Appendix A: Waterfront Revitalization Program Consistency Assessment

FOR INTERNAL USE ONLY	WRP No. 23-225
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 760 12th LLC and 801 11th Ave., LLC

Name of Applicant Representative: Patrick Milner

Address: 770 Lexington Avenue

Telephone: 212-888-7400 ext. 7315 Email: pmilner@gmcparking.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicants, 760 12th LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings. The Proposed Actions include
› › A zoning map amendment to Zoning Map 8c, consisting of:
• (i) an amendment to rezone the Project Area Northern Portion from a M2-3 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Northern Portion would be bounded by Eleventh Avenue, West 56th Street, West 55th Street, and a line parallel to and 150 feet west of Eleventh Avenue;
• (ii) an amendment to rezone the Project Area Southern Portion from a M2-4 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Southern Portion would be bounded by Twelfth Avenue, West 55th Street, West 54th Street, and a line parallel to and 175 feet east of Twelfth Avenue; and
• (iii) an amendment to establish the Special Hudson River Park District on the Project Area, Pier 81/83, Pier 98, and a portion of Chelsea Piers.(Piers 81/83, Pier 98, and such portion of Chelsea Piers, collectively, the Granting Sites Rezoning Area)
› A zoning text amendment to the Zoning Resolution (ZR) of the City of New York, as amended, which consists of:
• (i) an amendment to ZR Section 89-00, et seq. to
• (a) designate the Granting Sites as "granting sites" as defined in ZR Section 89-02,
• (b) designate the Receiving Sites as "receiving sites" as defined in ZR Section 89-02,
• (c) modify ZR Section 89-11 to generally apply the use and bulk regulations of an M2-3 district to the Project Area Northern Portion and to generally apply the use and bulk regulations of M2-4 district to the Project Area Southern Portion,
• (d) create ZR Section 89-13 to allow the use and bulk regulations of a C4-7 district and a maximum residential floor area ratio of 14.4 to apply to the Receiving Sites if subject to a special permit pursuant to ZR Section 89-21,
• (e) modify ZR Section 89-11 to allow automobile dealers and all other motor vehicle dealers within the Receiving Sites to include repair services or preparation of vehicles for delivery; and
• (f) redesignate certain existing granting and receiving sites with new identifiers and make conforming modifications to ZR Section 89-12; and
• (ii) an amendment to ZR Section 96-02 to clarify that the requirements of the Special Hudson River Park District apply to area that are within both the Special Clinton District and the Special Hudson River Park District; and
• (iii) an amendment to ZR Appendix F to designate the Receiving Sites as MIH areas permitting MIH Options 1 and 2.
› Zoning special permits pursuant to ZR Section 89-21 (Transfer of Floor Area from Hudson River Park) to transfer approximately 84,349 zsf of unused development rights from the Granting Sites to Development Site 1, and approximately 64,392 zsf of unused development rights from the Granting Sites to Development Site 2 (equivalent to approximately 2.40 FAR on each Development Site), and modify certain bulk regulations, including
• (i) minimum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a minimum base height of 20 feet along Twelfth Avenue and within 24 feet of Twelfth Avenue along West 54th and 55th Streets at Development Site 1, which is lower than the permitted 60 feet', and a
• (ii) maximum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a maximum base height of 177 feet along West 55th Street at Development Site 1, which is greater than the permitted 155 feet;
• (iii) minimum setback (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-433) to allow a setback of 10 feet from West 54th Street at Development Site 1, less than the required 15-foot setback; and
• (ivii) street wall (ZR Section 35-651(a)): T to allow the portions of the street walls at Development Site 2 along Eleventh Avenue within 66 feet ofand West 55th Street to not be located at the street line.
In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Sites. This approval requires a Signification Action process, as required by the Hudson River Park Act. In addition, the Applicants

2. Purpose of activity

The Applicants, 760 12th LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects): a 44-story, mixed-use residential and commercial building at 629 W 54th Street (Manhattan Block 1102, Lot 11) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36). The building at 629 W 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space. In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf) including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites. The Proposed Actions include zoning changes and special permits to facilitate potential transfers of floor area from the Granting Sites (Chelsea Piers, Piers 81/83, and Pier 98) within Hudson River Park to the Development Sites. In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Sites, which requires a Signification Action process pursuant to the Hudson River Park Act.

C. PROJECT LOCATION

Borough: Manhattan Tax Block/Lot(s): Block 1102, Lot 11; Block 1103, Lot 36,

Street Address: 801 Eleventh Avenue; 629 W 54th Street

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☑ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☑ Other, explain: HRPT Significant Action pursuant to the Hudson River Park Act

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☑ Yes	☐ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☐ Yes	☑ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☑	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☑	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☑	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☑	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☑	☐	☐
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☑	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☑	☐	☐

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Jason Diaz, Senior Environmental Planner, VHB

Address: One Penn Plaza, New York, NY 10119

Telephone: 212.857.7326 Email: jjdiaz@vhb.com

Applicant/Agent's Signature: Jason Diaz

Date: 12/5/25

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

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New York City Waterfront Revitalization Program: Consistency Assessment Form

Section B – Proposed Activity

Brief Description of Activity

The Applicants, 760 12th, LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects):

1. a 44-story, mixed-use residential and commercial building at 629 W 54th Street (Manhattan Block 1102, Lot 11) and
2. a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36).

The building at 629 West 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space.

In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf), including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two Development Sites.

The Proposed Actions include zoning changes and special permits to facilitate a transfer of floor area from the Granting Sites (Chelsea Piers, Piers 81/83, and Pier 98) within Hudson River Park to the development sites. In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Sites, which requires a Signification Action process pursuant to the Hudson River Park Act.

The Proposed Actions would affect the Project Area, which comprises two non-contiguous areas:

- **The Project Area Southern Portion**: the portion of Manhattan Block 1102 bounded by Twelfth Avenue (also known as Henry Hudson Parkway or New York State Route 9A [U.S. 9A]) to the west, West 55th Street to the north, West 54th Street to the south, and a line parallel to and 175 feet east of Twelfth Avenue to the east. Within the Project Area Southern Portion sits Development Site 1, which is the property at 629 West 54th Street (Manhattan Block 1102, Lot 11, also known as 629 West 54th Street), owned by 760 12th, LLC.
- **The Project Area Northern Portion**: the portion of Manhattan Block 1103 bounded by Eleventh Avenue to the east, West 56th Street to the north, West 55th Street to the south, and a line parallel to and 150 feet west of Eleventh Avenue to the west. Within the Project Area Northern Portion sits Development Site 2, which is the property at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36), owned by 801 11th Ave., LLC.

The Project Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone.

Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Development Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial auto dealership building with a total built area of approximately 152,375 gsf. The building was constructed in 1930. Development Site 1 is mapped within a M2-4 district within the C2 Subdistrict of the Special Clinton District (CL).

Development Site 2 occupies the eastern portion of Block 1103 and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Development Site 2 has a total lot area of approximately 26,830 sf and is occupied by two buildings that have been operating as a single commercial auto dealership—including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building—with a total built area of approximately 57,805 gsf. The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the CL.

Portions of Hudson River Park would be mapped in the Special Hudson River Park (HRP) District. As discussed below, zoning text amendments would define these areas as the "granting sites" and the development sites as the "receiving sites." Specifically, Pier 98 (Manhattan Block 1109, part of Lot 25 and part of Marginal Street, Wharf or Place) would be designated as B-G1, Piers 81/83 (Manhattan Block 1107, part of Lots 5 and 14) would be designated as B-G2, and Chelsea Piers (Manhattan Block 662, part of Lots 11, 16, and 19 and part of Marginal Street, Wharf, or Place) would be designated as B-G3. Development Site 2 would be designated as B-R3, and Development Site 1 would be designated as B-R4.

To facilitate the Proposed Projects, the Applicants are seeking the following actions with respect to the Rezoning Area and Hudson River Park:

- A zoning map amendment to Zoning Map 8c, consisting of:
  - (i) an amendment to rezone the Project Area Northern Portion from a M2-3 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Northern Portion would be bounded by Eleventh Avenue, West 56th Street, West 55th Street, and a line parallel to and 150 feet west of Eleventh Avenue;
  - (ii) an amendment to rezone the Project Area Southern Portion from a M2-4 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Southern Portion would be bounded by Twelfth Avenue, West 55th Street, West 54th Street, and a line parallel to and 175 feet east of Twelfth Avenue; and
  - (iii) an amendment to establish the Special Hudson River Park District on the Project Area, Pier 81/83, Pier 98,[1] and a portion of Chelsea Piers. [2] (Piers 81/83, Pier 98, and such portion of Chelsea Piers, collectively, the Granting Sites Rezoning Area)

[1] The portion of Pier 98 onto which the Special HRP District would be established includes an additional portion of Manhattan Block 1109, Lot 25 adjacent to the Pier 98 Granting Site.

[2] The portion of Chelsea Piers onto which the Special HRP District would be established includes an additional portion of Manhattan Block 662, Lot 19 adjacent to the Chelsea Piers Granting Site.

- A zoning text amendment to the Zoning Resolution (ZR) of the City of New York, as amended, which consists of:
  - (i) an amendment to ZR Section 89-00, et seq. to
    - (a) designate the Granting Sites as "granting sites" as defined in ZR Section 89-02,
    - (b) designate the Receiving Sites as "receiving sites" as defined in ZR Section 89-02,
    - (c) modify ZR Section 89-11 to generally apply the use and bulk regulations of an M2-3 district to the Project Area Northern Portion and to generally apply the use and bulk regulations of M2-4 district to the Project Area Southern Portion,
    - (d) create ZR Section 89-13 to allow the use and bulk regulations of a C4-7 district and a maximum residential floor area ratio of 14.4 to apply to the Receiving Sites if subject to a special permit pursuant to ZR Section 89-21,
    - (e) modify ZR Section 89-11 to allow automobile dealers and all other motor vehicle dealers within the Receiving Sites to include repair services or preparation of vehicles for delivery;
    - (f) redesignate certain existing granting and receiving sites with new identifiers and make conforming modifications to ZR Section 89-12; and
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  - (iii) an amendment to ZR Appendix F to designate the Receiving Sites as MIH areas permitting MIH Options 1 and 2.
- Zoning special permits pursuant to ZR Section 89-21 (Transfer of Floor Area from Hudson River Park) to transfer approximately 84,349 zsf of unused development rights from the Granting Sites to Development Site 1, and approximately 64,392 zsf of unused development rights from the Granting Sites to Development Site 2 (equivalent to approximately 2.40 FAR on each Development Site), and modify certain bulk regulations, including
  - (i) minimum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a minimum base height of 20 feet along Twelfth Avenue and within 24 feet of Twelfth Avenue along West 54th and 55th Streets at Development Site 1, which is lower than the permitted 60 feet'
  - (ii) maximum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a maximum base height of 177 feet along West 55th Street at Development Site 1, which is greater than the permitted 155 feet;
  - (iii) minimum setback (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-433) to allow a setback of 10 feet from West 54th Street at Development Site 1, less than the required 15-foot setback; and
  - (iv) street wall (ZR Section 35-631(a)) to allow the portion of the street wall at Development Site 2 along Eleventh Avenue within 66 feet of West 55th Street to not be located at the street line.

In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Sites. This approval requires a Signification Action process, as required by the Hudson River Park Act. In addition, the Applicants will seek

separate Chairperson's Certifications pursuant to ZR Section 89-21(d) to allow building permits and certificates of occupancy to be issued for the Proposed Projects.

Purpose of Activity

As the Project Area is currently in M2-3 (CL) and M2-4 (CL) zoning districts, no residential uses are permitted as-of-right. The Proposed Actions would allow the Applicants to pursue mixed-use residential and commercial development by mapping a commercial C4-7 district, which has an R10 residential district equivalent. The replacement of the existing manufacturing districts with a high-density commercial district permitting residential uses would allow for the development of new housing (including affordable housing, as discussed below) in an area of Hell's Kitchen with a dense, mixed-use character at a location in close proximity to public open space that includes DeWitt Clinton Park and Hudson River Park. Given the existing housing crisis in New York City and the capacity of the Project Area and its surroundings to support new residential uses, the Proposed Actions would result in more appropriate land uses on both development sites as compared to the No-Action scenario. Development of the Proposed Projects would enliven the pedestrian experience within the Project Area by introducing new residential uses and would be compatible with the surrounding neighborhood by preserving the ability to operate auto dealership uses.

The Proposed Actions include zoning map amendments to map the Special Hudson River Park district on the Project Area and the portion of the Granting Sites not already mapped within the Special Hudson River Park District, zoning text amendments to identify granting and receiving sites within the Special HRP District, and zoning special permits under ZR Section 89-21 to transfer floor area from the designated Granting Sites to the Recieving Sites. Hudson River Park is a waterfront park on the Hudson River extending from Battery Park to 59th Street. The City Planning Commission (CPC) established the Special Hudson River Park District in 2016. As listed in ZR Section 89-00, the general purposes of the district include, among others, the following:

- "To facilitate the repair and rehabilitation of piers, bulkheads, and infrastructure within Hudson River Park, and to facilitate their maintenance and development, through the transfer of development rights;"
- "To promote an appropriate range of uses that complements Hudson River Park and, to the extent housing is included, to serve residents of varied income levels;" and
- "To promote the most desirable use of land and development in this area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues."

The Proposed Actions would be consistent with the general purposes of the district. They would facilitate new development of a locally desirable mix of land uses—new housing and auto dealership space—both of which are prominent uses in the surrounding neighborhood. The new housing would include affordable housing serving a variety of income levels. The Proposed Actions would also facilitate the transfer of floor area from Hudson River Park to the development sites and thereby provide for the repair and rehabilitation of piers, bulkheads, and infrastructure in Hudson River Park.

The Proposed Actions also include mapping an MIH area coterminous with the proposed C4-7 (CL) (HRP) district. The proposed MIH area would ensure permanent affordability is included in the Proposed Projects. The most recent Statement of Needs for Manhattan Community Board 4 (Fiscal Year 2025) identified a lack of affordable housing as the most pressing issue facing the Community District. The creation of affordable housing is also a goal of the Special HRP District. The proposed

zoning text amendment to map an MIH area would be consistent with the affordable housing goals of the Community District, the Special HRP District, and the City of New York.

The Proposed Actions include a zoning text amendment to allow auto showroom uses with repair and the preparation of motor vehicles for delivery as permitted uses in the Project Area. The text amendment is necessary to continue allowing auto showroom uses within the Project Area to include, as under the existing zoning, repair and preparation of motor vehicles for delivery.

Section F – Waterfront Revitalization Program Policy Assessment

Introduction

As shown in **Figure 1**, the two development sites within the Project Area fall within the New York City Coastal Zone, making them subject to the New York City Waterfront Revitalization Program (WRP). The Proposed Projects, described above, are located on the landward side of Hudson River Park, separated from the waterfront by the West Side Highway and Hudson River Greenway. Therefore, the Proposed Projects are not waterfront adjacent, and many coastal policies will not apply.

Due to Development Site 1's location partially within the Shaded-X Flood Zones which is defined as a "moderate risk flood zone," with a 0.2 percent annual chance or greater of being met in any year, also known as the 500-year flood zone, development on the Development Site 1 would be built to Appendix G Building Code standards, as described throughout the WRP Policy response sections (see **Figure 2**). In addition, as detailed in **Chapter 9, Water and Sewer Infrastructure**, the Proposed Actions would incorporate best management practices (BMPs) that would be required in accordance with the New York City Department of Environmental Protection (NYC DEP) Unified Stormwater Rule (USWR) guidelines, which include requirements for bringing the Development Sites into compliance with the allowable stormwater release rate. To achieve the release rate, stormwater would be managed by utilizing one or a combination of detention techniques. Green infrastructure technologies and subsurface detention would be implemented to retain or release stormwater with slowed discharge rates to control peak runoff rates. With the incorporation of sanitary and stormwater source control BMPs, the Proposed Project is not expected to appreciably increase the frequency or volume of Combined Sewer Overflow (CSO) events. Given the small increment in total volumes and the incorporation of sanitary and stormwater source control BMPs, the Proposed Project is not expected to appreciably increase the frequency or volume of CSO events. Therefore, the Proposed Actions would not result in any significant adverse stormwater impacts.

According to Federal Emergency Management Agency (FEMA)'s 2015 Preliminary Flood Insurance Rate map, Development Stie 2 is located outside of 2050s 1 percent Annual Chance Floodplain, while a portion of Development Site 1 is within the 2050s 1 percent Annual Chance Floodplain (see **Figure 3**). Therefore, policy 6.2 was warranted and assessed for the Proposed Project on Development Site 1.

Given the range of programs that could result from the Proposed Actions, two scenarios are analyzed in the Draft Environmental Impact Statement (DEIS) to ensure conservative analyses:

Maximum Commercial Scenario

As with the Proposed Projects, under the Maximum Commercial Scenario, the Applicants would construct two new mixed-use buildings with residential towers, each on a three-story commercial base. Rather than three stories of auto dealership, however, the commercial uses in each building

would include retail on the ground floor and office on the second and third floors. Under this scenario, Development Site 1 would be redeveloped with a new, 44-story, 664,245-gsf building with approximately 617 DUs, 65,364 gsf of commercial office space, and 48,626 gsf of ground-floor and cellar retail space, while Development Site 2 would be redeveloped with a new, 38-story, 515,076-gsf building with approximately 477 DUs, 47,350 gsf of commercial office space, and 38,410 gsf of ground-floor and cellar retail space. The total number of DUs (1,094 DUs, of which 219 to 328 would be permanently affordable under MIH[3]) would be the same as in the Proposed Projects.

Maximum Residential Scenario

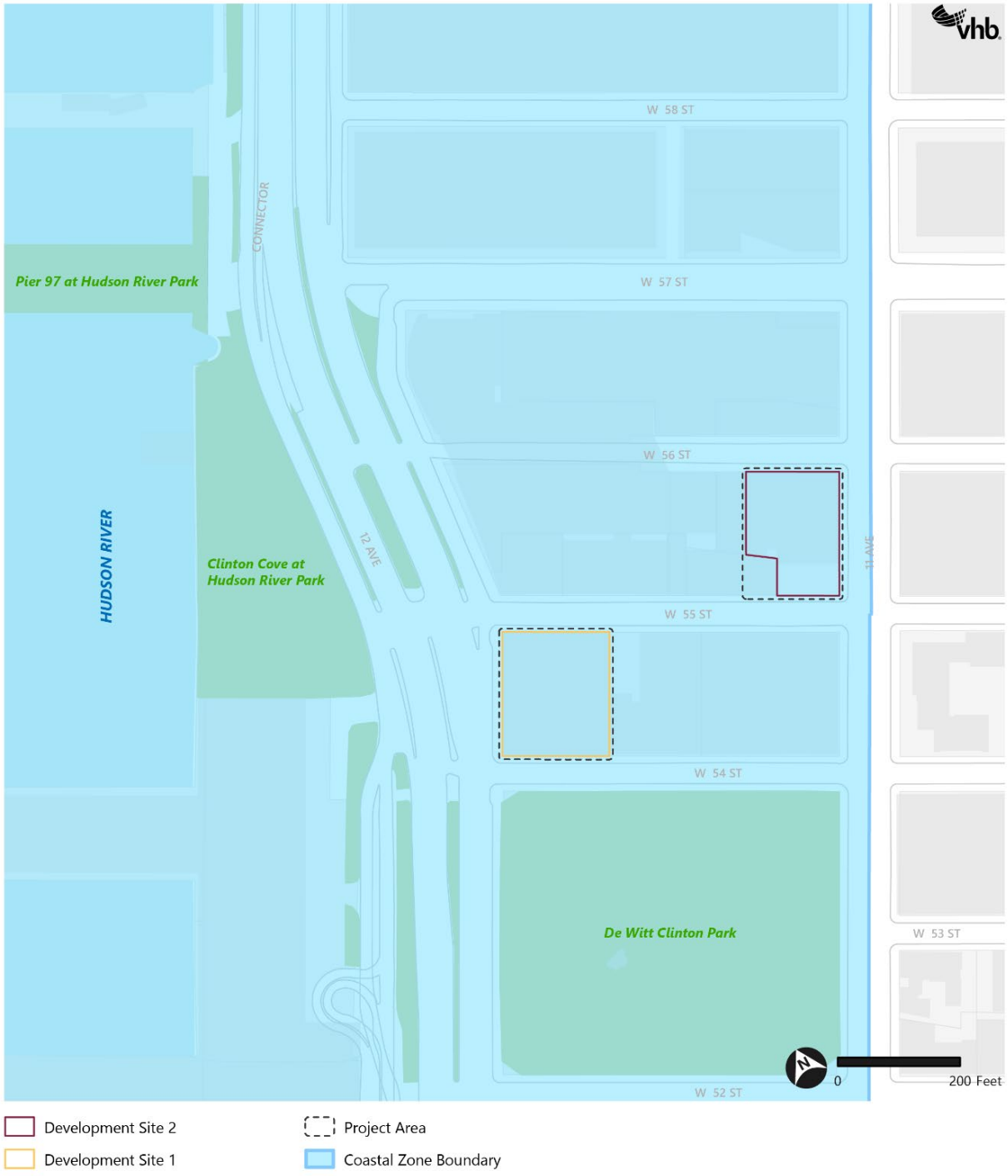
Under the Maximum Residential Scenario, the Applicants would construct two new mixed-use buildings containing ground-floor and cellar-level auto dealership space, with residential in lieu of auto dealership space on the second and third floors of both development sites. As such, Development Site 1 would be redeveloped with a new, 45-story, 671,815-gsf building with approximately 701 DUs and 50,118 gsf of auto dealership space, while Development Site 2 would be redeveloped with a new, 39-story, 522,558-gsf building with 541 DUs and 38,441 gsf of auto dealership space. The residential program under the Maximum Residential Scenario assumes a rate of 850 residential gsf per DU (above-grade), yielding 1,242 DUs, of which approximately 248 to 373 would be permanently affordable under MIH,[4] depending on the MIH options selected during the public review process.

[3] The number of affordable DUs reflects the possible range of affordability under MIH Option 1 (25 percent of residential floor area affordable to households at an average of 60 percent AMI), Option 2 (30 percent of residential floor area at an average of 80 percent AMI), and Option 3 (20 percent of residential floor area at an average of 40 percent AMI). Where applicable, the MIH Option that reflects the RWCDS for any given technical area will be analyzed to ensure a conservative analysis.

[4] See Footnote No.1.

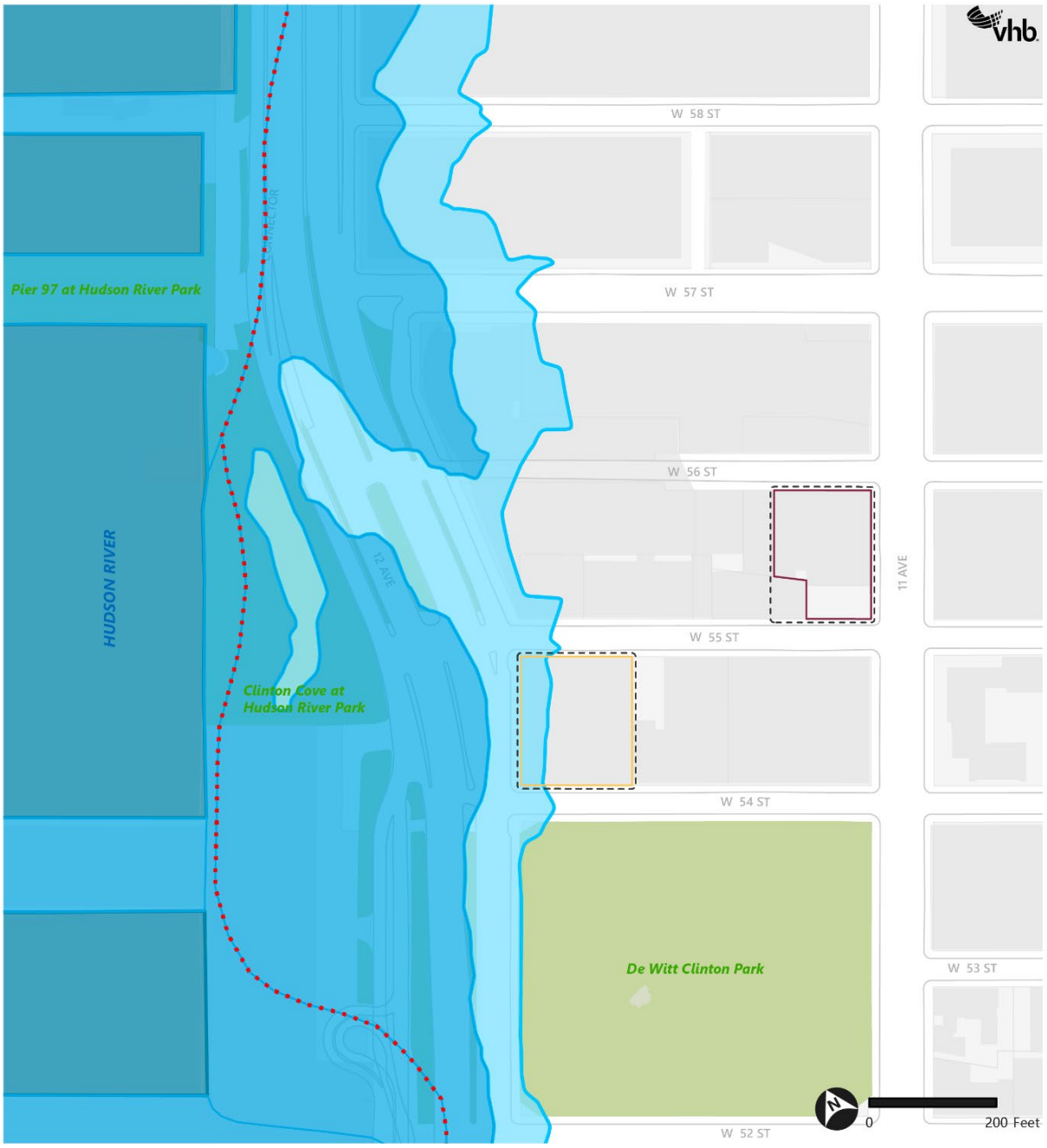
A single maximum building envelope will encompass both development scenarios for each development site. These Maximum Envelopes will be analyzed as the RWCDS for each building's bulk, height, and massing,

Figure 1 NYC Coastal Zone Boundary



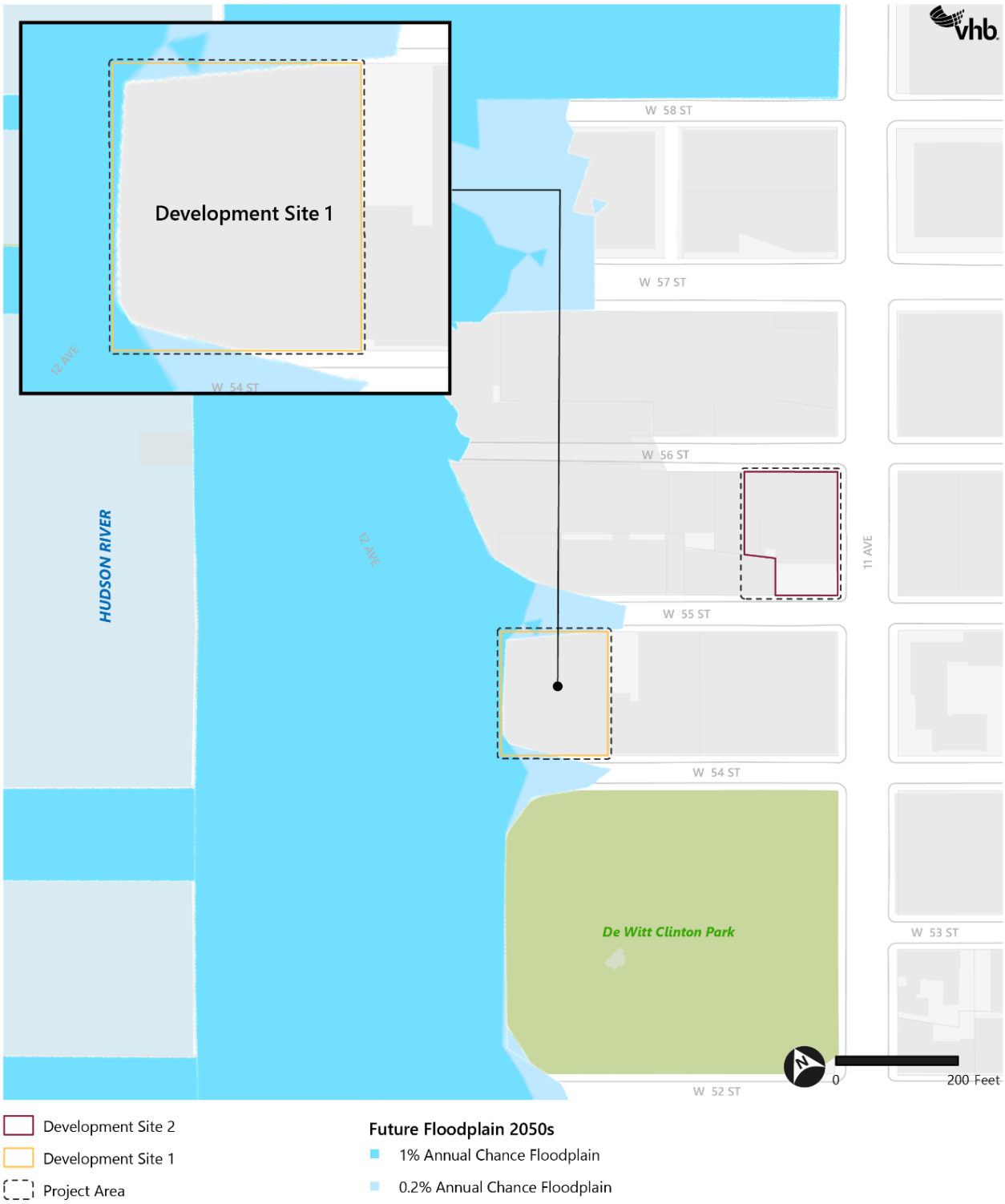
Source: NYC DCP, WRP Coastal Zone Boundary, May 2016

Figure 2 Preliminary Flood Insurance Rate Maps 2015



Source: FEMA, Preliminary Flood Insurance Rate Maps 2015; NYC DCP NYC Flood Hazard Mapper

Figure 3 Future Floodplain 2050s



Source: FEMA, Future Floodplain 2050s; NYC DCP NYC Flood Hazard Mapper

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1 Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

Under both the Maximum Commercial Scenario and the Maximum Residential Scenario, Development Site 1 and Development Site 2 would be developed with mixed-use developments that are appropriate to the Coastal Zone where they are located. Specifically, the development sites are not within a special natural area, and they do not have any unique or significant natural features. Instead, both Development Site 1 and Development Site 2 are currently underutilized. Additionally, both developments sites are in close proximity to existing residential and commercial uses and have the potential to strengthen the mixed-use character of the upland area. The Project Area is also well-served by transit and existing water and sewer infrastructure. Allowing for the Project Area to use unused FAR from the Granting Sites would facilitate the Proposed Projects and promote housing development, including permanently affordable housing pursuant to MIH. The range of programs that could result from the Proposed Actions are understood through analyzing the Maximum Residential Scenario and the Maximum Commercial Scenario. As both scenarios would result in mixed-use residential and commercial developments that are appropriate to the Coastal Zone where the two development sites are located, the Proposed Actions would promote this policy in both scenarios.

Policy 1.2 Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

The Project Area is in close proximity to the Hudson River waterfront, and its redevelopment would contribute to enlivening the waterfront and improving the visual character of the area. Neither the Maximum Commercial Scenario nor the Maximum Residential Scenario would introduce industrial uses to the Project Area. Instead, both scenarios would bring two new mixed-use buildings with residential and commercial uses, adding new residents, visitors and workers to the Project Area and enlivening the space. In addition, as described in **Chapter 2, Land Use, Zoning and Public Policy** of the DEIS, as well as the response to **Policy 8.1** below, the Proposed Actions would facilitate the repair and rehabilitation of piers, bulkheads, and infrastructure within Hudson River Park to enhance public access to the waterfront. Accordingly, the Proposed Projects would promote this policy.

Policy 1.3 Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The Project Area is well served with roadways, bike lanes, and public transit and is served by adequate infrastructure and community services, as described in **Chapter 2, Land Use, Zoning and Public Policy** of the DEIS. Nearby public transit includes M12, M57, and M31 Bus Lines and Citi Bike stations. The nearest subway station is 59th Street – Columbus Circle, which is located half a mile east of the Project Area and is served by the A, C, B, D, and 1 lines. The Project Area is located east of Riverside Park—a 222-acre regional open space that offers a wide range of recreational activities such as hiking trails, handball, basketball, pickleball, tennis courts, soccer and baseball fields, and playgrounds. As discussed in **Chapter 5. Open Space**, the Project Area is also within a half mile of Hell's Kitchen Park, Gutenberg Playground, Damrosch Park, and Lincoln Center Plaza. Residents introduced in either the Maximum Commercial Scenario or the Maximum Residential Scenario would be well-served by these public open spaces. In **Chapter 4, Community Facilities and Services**, the

analysis concluded that the utilization rate of elementary and intermediate schools would not exceed 100 percent under the Maximum Residential Scenario, which was used for conservative analysis purposes. As such, the density and mixed residential and commercial uses that would be introduced under the Maximum Commercial Scenario or the Maximum Residential Scenario would be compatible with the capacity of surrounding infrastructures and public facilities.

In both the Maximum Commercial Scenario and the Maximum Residential Scenario, two new mixed-used buildings would connect to existing water and sewer infrastructure within the surrounding streets. The Maximum Commercial Scenario would result in a greater water demand and generate more sewage than the Maximum Residential Scenario—a total daily water demand of approximately 0.26 million gallon per day (gpd) and 0.23 million gpd of sanitary flows, as shown in **Chapter 9, Water and Sewer Infrastructure**. As the total water usage anticipated would be less than one million gpd, the Proposed Actions would not result in any significant adverse impacts on the water supply. The projected increase in combined sewage would not cause the North River Wastewater Resource Recovery Facility (WRRF) to exceed its operational capacity or the State Pollutant Discharge Elimination System (SPDES)-permitted capacity. Therefore, the Proposed Actions would not result in any significant adverse combined sewage impacts. The Proposed Actions encourage redevelopment that would neither result in any significant adverse impacts on the water supply nor affect the operational capacity of the North River WRRF or permitted capacity of the SPDES.

Furthermore, the Project Area is served by one storm sewer outfall—CSO Outfall NRS-035. The Proposed Actions would incorporate BMPs required in accordance with NYC DEP USWR guidelines, which include requirements for bringing the Development Sites into compliance with the allowable stormwater release rate. To achieve the release rate, stormwater would be managed by utilizing one or a combination of detention techniques. Green infrastructure technologies and subsurface detention would be implemented to retain or release stormwater with slowed discharge rates to control peak runoff rates. Therefore, the Proposed Actions would not result in any significant adverse stormwater impacts. Therefore, the Proposed Actions would be consistent with this policy.

Policy 1.5 Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

As shown on **Figure 2** and **Figure 3**, Development Site 1 is currently outside of the 100-year flood area (i.e., the 1-percent annual chance floodplain), based on the 2015 FEMA Flood Insurance Rate Maps (FIRMs). But a small portion of the lot would be within the 1-percent annual chance floodplain by the 2050s. Development Site 2 is currently outside of the 100-year flood area and would remain outside of the 100-year flood area during its lifespan. The Proposed Project on Development Site 1 would be built to a design flood elevation (DFE) of +13 feet (NAVD 88). While the average elevation of the cellar at 3 feet is below the elevation of the current 1-percent annual chance floodplain, residential uses and entries of the Proposed Project on Development Site 1 would be located above the 1-percent annual chance floodplain of 12.33 feet under mid-Sea Level Rise (SLR) projection in the 2050s at an elevation of 15 feet. Commercial uses located at the ground floor and cellar would be below the 1-percent annual chance floodplain under mid-SLR projection in the 2050s, but this area would be dry-flood proofed. Critical systems serving commercial and residential uses would be located on the second floor, above the SLR projections during the lifespan of the building.

Policy 5 Protect and improve water quality in the New York City coastal area.

Policy 5.1 Manage direct or indirect discharges to waterbodies.

Both the Maximum Commercial Scenario and the Maximum Residential Scenario would be required to comply with all City and State regulations to manage direct or indirect discharges to waterbodies. The Project Area is served by one storm sewer outfall—CSO Outfall NRS-035. In accordance with the New York City Plumbing Code (Local Law 33 of 2007), the future developments at the Development Sites would be required to utilize low-flow plumbing fixtures, which would reduce sanitary flows to the plant. Additionally, BMPs would be required in accordance with the NYC DEP USWR guidelines, which include requirements for bringing the Development Sites into compliance with the allowable stormwater release rate. The existing buildings on the Development Sites were developed prior to the USWR; however, the construction of new buildings is required to meet the new stormwater requirements.

Policy 5.2 Protect quality of New York City's waters by managing activities that generate nonpoint source pollution.

As discussed in Policy 5.1, BMPs would be required in accordance with the NYC DEP USWR guidelines. The USWR increases on-site stormwater detention requirements and updates release rates for developments discharging to combined sewer systems and requires a retention-first approach to stormwater management practice design. To achieve the release rate, stormwater would be managed by utilizing one or a combination of detention techniques. Green infrastructure technologies, such as green and blue roofs and subsurface detention, would be implemented to retain or release stormwater with slowed discharge rates to control peak runoff rates. Specific BMP methods will be determined with further refinement of the building and site design and in consultation with NYC DEP.

The incorporation of the appropriate stormwater source control BMPs that would be required as part of the site connection approval process, with the review and approval of NYC DEP, would reduce the overall volume of sanitary sewer discharge and stormwater runoff as well as the peak stormwater runoff rate from the Development Sites. Treatment capacity at the North River WRRF is enough to handle wastewater flow resulting from the Proposed Actions.

During construction, the Applicants would comply with all applicable regulations governing on-site stormwater management and disposal into the sewer system, including the NYC Construction Code, NYC Plumbing Code, USWR, and Local Law 97 of 2017. As such, the Proposed Developments and their construction would protect the city's water quality.

Policy 6 Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

As the Development Sites are not directly on the waterfront, shoreline erosion measures would not be implemented. As mentioned, Development Site 1 is currently outside of the 100-year flood area (i.e., the 1-percent annual chance floodplain) based on the 2015 FEMA FIRMs. However, a small portion of the lot would be within the 1-percent annual chance floodplain by the 2050s (see **Figure 3**). Development Site 2 is currently outside of the 100-year flood area and would remain so during its lifespan. The building on Development Site 1 would incorporate on-site flood management and resilience measures under both the Maximum Commercial Scenario and the Maximum Residential Scenario.

Policy 6.2 Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Pannel on climate change 2015 Report, Chapter 2: Sea Level Rise Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

In accordance with NYC DCP climate change adaptation guidance, the three-step process below assesses the Proposed Actions' consistency with Policy 6.2 of the WRP. Step 1 identifies the vulnerabilities and consequences, Step 2 identifies adaptive strategies, and Step 3 assesses policy consistency. As shown on **Figure 2** and **Figure 3,** Development Site 1 is currently outside of the 100-year flood area (i.e., the 1-percent annual chance floodplain), based on the 2015 FEMA FIRMs, but a small portion of the lot would be within the 1-percent annual chance floodplain by the 2050s. Development Site 2 is currently outside of the 100-year flood area and would remain so during its lifespan. Therefore, a consistency analysis was conducted for Policy 6.2 on Development Site 1. For the purposes of a conservative assessment, the Maximum Residential Scenario represents a more conservative scenario, as it would introduce more residential population to Development Site 1. Additionally, as compared to the Maximum Commercial Scenario, which would include a three-story base, the Maximum Residential Scenario would have residential space on the second and third floors. The residential and commercial entrances and exits under the Maximum Residential Scenario would also be representative of the ones under the Maximum Commercial Scenario (see **Figure 4** and **Figure 5**).

Figure 4 Maximum Residential Scenario Site Plan (Development Site 1)

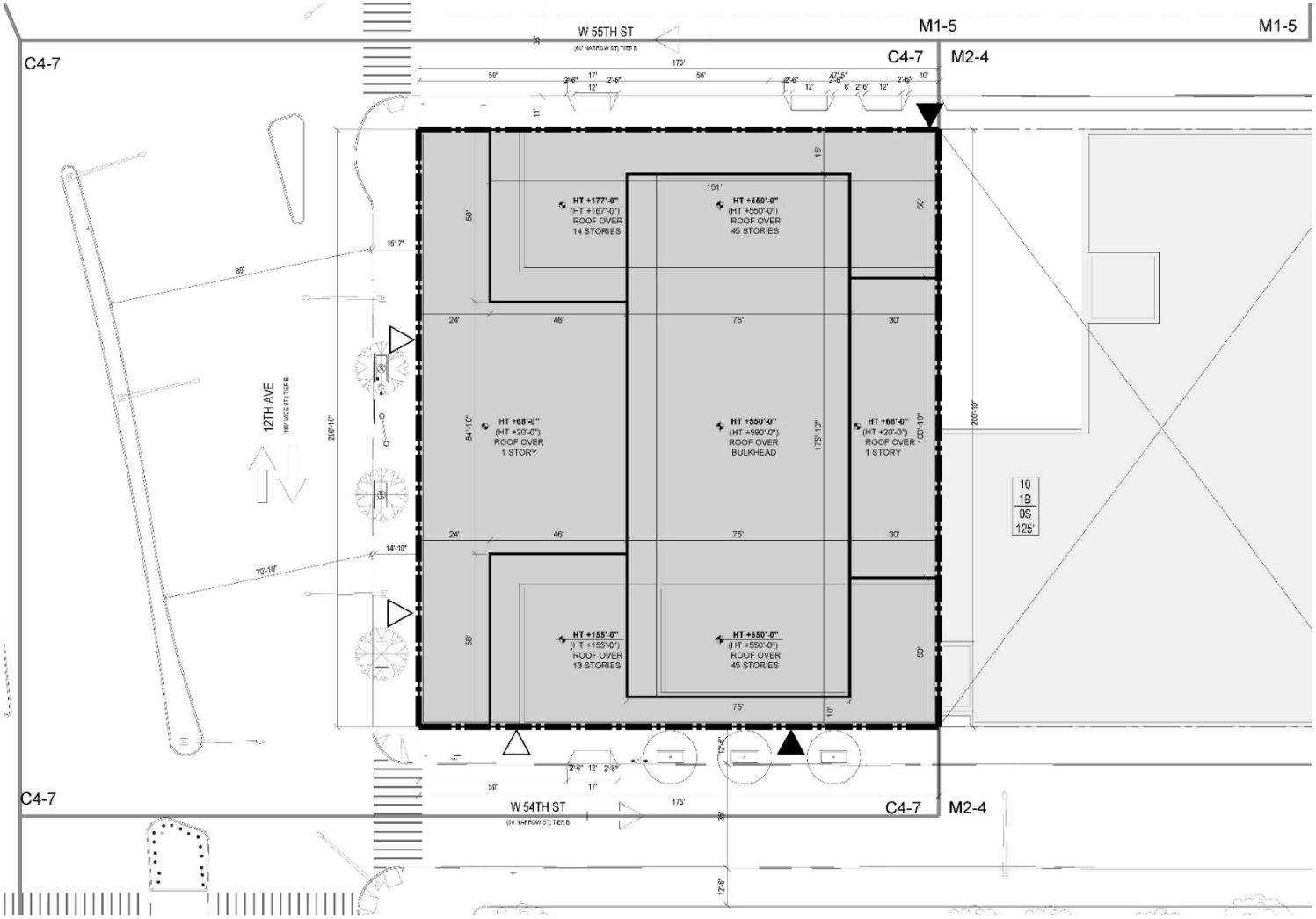
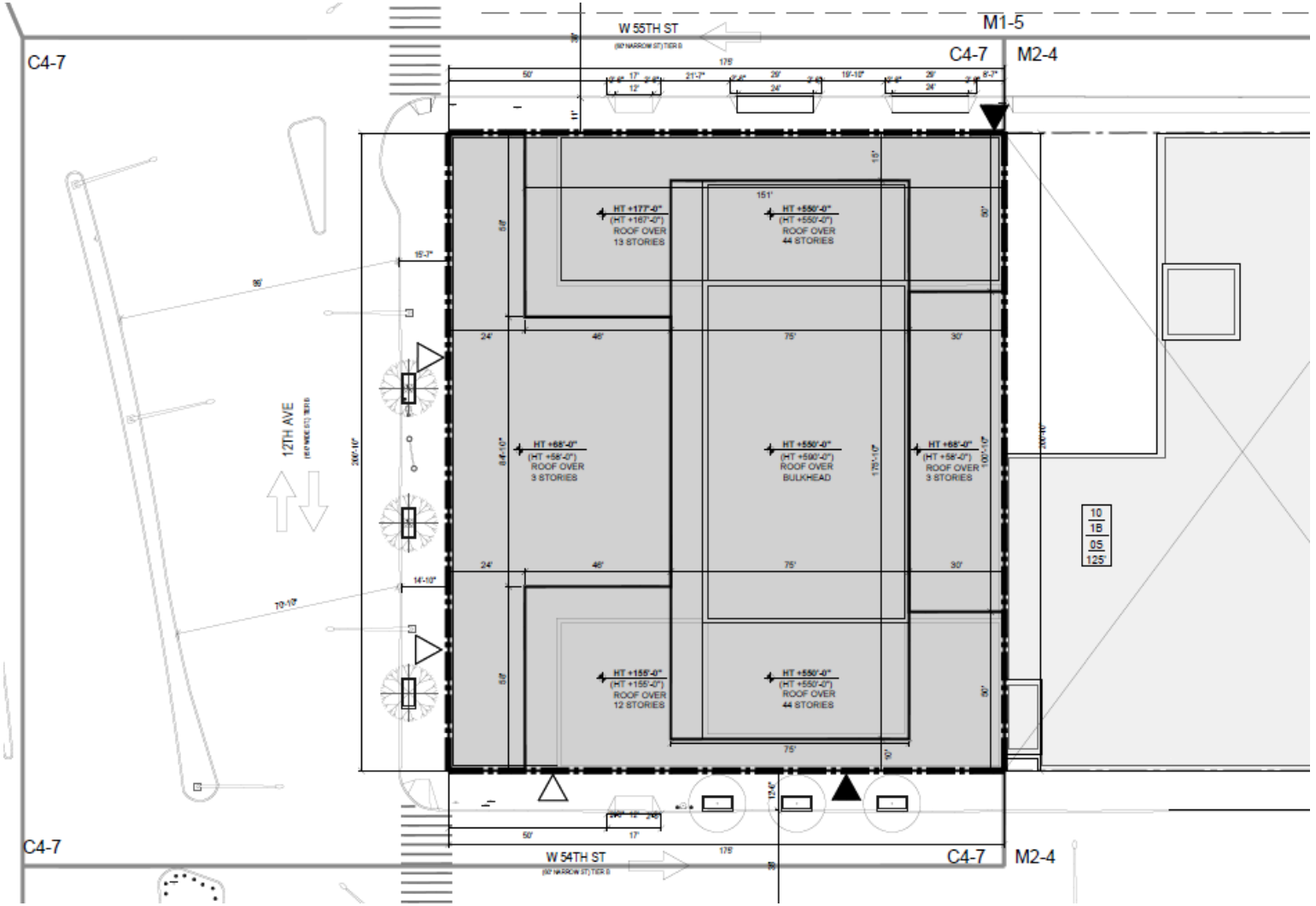


Figure 5 Proposed Project Site Plan (Development Site 1)



Step 1: Identify vulnerabilities and consequences

A Flood Elevation Worksheet was prepared for the Proposed Development on Development Site 1 (see attached Flood Evaluation Worksheet). As described, Development Site 1 is currently outside of the 100-year flood area (i.e., the 1-percent annual chance floodplain), based on the FEMA FIRMs, but a small portion of the lot would be within the 1-percent annual chance flood by 2050s. The proposed development on Development Site 1 would be built to a design flood elevation (DFE) of +13 feet (NAVD 88). The cellar of the proposed development on Development Site 1 would be in the current 1-percent annual chance floodplain under the high-SLR projection, with an elevation at +3 feet. The commercial use on the ground floor would not be in the 1-percent annual chance floodplain under any SLR projections but would be in the 1-percent annual chance floodplain by the 2050s under mid-SLR projections. Additionally, some of the ground floor's residential uses (including the residential lobby, residential bicycle storage, and a loading berth) would be in the 1-percent annual chance floodplain by the 2080s under high-SLR projection, and by 2100s under high-mid-SLR projection. Auto storage and the building's critical mechanical equipment supporting commercial and residential uses would be located on the second floor, which is not expected to be in SLR projections before the end of the building's lifespan. The cellar level would be considered a vulnerable feature with auto repair space, trash compactor/storage, and residential storage. These vulnerable elements would be located below the 1-percent flood elevation throughout the lifespan of the building. However, no critical mechanical equipment would be located within the building's cellar and, therefore, would not be at risk of flood damage.

Step 2: Identify adaptive strategies

While the average elevation of the cellar at 3 feet is below the elevation of the current 1-percent annual chance floodplain, residential uses and entrances of the Proposed Pevelopment on Development Site 1, at an elevation of 15 feet, would be located above the 1-percent annual chance floodplain of 12.33 feet under mid-SLR projection in the 2050s. Commercial uses located at the ground floor and cellar are below the 1-percent annual chance floodplain under mid-SLR projection in 2050s and would be dry-flood proofed. Critical systems serving commercial and residential uses would be located on the second floor above the SLR projections during the lifespan of the building.

Step 3: Assess policy consistency

Based on this information, the Proposed Actions would promote Policy 6.2. As described above, critical features would not face flood risk during the building's lifespan. Vulnerable project features below the projected elevation of the future high estimate of MHHW or 1% chance annual flood and SLR would be made resilient through the implementation of site-specific adaptive strategies described above.

Policy 7 Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

Policy 7.1 Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

As part of the environmental review process, the Applicant conducted a Phase I Environmental Site Assessment (ESA) on both Development Sites and submitted the results to NYC DEP. The Phase I ESAs identified a Recognized Environmental Conditions (RECs) and several Business Environmental Risks (BERs) at both development sites. Potential impacts relating to this condition would be reduced or eliminated through the placement of a hazardous materials (E)-Designation (E-869) on the Development Sites (Manhattan Block 1102, Lot 11 and Manhattan Block 1103, Lot 36). Compliance in association with the hazardous materials (E)-Designation on the Development Sites would be conducted under the administration of the Office of Environmental Remediation (OER).

In addition to the above, regulatory requirements pertaining to building materials containing asbestos-containing materials, lead-based paint and/or Polychlorinated biphenyls would be addressed under standard demolition/renovation procedures. With the implementation of the above measures, there would be no significant adverse impacts with respect to hazardous materials, and such materials would be managed in a manner that protects public health, controls pollution and prevents degradation of coastal ecosystems. Accordingly, the Proposed Actions would promote Policy 7.1.

Policy 7.2 Prevent and remediate discharge of petroleum products.

As outlined above in Policy 7.1, the Proposed Projects are subject to site review by OER and NYC DEP. Once developed, the projects would be subject to all local, state, and federal requirements related to the discharge of petroleum products. Potential BMPs would be incorporated such as a Site Management Plan and Material Management Plan, as applicable. As such, the Proposed Projects would promote Policy 7.2.

Policy 7.3 Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

The Proposed Projects would be subject to all applicable city, state, and federal regulations regarding solid waste and hazardous materials. Project-generated solid waste and hazardous materials would be transported in accordance with all applicable regulations, including but not limited to Chapter 4, Part 364 of Title 6 of the Codes, Rules, and Regulations of the State of New York (6 CRR-NY). Adhering to these regulations, which sets forth requirements for the transportation of hazardous materials, would minimize the potential degradation of the surroundings, including coastal resources. Any solid waste or hazardous materials being created on site or transported off site would follow these regulations and would minimize potential degradation of coastal resources, thereby promoting Policy 7.3.

Policy 8 Provide public access to, from, and along New York City's coastal waters.

Policy 8.1 Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.

As discussed above, Development Site 1 is currently improved with a six-story, 82-foot-tall commercial auto dealership building. Development Site 2 is occupied by two buildings that have been operated as a single commercial auto dealership. The access to the waterfront in the Project Area is through West 55th Street and West 56th Street. West 55th Street is a 60-foot-wide (Narrow Street), one-way, westbound street with two vehicle lanes, a bike lane, and on-street parking. West 56th Street is a 60-foot-wide (Narrow Street), one-way, eastbound street featuring two vehicle lanes and on-street parking. Along West 55th Street and West 56th Street are a number of auto service shops and the loading areas for buildings along West 54th Street and West 55th Street. The Proposed Projects would bring a 24-hour population to this area, activating West 55th Street and West 56th Street, and enhancing physical and visual access to the Hudson River waterfront.

Policy 8.3 Provide visual access to the waterfront where physically practical.

The visual access to the waterfront on West 56th Street is currently blocked by the tunnel of a New York City Department of Sanitation garage. The Proposed Project on Development Site 2 would not affect the current visual access on West 56th Street. Neither Proposed Project is located on the waterfront; both would follow the New York City street grid pattern and would not disrupt existing views of the water that exist currently on West 55th Street and West 54th Street. As such, the Proposed Projects would promote Policy 8.3.

Policy 8.5 Preserve the public interest in and use of lands and waters held in public trust by the State and City.

The Proposed Actions would facilitate the transfer of floor area from Hudson River Park to the Development Sites and thereby provide for the repair and rehabilitation of piers, bulkheads, and infrastructure in Hudson River Park. As such, the Proposed Projects would promote Policy 8.5.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City

The Proposed Actions would enable the construction of the Proposed Developments. Based on a review of the New York State Historic Preservation Office (SHPO) Cultural Resources Information System (CRIS) and New York City Landmarks (LPC) Online Maps, there are no historic resources on or adjacent to the Development Sites. This was confirmed by the LPC in correspondence dated August 28, 2024 (see **Appendix A**). The existing buildings on the Development Sites are not historic resources. As such, the Proposed Actions would not hinder this policy.

Policy 10.2: Protect and preserve archaeological resources and artifacts

According to correspondence with the LPC dated August 28, 2024, there are no significant or sensitive archaeological resources located at the Development Site (see **Appendix A**). As such, the Proposed Actions would not hinder this policy.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	629 West 54th Street
Location	629 West 54th Street New York NY Block: 1102 Lot: 11
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	Proposed 44-story, mixed-use residential and commercial building. The building at 629 W 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space.
Planned Completion Date	2029
Expected Project Lifespan	100

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For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.28	**2.28**	**NAVD88**	*Appendix A: The Battery (Station ID 8518750)*
1% flood height	11.00	**11.00**	**NAVD88**	*FEMA Preliminary FIRM 2015 Panel 3604970088G*
Design flood elevation	13.00	**13.00**	**NAVD88**	
As relevant:				
0.2% flood height	9.10	9.10	**NAVD88**	*NYC FIS*

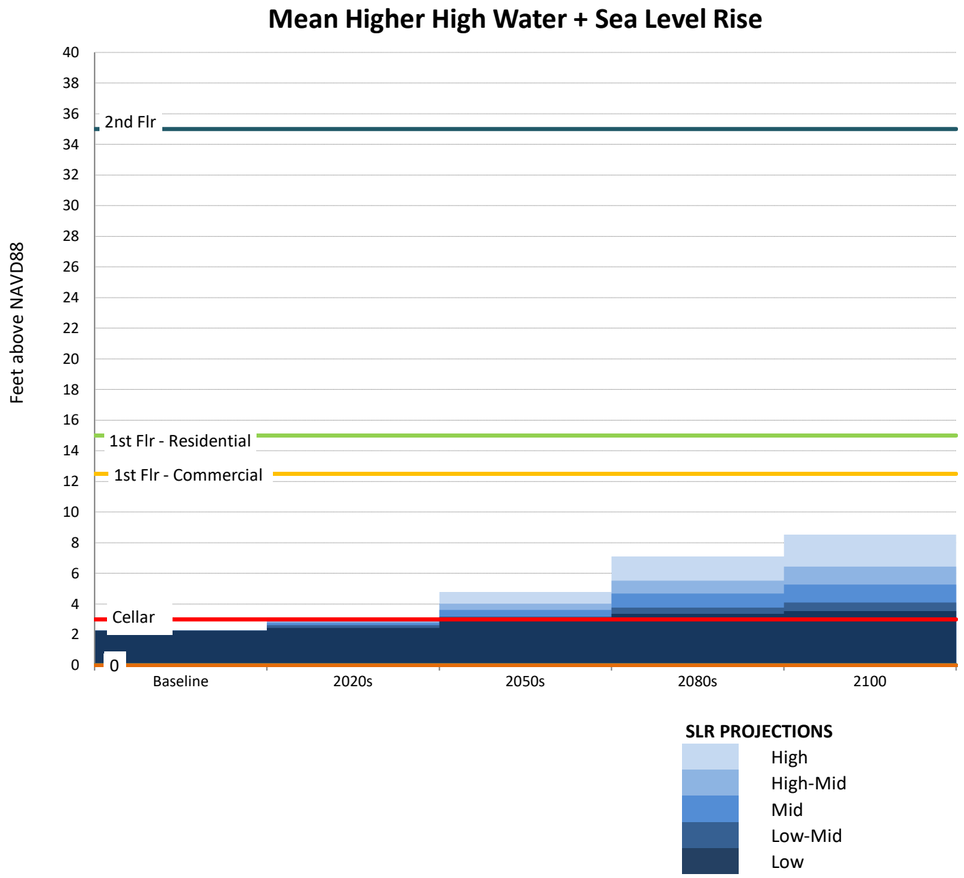
Data will be converted based on the following datums:

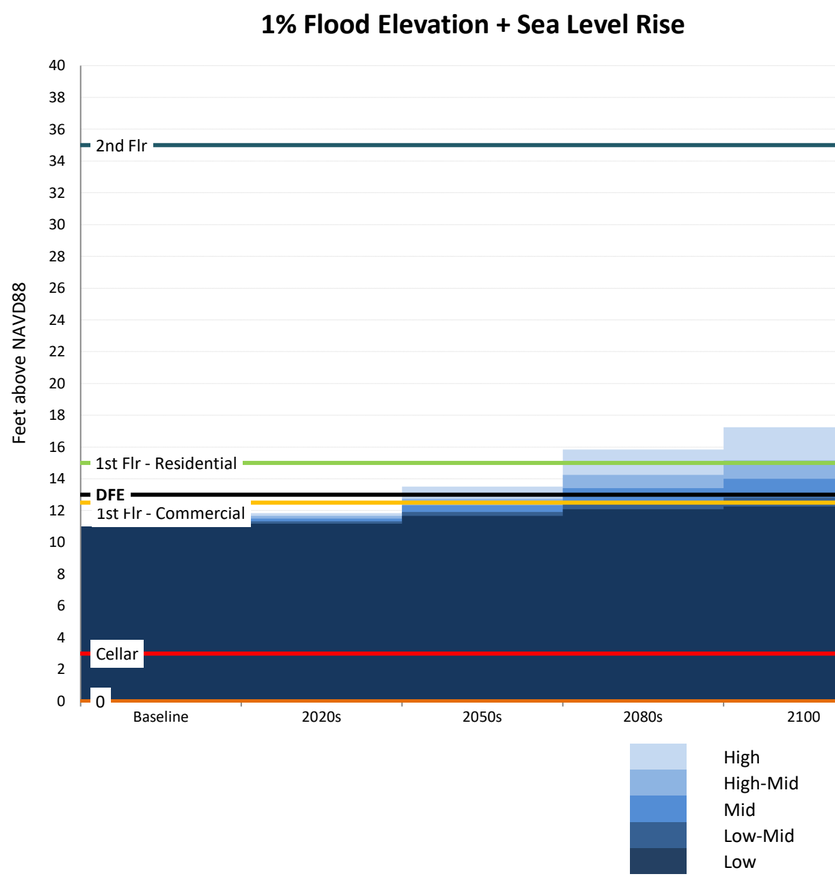
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

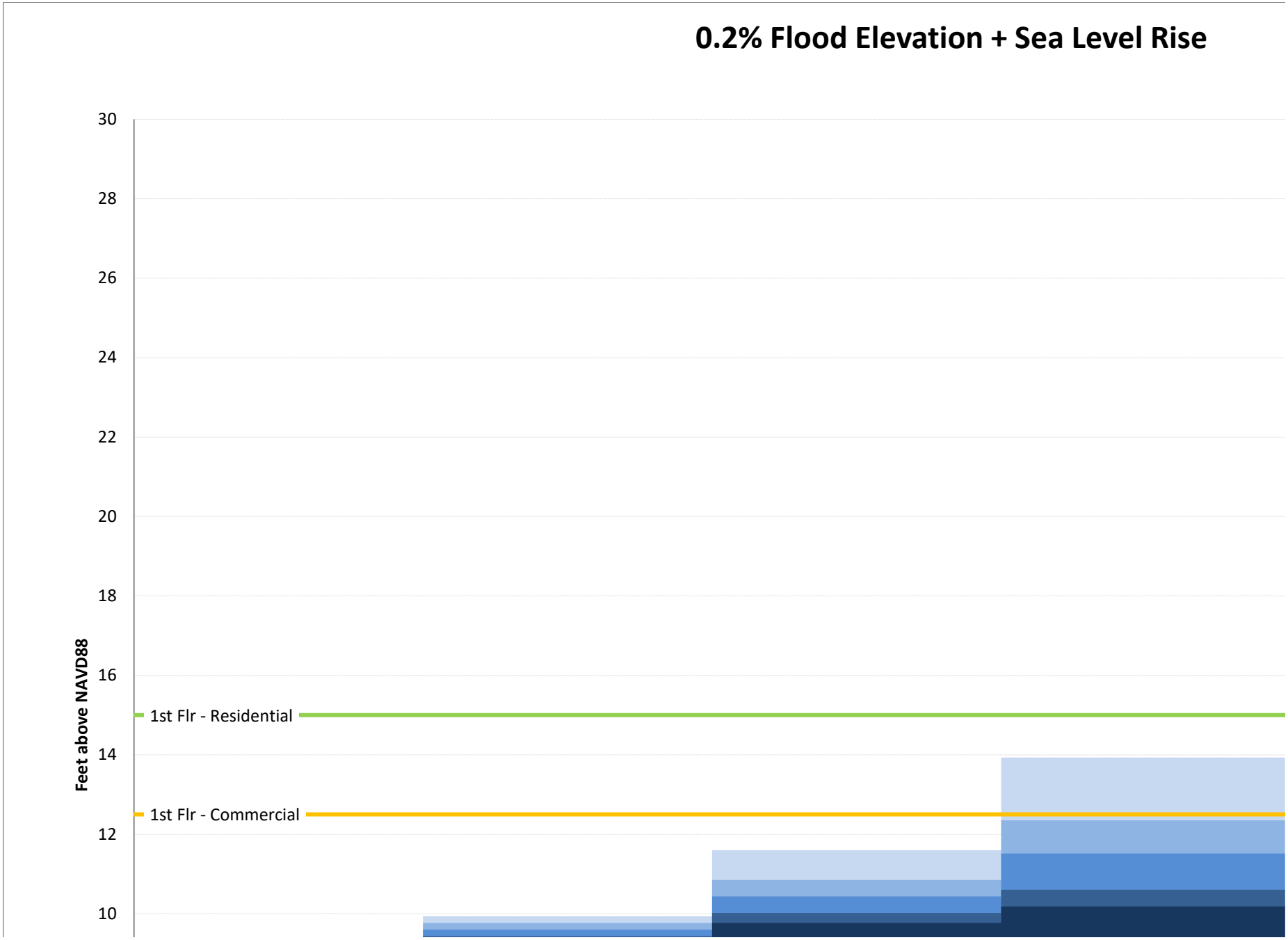
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
Cellar	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	3.0	Feet	NAVD88	*3.0*	*3.0*	*0.7*	*-6.1*
Commercial and Residential back of house spaces, Auto repair, trash compactor / trash storage, residential Storage									
1st Flr - Commercial	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	12.5	Feet	NAVD88	*12.5*	*12.5*	*10.2*	*3.4*
Auto Showroom									
1st Flr - Residential	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	15.0	Feet	NAVD88	*15.0*	*15.0*	*12.7*	*5.9*
Residential Lobby, Residential Bicycle storage, Loading Berth									
2nd Flr	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	100	35.0	Feet	NAVD88	*35.0*	*35.0*	*32.7*	*25.9*
Auto Storage, Commercial and Residential Mechanical Rooms									
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
1st Flr - Residential
1st Flr - Commercial

	SLR (ft)				
	Low	Low-Mid	Mid	High-Mid	High
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	Low-Mid	Mid	High-Mid	High
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

MHHW+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	2.28	2.28	2.28	2.28	2.28
2020s	2.45	2.61	2.78	2.95	3.11
2050s	2.95	3.20	3.61	4.03	4.78
2080s	3.36	3.78	4.70	5.53	7.11
2100	3.53	4.11	5.28	6.45	8.53

1%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	11.00	11.00	11.00	11.00	11.00
2020s	11.17	11.33	11.50	11.67	11.83
2050s	11.67	11.92	12.33	12.75	13.50
2080s	12.08	12.50	13.42	14.25	15.83
2100	12.25	12.83	14.00	15.17	17.25

0.2%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	9.10	9.10	9.10	9.10	9.10
2020s	9.27	9.43	9.60	9.77	9.93
2050s	9.77	10.02	10.43	10.85	11.60
2080s	10.18	10.60	11.52	12.35	13.93
2100	10.35	10.93	12.10	13.27	15.35

	0	1
Cellar	3	3
1st Flr - Commercial	13	12.5
1st Flr - Residential	15	15
2nd Flr	35	35
0	0	0
0	0	0
0	0	0
0	0	0
DFE	13.00	13.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.

