Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

This chapter considers the potential of the Proposed Action to affect urban design and visual resources. As defined in the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources. Because the Proposed Action could result in the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, an assessment of urban design and visual resources is warranted.

Consistent with the land use study area, the following analysis considers a ¼-mile study area where the Proposed Action would be most likely to influence land use patterns and the built environment (see **Figure 8-1**). This analysis addresses the urban design and visual resources of the Rezoning Area and study area for existing conditions, the future without the Proposed Action (the No-Action condition) and the future with the Proposed Action (With-Action condition) in the 2022 analysis year when the full build-out pursuant to the Proposed Action is expected to be completed.

PRINCIPAL CONCLUSIONS

As described in Chapter 1, "Project Description," the Proposed Action would create a Special Hudson Square District (the "Special District") to allow residential, educational, and most cultural uses currently prohibited under the M1-6 zoning. The underlying M1-6 zoning would remain, with the proposed Special District created as an overlay district to allow new residential development. A preliminary analysis was conducted to determine whether any physical changes anticipated as a result of the Proposed Action may raise the potential to significantly and adversely affect elements of urban design and visual resources. Based on the results of the preliminary analysis a detailed analysis was not warranted and no significant adverse impacts related to urban design and visual resources would result from the Proposed Action for the 2022 analysis year. As described below, by limiting the maximum building height, new buildings constructed under the Proposed Action would be more consistent with the general mid- to high-rise character of the Hudson Square neighborhood than the No-Action condition and would eliminate the potential for future out-of-scale development. Due to the low scale predicted to remain along Greenwich Street in the No-Action Condition, a comparison of the No-Action condition with the With-Action condition shows the greatest changes in building heights would occur on projected development and enlargement sites along Greenwich Street between King and Spring Streets. The introduction of new residential uses in the area and new buildings with street-level retail would enliven streetscapes in the Rezoning Area, particularly along Greenwich Street where vacant and underutilized properties currently exist, and enhance the existing commercial character of the Rezoning Area. The Proposed Action would also activate ground-floor uses along Hudson and Varick Streets, as well as the west side of Avenue of the Americas



Urban Design and Visual Resources
Photo Key Location
Figure 8-1

HUDSON SQUARE REZONING

south of Vandam Street, which would enliven these streetscapes and enhance the pedestrian experience. Therefore, the Proposed Action would not result in significant adverse impacts on the urban design character of the Rezoning Area.

As new buildings that could be developed as a result of the Proposed Action would be structures of heights and bulk generally consistent with those urban design features of the area and built on existing blocks and lots, these new buildings would not block any significant view corridors or views of visual resources or limit access to any visual resources. The mandatory streetwall requirements of the Proposed Action would further define the Hudson and Varick Streets view corridors in the Rezoning Area, which are generally long due to the relative straightness of the north-south streets, flat topography, and the area's mid- to high-rise character. The proposed height limits would also help to preserve sky views in the area. Additionally, new advertising signage would be prohibited in the Rezoning Area as a result of the Proposed Action and the Proposed Action may result in the elimination of existing advertising signage on new development sites. Therefore, the Proposed Action would not result in significant adverse impacts on the visual resources and view corridors in the Rezoning Area.

B. METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space and this analysis considers the effects of the Proposed Action on the experience of a pedestrian in the rezoning and study areas. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the Rezoning Area, which is collectively formed by the following components:

- Street Pattern and Streetscape—the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- Buildings—building size, shape, setbacks, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- Open Space—open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features—natural features include vegetation, and geologic and aquatic features that are natural to the area.
- View Corridors and Visual Resources—visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.

Wind conditions also affect the pedestrian experience of a given area. Although the study area for the Proposed Action includes the waterfront area along the Hudson River between Christopher and Hubert Streets, the mid- to high-rise buildings located along West Street, particularly the six-block long, 4-story United Parcel Service building stretching from West Houston Street south to Spring Street, insulates much of the Rezoning Area from high wind conditions. Additionally, the size and orientation of buildings as a result of the Proposed Action would be consistent with the general mid- to high-rise character of the area and would not contribute to high wind conditions. Therefore, a pedestrian wind analysis is not warranted.

The urban design characteristics of the Rezoning Area and study area—including street pattern and streetscape, block shape and building arrangement, open spaces, natural features, view corridors, and visual resources—are discussed below. **Figure 8-1** shows the location and direction of photographs referenced in the discussion below.

In accordance with the *CEQR Technical Manual*, the analysis begins with a preliminary assessment to determine whether the changes to the pedestrian environment are sufficiently significant to require greater explanation and further study in the form of a detailed analysis. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of an area by noticeably changing the scale of buildings. The preliminary analysis of the Proposed Action provided below demonstrates that changes to the pedestrian experience would not be significant enough to require further study, and therefore, a detailed analysis of urban design and visual resources is not warranted.

ANALYSIS APPROACH

As the urban design and visual resources analysis is a site specific-based technical analysis, the anticipated development on both projected and potential development sites forms the basis for this impact assessment. As discussed in Chapter 1, two reasonable worst-case development scenarios (RWCDS) have been developed to represent potential development scenarios that could result from the Proposed Action. However, both scenarios would result in development on the same sites; therefore, this assessment considers the potential effects of either scenario.

C. EXISTING CONDITIONS

As described in Chapter 1, "Project Description," the proposed Rezoning Area is generally bounded by West Houston and Vandam Streets to the north, Avenue of the Americas and approximately 100 feet east of Varick Street to the east, Canal and Spring Streets to the south, and Hudson and Greenwich Streets to the west (see **Figures 8-1 and 8-2**). The proposed Rezoning Area contains two subdistricts, 19 projected development sites, three projected enlargement sites, five potential development sites, and 12 potential enlargement sites. Subdistrict A is bounded by Grand Street, Avenue of the Americas, Canal Street, and Varick Street. Subdistrict B is bounded roughly by Dominick Street, midblock between Varick Street and Avenue of the Americas, Watts Street, and the Holland Tunnel entrance.

REZONING AREA

URBAN DESIGN

The Rezoning Area is characterized by varied building types that are predominantly masonry-faced 4- to 18-story buildings, including storage buildings, tenements, and row houses, with a few recently constructed mid- to high-rise hotel and office buildings, and one office building undergoing a substantial enlargement.[1] The Rezoning Area was primarily a manufacturing area for the printing and publishing industries from the late 19th to the late 20th century. As these

[1] Examples of these types of buildings are provided in the following figures: storage building—image 4 of Figure 8-5; tenement—image 8 of Figure 8-7; row houses—image 21 of Figure 8-15; high-rise hotel —image 1 of Figure 8-4; mid-rise hotel—image 21 of Figure 8-15; office building—image 16 of Figure 8-12 (middle building); and the office building undergoing a substantial enlargement—image 3 of Figure 8-5 (building in the background).

5.16.12



Proposed Rezoning Area
(Primary Study Area)

Study Area Boundary
(1/4-Mile Perimeter)

0 400 1000 FEET

SCALE

Urban Design and Visual Resources
Aerial Photograph

Figure 8-2

HUDSON SQUARE REZONING

industries settled in the area, the construction of mid-rise manufacturing and warehouse buildings with large floor plates proliferated along north-south streets, especially Hudson and Varick Streets. Additionally, large advertising and accessory signs can be seen posted on buildings and properties located primarily along Varick Street (see images A and B of **Figure 8-3;** see also image 4 of **Figure 8-5**).

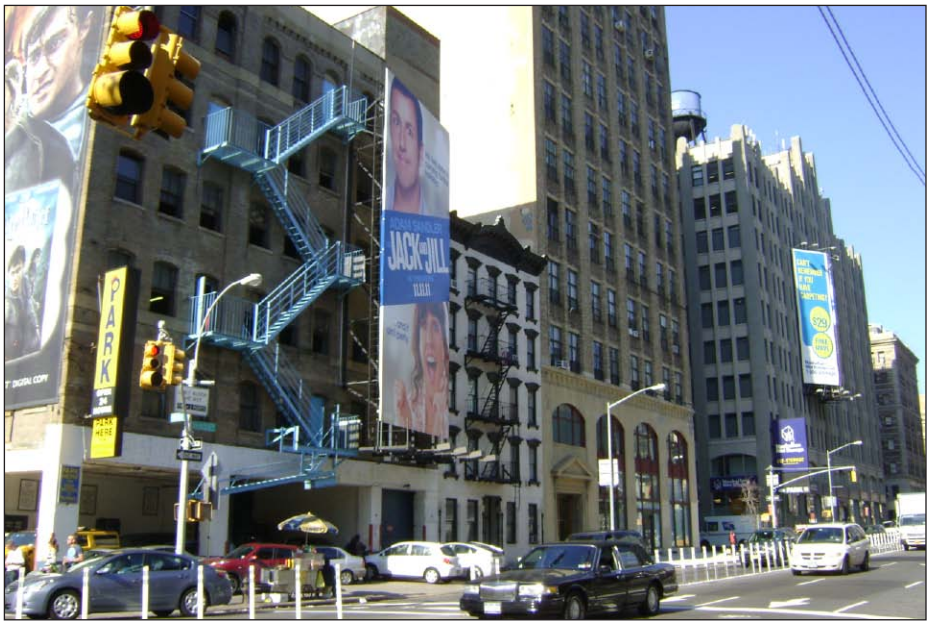
Recent development in the Hudson Square area has been primarily renovations of existing structures and construction of mid- to high-rise hotel and office buildings. Recent hotel construction includes four new towers located at 52 Watts Street (192 feet tall), 179 Varick Street (189 feet tall), 246 Spring Street (454 feet), and 66 Charlton Street (210 feet tall). A recently constructed 317-foot-tall office building is located at 101 Avenue of the Americas/57 Watts Street, and an office building at 330 Hudson Street is currently undergoing a substantial enlargement. Although much of the Rezoning Area retains its predominantly mid-rise character, recent development has consisted mainly of high-rise towers set back from the street with limited active ground-floor uses. An example of this is the 454-foot-tall Trump Soho Hotel located on the east side of Spring and Varick Streets, which is substantially taller than other buildings in the Rezoning Area (see images 1 and 2 of **Figure 8-4**).

With the exception of the diagonal direction of Canal Street and Avenue of the Americas, the Rezoning Area is characterized by a regular street grid pattern. The primary thoroughfares crossing the Rezoning Area from north to south are Greenwich, Hudson, and Varick Streets and Avenue of the Americas, which are wide streets with wide sidewalks. While some bollards and small street trees exist along Avenue of the Americas and Hudson Street (see image 3 of **Figure 8-5**), Varick and Greenwich streets are virtually devoid of street trees (see image 4 of **Figure 8-5**). The buildings along these streets are generally 10 to 18 stories with setbacks above the eighth floor, and often occupy as much as one-third to one-half of a block, particularly along Hudson and Varick Streets. They have masonry façades, ground-floor commercial uses, and high streetwalls that help define view corridors. Although the ground-floor storefront windows along the north-south streets provide some visual interest from the pedestrian perspective, there is a notable lack of street trees and street furniture to provide shade and seating.

The streets crossing the Rezoning Area from east to west are narrower than the north-south streets and have narrower sidewalks and generally lower streetwall heights in the mid-block areas. From the pedestrian perspective, the east-west streets are characterized by service areas at the block ends with loading docks, temporary parking areas for drop-offs and deliveries, and parking garage entrances for the large mid-rise buildings that front the north-south streets. The high streetwalls and general lack of street trees along these portions of the east-west streets, particularly along Vandam, Charlton, and King streets between Hudson and Greenwich streets, are not particularly inviting to the pedestrian (see images 5, 6, and 7 of **Figures 8-6 and 8-7**). However, some lower-scale 5- to 8-story tenement buildings are located in the mid-block areas on the south side of Charlton Street between Greenwich and Hudson streets (see image 8 of **Figure 8-7**), the north side of Spring Street between Greenwich and Hudson streets, and the south side of Vandam Street between Varick Street and Avenue of the Americas. These predominantly residential buildings have some street trees in front and windows and entrances on the ground floor, which provide some visual interest for the pedestrian. Additionally, four small clusters of 2- to 4-story rowhouses exist in the mid-block areas on the north sides of Watts and Broome streets between Varick Street and Avenue of the Americas, and the north side of Broome Street and the south side of Dominick Street between Hudson and Varick streets (see image 9 of **Figure 8-8**).



Existing advertising signage on Varick Street located on Projected Development Site 7 that could be eliminated if the non-conforming status is lost as a result of demolition and redevelopment **A**



Advertising and accessory signage on Varick Street that is likely to remain as non-conforming uses, as the properties on which these signs are posted are not projected or potential development sites. View north from Broome Street **B**

Urban Design and Visual Resources
Existing Signage
Figure 8-3



View northwest from Broome Street and Avenue of the Americas. The high-rise Trump Soho Hotel is visible center left **1**

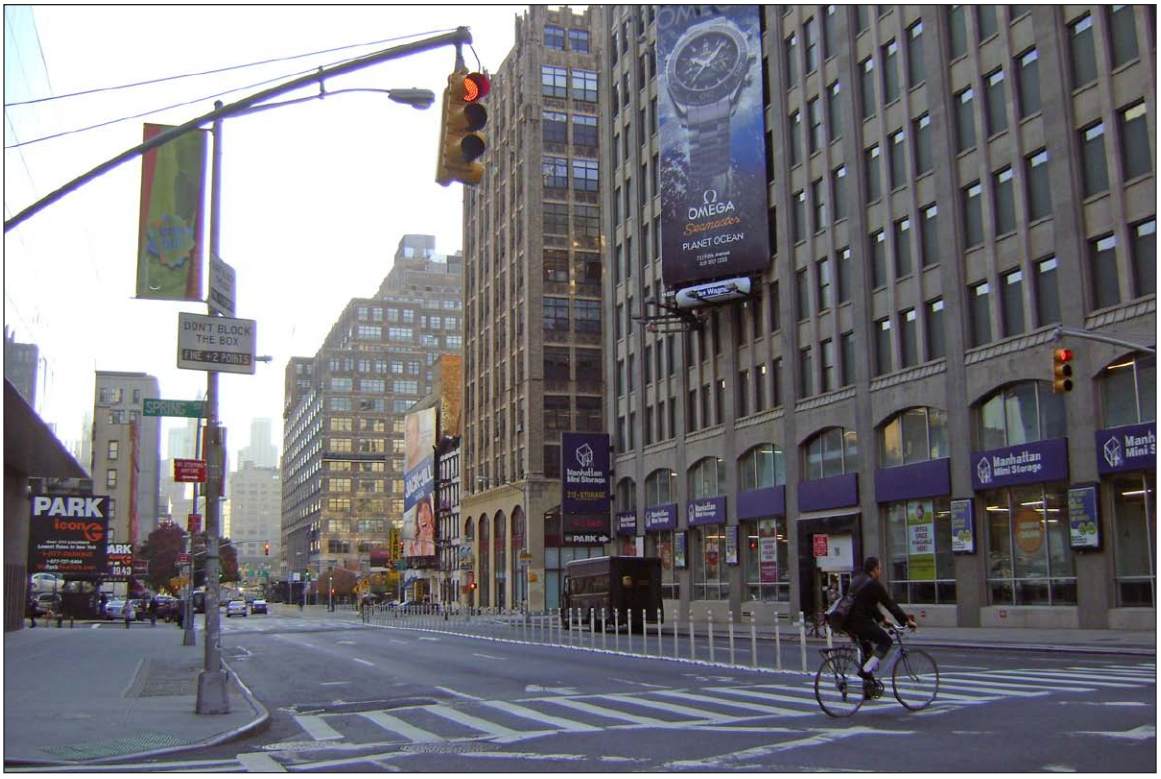


View of east side of Varick Street from King Street. The high-rise Trump Soho Hotel is visible on the right **2**

Urban Design and Visual Resources
Photographs
Figure 8-4



View north from Spring Street of Hudson Street, a primary north-south street in the Rezoning Area with some street trees **3**



View south from Spring Street of Varick Street, a primary north-south street in the Rezoning Area devoid of street trees **4**

Urban Design and Visual Resources
Photographs
Figure 8-5



View west of south side of Vandam Street from Hudson Street showing the general lack of street trees along most of the east-west streets in the Rezoning Area **5**



View west of south side of Charlton Street from Hudson Street showing the service area character of the portions of the east-west streets closets to the north-south streets **6**

Urban Design and Visual Resources
Photographs
Figure 8-6



View west of north side of King Street from Varick Street showing the lack of street trees, high street walls, and general service area character of the portions of the east-west streets closest to the north-south streets in the Rezoning Area **7**



View south of street trees and lower-scale tenement buildings at 92-104 Charlton Street, which characterizes the mid-block areas of some of the east-west streets in the Rezoning Area **8**

Urban Design and Visual Resources Photographs

Figure 8-7



View west of south side of Dominick Street from Varick Street. A cluster of four Row houses is visible in the center foreground **9**



View northwest of Duarte Square and Projected Development Site 1. The vacant site and Duarte Square on the right create a large, open area where Canal Street intersects with Avenue of the Americas **10**

Urban Design and Visual Resources
Photographs
Figure 8-8

Canal Street constitutes the southern boundary of the Rezoning Area. The wide street is flanked by two public areas at its intersection with Avenue of the Americas, including Duarte Square on the north and Albert Capsouto Park on the south, which, combined with the vacant land that is Projected Development Site 1, creates a large open area (see image 10 of **Figure 8-8**). The Canal Street corridor narrows between Varick and Hudson streets with the 216-foot-tall One Hudson Square (431 Canal Street/75 Varick Street) building to the north and an approximately 95-foot-tall building and 170-foot-tall building to the south. From the pedestrian perspective, sky views along Canal Street become more expansive west of Hudson Street as the Hudson River and Hudson River Park come clearer into view (see image 11 of **Figure 8-9**). There are no commercial uses on the ground floors of buildings along this section of Canal Street. The few street trees that exist are located in front of One Hudson Square (431 Canal Street/75 Varick Street), and street furniture consists primarily of metal street signs, street lights, metal garbage bins, parking meters, fire hydrants, newspaper boxes, and directional signage for the Holland Tunnel. The pedestrian experience along Canal Street is unlike any other in the proposed Rezoning Area. Canal Street is wide, providing expansive views of the sky, but this section of the Rezoning Area, along with the portion of Watts Street between Avenue of the Americas and Varick Street directly to the north, is dominated by vehicular traffic entering the Holland Tunnel (see image 12 of **Figure 8-9**). Although there are a number of crosswalks along the street, the high traffic volume, lack of commercial uses on the ground floor of buildings on the street, and the large, paved area devoid of trees and street furniture that is Projected Development Site 1 creates an uninviting pedestrian experience and conveys the sense that the space is underutilized.

The topography throughout the Rezoning Area is generally level. There are no natural resource features in the Rezoning Area and there are few publicly accessible open spaces. Most notable is Soho Square (see image 13 of **Figure 8-10**), a triangular-shaped park bounded by Spring Street to the north, Avenue of the Americas to the east and west, and Duarte Square (see image 14 of **Figure 8-10** and **Figure 8-11**), located adjacent to Projected Development Site 1. Both park areas are interspersed with trees and benches. A one-block, open area bounded by Broome Street to the north, Varick Street to the east, Watts Street to the south, and Hudson Street to the west also exists above the entrance to the Holland Tunnel (see image 15 of **Figure 8-12**). While the area is not a park, it is landscaped with mature trees and pedestrian walkways and provides the largest open area in the Rezoning Area.

The projected and potential development and enlargement sites are mapped on **Figure 8-11** and briefly described in **Table 8-1**.

Table 8-1
Existing Conditions—Projected/Potential Development/Enlargement Sites

Site	Tax Block/Lot	Existing Condition
PROJECTED DEVELOPMENT SITES		
1	B227, L63, 69, 70, 76, 80 (Subdistrict A)	Vacant lot (see image 16 of **Figure 8-12**)
2	B491, L3 - 114 Varick Street	Surface parking lot
3	B579, L60, 68, 70, 74	Contains three buildings and a parking/loading area. 143 Varick Street and 50 Vandam Street are 40-foot-tall commercial buildings (see images 17 and 18 of **Figure 8-13**). 137 Varick Street is a 103-foot-tall building with a commercial ground floor (see image 17 of **Figure 8-13**).
4	B598, L42, 48	23-foot-tall building and surface parking lot with stackers (see image 19 of **Figure 8-14**).
5	B477, L35, 42, 44, 76 (Subdistrict B)	Vacant lot
6	B580, L52	37-foot-tall brick building with frontages on King and Charlton streets
7	B580, L19	75-foot-tall office building with ground-floor retail



View west along Canal Street from Varick Street. One Hudson Square is visible on the Right, after which sky views become more expansive closer towards the Hudson River **11**



View east along Canal Street from Hudson Street showing traffic and signage for the Holland Tunnel **12**

Urban Design and Visual Resources
Photographs
Figure 8-9

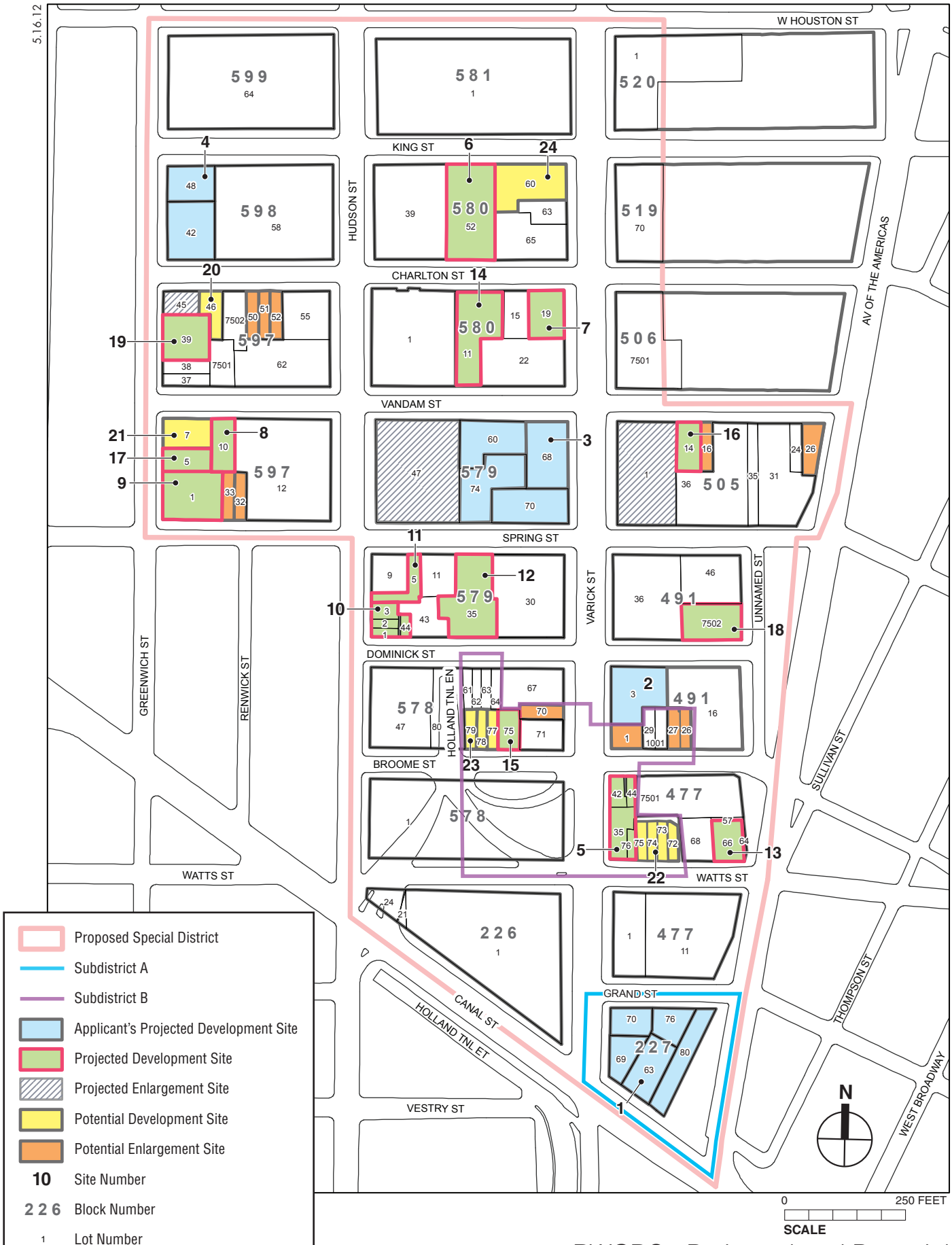


View west of Soho Square, one of the few publicly accessible open spaces in the Rezoning Area **13**



View north of Duarte Square, one of the other few publicly accessible open spaces in the Rezoning Area **14**

Urban Design and Visual Resources
Photographs
Figure 8-10



RWCDS - Projected and Potential Development and Enlargement Sites

Figure 8-11



View northwest of the landscaped area above Holland Tunnel from the corner of Varick and Watts Streets, the largest open area in the Rezoning Area **15**



View north of proposed Projected Development Site 1 (Subdistrict A) at the intersection of Canal Street and Avenue of the Americas **16**

Urban Design and Visual Resources
Photographs
Figure 8-12



View south of the west side of Varick Street from Vandam Street (Projected Development Site 3). 143 Varick Street is shown on the right and 137 Varick Street is visible center left **17**



View west of the south side of Vandam Street from Varick Street (Projected Development Site 3). 50 Vandam Street is visible on the left **18**

Urban Design and Visual Resources
Photographs
Figure 8-13



View south of the west side of Greenwich Street from King Street (Projected Development Site 4) **19**



Vacant building at 537 Greenwich Street (Projected Development Site 19), view east **20**

Urban Design and Visual Resources Photographs

Figure 8-14

Table 8-1 (cont'd)
Existing Conditions—Projected/Potential Development/Enlargement Sites

Site	Tax Block/Lot	Existing Condition
8	B597, L10	80-foot-tall storage building.
9	B597, L1	65-foot-tall office and storage building with ground-floor retail
10	B579, L1, 2, 3, 44	36- to 48-foot-tall residential buildings with ground-floor and a surface parking lot
11	B579, L5	72-foot-tall L-shaped office building with ground-floor retail with frontages on Spring and Hudson streets
12	B579, L35	Surface parking lot with stackers
13	B477, L57, 64, 66	12- to 25-foot-tall buildings with office and retail uses
14	B580, L11	Vacant lot
15	B578, L75 (Subdistrict B)	40-foot tall vacant church building. A demolition permit has been approved by the Department of Buildings.
16	B505, L14	72-foot-tall office building with ground floor retail
17	B597, L5	Under construction
18	B491, L7502	111-foot-tall building with commercial and live/work units
19	B597, L39	80-foot-tall vacant building (see image 20 of **Figure 8-14**)
PROJECTED ENLARGEMENT SITES		
	B579, L47	105-foot-tall office building with ground-floor retail
	B505, L1	134-foot-tall office building with ground-floor retail
	B597, L45	72-foot-tall residential building with ground-floor retail
20	B597, L46	75-foot-tall office/distribution building
21	B597, L7	80-foot-tall office building
22	B477, L72, 73, 74, 75 (Subdistrict B)	Four 35-foot-tall residential buildings (see image 21 of **Figure 8-15**)
23	B578, L77, 78, 79 (Subdistrict B)	Three 52-foot-tall residential buildings (see image 22 of **Figure 8-15**)
24	B580, L60 - 183 Varick Street	88-foot-tall office building with ground-floor retail
POTENTIAL ENLARGEMENT SITES		
	B597, L50,51,52	Three 48- to 60-foot-tall residential buildings
	B597, L32,33	Two 57- to 62-foot-tall residential buildings with ground-floor retail
	B578, L70 - 117 Varick Street	60-foot-tall residential building
	B491, L1 - 558 Broome Street	75-foot-tall residential building with ground-floor retail
	B491, L26,27	Two 60-foot-tall residential buildings
	B505, L16 - 26 Vandam Street	60-foot-tall residential building
	B505, L26 - 169 Avenue of the Americas	62-foot-tall residential building
	B597, L37 - 533 Greenwich Street	80-foot-tall residential building (see image 23 of **Figure 8-16**)
Sources: Building heights provided by SHoP Architects and NYC DoITT Spot Elevation data.		

VISUAL RESOURCES AND VIEW CORRIDORS

As defined in the *CEQR Technical Manual*, "a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources (p. 10-1)." The 3- to 4-story United Parcel Service building stretching from West Houston Street south to Spring Street obstructs views of the Hudson River and Hudson River Park from the Rezoning Area (see image 24 of **Figure 8-16**). However, visual resources in the Rezoning Area include Soho Square and Duarte Square, and views south to downtown along Hudson and Varick Streets (see image 25 of **Figure 8-17**). The Rezoning Area is bounded by three historic districts: the Charlton-King-Vandam Historic District to the east (see image 26 of **Figure 8-17**), the Tribeca North Historic District from Canal Street to the south (see image 27 of **Figure 8-18**), and the Greenwich Village Historic District to the northwest (see image 28 of **Figure 8-18**). However, these adjacent historic districts are only minimally visible from the pedestrian perspective in the Rezoning Area. Soho Square and Duarte Square are two of only



View east of four residential buildings on north side of Watts Street (Subdistrict B) **21**



Three three-story residential buildings (Potential Development Site 23), a vacant church (Projected Development Site 15), and a parking garage on the north side of Broome **22**

Urban Design and Visual Resources
Photographs
Figure 8-15

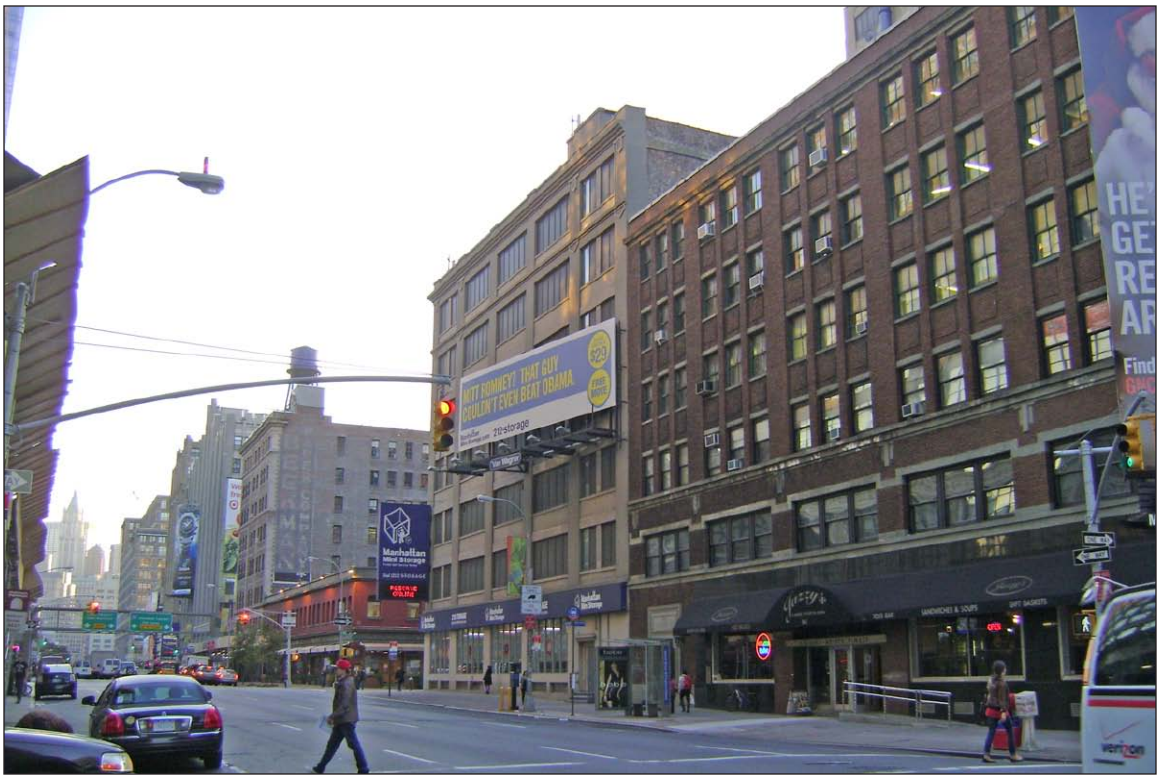


Vacant buildings at 533-535 Greenwich Street, view west **23**



View south of west side of Greenwich Street from King Street. The United Parcel Service Building is visible on the right **24**

Urban Design and Visual Resources
Photographs
Figure 8-16



View south of the west side of Varick Street from Charlton Street. The view towards downtown and the Woolworth Building is an important visual corridor from the Rezoning Area **25**



View east of the north side of King Street from Varick Street of buildings in the Charlton-King-Vandam Historic District, a visual resource visible from the Rezoning Area **26**

Urban Design and Visual Resources
Photographs
Figure 8-17



View from Canal Street of 52 Varick Street in the Tribeca North Historic District, a visual resource visible from the Rezoning Area **27**



View north from West Houston and Varick Streets in to the Greenwich Village Historic District Extension II, a visual resource visible from the Rezoning Area **28**

Urban Design and Visual Resources
Photographs
Figure 8-18

three publicly accessible open spaces in the Rezoning Area. Although the park spaces are small, they do provide some public seating areas. Soho Square provides north-south views of the wide Avenue of the Americas corridor and Duarte Square provides north views along Avenue of the Americas, east-west views along Canal Street, and expansive sky views. The 454-foot Trump Soho Hotel, the tallest building in the area, is also a prominent building that is visible from multiple locations in the Rezoning Area (see image 2 of **Figure 8-4**). Additional visual resources located outside the Project Area but visible from within it are the Woolworth Building (see image 27 of **Figure 8-18**), which can be seen in southward views on Varick Street, and the Empire State Building, which can be seen in northward views from Duarte Square.

STUDY AREA

URBAN DESIGN

The buildings in the study area outside of the Rezoning Area encompass a wide-range of masonry-faced low- to mid-rise buildings, including tenements, row houses, storage buildings office buildings both new and renovated, stables, garage buildings, modern residential buildings, and commercial buildings. Buildings along Avenue of the Americas, Varick, Hudson, and Canal Streets generally have ground-floor commercial uses, as do many of the smaller-scale buildings located in the Greenwich Village portion of the study area. The buildings heights and styles in the northeastern and eastern portions of the study area, such as along Carmine, Downing, Bleecker, Prince Sullivan, Broome, and Grand Streets, are generally low-rise residential buildings with commercial uses on the ground floor (see **Figure 8-1**). In contrast, the buildings in the northwestern, western, and southern portions of the study area below Canal Street, such as Greenwich, Washington, Clarkson, Watts, Desbrosses, and Vestry Streets, are generally masonry-faced mid-rise former manufacturing and warehouse buildings (see **Figure 8-1**).

The streets noted above in the eastern and northeastern portions of the study area tend to be narrower than the streets noted above that are west and south of the Rezoning Area (see **Figure 8-1**). The narrower streets combined with the presence of street trees and street furniture creates a more human-scale and pedestrian-friendly environment (image 29 of **Figure 8-19**). In contrast, Canal Street is wide and heavily trafficked with vehicles entering the Holland Tunnel, which makes crossing the street a challenge for pedestrians and creates a divide between the areas north and south of Canal Street in the study area (see image 11 of **Figure 8-9**). West Street is also a highly trafficked street with vehicles moving in both directions that pedestrians must cross to access the Hudson River and Hudson River Park (see image 30 of **Figure 8-19**).

The buildings in the northeastern and eastern portion of the study area on the streets noted above that are north of Canal Street are generally characterized by low- to- mid-rise residential buildings clad in brick, stone, and cast iron built on narrow lots with commercial uses on the ground floor (see **Figure 8-1**). Other buildings consist of low-rise row houses, tenements, stables, and public institutions. The defining streetscape features in these areas are street trees, stoops with metal railings, planter boxes located along the sidewalks, standard metal street signs and lampposts, and outdoor seating areas along Spring and Prince Streets where a number of small retail establishments and restaurants are located (see image 31 of **Figure 8-20**). The narrow streets and sidewalks lined with trees, street furniture, and vibrant ground-floor storefronts create an inviting and lively pedestrian experience for both tourists and residents.

The buildings in the study area south of Canal Street, on streets such as Washington, Greenwich, Laight, and Vestry Streets, consist primarily of mid-rise warehouse and commercial buildings with large floor plates (see image 32 of **Figure 8-20** and **Figure 8-1**). Several buildings have



View west along Prince Street from Thompson Street showing the narrower street and street trees common in this portion of the study area **29**



View east of the highly trafficked West Street. The northern portion of the low-rise United Parcel Service building is visible on the right **30**

Urban Design and Visual Resources
Photographs
Figure 8-19



View west from Sullivan Street of Spring Street, a narrow street lined with trees and outdoor seating **31**



View east of Laight Street from Varick Street showing the mid-rise warehouse and commercial buildings that characterize the portion of the study area south of Canal Street **32**

Urban Design and Visual Resources Photographs

Figure 8-20

been converted to residential uses with a few commercial uses remaining on the ground floors. The streets are characterized by medium-height streetwalls with ground-floor storefront windows, newly planted street trees, and cobblestone streets. The historic character, wide streets, ample curb-cuts, and moderate traffic levels make this a visually interesting and pedestrian-friendly area.

The buildings located in the triangular portion of the study area west of Hudson Street, south of Spring Street, and north of Canal Street are generally tenement and commercial buildings with some new, modern residential buildings located along Renwick and Greenwich Streets (see **Figure 8-1**). The buildings along Greenwich and Washington Streets in the western portion of the study area are primarily low- to mid-rise manufacturing buildings with large floor plates that completely block the view of the Hudson River and Hudson River Park from the Rezoning Area. These streets are also relatively devoid of street trees and commercial ground-floor uses; therefore, there is little pedestrian activity even during peak times of the day. The northwest portion of the study area is characterized by low- to mid-rise office, manufacturing, and storage buildings. The streetscapes in the area north of Leroy Street have some street trees and planted bollards, unlike the streets closer to the Rezoning Area, which are essentially devoid of street trees. As few commercial uses exist in the ground floors of the buildings in this area, there is little pedestrian activity throughout the day.

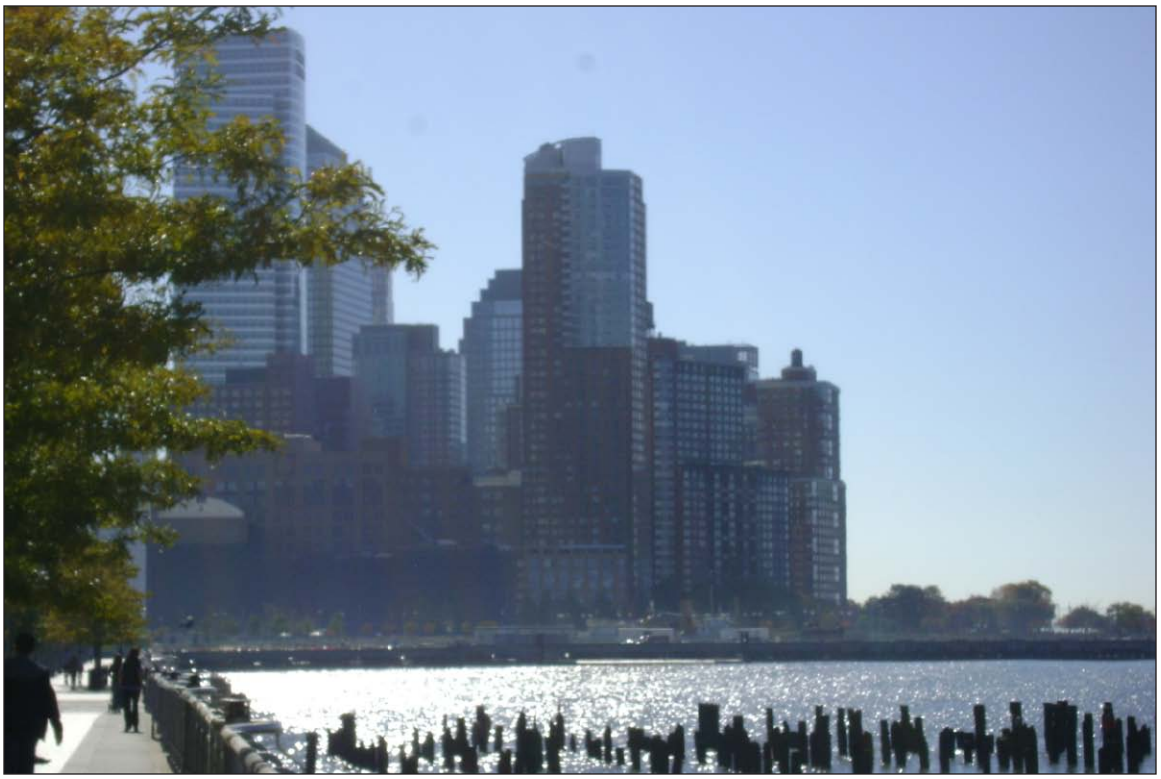
The only natural resource feature in the study area is the Hudson River from approximately Laight Street to the south and Barrow Street to the north. Prominent parks open to the public in the study area include the James J. Walker Park at Clarkson and Hudson Streets, the Vesuvio Playground at Spring and Thompson Streets, and a series of small pocket parks along Avenue of the Americas from Carmine to West Houston Streets.

VISUAL RESOURCES AND VIEW CORRIDORS

Visual resources in the study area include the Hudson River, Hudson River Park, Pier 34, the Holland Tunnel Land Ventilation Building, views of downtown from Avenue of the Americas and Greenwich Street, and the James J. Walker Park. The Hudson River and Hudson River Park are the largest visual resources in the study area and from Hudson River Park pedestrians can take in expansive views of the Hudson River, downtown, the Statue of Liberty, Ellis Island, and New Jersey (see images 33 through 35 of **Figures 8-21 and 8-22**). Although the Hudson River and Hudson River Park are significant visual resources in the study area, they have no visual relationship with the Rezoning Area because of intervening buildings.

Pier 34 and the James J. Walker Park are other important visual resources in the area with no visual relationship with the Rezoning Area. Pier 34 is only visible from West Street, and although James J. Walker Park is a significant public park in the study area that allows views to the Empire State Building, it is not visible from the Rezoning Area (see image 36 of **Figure 8-22**). Similarly, the Holland Tunnel Land Ventilation Building, part of the Holland Tunnel National Historic Landmark, at the corner of Washington and Spring Streets is also an important visual resource in the study area, given its prominence in westward views from West Street, the Hudson River and Hudson River Park, and Pier 34 (see image 35 of **Figure 8-22**). However, the resource has only a limited visual relationship with the Rezoning Area as it is only minimally visible from Spring Street.

The views of downtown from Avenue of the Americas and Greenwich Street are the most important visual resources in the study area that have a relationship with the Rezoning Area. The relative straightness of these two streets, combined with the flat topography and abundance of



View south (from approximately Watts Street) of the Hudson River, a visual resource, and downtown from Hudson River Park, and important view corridor in the study area **33**



View southwest of the Statue of Liberty and Ellis Island from Hudson River Park, important visual resources visible from the study area **34**

Urban Design and Visual Resources Photographs

Figure 8-21



View west of the Holland Tunnel Land Ventilation Building at the end of Pier 34 and New Jersey from Hudson River Park, both visual resources visible from the study area **35**



View northeast of the Empire State Building from James J. Walker Park at the corner of Clarkson and Hudson Streets. The building is an important visual resource with no visual relationship with the Rezoning Area **36**

Urban Design and Visual Resources Photographs

Figure 8-22

mid-rise buildings that characterize the area, provides uninterrupted south views of downtown through the north-south streets (Greenwich Avenue and Avenue of the Americas) that serve as the western and eastern boundaries of the Rezoning Area (see images 37 and 38 of **Figure 8-23** and **Figure 8-1**).

D. THE FUTURE WITHOUT THE PROPOSED ACTION

REZONING AREA

URBAN DESIGN

As more fully described in Chapter 2, "Land Use, Zoning and Public Policy," there are several projects planned in the Rezoning Area in the No-Action condition (see Table 2-2 and Figure 2-4). High-rise hotel developments expected in the Rezoning Area in the No-Action condition would include a 492-foot development on Projected Development Site 1 and a 453-foot development on Projected Development Site 3 (see **Figure 8-24**). Within the Rezoning Area, it is anticipated that the current trend of hotel development would continue in the No-Action condition. These new buildings could be constructed to heights much greater than the existing predominantly mid-rise urban design character of the Rezoning Area. Mid-rise hotel developments 222 feet and 166 feet in height would be completed on Projected Development Sites 5 and 17, respectively. Other low- to mid-rise buildings would be constructed on Projected Development Sites 2 and 4 and construction of an enlargement would be completed on Projected Development Site 18. In addition, the enlargement of the existing office building at 330 Hudson would be completed. Existing accessory and advertising signage can be expected to remain on many properties in the Rezoning Area, and new advertising signs can be expected to be posted under the regulations of the existing M1-6 zoning district (current M1-6 regulations allow advertising signs up to 750 square feet for indirectly illuminated signs or up to 1,200 square feet for non-illuminated signs, and grandfathered signs may be larger).

VISUAL RESOURCES AND VIEW CORRIDORS

In the No-Action condition, visual resources in the Rezoning Area including Soho Square and Duarte Square, as well as important view corridors such as the uninterrupted views south to downtown along Hudson and Varick Streets, views toward the Charlton-King-Vandam Historic District, views toward the Tribeca North Historic District from Canal Street, and views north toward the Greenwich Village Historic District from West Houston Street would not change as a result of the projects planned in the Rezoning Area.

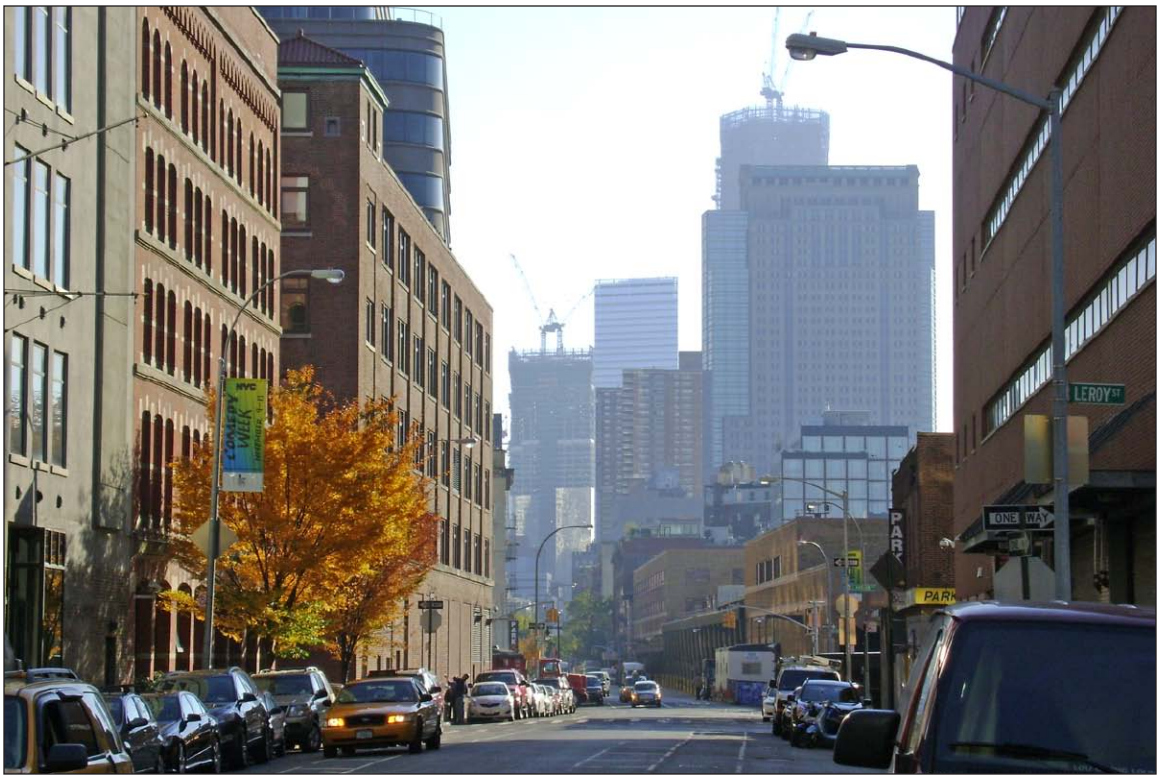
STUDY AREA

URBAN DESIGN

Again, as more fully described in Chapter 2, "Land Use, Zoning and Public Policy," there are several projects planned or under construction in the study area. New residential and commercial development in the study area outside of the Rezoning Area in the No-Action condition is anticipated to be consistent with the existing urban design context of the study area (see Table 2-2 and Figure 2-4).

VISUAL RESOURCES AND VIEW CORRIDORS

In the No-Action condition, visual resources in the study area, including the Hudson River, Hudson River Park, Pier 34, the Holland Tunnel Land Ventilation Building, and the James J.

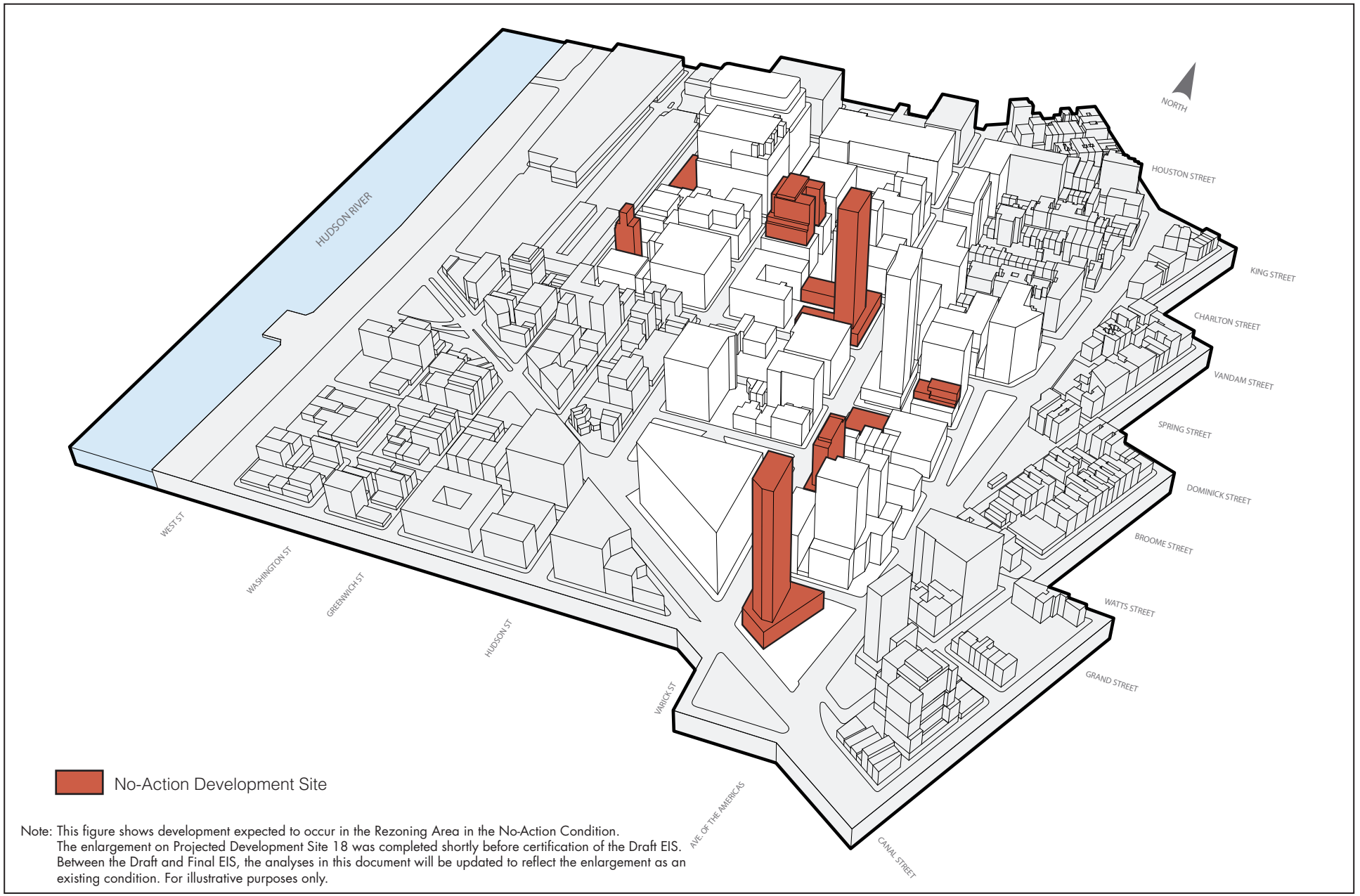


The flat topography of the area provides uninterrupted views south towards downtown. **37**
View south along Greenwich Street from Leroy Street



An uninterrupted view south towards downtown from Varick Street and Carmine Street **38**

Urban Design and Visual Resources
Photographs
Figure 8-23



Note: This figure shows development expected to occur in the Rezoning Area in the No-Action Condition. The enlargement on Projected Development Site 18 was completed shortly before certification of the Draft EIS. Between the Draft and Final EIS, the analyses in this document will be updated to reflect the enlargement as an existing condition. For illustrative purposes only.

No-Action Development Scenario

Figure 8-24

Walker Park, would continue to have no visual relationship with the Rezoning Area due to intervening buildings.

Important view corridors in the study area, including uninterrupted south views to downtown from Avenue of the Americas and Greenwich Street, also would not change as a result of projects planned in the No-Action condition.

E. THE FUTURE WITH THE PROPOSED ACTION

As described in Chapter 1, "Project Description," the Proposed Action would create a Special Hudson Square District (the "Special District"). Currently, the M1-6 zoning allows manufacturing and commercial uses, but prohibits residential, educational and most cultural uses. The underlying M1-6 zoning would remain, with the proposed Special District created as an overlay district to allow new residential development, with incentives to provide affordable housing, while instituting provisions to limit conversions of non-residential buildings to residential use and retain certain commercial uses. The Proposed Action would also institute controls on maximum building height. The Proposed Action would not result in a substantial difference in developable floor area permitted in this area, but would require that streetwalls be built to the street line and would impose maximum building heights. Current zoning has no streetwall requirement and building heights are regulated by sky exposure planes and are thus dependent on zoning lot dimensions as opposed to maximum building height regulations.

The Proposed Action provides that signs would be subject to the regulations applicable in C6-4 zoning districts. The maximum surface area for an accessory sign (a sign directing attention to a use on the same zoning lot) would be reduced to 500 square feet (current M1-6 regulations allow a maximum of 500 square feet for illuminated or flashing signs, 750 square feet for indirectly illuminated signs, and 1200 square feet for non-illuminated signs). New advertising signs (commonly referred to as billboards, directing attention to an off-site use) would be prohibited under the Proposed Action (current M1-6 regulations allow advertising signs up to 750 square feet for indirectly illuminated signs or up to 1,200 square feet for non-illuminated signs, and grandfathered signs may be larger) (see **Figure 8-3**). Thus, large advertising signs would not be allowed on new development as a result of the Proposed Action, if such signs are removed for a period of two years or more as a result of demolition and new construction.[1]

The Proposed Action would be tailored to the existing urban design character and would allow for carefully controlled residential development, limited building heights, and residential uses in the area in an effort to create a vibrant mixed-use neighborhood with local retail supported by new residents and workers in the area. Overall, the Proposed Action would reinforce the use of streets, such as Greenwich, Hudson, and Varick Streets, as corridors for mixed retail/residential buildings and ensure that new construction would be more in keeping with the existing urban design context than the No-Action condition by imposing streetwall requirements and limiting building heights. The Proposed Action would also foster appropriately scaled development in Subdistrict B, an area containing several low-rise buildings in the southern portion of the Rezoning Area, by limiting the maximum building height for new development to 120 feet. Additionally, the Proposed Action would allow for the development of a mixed-use building with a maximum building height of 430 feet in Subdistrict A, located at the southernmost point of the proposed district. Although the maximum building height proposed in Subdistrict A is

[1] Existing advertising signs would become "non-conforming uses" as defined by the Zoning Resolution, which may be continued if there is no interruption of such use for a period of two years or more.

greater than the maximum building height proposed in the general Rezoning Area, the height would be consistent with the surrounding urban design context of that portion of the Rezoning Area and appropriate to the site's frontage on three wide streets (Canal Street, Varick Street, and Avenue of the Americas), and would be lower than the 492-foot-tall tower that would be constructed in Subdistrict A in the No-Action condition (see **Figure 8-24**).

By 2022, it is anticipated that the Proposed Action would be in place, and that, as a result, all or most of the 22 projected development sites and some of the 17 potential development sites in the With-Action condition would be redeveloped (see **Figure 8-25**). Development on the projected development sites and the less likely redevelopment of the potential development sites pursuant to the Proposed Action would not adversely impact the area's urban design or visual resources as described below.

REZONING AREA

URBAN DESIGN

The Proposed Action would not alter the street pattern within the Rezoning Area, or the block shapes and building arrangements. Development pursuant to the Proposed Action would occur on existing blocks and lots, and the site plans and footprints of new buildings would be in keeping with the varied building arrangements in the Rezoning Area. New buildings and enlargements to existing buildings as a result of the With-Action condition would conform to proposed contextual zoning streetwall requirements. Additionally, it is expected that there would be no new advertising signage posted in the Rezoning Area, and existing advertising signage on development sites, such as those located on Projected Development Sites 5, 7, 9, and 10, may be eliminated along with the redevelopment of those sites. Therefore, the Proposed Action would not result in significant adverse impacts to the general urban layout and building arrangements.

The Proposed Action would not alter the topography of the Rezoning Area, and as previously discussed, there are no natural resources in the Rezoning Area. As such, the Proposed Action would not result in significant adverse impacts to topography or natural features in the Project Area.

In general, new buildings constructed in the With-Action condition on wide streets would be restricted to a maximum building height of 320 feet, require a streetwall height of 125 to 150 feet, and require a 10-foot setback above the base height (see Figure 1-3 of Chapter 1, "Project Description"). Although the maximum allowable building height is slightly higher than the extant buildings along the primary north-south thoroughfares through the Rezoning Area, specifically Hudson and Varick Streets, the added stories would not have an adverse impact from the perspective of the pedestrian because the height of the buildings would be generally consistent with the existing urban design context. The maximum allowable building height would also be lower than the 454-foot-tall Trump Soho Hotel and approximately equal to the 317-foot-tall office building at 101 Avenue of the Americas/57 Watts Street. Whereas the No-Action condition would allow new buildings to be constructed to heights much greater than the existing urban design and visual character of the Rezoning Area, the With-Action condition would limit anticipated development to a maximum building height consistent with the existing urban context.

On narrow streets beyond 100 feet of their intersection with a wide street, buildings constructed as part of the With-Action condition would be restricted to a maximum height of 185 feet, require a streetwall height between 60 feet and 125 feet, and require a 15-foot setback above the base height (see Figure 1-4 of Chapter 1, "Project Description"). Again, the maximum allowable



Note: This figure shows development on projected development and enlargement sites in the RWCDS With-Action Condition. For illustrative purposes only. Maximum zoning bulk envelope shown, except on developments projected to be conversions with penthouse enlargements or only penthouse enlargements.

Indicates sites that are projected to be conversions or conversions and enlargements of existing buildings in the With-Action condition, rather that new construction.

With-Action Development Scenario

Figure 8-25

building height is slightly higher than the extant buildings on the narrow streets in the Rezoning Area. However, as with the wide streets in the Rezoning Area, by limiting the maximum allowable building height, new construction would be more consistent with the existing urban design context of the east-west streets than the No-Action condition. Additionally, as there are no streetwall requirements in the No-Action condition, the required streetwall height proposed in the With-Action condition is more consistent with the existing scale of these streets. Therefore, the With-Action condition would not have an adverse impact on the pedestrian experience.

Table 8-2 and **Figures 8-24** and **8-25** compare the No-Action and With-Action conditions for the projected and potential development and enlargement sites. Larger development sites and areas where the greatest change from the No-Action condition to the With-Action condition is expected, such as Projected Development Sites 1 and 3 and the series of projected and potential development and enlargement sites along Greenwich Street, are described in greater detail below.

Table 8-2
No-Action to With-Action Analysis–Projected/Potential Development/Enlargement Sites

Site	Tax Block/Lot	No-Action	With-Action*
PROJECTED DEVELOPMENT SITES			
1	B227, L63, 69, 70, 76, 80 (Subdistrict A)	Mixed-use development with hotel above a commercial base – maximum height of 492 feet	Mixed-use development with residential above base with retail and a public school – maximum height of 430 feet
2	B491, L3	30-foot tall commercial building with ground-floor retail	Building with a maximum height of 320 feet on Varick Street and 185 feet on Dominick Street
3	B579, L60, 68, 70, 74	Mixed-use development with a hotel above a commercial base – maximum height of 453 feet	Mixed-use development with residential, commercial, office, and ground-floor retail – maximum height of 320 feet on Varick Street and 185 feet on Vandam and Spring streets
4	B598, L42, 48	30-foot tall commercial building with ground-floor retail	Building with a maximum height of 320 feet
5	B477, L35, 42, 44, 76 (Subdistrict B)	222-foot tall hotel and retail building	Building with a maximum height of 120 feet
6	B580, L52	Same as existing	Building with a maximum height of 185 feet
7	B580,	Same as existing	Building with a maximum height of 320 feet
8	B597, L10	Same as existing	Building with a maximum height of 185 feet
9	B597, L1	Same as existing	Building with a maximum height of 320 feet
10	B579, L1, 2, 3, 44	Same as existing	Building with a maximum height of 320 feet
11	B579, L5	Same as existing	Residential conversion and 1- to 2-story penthouse enlargement of existing building
12	B579, L35	Same as existing	Building with a maximum height of 185 feet
13	B477, L57, 64, 66	Same as existing	Building with a maximum height of 320 feet
14	B580, L11	Same as existing	Building with a maximum height of 185 feet
15	B578, L75 (Subdistrict B)	Same as existing	Building with a maximum height of 120 feet
16	B505, L14	Same as existing	Building with a maximum height of 185 feet
17	B597, L5	166-foot tall hotel	Building with a maximum height of 320 feet
18	B491, L7502	Completion of an approximately 5,000 gsf enlargement – no change in existing height of building	Conversion of remaining commercial units to live/work, no change to building form
19	B597, L39	Re-tenanting existing vacant building	Residential conversion and enlargement, maximum height of 320 feet

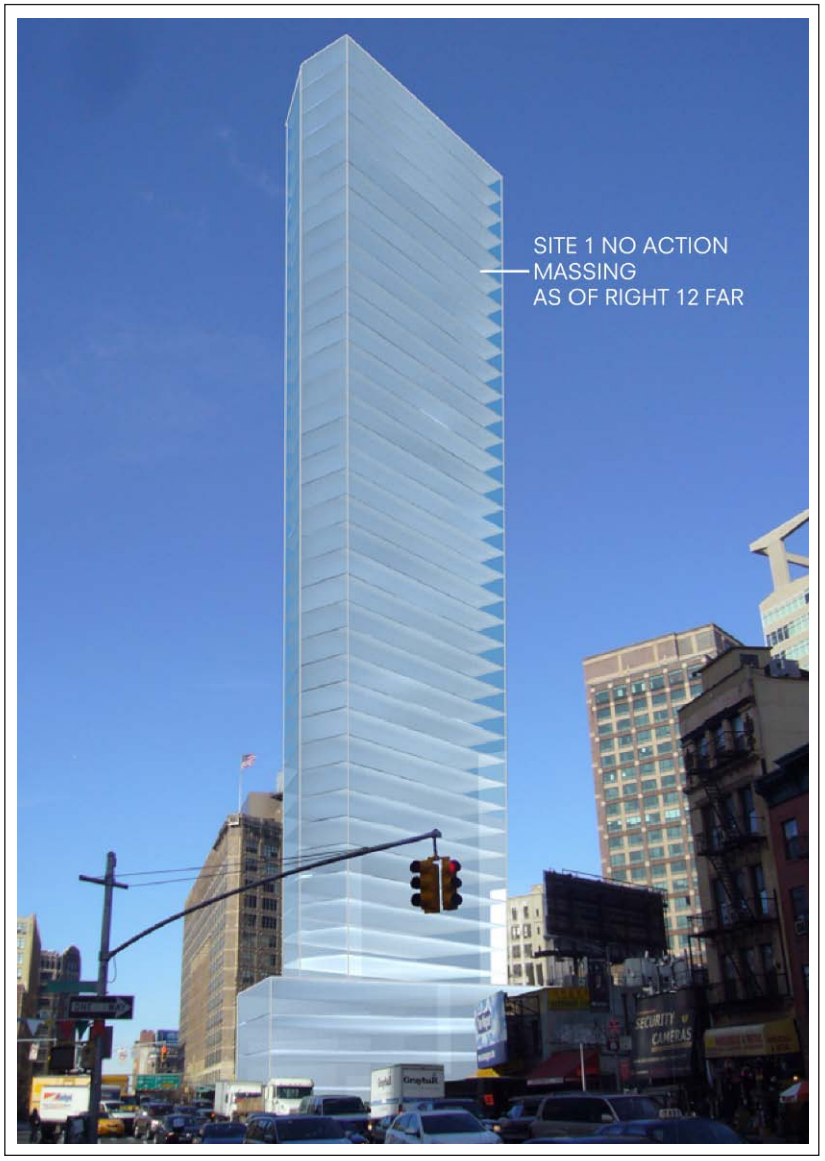
Table 8-2 (cont'd)
No-Action to With-Action Analysis–Projected/Potential Development/Enlargement Sites

Site	Tax Block/Lot	No-Action	With-Action*
PROJECTED ENLARGEMENT SITES			
	B579, L47	Same as existing	Commercial/office enlargement with a maximum height of 320 feet along Hudson Street and 185 feet along Vandam and Spring streets
	B505, L1	Same as existing	Residential enlargement with a maximum height of 320 feet
	B597, L45	Same as existing	1- to 2-story residential penthouse enlargement of existing building
POTENTIAL DEVELOPMENT SITES			
20	B597, L46	Same as existing	Residential conversion and 1- to 2-story penthouse enlargement of existing building
21	B597, L7	Same as existing	Residential conversion and 1- to 2-story penthouse enlargement of existing building
22	B477, L72, 73, 74, 75 (Subdistrict B)	Same as existing	Building with a maximum height of 120 feet
23	B578, L77, 78, 79 (Subdistrict B)	Same as existing	Building with a maximum height of 120 feet
24	B580, L60	Same as existing	Residential conversion and enlargement, maximum height of 320 feet
	B597, L50,51,52	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B597, L32,33	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B578, L70	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B491, L1	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B491, L26,27	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B505, L16	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B505, L26	Same as existing	1- to 2-story residential penthouse enlargement of existing building
	B597,L37	Same as existing	1- to 2-story residential penthouse enlargement of existing building

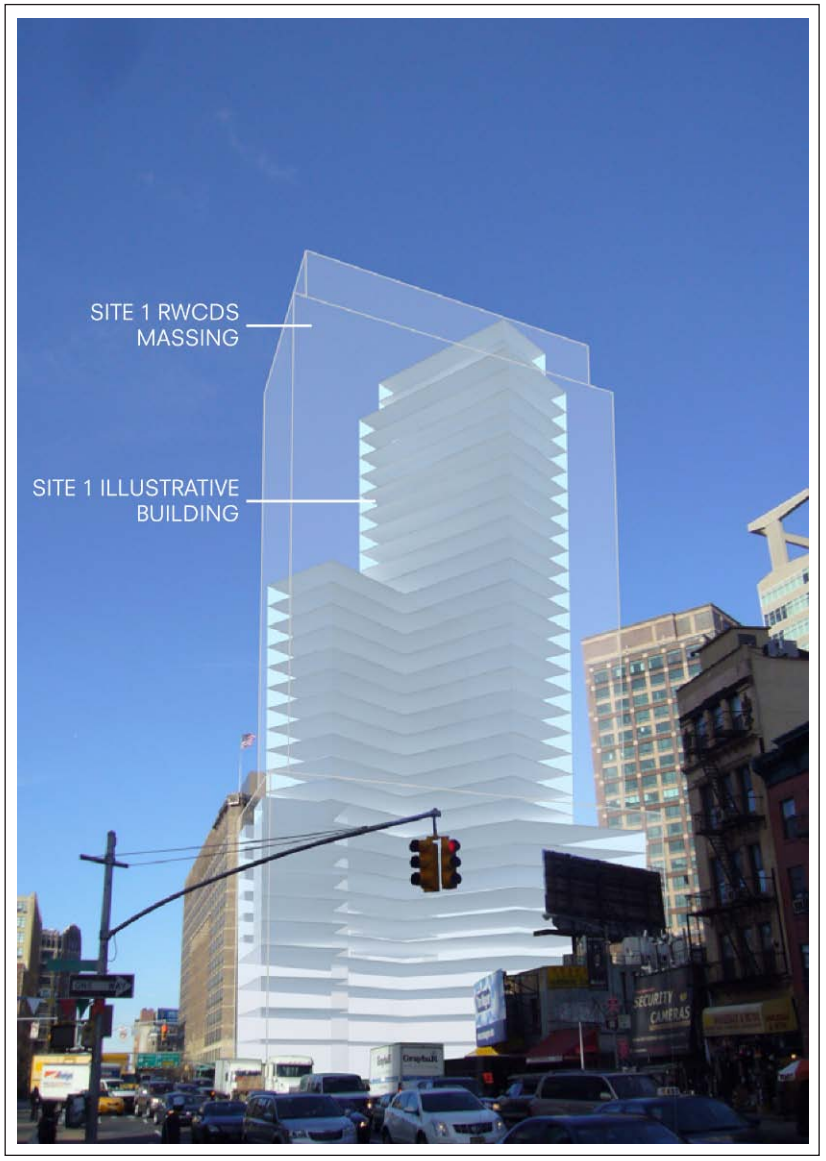
Note: * Unless otherwise noted, all projected and potential development sites are expected to contain residential uses with ground-floor retail

In the With-Action condition, buildings constructed on Projected Development Site 1, also Subdistrict A, would be restricted to a maximum height of 430 feet (see Figure 1-5 of Chapter 1, "Project Description"). As previously mentioned, although the maximum building height proposed in Subdistrict A is greater than the maximum building height proposed in the general Rezoning Area, the height would be consistent with the surrounding urban design context of that portion of the Rezoning Area and appropriate to the site's frontage on three wide streets (Canal Street, Varick Street, Avenue of the Americas) and would be lower than the 492-foot-tall tower in the No-Action condition (**see Figure 8-26**).

Buildings constructed on Projected Development Site 3 in the With-Action condition would be restricted to a maximum height of 320 feet on Varick Street and 185 feet on Vandam and Spring Streets beyond 100 feet of their intersection with Varick Street. Similar to Projected Development Site 1, the height of buildings in the With-Action condition would be more consistent with the existing urban design and visual character of the area than the 453-foot-tall



No-Action Condition **A**



With-Action Condition **B**

View Northwest from Canal Street and West Broadway
Renderings
Figure 8-26

building anticipated on this site in the No-Action condition (see **Figure 8-27**). **Figure 8-27** also includes potential massings for 12.0 FAR buildings that could be developed under existing zoning.

Due to the low scale predicted to remain along Greenwich Street in the No Action condition, a comparison of the No-Action condition with the With-Action condition shows that the greatest changes in building heights in the Rezoning Area would occur on the projected development and enlargement sites along Greenwich Street between King and Spring Streets, which are currently vacant or underutilized lots (see **Figure 8-28**). **Figure 8-28** also includes potential massings for 12.0 FAR buildings that could be developed under existing zoning. In the No-Action condition an approximately 28-foot-tall building is projected to be developed on Projected Development Site 4, whereas in the With-Action condition the site would allow buildings with a maximum height of 320 feet. While this is a significant change from the No-Action to the With-Action condition, the maximum allowable building height would remain consistent with adjacent buildings and the overall urban design character in this part of the Rezoning Area. Additionally, the Proposed Action would eliminate the potential for future out-of-scale development possible in the No-Action condition by limiting the maximum building height. It is also anticipated that new residential buildings with street-level retail along Greenwich Street would increase street activity and pedestrian traffic, thereby enlivening the streetscape.

In Subdistrict B, an area containing several low-rise buildings in the southern portion of the Rezoning Area, buildings would be restricted to a maximum building height of 120 feet, with a maximum 85-foot-high streetwall and required setback above the base height of 10 feet on a wide street and 15 feet on a narrow street (see Figure 1-6). The proposed subdistrict regulations would serve to preserve the lower scale of the existing built context in this area of Hudson Square, and the maximum allowable building height would be lower than the 222-foot tall building proposed on Projected Development Site 5 in the No-Action condition. Therefore, there would be no significant adverse impacts on the urban design character in the proposed subdistrict.

The With-Action condition identifies a number of projected and potential enlargement sites in the Rezoning Area, which represent properties that would add a multi-story addition to existing structures as a result of an increase in the amount of permitted floor area. Additions on these enlargement sites, most of which are potential sites and less likely to be developed, would still comply with building bulk, use, and type set forth by the proposed zoning actions and would not differ appreciably from new development or existing development in terms of urban design.

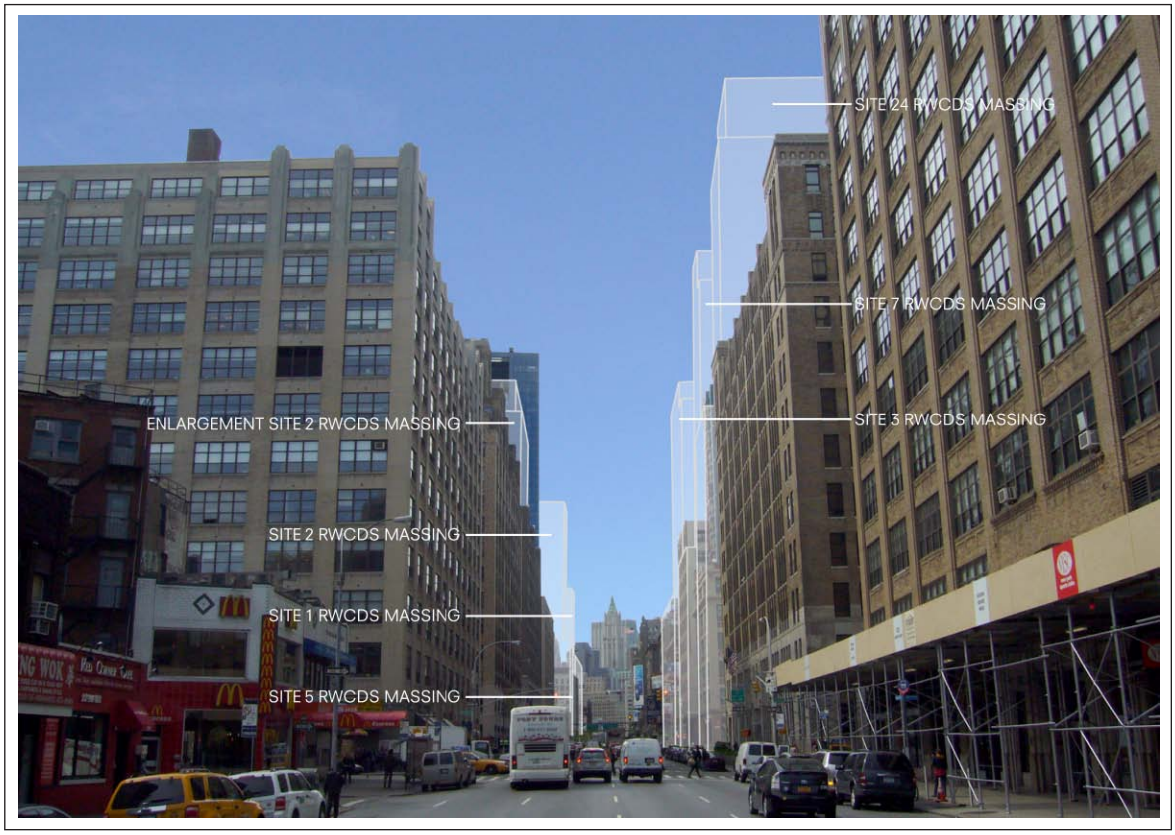
Overall, the Proposed Action would not result in any significant adverse impacts to urban design in the Rezoning Area.

VISUAL RESOURCES AND VIEW CORRIDORS

Visual resources in the Rezoning Area include views south to downtown along Hudson and Varick Streets, views east toward the Charlton-King-Vandam Historic District, views toward the Tribeca North Historic District from Canal Street, and views north toward the Greenwich Village Historic District from West Houston Street. New buildings and enlargements of existing buildings that could be developed under the Proposed Action would be structures of heights and bulk generally consistent with those urban design features of the area and built on existing blocks and lots. Therefore, the Proposed Action would not result in significant adverse impacts on these visual resources in the Rezoning Area.

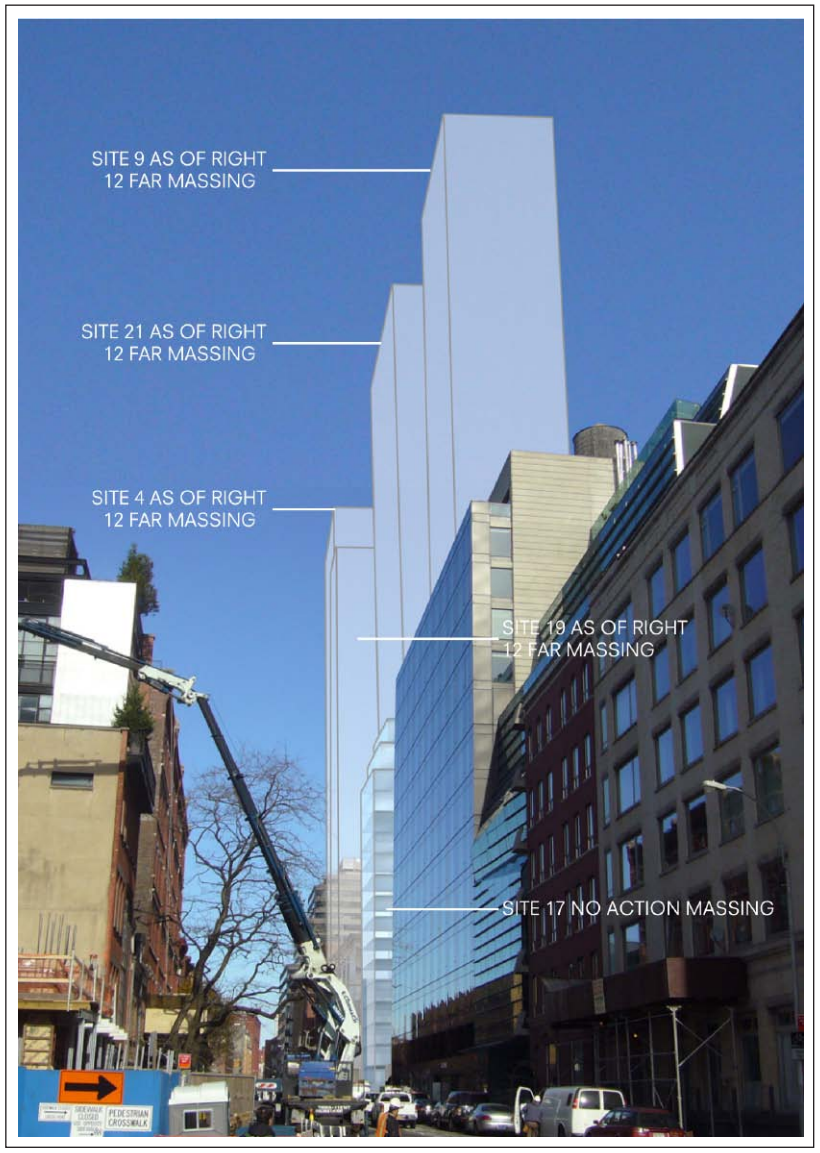


No-Action Condition **A**



With-Action Condition **B**

View South from Varick and West Houston Street
Renderings
Figure 8-27



No-Action Condition **A**



With-Action Condition **B**

View north from Greenwich and Canal Streets
Renderings
Figure 8-28

Other visual resources in the Rezoning Area include Soho Square and Duarte Square. The Proposed Action would not result in any adverse visual and contextual impacts to Soho Square or Duarte Square as new development on Projected Development Site 18 and Projected Development Site 1 (Subdistrict A) would be subject to the bulk and height restrictions established for the Special District, which are more consistent with the existing urban design features surrounding the squares than the No-Action condition.

In general, development as a result of the Proposed Action would not block any significant view corridors, including views toward downtown from Hudson and Varick Streets because new buildings and enlargements to existing buildings would occur on existing blocks and lots and would be consistent with the general bulk and height of existing buildings in the proposed Rezoning Area. Additionally, the mandatory streetwall requirements of the Proposed Action would further define the Hudson and Varick Streets view corridors, which are generally long due to the relative straightness of the north-south streets, flat topography, and the area's mid-rise character. The proposed height limits would also preserve existing sky views in the area. Therefore, the Proposed Action would not result in significant adverse impacts on the view corridors in the Rezoning Area.

STUDY AREA

URBAN DESIGN

Development in the Rezoning Area as a result of the Proposed Action would not have a significant adverse impact on the urban design and visual character of the study area because a majority of the projected and potential development and enlargement sites are not visible from the study area. Additionally, the Proposed Action would impose bulk and height limitations that are more consistent with the overall urban design character of the study area than that which would be allowed in the No-Action condition.

VISUAL RESOURCES AND VIEW CORRIDORS

Development pursuant to the Proposed Action would not result in any adverse impacts on visual resources in the study area because the Hudson River, Hudson River Park, and Pier 34 have no visual relationship with the Rezoning Area due to intervening buildings. The Holland Tunnel Land Ventilation Building has only a minor visual relationship to the Rezoning Area as it is somewhat visible from Spring Street. The Proposed Action also would not obstruct any publicly accessible views to James J. Walker Park as views of the park are generally limited to the immediate area and are not visible from the Rezoning Area.

The views of downtown from Avenue of the Americas and Greenwich Street are the most important view corridors in the study area that have a relationship with the Rezoning Area. The relative straightness of these two streets provides uninterrupted south views of downtown through the eastern (Greenwich Street) and western (Avenue of the Americas) boundaries of the Rezoning Area (see images 37 and 38 of **Figure 8-23**). The mandatory streetwall requirements and building height limits of the Proposed Action would further define these south view corridors; therefore, there would be no significant adverse impacts on important view corridors in the study area as a result of the Proposed Action. ✷