

## **Appendix A.3                      Conceptual Analysis for Neighborhood Parks**

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The proposed zoning text amendment analyzed in this DGEIS includes a City Planning Commission (CPC) authorization in Zoning Resolution (ZR) Section 93-23 (Height and Setback in Hell's Kitchen (Subdistrict F) of the Special Hudson Yards District). Under the proposed Section 93-23, the CPC may authorize the distribution of floor area without regard to zoning district boundaries and height and setback modifications within C2-7A zoning districts within a portion of the proposed Special Hudson Yards District. More specifically, the authorization provisions would apply to developments or enlargements on zoning lots divided by district boundaries that are wholly or partially within a designated portion of the Hell's Kitchen Subdistrict and provide publicly accessible open areas adjacent to or over the Lincoln Tunnel ramps. The Lincoln Tunnel ramps include the Lincoln Tunnel Expressway and Dyer Avenue, both of which are owned by the Port Authority of New York and New Jersey (PANYNJ).

The directly affected area consists of the C2-7A zoning district proposed to be mapped over Subarea F1 of Subdistrict F of the Special Hudson Yards District. The proposed authorization would allow sites within this area to exceed the underlying height limit of 135 feet and reach a maximum height of 200 feet. The authorization would also allow floor area to be distributed without regard to zoning district boundaries. The directly affected area is located adjacent to properties that are proposed to be rezoned to C6-4 zoning districts as part of the Proposed Action.

The increased height limit and ability to transfer floor area across zoning district boundaries allowed under the authorization is intended to facilitate the development of publicly accessible open spaces on development sites in Hell's Kitchen. By allowing for an increase in the height limit and allowing floor area to be transferred, the authorization would make it possible for developments to provide at-grade open spaces while allowing full build-out of permitted FAR.

In order to grant an authorization pursuant to the proposed text, the CPC would be required to find that:

- such publicly accessible open area provides an appropriate amenity to the surrounding area;
- such publicly accessible open area has appropriate access, circulation, landscaping, seating, paving and lighting; and
- modifications to the C2-7A height and setback regulations would result in a building that does not exceed a height of 200 feet and is compatible with the scale and character of the surrounding area.

Any development authorized pursuant to ZR Section 93-23 would be subject to its own project-specific environmental review and analysis. The proposed zoning text amendment is intended encourage the development of neighborhood open space and enhancement of the pedestrian environment, compatible with the character of Hell's Kitchen. In granting the authorization, the CPC could prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding neighborhood.

The purpose of this analysis is to analyze on a conceptual basis, the potential environmental effects of development which would be the subject of future reviews under the proposed ZR Section 93-23 authorization.

## **A. CONCEPTUAL DEVELOPMENT SCENARIO**

There are five sites that have the potential to be the subject of future applications under proposed ZR Section 93-23. Four of the five sites have been identified as development sites in the DGEIS analyses – Projected Development Sites 24 and 26 and Potential Development Sites 53 and 57. The fifth site, located entirely above the Lincoln Tunnel Expressway between West 34th and West 35th Streets, was not considered as a development site in the DGEIS analyses, but could be the subject of a future application under ZR Section 93-23.

For purposes of this conceptual analysis, the five development sites are referred to as Sites A, B, C, D, and E. Development Site A is the site located entirely over the Lincoln Tunnel Expressway. Development Sites B, C, D, and E correspond to Potential Development Site 57, Projected Development Site 26, Potential Development Site 53, and Projected Development Site 24 in the DGEIS analysis, respectively. Development is not anticipated to occur on all five sites and development on Sites A, C and E is assumed to be more likely to occur than on Sites B and D.

The conceptual development scenarios identified for the sites reflect reasonable projections of development that could be accommodated as a result of use of the proposed authorization. It is expected that the sites would be redeveloped with residential buildings with ground floor retail, similar to the scenarios analyzed in the DGEIS. It is not expected that the availability of the proposed CPC authorization under ZR Section 93-23 would affect demand for residential or commercial uses or result in an increase in area-wide development; in the event Site A were developed pursuant to the CPC authorization, it is assumed that projected development of similar size would not occur at a site elsewhere in the Rezoning Area. Accordingly, as in the case of Sites C and E, development on Site A (the only site not identified as a development site in the DGEIS) is assumed for purposes of this analysis to be included in the projected development analyzed in the DGEIS for purposes of density-related impact categories. The principal effect of use of the proposed authorization would be to facilitate the development of residential buildings that would provide more publicly accessible open spaces in the Hell's Kitchen Subdistrict and be somewhat taller than otherwise permitted under the regulations of the proposed Special Hudson Yards District.

The conceptual development scenarios for Sites A through E are described in greater detail below:

- Site A, located between Tenth and Dyer Avenues and West 34th and West 35th Streets, could include a mixed-use residential building, constructed above the Lincoln Tunnel Expressway, containing approximately 216 dwelling units and 5,895 square feet of retail space with frontage on West 34th Street. Approximately .29 acres (12,765 square feet) of open space could be created above the Lincoln Tunnel Expressway.
- Site B, located in the midblock between West 35th and West 36th Streets, could include a mixed-use residential building, containing approximately 195 dwelling units, 7,334 square feet of retail space and approximately 0.24 acres (10,560 square feet) of open space constructed above the Lincoln Tunnel Expressway.
- Site C, located in the midblock between West 36th and West 37th Streets, could include two mixed-use residential buildings constructed at-grade with a total of 304 dwelling units and 12,678 square feet of ground floor retail space. Approximately 0.12 acres (5,200 square feet) of open space could be constructed above Dyer Avenue.

- Site D, located in the midblock between West 37th and West 38th Streets, could contain a mixed-use residential building, constructed at-grade, including 267 dwelling units and 15,838 square feet of ground floor retail space. Approximately 0.45 acres (19,750 square feet) of open space could be constructed above Dyer Avenue.
- Site E, located on the west side of Ninth Avenue, between West 37th and West 38th Streets, could include approximately 387 dwelling units and 17,445 square feet of retail space and 0.31 acres of open space (13,720 square feet) partially constructed over the Lincoln Tunnel Expressway.

## **B. ANALYSES**

The analyses below assess, on a conceptual level, the potential effects of development which could be authorized pursuant to ZR Section 93-21 relative to projected and potential development under the Proposed Action analyzed in the DGEIS. Overall, the analyses conclude that such development is not likely to result in impacts that would be greater than or different from those disclosed in the DGEIS. However, as noted above, any such development will be the subject of its own environmental review and analysis, in order to assess any project-specific effects. It is expected that the proposed changes to ZR 93-21 would result in somewhat taller buildings and additional publicly accessible open space, improving open space availability and the pedestrian environment and streetscape in the Hell's Kitchen area. The overall amount of residential and commercial development analyzed elsewhere in the DGEIS would not be affected by development generated through use of the proposed authorization.

## **LAND USE, ZONING AND PUBLIC POLICY**

Development authorized under ZR Section 93-23 on Sites B through E would result in the same overall land use changes as development at these locations absent the use of the proposed authorization. Site A would be covered and occupied by a mixed-use residential building with ground floor retail space. Absent the CPC authorization, Site A would remain uncovered as a portion of the Lincoln Tunnel Expressway. In general, development authorized under ZR Section 93-23 would result in more open space and new development over the tunnel ramps. These differences would have a beneficial effect by covering and facilitating reuse of transportation infrastructure. Accordingly, development authorized pursuant to ZR Section 93-23 is not likely to have any significant adverse impacts with respect to land use, zoning and public policy.

## **SOCIOECONOMIC CONDITIONS**

The effects of development authorized under ZR Section 93-23 on Sites B through E would be generally the same as the effects of development absent use of the proposed authorization with respect to socioeconomic conditions. Development on Site A would occur over portions of the Lincoln Tunnel Expressway and Dyer Avenue and, would not directly or indirectly displace residential, commercial, or industrial uses. Accordingly, development authorized pursuant to ZR Section 93-23 is not likely to have any significant adverse impacts with respect to socioeconomic conditions.

## **COMMUNITY FACILITIES AND SERVICES**

The effects of development authorized under ZR Section 93-23 on Sites A through E would be identical to the effects of development absent use of the proposed authorization with respect to community facilities and services. The difference in building bulk and the provision of additional

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open space would have no effect on community facilities and services. Accordingly, development authorized pursuant to ZR Section 93-23 is not likely to have any significant adverse impacts with respect to community facilities and services.

**OPEN SPACE**

The potential addition of neighborhood open spaces in Hell’s Kitchen would provide an amenity for neighborhood residents. Development authorized under ZR Section 93-23 on Sites A through E would result in more open space than development absent use of the authorization. Accordingly, development authorized pursuant to ZR Section 93-23 is not likely to have any significant adverse impacts with respect to community facilities and services.

**SHADOWS**

With the Proposed Action in 2025, unmitigated significant adverse shadow impacts would result on the Eighth Avenue façade of the Farley Building and sunlight-sensitive features of St. Raphael’s Roman Catholic Church and Rectory on West 41st Street, between Tenth and Eleventh Avenues. None of these impacts are attributed to development sites in the vicinity of the Lincoln Tunnel ramps between Ninth and Tenth Avenues. Due to the distant location of Development Sites A through E relative to these sunlight sensitive resources, and due to the presence of intervening buildings, the somewhat taller buildings which could be authorized under ZR Section 93-23 on Sites A through E are highly unlikely to have greater shadow effects than development that would occur absent use of the authorization .

**ARCHITECTURAL HISTORIC RESOURCES**

The effects of development authorized under ZR Section 93-23 on Sites B through E would be identical to those of development that would occur absent use of the authorization. Development on Site A pursuant to ZR Section 93-23 would occur entirely over the Lincoln Tunnel Expressway and is not likely to result in any significant adverse impacts.

Like development on Sites B and C absent use of the authorization, development at those locations under ZR Section 93-23 could have significant adverse construction-related impacts to resources within the area bounded by West 34th and West 39th Streets and Ninth and Tenth Avenues.

More specifically, the construction of new residential buildings on Sites B and C could result in significant, adverse construction-related impacts to the following resources:

- the S/NR-eligible Underhill Building, located at 438-448 West 37th Street (#62), could potentially be impacted by construction activities at Development Site C; and,
- the S/NR-eligible tenement (#78) at 463 West 35th Street, could potentially be impacted by construction activities at Development Site B.

However, it is anticipated that the PANYNJ would require protection measures as part of construction specifications to avoid accidental construction damage to these resources.

Direct or contextual impacts to architectural historic resources are not anticipated in the study area. No other construction-related impacts are likely on identified architectural resources in the study area.

## ARCHAEOLOGICAL HISTORIC RESOURCES

The study area used to assess the potential impacts of the future use of the proposed authorization with respect to archaeological /historic resources includes the area bounded by West 34th and West 39th Streets and Ninth and Tenth Avenues. As discussed in Chapter 10, “Archaeological Historical Resources,” there are no archaeologically sensitive sites within this area. Furthermore, the analysis contained in Chapter 10 considered all projected and potential development sites, including Sites C and E and portions of Sites B and D, and concluded that these lots are not likely to contain archaeological resources. The three lots that were not included in the analysis (Site A and portions of Sites B and D) have been disturbed by development of the Lincoln Tunnel and its associated infrastructure; therefore, these lots are not likely to contain archaeological resources. Accordingly, no significant adverse impacts are likely to result from development authorized under ZR Section 93-23.

## URBAN DESIGN/VISUAL RESOURCES

Like development on Sites B through E absent use of the proposed authorization, development at those locations under ZR Section 93-23 is unlikely to result in significant adverse impacts related to urban design. Similarly, mixed-use residential and commercial development on Site A pursuant to ZR Section 93-23 is unlikely to result in any significant adverse impacts on urban design.

In general, construction over the transportation infrastructure of the Lincoln Tunnel ramps pursuant to ZR Section 93-23 would have a beneficial effect. While the transportation uses would remain below-grade, new mixed-use buildings or open space would occupy these development sites at-grade, providing needed open space, and knitting together the fabric of the Hell’s Kitchen neighborhood. The maximum height limit in the midblocks between Ninth and Tenth Avenues in Subarea F1 would not exceed 200 feet. This is an appropriate maximum height for medium-density residential development in this area and would provide a gradual transition between the lower-scale, shorter buildings along Ninth Avenue and the taller residential development located along the west side of Tenth Avenue and areas west.

## URBAN DESIGN

- *Building Bulk, Use, and Type.* In Subarea F1, allowable building heights would be increased by 65 feet, from 135 feet absent the authorization, up to 200 feet with use of the proposed authorization. Similar to conditions absent the authorization, buildings in Subdistrict C would have no height restrictions. In terms of use, neighborhood open spaces would be developed over the transportation infrastructure uses
- *Building Arrangement.* Buildings in the midblock would be attached and placed in a regular pattern
- *Block Form and Street Pattern.* There would be no change to block form or street pattern.
- *Streetscape Elements.* The C6-4 zoning district mapped over Subdistrict C allows a minimum street wall height of 120 feet and maximum street wall height of 150 feet, with 10 foot setbacks (15 feet for primarily residential buildings). Street trees would be required in Subdistrict C and Subarea F1. The C2-7A zoning district mapped over Subarea F1 allows a minimum street wall height of 60 feet and a maximum street wall height of 95 feet, with 15 foot setbacks. Above 95 feet, building heights could reach up to 200 feet with the authorization. The authorization would allow the CPC to modify the underlying height and setback requirements in the C2-7A district if a finding is made that:

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- the publicly accessible open area provides an appropriate amenity to the surrounding area;
  - the publicly accessible open area has appropriate access, circulation, landscaping, seating, paving and lighting; and
  - modifications to the C2-7A height and setback regulations would result in a building that does not exceed a height of 200 feet and is compatible with the scale and character of the surrounding area.
- *Street Hierarchy.* There would be no change to street hierarchy. Streets would continue to function and carry the same volumes as described in Chapter 19, “Traffic and Parking.”
  - *Natural Features and Topography.* There would be no change to any natural or topographic feature.

**VISUAL RESOURCES**

Development on Sites A through E pursuant to the proposed authorization is not likely to result in significant adverse impacts. The potential for such development to block views to visual resources would be analyzed at the time site-specific plans are available.

**NEIGHBORHOOD CHARACTER**

Like development on Sites B through E absent use of the authorization, development at those locations under ZR Section 93-23 is unlikely to result in significant adverse impacts to neighborhood character. Likewise, mixed-use development and open space on Site A pursuant to ZR Section 93-23 is unlikely to result in significant adverse impacts to neighborhood character.

The addition of open space authorized under ZR 93-23 would compliment the residential character of Hell’s Kitchen and add needed open space for residents. Development and open space generated by the authorization would also hide the unsightly transportation infrastructure uses associated with the Lincoln Tunnel ramps. As discussed in Chapter 12, “Neighborhood Character,” development anticipated in the 34th Street Corridor would serve to transition the area from the high-density commercial corridors to the west and south to the lower-density, mixed-use Hell’s Kitchen neighborhood to the north. The addition of a mixed-use residential building on West 34th Street, developed over the Lincoln Tunnel Expressway, would support the transition from the high-density commercial uses to lower-density residential uses in Hell’s Kitchen. Traffic and ambient noise levels are expected to be the same as under the Proposed Action without use of the CPC authorization. The urban design elements of potential development pursuant to the proposed authorization would be subject to specific findings at the time applications are made to the CPC. The maximum height limit in the midblocks between Ninth and Tenth Avenues in Subarea F1 would not exceed 200 feet. This is an appropriate maximum height for medium-density residential development in this area and would provide a gradual transition between the lower-scale, shorter buildings along Ninth Avenue and the taller residential development located along the east side of Tenth Avenue and areas west of Tenth Avenue.

**NATURAL RESOURCES**

Like development on Sites B through E absent use of the proposed authorization, development at those locations and Site A under ZR Section 93-23 is not expected to affect natural resources because the sites that could be developed as a result of the authorization are substantially devoid of natural resources. Consequently, no significant adverse impacts on natural resources are likely as a result of potential future development pursuant to ZR Section 93-23.

## HAZARDOUS MATERIALS

The hazardous materials analysis for the Proposed Action under the DGEIS identified 99 projected and potential development sites where petroleum or non-petroleum based hazardous materials contamination may exist due to past or present land uses. The hazardous materials assessment for the projected and potential development sites is contained in Chapter 14, “Hazardous Materials,” of the DGEIS, and was performed following *CEQR Technical Manual* guidelines. To ensure that the Proposed Action would not result in significant, adverse hazardous materials impacts, (E) Designations would be mapped on Sites B through E as part of the Proposed Action. Development on these sites pursuant to ZR Section 93-23 would also be governed by the (E) Designations. Accordingly, no significant adverse impacts are likely to result from development under ZR Section 93-23 for these sites with respect to hazardous materials.

Ground disturbance on three lots not proposed for mapping with (E) Designations and identified as possible development sites (or portions of a development site) in this conceptual analysis has the potential to result in significant adverse impacts related to hazardous materials. These properties include the following lots:

- Block 732, Lot 11 (Site A), is a portion of the Lincoln Tunnel Expressway;
- Block 733, Lot 56 (p/o Site B) is a portion of the Lincoln Tunnel Expressway; and
- Block 735, Lot 18 (p/o Site D) is portion of Dyer Avenue.

As described in Chapter 14, “Hazardous Materials,” Block 732 contains a gas station and a furniture cleaning establishment. Past uses on Block 732 include a gas station. Block 733 was historically occupied with auto repair facilities and machine shops. Block 735 is currently occupied by vehicle parking. Historically, a trucking terminal and an auto repair shop, uses which involved the storage of petroleum products, occupied part of Block 735.

Further investigation, including a Phase I Environmental Site Assessment (ESA) and possibly a Phase II ESA (conducted in consultation with the NYCDEP), would be necessary to determine the presence of hazardous materials and to characterize the type and extent of any on-site hazardous materials contamination on these lots, should they be the subject of future applications under the proposed authorization. Development on these lots pursuant to ZR 93-23 is not likely to result in significant adverse hazardous materials impacts because preventative and management procedures similar to those required pursuant to the (E) Designation process would be followed in order to minimize human contact with contaminants and eliminate the potential for significant adverse environmental impacts. Any such required action, investigation, or management would be conducted in accordance with applicable law, and any additional regulatory requirements of NYSDEC or the NYCDEP, as appropriate.

## WATERFRONT REVITALIZATION PROGRAM

The area in which the proposed authorization would apply (generally bounded by West 34th and West 39th Streets and Ninth and Tenth Avenues) is not within the City’s Coastal Zone. Therefore, no further analysis is necessary.

## INFRASTRUCTURE

The effects of development pursuant to the proposed authorization on the City’s water supply, sewage treatment, and stormwater management systems are not likely to differ from those identified in the assessment conducted for the Proposed Action. Refer to Chapter 16, “Infrastructure,” for a detailed

discussion of the demand generated by the Proposed Action on water supply, sewage treatment, and stormwater management systems.

### **SOLID WASTE AND SANITATION SERVICES**

The effects of development pursuant to the proposed authorization on municipal solid waste are not likely to differ from those identified in the assessment conducted for the Proposed Action. In general, residential development occurring on Sites A through E would generate municipal solid waste and recyclables collected by the Department of Sanitation (DSNY). As discussed in Chapter 17 of the DGEIS, “Solid Waste and Sanitation Services,” the Proposed Action would generate additional service demand which would be in conformance with the City’s amended Solid Waste Management Plan (SWMP). The commercial component of the potential development, as well as any construction and demolition debris, would be collected and hauled away by private waste carters.

### **ENERGY**

The effects of development pursuant to the proposed authorization on energy demand are not likely to differ from those identified in the assessment conducted for the Proposed Action in Chapter 18 of the DGEIS, “Energy.” As described in Chapter 18, the Proposed Action would generate additional demand for energy. Development on any of the sites would be required to comply with the New York State Energy Conservation Code, including: energy conservation measures, energy conserving building materials, including meeting the code’s requirements related to energy efficiency and combined thermal resistance. As specific designs for the residential and commercial developments within the Rezoning Area are prepared, coordination with Con Edison will be necessary to identify electric and gas utility upgrades.

### **TRAFFIC AND PARKING**

Development on Sites A through E pursuant to ZR Section 93-23 is not likely to result in traffic conditions or traffic patterns that would be substantially different from those absent use of the CPC authorization. Development on Site A pursuant to ZR Section 93-23, in lieu of construction on a Projected Development Site absent use of that provision, would result in a redistribution of dwelling units and produce a minor redistribution of traffic. However, this redistribution is unlikely to lead to any new or different impacts than those analyzed in Chapter 19 of the DGEIS, “Traffic and Parking.” As discussed therein, the Proposed Action is expected to result in significant adverse impacts in 2010 and 2025 for the AM, Midday and PM peak hours, as well as the Special Event and Sunday Special Event peak hours. Mitigation measures are presented for some of the impacted intersections; however, the Proposed Action would also result in unmitigated traffic impacts in both 2010 and 2025.

In 2010, parking demand would be generated by the proposed rezoning, with parking utilization expected to peak during the weekday Midday and Sunday afternoon periods. By 2025, parking demand generated by commercial and residential development is expected to reach capacity; however, a parking shortfall is not anticipated.

### **TRANSIT AND PEDESTRIANS**

Development on Sites A through E pursuant to ZR Section 93-23 is not likely to result in pedestrian trips that would be substantially different from those absent use of the CPC authorization. Development on Site A pursuant to ZR Section 93-23, in lieu of construction on a Projected Development Site absent use of that provision, would result in a redistribution of dwelling units and produce a minor redistribution of pedestrian trips. However, this redistribution is unlikely to lead to



any new or different impacts than those analyzed in Chapter 20 of the DGEIS, “Transit and Pedestrians.” As discussed therein, the Proposed Action is expected to result in significant adverse impacts to subway station elements, bus services and pedestrian elements in both 2010 and 2025. Mitigation measures are presented for some of the impacts; however, the Proposed Action would also result in unmitigated impacts in both 2010 and 2025.

## **AIR QUALITY**

### **MOBILE SOURCES**

Development on any of Sites A through E pursuant to ZR Section 93-23 is not likely to result in significant adverse air quality impacts related to mobile sources. As discussed below, however, in the event platform developments were proposed for certain combinations of sites, a detailed analysis would be warranted at the time an application is made under ZR 93-23 for an authorization.

For purposes of the mobile source air quality analysis, potential construction of a platform between West 37th and West 38th Streets with development on Sites D and E pursuant to ZR Section 93-23 was analyzed. This was assumed to represent reasonable worst-case conditions with respect to vehicle emissions because portions of both Dyer Avenue and the Lincoln Tunnel Expressway would be covered as a result. As discussed below, the analysis concludes that development on Sites D and E pursuant to ZR Section 93-23 with a platform between West 37th and West 38th Streets is unlikely to have significant adverse impacts with respect to mobile source air quality. However, should development also occur over the Lincoln Tunnel infrastructure on Site C (directly to the south of Sites D and E), a detailed analysis would need to be performed in order to assess the potential impacts of vehicle emissions from the Lincoln Tunnel roadways and its associated infrastructure. Development over the depressed roadways on the two adjacent blocks between West 36th and West 38th Streets (as opposed to development of Sites D and E ) could also potentially increase vehicle emissions at portals to levels that would warrant a detailed analysis. Any such analysis would be conducted at the time such development is proposed under ZR 93-23.

As discussed above in Section P, “Traffic and Parking,” the proposed development of any of the sites pursuant to the CPC authorization would not result in additional traffic on area roadways, including the Lincoln Tunnel ramps because development on Sites A through E would not be additional to the overall projected development anticipated under the Proposed Action. All ramps (Dyer Avenue and the Lincoln Tunnel Expressway) are generally located approximately 40 feet below street level. The 40-foot change in elevation would disperse emissions at street-level and elevated receptors. The contribution at street-level and elevated receptors would be minimal (approximately 0.2 ppm or less along West 38th Street). The receptors were spaced approximately 25 feet along the entire length of the block between Ninth and Tenth Avenues (elevated receptors were placed at 6 feet, 20 feet, and 40 feet above street level). See Chapter 21, “Air Quality,” of the DGEIS for a detailed mobile source analysis which considered receptors along West 38th Street. The 0.2 ppm increase over 3.8 ppm for CO 8-hr, anticipated in the future absent the proposed authorization, would not constitute a significant adverse air quality impact.

### **STATIONARY SOURCES**

Development on Sites A through E pursuant to the proposed authorization could result in significant adverse stationary source air quality impacts. The stationary source analysis presented below evaluated Sites A through E for the following:

- potential to impact other (projected and potential) development sites anticipated under the Proposed Action;

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- potential to result in project-on-project impacts between the five potential development sites that could be developed with the zoning text change; and,
- potential to be impacted by other (projected and potential) development sites anticipated under the Proposed Action.

The sites that could be potentially developed as a result of the proposed authorization would not result in significant adverse stationary source air quality impacts to other projected and potential development sites because the buildings on these sites would be taller than surrounding buildings on Potential Development Sites 54, 55, 56, and 57. Furthermore, the impact distance between Sites B, C, D and E from other development sites (Projected Development Sites 23, 25, 27, 29 and Potential Development Sites 52 and 59) would be such that HVAC-related stationary source impacts would not result.

Project-on-project impacts are likely for Sites C and D because these sites would have similar building heights, generally ranging between 135 and 200 feet. Furthermore, the distance between these buildings would be close enough to potentially result in HVAC-related stationary source impacts. Further analysis would need to be conducted at the time site-specific plans are available. However, should an impact be found, possible mitigations measures could include restrictions on the type of fuel used and stack location for HVAC systems.

Because buildings on sites in Subarea F1 could be taller with the proposed authorization (between 135 feet and 200 feet), they could potentially be impacted by the HVAC systems of shorter buildings on projected and potential development sites located nearby. Specifically, Potential Development Sites 54, 55, 56 and 57 could impact Sites B, C, and D. As described in Chapter 21, “Air Quality,” of the DGEIS, the Proposed Action would map (E) Designations on Potential Development Sites 54, 55, 56, and 57, restricting the location of the exhaust stack and use of fuel to natural gas. This would preclude the potential for impacts to Sites B, C, and D. However, Projected Development Site 29 and Potential Development Site 59, both located on the east side of Tenth Avenue, could impact Site A. To address the potential for impact from Projected Development Site 29 and Potential Development Site 59, an (E) Designation restricting the type of fuel to natural gas and the location of the exhaust stack, would be mapped on Block 732, Lots 1 and 73 (Projected Development Site 29) and Block 732, Lots 70 and 72 (Potential Development Site 59).

## **NOISE AND VIBRATION**

Development on Sites B through E under ZR 93-23 would have the same noise effects as development on those sites absent use of the proposed authorization. Development at Site A under ZR Section 93-23, while resulting in a minor redistribution in development compared to development without use of the authorization, is also unlikely to result in any difference from noise levels absent use of the CPC authorization. As described in Chapter 22 of the DGEIS, “Noise and Vibration,” (E) Designations would be mapped on development sites in this area to preclude the potential for significant adverse impacts related to noise. Most of the lots comprising the potential development sites identified in this conceptual analysis would be mapped with (E) Designations as part of the Proposed Action. Sites B, C, D and E would require noise attenuation and would be mapped with (E) Designations as part of the Proposed Action. It is likely that new residential development on Site A would require window-wall attenuation; however, further analysis would be conducted at the time site-specific plans are available.

## **CONSTRUCTION IMPACTS**

Generally, construction on sites pursuant to the proposed authorization would be expected to result in the same short-term conditions that would result from construction absent use of the authorization. See Chapter 23 of the DGEIS, “Construction,” for a detailed description of construction activities associated with the mixed-use buildings generated by the Zoning Amendments. Potential construction-related impacts to architectural resources are described above under Section F. Architectural Historic Resources. Accordingly, development on Sites A through E pursuant to ZR Section 93-23 is not likely to result in significant adverse construction impacts.

A detailed assessment of construction activities for development over the Lincoln Tunnel ramps would be provided at the time specific plans are proposed. Generally, development over these ramps would necessitate the construction of a steel and concrete deck, supported by driven piles or caissons. Coordination with, and approval from the PANYNJ, would be required for development over the Lincoln Tunnel properties. Ventilation, emergency egress points, and other design features would be specified in an agreement with the PANYNJ, and construction activities would be designed and scheduled to minimize impacts to Lincoln Tunnel operations.

## **PUBLIC HEALTH**

Development pursuant to ZR 93-23 has the potential to result in significant adverse impacts related to hazardous materials, air quality, and noise. Possible mitigation measures are discussed above. As described in Chapter 24, “Public Health,” of the DGEIS, the Proposed Action has the potential to result in significant adverse air quality impacts related to mobile sources and construction activities (mitigation measures intended to minimize the impacts on public health are also presented in Chapter 24). However, these impacts are not directly attributable to development on the sites identified in this conceptual analysis.

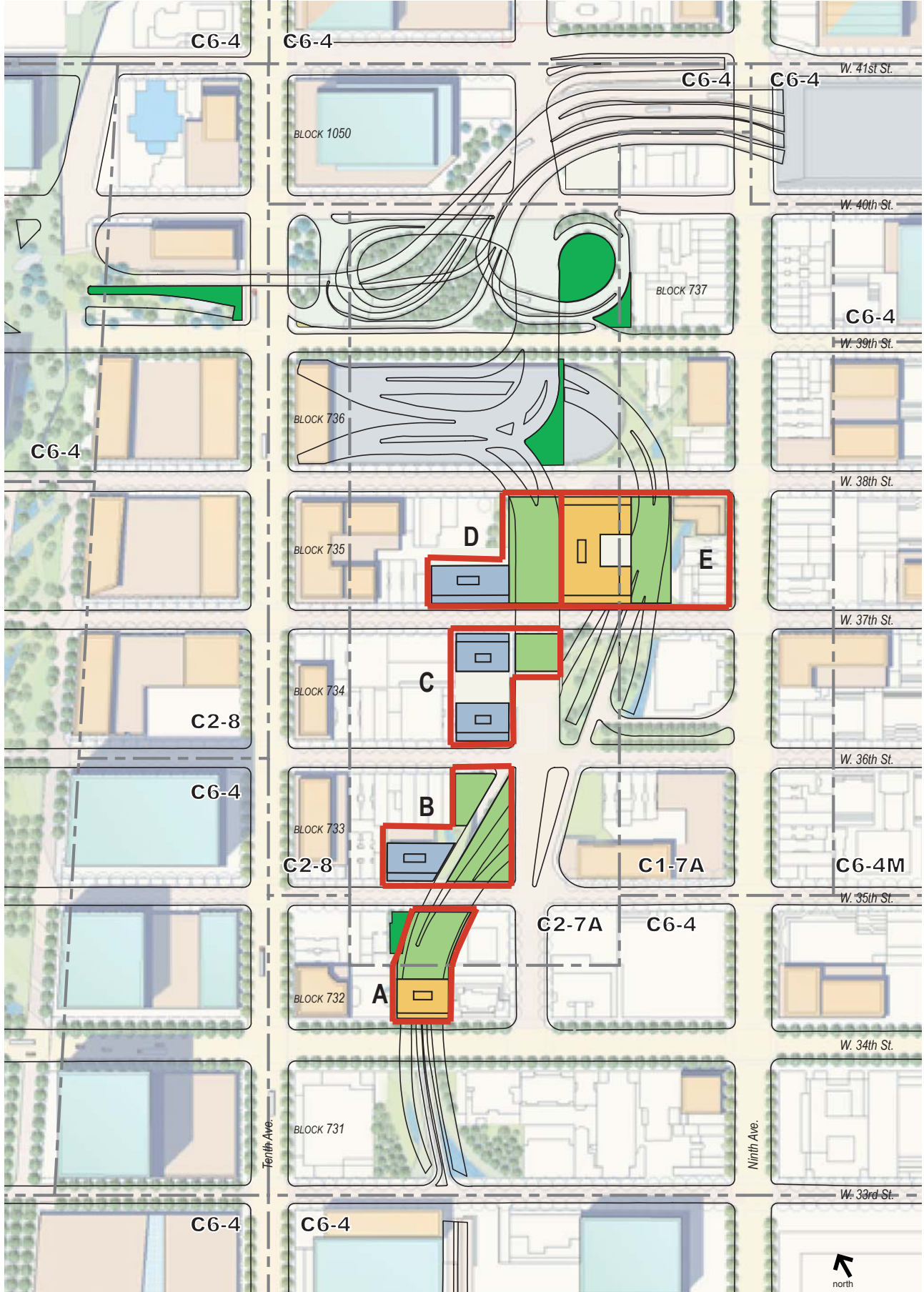
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# Conceptual Map of Neighborhood Park

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**Conceptual Analysis of Zoning Text Amendment 93-23**



- proposed open space
- new development on PANYNJ owned sites
- new development on privately owned sites
- existing public open space