-7 presents the anticipated impacts of the two projects individually. The technical areas in which there would be changes from the conclusions of the cumulative analyses for the two proposed projects are described below the table.

Table S-7
Summary of Anticipated Impacts

Area of Environmental Concern	Future with only Project on Site A	Future with only Project on Site B[1]
Publicly funded child care	Impact on publicly funded child care	No Impact on child care
Open Space	No Impact	No Impact
Shadows—High Line	Impact only east of Eleventh Avenue	No Impact
Traffic	Impact at two intersections	No Impact
Pedestrians	Impact at one location	Impact at one location
Noise	Potential impact from Hudson Tunnel Construction	Potential impact from Hudson Tunnel Construction
Construction—Transportation	Impact	No Impact
Construction—Noise	Impact at High Line and Residences at 534 West 30th Street and near Eleventh Avenue and West 29th Street	No Impact

Note: [1] As described in "Analytical Framework" and consistent with the other analyses in this EIS, floor area from Lot 38 is being studied as part of the project site B development

If only project site A is developed, there would be a significant adverse impact on child care, but it would be less than the cumulative impact. If only project site B is developed, there would not be a significant adverse impact on child care facilities.

If only project site A is developed, there would be no significant adverse impact on open space; similarly, if only project site B is developed, there would be no significant adverse impact on open space.

If only project site A is developed, there would be a significant adverse shadows impact, but it would be less than the cumulative impact because it would only occur east of Eleventh Avenue. If only project site B is developed, there would not be a significant adverse shadows impact.

If only project site A is developed, there would be a significant adverse traffic impact at the same two intersections identified in the cumulative analysis. If only project site B is developed, there would not be a significant adverse traffic impact.

If only project site A is developed, there would be a significant adverse pedestrian impact at one of the two locations identified in the cumulative analysis. Similarly, if only project site B is developed, there would be a significant adverse pedestrian impact at one of the two locations identified in the cumulative analysis.

There is the potential for construction of the Hudson Tunnel Project to result in temporary significant adverse noise impacts to residents in both project buildings, if certain Hudson Tunnel construction activities, such as pile driving, take place after the proposed buildings are completed and occupied. If this occurs, there would be a temporary significant adverse noise impact for up to approximately 12 months for either building, regardless of whether the other building is constructed.

If only project site A is built, there would likely be fewer transportation impacts during construction, and/or the impacts would be of lesser magnitude. If only project site B is built, construction trips associated with only project site B would not result in an exceedance of the CEQR analysis threshold. Therefore, construction of project site B would not result in any significant adverse construction transportation impacts.

If only project site A is built, construction noise impacts are anticipated for both the High Line and the residences at 534 West 30th Street and near Eleventh Avenue and West 29th Street. Construction of project site B is expected to last 23 months. Therefore, based on CEQR guidance, noise level increases at any nearby receptors would not be considered significant adverse impacts.

ALTERNATIVES TO THE PROPOSED ACTIONS

NO ACTION ALTERNATIVE

The No Action Alternative is the "Future without the proposed actions" described in each of the analysis chapters of this document. The No Action Alternative would not modify the Special Hudson River Park District, and there would be no development rights transfer to further the goals of HRPT and support its maintenance and development. The Project Area would not be rezoned to C6-4X.

Residential, community facility, and a wider range of commercial uses would not be allowed on the Project Area, nor could there be any increase in density beyond the existing allowable FAR. The No Action Alternative, unlike the proposed actions, would not include a mix of uses and density compatible with surrounding uses and would not provide permanently affordable housing at a range of income levels, a potential FDNY-EMS station, retail uses that are suited to the needs of the neighborhood, and improvements to the streetscape. The No Action Alternative would not enliven the Project Area and would not bring a new population to this currently underutilized location.

The potential significant adverse impacts related to child care, shadows, transportation, and construction that would occur with the proposed actions would not occur with the No Action Alternative.

REDUCED IMPACTS ALTERNATIVE

The purpose of this alternative is to determine if there is a practicable alternative to the proposed actions that could reduce the project impacts while still maintaining project goals. This alternative proposes two development options to address a reduction by approximately 50 percent in the degree of the significant adverse impacts identified for child care and shadows with the proposed actions. Both of these development options would reduce the identified significant adverse open space impact. Neither of these options would eliminate the construction transportation, construction noise, and operational noise significant adverse impacts.

Neither option under this alternative would achieve the goals and objectives of the applicants to the extent the proposed actions would, since both would significantly reduce the number of market rate and affordable units on the project sites and, thus would not support the goal of creating market rate and affordable housing. In addition, the density of development under this alternative would need to utilize fewer development rights from Hudson River Park and any purchase of Hudson River Park development rights would therefore provide no significant financial support to Hudson River Park.

Option 1

To reduce the child care impact by approximately 50 percent, the number of child care slots needed would have to be reduced by nine. To achieve this, the number of affordable units for families at or below 80 percent AMI would need to be reduced by 79 units from 248 to 169. There would be 847 residential units total. The 169 affordable units would result in an increase in utilization over the No Action condition of 8.9

percentage points—lower than the proposed actions, but still above the five percent threshold identified in the *CEQR Technical Manual*. Therefore, this alternative would reduce, but not eliminate the significant adverse impact on publicly funded child care facilities.

In addition to reducing the child care impacts, this alternative would eliminate the significant adverse impact to open space, but would not remove significant adverse impacts to shadows, transportation, construction transportation, or construction noise, nor would it remove the potential significant adverse operational noise impact that could be created by placing new residences in an area subject to construction noise from the Hudson Tunnel Project.

Option 2

The purpose of this option is to determine if there is a practicable alternative to the proposed actions that could reduce the significant adverse shadow impacts to vegetation on two portions of the High Line in the spring and fall by approximately 50 percent. To achieve this, the analysis considers a lower building with a height of 200 feet (there would be 603 total units of which 121 would be affordable); based on computer modeling of the shadows impacts, the buildings would need to be reduced to approximately this height to realize the intended reduction of approximately 50 percent in the significant adverse shadows impacts.

In addition to reducing the significant adverse shadows impact, this alternative would eliminate the significant adverse open space impact. It would not remove significant adverse impacts to child care, transportation, construction transportation, or construction noise, nor would it remove the potential significant adverse operational noise impact that could be created by placing new residences in an area subject to construction noise from the Hudson Tunnel Project.

NO SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The purpose of this alternative is to determine if there is a practicable alternative to the proposed actions that could eliminate the project impacts while still maintaining project goals. The buildings would be six stories tall (approximately 100 feet tall), and there would be 195 units on project site A and 66 on project site B.

This alternative would eliminate the significant adverse impacts in the areas of shadows, child care, open space, traffic, and construction noise. However, it would not eliminate the significant adverse pedestrian impacts. As described above, no feasible alternatives have been identified that would remove the significant adverse impacts identified in the areas of construction transportation and operational noise due to Hudson Tunnel construction.

This alternative would not achieve the goals and objectives of the applicants to the extent the proposed actions would, because it would reduce the number of market rate units by approximately 80 percent. In addition, the density of development under this alternative would need to utilize fewer development rights from Hudson River Park and the purchase of Hudson River Park development rights would therefore provide no significant support to Hudson River Park.

UNAVOIDABLE ADVERSE IMPACTS

Unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impossible.

The proposed actions would result in significant adverse impacts with respect to publicly funded child care facilities, open space, shadows, transportation, operational noise (during Hudson Tunnel construction), and construction-period transportation and noise. To the extent practicable, mitigation has been proposed for

these identified significant adverse impacts. Transportation impacts can be fully mitigated. However, in some instances, no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the proposed actions that would meet the proposed actions' purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

PUBLICLY FUNDED CHILD CARE FACILITIES

With the proposed actions, child care facilities in the study area would operate over capacity, and the increase in the utilization rate would be over five percentage points. Therefore, the proposed projects would result in a significant adverse impact on child care facilities. Possible mitigation measures will be developed in consultation with ACS. Under the *CEQR Technical Manual*, mitigation measures for a significant child care impact may include provision of suitable space on-site for a child care facility, provision of a suitable location off-site and within a reasonable distance (at a rate affordable to ACS providers), or funding or making program or physical improvements to support additional capacity. Absent the implementation of such mitigation measures, the proposed actions could have an unmitigated significant adverse impact on publicly funded child care facilities.

OPEN SPACE

The proposed actions would result in a significant adverse open space impact due to the increased user population.

Potential mitigation measures for the identified significant adverse open space impacts are currently being explored by the private applicants in consultation with the lead agency, DCP, and NYC Parks and will be refined between the DEIS and the FEIS. The mitigation measures will reflect the nature and scope of the open space impacts, taking into account the quantitative and qualitative factors in the open space assessment. The *CEQR Technical Manual* lists potential mitigation measures for open space impacts. These measures may include, but are not limited to, creating new open space within the study area; funding for improvements, renovation, or maintenance at existing local parks and/or playgrounds; or improving open spaces to increase their utility or capacity to meet identified open space needs in the area, such as through the provision of additional active open space facilities. One of the mitigation measures being considered is improvements to Clement Clark Moore playground located close to the southern edge of the open space study area. If feasible mitigation consistent with the nature and extent of the impact is identified, the impacts would be considered partially mitigated. As the significant adverse impact on open space would not be fully mitigated, the proposed actions would result in an unavoidable adverse impact on open space.

SHADOWS

The proposed actions would result in significant adverse shadow impacts to vegetation on portions of the High Line on the March 21/September 21 analysis day. At these times, project-generated shadow would fall on two portions of the High Line north of the Project Area. These areas would receive less than four to six hours of direct sunlight in part due to the proposed buildings' shadows. This could potentially affect the health of sunlight-sensitive vegetation.

Potential mitigation measures for shadow impacts to vegetation would generally include replacement of sunlight sensitive vegetation with shade tolerant vegetation and may also include regular inspection and replanting if necessary due to shadow impacts of the proposed projects. Potential mitigation will be explored between DEIS and FEIS in consultation with NYC Parks, Friends of the High Line, and DCP. Absent the implementation of mitigation, the proposed actions would have an unmitigated shadows significant adverse impact on portions of the High Line vegetation.

NOISE

Construction activities for the Hudson Tunnel Project would take place on the western portion of the project block immediately west of the Project Area. In addition, a portion of Lot 12 on project site A may be used for construction staging. The Hudson Tunnel DEIS identifies construction $L_{eq(1)}$ noise levels of 97 dBA at project sites A and B during the loudest period of construction (i.e., 12 months of pile driving). However, based on the conceptual construction schedule presented in the Hudson Tunnel DEIS, these activities would occur before the proposed projects would be completed and occupied. Therefore, the Hudson Tunnel DEIS concludes that there would be no significant adverse construction noise impact on the proposed projects as per the *CEQR Technical Manual* construction noise criteria.

In the event the proposed projects are occupied during Hudson Tunnel pile driving, that activity would produce noise levels of 97 dBA $L_{eq(8)}$ at the proposed projects' façades. However, the proposed projects will be constructed to provide window/wall attenuation so that interior noise levels would be in the mid-60s dBA. This would be up to approximately 20 dBA higher than the 45 dBA threshold recommended for residential use according to CEQR noise exposure guidelines. If Hudson Tunnel pile driving occurs when the proposed buildings are occupied, there would be an unmitigated significant adverse noise impact for up to approximately 12 months. This significant adverse noise impact would be temporary as it is due to construction of the Hudson Tunnel Project.

For this temporary condition, no practicable noise mitigation measures have been identified beyond the proposed attenuation because it is uncertain that the Hudson Tunnel construction schedule would occur while the project buildings are occupied and, if they are occupied, once construction of the Hudson Tunnel Project is complete, the interior noise levels would be expected to be below the 45 dBA threshold recommended for residential use according to CEQR noise exposure guidelines.

CONSTRUCTION NOISE

There are no feasible and practical measures to mitigate the construction noise impacts predicted to occur at 534 West 30th Street, residences near Eleventh Avenue and West 29th Street and portions of the High Line directly across West 30th Street from the construction work areas. The residences identified already have insulated glass windows and alternate means of ventilation allowing for the maintenance of a closed-window condition (i.e., air conditioning). Therefore, further receptor controls at these residences would not be effective in substantially reducing noise levels at the residences. There would also be no feasible or practicable mitigation options at the High Line that would be effective in reducing the construction noise level increments to below the *CEQR Technical Manual* impact criteria or that would reduce the duration of those exceedances to less than two years. Construction noise mitigation options, including quieter equipment and noise barriers, would not significantly lower the cumulative construction noise levels at these receptors when construction would overlap with other construction projects nearby. Therefore, construction noise impacts would be unmitigated.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

While the residential and commercial uses facilitated by the proposed actions are expected to introduce new populations to the Project Area, there are already well-established residential and commercial markets in the study area, and therefore the proposed actions are not expected to significantly alter existing economic patterns in the study area. The proposed actions do not include the introduction of significant new infrastructure or significant expansion of infrastructure capacity (e.g., sewers, central water supply) that would result in indirect development. Overall, the proposed actions are not expected to induce any significant additional growth beyond that identified and analyzed in this Environmental Impact Statement, and no further assessment is warranted.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources, both natural and man-made, would be expended in the construction and operation of the proposed projects. These resources include the materials used in construction; energy in the form of gas and electricity consumed during construction and operation of the developments; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the development.

These resources are considered irretrievably committed because their reuse for some purpose other than the development would be highly unlikely. Redevelopment of the Project Area would constitute an irreversible and irretrievable commitment of the project sites as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term. However, the land use change that would occur as a result of the proposed actions would be compatible with existing conditions and trends in the neighborhood. The Project Area does not possess any natural resource of significant value, and the sites have been previously developed.

These commitments of materials and land resources are weighed against the benefits of the proposed actions. The transfer of floor area to the project sites is intended to facilitate the necessary funds to provide significant improvements to Hudson River Park, a critical open space asset and an important amenity for neighborhoods in the surrounding area and beyond. The proposed project would also enable the transformation of the eastern portion of an underutilized block into a mixed-use development with residences serving a variety of income levels, provide permanently affordable housing, potentially a public facility (a FDNY-EMS Station), and retail uses that are suited to the needs of the neighborhood, and improvements to the streetscape.

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