Chapter 1: Project Description

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 (see **Figure 1-1**). 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 (see **Figure 1-2**). 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 (see **Figures 1-3 and 1-4**). 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

11/20/2017



Project Area/Proposed Receiving Sites

Proposed Granting Site

Existing Special Hudson River Park District

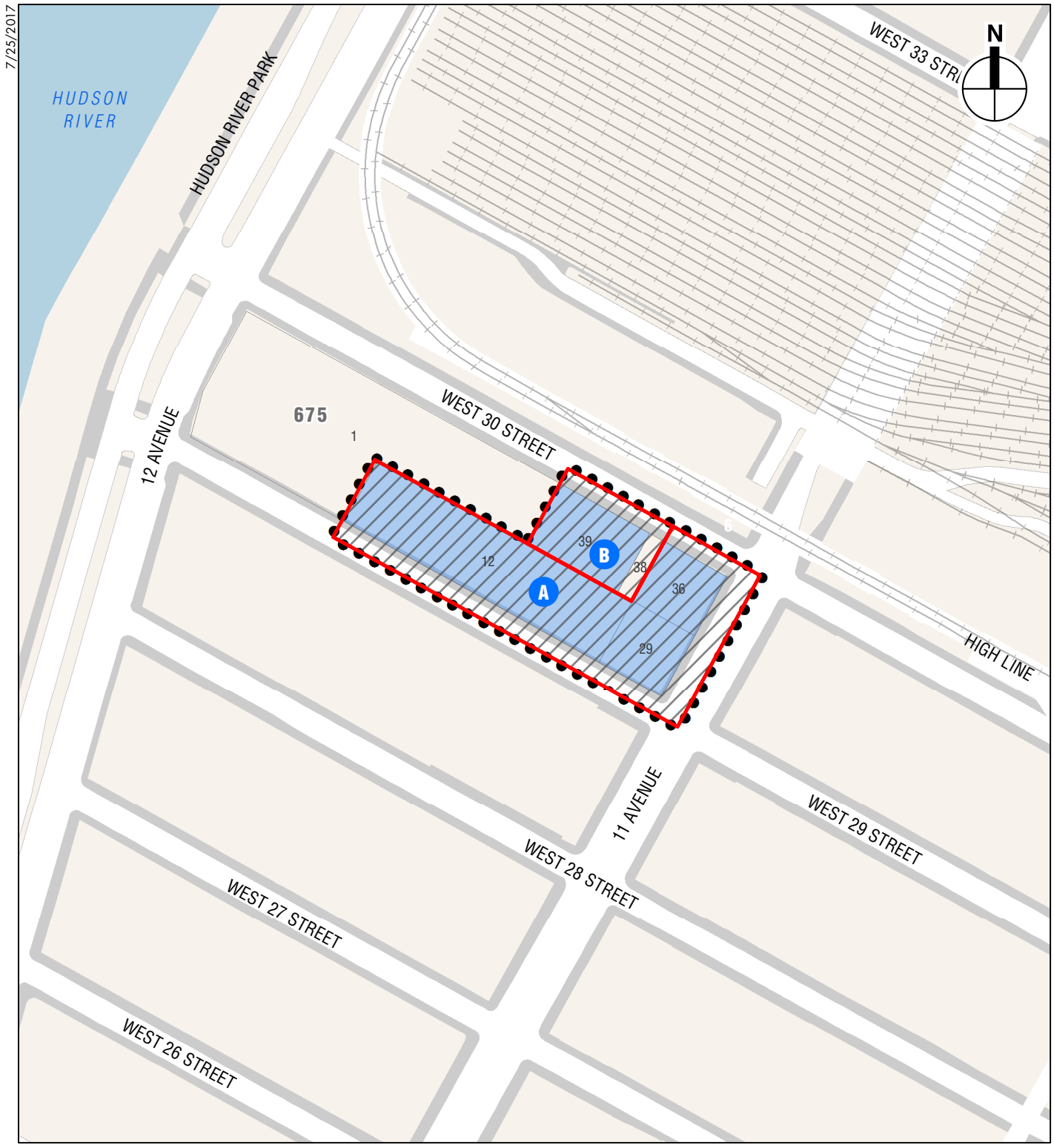
Proposed Special Hudson River Park District

0 2,000 FEET

BLOCK 675 EAST

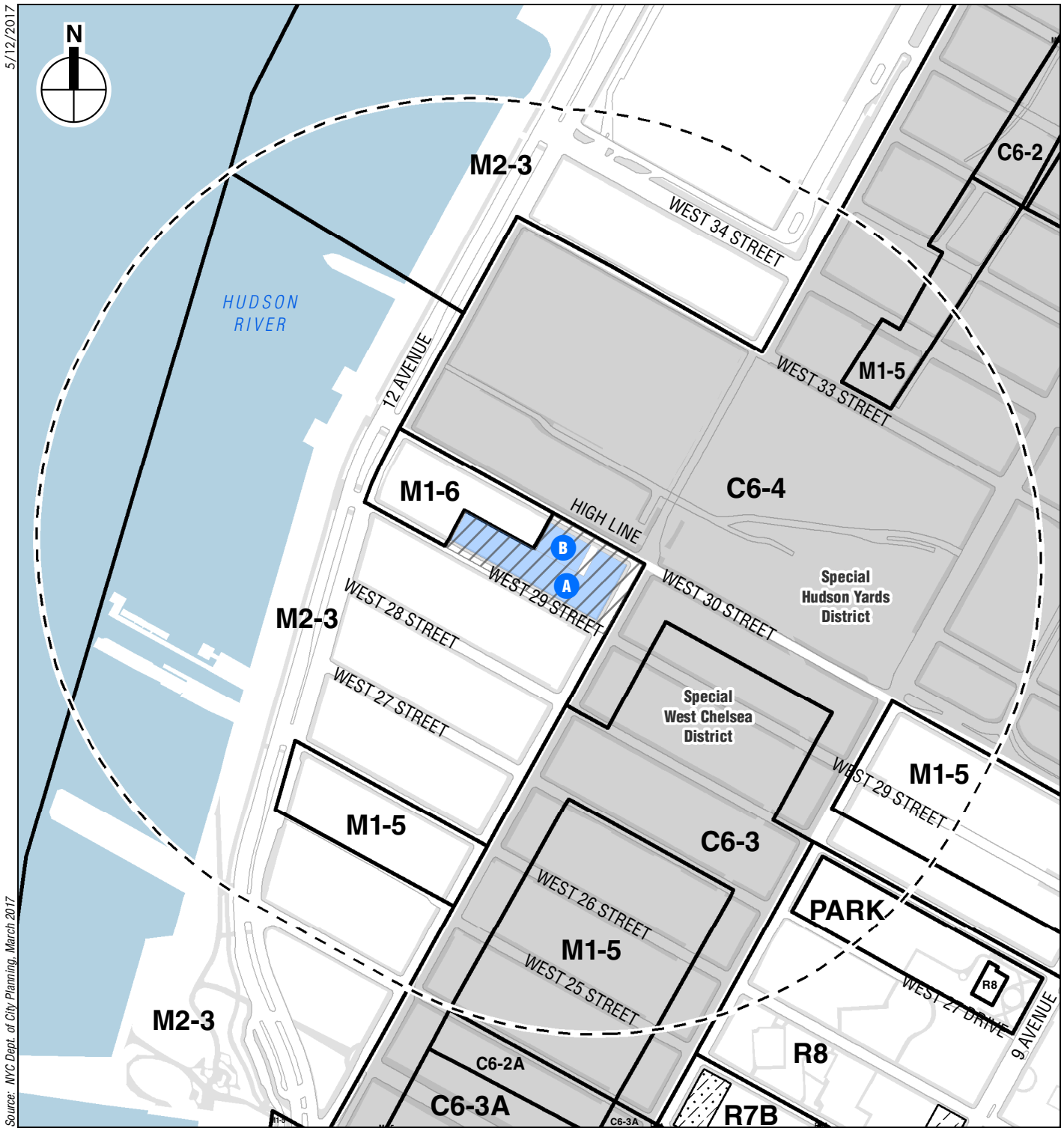
Project Location

Figure 1-1



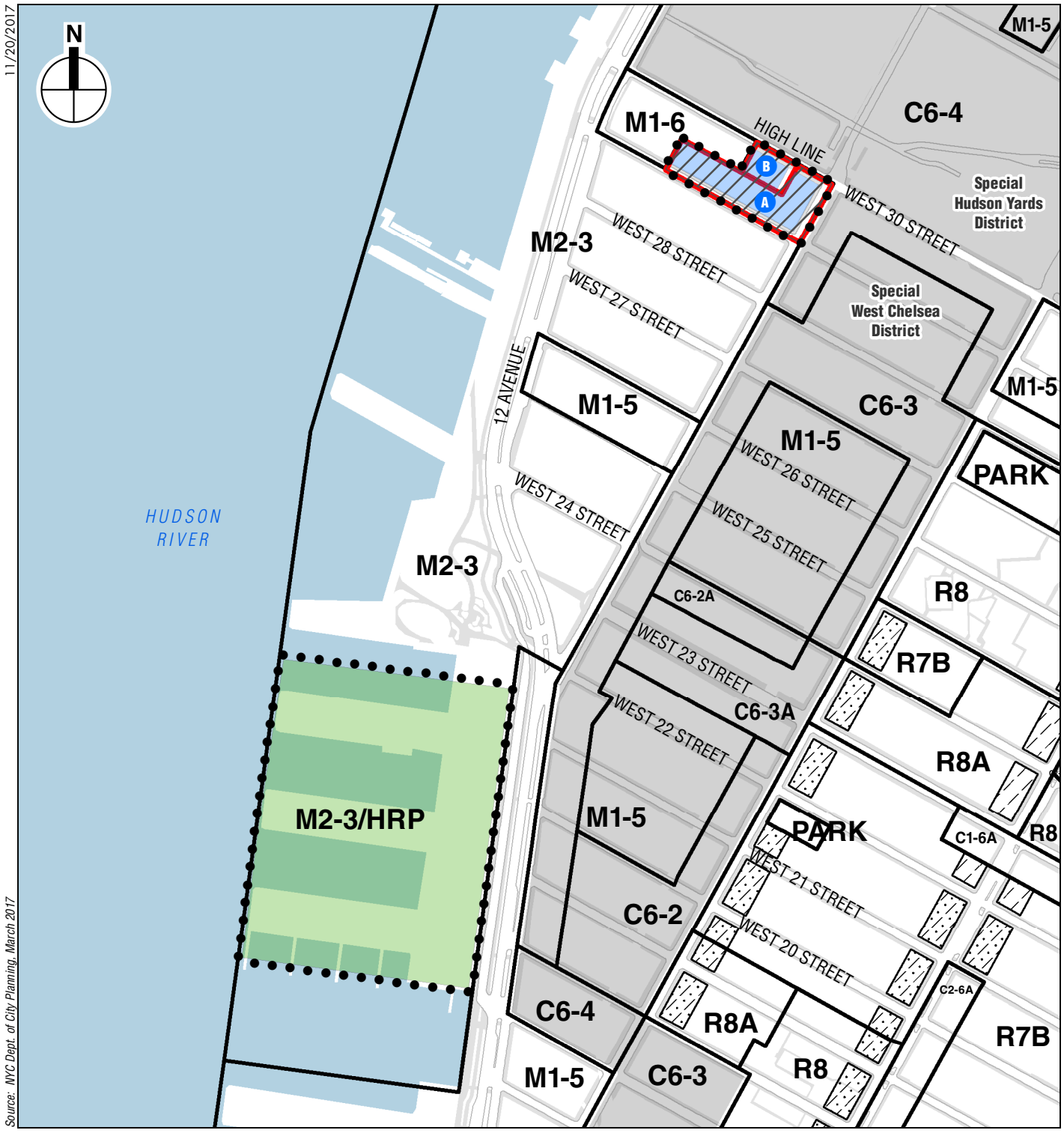
BLOCK 675 EAST

Project Sites
Figure 1-2



BLOCK 675 EAST

Existing Zoning
Figure 1-3



A Project Sites
Granting Site
Proposed C6-4X/HRP
Zoning Districts
C1-5 Commercial Overlay District
C2-5 Commercial Overlay District
Special Purpose District

Project Area
Receiving Sites

Proposed Special Hudson River Park District

0 500 FEET

BLOCK 675 EAST

Proposed Zoning
Figure 1-4

within Hudson River Park that could receive improvements funded by the transfer of development rights.

PROJECT AREA

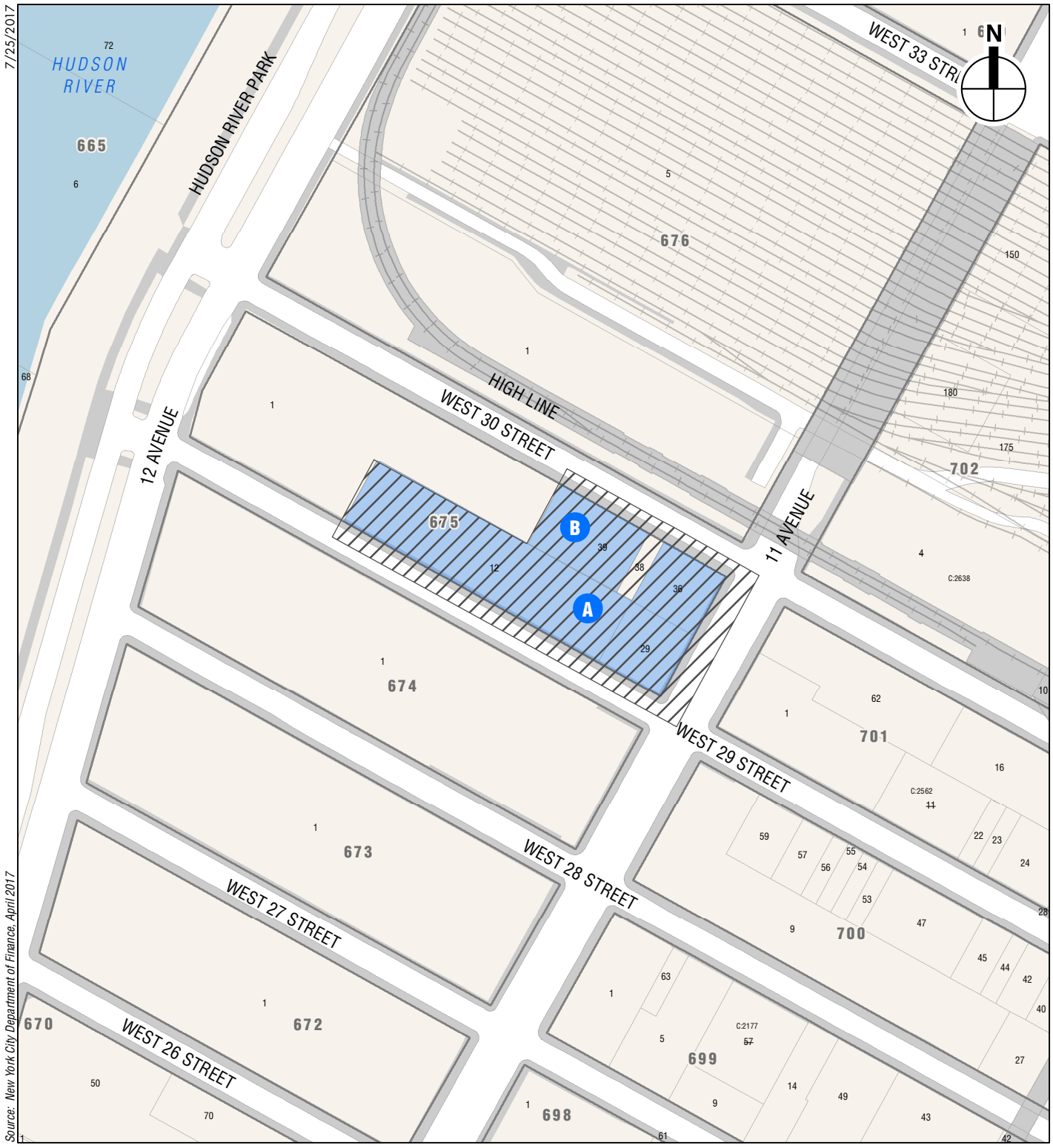
The Project Area consists of project site A (Block 675, Lots 12, 29, and 36), project site B (Block 675, Lot 39), as well as Lot 38. These lots are divided between two project sites and an intervening lot which is part of neither project site (see **Figures 1-2 and 1-5**). The Project Area would be rezoned 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.

The 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



A Project Sites

16124 Tax Block Number and Boundary

33 Tax Lot Number and Boundary

Project Area
Receiving Sites

0 500 FEET

BLOCK 675 EAST

Project/Receiving Sites Tax Map
Figure 1-5

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 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.

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.

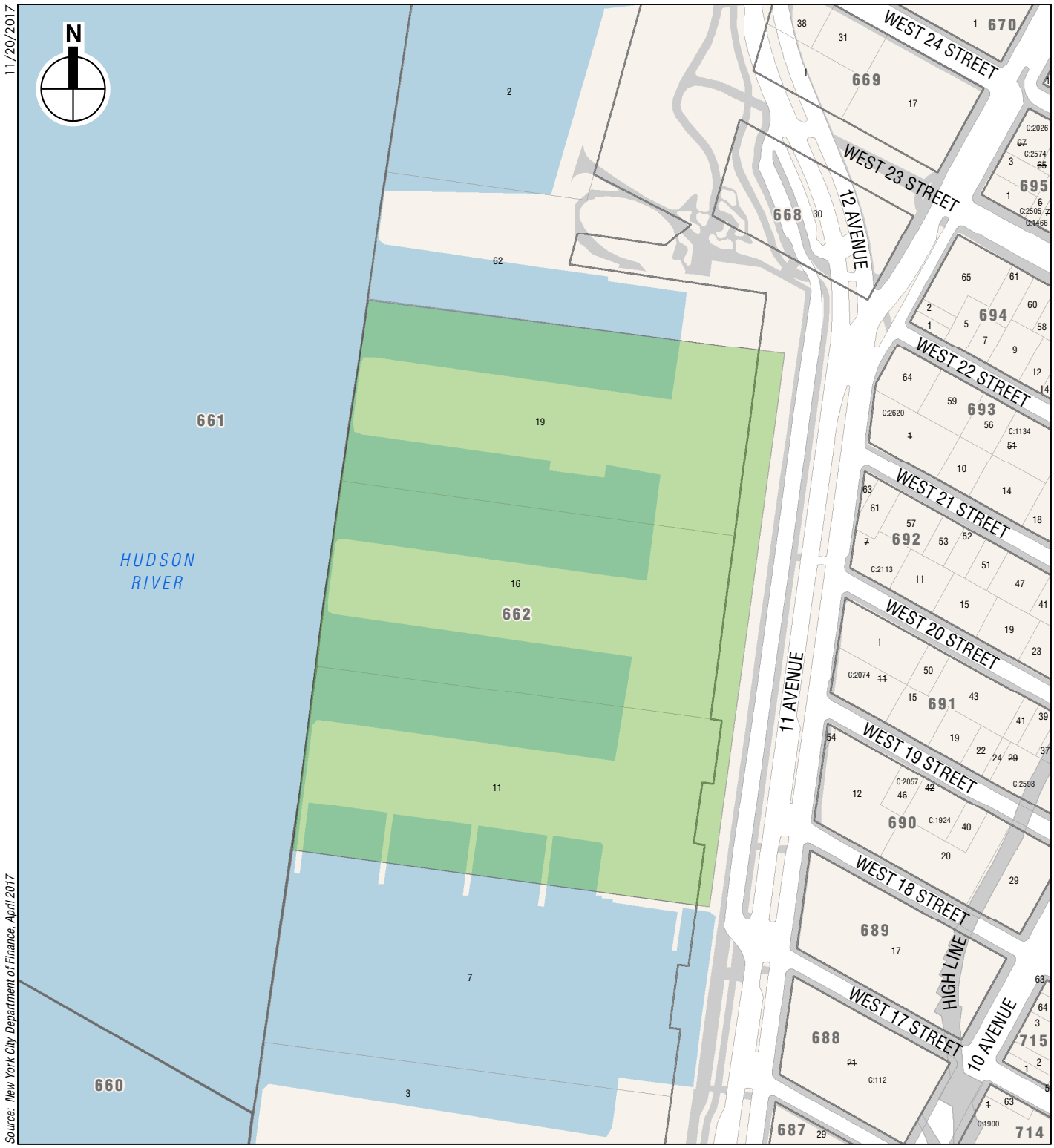
LOT 38

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, as shown on **Figure 1-6**.

[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).



Granting Site

16124 *Tax Block Number and Boundary*

33 *Tax Lot Number and Boundary*

0 500 FEET

BLOCK 675 EAST

Granting Site Tax Map
Figure 1-6

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 park areas that were analyzed as part of the Hudson River Park Master Plan within Community Board 4 that remain incomplete. 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. A draft of the proposed zoning text amendment is included at **Appendix A**;
  - 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

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

Resolution Section 89-02, modify certain provisions of the Special Hudson River Park District. A draft of the proposed zoning text amendment is included at **Appendix A**; 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;
    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 Chapter 2, "Analytical Framework." 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 1-1**).

Table 1-1
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 (see

Figures 1-7 through 1-13). 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 Zoning Resolution Section 89-21 (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.

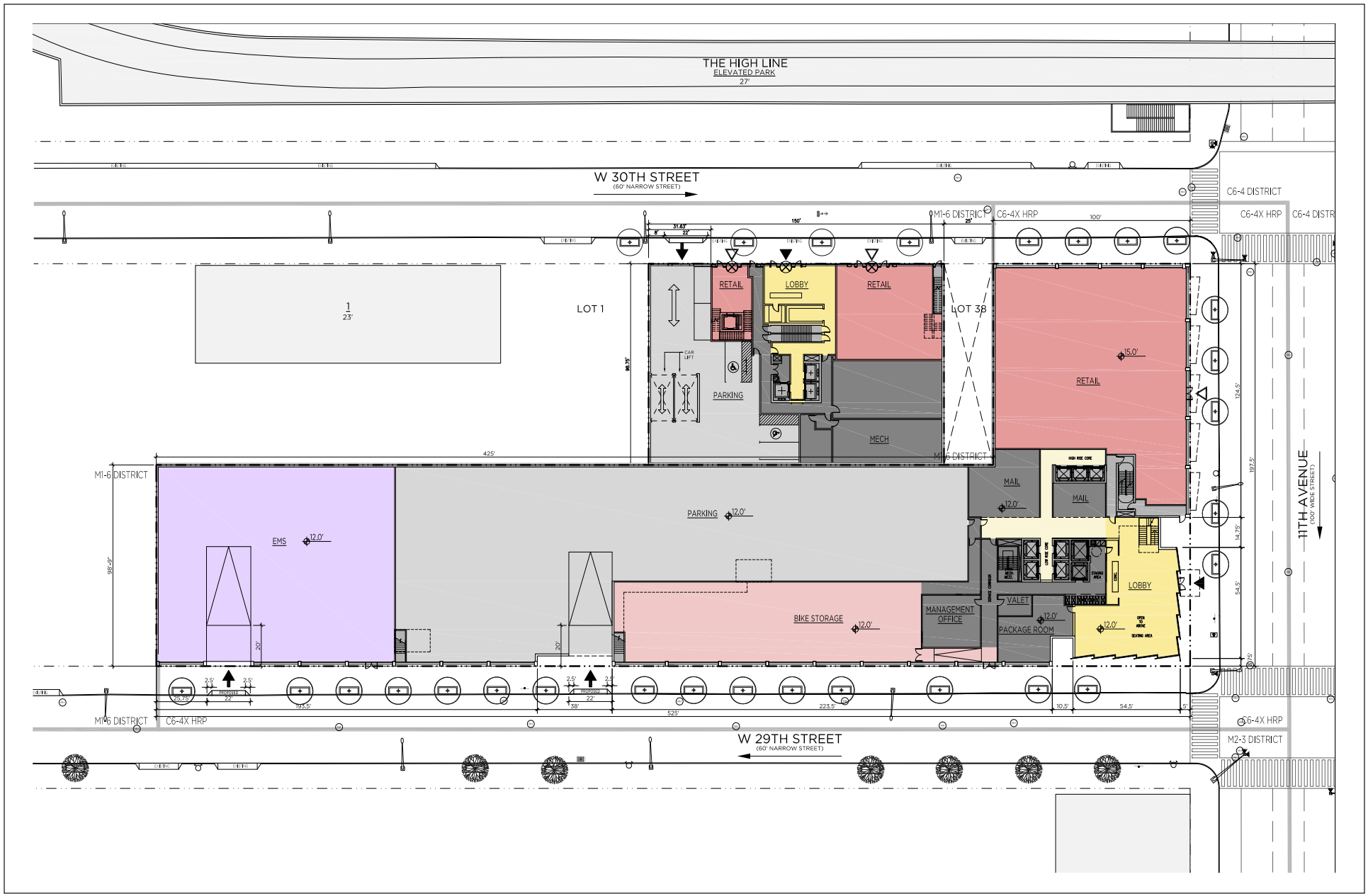
The MIH program includes two primary options that set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 requires a total 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 1-1**). 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.



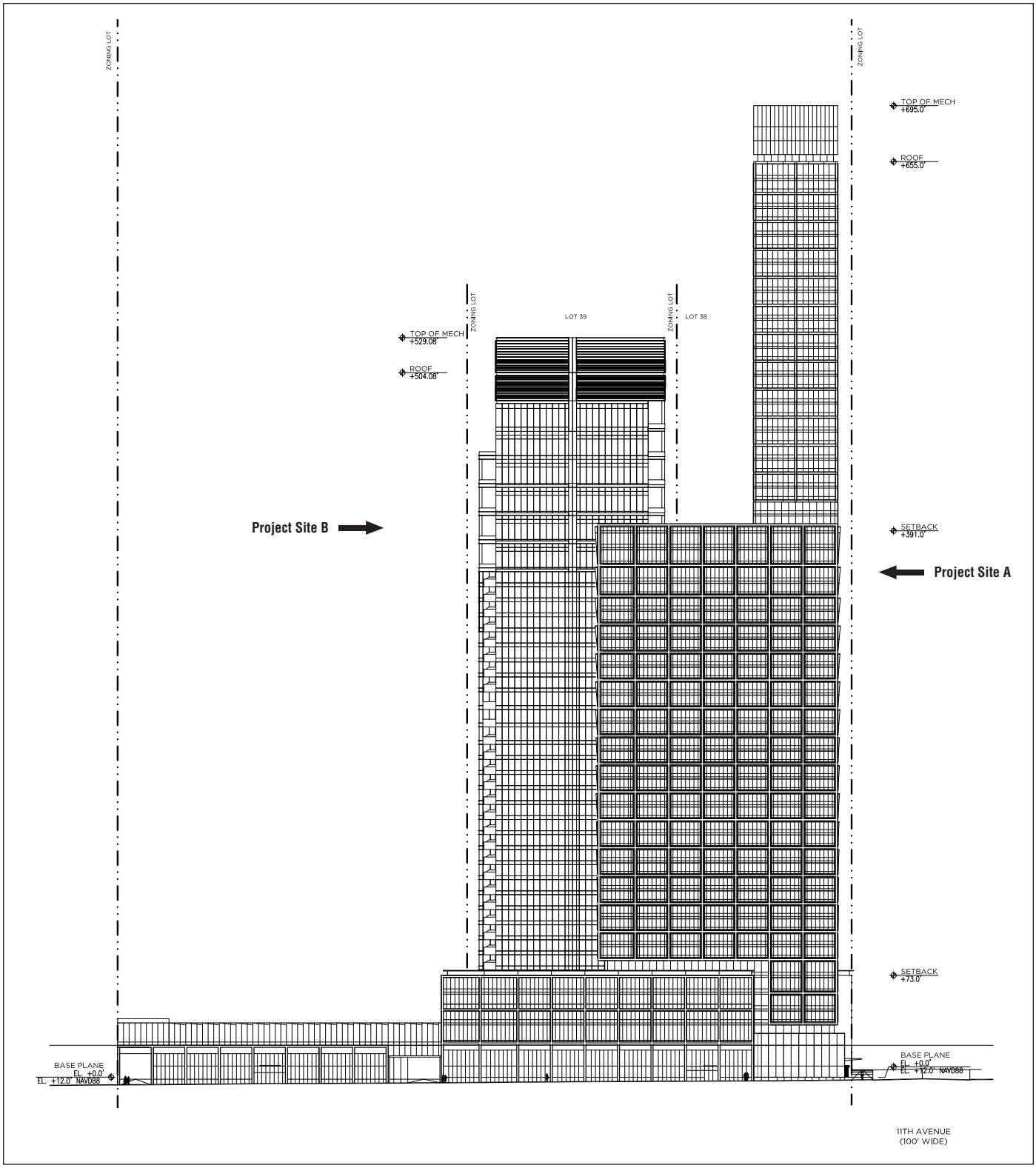
Source: *FXFowle*

Certain elements of building design, such as building height and bulk, will be controlled under the proposed Special Permit. Other elements, such as facade materials, are shown for illustrative purposes only.

Ground-Floor Plan

BLOCK 675 EAST

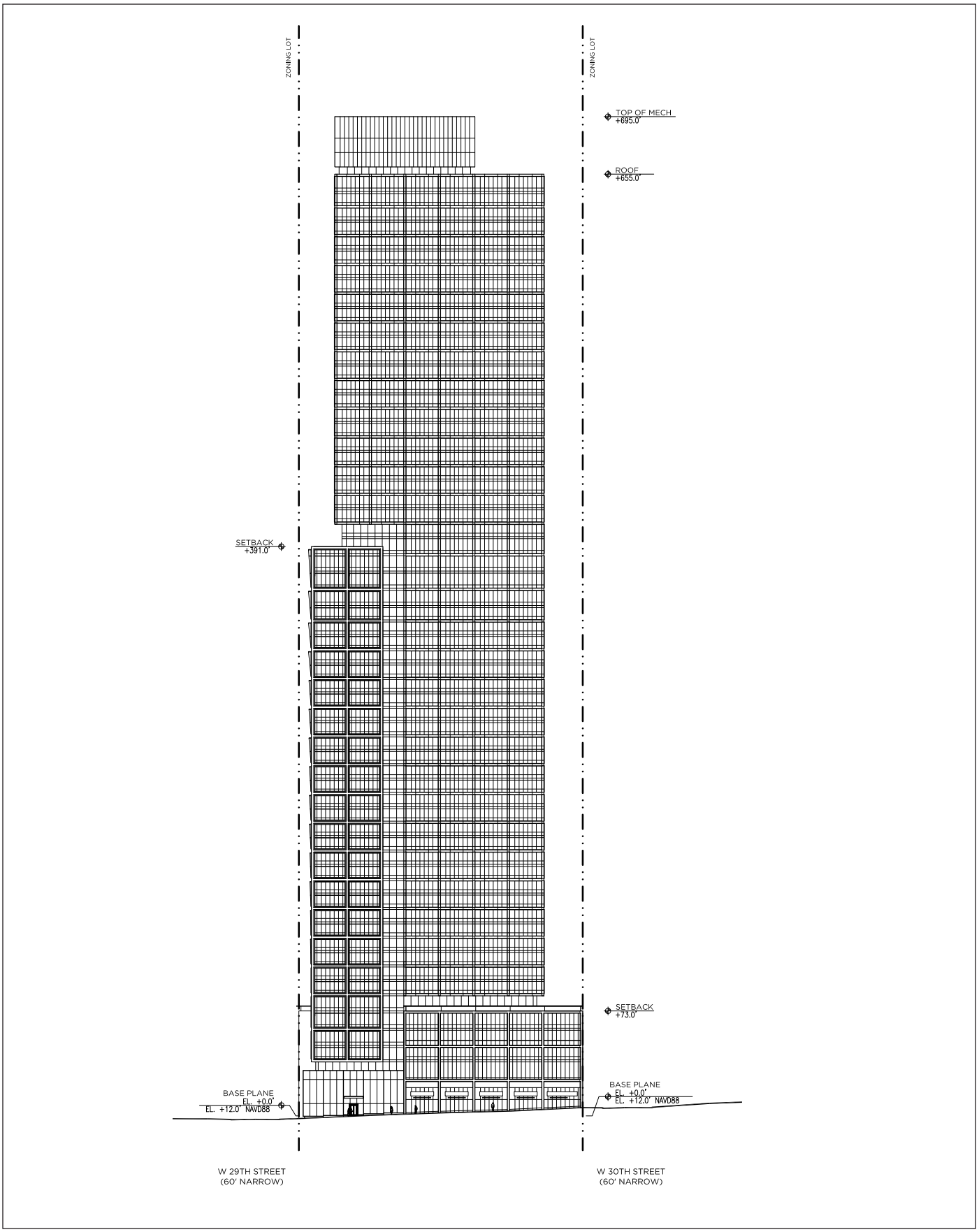
Figure 1-7



Source: *FXFowle*

Certain elements of building design, such as building height and bulk, will be controlled under the proposed Special Permit. Other elements, such as facade materials, are shown for illustrative purposes only.

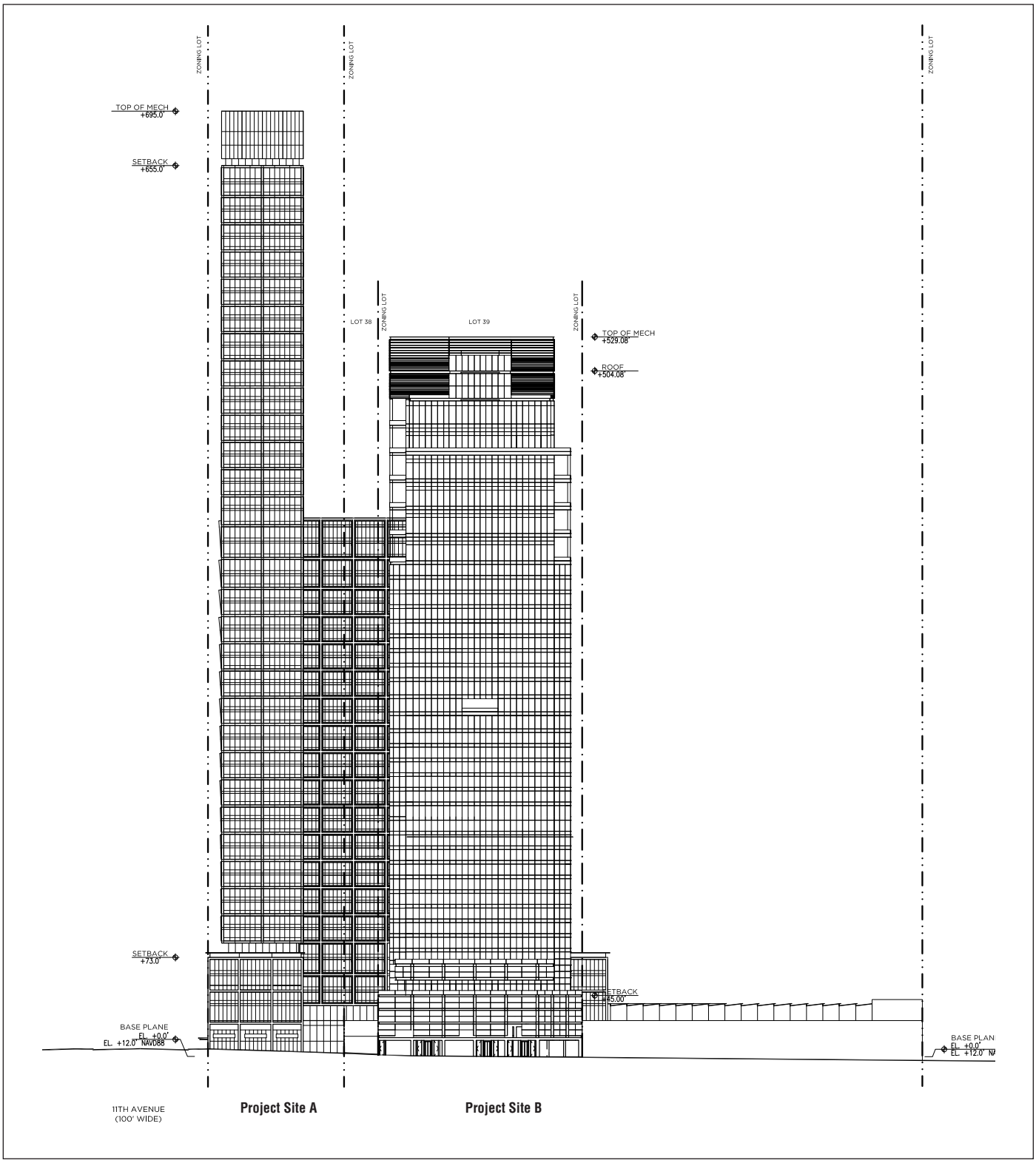
Project Sites A and B:
South Elevation



Source: *FXFowle*

Certain elements of building design, such as building height and bulk, will be controlled under the proposed Special Permit. Other elements, such as facade materials, are shown for illustrative purposes only.

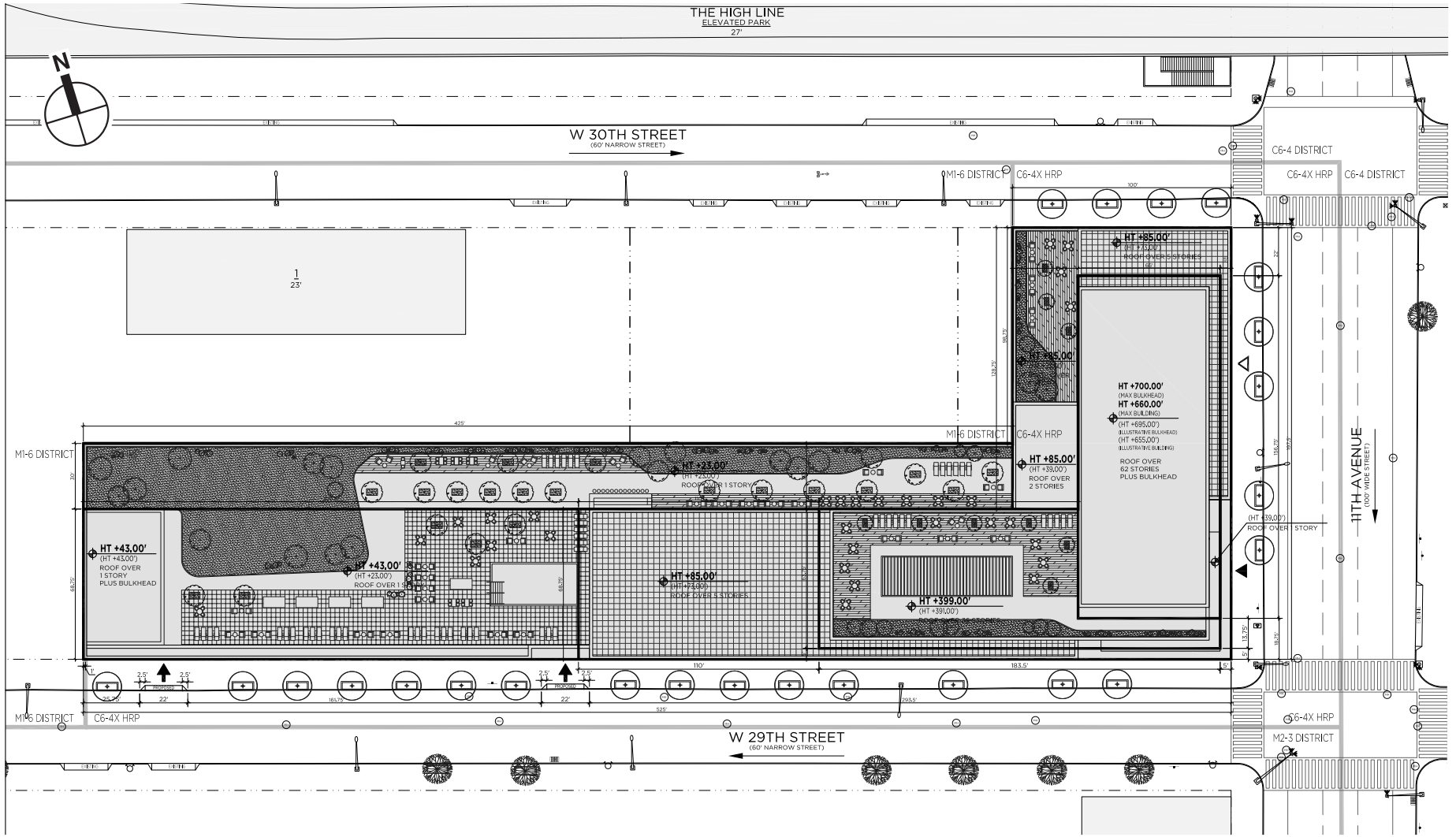
Project Site A: East Elevation



Source: *FXFowle*

Certain elements of building design, such as building height and bulk, will be controlled under the proposed Special Permit. Other elements, such as facade materials, are shown for illustrative purposes only.

Project Sites A and B:
North Elevation
Figure 1-10

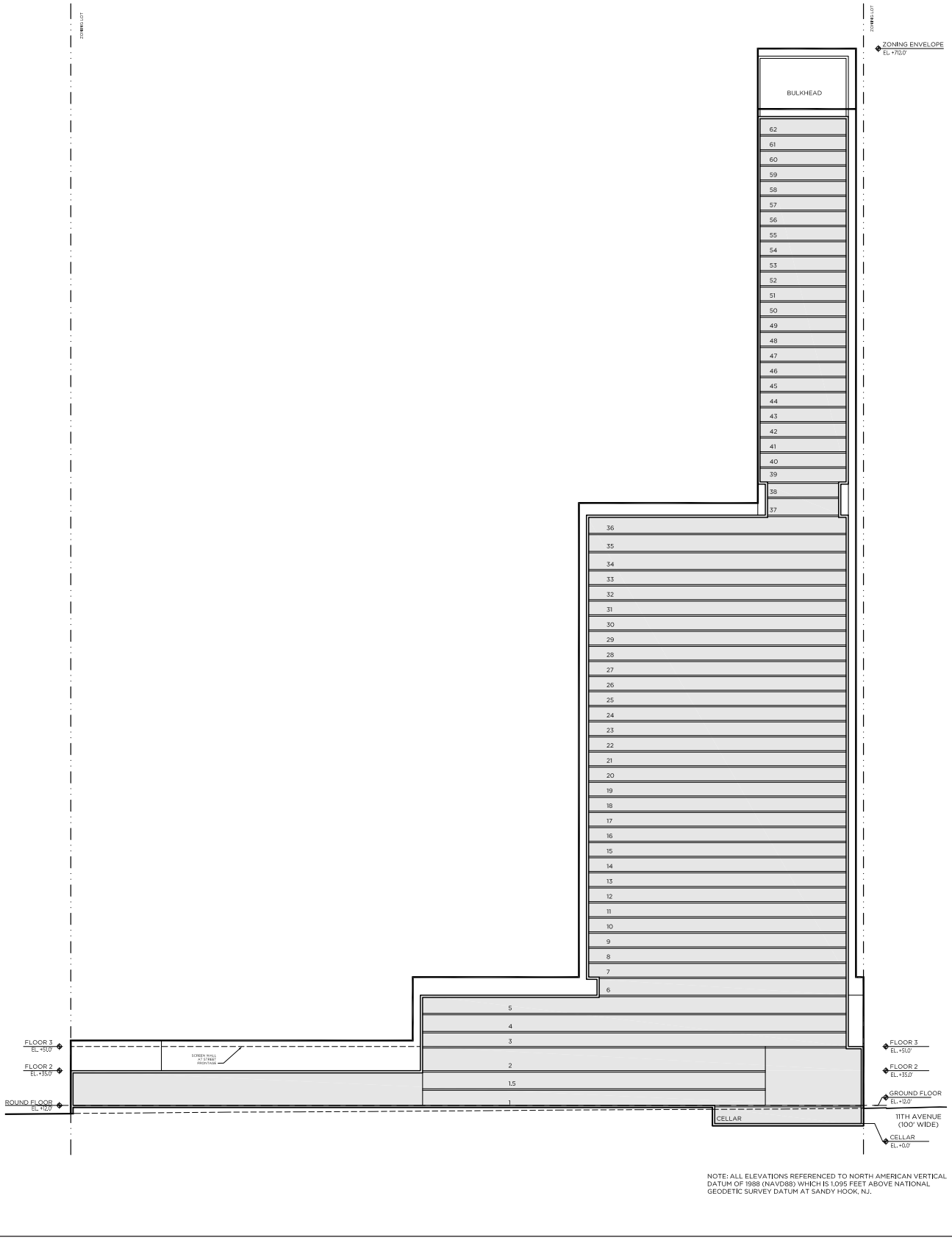


Source: *FXFowle*

Project Site A: Proposed Roof Plan

BLOCK 675 EAST

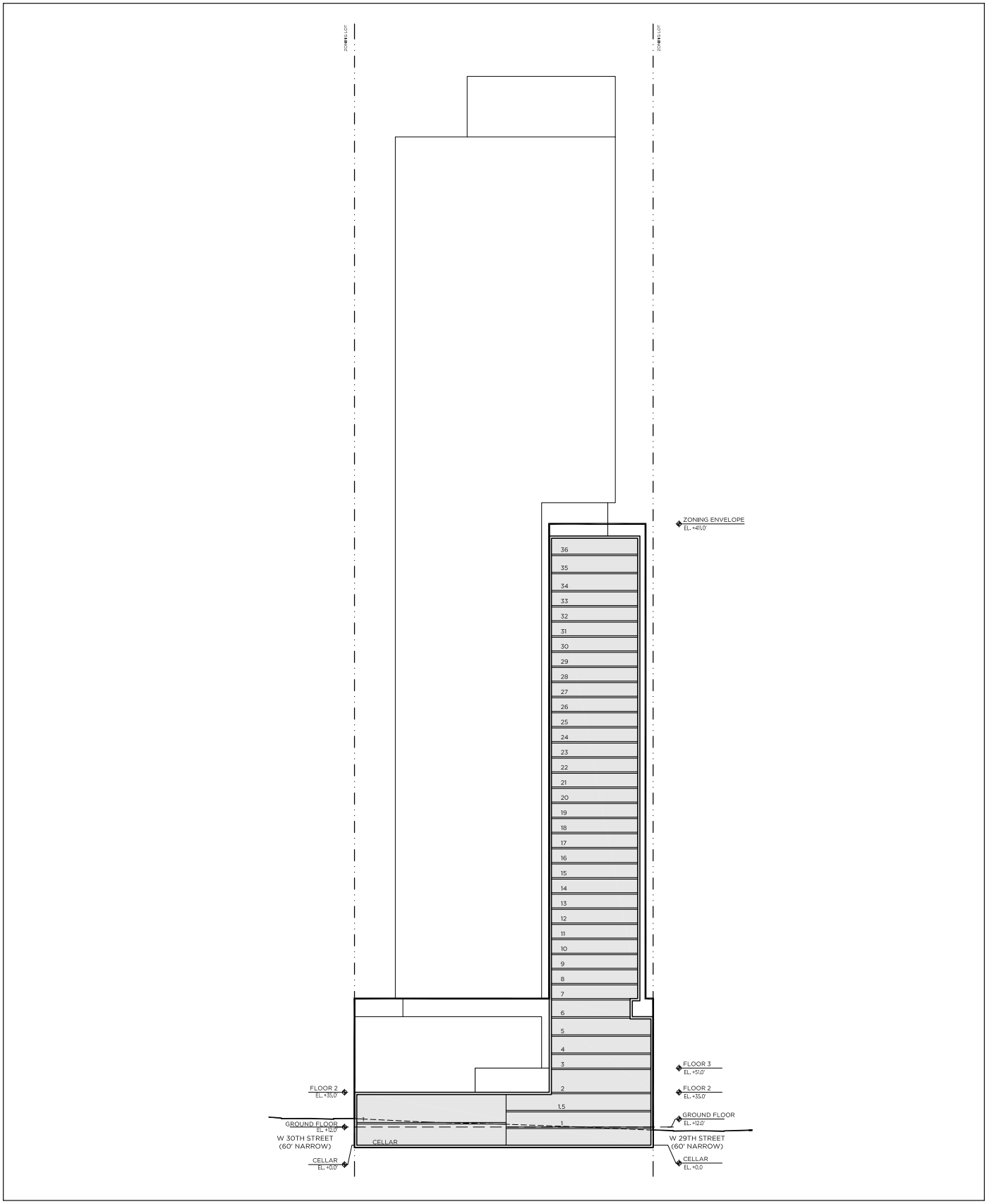
Figure 1-11



Source: *FXFowle*

Project Site A:
East-West Section of Proposed Tower

Figure 1-12



Source: *FXFowle*

Project Site A:
North-South Section of Proposed Midrise Wing

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.

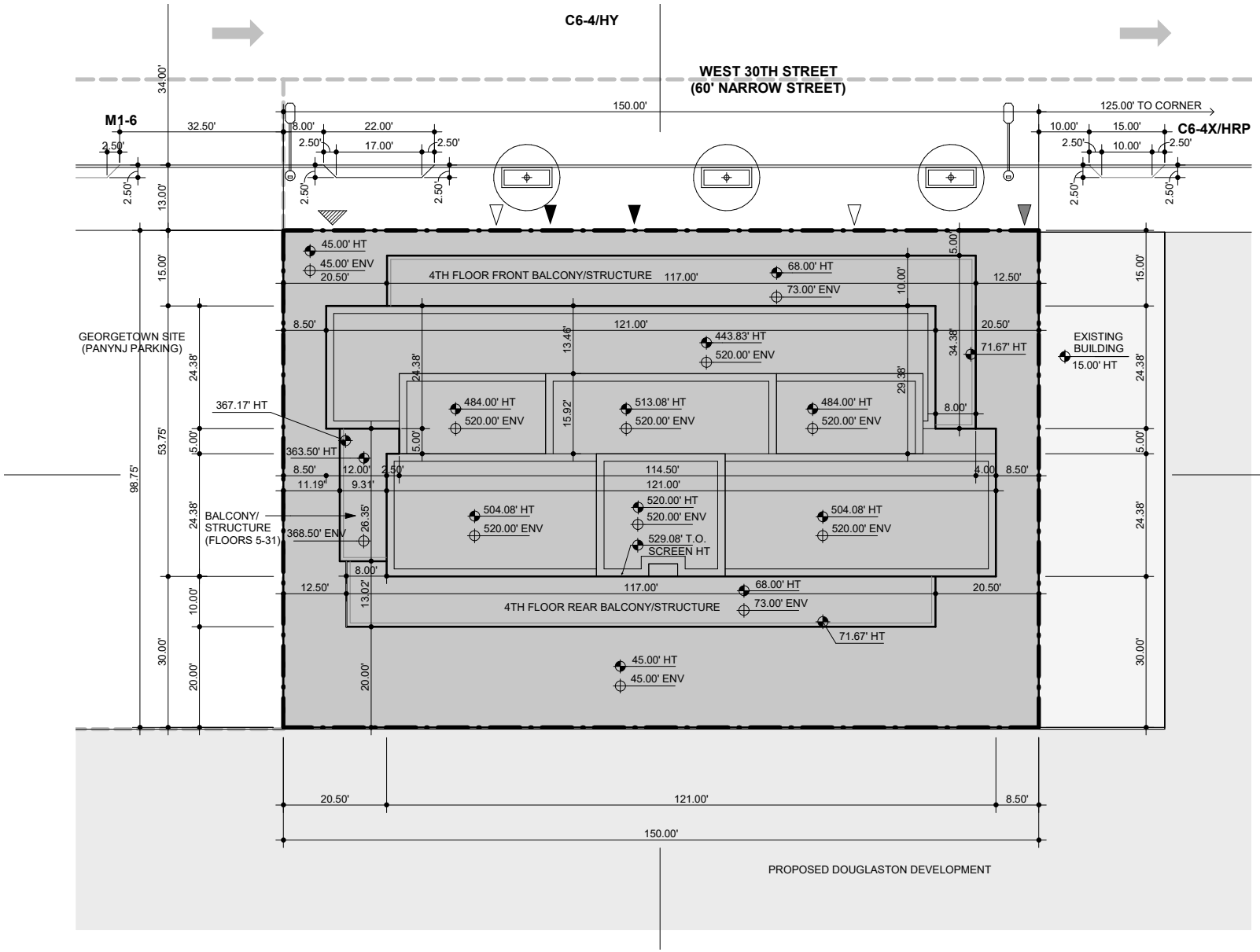
As described in more detail in Chapter 2, "Analytical Framework," Lot 1 is subject to the temporary easement by PANYNJ for the ARC project. While that specific project has since been abandoned, a portion of Lot 12 may be needed for Hudson Tunnel Project construction staging purposes between 2019 and 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 (see **Figures 1-7 through 1-10**). 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 Zoning Resolution Section 89-21 (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), 37-story primarily residential mixed-use building with a two-story base (see **Figures 1-14 through 1-16**). 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

[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).

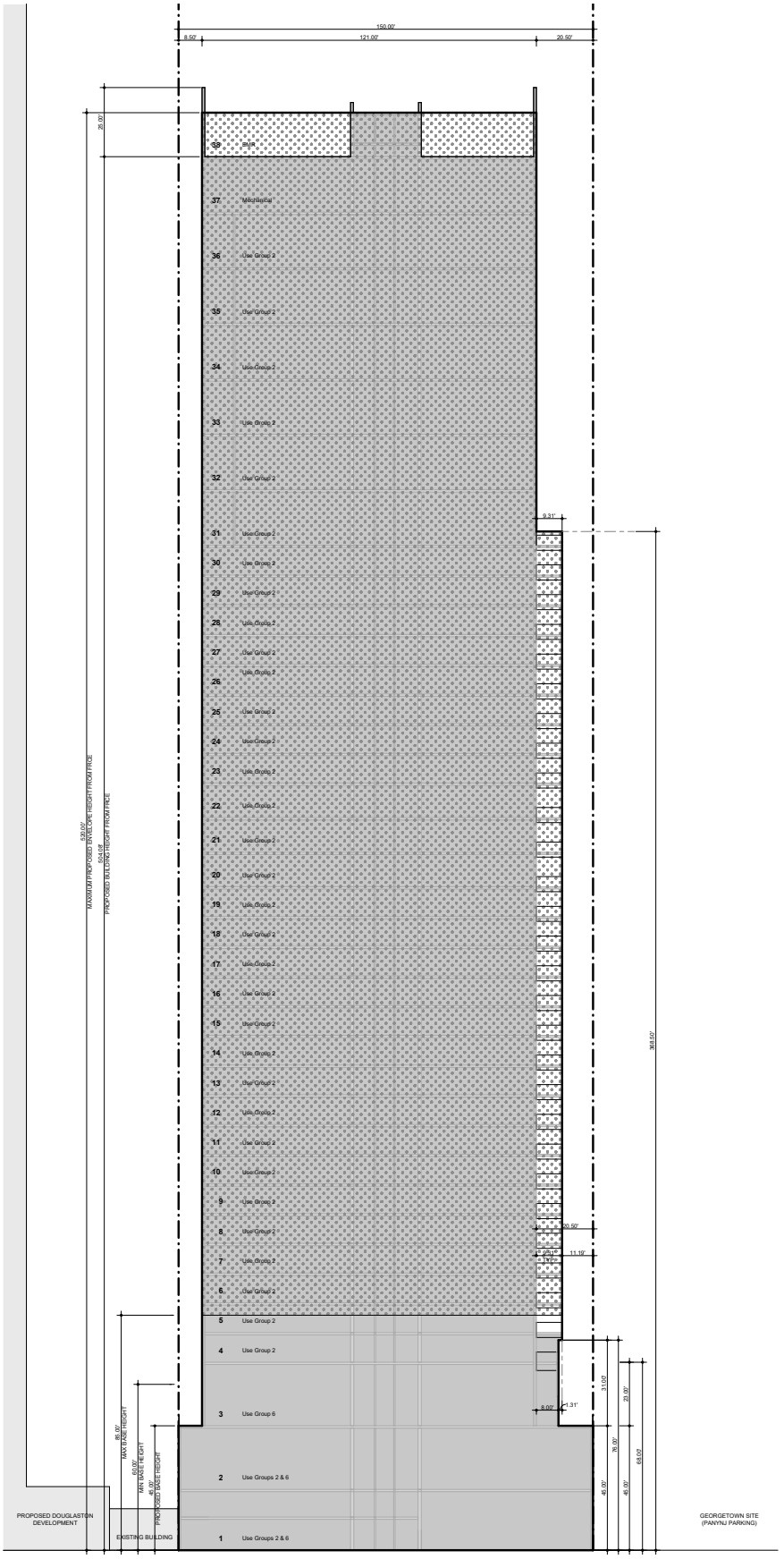


Source: *Ismael Leyva Architects*

Project Site B: Proposed Roof Plan

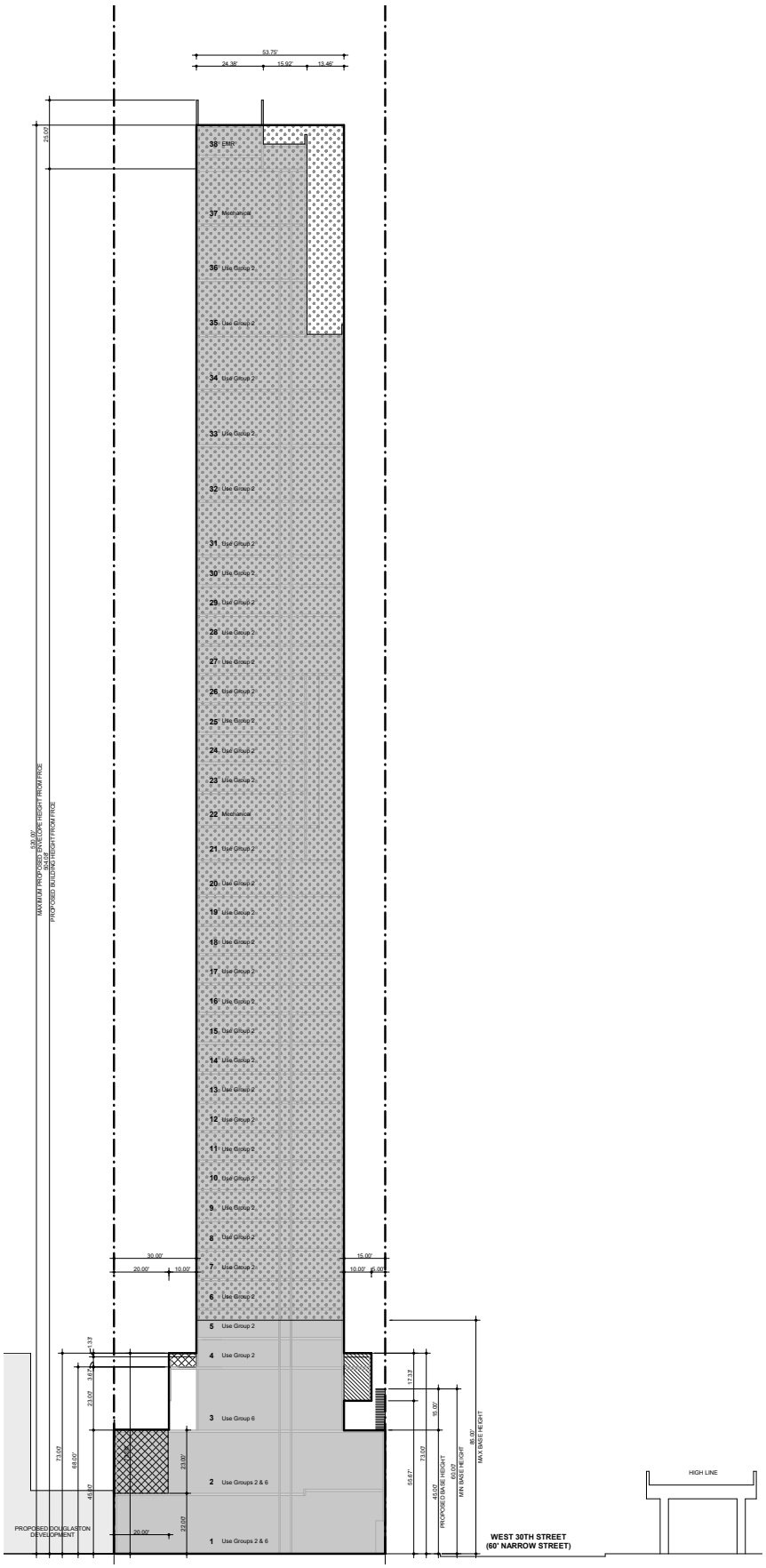
BLOCK 675 EAST

Figure 1-14



Source: *Ismael Leyva Architects*

Project Site B:
East-West Section of Proposed Building



Source: *Ismael Leyva Architects*

Project Site B:
North-South Section of Proposed Building

BLOCK 675 EAST

Figure 1-16

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 four through 37. 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. ✷