3.11 WATERFRONT REVITALIZATION

INTRODUCTION

A portion of the project area for the Lower Concourse Rezoning and Related Actions is within New York City's Coastal Zone, as defined by the New York City Department of City Planning (DCP). The portion of the project area within the Coastal Zone lies west of Exterior Street between East 140th Street and approximately East 135th Street/Park Avenue, and west of Gerard Avenue between East 140th Street and East 149th Street.

The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of New York City's waterfront and to set forth standard policies for reviewing proposed development projects along coastlines and/or proposed policy changes that would affect the Coastal Zone. The program responded to Federal, State, and City concerns about the deterioration and inappropriate use of waterfronts. The CZMA emphasized the primacy of State regulation of the Coastal Zone. In response, New York State adopted its own Coastal Management Program (CMP) that was designed to balance economic development and preservation by promoting waterfront revitalization and waterfront-oriented uses while protecting fish and wildlife, open space, scenic areas, and public access to the shoreline. In addition, the CMP seeks to minimize adverse changes to ecological systems, erosion, and flood hazards.

The New York State CMP provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City Waterfront Revitalization Program (WRP) is the City's principal Coastal Zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP acts as the citywide administrator. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal entities, including the United States Army Corps of Engineers (USACE) and the United States Fish and Wildlife Service (USFWS), adopted the City's ten WRP policies for the majority of the properties located within its boundaries.

New York City's Local Waterfront Revitalization Program (LWRP) was approved by the New York City Council in October 1999, and by NYSDOS and the United States Secretary of Commerce in the summer of 2002. This new LWRP replaces the 56 City and State policies, approved in 1982, with ten policies aimed at simplifying and clarifying the consistency review process. The ten policies of the new LWRP are designed to more effectively realize the City's waterfront planning goals for those areas within the Coastal Zone, addressing the following issues: (1) residential and commercial redevelopment, (2) water-dependent and industrial uses, (3) commercial and recreational boating, (4) coastal ecological systems, (5) water quality, (6) flooding and erosion, (7) solid waste and hazardous substances, (8) public access, (9) scenic resources, and (10) historical and

cultural resources. The new policies simplify and clarify the consistency review process without eliminating any policy element required by state and federal law.

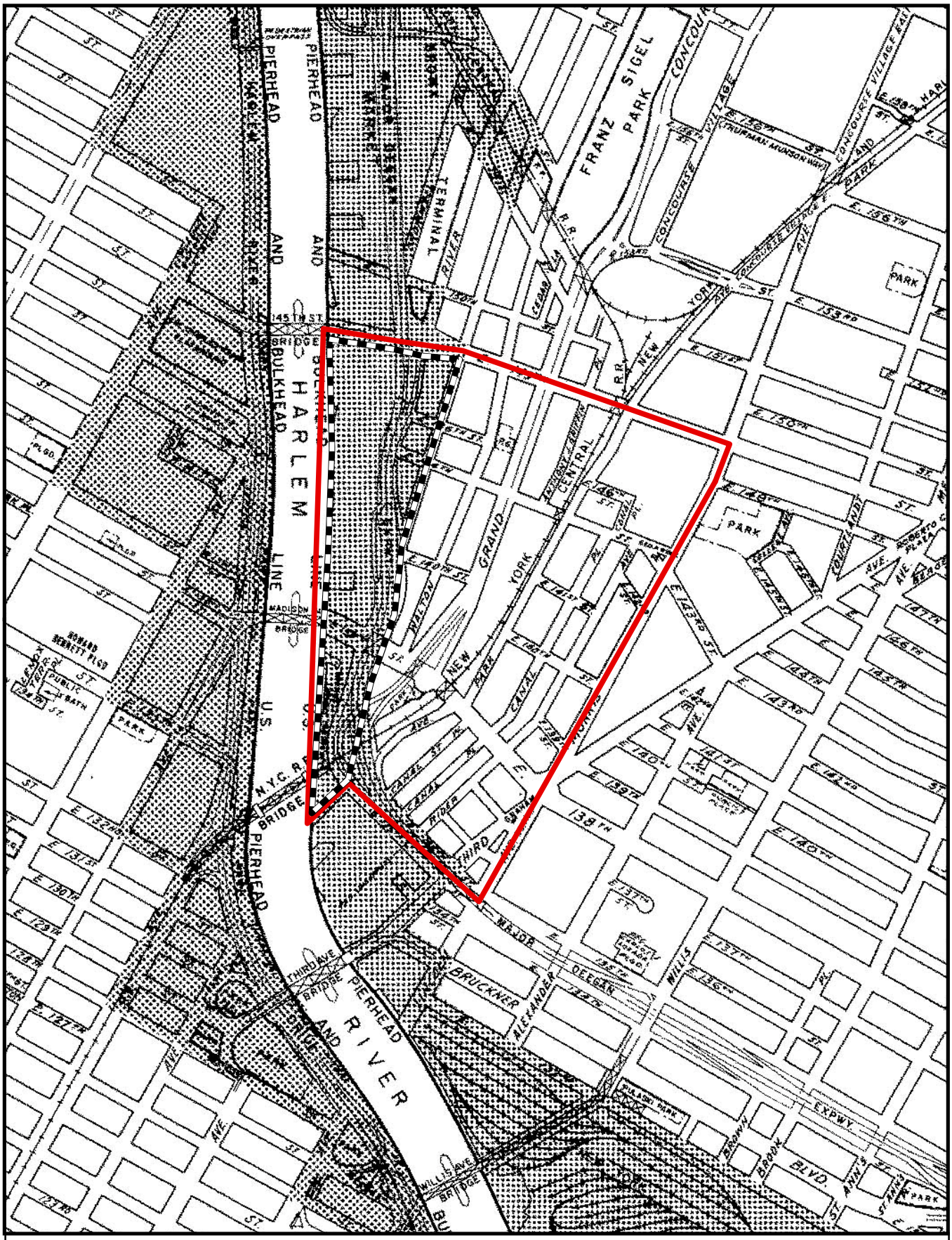
The policies in the City's WRP include the following:

- Support and facilitate residential and commercial redevelopment in appropriate coastal zone areas;
- Support water-dependent and industrial uses in New York City coastal areas that are well suited to their continued operation;
- Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers;
- Protect and restore the quality and function of ecological systems within the New York City coastal area;
- Minimize loss of life, structures, and natural resources caused by flooding and erosion;
- Minimize environmental degradation from solid waste and hazardous substances;
- Provide public access to and along New York City's coastal waters;
- Protect scenic resources that contribute to the visual quality of New York City; and,
- Protect, preserve, and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.

Proposed actions subject to CEQR that are situated within the designated boundaries of the New York City Coastal Zone must be assessed for their consistency with the City's LWRP. This chapter describes the historic and existing conditions within the Coastal Zone area; outlines Coastal Zone area conditions without the proposed action and with the proposed action, focusing on the effects of the establishment of the Special Harlem River Waterfront District (SHRWD); and evaluates the proposed action's consistency with the WRP, which are a set of policies for development and use of the waterfront, listed above, and provide a framework for evaluating discretionary actions in the Coastal Zone.

Study Area

The study area of concern for this assessment is the portion of the total study area for the proposed action located within the Coastal Zone area. This area includes Tax Blocks 2349, 2323, and 2351 (see Figure 3.11-1).



Legend

- Proposed Rezoning Area
- Coastal Zone Boundary
- Waterfront Study Area (Coastal Zone Area)

Source: NYC Coastal Zone Boundary Map 6

Figure 3.11-1: Waterfront Study Area and Coastal Zone Boundary

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Background

The Mott Haven area was once a thriving industrial area but never fully established a water–dependent transportation character. The Mott Haven Canal, constructed in the 19th century to capitalize on rail connections in the area, never fully resulted in creating an intermodal character and was eventually closed and filled in. In 1998, the Oak Point Rail Link, a rail freight line running just offshore in the Harlem River, was constructed and effectively severed the direct connection between Mott Haven and the Harlem River. Waterfront dependency and linkage was lost as a result of this added transportation feature. Today, there are several storage uses located along the Harlem River and there continues to be practically no visual or physical connection between the project area and the Harlem River.

Principal Conclusions

As presented in the assessment below, the proposed action would be consistent with the City's ten WRP coastal policies. With the creation of the public esplanade and the establishment of view corridors from inland blocks, the WRP goals of enlivening the waterfront, providing connection and attracting the public to the waterfront would be accomplished. A new waterfront park would create a significant new public resource on the waterfront. Design features established as part of the SHRWD would improve and activate building frontages leading to the waterfront, establishing active pedestrian corridors. Streetscape features and enlarged sidewalks would improve pedestrian corridors.

As detailed in Chapter 3.11, "Natural Resources," the Lower Concourse Rezoning and Related Actions would not result in adverse impacts to terrestrial plants, animals, water quality or aquatic biota. Construction related to the proposed action has the potential to result in in-water disturbance to replace deteriorated waterfront structures in-kind. These activities would be controlled and regulated by the USACE under Nationwide or Individual permits and thus would not result in significant adverse impacts. Landscaping would be required along pedestrian pathways. New buildings would be substantially taller than the existing condition, but bird strikes would not result in increased loss of migrating birds from building collisions. The redevelopment of the Lower Concourse area in conjunction with the proposed action would be consistent with the City's WRP.

Methodology

The WRP Policies for development and use of the waterfront, presented above provide a framework for evaluating discretionary actions in the Coastal Zone. This chapter assesses the general consistency of the Lower Concourse Rezoning and Related Actions with the WRP.

3.11.1 EXISTING CONDITIONS

As shown on Figure 3.11-1, the Coastal Zone area contains three longitudinal blocks in the proposed rezoning area that extend from 200 to 400 feet west of Exterior Street to the Harlem River, and three blocks located between Exterior Street and Gerard Avenue that are not adjacent to the Harlem River. Transportation infrastructure includes the Oak Point Rail Link, a freight line that runs parallel to the shoreline, and the elevated Major Deegan Expressway. Bridge crossings of the Harlem River are located at East 138th Street, East 149th Street and Park Avenue. These physical barriers inhibit physical, as well as visual, connections to the waterfront.

Storage and light industrial uses characterize the coastal zone area, which is zoned M1-2 and M2-1; the balance of the project area is zoned M1-2, M2-1, C4-4 and R6. In terms of built form, the area consists of low-rise, low-density uses that are not waterfront dependent or related to the waterfront. Industrial uses are located in the northern portion of the proposed rezoning area along the waterfront, and between Exterior Street and Gerard Avenue. Waterfront properties for the most part are separated from Exterior Street by fencing and buildings are oriented perpendicular to the shoreline. The southern portion of the proposed rezoning area in the Coastal Zone area contains light industrial and warehouse uses, self-storage facilities, and a moving company with outdoor truck storage.

The Coastal Zone area lacks adequate pedestrian and streetscape amenities and contains deteriorated sidewalks and streetscapes that have an industrial character. In addition to its elevated bridge crossing (Madison Avenue Bridge), East 138th Street terminates at the Harlem River, although this publicly accessible point contains a significant amount of debris, is blocked from the waterfront with a chain link fence, and is not visually appealing. Water quality conditions are not suitable for fishing or swimming[1]. Exterior Street, which partly runs beneath the Major Deegan Expressway viaduct, is not conducive to pedestrian activity, with its truck traffic and dust associated with the adjacent concrete recycling plant and materials storage.

There are no significant natural or topographic features within the Coastal Zone with the exception of the Harlem River, which is a tidal strait. The Coastal Zone area west of Exterior Street comprises relatively flat lowlands adjacent to, and near, the Harlem River that fall within the 100-year and 500-year floodplain.

The condition of waterfront structures was determined by a visual condition assessment in May 2008 (see Appendix J). The purpose of this evaluation was to provide guidance regarding future investment, repairs, replacements, or maintenance. The majority of the structural elements were rated as "poor," "serious," or "critical," including the following:

[1] New York State Department of Environmental Conservation, Division of Water. *Use Attainability Analysis of the New York Harbor Complex,* 1985.

- Sections of the concrete relieving platform along the NYC Department of Transportation parking lot frontage;
- Steel sheet pile wall, with no capping block, located before the first inlet; and,
- Timber cribbing on the southern and south-easterly sides of the first inlet (north) and on all sides of the second inlet (south of first inlet).

3.11.2 FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION

In the future without the proposed action, existing zoning controls would remain in place. The portion of the Coastal Zone located within the proposed rezoning area would experience some growth in office and industrial uses. DCP has developed an as-of-right development scenario expected to occur within the area in the Future Without the Proposed Action. This Reasonable Worst Case Development Scenario (RWCDS) is comprised of sites on which projects would be expected to occur absent the proposed action.

In the future without the proposed action, three projected development sites were identified within the Coastal Zone portion of the rezoning area. By 2018, it is expected that the Coastal Zone would have new as-of-right development totaling approximately 395,000 square feet (sf) of office space and approximately 125,268 sf of light industrial space on three sites. The developments are described below and shown on Figure 2.0-6 in Chapter 2.0, "Project Description."

- Site 4: Block 2349, Lot 15 is currently a vacant lot. A new 109,086-square foot self-storage facility would be constructed on this site.
- Site 5: Block 2351, Lot 22 is currently a vacant lot. A new 16,182-square foot warehouse/distribution facility would be constructed on this site.
- Site 8: The partially vacant warehouse/industrial loft building on Block 2349, Lot 90 would be completely converted to 395,000 sf of office space.

In the Future Without the Proposed Action, existing zoning would remain in place and the coastal zone area would remain much the same in terms of its physical character and structural conditions. As previously discussed, the area would experience office and light industrial growth, though the development of a self-storage facility and a warehouse/distribution facility would be consistent with past development trends. The conversion of an existing, partly vacant warehouse/loft building to office space would bring additional workers and visitors to the area, with associated increases in traffic. No waterfront access or amenity would be created.

3.11.3 FUTURE WITH THE PROPOSED ACTION

In the Future With the Proposed Action, the creation of the SHRWD and the concurrent Harlem River Waterfront Access Plan (WAP), as well as zoning text revisions, would re-orient development in the Coastal Zone towards uses that would develop and integrate this waterfront location. Text amendments would stipulate design and zoning

regulations that would support the goals of the City's WRP. Allowable development would specifically include:

- Mixed-use, residential and retail towers (some with community facilities) with active ground-floor uses and landscaped area;
- Creation of view corridors;
- Creation of publicly-accessible open space;
- Connectivity to the waterfront and open space; and,
- Pedestrian-friendly space and infrastructure.

An important objective of the proposed action is to encourage the enhancement of the area's waterfront. Distinct aspects of the proposed action within the Coastal Zone would seek to accomplish waterfront revitalization. Establishment of the SHRWD and zoning revisions would allow for a marked increase in residential, commercial, and community facility land uses, along with a new waterfront park, an esplanade, and visual connections to the Harlem River.

Special Harlem River Waterfront District and Waterfront Access Plan

The proposed Special Harlem River Waterfront District (SHRWD) encompasses areas of the Coastal Zone located to the west of Exterior Street. Proposed SHRWD regulations broadly focus on: (1) physical and visual waterfront access, and (2) the activation of pedestrian space through commercial activity, commercial design requirements, and the provision of pedestrian accommodations. The SHRWD regulations are divided into those that address waterfront access, streetscape design standards, permitted height and setbacks, and commercial requirements (see Chapter 2.0, "Project Description" and Chapter 3.7, "Urban Design and Visual Resources," for discussion of the SHRWD and the WAP).

Public access to the waterfront would be provided though the creation of a waterfront esplanade and public park. A 30- to 40-foot wide, 2.2-acre public esplanade running the length of shoreline would be constructed as projected and/or potential development sites are developed. The esplanade would be built at a height equal to the highest level of the Oak Point Rail Link, such that views to the Harlem River and Manhattan would be enhanced.

In addition, the Proposed Action would establish a 2.26-acre public waterfront park. In sum, the Harlem River Waterfront Access Plan (WAP) would establish approximately 4.46 acres of open space contained within the esplanade, public park, and public access areas (see Figure 3.11-2).

Visual access to the waterfront would be provided through the preservation of the existing view corridor (and access point) at East 138th Street and the provision of two new view corridors at East 140th Street and East 142nd Street (see Figure 3.11-2). Upland visual connections to the waterfront would be created and preserved through building design requirements.

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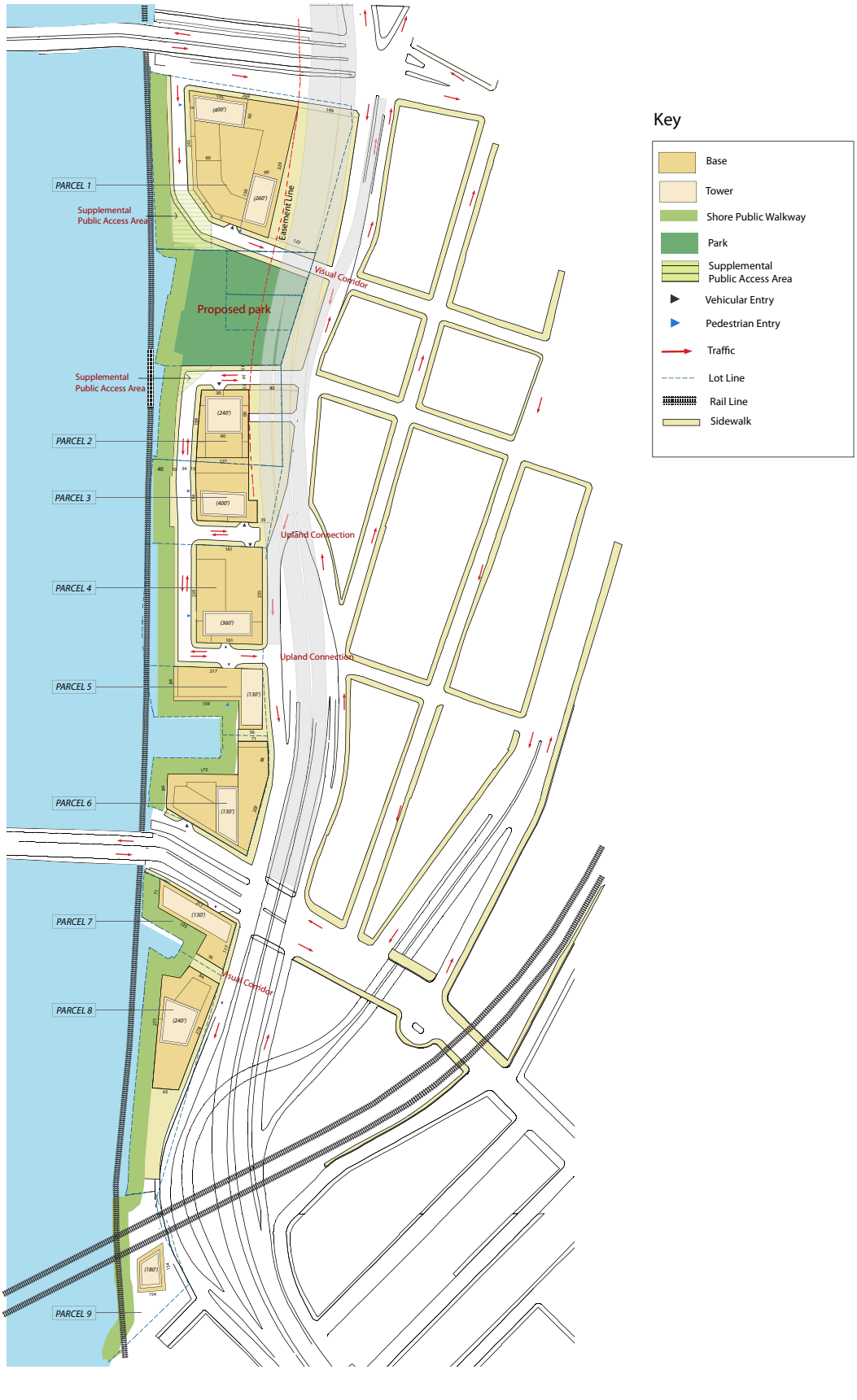

Figure 3.11-2: Proposed Harlem River Waterfront Access Plan

Source: NYC Department of City Planning, 2009

To encourage the activation of pedestrian space and to add economic activity to the Coastal Zone, the SHRWD would require the street wall of a building containing ground floor commercial space to use transparent materials, such as showcase windows, glazed transoms, or glazed portions of doors for ground floor uses and commercial storefronts. Landscaping conducive to pedestrian movement would be required in order to create an attractive, pedestrian-oriented environment.

In the year 2018 with the proposed action in place, the Coastal Zone in the rezoning area would experience an increase in retail and residential use. Within the Coastal Zone, the project would add approximately 432,064 sf of retail space and 2,177 residential dwelling units. The new residential dwelling units would be approximately 83 percent market rate units and approximately 17 percent affordable housing units. Development projected for the Coastal Zone portion of the proposed rezoning area in the Future With the Proposed Action would include:

- Two 400-foot tall buildings with residential and retail uses (one would also include a 50,000-square-foot supermarket);
- One 260-foot tall building with residential, retail, and open space uses;
- One existing, 180-foot tall building that would be converted to residential and retail uses;
- One 125-foot tall building with residential and retail uses; and,
- Two 120-foot tall buildings with residential and retail uses.

As compared to the land use composition projected for 2018 in the Future Without the Proposed Action, the Coastal Zone area would see its retail uses increase by 432,064 sf, residential uses increase 2,177 dwelling units, and open space increase by 4.47 acres (194,713 sf). There would be a concomitant decrease in industrial and office uses. Industrial uses would decrease by 207,000 sf and office uses would decrease by 395,000 sf.

3.11.4 CONSISTENCY WITH THE WRP POLICIES

In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the proposed action's potential for inconsistency with the City's WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form (CAF), which was developed by DCP to help applicants identify which WRP policies apply to a specific action. The questions in the CAF are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action.

For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies. A CAF was prepared for the proposed action. As indicated in the form, the proposed action warrants assessment of its consistency with policies 1.1, 1.2, 2.3, 3.2, 5.1, 6, 7.2, 8, 9.1, and 10. Therefore, those policies are discussed in detail below.

Policy 1

Support and facilitate commercial and residential development in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

One of the primary goals of the proposed action is to provide opportunities for new residential and commercial development. To this end, the proposed action would change the zoning classifications within the Coastal Zone portion of the rezoning area from light industrial (M1-2) and industrial (M2-1) districts to zoning districts allowing residential and commercial development. The newly-established zoning districts within the Coastal Zone would include an R7-2/C2-4 District; an M1-4/R8A District; and, a C4-4 District that would be divided by the proposed new waterfront park, which would remain zoned M2-1.

Public actions that would encourage redevelopment and support housing would include: (1) the provision of a public park and esplanade, which would provide significant new open space resources to complement residential and commercial uses; and, (2) a proposed text amendment allowing food stores and supermarkets to be developed at any size as-of-right up to the maximum allowable Floor Area Ratio (FAR), which would provide new opportunities for commercial development and would also support residential development within the Coastal Zone.

The proposed rezoning area is appropriate for redevelopment because it is not in a Special Natural Waterfront Area or Significant Maritime and Industrial Area. The Lower Concourse rezoning area does not contain significant natural features aside from the Harlem River. No significant adverse impacts to the Harlem River are anticipated as a result of the proposed action. In addition, the proposed rezoning area includes a substantial amount of vacant and/or underused land located in close proximity to existing residential and commercial areas. Projected and potential mixed-use development would bring round-the-clock activity and improved streetscapes to the area, enhancing access to the waterfront and proposed publicly accessible open space, including a new waterfront esplanade. The proposed action would be consistent with this policy.

Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.

The proposed action would rezone the project area in order to provide residential, commercial, and mixed-use development opportunities in an underutilized area with substantial frontage along the Harlem River. It would replace automotive, storage and industrial/manufacturing uses with new mixed-use development, as well as public

open space that would attract people to the area and the waterfront. The proposed action would be consistent with this policy.

Policy 2

Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

Policy 2.3: Provide infrastructure improvements necessary to support working waterfront uses.

The redevelopment of the waterfront would likely require the reconstruction of portions of the bulkhead; however, the Oak Point Link has removed direct waterfront access and has thus removed any opportunity for working waterfront uses in the rezoning area. Therefore, this policy would not apply.

Policy 3

Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers.

Policy 3.2: Minimize conflicts between recreational, commercial, and ocean-going freight vessels.

The proposed action would not alter vessel movements of any type. As such, this policy does not apply.

Policy 5

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

Policy 5.1: Manage direct or indirect discharges to bodies of water.

The proposed rezoning area is located within the drainage area for the Wards Island WPCP treatment plant, which has a treatment design capacity of 275 mgd. The demand for wastewater treatment would be within the treatment capacity of the plant and the facility would retain its SPDES permitted capacity.

In the Future with the Action, the amount of impervious surface area in the Lower Concourse rezoning area would decrease slightly. As a result, the volume of stormwater runoff would also decrease slightly. The proposed action is not anticipated to significantly increase the frequency or duration of CSO events. Although sanitary flow would increase as a result of the proposed action in conjunction with a decrease in stormwater runoff, the overall combined sewer conveyance system would not be affected to a significant degree. The proposed action would comply with this policy.

Policy 6

Minimize the loss of life, structures, and natural resources caused by flooding and erosion.

Nearly the entire Coastal Zone portion within the rezoning area located west of Exterior Street falls within the 100-year and 500-year floodplain boundaries.

Significant adverse impacts related to development within the floodplain would not occur as a result of the proposed zoning amendments. Development that may result is unlikely to affect the floodplain characteristics of the substantial Hudson/Harlem/East River system as construction in the floodplain would be dictated by FEMA requirements and the New York City Building Code. Shoreline conditions would be modified by replacement and improvement of existing seawall and rip rap structures.

The proposed action would be consistent with this policy.

Policy 7

Minimize environmental degradation from solid waste and hazardous substances.

Policy 7.2: Prevent and remediate discharge of petroleum products.

Hazardous materials impacts associated with construction could include the potential for impacts to the health and safety of workers during construction, the potential for the transport of contaminated soil, or the potential for impacts on future residents or employees of individual buildings on these sites.

Any toxic or hazardous waste encountered during construction would be handled in accordance with New York City Department of Environmental Protection (NYCDEP), US Occupational Safety and Health Administration (OSHA) and US Environmental Protection Agency (EPA) requirements. Potential impacts during construction and development activities would be avoided by implementing a Construction Health and Safety Plan (CHASP). The CHASP would ensure that adverse impacts on public health, workers safety or the environment would not occur as a result of potential hazardous materials exposed or encountered during construction. Following construction any remaining contamination would be isolated from the environment and there would be no further exposure (see Chapter 3.12, "Hazardous Materials").

Policy 8

Provide public access to and along New York City's coastal waters.

Policy 8.1: Preserve, protect and maintain existing physical, visual, and recreational access to the waterfront

The development anticipated to occur in the proposed rezoning area is expected to enhance and expand existing visual or physical waterfront access points. The visual and physical access points at East 138th Street and East 149th Street would remain. Further access to these points would result from the development of the Waterfront Shore public walkway required by the proposed zoning. The addition of residents to the area would bring more people to these existing access points. The project would be compatible with this policy.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

The proposed action would include mapping of the Special Harlem River Waterfront District (SHRWD), which would include the Harlem River Waterfront Access Plan (WAP). With the exception of a single block in the proposed MX (M1-4/R8A), the SHRWD would encompass the entire Coastal Zone. The proposed SHRWD would facilitate new residential and commercial development and apply height and bulk regulations to waterfront lots to ensure the continued presence of upland visual connections to the waterfront.

Physical public access to the waterfront would be provided though the creation of a waterfront esplanade and public park. A 30- to 40-foot wide, 2.2-acre public esplanade with sitting areas would be constructed incrementally along the shoreline in conjunction with the development of projected and potential development sites. The esplanade would be built at a height equal to the highest level of the Oak Point Rail Link, such that views to the Harlem River and Manhattan would be enhanced. In addition, the proposed action would amend the City Map to create a public park on an approximately 2.26-acre parcel of land located between Exterior Street and the Harlem River, south of East 146th Street and north of 144th Street. Supplemental public access areas would also be created, which would be passive in nature, with access to the large waterfront park and the shore public walkways.

Under the proposed WAP, public access improvements would be required as a component of future development. The WAP specifies the location of public access areas and visual corridors (see Figure 3.11-2). Based upon these particular aspects, the proposed action would be fully compatible with the policy.

Policy 8.3: Provide visual access to coastal lands, waters, and open space where physically practical.

See Policy 8.2 above.

Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

There is one publicly owned property in the area. The proposed actions would require that it provide visual and physical access to the waterfront when it is developed. The proposed public park is not currently publicly owned, however the action of mapping said park gives the City authority to acquire it. The planning, programming and development of the proposed park would develop waterfront open space and recreation opportunities at a suitable location.

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 action would not alter the continued use and ownership of lands and waters held in the public trust by the State and the City. Therefore, the proposed action would be consistent with this policy.

Policy 9

Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The proposed action is expected to result in positive changes and improvements to visual quality. Views to visual resources would be enhanced to the extent that the surrounding setting is improved, and through the creation of new opportunities to view the Harlem River waterfront. Waterfront public access and the creation of new waterfront parkland directly on the Harlem River waterfront would improve visual quality. The waterfront public access would be designed in such a way to enhance the views north and south on the Harlem River; the existing views of the Manhattan skyline and Harlem River Bridge are strongly associated with New York City's urban context. Although there is not a historic or working waterfront context, opportunities to enhance the visual quality of the waterfront and connect it to upland areas would be created with the proposed action. Therefore, the proposed action would be consistent with this policy.

Policy 10

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

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

In accordance with City Environmental Quality Review (CEQR) requirements, properties in the project area and surrounding area that are listed on, or appear to meet criteria for listing on, the State and National Registers of Historic Places (S/NR), or are designated as, or appear to meet criteria for designation as, New York City Landmarks have been identified. However, there are no historic resources, nor are there any shipwrecks, lighthouses, and other physical remnants of maritime culture within the Coastal Zone. As a result, the policy is not applicable.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

The New York City Landmarks Preservation Commission has reviewed the Lower Concourse Rezoning and Related Actions, and determined that there are no resources within the project area that could be affected by the proposed action. Therefore, this policy does not apply.