1

Project Description

This chapter provides descriptive information about the requested discretionary land use action and the development project that could be facilitated by the requested actions. The purpose of this chapter is to convey project information relevant to environmental review.

Introduction

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

The Proposed Projects would contain a total of approximately 1,179,321 gross square feet (gsf; 892,442 zoning square feet [zsf]), including approximately 939,934 gsf (743,701 zsf) of residential floor area and 199,750 gsf (148,740.6 zsf) of commercial floor area across the two development sites. 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.

The Proposed Actions include a zoning text amendment, a zoning map amendment, and zoning 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.

Project Area and Development Sites

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.

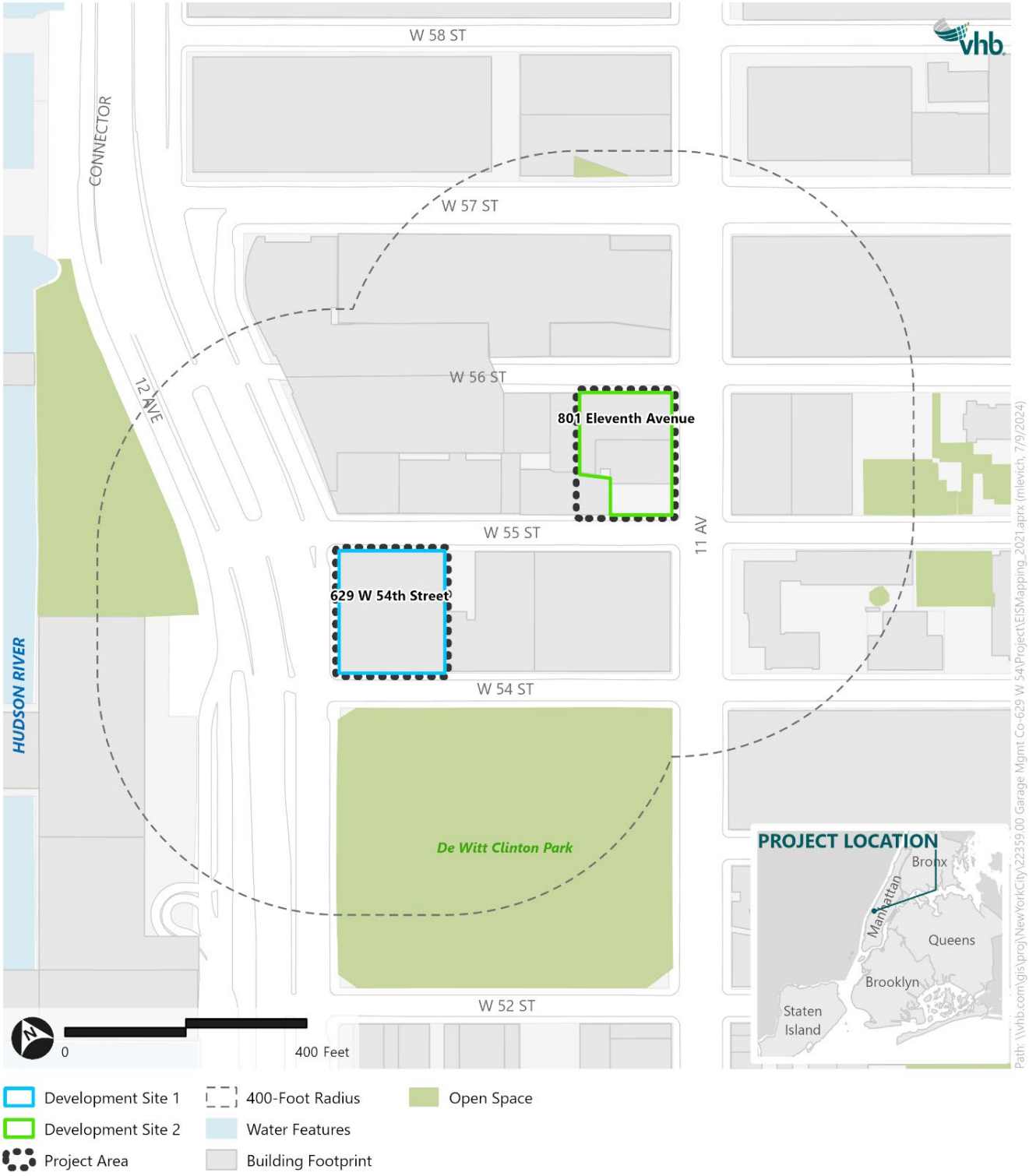
The Project Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone. Refer to **Figure 1-1** for the location of the Project Area and development sites. **Photo 1-1** through **Photo 1-8** show existing conditions at the development sites.

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.

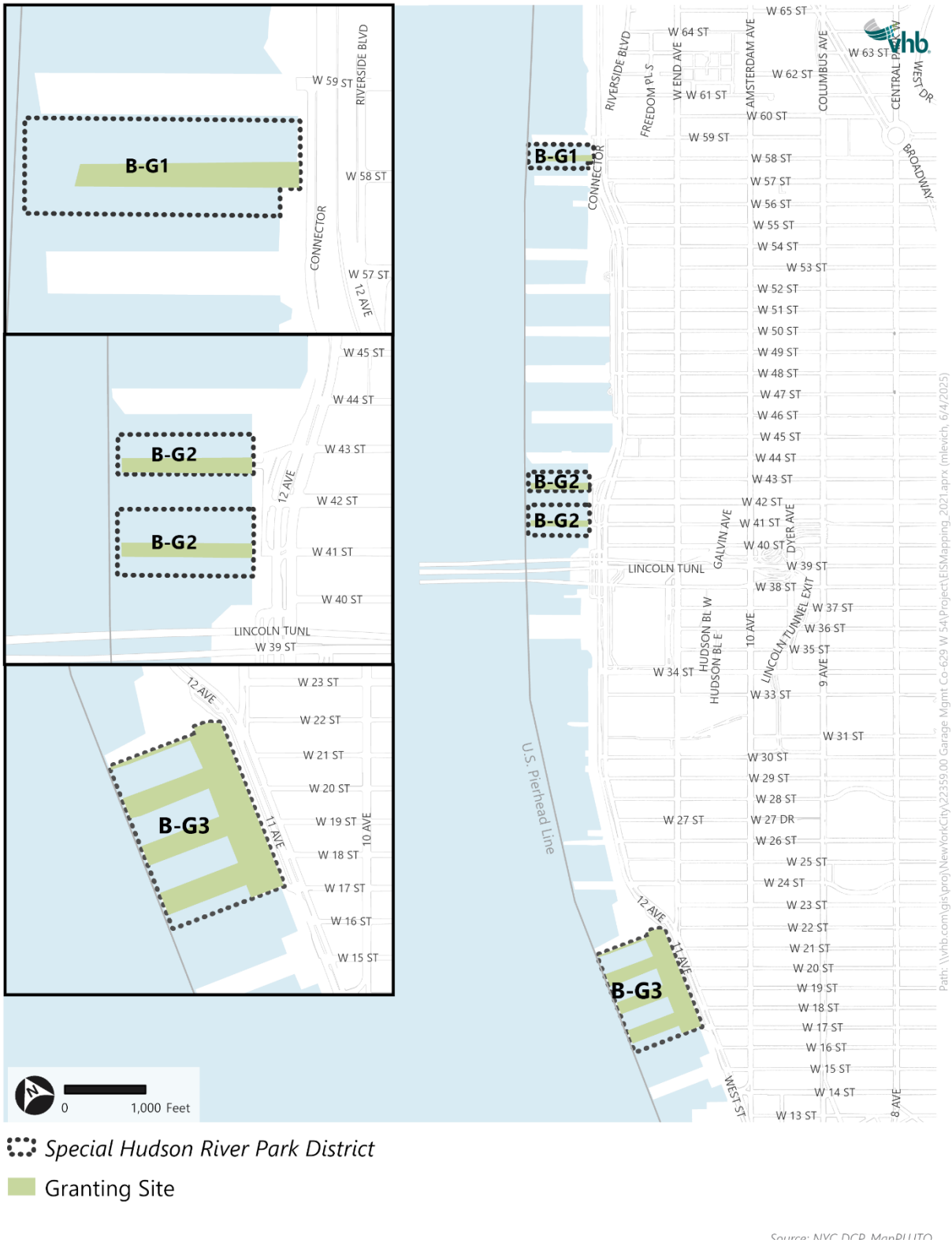
Portions of Hudson River Park would be mapped in the Special Hudson River Park (HRP) District. As discussed below, zoning text amendments would define these areas as "granting sites" and the development sites as "receiving sites" (see **Figure 1-2** and **Figure 1-3**, respectively). Specifically, Pier 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.

Figure 1-1 Site Location Map



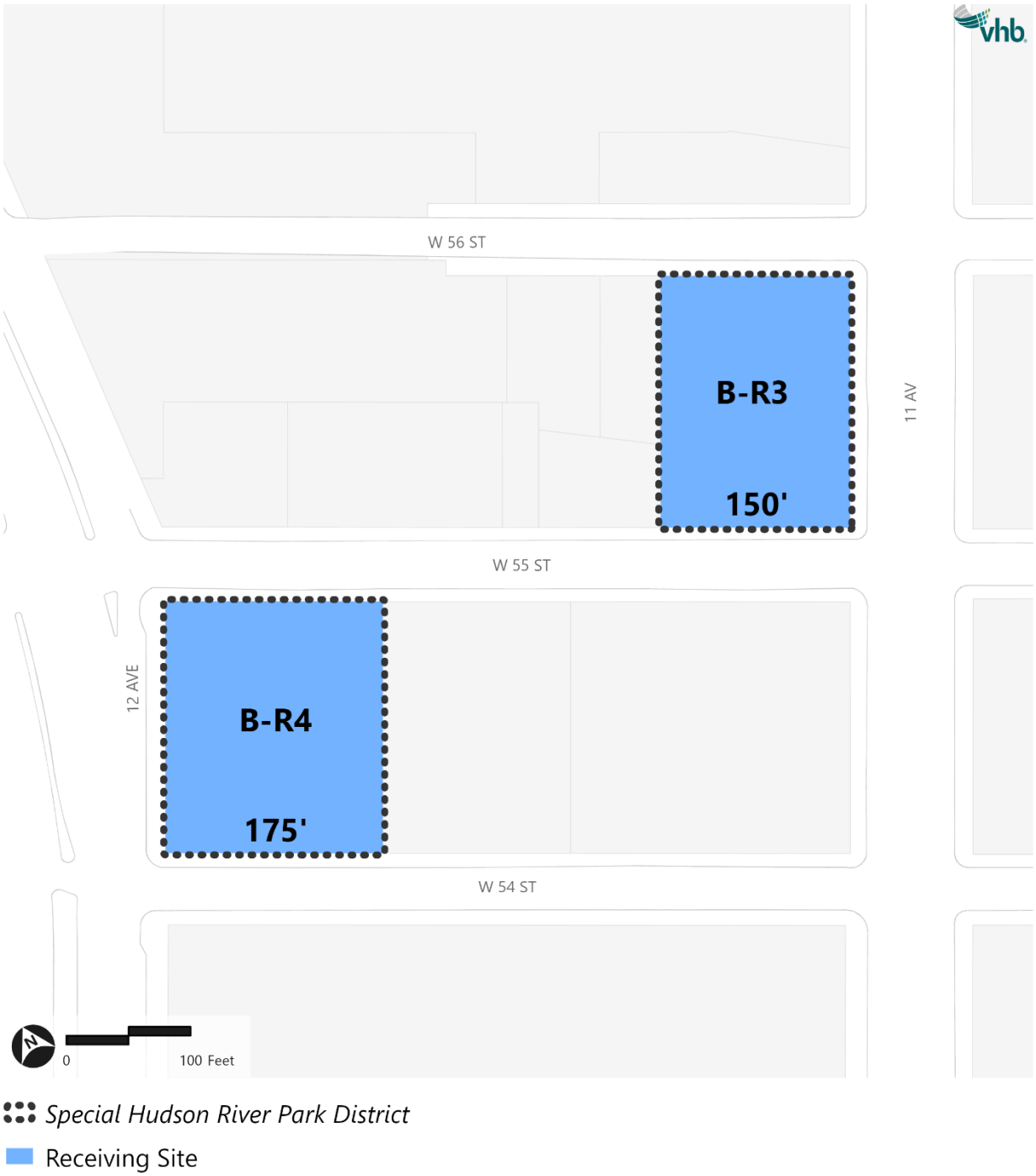
Source: NYC DCP, MapPLUTO

Figure 1-2 Granting Sites



Source: NYC DCP, MapPLUTO

Figure 1-3 Development/Receiving Sites



Source: NYC DCP, MapPLUTO

Source: NYC DCP, MapPLUTO

Photo 1-1 View of Development Site 1 looking East across Twelfth Avenue



Photo captured December 12, 2023

Photo 1-2 View of Development Site 1 looking North across West 54th Street



Photo captured December 12, 2023

Photo 1-3 Looking West along West 54th Street, Development Site 1 at Right



Photo captured December 12, 2023

Photo 1-4 Looking West along West 55th Street, Development Site 1 at Left

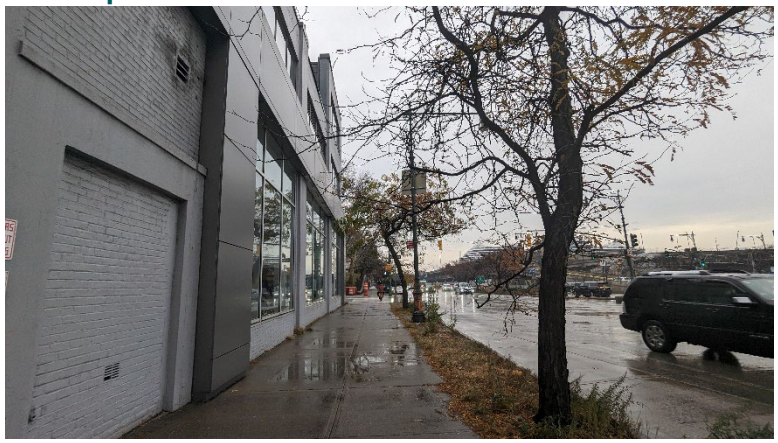


Photo captured December 12, 2023

Photo 1-5 View of Development Site 2, looking West across Eleventh Avenue



Photo captured December 12, 2023

Photo 1-6 Looking South along Eleventh Avenue, Development Site 2 at Right



Photo captured December 12, 2023

Photo 1-7 View of Development Site 2 looking North along Eleventh Avenue



Photo captured December 12, 2023

Photo 1-8 Looking Northeast along Eleventh Avenue, Development Site 2 at Left



Photo captured December 12, 2023

Neighborhood Context

The area surrounding the Project Area (within a radius of roughly 400 feet) is characterized by mid-rise, high-lot-coverage commercial and utilities buildings; high-rise residential and mixed-use development; and open space. Residential uses have been introduced to the area through recent development projects. This has consisted of high-rise residential developments such as the 42-story building at 827 Eleventh Avenue (constructed in 2015), the 38-story residential building at 601 West 57th Street (constructed in 2003), and the 43-story building at 625 West 57th Street (constructed in 2013). Nearby commercial uses include several large luxury auto dealership buildings that feature integrated service centers, such as the Jaguar dealership at 787 Eleventh Avenue on the eastern portion of Block 1102 and the Audi dealership at 802 Eleventh Avenue directly east of Development Site 2. Apart from several office and warehouse buildings scattered throughout the area, other notable commercial uses include the CBS Broadcasting Studio at 530 West 57th Street and the concert venue known as Terminal 5 (located directly west of Development Site 2 on Block 1103, partially within the Project Area). The New York City Department of Sanitation (DSNY) operates a garage and salt storage facility located north of the Project Area; the building spans Blocks 1103 and 1104 and extends over the roadbed of W 56th Street. Located directly south of Development Site 1 along West 54th Street, DeWitt Clinton Park is a 5.83-acre public park with sports fields, seating areas, a playground, and a dog park. A portion of the Hudson River Greenway, a linear open space along the Hudson River waterfront, is located to the west of the Project Area across Twelfth Avenue. This includes the portion of the park known as Clinton Cove.

Surrounding zoning districts include M1-5 light manufacturing; M2-3 and M2-4 intermediate manufacturing districts containing and directly surrounding the Project Area; and a mix of residential and commercial districts along Eleventh Avenue and to the east, including R8, R8A, and R9 residence districts and C2-5, C4-7, and C6-3X commercial districts. Dewitt Clinton Park is mapped as a park, while the waterfront west of Twelfth Avenue is zoned M2-3. The Project Area and its surroundings are located within the Special Clinton District, which was created to preserve and strengthen the residential character of a community bordering Midtown, maintain a broad mix of incomes, and ensure that the community is not adversely affected by new development.

Twelfth Avenue, located directly west of the Project Area, is an eight-lane, 150-foot-wide (Wide Street) arterial road that runs along the Hudson River waterfront. Eleventh Avenue, east of the Project Area, is a 100-foot-wide (Wide Street), one-way southbound street with four vehicle lanes, a separated bike lane, and on-street parking. West 54th Street is a 60-foot-wide (Narrow Street), one-way eastbound street with two vehicle lanes, a bike lane, and on-street parking on the north side. 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 with two vehicle lanes and on-street parking. The Project Area is served by the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) M11, M12, M31, and M57 buses. The M11 bus runs south along Ninth Avenue and north along Tenth Avenue. The M12 bus runs north along Twelfth Avenue and south along Eleventh Avenue. The M31 bus operates along Tenth Avenue, Eleventh Avenue, West 54th Street, and West 57th Street near the development sites. The M57 bus operates along West 57th Street near the development sites. 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.

Proposed Actions

To facilitate the Proposed Projects, the Applicants are seeking the following actions with respect to the Project 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)

› 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
  - (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.

[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.

- 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.

Proposed Projects

As discussed above, the Applicants intend to construct two buildings—a 44-story, mixed-use residential and commercial building on Development Site 1 and a 38-story, mixed-use residential and commercial building on Development Site 2 (collectively, the Proposed Projects) (see **Figure 1-4**).

The building on Development Site 1 would contain a total of approximately 664,245 gsf (506,092 zsf), including up to approximately 529,581 gsf of residential space (617 DUs, of which 154 to 185 would be designated as permanently affordable pursuant to MIH) and 113,990 gsf of commercial auto dealership space. The building on Development Site 2 would contain a total of approximately 515,076 gsf (386,350 zsf), including up to approximately 410,353 gsf of residential space (477 DUs, of which 119 to 143 would be designated as permanently affordable pursuant to MIH) and 85,760 gsf of commercial auto dealership space.

The proposed building on Development Site 1 would rise to a maximum roof height of 550 feet (up to 590 feet with a 40-foot mechanical bulkhead). The maximum base height would be 177 feet along West 55th Street and 155 feet along West 54th Street, after which a 10-foot setback from West 54th Street and a 15-foot setback from West 55th Street would be provided before reaching the maximum building height. The maximum base height along Twelfth Avenue would be 68 feet. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 42nd floors.

The proposed building on Development Site 2 would rise to a maximum roof height of 485 feet (up to 525 feet with a 40-foot mechanical bulkhead). The maximum base height would be 155 feet, after which a 10-foot setback from Eleventh Avenue and 15-foot setbacks from West 55th Street and West 56th Street would be provided before reaching the maximum building height. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 38th floors.

In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf), including approximately 939,934 gsf (743,701 zsf) of residential floor area and 199,750 gsf (148,740.6 zsf) of commercial floor area across the two development sites (including 2,728 gsf of loading berth area for the proposed building on Development Site 1, and 1,471 gsf of loading berth area for the proposed building on Development Site 2). The proposed building on Development Site 1 would also contain approximately 20,674 gsf of mechanical floors and bulkhead, and the proposed building on Development Site 2 would contain 18,964 gsf of mechanical floors and bulkhead. The Proposed Projects would provide up to approximately 1,094 DUs, including a total of approximately 274 to 328 permanently affordable housing units, pursuant to applicable requirements of the City's MIH program. The Proposed Projects would not include any accessory parking.

Figure 1-4 Proposed Project Site Plan: Development Site 1

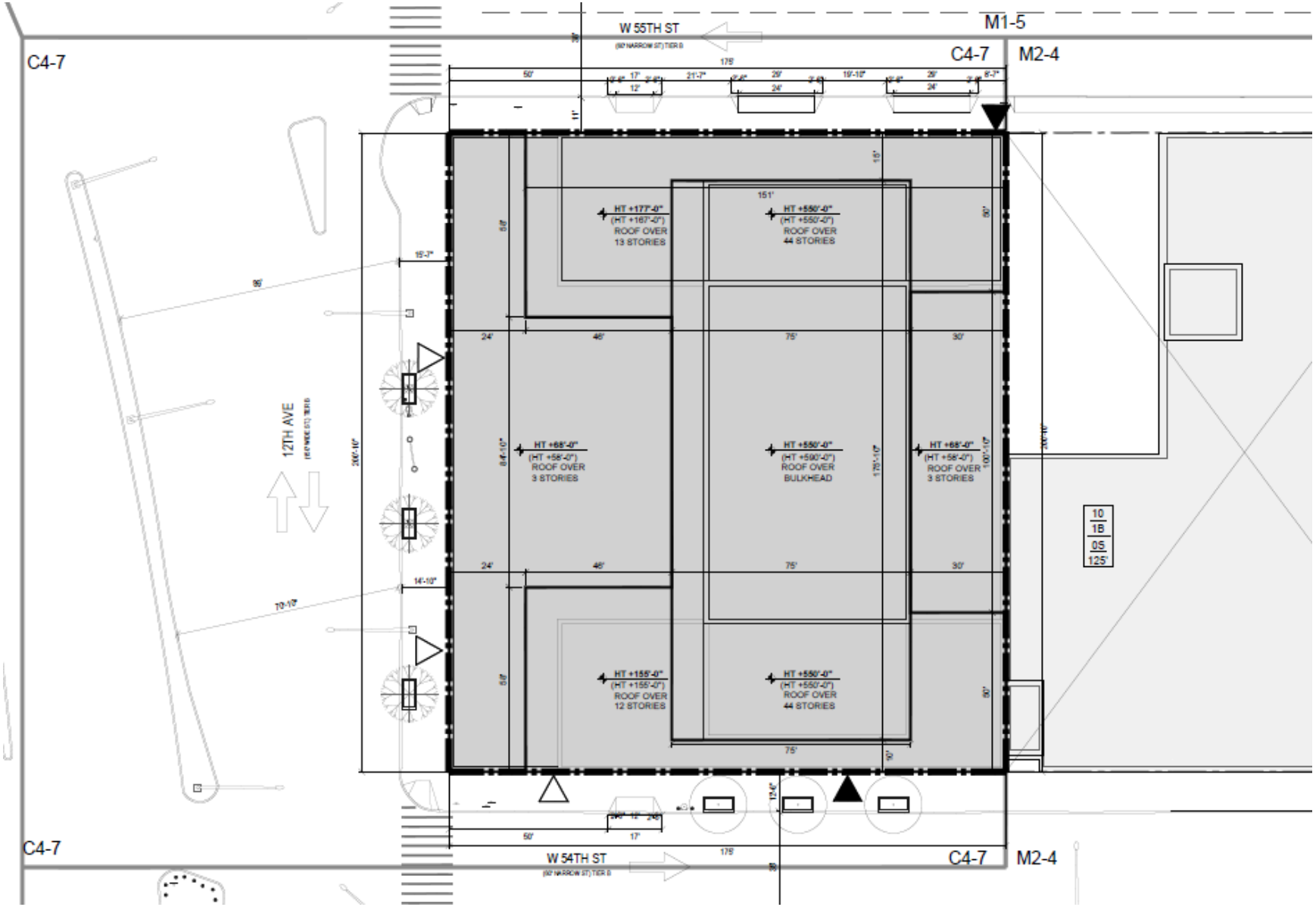
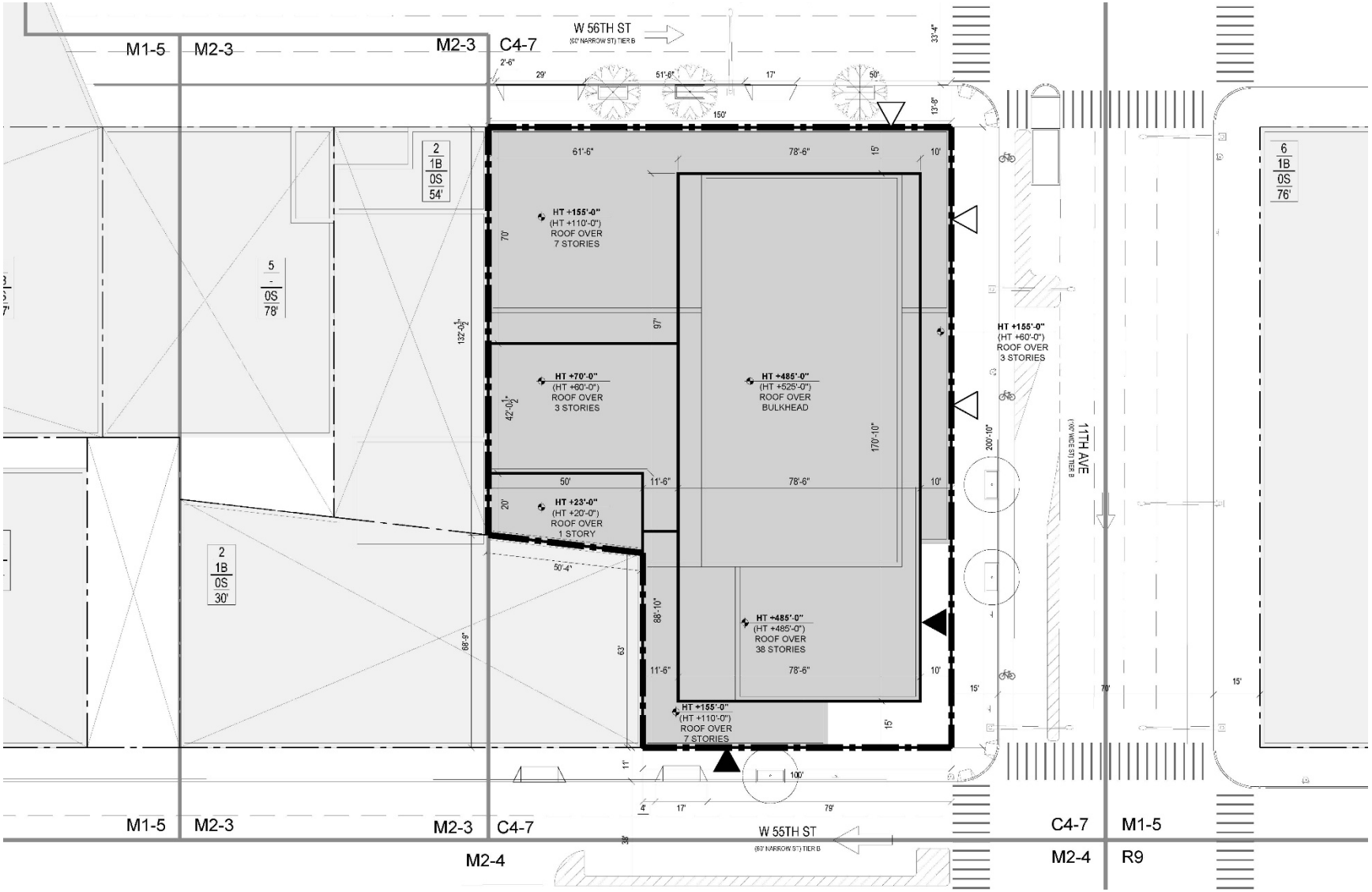


Figure 1-5 Proposed Project Site Plan: Development Site 2



Project Purpose and Need

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 Proposed Actions would allow for the development of new housing (including affordable housing, as discussed below) where it was not previously permitted—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 be appropriate land uses on both development sites, as compared to the No-Action scenario. In the opinion of the Applicants, 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 Granting Sites Rezoning Area, 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 Receiving 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 2026) identified a lack of affordable housing as one of the three most pressing issues 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 use-related 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.

Analysis Framework

Identification of Development Sites

Proposed Development Sites

Each of the Applicant-owned sites, Development Site 1 (Block 1102, Lot 11) and Development Site 2 (Block 1103, Lot 36), are development sites. In the future with the Proposed Actions, the Applicants intend to redevelop the sites with new high-rise residential buildings with commercial uses on the base three floors, as detailed above.

Remainder of Project Area

The Project Area would also include an approximately 3,300-sf portion of the 10,800-sf, non-Applicant-owned Block 1103, Lot 23, which is adjacent to and directly southeast of Development Site 2. Lot 23 contains a single two-story, 25,519-gsf commercial building occupied by a portion of the Terminal 5 music venue. However, pursuant to the proposed text amendment, the existing M2-3 district regulations would continue to apply to the rezoned portion of Lot 23. Accordingly, no development would occur on Lot 23 as a result of the Proposed Actions.

Analysis (Build) Year

The analysis year for the Proposed Actions is 2029. This analysis year is projected based on the Proposed Projects being completed and operational in 2029 following completion of the land use review process and Hudson River Park board approvals and transactions in 2026, and approximately 36 months of construction. Construction on both development sites would be completed concurrently in a single phase.

Reasonable Worst-Case Development Scenario

For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which approval of the Proposed Actions (or With-Action condition) are compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Given the range of programs that could result from the Proposed Actions, two reasonable worst-case development scenarios (RWCDS) will be assessed to ensure conservative analyses. The Maximum Commercial Scenario will assess the Proposed Projects with a more conservative mix of commercial retail and office uses instead of auto dealership space. The Maximum Residential Scenario will assess a development scenario in which the Applicants instead maximize the residential floor area that

could be developed on each development site. The site plans for the Maximum Residential Scenario are provided below, in **Figure 1-6** and **Figure 1-7.**

- Maximum Commercial Scenario. In the Maximum Commercial Scenario, the Applicants would develop the Proposed Projects, but a modified mix of commercial uses is analyzed to ensure a conservative analysis. While the Proposed Projects would have auto dealership uses on floors 1-3 and residential uses above, where appropriate to ensure conservative analysis for technical areas where the potential effects of commercial uses would be greater than those of residential uses, a development scenario (the Maximum Commercial Scenario) will be analyzed in which floors 1-3 of the buildings are occupied by a mix of commercial retail and office space instead of auto dealership space.
- Maximum Residential Scenario. In the Maximum Residential Scenario, the Applicants would maximize the residential development potential of the development sites. The buildings would have additional residential floor area in the building base, rather than commercial use. The Maximum Residential Scenario will be analyzed in technical areas where increased residential density has the potential to produce more significant effects than the Maximum Commercial Scenario.

A single maximum building envelope (Maximum 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.

Future No-Action Condition

In the future without the Proposed Actions, it is anticipated that Development Site 1 would continue to be occupied by the existing auto dealership use, and the existing auto dealership space on Development Site 2 would be leased to new tenants. No changes would occur on the portion of non-Applicant-owned Block 1103, Lot 23 comprising the balance of the Project Area. In the No-Action scenario, no floor area would be transferred from Hudson River Park.

Future With-Action Condition

In the 2029 future with the Proposed Actions, the proposed zoning map amendments, text amendments, and special permits would be approved. The development sites would be redeveloped with either the Proposed Projects or the Maximum Residential Scenario, as described above.

To ensure a conservative analysis, the scenarios below (i.e., the Maximum Commercial Scenario and the Maximum Residential Scenario) will be analyzed where appropriate. These scenarios represent the RWCDS for the Proposed Actions.

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.

Figure 1-6 Maximum Residential Scenario: Development Site 1

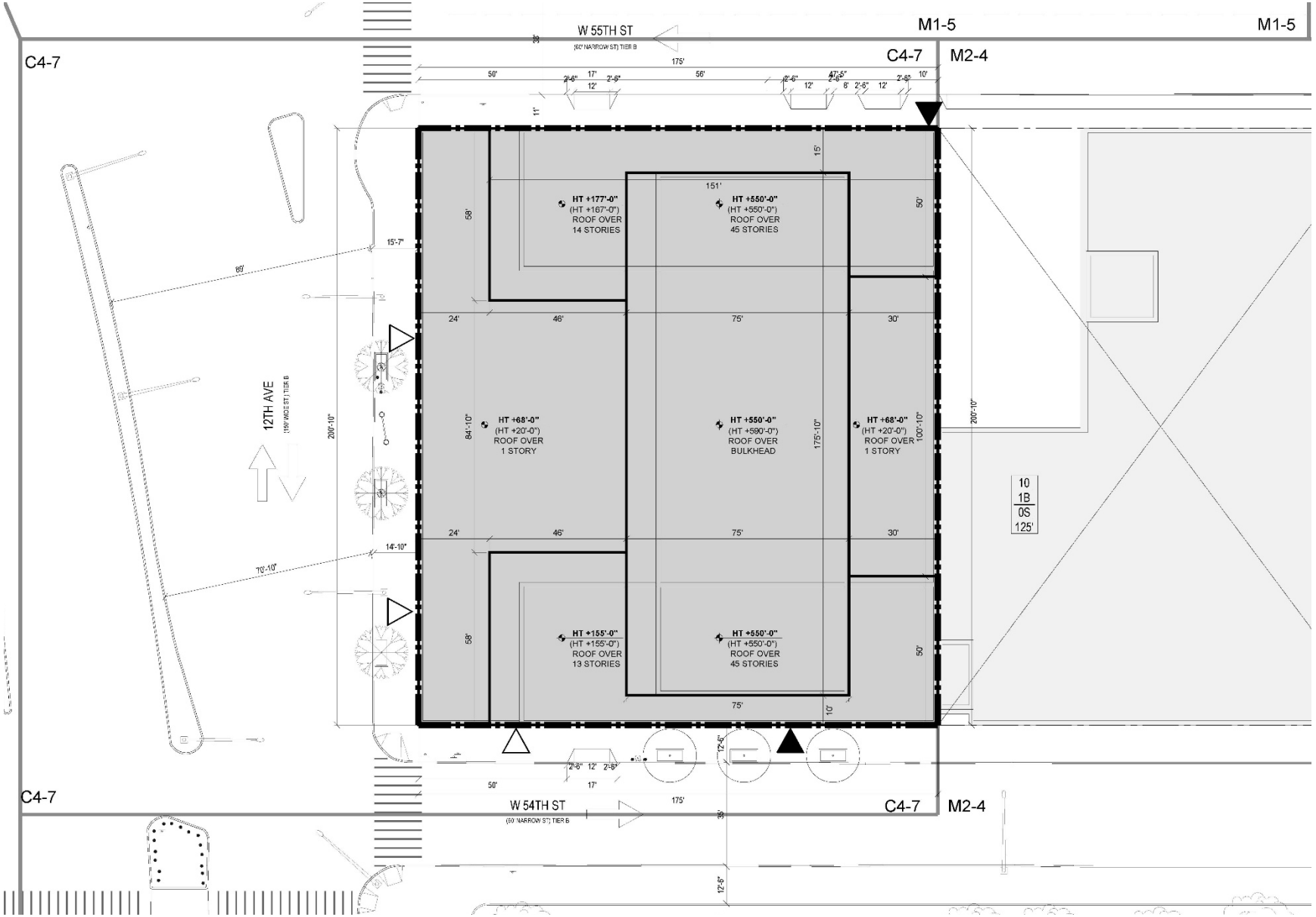
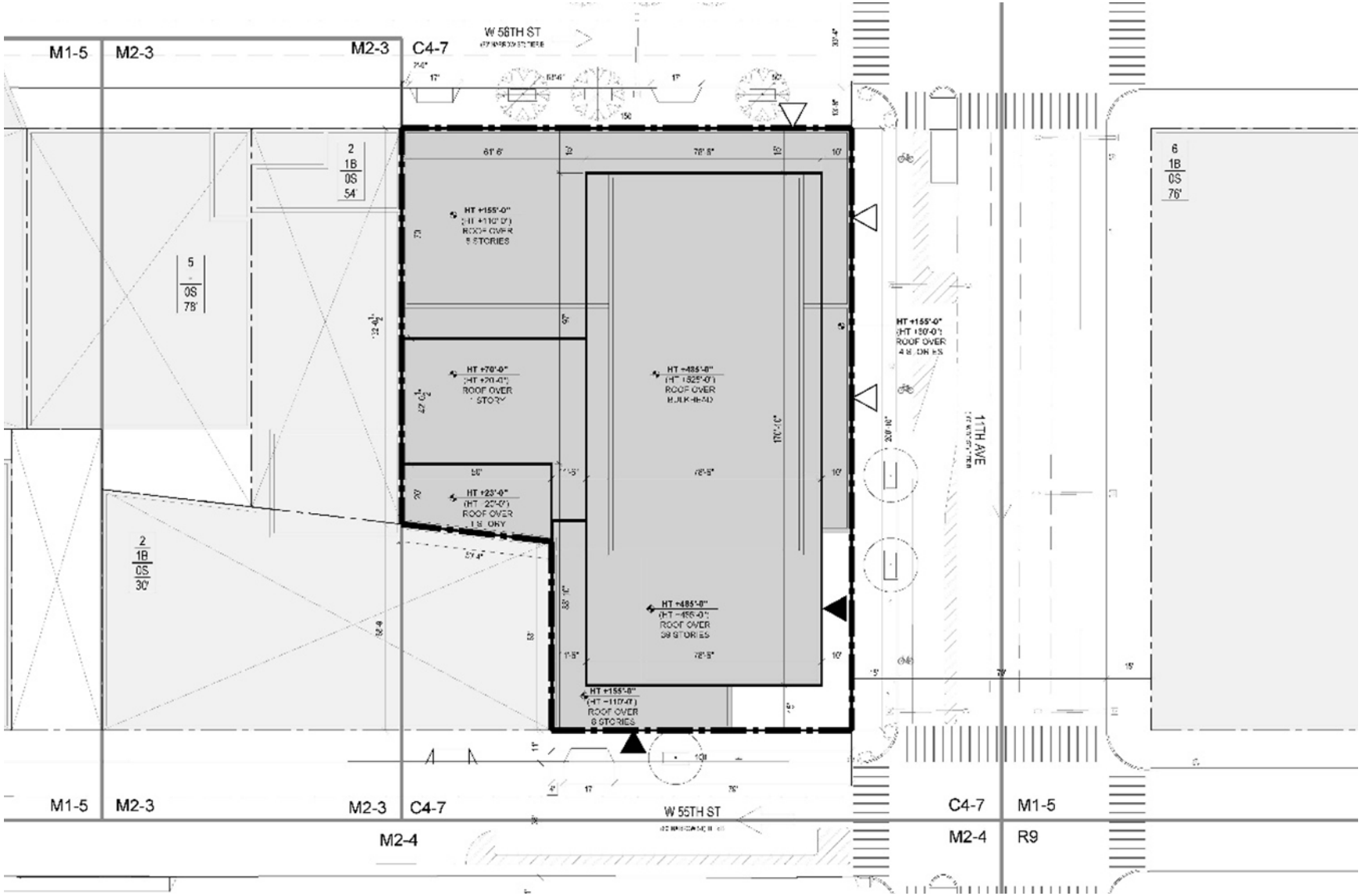


Figure 1-7 Maximum Residential Scenario: Development Site 2



Increment for Analysis

The program details and increments over the No-Action condition for the Proposed Projects, Maximum Residential Scenario, and Maximum Commercial Scenario are presented in **Table 1-1**.

Table 1-1 Future No-Action and With-Action Comparison

				Maximum Commercial Scenario[1]		Maximum Residential Scenario	
		Existing Condition	No-Action Condition	With-Action Condition	Increment	With-Action Condition	Increment
Auto Dealership (GSF)		210,180	210,180	0	-210,180	88,559[2]	-121,621
Commercial Retail (GSF)		0	0	87,036[2]	+87,036	0	0
Commercial Office (GSF)		0	0	112,714	+112,714	0	0
Residential	GSF	0	0	939,934	+939,934	1,066,176	+1,066,176
	GSF (Above-Grade)	*0*	*0*	*929,465*	*+929,465*	*1,055,707*	*+1,055,707*
	DUs	0	0	1,094	+1,094	1,242	+1,242
	Affordable DUs	*0*	*0*	*219 to 328*	*+219 to +328*	*248 to 373*	*+248 to +373*
Mechanical GSF		0	0	39,638	+39,638	39,638	+39,638
Total GSF		**210,180**	**210,180**	**1,179,321**	**+969,141**	**1,194,373**	**+1,194,373**
Population		0	0	1,838	+1,838	2,087	+2,087
Workers		40	65	756	+691	138	+73

Notes:
[1.] The Proposed Projects are similar to the Maximum Commercial Scenario, except that in lieu of commercial retail and office uses, the Proposed Projects would have 199,750 GSF of auto dealership use (an increment of -10,430 GSF).
[2.] Includes commercial loading area

Public Review Process

The Proposed Projects described above are subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as City Environmental Quality Review (CEQR) procedures. Additionally, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Site. This approval requires a Signification Action process, as required by the Hudson River Park Act.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the City Planning Commission (CPC), and the City Council. The process begins with certification by the NYC Department of City Planning (DCP) that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Manhattan Community Board 6). The Community Board has up to 60 days to review (or 90 days if certification takes place in the month of June) and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

Environmental Review Process

CEQR and SEQRA

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with SEQRA. In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- *Establish a Lead Agency*. Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. In accordance with CEQR rules, DCP is serving as the lead agency for environmental review.
- *Environmental Review and Determination of Significance*. The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an Environmental Assessment Statement (EAS) must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as a "Type I Action" and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared and a determination of significance must be issued. A Positive Declaration was issued by DCP as lead agency on December 30, 2024.
- *Draft Scope of Work*. A Draft Scope of Work (DSOW) is required for the preparation of an EIS and contains a description of the Proposed Actions and the tasks that will be undertaken to analyze their potential environmental impact. The issuance of the DSOW on December 30, 2024 marked the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials were invited to comment on the DSOW, either in writing or orally, at a public scoping meeting, which was held on January 30, 2025.
- *Final Scope of Work*. Comments received during the scoping meeting and written comments received up to 10 days after the meeting (through 5:00 PM, Monday, February 10, 2025) were considered and incorporated, as appropriate, into the Final Scope of Work (FSOW). The FSOW incorporates all relevant comments made on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process. The FSOW was issued on December 12, 2025.
- *Draft EIS*. The Draft EIS (DEIS) is prepared in accordance with the FSOW. Once the lead agency is satisfied that the DEIS is complete, the document is made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments.
- *Final EIS*. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. Once the lead agency certifies that the FEIS is complete, it issues a Notice of Completion (NOC) describing the FEIS, the project, and how to obtain copies of the FEIS. The lead and any involved agencies must allow at least ten (10) calendar days after the publication of the NOC to consider the findings

in the FEIS before a decision is made. To demonstrate that the responsible City decision-maker has taken a hard look at the impacts, alternatives, and mitigation measures, the lead and each involved agency must adopt a formal set of written findings, known as a "Statement of Findings," setting forth its decision regarding the action it will take and drawing its conclusions about any significant adverse environmental impacts and how to avoid or mitigate them. Each lead or involved agency is responsible for its own Statement of Findings; once each adopts its findings, the CEQR process is concluded, and the agencies may then take their actions.