A. INTRODUCTION

This chapter considers the potential of the proposed actions to affect historic and cultural resources, which include archaeological and architectural resources. As described in Chapter 1, "Project Description," the Project Area consists of project site A located at 601 West 29th Street (Block 675, Lots 12, 29, and 36), project site B located at 606 West 30th Street (Block 675, Lot 39). The Project Area also includes Lot 38, an intervening lot which is part of neither project site but is assumed to be redeveloped for the purposes of environmental review (see Figures 1-2 and 1-5). The Project Area is proposed to be rezoned from M2-3 to C6-4X and designated as a receiving site for developments rights from the Hudson River Park, specifically the Chelsea Piers area (the "granting site").

As described in Chapter 1, "Project Description," and Chapter 2, "Analytical Framework," in the future with the proposed actions (the With Action condition), the Project Area would be redeveloped with two new mixed-use buildings on two project sites. The two project sites and Lot 38 would be rezoned and included in the Special Hudson River Park District. Overall, it is assumed that the Project Area would contain residential apartments, retail, accessory parking, and a public facility (potentially a Fire Department of the City of New York-Emergency Medical Service [FDNY-EMS] Station). As described in Chapter 2, "Analytical Framework," Applicant B proposes a 37-story building (up to approximately 520 feet not including mechanical bulkhead); however, since floor area from Lot 38 could be utilized, it is being studied as part of the project site B development for purposes of a conservative environmental review. Therefore, for analysis purposes, the Reasonable Worst Case Development Scenario assumed that project site B would include an approximately 41-story building (approximately 534 feet tall plus approximately 45 feet for the building's mechanical bulkhead).

The 2014 *City Environmental Quality Review (CEQR) Technical Manual* recommends that an analysis of archaeological resources be undertaken for actions that would result in any in-ground disturbance. It also recommends that an architectural resources assessment be performed if a proposed action would result in any of the following (even if no known architectural resources are located nearby): new construction; physical alteration of any building; change in scale, visual context, or visual setting of any building, structure, object, or landscape feature; or screening or elimination of publicly accessible views. Since the proposed actions may result in some of these conditions, a full analysis for archaeological and architectural resources under CEQR was undertaken.

ARCHAEOLOGICAL RESOURCES

Archaeological resources are physical remnants, usually buried, of past activities on a site. They can include remains from Native American people who used or occupied a site, including tools, refuse from tool-making activities, habitation sites, etc. These resources are also referred to as "precontact," since they were deposited before Native Americans' contact with European settlers. Archaeological resources can also include remains from activities that occurred during

the historic period (beginning with European colonization of the New York area in the 17th century) and that include European contact with Native Americans, as well as battle sites, foundations, wells, and privies. Cemeteries are also considered archaeological resources.

ARCHITECTURAL RESOURCES

Consistent with the guidance of the *CEQR Technical Manual*, architectural resources include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above by the New York City Landmarks Preservation Commission (LPC); resources listed on or formally determined eligible for inclusion on the State and National Registers of Historic Places (S/NR), or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks (NHLs) ("known architectural resources"). Architectural resources also considered under CEQR include properties that appear to meet criteria for NYCL designation and/or S/NR listing ("potential architectural resources").

PRINCIPAL CONCLUSIONS

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

ARCHAEOLOGICAL RESOURCES

Consultation with LPC was undertaken to determine whether the Project Area may contain archaeological resources. In a comment letter dated May 8, 2017, LPC determined that the Project Area, including Lot 38, does not possess archaeological significance. However, the Phase 1A Archaeological Documentary Study for the Hudson Tunnel Project identified a portion of Block 675, Lot 12 as archaeologically sensitive. Subsequently, a Supplemental Archaeological Assessment was prepared to better understand the potential archaeological sensitivity of that portion of Lot 12 to determine if the construction of the proposed projects would result in impacts on archaeological resources. The Supplemental Archaeological Assessment determined that the archaeological study area was not sensitive for archaeological resources and no additional analysis was recommended. In a comment letter dated November 17, 2017, OPRHP concurred with the conclusions and recommendations of the Supplemental Archaeological Assessment and confirmed that the Block 675 Project Area is not archaeologically sensitive. Therefore, the proposed actions would not result in any significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

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

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

B. METHODOLOGY

ARCHAEOLOGICAL RESOURCES

The study area for archaeological resources is the area that would be disturbed for project construction, or project sites A and B themselves. LPC's *Guidelines for Archaeological Work in New York City* outline specific steps to determine whether a proposed action could affect areas of archaeological sensitivity. The first step in this process is an initial review conducted by LPC of the City tax lots that would be excavated as a result of the proposed actions. As described above, consultation was undertaken with LPC to seek LPC's determination as to the potential archaeological sensitivity of the Project Area. In a comment letter dated May 8, 2017, LPC determined that the Project Area, including Lot 38, does not possess archaeological significance (see **Appendix C**).

As part of HRPT's consultation with OPRHP for the proposed actions, comment letters were issued by OPRHP, which indicate that a portion of project site A is potentially sensitive for late-19th century industrial and commercial occupation (see **Appendix C**) and recommend additional study. In response to OPRHP's comments, a Supplemental Archaeological Assessment was prepared by AKRF in November 2017. The Supplemental Archaeological Assessment involved the completion of documentary and cartographic research and an examination of soil borings in order to provide a thorough analysis of the study area and to better understand the potential archaeological sensitivity of that portion of the Hudson Tunnel APE and to determine if the construction of the Block 675 East project would result in impacts on archaeological resources. The results of the assessment are summarized below.

ARCHITECTURAL RESOURCES

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged from vibration (e.g., from construction blasting or pile driving), and additional damage from adjacent construction could occur from falling objects, subsidence, collapse, or construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in DOB's TPPN #10/88.[1]

Indirect impacts are either contextual or visual impacts that could result from a project's construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting

[1] TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures that are listed on the NR or NYCLs resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a religious building with stained glass windows).

Significant adverse direct or indirect impacts can occur if a project would cause a change in the quality of a property that qualifies it for S/NR listing or for designation as a NYCL. To assess the potential impacts of the proposed actions, an inventory of historic architectural resources in areas that could be affected was compiled based on the methodology described below. The existing setting of each architectural resource, including its visual prominence and significance in publicly accessible views, whether it has sun-sensitive features, and its visual and architectural relationship to other historic resources, was taken into consideration for this analysis.

ARCHITECTURAL RESOURCES STUDY AREA

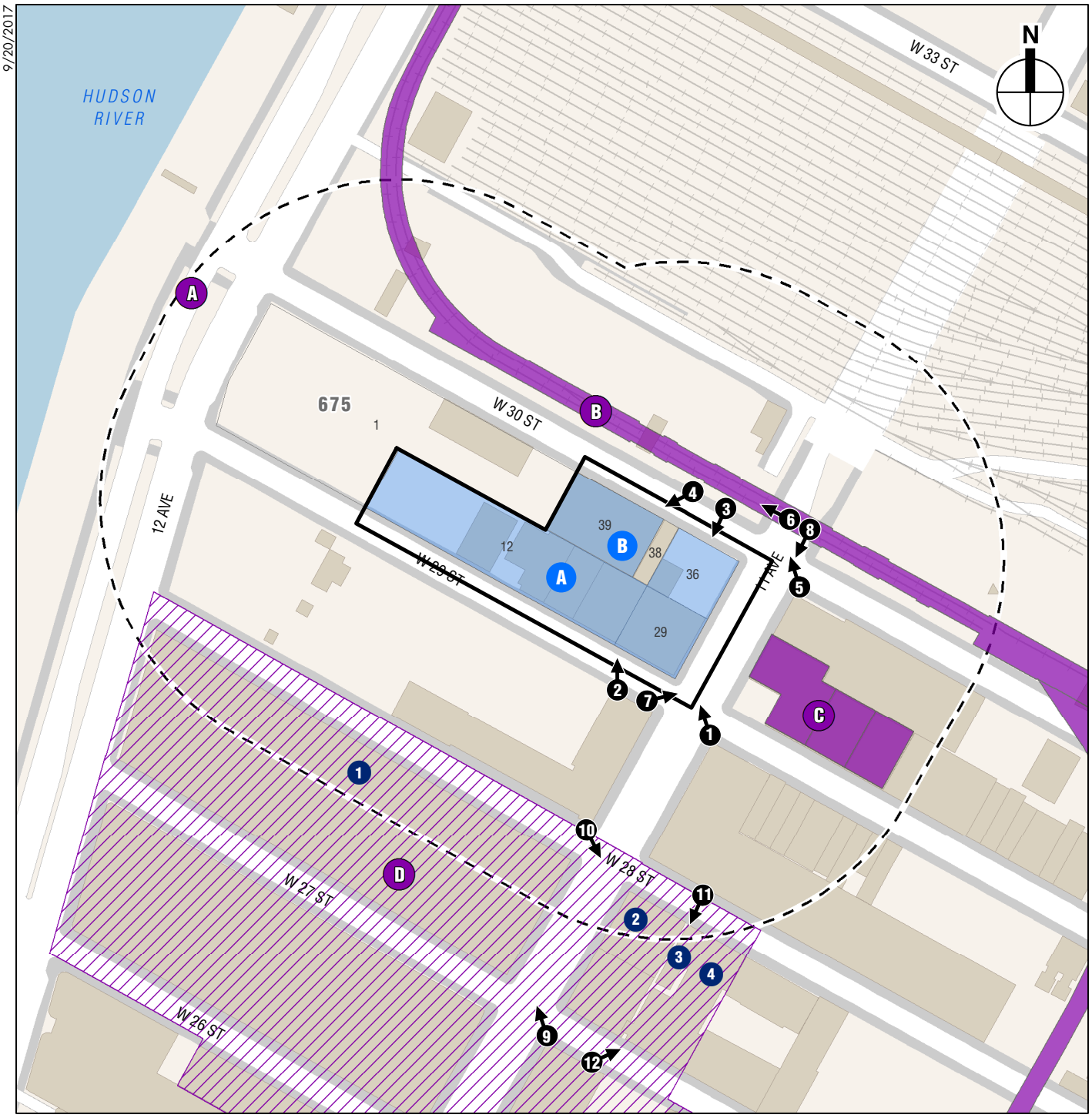
The first step in assessing impacts was to define the study area. In coordination with LPC and consistent with *CEQR Technical Manual* methodologies, the architectural resources study area is defined as the Project Area and the area within approximately 400 feet of the Project Area (see **Figure 8-1**). The 400-foot study area accounts for potential physical impacts to architectural resources that may be located in proximity to the Project Area (i.e., within 90 feet) that could potentially experience accidental construction damage, and also to account for potential visual and contextual impacts to architectural resources resulting from the proposed actions.

CRITERIA AND REGULATIONS

Once the study area was determined, an inventory of designated and eligible architectural resources (referred to herein as known architectural resources) was compiled. Criteria for listing on the National Register are in the Code of Federal Regulations, Title 36, Part 63, and the LPC has adopted these criteria for use in identifying architectural resources for *CEQR* review. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: (1) are associated with events that have made a significant contribution to the broad patterns of history (Criterion A); (2) are associated with significant people (Criterion B); (3) embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or (4) may yield (archaeological) information important in prehistory or history. Properties younger than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Official determinations of eligibility are made by OPRHP.

In addition, LPC designates historically significant properties in the City as NYCLs and/or Historic Districts, following the criteria provided in the Local Laws of the City of New York, NYC Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when a part is at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the city, state, or nation. There are four types of landmarks: individual landmark, interior landmark, scenic landmark, and historic district.

In addition to identifying architectural resources officially recognized in the study area, a field survey was undertaken by an architectural historian to identify if there were any potential



BLOCK 675 EAST

Historic and Cultural Resources
Project Location
Figure 8-1

architectural resources (those properties that meet one or more of the National Register criteria as described above) within the study area.

Once the architectural resources in the study area were identified, the proposed actions were assessed for both direct physical impacts and indirect visual and contextual impacts on architectural resources.

C. EXISTING CONDITIONS

ARCHAEOLOGICAL RESOURCES

As noted above, while LPC determined that the Project Area does not possess archaeological significance, OPRHP indicated that a portion of project site A is potentially sensitive for late-19th century industrial and commercial occupation (the Phase 1A Archaeological Documentary Study for the Hudson Tunnel Project identified an area of archaeological sensitivity in the western portion of Block 675, Lot 12). OPRHP recommended that an archaeological sensitivity assessment be prepared to further clarify the potential for this portion of project site A to contain historic period archaeological resources. As described above, a Supplemental Archaeological Assessment of the archaeological study area was completed by AKRF in November 2017. The Supplemental Archaeological Assessment determined that the archaeological study area was not sensitive for the types of archaeological resources that were identified for other portions of the Hudson Tunnel Phase 1A APE. The Supplemental Archaeological Assessment concluded that given the lack of industrial development within the archaeological study area in the 19th century and the subsequent disturbance resulting from 20th century development, those portions of the study area that would be disturbed as a result of the construction of the proposed project were not archaeologically sensitive for the three types of resources identified in the Hudson Tunnel Phase 1A and no additional archaeological analysis (e.g., Phase 1B Testing or Archaeological Monitoring) was recommended. In a comment letter dated November 17, 2017, OPRHP concurred with the conclusions and recommendations of the Supplemental Archaeological Assessment and confirmed that the Block 675 Project Area is not archaeologically sensitive (see **Appendix C**).

ARCHITECTURAL RESOURCES

PROJECT AREA

As noted above, the Project Area comprises two project sites—project site A, located at 601 West 29th Street (Block 675, Lots 12, 29, and 36) and project site B located at 606 West 30th Street (Block 675, Lot 39)—and Lot 38, an intervening lot which is not part of either project site but is assumed to be redeveloped for the purposes of environmental review.

On project site A, Lot 12 contains a four-story warehouse, a one-story former garage, and a two-story commercial building; Lot 29 contains a one-story former garage; Lot 36 contains a gas station (see **Figures 8-1 through 8-3**). The Port Authority of New York and New Jersey (PANYNJ) has a temporary surface easement on the western 210 feet of Lot 12. Immediately to the east, also on Lot 12, is a two-story office building at 615 West 29th Street that is set back from the sidewalk beyond a chainlink fence. The building is clad in corrugated metal with small window openings, and has a narrow covered front porch. Lot 12 also contains a one-story red brick garage at 609-611 West 29th Street which has two large garage door openings, two pedestrian entrances, a large rooftop mechanical equipment. The four-story warehouse building at 603-607 West 29th Street is faced in red brick, has two loading docks, a garage entrance, and two pedestrian entrances (see **Figure 8-2**, photo 1). The building has regularly spaced



Northwest view of the four-story warehouse and garage on Lot 12 **1**



Northwest view from West 29th Street and Eleventh Avenue to the former garage and gas station on Project Site A **2**

Historic and Cultural Resources
Project Site Photos
Figure 8-2



South view of the gas station on Project Site A, Lot 36 from West 30th Street **3**



Southwest view of the one-story brick garage located on Project Site B and the adjacent painted brick building on Lot 38 **4**

Historic and Cultural Resources
Project Site Photos
Figure 8-3

rectangular windows, and a fire escape that extends between the second floor and the roof. In the early 1900s the building was used by the Nassau Smelting and Refining Company, as indicated by the remnants of a painted sign on the building's street façade between the second and third floors. On Lot 29, immediately east of the warehouse at the eastern end of Lot 12, is a one-story brick former garage building at 601 West 29th Street. It has four garage bays that have divided lite glass and metal rolling security gates and a central pedestrian entrance (see **Figure 8-2**, photo 2). On Lot 36, immediately north of the garage at the southwest corner of West 30th Street and Eleventh Avenue, is a gas station that includes a three-gas-pump island set within a large paved driveway with curb cuts at West 30th Street and Eleventh Avenue, and a flat canopy structure that spans above the gas pumps (see **Figure 8-3**, photo 3). At the southwest corner of the gas station site is a small, one-story commercial building that has commercial windows, two garage entrances, and a pedestrian entrance.

Project site B is located on Lot 39 and fronts onto West 30th Street. It contains a one-story brick garage with three garage bays that have metal rolling security gates and three large window openings containing glass blocks and metal ventilation grills right adjacent to each garage bay. Three metal pedestrian entrances are located at the outer bays (see **Figure 8-3**, photo 4).

Lot 38 is located between the east side Lot 39 on project site B and the west side of Lot 36 on project site A. Lot 38 contains a one-story brick garage building with one garage entrance with glass and metal garage door and rolling metal security gate, and one pedestrian entrance (see **Figure 8-3**, photo 4).

None of the buildings in the Project Area appear to meet criteria for listing on the State/National Registers of Historic Places (S/NR) or for designation as a New York City Landmark (NYCL).

GRANTING SITE

The Hudson River Park Trust (HRPT) has identified portions of the property known as Chelsea Piers as the granting site. Chelsea Piers includes Piers 59, 60, and 61 and the headhouse.[2] The three-story headhouse is clad in metal with large garage bay entrances and glass pedestrian entrances evenly spaced along the ground floor. Paired double-hung windows are evenly spaced along the second and third floors and between garage bays on the first floor. Of the three piers, two are two-and-one-half stories with external fire stairs on both sides. One pier, Pier 59, is a golf driving range with a synesthetic turf field enclosed by tall, protective netting. The Granting Site is located approximately 2,100 feet southwest of the Project Area and does not have a meaningful visual or contextual relationship to the Project Area due to distance and intervening buildings (see Figure 1-4).

STUDY AREA

KNOWN ARCHITECTURAL RESOURCES

Known architectural resources located within the study area are listed in **Table 8-1** and shown in **Figure 8-1**.

[2] The piersheds of Piers 60 and 61were determined S/NR-eligible by OPRHP in 1991.

Table 8-1
Known Architectural Resources in the Study Area

Ref. No[1]	Block/ Lot	Address	Name	S/NR Listed	S/NR Eligible	NYCL
A	N/A	Battery to West 59th Street	Hudson River Bulkhead		X	
B	N/A	Gansevoort Street to West 34th Street	High Line		X	
C	701/ 1	306-310 Eleventh Avenue/541-561 West 29th Street	Former W & J Sloane Warehouse and Garage		X	
D	673, 672, Partial Blocks 670, 699, 698, 697, 696	Multiple	West Chelsea Historic District		X	X

Notes:
[1] Corresponds to **Figure 8-1.**
SR: New York State Register of Historic Places
NR: National Register of Historic Places
S/NR Eligible: Site has been found eligible for listing on the New York State and National Registers of Historic Places
NYCL: New York City Landmark

The **Hudson River Bulkhead** (S/NR-eligible) extends from the Battery to the south end of the New York Central Railroad's terminal at West 59th Street and is located approximately 400 feet west of the Project Area. The bulkhead and its associated structural systems were constructed between 1871 and 1936 by the New York City Department of Docks. Design of the bulkhead was the responsibility of George B. McClellan, a general during the Civil War who became the first Engineer-in-Chief of the Department of Docks. McClellan's plans contemplated the creation of a 250-foot-wide marginal street, from which 60- to 100-foot-wide piers with cargo sheds would project 400 to 500 feet around 150- to 200-foot-wide slips. Initiated to respond to the deteriorated, congested, and silt-filled condition of the waterfront, the carefully built granite walls created a consistent monumental surface to the waterfront that reinforced an image of the City's commercial prominence. As property was acquired and as commerce warranted, the City built the bulkheads, built or rebuilt pier substructures, and leased redeveloped areas to private companies that were usually responsible for piershed and headhouse construction. The majority of the bulkhead construction consisted of masonry walls on a variety of foundation systems, with quarry-faced ashlar granite block forming the visible face along most of the armored frontage. Built between circa 1876 and 1898, the bulkhead between approximately West 23rd and West 34th Streets consists of a granite wall on narrow concrete block which is supported by timber relieving platforms. The portion of the bulkhead located within the study area is not visible, but extends adjacent to the west side of Twelfth Avenue below the landscaping and paving elements of the Hudson River Park (see **Figure 8-1**).

The **High Line** (S/NR-eligible) is a former freight railroad viaduct that has been transformed into a public park. It spans above the streets on the west side of Manhattan between Gansevoort Street to West 34th Street, between Tenth and Twelfth Avenues. The High Line is located approximately 75 feet north of the Project Area. Completed in 1934 as part of the West Side Improvement Project, the viaduct replaced the New York Central freight railroad along West Street and Tenth Avenue to eliminate dangerous at-grade traffic. Between Gansevoort Street and West 29th Street, the High Line runs adjacent to Tenth Avenue, passing through certain buildings or connecting to adjacent

buildings with private rail sidings, which formerly allowed for the delivery of goods. The portion of the High Line located in the study area extends east-west along the north side of West 30th Street, and then curves northward as it reaches Twelfth Avenue. The viaduct continues northward outside the study area, spanning over West 33rd Street, and then descends on a ramp that curves eastward, parallel to West 34th Street. The steel structure of the High Line contains the linear park that includes walkways, seating areas, varied plantings, and other park amenities. A switchback concrete stair provides access to the High Line from the northwest corner of West 30th Street and Eleventh Avenue (see **Figure 8-4**).

The ten-story former **W & J Sloane Warehouse and Garage** (S/NR-eligible) comprises the buildings at 306-310 Eleventh Avenue/541-561 West 29th Street located approximately 95 feet east of the Project Area (see **Figure 8-5**). Founded in 1843, the W & J Sloane Company was a retail and wholesale carpet, rug, and furnishings business. W & J Sloane supplied stores across the country, controlled mills, imported European goods, established branch retail establishments in other cities, and was the first American company to sell oriental rugs retail. Originally located on Broadway near City Hall, the company relocated several times, gradually moving farther uptown. The construction of the company's warehouse on West 29th Street coincided with the construction of the company's Midtown retail store. The first component of the West 29th Street warehouse—the 10-story brick building at 306-310 Eleventh Avenue and 557-561 West 29th Street—was built in 1909 and designed by James Barnes Baker. Designed with Renaissance Revival elements, the building is sited around the southwest corner of the block, which contains a parking lot. Arched loading docks with stone keystones are located at the ground floor. The second floor has cambered-arched windows. Stone courses identify the first and second floors. Wide brick piers divide the upper floors into recessed and arched window bays. Brick sill bands run across each floor, and the windows have stone lintels. Brick keystones highlight the eighth floor arched windows. The top two floors are articulated with brick piers with corbelled capitals. The building's cornice is missing. The two secondary façades facing the parking lot are unadorned.[3] Constructed in 1913, the building at 549-555 West 29th Street is identical and indistinguishable from the 1909 structure. James Barnes Baker also designed the four-story Romanesque Revival-style garage, built in 1910 and located at 541-547 West 29th Street. Clad in brick with stone trim, the façade has three round-arched, recessed window bays. The windows on the warehouse and garage complex have been infilled with brick and cinder block.

The **West Chelsea Historic District** (S/NR-eligible, NYCL) is roughly bounded by West 28th Street to the north, Tenth Avenue to the east, West 25th Street to the south, and Twelfth Avenue to the west (see **Figure 8-1**). It includes approximately 30 structures that were built between 1885 and 1930. The northern boundary of the historic district is located approximately 285 feet south of the Project Area. The historic district characterizes Manhattan's industrial past and contains historic factories, warehouses, and other industrial buildings that housed these industries. The **High Line**, as described above, which was completed in 1934, also extends through the historic district. The following four historic district buildings are within the study area:

1. The **New York Terminal Warehouse Company's Central Stores** complex occupies the block between Eleventh and Twelfth Avenues and West 27th and West

[3] When the building was constructed, two four-story store and dwelling structures occupied the corner at 302 and 304 Eleventh Avenue. By 1930, the corner was occupied by a gas station.



The High Line (S/NR-Eligible) **5**
Northwest view from Eleventh Avenue and West 30th Street



The High Line (S/NR-Eligible) **6**
West view from the High Line along West 30th Street

Historic and Cultural Resources
Known Architectural Resources
Figure 8-4



7 Northeast view from West 29th Street and Eleventh Avenue to W & J Sloane Warehouse and Garage (S/NR-Eligible)



8 Southwest view from the High Line and Eleventh Avenue to W & J Sloane Warehouse and Garage (S/NR-Eligible)

28th Streets. It was designed by George B. Mallory and Otto M. Peck and comprises 25 storage buildings of the same design, forming a single, monolithic architectural composition (see **Figure 8-6**, photo 9). The complex was built in phases between 1890 and 1912. The seven- and nine-story brick complex is simply articulated with arched window openings and corbelled cornices. The Eleventh Avenue façade has a large, central-arched entrance, smaller entrances, and terra cotta ornamentation. When it was constructed, the enormous complex was the only store complex in New York City where rail cars, steamships, and trucks could communicate. Trains entered the building through archways in the center of the avenue façades, trucks and wagons unloaded goods at loading docks along the base, and steamships docked across Twelfth Avenue from the building. The stores were used for general storage, but included sections for specific types of goods and cold storage.

2. The five-story brick-faced warehouse located at **270 Eleventh Avenue/556-560 West 28th Street** was designed by architect Otto M. Peck and built in 1915-1916 for the New York Terminal Warehouse Company, whose warehouse is located directly across Eleventh Avenue from this building, as described above. Portions of the building's façades on Eleventh Avenue and West 28th Street have been altered with a metal cladding system and all of the fourth windows on the Eleventh Avenue façade have been infilled with brick. Most of the building's windows have been replaced and building entrances have been altered (see **Figure 8-6**, photo 10).
3. One of the oldest buildings in the historic district is the small two-story stable building at **554 West 28th Street** that was built in 1885. It represents an earlier development period in this area of the city. The building was built for the Latimer E. Jones's New York Lumber Auction Company (see **Figure 8-7**, photo 11). Although many older buildings were replaced during a second wave of development around the turn of the twentieth century when larger industrial structures and factories were built, this small stable building remained.
4. The six-story brick factory (S/NR-eligible) at 547-553 West 27th Street was built in 1889-1900 for owner Augustus Meyer and leased to the **Berlin & Jones Envelope Company** until at least 1930 (see **Figure 8-7**, photo 12).[4] The brick building was designed by William Higginson and has Romanesque Revival-style details that include a corbelled brick cornice at the roofline, and beltcourses at the fifth floor, and the ground floor; stone banding on the ground-floor brick piers; and wide arched window bays. Additional stone trim includes plinth blocks at the base of the piers that frame the window bays, window sills, and courses at the fifth and sixth floors. The large loft windows on the second through fifth floors have stone sills and metal lintels. In addition, these multi-paned windows appear to be original, as do the smaller windows on the attic (sixth) floor. The original ground-floor openings have been infilled with modern doorways and roll-down gates, but they retain their form and metal lintels. Decorative metal wall ties are set in four central piers at the third floor.

[4] The building at 547-553 West 27th Street was determined S/NR-eligible by OPRHP as part of the 2004 *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FEIS*.



West Chelsea Historic District (S/NR-Eligible, NYCL)— Northwest view to the New York Terminal Warehouse Company's Central Stores Complex **9**



West Chelsea Historic District (S/NR-Eligible, NYCL)— Southeast view from West 28th Street and Eleventh Avenue **10**



West Chelsea Historic District (S/NR-Eligible, NYCL)— South view of 554 West 28th Street **11**



West Chelsea Historic District (S/NR-Eligible, NYCL)— Northeast view on West 27th Street **12**

POTENTIAL ARCHITECTURAL RESOURCES

No potential architectural resources were identified in the study area. The southern portion of the study area is within the West Chelsea Historic District, as described above. Apart from the known architectural resources described above, the remaining study area buildings include recently constructed residential towers, buildings under construction, and some older buildings that have been substantially altered. Therefore, there are no potential architectural resources in the study area.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT AREA

In the future without the proposed actions, it is assumed that the existing buildings on project sites A and B, and on Lot 38, will remain as in existing conditions. The PANYNJ temporary surface easement is also expected to remain on the western portion of Lot 12.

GRANTING SITE

Absent the proposed actions, the proposed transfer of floor area from Chelsea Piers to the Project Area would not occur. Without the proposed transfer of floor area and its financial benefit to HRPT, the Hudson River Park would not be able to fund improvements or would need to find alternate sources of funding.

STUDY AREA

There are two No Build projects under construction or planned for development within the 400-foot study area that will be completed by 2022 when the full build out of the proposed actions is expected to be complete (see Chapter 2, "Analytical Framework"). Of these two No Build projects, one has the potential to affect adjacent historic architectural resources:

1. The Eastern Railyard project consists of a multi-lot project over the existing railyard bounded by West 30th and West 33rd Streets, Eleventh and Tenth Avenues and is scheduled to be completed by 2022. The Eastern Railyard project site is within 90 feet of the S/NR-eligible High Line.

Construction of this No Build project could cause accidental construction damage to the High Line. However, provisions of the 2014 New York City Building Code provides protection measures for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Further the High Line would be protected under Building Code Chapter 3309.4.4 that requires that "historic structures that are contiguous to or within a lateral distance of 90 feet…from the edge of the lot where an excavation is occurring" be monitored during the course of excavation work. As the High Line is not a NYCL or listed on the NR, TPPN #10/88, which requires monitoring during adjacent construction to these types of architectural resources, would not apply.

It is possible that some architectural resources in the study area could deteriorate, while others could be restored. In addition, as described above, future projects could affect the settings of architectural resources, or accidentally damage such resources through adjacent construction.

Privately owned properties that are NYCLs, within New York City Historic Districts, or pending designation as NYCLs, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition permits can be issued, regardless

of whether the project is publicly or privately funded. Publicly owned resources are also subject to review by LPC before the start of a project. However, LPC's role in projects sponsored by other City or State agencies generally is advisory only.

E. THE FUTURE WITH THE PROPOSED ACTIONS

ARCHAEOLOGICAL RESOURCES

As noted above, a Supplemental Archaeological Assessment concluded that given the lack of industrial development within the archaeological study area in the 19th century and the subsequent disturbance resulting from 20th century development, those portions of the study area that would be disturbed as a result of the construction of the proposed project were not archaeologically sensitive for the three types of resources identified in the Hudson Tunnel Phase 1A and no additional archaeological analysis (e.g., Phase 1B Testing or Archaeological Monitoring) was recommended. In a comment letter dated November 17, 2017, OPRHP concurred with the conclusions and recommendations of the Supplemental Archaeological Assessment and confirmed that the Block 675 Project Area is not archaeologically sensitive (see **Appendix C**). Therefore, the proposed actions would not result in any significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

PROJECT AREA

The proposed actions would result in the construction of two new buildings. On project site A, the proposed 62-story building would have a two- to five-story L-shaped base with its primary residential entrance at the corner of West 29th Street and Eleventh Avenue. The tower would be approximately 655 feet tall (plus approximately 47 feet for the building's mechanical bulkhead) and would be oriented north-south along Eleventh Avenue. The tower would be set back from the base and would rise in an L-shape with the West 29th Street façade rising to approximately 36 stories and the Eleventh Avenue façade rising to the full 62 stories without setbacks. Based on current design, Applicant A anticipates the building's façade to consist of glass and a solid material, to act as a visual transition between the brick buildings found in the West Chelsea Historic District to the south and the more glassy towers of Hudson Yards to the north. The building would have ground floor retail with frontages on both Eleventh Avenue and West 30th Street, and entrances on Eleventh Avenue. Parking for proposed project site A building would be located at the ground level, with the entrance centered on West 29th Street. The proposed FDNY-EMS Station would have an entrance on West 29th Street. Parking for the FDNY-EMS Station would be located on the western portion of Lot 12. It would be a primarily residential building, including affordable units consistent with Mandatory Inclusionary Housing (MIH) requirements. The building would also contain retail uses, and a public facility that is anticipated to be an FDNY-EMS Station.

For analysis purposes, the Reasonable Worst Case Development Scenario assumed that on project site B, the proposed 41-story building would have a two-story base with entrances on West 30th Street. The tower would be approximately 534 feet tall (plus approximately 45 feet for the building's mechanical bulkhead). The residential tower would be oriented east-west along West 30th Street. The tower would be setback approximately 15 feet from the base. Based on current design, Applicant B anticipates the building would have a primarily glass curtain wall. The building would be primarily residential, with retail and a parking facility located in the base of the building. The residential entrance would be centered on the building's West 30th

Street façade with entrances to the flanking retail space. The proposed retail use would be located on the ground and second floor of the building. The parking entrance would be located toward the west end of the West 30th Street façade and would primarily occupy the second floor.

While there is no proposal to develop or to transfer floor area from Hudson River Park to Lot 38 at this time, since it is proposed by Applicant B to be rezoned and included in the Special Hudson River Park District as a receiving site, its potential to be redeveloped under the proposed rezoning is conservatively considered as part of the environmental review. Assuming full utilization of the development potential of this site, Lot 38 would allow for an approximately 50 foot taller building on project site B.

As there are no architectural resources on the project site A or project site B, the proposed actions would not result in any adverse impacts to architectural resources on the project sites.

STUDY AREA

Direct Impacts

With the proposed actions, no architectural resources in the study area would be demolished or altered.

An approximately 275-foot-long segment of the High Line is located approximately 75 feet north of the Project Area, across West 30th Street. Therefore, a CPP would be prepared with measures to protect this historic structure from inadvertent construction-related damage including ground-borne vibration, falling debris, and accidental damage from heavy machinery on buildings located adjacent (within 90 feet) of the project site. The CPP would be developed in consultation with LPC and implemented by a professional engineer before any building excavation or construction activities would take place. The CPP would follow the guidelines set forth in section 523 of the *CEQR Technical Manual,* including conforming to *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in DOB's TPPN #10/88 and the requirement to prepare and implement a CPP would be recorded in a Restrictive Declaration. Other architectural resources in the study area are located more than 90 feet from the Project Area and would not require a CPP.

With the preparation and implementation of a CPP to include the segment of the High Line within 90 feet of the Project Area, the proposed actions would not be expected to result in any direct impacts to architectural resources in the study area.

Indirect Impacts

The proposed actions' potential to result in indirect, or contextual, impacts was also evaluated. Indirect impacts are defined as those impacts that could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance, such as a church with notable stained glass windows.

The proposed actions would not adversely impact the portion of the Hudson River Bulkhead located in the study area as the portion of the bulkhead is located below ground adjacent to the west side of Twelfth Avenue. Further, it is approximately 390 feet west of the Project Area. In addition, because the segment of the Hudson River Bulkhead in the study area does not include

any visible components, there is no meaningful physical or visual relationship between the Project Area and the bulkhead. Further, the bulkhead would not be affected by construction-related activities on the Project Area due to distance. Therefore, the proposed actions would not adversely affect the Hudson River Bulkhead.

As described above, the High Line is located across West 30th Street from the Project Area. It is already located in an area characterized by a mix of older and newer buildings with a variety of architectural styles, including many larger and taller modern buildings, including many that have recently been constructed. Further, several No Build projects are under construction within the study area in the immediate vicinity of the High Line. These include the tall buildings under construction in the Eastern Rail Yards which are just north of the High Line and have changed the context of the surrounding area by introducing a large development of with mixed-use buildings and new open spaces. Other historic resources within close proximity to larger No Build projects under construction include the former W & J Sloane Warehouse and Garage at 541-561 West 29th Street/306-310 Eleventh Avenue, which is located directly across Eleventh Avenue from the Project Area. Like the High Line, the warehouse's context has changed with recent development projects in the area, including the 37-story Ohm residential building at 312 Eleventh Avenue, located immediately adjacent to this architectural resource. While the proposed buildings that would be constructed in the Project Area would be substantially taller than the ten-story warehouse, the proposed massings of the new buildings would incorporate taller and shorter components that would be consistent with the height and massing of this former warehouse building and would not adversely affect the setting or historic character of the warehouse. Publicly accessible views to the High Line and the former W & J Sloane Warehouse and Garage would remain available from many existing vantage points. Views toward the W & J Sloane Warehouse and Garage along west along West 29th Street and south from West 30th Street and Eleventh Avenue would include the proposed building on project site A; views north and east from Eleventh Avenue and West 29th Street toward the High Line would be include the base and tower of the proposed building on project site A and the tower of the proposed building on project site B. While the new buildings would change the context of these historic resources, these changes would not be considered adverse.

The northern boundary of the West Chelsea Historic District is located approximately 310 feet south of the Project Area. The New York Terminal Warehouse Company's Central Stores complex establishes part of the northern boundary of the historic district. Because the block between the Project Area and this building complex contains a two-story warehouse and a surface parking lot, the Company Stores complex is visible from the Project Area. However, there is little visual relationship between the Project Area and the Company Stores complex due to the distance and scale of the surrounding buildings. The other historic district buildings that are within the study area are located at a greater distance from the Project Area and, therefore, do not have a meaningful visual or contextual relationship with the Project Area. As such, the proposed primarily residential buildings would not isolate or adversely impact the settings of the historic district buildings. Public views to buildings in the West Chelsea Historic District that are located within the study area would remain available from nearby public vantage points. Therefore, the proposed actions would not adversely affect the West Chelsea Historic District.

Overall, the redevelopment of the project sites with a new 62-story building on project site A and a new 41-story building on project site B would not be expected to result in any significant adverse impacts to architectural resources in the study area. ✷