

Special West Chelsea District Rezoning and High Line Open Space EIS
CHAPTER 2: LAND USE, ZONING, AND PUBLIC POLICY

A. INTRODUCTION

The proposed action would not result in significant adverse land use impacts and would be consistent with zoning and public policies in West Chelsea and adjacent areas.

A detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. The proposed action would result in substantial land use changes on Tenth and Eleventh Avenues, between W. 16th and W. 22nd Streets and W. 24th and W. 30th Streets. West Chelsea is currently occupied by art galleries, parking lots, auto-repair facilities, manufacturing and storage uses, and bars and nightclubs. By 2013, with the proposed action, West Chelsea would be transformed into a mixed-use community, with much of the area occupied by primarily residential buildings with commercial, including retail and gallery uses, community facilities such as museums and a new linear open space on the High Line.

While the anticipated changes are significant, they are not expected to result in significant adverse land use impacts. In recent years, the adjacent Chelsea neighborhood east of Tenth Avenue has experienced an increase in residential development, in the form of new construction and conversions and enlargements of existing buildings. Similarly, the northwest corner of the West Village, directly south of West Chelsea has experienced a rise in residential and commercial redevelopment, as former industrial buildings have converted to residential and commercial uses. New construction in the area includes residential buildings and hotels.

Because of West Chelsea's manufacturing zoning, residential expansion to areas west of Tenth Avenue and north of W. 14th Street has generally not advanced. Exceptions to this include the use variances granted by the New York City Board of Standards and Appeals (BSA). The manufacturing uses allowed under the current zoning have been on the decline for years. Commercial redevelopment in West Chelsea has occurred in the form of galleries, bars and nightclubs, which have generally located in converted warehouse space and loft buildings. This trend is expected to continue in the future with and without the proposed action, generally in the midblock areas between W. 20th and W. 27th Streets. The existing, underlying M1-5 zoning mapped over much of the midblock area would be retained, permitting the continued operation of existing manufacturing establishments, as well as new ones; however, the trend of commercial conversions is expected to continue given the overall decline of manufacturing in Manhattan and new manufacturing uses are not expected to locate in these areas. The new residential and community facility uses generated by

the proposed action would be compatible with commercial retail and gallery uses expected in the future conditions.

Under *CEQR Technical Manual* guidelines, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area, and assesses whether a proposed action is compatible with or may affect those conditions.

The proposed action is an application by the New York City Department of City Planning (DCP) for zoning map and zoning text amendments involving the establishment of the Special West Chelsea District (WCh) as well as acquisition and site selection actions to facilitate a conversion of the High Line into a publicly accessible open space. The directly affected rezoning area, located in Manhattan Community District 4, encompasses 13 whole and 2 partial blocks located in an area bounded by W. 30th Street on the north, Tenth Avenue on the east, W. 17th Street on the south, and Eleventh Avenue on the west, but also including the east side of Tenth Avenue between W. 16th and W. 18th streets to a point approximately 400 feet east of the avenue. The rezoning involves the mapping of commercial zoning districts in areas currently zoned with manufacturing districts and the MX-3 Special Mixed-Use District. These districts are mapped over the entire proposed WCh District. The existing M1-5 zoning would be retained in five and a half blocks of midblock areas.

The proposed action also includes special zoning text amendments for the WCh District. Among these, portions of the rezoned areas would have both a base floor area ratio (FAR) and a maximum FAR. Under the proposed Special District regulations, the FAR could be increased to the maximum through the purchase of development rights from a new High Line Transfer Corridor, and/or use of bonuses related to the improvement of and access to the High Line. The FAR could also increase in one of the C6-4 districts through use of current Inclusionary Housing bonus provisions. Special bulk controls would apply to new development and enlargements throughout the Special District to ensure that new development is compatible with the existing built character, and to allow for enhancement of the proposed High Line open space. Museums and art galleries also would be allowed as-of-right throughout the Special District, including the M1-5 district (a special permit is currently required).

Overall, the proposed action would result in a net increase of 657 affordable housing units to be occupied by low- and moderate-income households, and 4,051 market rate dwelling units to be occupied by higher income households. In addition, the proposed action is projected to result in a net increase of non-residential uses, including ~~292,676~~ 195,215 sf of retail space and 198,726 sf of museum space (defined as “community facility” use for zoning purposes), and net decreases of ~~816,847~~ 796,947 sf of office, 131,100 sf of hotel, ~~40,809~~ 74,818 sf of storage/manufacturing, ~~318,580~~ 225,940 sf of parking/auto related uses, and ~~25,064~~ 4,080 sf of vacant space on the 25 projected development sites.

In addition to the zoning changes, the proposed action also includes acquisition of and site selection for the High Line to facilitate its conversion to a publicly accessible open space. This includes the High Line easement extending from a point at approximately Eleventh Avenue and W. 30th Street to its southern terminus at Gansevoort Street, as well as the Post Office spur extending east of Tenth Avenue at W. 30th Street. The section of the High Line west of Eleventh Avenue and W. 30th Street is not part of the proposed acquisition and open space. The High Line is a 1.45 mile former elevated freight rail line which was decommissioned in 1980. The railway extends from Gansevoort Street to the Hudson Yards and traverses the proposed Special West Chelsea District. For most of the district, it extends parallel to and approximately 100 feet west of Tenth Avenue. The directly affected area therefore extends south of the proposed rezoning area boundary and includes a small portion of Manhattan Community District 2.

The goal of the proposed action is to ensure an appropriate mix of uses that better reflects current land use trends and responds to the planning efforts occurring in adjacent areas, specifically the greater Chelsea area which surrounds the West Chelsea rezoning area and Hudson Yards, ~~which is currently proposed~~ for which the City adopted a comprehensive rezoning on 19 January 2005. As the proposed action includes zoning map and text amendments and is expected to result in changes to land use, an assessment of its effects on land use, zoning, and public policy is warranted.

B. BACKGROUND AND DEVELOPMENT HISTORY

In 1750 Captain Thomas Clarke acquired all of the land from what is now W. 14th to W. 27th streets between Seventh Avenue and the Hudson River - the area now known as Chelsea. The land was subdivided by Clarke's grandson Clement Clarke Moore in the 1830s and he later sold the property for residential development. Many Federal and Greek Revival style townhouses were built over the next few decades along W. 20th, W. 21st, and W. 22nd streets between Ninth and Tenth avenues. During this time the Hudson River shoreline stood at approximately Tenth Avenue. Moore also donated a portion of his holdings, the land bounded by Ninth and Tenth avenues and W. 20th and W. 21st streets, to the General Theological Seminary. West Chelsea was permanently shaped as the Hudson River Rail Road was extended to W. 30th Street in 1851.

During this same time period, the Hudson River shoreline was gradually moved westward through landfilling. Introduction of the rail line and the proximity to the river facilitated the transition of the area west of Tenth Avenue into an industrial, manufacturing, and shipping hub. The nineteenth century industrial area in West Chelsea included a mix of activities, including lumber yards, breweries, factories, and warehouses, while piers were developed along the landfilled shoreline. Tenements were built to the east of Tenth Avenue to support the burgeoning immigrant population that worked in the area. In the early 1870s, the Ninth Avenue El was built, becoming the City's first elevated transit line, and ultimately making the surrounding area undesirable to residents and further eroding the overall appeal of the area for future residential uses.

By 1900 the area began to decline and this neighborhood, which used to be one of the wealthiest areas in the city, gradually became home to an immigrant and low-income working population.¹ The High Line was built in the 1930s in order to eliminate the dangerous conflict that existed between rail, pedestrian and vehicular traffic on the street level, further solidifying West Chelsea as an industrial and manufacturing center. It was constructed as part of the West Side Improvement Project in order to eliminate street-level conflict at 105 street crossings and to safeguard the rail line which had become one of the primary means of bringing food and merchandise into the City.² As the area subsequently transformed into a predominantly industrial and shipping hub, those residents who could afford to move chose to relocate to other areas of the city. The construction of the London Terrace Towers on the block bound by Ninth and Tenth avenues and W. 23rd and W. 24th streets around this time was the first attempt in this area to re-introduce upscale residential uses.

In the postwar era, echoing trends occurring locally and nationally, Chelsea experienced a decline in manufacturing and in freight-related economic activity. With the advent of containerized shipping, river-based freight activity on the piers dwindled during the 1950s and 1960s to a point of complete abandonment. Similarly, though more gradually, rail freight activity declined on the High Line, with the final freight train passing over the trestle in 1980. Again the area fell into a transition period as the decline of industrial and transportation jobs diminished the economic base that had long provided employment for area residents. The predominantly residential sections experienced change as residents moved away from the area. Large scale affordable housing initiatives were constructed by the New York City Housing Authority after World War II, including the Elliot Houses, the Chelsea Houses, and the Fulton Houses. Additionally, the Penn Station South Houses, completed in 1962, were constructed by the International Ladies' Garment Workers Union.

Over the last 50 years, West Chelsea has continued to retain a mix of uses, with many buildings dating from the late nineteenth and early twentieth centuries. Industrial uses were the predominant land use in the area, but have steadily declined reflecting long-term trends experienced by the City as a whole. The area still contains industrial buildings, many of which have been adapted for other uses. Over the past quarter century, the predominantly residential area of Chelsea has experienced a revival. Upwardly mobile residents were attracted to the area for the available housing stock, affordable prices, and location with convenient access to Lower Manhattan and Midtown. Many older townhouses were rehabilitated and new developments were constructed along Sixth and Seventh avenues, particularly following rezonings in the 1990s. Also, new development occurred on sites that had been occupied by parking lots or low-rise buildings as a result of the 1999 Chelsea rezoning, primarily along the W. 23rd Street corridor between Tenth and Eleventh avenues. Additional residential uses are concentrated outside the primary study area to the east of Tenth Avenue within the Chelsea Historic District and in the Fulton and Chelsea/Elliot Houses.

¹ Online: www.Manhattancb4.org/Planning_Items/1969_Plan.htm "Community District 4 History." Last updated 3/4/2004. Viewed on 3/4/2004.

² Online: www.thehighline.org/history.html "High Line History." Last updated 2004. Viewed on 3/4/2004.

At the same time, the West Chelsea area experienced a transformation as former industrial loft buildings were converted to art galleries, museums, office space, and nightclubs. Many of the galleries and museums are concentrated on the midblocks and along Eleventh Avenue north of W. 23rd Street. Additionally, auto-related uses, including auto-repair, parking, and vehicle storage have become an increasing presence. The Hudson River waterfront also has been experiencing successful redevelopment efforts. Chelsea Piers were converted into a sports and entertainment complex in the 1990s while other piers and waterfront areas are being incorporated into Hudson River Park.

The built character reflects the intricate mix of land uses and the various stages of development within the West Chelsea area. Three to five-story walkup residential buildings are the predominant building form along Tenth Avenue and large loft buildings are predominant along Eleventh Avenue and on the midblocks. Low-scale auto repair shops, parking garages and similar auto-related facilities are now located throughout the rezoning area, as are surface parking lots.

C. LAND USE

Existing Conditions

The land use assessment considers uses within both a primary study area, where the land use effects of the proposed action are direct, and a secondary study area consisting of the properties within an approximately quarter-mile radius of the boundaries of the rezoning area where land use effects are indirect. These study areas are shown in Figure 2-1.

The primary study area consists of 13 whole and 2 partial blocks in West Chelsea. The primary study area is generally bounded by W. 30th Street, W. 17th Street, Tenth Avenue and Eleventh Avenue. The secondary study area covers an area that extends beyond the primary study area boundaries to include portions of the surrounding Midtown, Chelsea, West Village and Clinton neighborhoods. The secondary study area is generally bounded by W. 35th Street on the north, Eighth Avenue on the east, Gansevoort Street on the south, and the Hudson River on the west.

Primary Study Area

The assessment of existing conditions focuses on the land uses occupying the primary study area. Land uses in the primary study area include a mix of commercial, auto-related, manufacturing, storage and residential. While not a land use, the High Line, the most prominent structure in West Chelsea, is located generally 25 feet above grade and traverses 15 blocks within the primary study area, from W. 16th Street to W. 30th Street. South of W. 16th Street, the High Line crosses Tenth Avenue, and travels at approximately 100 feet west of Tenth Avenue to W. 30th Street, where it curves to the west to enter into the rail yards. As discussed below, parking and auto-repair are the predominate land uses beneath the High Line between W. 16th W. 30th Streets. Generally, the High Line runs from W. 34th Street, parallel to the Hudson River, through West Chelsea, and into the Meat Packing District to its terminus at Gansevoort Street. Unused since 1980, the 1.45 mile

Figure 2-1
Land Use Study Area



LEGEND

- Quarter Mile Radius
- Rezoning Area

Scale: 1 inch = 900 feet



elevated railway has been essentially untouched, resulting in a rail bed that is now overgrown with grass and small shrubs.

Art galleries are the predominant commercial use in the primary study area, located both on the ground floor in converted garages, and in the upper floors of converted loft buildings. Galleries are located on nearly every block (with the exception of the block bounded by W. 18th and W. 19th Streets), with a concentration of gallery uses on the two blocks between W. 24th and W. 26th Streets. Other commercial uses include restaurants, bars, nightclubs, and photo and film production studios. The number of galleries and nightclubs, in particular, has increased over the last few years. Nightclubs are generally found in the midblock areas between W. 27th and W. 29th Streets; however, these uses are also found in the midblock areas along W. 18th and W. 21st Streets. Bars, typically smaller than nightclubs, are located along Tenth Avenue north of W. 23rd Street, Eleventh Avenue between W. 20th and W. 24th Streets and along W. 27th and W. 29th Streets.

Warehouse and storage uses continue to remain in some of the area's loft buildings. These uses are scattered throughout the primary study area, generally north of W. 20th Street, with most of these uses located between W. 27th and W. 30th Streets. Parking lots, garages, and auto-repair facilities are common throughout the primary study area, but are primarily located along Tenth Avenue, under the elevated High Line and in the midblocks south of W. 20th Street and north of W. 25th Street. The entire block bounded by W. 17th and W. 18th Streets is occupied by parking.

Residential use is increasingly prominent in West Chelsea. Residential uses are found along the west side of Tenth Avenue, between W. 21st and W. 30th Streets and along W. 17th Street east of Tenth Avenue. In addition to walk-up tenements located on Tenth Avenue, three new 14-story residential buildings have been constructed along W. 23rd Street. Four loft buildings on W. 22nd Street were also converted to residential use in the late 1990s. Within the primary study area, the heaviest concentration of residential use occurs in the midblocks between W. 22nd and W. 23rd Streets.

In addition to the land uses described above, the primary study area also contains a number of community facility uses, including houses of worship and museums. There are seven community facility buildings within the rezoning area. A Pentecostal church is located at 534 W. 29th Street. The Guardian Angel Roman Catholic Church is located at the corner of W. 21st Street and Tenth Avenue and its rectory is located on the adjacent parcel immediately to the north of the church on Tenth Avenue. Kingdom Hall of Jehovah's Witnesses is located at 512 W. 20th Street. The Chelsea Art Museum and the Dia Chelsea Museum are located on adjacent parcels on W. 22nd Street. The New Museum is temporarily using 7,000 sf within the Chelsea Art Museum until its new building is completed in the Bowery. Additionally, the Flemister House is located at 527-531 W. 22nd Street. This facility is an outpatient medical clinic and provides residences for people with HIV.

One institutional use is located within the primary study area. The 8-story Bayview Correctional Facility, a New York State Department of Corrections facility, is located at W. 20th Street and Eleventh Avenue. As discussed in Chapter 7, "Historic Resources," the building is an eligible historic resource. It was constructed in 1931 as the Seaman's House YMCA, where sailors stayed

while their ships were docked at the nearby Chelsea Piers. The facility has housed a women's general confinement program since 1978.³

As shown in Figure 2-2 and Table 2-1 below, the primary study area includes a variety of land uses. Roughly half of the land area is occupied by commercial and manufacturing uses, a quarter by other non-residential uses or vacant lots and buildings, and a quarter by residential or residential/mixed-uses. Specifically, commercial accounts for 26 percent and manufacturing for 22 percent, for a total of 48 percent of the land area. Other non-residential uses include public parking facilities, transportation and utility and public facility and institutions, which comprise 18 percent, 12 percent and 3 percent of the total land area, respectively. In addition, residential and mixed residential properties sharing commercial or manufacturing uses occupy 14 percent. There are no blocks within the primary study area that are completely occupied by residential or residential/mixed-uses.

Table 2-1, Existing Land Use Within the Primary Study Area

Land Use	# of Lots	%	Lot Area (Sf)	% ^a
Transportation / Utility	30	13	246,708	12
Commercial	64	27	541,929	26
Community Facility (Institutional)	8	3	60,808	3
Industrial (Manufacturing/Wholesale)	50	21	451,026	22
Mixed Commercial / Residential	23	10	94,041	5
Parking	35	15	370,579	18
Park / Open Space	0	0	0	0
Vacant Land	15	6	116,592	6
Residential	12	5	188,949	9
TOTAL	237	100	2,070,632	100

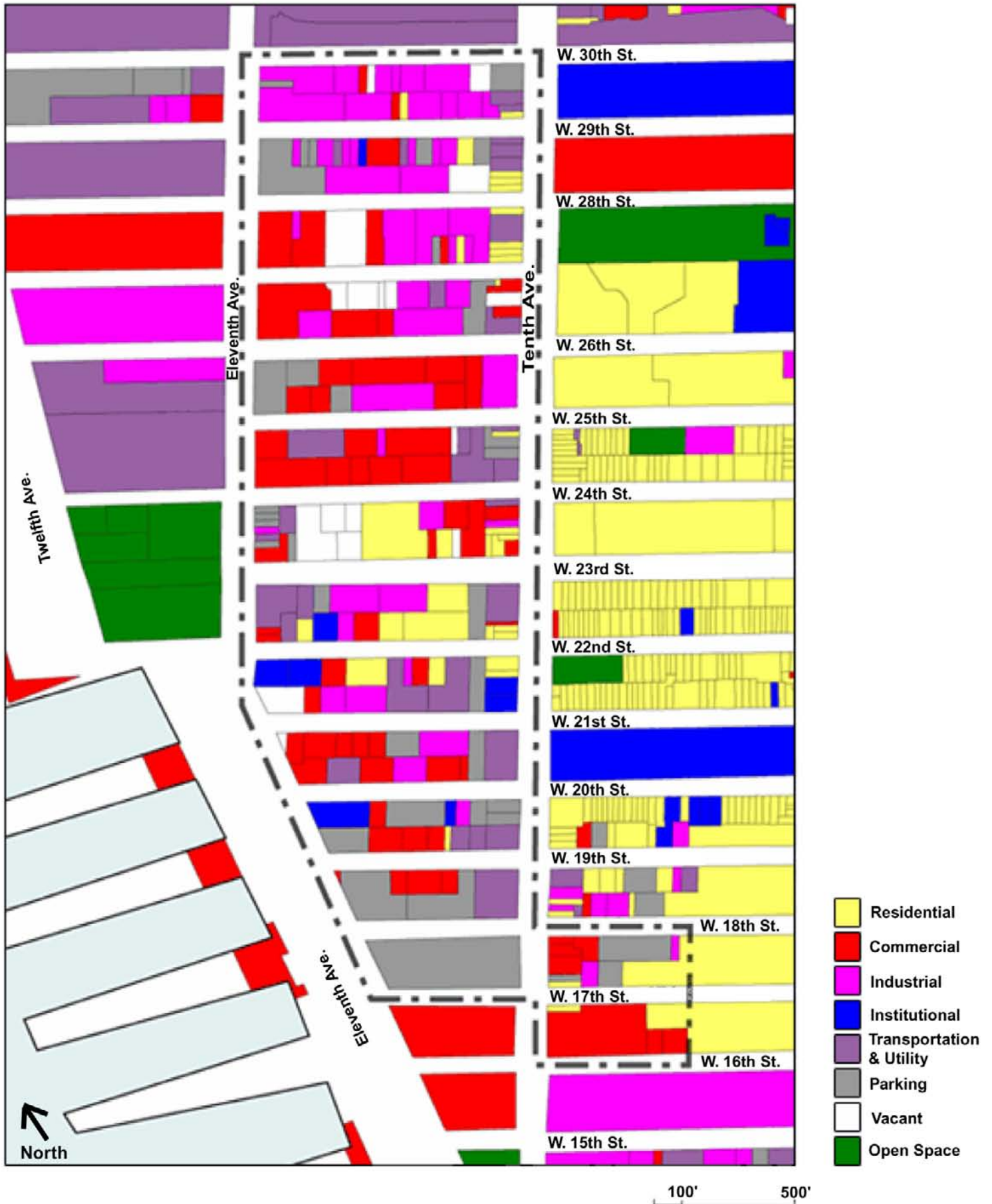
Note: Calculations include the full lot area of lot 31-block 714 and lot 10-block 715, both lots partially affected by the proposed rezoning
Source: NYC Department of City Planning COGIS 03C PLUTO 2003 data

^a uses do not add to 100% due to rounding

The proposed action area has evolved from its former manufacturing origins to an area that is an intricate mixture of uses. Galleries have emerged as a significant presence in recent years, as have office uses, while manufacturing uses are no longer a predominant land use. A comprehensive field survey was conducted during July 2004 to obtain the current land uses within the proposed action

³ Online: www.geocities.com/motorcity/downloads/3548/facility/Bayview.html. "Bayview." Last updated 2004. Viewed on 9/1/2004.

Figure 2-2
Land Uses in the Primary Study Area



area. The following is a block-by-block analysis of the existing land uses as observed during field visits. As one lot may consist of several buildings, there may be more land uses than tax lots on a given block.

The block bounded by W. 30th Street, W. 29th Street and Tenth and Eleventh avenues (Block 701) consists of 3 commercial buildings, two of which include gallery space ; 7 9 auto-related uses, which includes parking and auto repair facilities; 4 storage facilities, two of which are mini-storage; 2 mixed use residential buildings; 1 manufacturing facility; and 5 3 vacant lots/buildings.

The block bounded by W. 29th Street, W. 28th Street and Tenth and Eleventh avenues (Block 700) consists of 3 commercial buildings; 4 galleries; eleven auto-related uses; 1 warehouse/storage facility; 3 mixed-use residential buildings; 2 building supply yards; one religious facility (with 1 DU on-site); and 1 residential building.

The block bounded by W. 28th Street, W. 27th Street and Tenth and Eleventh avenues (Block 699) consists of 5 commercial buildings; 3 commercial buildings with galleries; 2 auto-related uses; 3 industrial/manufacturing facilities; 5 mixed-use residential buildings with ground-floor retail; 2 building supply yards; one religious facility; and 1 vacant building.

The block bounded by W. 27th Street, W. 26th Street and Tenth and Eleventh avenues (Block 698) consists of 5 commercial buildings; 1 commercial building with galleries; 3 auto-related uses; 2 manufacturing facilities; 2 mixed-use residential buildings with ground-floor retail; 3 galleries; 1 residential building; and 2 vacant buildings.

The block bounded by W. 26th Street, W. 25th Street and Tenth and Eleventh avenues (Block 697) consists of 2 commercial buildings; 3 commercial buildings with galleries; 2 auto-related uses; 3 galleries; and 2 vacant buildings (one undergoing renovations).

The block bounded by W. 25th Street, W. 24th Street and Tenth and Eleventh avenues (Block 696) consists of 2 commercial buildings; 4 commercial buildings with galleries; 6 auto-related uses; 5 galleries; 1 mixed-use building; and 1 vacant building.

The block bounded by W. 24th Street, W. 23rd Street and Tenth and Eleventh avenues (Block 695) consists of 5 commercial buildings; 1 commercial building with galleries; 6 auto-related uses; 1 gallery; 5 mixed-use buildings; 5 sites were under construction; 1 manufacturing facility; and 4 vacant building/sites.

The block bounded by W. 23rd Street, W. 22nd Street and Tenth and Eleventh avenues (Block 694) consists of 10 commercial buildings; 2 auto-related uses; 3 galleries; 5 mixed-use buildings; 1 manufacturing facility; and 1 residential building.

The block bounded by W. 22nd Street, W. 21st Street and Tenth and Eleventh avenues (Block 693) consists of 3 commercial buildings; 1 commercial building with galleries; 1 auto-related use; 1

gallery; 4 mixed-use buildings; 2 warehouses/storage facilities; 2 religious uses; two museums; and 2 vacant building/sites.

The block bounded by W. 21st Street, W. 20th Street and Tenth and Eleventh avenues (Block 692) consists of 5 commercial buildings; 3 commercial buildings with galleries; 1 auto-related use; 1 gallery; 2 mixed-use buildings; 2 warehouses/storage facilities; 2 commercial/manufacturing uses; and 1 vacant building/site.

The block bounded by W. 20th Street, W. 19th Street and Tenth and Eleventh avenues (Block 691) consists of 2 commercial buildings; 8 auto-related uses; 3 galleries; 2 institutional buildings; and 1 vacant building/site.

The block bounded by W. 19th Street, W. 18th Street and Tenth and Eleventh avenues (Block 690) consists of 2 commercial buildings; 2 sites were under construction at the time of the field survey; 1 institutional use; 1 mixed-use building; and 1 auto-related use.

The block bounded by W. 18th Street, W. 17th Street and Tenth and Eleventh avenues (Block 689) consists entirely of a private parking lot.

The western half of the block bounded by W. 18th Street, W. 17th Street and Tenth and Ninth avenues (Block 715) consists of ~~6~~ 8 commercial buildings; 1 gallery; 2 mixed-use buildings; and 1 residential building and play area (comprises the eastern limits of the proposed action area); ~~and 1~~ vacant building/site.

The western half of the block bounded by W. 17th Street, W. 16th Street and Tenth and Ninth avenues (Block 714) consists of 4 lots. Several commercial uses, including a garden center; 1 commercial building; ~~2~~ 1 auto-related uses; 1 mixed-use building; and a governmental office are located on the western half of the block. Additionally, the area under the High Line (part of lot 1) is vacant and used for auto storage.

The assessment of land uses in the primary study area also includes a description of conditions on the 25 projected development sites (shown in Figure 1-10), which have been identified in the RWCDS as the sites most likely to be developed as a result of the proposed action by the analysis year of 2013. The existing conditions of these sites, described below, are also based on the field surveys conducted during July 2004. The rezoning area is a dynamic area in which land uses change over time. Therefore, the following site descriptions represent the conditions of the area at the time the survey was conducted. The existing conditions of the lots which would be affected by the proposed action are as follows:

- Site 1: This 27,950 sf site is located at 306-310 Eleventh Avenue (block 701, lot 1), located on the corner of W. 29th Street and Eleventh Avenue. The site is zoned M1-5, with a permitted FAR of 5.0. It currently has a 10-story, 229,000 sf building, with a built FAR of approximately 8.2. It is partially occupied by Manhattan Ministorage.

- Site 2: This site is comprised of eight tax lots (lots 30, 33, 35, 36, 37, 42, 43, and 45) on block 701. Lot 30 is a 7,406 sf parcel at 509 W. 29th Street. An existing one-story, 7,406 sf warehouse is currently on-site with a built FAR of 5.0. The building has been converted into a licensed public parking garage. Lot 33 is a 4,229 sf parcel located at 505 W. 29th Street. The built FAR is 0.9. It currently has a 1-story, 3,800 sf warehouse building on site which is used as storage space. Lot 35 is a 1,750 sf parcel located at 329 Tenth Avenue with a built FAR of 4.4. It currently has a 5-story, 7,758 sf old-law tenement with 12 dwelling units and a 1,500 sf restaurant on the ground-floor. Lot 36 is a 1,850 sf ~~vacant~~ parcel located at 331 Tenth Avenue with 1,850 sf of parking/auto use. Lot 37 is a 4,933 sf parcel located at 333 Tenth Avenue. ~~It is currently a vacant lot.~~ An auto rental company currently uses the lot for vehicle storage. Lot 42 is a 9,875 sf parcel located at 337 Tenth Avenue. It is currently used as a licensed public parking lot. Lot 43 is a 6,172 sf parcel located at 502-504 W. 30th Street. It currently has a seven-story, 37,500 sf building with a built FAR of 6.1. At the time of the site visit, it was covered in scaffolding and it appeared to be vacant. Lot 45 is a 13,578 sf parcel located at 506 W. 30th Street. It currently has a one-story, 13,578 sf warehouse with a built FAR of 1.0. The building is used for push cart storage. All of these lots are within the M1-5 zone and all have an allowable FAR of 5.0. These six lots are at the eastern-most edge of block 701 with four of the eight lots having frontage on Tenth Avenue.
- Site 3: This 24,425 sf site is located at 282-298 Eleventh Avenue (block 700, lot 1). The site is zoned M1-5, with a permitted FAR of 5.0. It currently has a 2-story, ~~33,890~~ 38,615 sf building, with a built FAR of approximately 1.7. It is ~~partially~~ occupied by two auto body shops and a licensed public parking lot.
- Site 4: This 17,275 sf site is located at 547-559 W. 27th Street (block 699, lot 5), a mid-block through-lot that is 100 feet east of Eleventh Avenue, which runs from W. 27th to W. 28th Street. It is zoned M1-5, with a permitted FAR of 5.0. It currently has a 6-story, 96,654 sf building, with a built FAR of approximately 5.6. It is occupied by various commercial uses and some of the warehouse has been partially converted to gallery space.
- Site 5: This site is comprised of seven tax lots (lots 22, 23, 24, 25, 26, 27, and 44) on block 699. Lot 22 is a 2,468 sf parcel located at 517 W. 27th Street with a built FAR of 1.0. It currently has a 2-story, 2,465 sf warehouse for wholesale industrial machinery and equipment. Lot 23 is a 2,469 sf lot located at 515 W. 27th Street. It is currently occupied by a 1-story, 2,465 sf commercial building with a built FAR of 1.0. Lot 24 is a 2,469 sf site located at 513 W. 27th Street. This parcel currently has a 2-story, 3,700 sf combined workshop /office for a construction company with a built FAR of 1.5. Lot 25 is a 2,469 sf parcel located at 511 W. 27th Street. It is occupied by a 4,450 sf building with a built FAR of 1.8. The building contains a gallery and three dwelling units are located above. Lot 26 is a 2,468 sf parcel located at 509 W. 27th Street. It currently has a 7,405 sf building with a 4,500 sf metal recycling facility and two residential units on site with a built FAR of 3.0. Lot 27 is located at 507 W. 27th Street. The 17,275 sf lot is predominantly open and is being

used as a metal scrap yard. Lot 44 is a 14,800 sf site located at 514-520 W. 28th Street. It is occupied by an open storage/manufacturing use divided into two portions: a 14,800-sf building partially covers the site and is occupied by gallery space; the remaining lot area is vacant and is used as a private parking lot. All of these tax lots are within the M1-5 zone and all have an allowable FAR of 5.0. This site is 100 feet west of Tenth Avenue. If these seven lots are combined as projected, the new lot would have 225 foot frontage on both W. 27th and W. 28th streets and would be approximately 197.6 feet deep.

- Site 6: This site is comprised of five tax lots (lots 30, 31, 32, 33, 37) on block 699. Lot 30 is a 2,469 sf site located at 503 W. 27th Street with a built FAR of 5.2. It currently has a 6-story, 12,864 sf residential building including a vacant 2,469 sf commercial space located on the ground-floor and five residential units above. Lot 31 is a 2,469 sf parcel located at 299 Tenth Avenue with a built FAR of 3.8. It currently has a 5-story, 9,370 sf residential building with 19 dwelling units and a bar located on the ground-floor. Lot 32 is a 2,469 sf parcel located at 301 Tenth Avenue. It has a five-story, 9,370 sf residential building with 19 dwelling units and a ground-floor deli. This building has a built FAR of 3.8. Lot 33 is a 9,875 sf parcel located at 303-309 Tenth Avenue. There lot is occupied by an one-story, 4,937-sf auto repair facility and gas station on-site including open areas and a building which has a built FAR of 0.5. Lot 37 is a 2,467 sf parcel located at 311 Tenth Avenue. It has a 4,000 sf, four-story residential building with six dwelling units and a 2,467 sf ground-floor deli. This building has a built FAR of 1.6. All of these tax lots are within the M1-5 zone and all have an allowable FAR of 5.0. These five lots are at the eastern-most portion of block 699 with all having frontage on Tenth Avenue.
- Site 7: This 34,198 sf site is located at 246-260 Eleventh Avenue (block 698, lot 1). This site is zoned M1-5, with a permitted FAR of 5.0. It currently has a 7-story, 154,433 sf office building, with a built FAR of 4.5. The NYC Human Resources Administration has offices at this location.
- Site 8: This site is comprised of five tax lots (lots 32, 35, 37, 40, and 141) on block 698. Lot 32 is a 7,075 sf parcel located at 279 Tenth Avenue. There is currently a one-story 1,780 sf automotive repair facility on-site. It has a built FAR of 0.3. Lot 35 is a 3,160 sf parcel located at 285 Tenth Avenue. A 4,344 sf commercial building is on-site with a built FAR is 1.4. Lot 37 is a 4,937 sf parcel located at 289 Tenth Avenue. It has a one-story 4,933 sf commercial building with a built FAR of 1.0. Lot 40 is a 4,937 sf parcel at 293 Tenth Avenue. It currently has a one-story 5,000 sf art gallery which has a built FAR of 1.0. Lot 141 is a 400 sf site located at 502 W. 27th Street. It consists of a single dwelling unit, or approximately 1,143 sf of residential space within a 3-story structure. The built FAR for this building is 2.9. These five lots are at the eastern-most portion of block 698 with all lots except lot 141 having frontage along Tenth Avenue.
- Site 9: This site is comprised of two tax lots (lots 27 and 31) on block 697. Lot 27 is 9,875 sf property located at 507 W. 25th Street. There is a one-story warehouse on-site which is

used for parking / vehicle storage. Lot 31 is a 19,760 sf parcel located at 259 Eleventh Avenue. There is currently a 10-story, 214,780 sf warehouse on-site with commercial, studio, and gallery space inside, which has a built FAR of 10.9. Both of these lots are zoned M1-5, with a permitted FAR of 5.0. Lot 27 and lot 31 are at the eastern portion of block 697 along Tenth Avenue. The lots would combine to have 197.6 feet along the avenue and 150 feet along W. 25th and W. 26th streets.

- Site 10: This 17,281 sf site is located at 550 W. 25th Street (block 696, lot 58), with frontage on W. 25th Street. The site is zoned M1-5, with a permitted FAR of 5.0. It currently has a two-story, 34,562 sf building, with a built FAR of 2.0. The building is occupied by auto/vehicle uses ~~currently vacant~~.
- Site 11: This site is made up of five tax lots (lots 32, 33, 35, 37, and 38) on block 696. Lot 32 is a 5,520 sf parcel located at 239 Tenth Avenue. There is an existing 1,904 sf gas station on-site with a built FAR of 0.3. Lot 33 is a 3,958 sf parcel located at 245 Tenth Avenue. There is an existing 3,958 sf, one-story auto repair shop on-site with a built FAR of 1.0. Lot 35 is a 4,950 sf parcel located at 249 Tenth Avenue. There is an existing five-story, 24,490 sf auto body shop and parking garage on-site with a built FAR of 5.0. Lot 37 is a 1,463 sf parcel located at 253 Tenth Avenue. There is an existing 3,762 sf mixed-use residential building on-site with six dwelling units and a built FAR of 2.6. There is 400 sf of ground-floor commercial. Lot 38 is a 1,500 sf parcel located at 255 Tenth Avenue. There is an existing 1,500 sf, one-story auto audio and design shop on-site with a built FAR of 1.0. All of these sites are zoned M1-5, with a permitted FAR of 5.0. All five lots have frontage along Tenth Avenue.
- Site 12: This site is comprised of two tax lots (lots 1 and 64) on block 693. Lot 1 is a 12,450 sf parcel located at 144-150 Eleventh Avenue. There is currently a 4-story, 38,803 sf vacant warehouse on-site which has a built FAR of 3.1. Lot 64 is a 9,850 sf parcel located at 154-160 Eleventh Avenue. There is currently a 28,838 sf, 4-story building on-site which has a built FAR of 2.9. The Chelsea Art Museum is located in this building. Both of these lots are zoned M1-5, with a permitted FAR of 5.0. Lots 1 and 64 are at the western edge of block 693 along Eleventh Avenue. The lots would combine to have 200 feet along the avenue and 100 feet along W. 21st and W. 22nd streets.
- Site 13: This site is comprised of three tax lots (lots 7, 61 and 63) on block 692. Lot 7 is a 8,875 sf parcel which is located at 550 W. 21st Street. There is currently a 41,660 sf, 5-story loft on-site which has a built FAR of 4.7. While art galleries are the predominant use, there are also professional offices, including a health and social services company, located in the building. Lot 61 is a 5,425 sf parcel located at 550 W. 21st Street. There is currently a 5,425 sf, 1-story bar on-site which has a built FAR of 1.0. Lot 63 is a 2,720 sf parcel located at 130 Eleventh Avenue. There is currently a 3-story, 4,080 sf warehouse on-site which has a built FAR of 1.5. The building appeared vacant during field visits conducted in July 2004. All of these sites are zoned M1-5, with a permitted FAR of 5.0. Lot 7, 61 and lot 63 are at the

western end of block 692 along Eleventh Avenue. The lots would combine to have approximately 200 feet along the avenue and approximately 85 feet along both W. 21st and W. 20th streets.

- Site 14: This site is comprised of two tax lots (lots 53 and 57) on block 692. Lot 53 is a 4,570 sf site located at 540 W. 21st Street. There is currently a 4,570 sf, one-story retail use on-site which has a built FAR of 1.0. Lot 57 is a 9,200 sf site located parcel at 542 W. 21st Street. There is currently a one-story, 9,200 sf warehouse on-site which has a built FAR of 1.0. The building is currently used as a production studio for digital media. Both of these sites are zoned M1-5, with a permitted FAR of 5.0. Lots 53 and lot 57 are near the western end of block 692 along W. 21st Street.
- Site 15: This site is comprised of two tax lots (lots 28 and 30) on block 692. Lot 28 is a 9,200 sf parcel located at 521-527 W. 20th Street with an FAR of 1.0. There are currently several auto repair / service shops on-site. Lot 30 is a 18,400 sf parcel located at 169-183 Tenth Avenue. There is currently a one-story, 18,400 sf construction warehouse and shop on-site which has a built FAR of 1.0. Both of these sites are zoned M1-5, with a permitted FAR of 5.0. Lot 30 has frontage along Tenth Avenue and lot 28 is set back from the avenue, but has frontage along W. 20th Street and W. 21st Street. The lots would combine to have 150 feet along W. 20th and W. 21st streets and 184 feet along Tenth Avenue.
- Site 16: This 12,525 sf site is located at 100 Eleventh Avenue (block 11, lot 691). This site is zoned M1-5, with a permitted FAR of 5.0. It currently has no permanent building on site and as such has a built FAR of 0.0. The entire site is occupied by a public parking lot.
- Site 17: This site is comprised of two tax lots (lots 43 and 50) on block 691. Lot 43 is a 16,100 sf parcel located at 532-534 W. 20th Street. There is currently a 61,184 sf, 4-story building on-site which has a built FAR of 3.8. Half of the building is occupied by a public parking garage and two art galleries comprise the rest of the building. Lot 50 is a 4,600 sf parcel located at 532-534 W. 20th Street. There is currently a 1-story art gallery on-site which has a built FAR of 1.0. Both of these sites are zoned M1-5, with a permitted FAR of 5.0. Lot 43 and lot 50 are located mid-block along W. 20th Street. The lots would combine to have 225 feet along W. 20th Street and are 90 feet deep.
- Site 18: This site is comprised of six tax lots (lots 25, 27, 29, 33, 35, and 37) on block 691. Lot 25 is a 5,175 sf parcel which consists of a 5,175 sf truck leasing facility. Lot 27 is a 4,600 sf parcel located at 505 W. 19th Street. A 4,600 sf auto storage / private parking facility exists on-site. Lot 29 is a 9,200 sf parcel located at 153 Tenth Avenue. There is currently a 1-story, 9,200 sf auto repair facility on-site which has a built FAR of 1.0. Lots 33, 35, and 37 (each is 4,600 sf) are located at 161 Tenth Avenue, 165 Tenth Avenue, and 504 W. 20th Street respectively. The parcels are occupied by a licensed public parking lot. Lots 29, 33 and 35 are at the eastern end of block 691 along Tenth Avenue. The three remaining lots are all mid-block with frontage along W. 19th Street and W. 20th Street. The

lots would combine to have approximately 200 feet along the avenue and 100 feet each along W. 19th and W. 20th streets. All of these sites are zoned M1-5, with a permitted FAR of 5.0.

- Site 19: This site is comprised of three tax lots (lots 12, 20 and 54) on block 690. Lot 12 is a 28,850 sf parcel located at 96 Eleventh Avenue; lot 54 is a 520 sf parcel located at 80-92 Eleventh Avenue. Both parcels are part of an ongoing construction project. Lot 20 is located at a 511-525 W. 18th Street. It is occupied by a 46,000 sf nightclub and is located mid-block with 200 feet of frontage along W. 18th Street. The eastern 50 feet of the lot extends from W. 18th to W. 19th Street, approximately 185 feet. All of these sites are zoned M1-5, with a permitted FAR of 5.0. Lots 12 and 54 are located on the western end of the block along Eleventh Avenue. Lot 20 is a mid-block L-shaped parcel and has frontage along W. 18th and W. 19th streets. The lots would combine to extend approximately 185 feet along Eleventh Avenue, approximately 150 feet along W. 19th Street, and 335 feet along W. 18th Street.
- Site 20: This site is comprised of one tax lot (lot 29) on block 690. It is located at a 131 Tenth Avenue. The entire 23,000 sf lot is occupied by a licensed public parking lot. The site is zoned M1-5, with a permitted FAR of 5.0. This lot is located along Tenth Avenue with approximately 195 feet of frontage on the avenue and 125 feet of frontage along W. 18th and W. 19th streets.
- Site 21: This site is comprised of one tax lot (lot 17) on block 689. It is a 76,425 sf site located at 99-111 Tenth Avenue. The lot is currently a licensed parking lot. This site is zoned M1-5, with a permitted FAR of 5.0. Lot 17 consists of the entire block.
- Site 22: This site is comprised of seven lots (lot 1, 2, 3, 60, 63, and 64, and 65) on block 715. Lot 1 is a 2,050 sf parcel located at 118 Tenth Avenue. It has a ~~2,050~~ 9,719 sf 5-story mixed-use residential building on-site with a built FAR of 4.7. There is a 1,950 sf bar on the ground-floor and there are 12 dwelling units above. Lot 2 is a 2,468 sf parcel located at a 116 Tenth Avenue. It has a 2,500 sf one-story building on-site with a built FAR of 1.0. The building is currently vacant although there is ongoing rehabilitation construction. Lot 3 is a 6,883 sf parcel located at a 116 Tenth Avenue. It has a 13,760 sf two-story restaurant on-site with a built FAR of 2.0. Lot 60 is a 5,775 sf parcel located at a 456 W. 18th Street. It has a 7,483 sf two-story art gallery on-site with a built FAR of 1.3. Lot 63 is a 1,875 sf parcel located at 128 Tenth Avenue. It has a 1,875 sf one-story restaurant on-site with a built FAR of 1.0. ~~Lots 64 and 65 are described together. They are a combined~~ has 3,925 sf located at a 124 Tenth Avenue. ~~The tax lots have~~ It has a 970 sf one-story commercial building on-site with a built FAR of 0.3. ~~The building appeared vacant during site visits conducted during July 2004.~~ All of these tax lots are zoned M1-5, with a permitted FAR of 5.0. They are located along Tenth Avenue with approximately 185 feet of frontage on the avenue, 150 feet of frontage along W. 18th Street and 150 feet of frontage along W. 17th Street.

- Site 23: This site is comprised of two tax lots (lots 5 and 7) on block 715. Lot 5 is a 4,600 sf parcel located at 453 W. 17th Street. The lot has a 4-story, 17,720 sf warehouse on-site with a built FAR of 3.9. A variety of different commercial, wholesale and gallery uses are located in this building. Lot 7 is a 6,900 sf parcel located at 447 W. 17th Street. The lot has a two-story, 13,400 sf art studio on-site with a built FAR of 2.0. These parcels are zoned M1-5, with a permitted FAR of 5.0. They are located 100 feet east of Tenth Avenue along W. 17th Street.
- Site 24: This site is comprised of two tax lots (lots 1 and 63) on block 714. Lot 1 is a 52,900 sf parcel located at 96 Tenth Avenue with a built FAR of 0.9. It currently has three 1-story buildings on-site, for a total of 46,354 sf. Current uses include a nursery, two electrical contractor's shops /offices, an automotive repair shop, a caterer, a production studio, a theater company, and other office uses. Lot 63 is a 2,325 sf site located at 112 Eleventh Avenue with a built FAR of 4.3. The site currently has a 5-story, 9,905 sf residential building which has 16 dwelling units with 1,250 sf of ground-floor retail. Both of these tax lots are within the M1-5 zone and have an allowable FAR of 5.0. These two tax lots are on the western half of block 714, with the eastern border approximately 300 feet east of Tenth Avenue.
- Site 25: Tax lots 14 and 16 make up this projected development site on block 714. Lot 14 is a 4,707 sf parcel located at 437 W. 16th Street. There is a 5-story, 27,456 sf commercial building on-site which includes a Department of Veteran's Affairs office, several galleries, and other office space. This building has a built FAR of 5.8. Lot 16 is a 6,884 sf parcel located at 431 W. 16th Street. There is a 13,400 sf 2-story commercial building on-site, ~~consisting of an entertainment services company,~~ which has a built FAR of 2.0.

Additionally, 9 mixed-use residential buildings have been constructed in and around West Chelsea (and issued Certificates of Occupancy) between 2000 and 2003. As a result, this area experienced the addition of 2,278 new dwelling units. Two of these projects were within the limits of the proposed action area, the 313-unit Tate apartment complex at 527 W. 23rd Street, and the 107-unit Marais.

Secondary Study Area

As described above, the secondary study area includes the area outside of the rezoning area, but within a quarter-mile radius, and includes portions of the High Line located outside of the proposed rezoning area as well as the surrounding Midtown, Chelsea, West Village and Clinton neighborhoods. The secondary study area is generally bounded by W. 35th Street on the north, Eighth Avenue on the east, Gansevoort Street on the south, and the Hudson River on the west.

The secondary study area contains a variety of uses; however, residential uses predominate and are generally located east of Tenth Avenue in Chelsea. A large concentration of transportation/utility uses are located in the northern portion of the secondary study area, north of W. 30th Street. Other land uses in the secondary area include mixed residential/industrial, commercial retail and office,

public facilities and institutions, parking facilities, open space and outdoor recreation, and vacant land.

Directly north of the rezoning area, within the ~~proposed~~ Special Hudson Yards District, transportation and utility uses predominate, including the Long Island Rail Road John D. Caemmerer West Side Yard in the area bounded by Tenth and Twelfth Avenues between W. 30th and W. 33rd Streets. The Lincoln Tunnel ramps and its associated roadways are located between Ninth and Tenth Avenues. Other uses include the Jacob K. Javits Convention Center, located north of W. 34th Street between Eleventh and Twelfth Avenues, the James A. Farley US Post Office, and several parking facilities.

To the east, the predominant land use is residential, including walk-up multifamily dwellings and high-rise elevator apartment buildings. The latter includes the Chelsea/Elliot Houses and the Robert Fulton Houses, New York City Housing Authority (NYCHA) developments, as well as the Penn Station South Houses, a limited-equity co-operative apartment complex, and London Terrace Apartments, a market-rate co-operative complex. There are also several public facilities and institutions, among these are the USPS Morgan General Mail Facility, General Theological Seminary and Church (covering the entire block between W. 20th and W. 21st Streets), several churches, and several schools. The area east of Tenth Avenue is also occupied by commercial uses including retail, hotels, bars and nightclubs. A recent addition is the Maritime Hotel, on W. 16th Street and Ninth Avenue. The site of this recent commercial conversion was formerly occupied by a maritime union hall. Chelsea Park is located on the full-block between Ninth and Tenth Avenues, south of W. 28th Street, and features a mix of passive and active recreation.

South of West Chelsea, the Meat Packing District (actually part of the West Village), contains a mix of residential, commercial and manufacturing and warehouse uses. As its name implies, the Meat Packing District is known for the historic presence of wholesale meat distributors and slaughterhouses. The few remaining uses are located south of W. 14th Street and west of Washington Street, and, more generally, south of the secondary study area. The predominant land uses south of W. 14th Street include mixed residential and retail buildings located along W. 14th Street, east of Ninth Avenue. The area bounded by W. 14th, Hudson, Washington and Gansevoort Streets contains a mix of commercial and residential uses, including hotels, boutiques, bars, restaurants and apartment buildings. The 187-room Gansevoort Hotel, at Ninth Avenue and W. 13th Street, opened in the spring of 2004. This area is zoned entirely M1-5, which allows for a broad range of commercial uses and light manufacturing, but does not allow residential. Most of the area is located within the boundaries of the Gansevoort Market Historic District, designated in 2003.

In contrast to the remainder of the Gansevoort Market area, the blocks to the west of Washington street, through which the High Line runs, have not received the same amount of reinvestment and contain vacant buildings and lots. There are plans however for the construction of an as-of-right hotel along the west side of Washington Street and Little W. 12th and W. 13th Streets. Preliminary plans for the hotel indicate that a reused High Line would become an integral part of the hotel's design.

To the west, the blocks between Eleventh and Twelfth Avenues are occupied by commercial, industrial, and transportation/utility uses, with the exception of the Chelsea Waterside Park at W. 23rd Street. West of Route 9A, along the waterfront is Hudson River Park, which is currently under development, including several piers which will be redeveloped for park use, and the Chelsea Piers Sports and Entertainment Complex, a privately owned facility.

Future Without the Proposed Action (No-Action)

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the West Chelsea area would experience nominal growth in light manufacturing uses, continued commercial conversions in warehouses and loft buildings and the High Line would remain in its current unused state. Expected growth by 2013 would include commercial conversions, including the continued development of gallery and office space, as well as hotel development. Residential growth is expected to occur along W. 23rd and W. 24th Streets.

Primary Study Area

In the future without the proposed action, it is expected that the current land use trends and general development patterns would continue. These trends are characterized by an overall decline in industrial and manufacturing uses, a continued shift to commercial development, and limited residential growth due to the prohibitive M1-5 zoning mapped over much of the primary study area.

The continued underutilization of land in the future without the proposed action is primarily due to the existing zoning, which permits commercial and manufacturing uses but prohibits residential use. As a result of the existing M1-5 zoning, the predominant residential land uses found to the east of Tenth Avenue in Chelsea, would not penetrate the West Chelsea area. Absent the proposed action, residential uses would be limited to the area along W. 23rd and W. 24th Streets. It is expected that a mixed-use residential development, with ground floor retail would be constructed and occupied on Tenth Avenue, between W. 23rd and W. 24th Streets. The building would contain approximately 51,000 sf of residential space (+6 24 DUs) and 2,000 sf of ground floor retail. Additionally, two smaller as-of-right residential developments, that are not considered qualitatively, will add a total of ~~22~~ 17 new residential units along the 23rd Street corridor. In addition, a 337-DU apartment building at 555 W. 23rd Street, located on Potential Development Site 48, is under construction.

As-of-right commercial development, in the form of new construction and conversions and enlargements of existing warehouse and loft buildings would likely persist, as opportunities for residential uses would generally not be provided in the primary study area. The existing trend of commercial conversions is expected to continue in the future without the proposed action, as retail uses are expected to locate in the midblock area from W. 20th Street to the north side of W. 22nd Street, as well as the midblocks between W. 24th and W. 27th Streets. Moreover, it is anticipated that the High Line would remain inaccessible to the public in the future without the proposed action, and no new open space would be provided within the primary study area.

There are two known as-of-right commercial developments expected to occur in the proposed action area which are not located on projected or potential development sites. At 520 W. 27th Street (Block 698, Lot 49), a new commercial development with 48,000 sf is expected to replace the existing commercial/industrial uses on the site. This building is to include 24,000 sf of art gallery/retail space, 12,000 sf of office space, and 12,000 sf of other commercial/art studios. Another new development, currently under construction, is expected at 543 W. 25th Street (Block 697, Lot 10), a new building with approximately 100,000 sf of art gallery space. This is to include 50,000 sf of art gallery/retail space, 25,000 sf of office space, and 25,000 sf of other commercial/art studios.

In addition to the mixed-use residential building developments described above, as summarized in Chapter 1, "Project Description," additional development is expected to occur as-of-right in the future without the proposed action on 9 of the 25 projected development sites. These sites have been identified below and are shown in Table 2-2.

Table 2-2, Projected Developments in the Future Without the Proposed Action

Projected Site #	Block / Lot	Retail FA	Office FA	Hotel FA	FAR
1	701 / 1	25,155	201,050	0	8.2*
2	701 / 43	5,555	31,328	0	6.1*
4	699 / 5	0	94,927	0	5.6*
9	697 / 31	37,544	175,260	0	10.9*
12	693 / 1	18,779	18,779	0	5.0
14	692 / 57, 53	67,473	0	0	5.0
18	691 / 29, 33, 35, 25, 27, 37	29,498	0	131,100	5.0
19	690 / 12, 54	5,000	160,000	0	5.0
22	715 / 2	2,500	0	0	5.0
Total		191,504	681,344	131,100	

* Built FAR

The following conditions are expected on the projected development sites in the future without the proposed action:

- Site 1: The existing 10-story warehouse on Block 701, Lot 1 would be converted to 25,155 sf of retail and 201,050 sf of office uses in the future without the proposed action.
- Site 2: This site is comprised of 8 lots on Block 701. Only lot 43 would change in the future without the proposed action. The vacant building would be converted to 5,555 sf of retail and 31,328 sf of office.

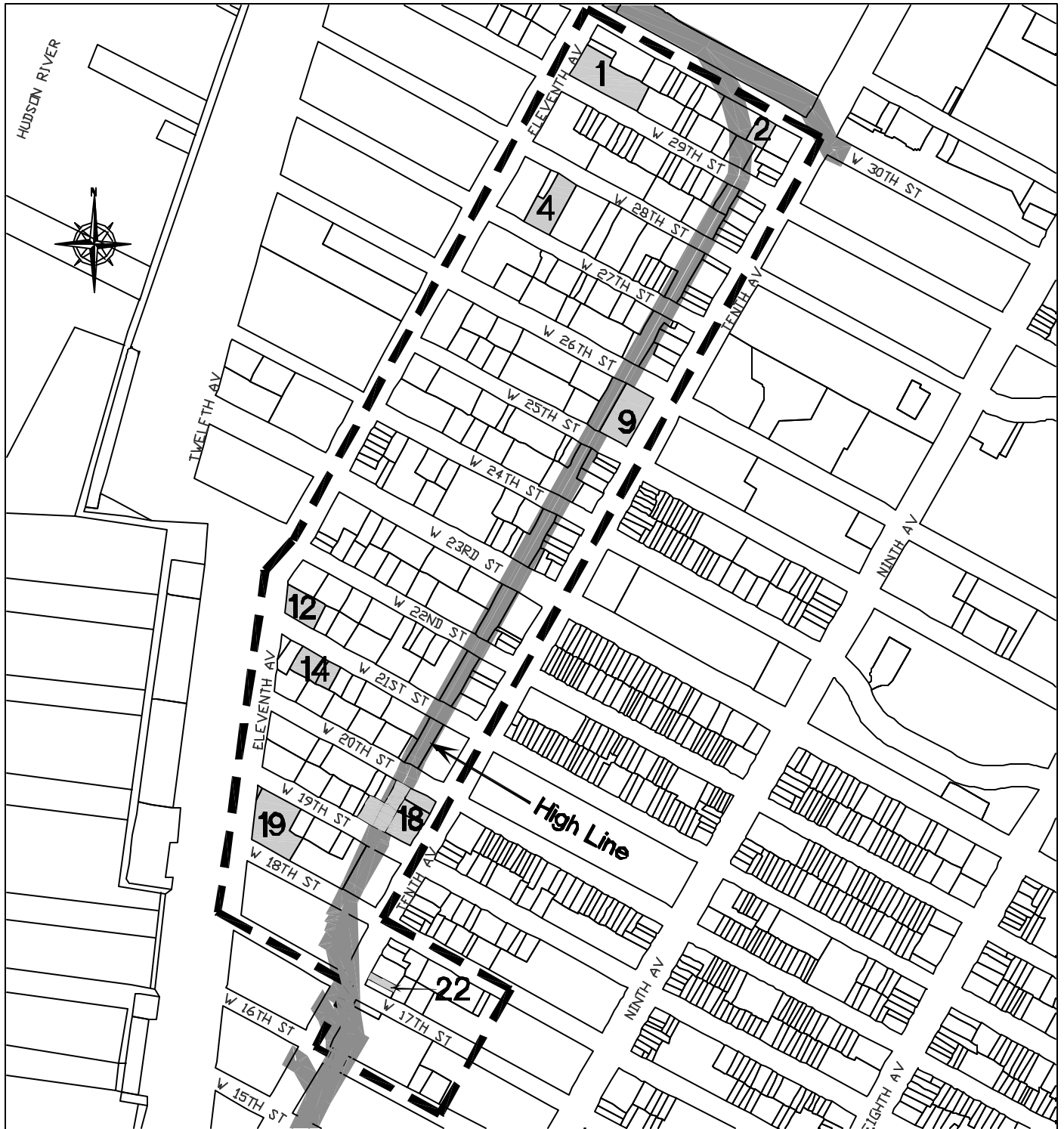
- Site 4: The existing building would be converted to 94,927 sf of offices under No-Action conditions.
- Site 9: The existing storage facility on lot 31 would be converted to 37,544 sf of retail and 175,260 sf of office space under No-Action conditions. No changes are projected for lot 27 under No-Action conditions.
- Site 12: The existing building on lot 1 would be converted to 18,779 sf of retail and 18,779 sf of office space. No changes are projected for lot 64 under No-Action conditions.
- Site 14: The existing buildings on Block 692, Lots 53 and 57, would be expanded under No-Action conditions. Approximately 35,880 sf would be added to the 9,200 sf building on lot 57 and approximately 17,823 sf would be added to the existing 4,570 sf building on lot 53 for the commercial retail expansion of the existing Eyebeam Atelier Gallery.
- Site 18: The existing buildings on lots 29, 33, 35, 25, 27, and 37 would be removed and the lots would be assembled and redeveloped with a 131,100 sf hotel, including 29,498 sf of retail on the ground floor.
- Site 19: This site would contain approximately 160,000 sf of office space, 5,000 sf of retail, and a 23,000 sf of accessory parking on lots 12 and 54. Community facility space also may be included with the final building program, though no square footage is currently known. The building would serve as the headquarters of the InterActiveCorp (IAC) and is currently under construction. No changes are projected on lot 20.
- Site 22: No changes are projected on lots 1, 3, 60, 63, or 64, ~~or 65~~ under No-Action conditions. The 2,500 sf building on lot 2 would be converted from community facility use to retail under No-Action conditions.

No changes are expected to occur on the remaining projected development sites (sites 3, 5-8, 10, 11, 13, 15-17, 20, 21, 23-25).

The sites listed above correspond to Table 2-2, and the location of these sites are presented in Figure 2-3, No-Action Conditions on Projected Development Sites. These sites represent development in the future without the proposed action under current zoning regulations.

Recent trends in the area have been towards residential development along the 23rd Street corridor. On a wider scale, the overall pattern for the area has been one of adaptively reusing the former manufacturing buildings for gallery and office space. The trends have been moving steadily away from manufacturing and industrial uses and towards commercial and residential uses. Continuing recent trends, population and housing levels in the primary study area are expected to rise substantially through 2013. Four new residential developments would be introduced within the heart of the primary study area, between W. 23rd and W. 24th streets. These developments would be located within the MX district along the 23rd Street corridor, and as such, could occur as-of-right

No-Action Conditions on the Projected Development Sites



LEGEND

— — — Rezoning Area

14 Projected No-Action Development Site

Scale: 1 inch = 500 feet



in the future without the proposed action. The first development would be located on a mid-block parcel with frontages on the north side of W. 23rd Street and on the south side of W. 24th Street; the second development would be located on the west side of Tenth Avenue between W. 23rd and W. 24th streets. The remaining two smaller developments would be located on the north side of W. 23rd Street. In total, development in the future without the proposed action would create ~~376~~ 378 market-rate housing units in the primary study area.

As discussed in Chapter 1, “Project Description,” if development does not occur on the projected development sites, the same overall amount of development could occur instead on some or all of the potential development sites. In the future without the proposed action, such development could occur on ~~nine~~ 11 of the ~~29~~ 28 sites and no development is likely on ~~18~~ 17 of the potential development sites. This potential development could occur as-of-right, pursuant to existing zoning in the future without the proposed action. As discussed in Chapter 1, “Project Description,” Potential Development Sites 46 through 53 and a portion of Potential Development Site 42, currently located in the MX-3 Special Mixed-Use District, mapped as part of the Chelsea Rezoning (CEQR No. 99DCP030M), contain noise attenuation requirements mandated by the MX-3 district, pursuant to ZR Section 123-32. As part of the proposed action, the MX-3 district would be eliminated and mapped with underlying contextual C6-2A and C6-3A zoning districts. In order to ensure that the noise attenuation requirements continue to apply to these sites once the MX-3 district is eliminated, these sites have been included in both the future with and future without the proposed action. No incremental development is expected on these sites as a result of the proposed action.

Potential No-Action developments within the primary study area include:

- Site 29: The existing buildings on Block 701, lots 24 and 28 could be converted to office space with ground floor retail. The potential development on lot 24 could include 8,888 sf of ground floor retail and 45,125 sf of office space. Lot 28 could be converted to 4,443 sf of ground floor retail with approximately 27,301 sf of office space above.
- Site 40: The 108,081 sf general commercial space in this loft building on Block 696, Lot 65 could be converted to 8,888 sf of retail and 98,206 sf of office space under no-action conditions.
- Site 42: A portion of this site (Block 694, part of lot 39), presently occupied by 3,285 sf of auto-related uses would contain 104 DUs and 9,000 sf of retail under No-Action conditions.
- Site 46: The 90,509 sf of storage/manufacturing space on Block 694 (lots 58, 60, 61, and 65) could potentially be redeveloped into 335 dwelling units (DUs) and 39,825 sf of ground floor retail.
- Site 47: The 24,098 sf of commercial floor area on Block 695 (lots 1, 3, and 4) could potentially be redeveloped into 76 DUs and 9,540 sf of ground floor retail.

- Site 48: The 32,094 sf of commercial vacant floor area on Block 695 (lots 7, 12, and 57) would be replaced with a 337-unit apartment building, including 40,593 sf of retail. As noted above, this development is currently under construction.
- Site 49: The 14,440 sf of storage/manufacturing floor area on Block 695 (lot 44) could potentially be redeveloped into 43 DUs and 7,231 sf.
- Site 50: The 21,907 sf of storage/manufacturing floor area on Block 695 (lot 47) could potentially be redeveloped into 43 DUs and 7,231 sf.
- Site 51: The 21,818 sf of storage/manufacturing floor area on Block 695 (lot 59) could potentially be redeveloped into 43 DUs and 7,231 sf.
- Site 52: The 7,882 sf of storage/manufacturing and vacant floor area on Block 695 (lots 67, 68, 69, and 70) could potentially be redeveloped into 57 DUs and 6,661 sf of ground floor retail.
- Site 53: The 127,573 sf of existing storage/manufacturing floor area located on Block 694 (lot 47) could potentially be redeveloped into 75 DUs and 12,886 sf of ground floor retail.

Secondary Study Area

There are several other actions and development projects expected to occur in the surrounding secondary study area by the 2013 analysis year. Table 2-3 lists these developments and Figure 2-4, No-Action Developments in the Secondary Study Area, depicts their location. As shown in Table 2-3, the anticipated development in the secondary study area in the future without the proposed action is expected to consist of a total of 1,683,291sf of residential floor area; ~~237,779~~ 565,557 sf of retail space (along with 26,674 sf of restaurant space on Pier 57); ~~5,449,065~~ 5,914,065 sf of office space; ~~477,000~~ 727,000 sf of hotel space; ~~210,000~~ 260,783 sf of convention floor area and 75,000 seats in a multi-purpose sports and entertainment facility; ~~519,356~~ 563,241 sf of community facility and institutional space; a 468,000 sf of auto use (housing an NYPD tow pound, NYC Department of Sanitation garage, and/or a bus garage); 111,203 sf of ballroom, dance studio, and art studio space; and a 24-slip marina.



Given the strong demand for housing in Manhattan, residentially zoned areas surrounding the primary study area may experience increased pressure for residential development in the future without the proposed action that would otherwise be accommodated in the primary study area with the proposed action.

In the future without the proposed action, there are ~~two~~ three major land use changes expected to occur in the secondary study area by 2013: development generated by the proposed recently adopted rezoning of the Hudson Yards area directly to the north; ~~and~~ the redevelopment of Pier 57 to the southwest of the primary study area; and the reuse of the General Post Office (Farley Building) with an expanded Pennsylvania Station and commercial space.

Figure 2-4
No-Action Developments in the Secondary Study Area





LEGEND

-  **No-Action Development Sites in the Secondary Study Area**
-  **Planned No-Action DSNY/Tow Pound With Accommodation for Open Space Above**

Scale: 1 inch = 900 feet



-  **Rezoning Boundary**
-  **Quarter Mile Radius**

*Refer to Table 2-3, Planned No-Action Developments in the Secondary Study Area, for No-Action Development site key.

TABLE 2-3, Planned No-Action Developments in the Secondary Area (1/4-Mile Radius of Action Area) Notes are on the following page

Map ID	Block / Lot	Location	Build Year	Res. FA / # DU	Retail / Gallery FA	Restau- rant FA	Ballroom / Art/Dance Studio FA	Office FA	Hotel FA	Convention / Sports FA	Comm Facility / Inst FA	Marina (Slips)	Parking / Vehicle Storage	Emerg- ency Mgt	Transport / Utility	Total sf
A	728 / 32	406 W 31 St	2005	0 sf / 0 DU	0	0	0	0	0	0	319,356	0	0	0	0	319,356
B	740 / 12	343 W 16 St	2005	19,369 sf / 23 DU	0	0	0	0	0	0	0	0	0	0	0	19,369
C	675 / All	Bound by W 29 & W 30 St and 11 & 12 Av	2010	0 sf / 0 DU	0	0	0	0	0	0	0	0	468,000**	0	0	468,000
D	676 / All	Bound by W 30 & W 33 St and 11th & 12 Av	2010	0 sf / 0 DU	50,000	0	0	0	0	210,000 sf & 75,000 seats	0	0	0	0	0	260,000 & 75,000 seats
E	702 / 1	The southern half of the block bound by W 30 & W 33 St and 10 & 11 Av (HY ID# 2)***	2013	0 sf / 0 DU	25,000	0	0	1,507,650	0	0	200,000	0	0	0	0*****	1,732,650
F	729 / 1	368 10th Av (HY ID# 31)***	2013	826,606 sf / 827 DU	0	0	0	377,708 *****	477,000	0	0	0	0	0	0	1,681,314
G	729 / 60	424 W 33 St, SW Corner of 9 Av & W 33 St (HY ID# 32)***	2013	322,916 sf / 323 DU	24,219	0	0	1,364,724	0	0	0	0	0	0	0	1,711,859
H	729 / 50	361 9th Av (HY ID# 33)***	2010	514,400 sf / 514 DU	38,580	0	0	2,173,983	0	0	0	0	0	0	128,600	2,855,563
I	Pier 57*	A - The Leonardo at Pier 57 B - Chelsea Piers	2007	0 sf / 0 DU	80,338	26,674	98,703	25,000	0	50,783	43,885	24	0	0	0	325,433 & 24 slips
J	646 / 70	450 W 14 St	2008	0 sf / 0 DU	10,000	0	0	40,000	0	0	0	0	0	0	0	50,000
K	646 / 718	440 W 14 St	2007	0 sf / 0 DU	12,500	0	12,500	0	0	0	0	0	0	0	0	25,000
L	645 / 71	438-450 W 13 St, aka 856 Washington St	2008	0 sf / 0 DU	0	0	0	0	250,000	0	0	0	0	0	0	250,000
M	755 / 40	Penn Station Redevelopment, Moynihan Station at Farley Building	2010	0 sf / 0 DU	325,000	0	0	425,000	0	0	0	0	0	0	0	850,000
Total				1,683,291sf / 1,687 DU	565,557	26,674	111,203	5,914,065	727,000	260,783 sf & 75,000 seats	563,241	24 Slips	468,000	564,000	128,600	

Table 2-3, Notes to Table on Preceding Page

* All numbers for Pier 57 are preliminary.

** This site is expected to be a NYPD Tow Pound, NYC Dept of Sanitation Garage, and/or a bus depot with accommodation for open space/park above.

*** The HY ID # corresponds with the map ID that is used in the Hudson Yards FGEIS, November 2004.

**** The proposed square footage of restaurant FA is not known at this time.

***** Approximately 1,399,264 sf of existing office space will remain. The 377,708 sf in the table above represents an incremental increase in office space on-site.

***** The 570,000 sf rail yard will remain on-site, below the projected development. However, as this is an existing use, it is not considered in the above table.

As described below, the Hudson Yards rezoning ~~would~~ is projected to result in several significant changes to the secondary study area by the 2013 analysis year. In January 2005 the City ~~has proposed~~ adopted a comprehensive rezoning initiative for the far west side of Manhattan, generally encompassing the area bounded by W. 43rd Street on the north, Hudson River Park to the west, ~~W. 28th and W. 30th Street~~ and W. 31st Street on the south (southern boundary varies), and Seventh and Eighth Avenues on the east (eastern boundary varies). The ~~proposed~~ new zoning is intended to ensure the future growth of the City through redevelopment of the Hudson Yards area, provide transit services to support such development, and maintain or improve environmental conditions as part of the overall development plan. The main components of the project which will affect land use in the future without the proposed action include:

- Zoning map and zoning text amendments to the New York City Zoning Resolution and related land use actions to permit development of the Hudson Yards area as a mixed-use community with new commercial and residential space, and a substantial amount of new open space.
- Construction and operation of an extension of the No. 7 Subway Line (No. 7 Subway Extension) to serve Hudson Yards; and
- Other public actions intended to complement such development and serve the City as a whole, including:
 - Expansion, renovation, and modernization of the Convention Center, including construction of approximately one million square feet of new exhibition space plus additional space for meeting rooms, banquet halls, and other facilities, and development of a new hotel with up to approximately 1,500 rooms;
 - A new Multi-Use Sports, Exhibition, and Entertainment Facility (Multi-Use Facility) with approximately 30,000 square feet of permanent meeting room space and the capability to convert into a number of different uses and configurations, including a stadium configuration, with a seating capacity of approximately 75,000, an

exhibition floor space, or a plenary hall configuration that provides a maximum seating capacity of approximately 40,000; and

- Accommodations for other facilities, new or replacement transportation facilities for pedestrian movement, vehicle storage, and other public purposes.

Each of these components ~~would~~ are expected to contribute to the creation of a vital, 24-hour mixed-use commercial and residential community directly to the north of the primary study area.

~~In September 2003, the Hudson River Park Trust (the Trust) issued a Request for Expressions of Interest (RFEI) for Pier 57. By January 2004, the Trust received eight responses to the RFEI. The Trust has recently selected two proposals which most substantially complied with the RFEI for final consideration and will choose a final project by December 2004. The scenarios analyzed herein are preliminary estimates which were used for the purposes of the RFEI for the Trust. As no final development program has been selected for Pier 57, both of the final proposals were considered for analysis purposes throughout this EIS. The actual floor area of each use would likely change in the final building program as compared to the numbers analyzed in Table 2-3. As shown in Table 2-3, both of the Pier 57 redevelopment plans would introduce a wide variety of retail, cultural, recreational and dining facilities to the southwest of the proposed action area.~~

In connection with the ongoing development of Hudson River Park, the Hudson River Park Trust designated a developer to redevelop Pier 57, located at the foot of W. 15th Street. The preliminary program for scenario A, “the Leonardo at Pier 57,” as selected includes plans for 26,674 sf of restaurant space; 80,338 sf of retail floor area; 98,703 sf of ballroom floor area; 25,000 sf of office space; 50,783 sf of health club facilities; 43,885 sf of cultural facilities; and a 24-slip marina. Public uses are to include an esplanade and an approximately 46,000 sf rooftop publicly accessible open space. Full build-out of Pier 57 is expected to occur by fall 2007. This project, located adjacent to Chelsea Piers, would likely increase the amount of activity in West Chelsea and add to the appeal of the overall area.

~~The program for scenario B, “Chelsea Piers,” includes plans for approximately 100,000 sf of art gallery space and retail; approximately 40,000 sf of dance studio space; approximately 130,000 sf of tennis and swimming facilities; approximately 15,000 sf for a creative arts center; an approximately 200 slip marina, which may also include large vessel dockage for historic ships; approximately 50,000 sf of emergency management facility space located in the caisson basement; and approximately 16,000 sf of electrical generation facilities, also located in the caisson basement.~~

While the floor area allocated to the various uses in the final Pier 57 redevelopment plan would likely differ from the numbers that are discussed above, the diverse mix of future uses would likely remain the same. ~~Both development~~ The proposals would feature includes a publicly accessible waterfront and would introduce many new cultural, educational, and recreational amenities to the area.

The Pennsylvania Station Redevelopment Project involves the adaptive reuse of the James A. Farley US General Post Office. The site is located on the superblock bounded by W. 33rd and W. 31st streets, Eighth and Ninth avenues and the trains tracks and platforms used by the Long Island Rail, Road, NJ Transit, and Amtrak are located beneath the building. Approximately 300,000 sf of the 1.4 million sf building will be programmed for train operations, providing increased passenger circulation and waiting areas and fuller use of existing platforms in a state-of-the-art, high quality gateway for the City, similar to the original Pennsylvania Station which was replaced by the current basement level facility. Penn Station is the busiest transportation terminal in the nation handling over a half-million passengers daily.

The draft public scoping document for the Farley Post Office/Moynihan Station Redevelopment Project (January 2005) calls for approximately 850,000 sf of commercial development by 2010, consisting of 750,000 sf of commercial space and 100,000 sf of transit-oriented retail space. For analysis in this FEIS, it is assumed that the first phase of this project involving the existing building is expected to be implemented by 2010. The program for this project, which was tentative at the time the FEIS was prepared, consists of approximately 162,000 sf of local retail space and 163,000 sf of destination retail, for a total of 325,000 sf of retail space, and 425,000 sf of office space. This program may be revised subsequent to the preparation of the FEIS. Some existing US Postal Service operations are expected to remain at the site, including the retail lobby. A later phase involving new construction on the site is not expected to be implemented until after 2013 and therefore is not considered in this FEIS. The project is also referred to as Moynihan Station.

Although outside the secondary study area, the recently approved Ladies' Mile Rezoning, located east of the proposed Special West Chelsea District, rezoned 5 ½ blocks in the Flatiron neighborhood. The area is located on the midblocks between Fifth and Sixth avenues, from the centerline between 16th and 17th streets to the south, to 22nd Street on the north. Except for two properties in its southwest corner, the entire Rezoning Area is located within the Ladies' Mile Historic District. The rezoning is intended to: update the zoning to reflect the current mixed-use character of the area; allow for residential development on underutilized lots; and to strengthen and preserve the area's built character. The new C6-4A zoning would reflect the evolution of the area from one dominated by manufacturing uses to one with a wide mix of uses, including a significant residential presence.

The new zoning would allow for much-needed new housing construction, including the potential for affordable housing, in an appropriate building form that respects the existing building context of the area. Specifically, the proposed rezoning is estimated to facilitate the development of approximately 900 new apartments on six underutilized sites over the next ten years. These buildings would put currently underutilized land into productive use and would make a meaningful contribution to the City's efforts to address its affordable housing shortage.

As the Ladies' Mile rezoning is outside the study area, the individual developments that will result from the rezoning are not considered quantitatively herein. Likewise, the proposed action would not result in any adverse impacts on the Ladies' Mile rezoning area, nor would Ladies' Mile have any adverse impacts on the study area.

Future With the Proposed Action

Primary Study Area

The proposed action would not result in significant adverse land use impacts in the primary study area. By 2013, much of the primary study area would be occupied by mixed-use residential buildings with retail generally located on the ground floor. The elimination of most of the existing M1-5 district and mapping of the proposed Special West Chelsea District, with its underlying C6-2, C6-3, and C6-4 regulations, would enable existing manufacturing, storage and auto-related uses to remain, but would also encourage retail and higher density residential development. It is expected that this development would occur along the west side of Tenth Avenue, the east side of Eleventh Avenue, the midblocks between W. 18th and W. 20th Streets and W. 27th and W. 30th Streets and the western portions of the blocks bounded by W. 16th and W. 18th Streets, east of Tenth Avenue. The existing trend of commercial conversions is expected to continue in the future with the proposed action, as commercial retail uses, including galleries, are expected to locate in the midblock area from W. 20th Street to the north side of W. 22nd Street, as well as the midblocks between W. 24th and W. 27th Streets. Mixed-use residential development with retail and light manufacturing would occupy the area along W. 23rd Street and portions of Tenth and Eleventh Avenues between W. 22nd and W. 24th Streets in both the future with and future without the proposed action.

If all of the 25 projected development sites were to be redeveloped, the following would be developed by 2013: a total of approximately 4,809 DUs, including 468,677 sf of residential conversions; ~~564,254~~ 574,128 sf of retail floor area; 160,000 sf of office floor area; 76,425 sf of accessory parking for an off-site government use; and 227,564 sf of community facility use.

Compared to the No-Action condition, the proposed action is expected to generate a net change in uses of approximately 4,708 DUs, ~~219,507~~ 146,411 sf of local retail space, ~~73,169~~ 48,804 sf of destination retail space (together local and destination retail include ~~292,676~~ 195,215 sf of new retail space), ~~-816,847~~ -796,947 sf of office space, -131,100 sf of hotel floor area, ~~-40,809~~ -74,818 sf of storage and manufacturing floor area, ~~-318,580~~ -225,940 sf of parking/auto floor area, 198,726 sf of commercial facility floor area, and ~~-25,064~~ -4,080 sf of vacant floor area.

The locations of the projected and potential development sites are shown in Figure 1-10. Site data are presented below for the future with the proposed action, followed by Table 2-4 which shows the incremental net change in development between the No-Action and With-Action conditions.

The following development is anticipated to occur in the future with the proposed action:

- Site 1: The existing 10-story warehouse would be converted to 25,155 sf of retail and 201,050 sf of office space in the future without the proposed action. With-Action conditions would include conversion to 201 DUs with 25,155 sf of ground floor retail. The future zoning designation would be C6-4, with a maximum FAR of 10.0.

- Site 2: Under No-Action conditions, this site would consist of 12 DUs, 7,055 sf of retail, 31,328 sf of office space, ~~3,800~~ 17,378 sf of storage and manufacturing space, ~~9,875~~ and 24,064 sf of parking/auto use and ~~20,984~~ sf of vacant floor area. Under With-Action conditions, approximately 354 DUs, 30,082 sf of new retail FA, and an additional 18,886 sf of retail conversion space would be constructed on this site utilizing the High Line transfer zone and additional air rights transfers.
- Site 3: Under No-Action conditions, the site would remain a 33,890 sf parking/auto facility. Under With-Action conditions, approximately 291 DUs and 21,983 sf of ground floor retail would be constructed. The western portion of lot 1 would be zoned C6-4 with a 12.0 FAR, while the eastern portion of the lot would be zoned C6-3 with a maximum FAR of 7.5.
- Site 4: The existing general commercial building would be converted to 94,927 sf of office space under No-Action conditions. Under With-Action conditions, Site 4 would be within the C6-3 zone and would have an FAR of 7.5. The existing building would be converted to residential use and expanded. Approximately 118 DUs would result, including 79,379 sf of residential conversion and 15,548 sf of ground floor retail.
- Site 5: ~~Under existing conditions, the site has 8,634 sf of commercial space and 39,040 sf of storage/manufacturing space.~~ Under No-Action conditions, Site 5 would have 5 DUs, 2,469 sf of retail space, 6,165 sf of office space and ~~37,009~~ 39,040 sf of storage/manufacturing space. Approximately 283 DUs and 39,976 sf of ground floor retail would result from the proposed action. All seven of the lots that comprise this projected development site would be within the proposed C6-3 zone. Lots 44, 22, 23, 24 and the western portion of lot 27 would have a maximum FAR of 7.5, while lots 25, 26, and the eastern portion of lot 27 would have a base FAR of 5.0.
- Site 6: Under existing conditions, the site has 9,874 sf of retail, ~~4,937~~ 9,875 sf of parking/auto use and 49 DUs. Under No-Action conditions, the site would remain unchanged. Approximately 159 DUs and ~~18,763~~ 28,637 sf of ground floor retail are expected for this projected development site under With-Action conditions. All of the lots (29, 31, 32, 33 and 37) would be within the proposed C6-3 zoning designation with a maximum FAR of 7.5.
- Site 7: Under existing conditions, the site has 154,433 sf of commercial space. Under No-Action conditions, the site would be office uses. Approximately 240 DUs (including 120,235 sf of residential conversion) and 30,778 sf of ground floor retail would be constructed on lot 1 under With-Action conditions. The site would be in the C6-3 zone with a maximum FAR of 7.5 under With-Action conditions.
- Site 8: Under existing conditions, the site has 14,277 sf of commercial space, 1,780 sf of parking/auto space, and 1 DU. Under No-Action conditions, Site 8 would have ~~4,933~~ 9,933 sf of retail space, ~~9,344~~ 4,344 sf of office floor area, 1,780 sf of parking/auto space, and 1 DU. Approximately 133 DUs are projected and 38,967 sf of retail are expected for the first

two floors in the future with the proposed action. All five lots would be within the C6-3 zone with a maximum FAR of 7.5.

- Site 9: Under existing conditions, the site has 214,780 sf of storage/manufacturing space and 9,875 sf of parking/auto space. Under No-Action conditions, Site 9 would have 37,544 sf of retail space, 175,260 sf of office floor area, and 9,875 sf of parking/auto space. Approximately 175 DUs and 8,888 sf of retail would be constructed under With-Action conditions. Both lots would be within the C6-3 zone. Lot 31 would have a maximum FAR of 7.5 while lot 27 would have a base FAR of 5.0.
- Site 10: Under existing conditions, the site has 34,562 sf of parking/auto space. Under No-Action conditions, the site would remain unchanged. A 110,598 sf museum would be constructed on lot 58 under With-Action conditions. This site would remain in the M1-5 zoning district with an allowable community facility FAR of 6.5.
- Site 11: Under existing conditions, the site has ~~1,900~~ 400 sf of commercial space, ~~30,352~~ 31,852 sf of parking/auto space, and 6 DUs. Under No-Action conditions, the commercial space would be ~~converted to~~ occupied by office space and the parking/auto space and DU's would remain unchanged. Approximately 113 DUs with 33,043 sf of retail on the first two floors would be constructed under With-Action conditions. All lots would be within the C6-3 zone and would have a maximum FAR of 7.5.
- Site 12: Under existing conditions, the site has 28,838 sf of community facility space and 38,803 sf of vacant floor area. Under No-Action conditions, the site would retain the community facility space and would redevelop lot 1 with 18,779 sf of retail floor area and 18,779 sf of office space. Approximately 144 DUs are proposed, including 26,353 sf of residential conversion and 11,205 sf of retail conversion. Lot 64 (the Chelsea Art Museum) would remain unchanged in the future, but would transfer development rights to lot 1. These lots would be within the C6-3 zone and would have a maximum FAR of 7.5 in the future.
- Site 13: Under existing conditions, the site has 47,085 sf of commercial space and 4,080 sf of vacant floor area. Under No-Action conditions, the commercial space would be converted to office space and the vacant floor area would remain unchanged. Approximately 133 DUs, including 41,660 sf of residential conversion, and 7,331 sf of ground floor retail are projected under With-Action conditions. Lots 61 and 63 would receive 24,903 sf of air rights from lot 7. All lots would be within the C6-3 zoning designation and would have a maximum FAR of 7.5 in the future with the proposed action.
- Site 14: Under existing conditions, the site has 4,570 sf of commercial space and 9,200 sf of parking/auto space. Under No-Action conditions, the site would have 67,473 sf of retail space. An 88,128 sf museum would be constructed in the future with the proposed action. This site would be within the C6-3 zone with a maximum FAR of 6.5.

- Site 15: Under existing conditions, the site has ~~27,600~~ 9,200 sf of parking/auto space and 18,400 sf of storage/manufacturing. Under No-Action conditions, the site would remain unchanged. Approximately 87 DUs and 43,240 sf of retail floor area are expected for the site under With-Action conditions. The site would be within the C6-2 zone. Lot 30 would have an FAR of 6.0 and lot 28 would have an FAR of 5.0. As lot 28 is under the High Line, it would transfer its development rights to lot 30.
- Site 16: Under existing conditions, the site has 12,525 sf of parking/auto space. Under No-Action conditions, the site would remain unchanged. Approximately 96 DUs and 11,273 sf of ground floor retail are expected in the future with the proposed action. The site would be in the C6-3 zone and would have a maximum FAR of 7.5.
- Site 17: Under existing conditions, the site has ~~4,600~~ 35,192 sf of commercial floor area and ~~61,184~~ 30,592 sf of parking/auto space. Under No-Action conditions, the commercial floor area would be split between 30,592 sf of retail and 4,600 sf of converted to office space and the parking/auto use would remain unchanged. Approximately 122 DUs and 18,630 sf of ground floor retail are expected on the site under With-Action conditions. Lots 50 and 43 would be in the C6-2 zone and both would have an FAR of 6.0.
- Site 18: Under existing conditions, the site has 32,775 sf of parking/auto space. Under No-Action conditions, the site would consist of 29,498 sf of retail floor area and 131,100 sf of hotel space. This site is comprised of six lots on block 691. Approximately 176 DUs and 29,498 sf of ground floor retail are expected. The site is within the High Line transfer zone. All lots would be within the C6-2 zone under With-Action conditions. Lots 29, 33 and 35 would have an allowable FAR of 6.0, while lots 25, 27, and 37 would have an FAR of 5.0.
- Site 19: Under existing conditions, the site has 81,552 sf of parking/auto space and 46,000 sf of commercial space. Under No-Action conditions, the site would consist of ~~5,000~~ 51,000 sf of retail floor area; and approximately 160,000 sf of office space, and ~~131,100 sf of parking/auto space~~. This site is projected to be developed with approximately 195 DUs, 37,900 sf of retail, and 160,000 sf of office space under With-Action conditions. Lots 12 and 54 would be in the C6-3 zone and would have a maximum FAR of 7.5, while lot 20 would be in the C6-2 zone with the eastern portion of the lot having an FAR of 6.0 and the western portion of the lot having an FAR of 5.0. As noted above, lots 12 and 54 are currently under construction (the 160,000 sf office space). It is a No-Action development site that would remain in the future with the proposed action. However, the new development would not utilize all of the available air rights. The remaining air rights would be transferred to lot 20.
- Site 20: Under existing conditions, the site has ~~46,000~~ 23,000 sf of parking/auto space. Under No-Action conditions, the site would remain unchanged. Approximately 130 DUs and 20,700 sf of ground floor retail are expected for Site 20. A C6-2 zoning designation is projected for the site under With-Action conditions. The site is comprised of one tax lot, but the lot would contain two different FARs. The eastern portion of lot 29 would have an FAR

of 6.0 and the western portion of the lot would have an FAR of 5.0 and is within the High Line transfer zone.

- Site 21: Under existing conditions, the site has 76,425 sf of parking/auto space. Under No-Action conditions, the site would remain unchanged. Approximately 869 DUs, 22,905 sf of ground floor retail, and 76,425 sf of off-site government parking are expected for Site 21 under With-Action conditions. The site would be within the C6-4 zone and would have a maximum FAR of 10.0. The parking would be accessory to a building across the street from the property on its southern boundary.
- Site 22: Under existing conditions, the site has 26,038 sf of commercial space, 2,500 sf of vacant space, and 12 DUs. Under No-Action conditions, the site would consist of 28,538 sf of retail floor area, and 12 DUs. Approximately 145 DUs and 15,586 sf of ground floor retail are expected in the future with the proposed action. The site would be rezoned to C6-2 with an available FAR of 6.0 for all seven tax lots.
- Site 23: Under existing conditions, the site has 31,120 sf of commercial space. Under No-Action conditions, the site would be converted to office space. Approximately 81 DUs are expected in the future with the proposed action. The site would be rezoned to C6-2 and would have an available FAR of 6.0.
- Site 24: Under existing conditions, the site has 47,604 sf of commercial floor area and 16 DUs. Under No-Action conditions, the site would be converted to retail space. Approximately 461 DUs are expected along with 26,378 sf of ground floor retail in the future with the proposed action. The site would be rezoned to C6-3 and would have an available FAR of 7.5.
- Site 25: Under existing conditions, the site has 40,856 sf of commercial floor area. Under No-Action conditions, the site would be ~~converted to~~ occupied by 13,400 sf of retail and 27,456 sf of office space. Approximately 103 DUs are expected for this site in the future with the proposed action. The site would be rezoned to C6-3 and would have an available FAR of 7.5 in the future with the proposed action.

The projected development sites are expected to provide the maximum accessory parking permitted, which is 0.2 parking spaces per DU and 1 space per 4,000 sf of commercial and community facility space.

As shown in Table 2-4, the West Chelsea rezoning area would experience a significant increase in mixed-use residential development as a result of the proposed action. As noted above, substantial new construction and conversions to residential use are projected to occur in the future with the proposed action, which illustrates how the proposed zoning would facilitate much-needed residential development as opposed to the continued redevelopment of commercial space.

The proposed action would result in substantial land use changes on Tenth and Eleventh Avenues, between W. 16th and W. 22nd streets and W. 24th and W. 30th streets. Most of West Chelsea is currently occupied by a mix of gallery space, parking lots, auto-repair facilities, manufacturing/industrial uses, storage uses, bars and nightclubs. The limited amount of residential land use in West Chelsea is found along W. 23rd and the south side of W. 24th Street. By 2013, with the proposed action, West Chelsea would be transformed into a mixed-use community, with much of the area occupied by primarily residential buildings with commercial space, including retail and gallery uses, community facilities such as museums and a new linear open space on the High Line.

Table 2-4, 2013 Project Increment for Projected Developments

	2013 No-Action	2013 With-Action	Increment
DUs	101	4,809*	4,708
Retail FA	<u>378,913</u>	<u>574,128</u>	<u>195,215</u>
Office FA	<u>956,947</u>	160,000	<u>- 796,947</u>
Hotel FA	131, <u>100</u>	0	- 131, <u>100</u>
Retail Conversion FA	88,533	139,115	13,038
Storage / Manufacturing FA	<u>74,818</u>	0	<u>- 74,818</u>
Parking FA	<u>302,365</u>	76,425	<u>- 225,940</u>
Community Facility FA	28,838	<u>227,564</u>	<u>198,726</u>
Vacant	<u>4,080</u>	0	<u>- 4,080</u>

*Includes 468,677 sf of residential conversion

As discussed above, manufacturing uses in West Chelsea, and Manhattan in general, have been declining. The bulk of commercial redevelopment has taken the form of galleries, bars and nightclubs, which have located in converted warehouses and loft buildings that were formerly occupied by manufacturing and industrial uses. The trend of commercial conversions is expected to continue in the future with and without the proposed action (generally in the midblock areas between W. 20th and W. 27th Streets).

The existing, underlying manufacturing zoning mapped over much of the midblock area would be retained, permitting the continued operation of existing manufacturing establishments, as well as new ones; however, the trend of commercial conversions is expected to continue given the overall decline of manufacturing in Manhattan and new manufacturing uses are not expected to locate in these areas. The new residential and community facility uses generated by the proposed action would be compatible with the commercial retail and gallery uses expected in the midblock areas of West Chelsea. No significant adverse land use impacts are anticipated in the primary study area.

As a result of the proposed zoning changes, the two existing adult uses in the primary study area would become non-conforming uses. The proposed action would result in the extension of the buffer zone for adult uses and two existing adult uses located within the new buffer would be subject to amortization or would be required to change their operation as a direct result of the proposed action. The reduction of land area for adult uses would not result in significant adverse land use impacts.

Secondary Study Area

The proposed action is not anticipated to result in significant adverse impacts on land uses in the secondary study area. In general, the mixed-residential and retail, community facility and open space uses expected as a result of the proposed action would be compatible with the residential uses and open spaces found in most of the secondary study area in Clinton, Chelsea, the West Village, and the area west of Route 9A. By 2013, changes north of W. 30th Street are expected as a result of the recently adopted rezoning of the Hudson Yards area, which would generate a mix of commercial, residential, and open spaces north of West Chelsea.

To the north, the mixed-use residential and commercial retail development in West Chelsea would be compatible with the proposed open space on the block bounded by W. 29th and W. 30th Streets and Eleventh and Twelfth Avenues. This block could also contain a DSNY (NYC Department of Sanitation) sanitation truck garage and NYPD Tow Pound, which would largely be housed in a below-grade garage. The eastern portion of the Caemmerer Rail Yard, immediately north of W. 30th Street, would be occupied by predominantly commercial office use, with some residential use and open space, consistent with the mixed-use residential and commercial uses projected in West Chelsea along the south side of W. 30th Street and the east side of Eleventh Avenue. Although these developments may not occur by 2013, their implementation is considered in the EIS to provide a conservative framework for analysis as comparable levels of Hudson Yards development is expected during this time period.

The Hudson Yards Rezoning and Development Program identifies the following four key public sector actions that would be necessary to attract private development to the area:

- Extending subway service
- Establishing a new open space network
- Zoning for appropriate densities and uses
- Creating a Convention Corridor

~~In conjunction with the Department's rezoning proposal,~~ The MTA is planning for the extension of the No. 7 Subway line. The No. 7 Subway line would be extended to the west from the existing terminus at West 41st Street and Seventh Avenue, with a station at West 41st Street and Tenth Avenue, and then south, to a new terminus at West 34th Street and Eleventh Avenue. The proposed extension would place nearly all points in Hudson Yards within less than a 10-minute walk to a subway station.

The Hudson Yards plan includes a major new open space network (over 20 acres) that would travel through the heart of the new commercial district. Beginning at West 42nd Street the network would rise on a pedestrian bridge south to West 39th Street, where it would expand into a linear north-south park bordered by a new tree-lined boulevard (“Hudson Boulevard”) between Tenth and Eleventh avenues, terminating at a six-acre public square between West 30th and West 33rd streets. The new park and street system would be built on new platforms above the Amtrak rail road cut and the MTA’s Eastern Rail Yard, thereby regularizing the area’s topography and covering over the presence of unsightly transportation infrastructure. The park system would also link with the planned reuse of the High Line elevated rail line to the south in West Chelsea, and two new full block waterfront parks to the north and south of the New York Sports and Convention Center (NYSCC). Municipal parking facilities would be relocated from area waterfront piers to below-grade space beneath one of the new full block waterfront parks, allowing for expansion of the adjacent Hudson River Park.

Rezoning Regulations specific to the Special Hudson Yards District area would reinforce existing established neighborhoods while transforming underused areas into a thriving and desirable urban district. The proposed rezoning is was based on a land use plan to allow significant commercial expansion over the next 30 to 40 years. The absence of sites in Midtown Manhattan for large floor-plate office buildings has led many companies to leave the City for larger sites elsewhere in the region. The rezoning would ensures that redevelopment of the area supports the larger goal of keeping New York competitive as a global city for the next several decades. While accommodating approximately 28 25 million square feet of commercial office growth, the plan also provides for approximately 12.6 13.6 million square feet of residential expansion.

East of Tenth Avenue, in Chelsea, the projected residential and retail uses would be compatible with the residential development and open spaces found on the blocks between Ninth and Tenth Avenues, south of W. 31st Street. These are largely occupied by residential buildings, including large developments that also contain passive open spaces. As described above, these developments include the NYCHA developments (Robert Fulton Houses, Chelsea/Elliot Houses) and the Penn Station South Houses, a co-operative apartment complex. The block between W. 19th and W. 20th Streets is occupied by the General Theological Seminary, and contains a mix of institutional, residential and open space uses. Chelsea Park is located south of W. 28th Street, between Ninth and Tenth Avenues.

The mixed residential and retail uses expected in the southern portion of West Chelsea would be compatible with development in the Meat Packing District, which contains a vibrant mix of commercial retail uses, including bars, restaurants, shops and hotels, as well as the neighborhood’s long established residential uses, more common east of Ninth Avenue.

As noted in the Project Description chapter, the Dia Art Foundation is proposing to relocate from its existing space on W. 22nd Street to a new facility to be built on property located at 820 Washington Street, at the southern entrance to the High Line. The 820 Washington Street property is presently owned by the City and its disposition to Dia is subject to public review and requires City approval. Dia is considering either selling or leasing its W. 22nd Street buildings if the 820 Washington Street proposal is approved by the City.

The need for a larger and more versatile Convention Center has long been apparent. Hudson Yards addresses this longstanding need with the creation of a Convention Corridor. Concurrent with the rezoning, two projects under State leadership will provide a first-class convention complex. The Jacob K. Javits Convention Center is proposed to be expanded north to West 41st Street with a hotel on West 42nd Street. The expansion will increase the size of its contiguous exhibition area from 760,00 square feet to 1,300,000 square feet. Additionally, the expansion will provide a convention center hotel, a ballroom of 86,000 square feet, and an increase in meeting rooms to 365,000 square feet.

The New York Sports and Convention Center (NYSCC), a planned multi-purpose facility that would serve as a new home to the Jets and provide additional exhibition/convention space would be built to the south of the Javits Center over the MTA's Western Rail Yard. This facility will be connected underground to the Javits Center and provide 200,000 square feet of additional exhibition space, 30,000 square feet of additional meeting space, and the opportunity for plenary or key note speakers accommodating up to 40,000 people.

Conclusion

The proposed action would not result in significant adverse land use impacts in the primary or secondary study areas.

The new residential population generated by the proposed action would support the ground-floor, neighborhood retail uses along Tenth and Eleventh Avenues in West Chelsea, which in turn would enhance pedestrian activity and contribute to the overall cohesion of the various neighborhoods located in this part of Manhattan. While the underlying manufacturing district would be retained in the primary study area, it is not expected that manufacturing uses would locate in this area. The commercial uses anticipated in these midblocks would be compatible with the mixed residential and commercial development expected as a result of the proposed action.

The planned conversion of the High Line to public open space would create an amenity for residents of and visitors to West Chelsea and the City as a whole. The acquisition and site selection actions would generate approximately 6 acres of new open space for residents and visitors. The High Line would integrate West Chelsea's industrial past with an innovative new open space, linking the Clinton and Hudson Yards neighborhoods to the north with the Meat Packing District and the West Village to the south. See Chapter 5, "Open Space and Recreation," for a detailed description of the proposed High Line open space.

The proposed action would provide increased opportunities for residential and mixed-use development where there is currently a need for housing. Given West Chelsea's proximity to and compatibility with residential and mixed-use commercial development in the surrounding

neighborhoods (including Hudson Yards), the land uses generated by the proposed action would be not expected to result in significant adverse land uses impacts.

D. ZONING

Existing Conditions

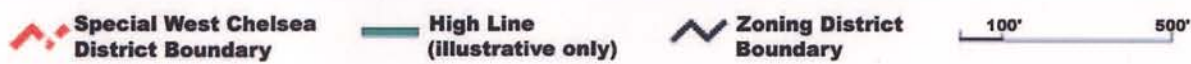
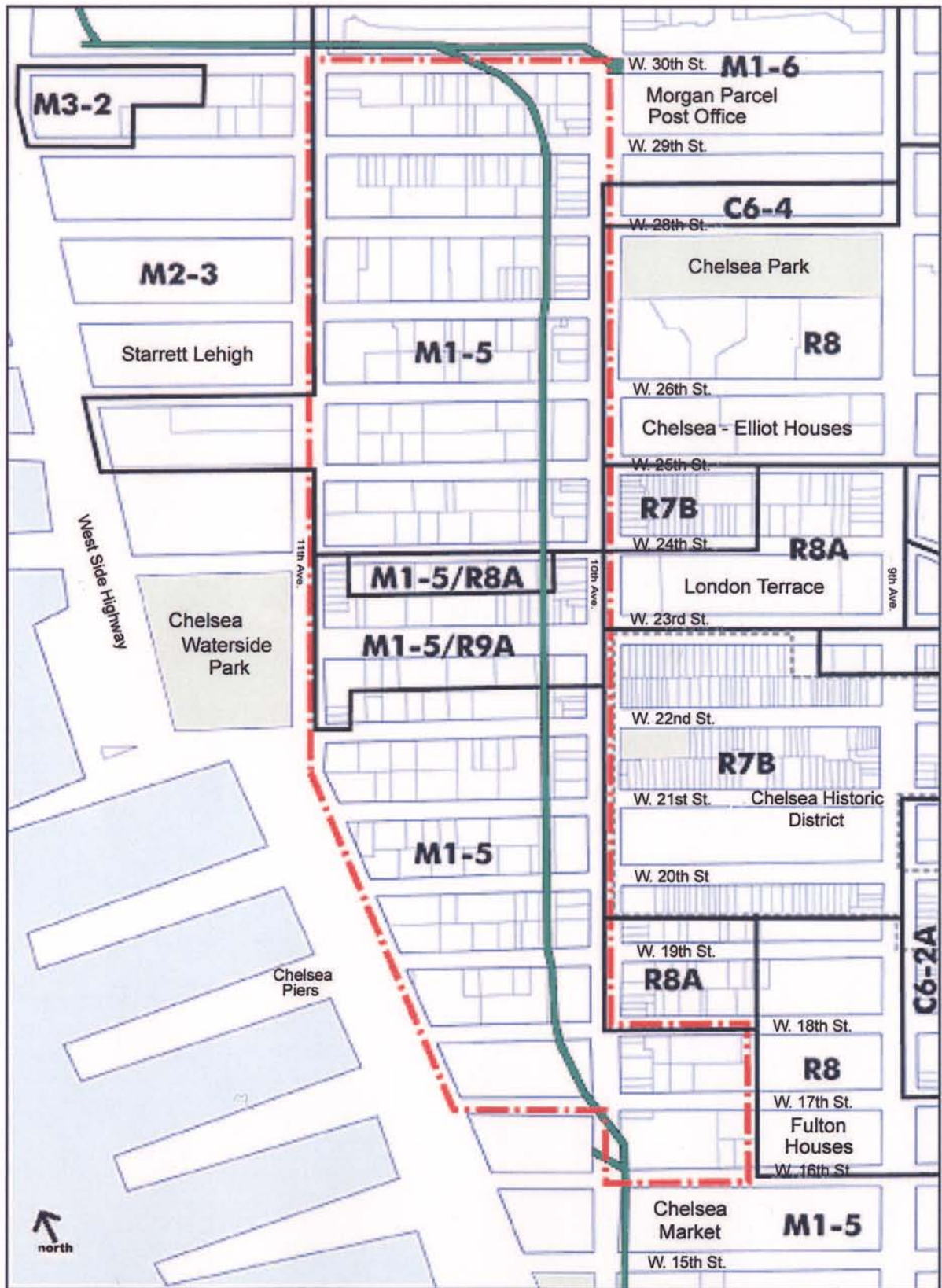
The assessment of zoning uses the same study areas as used for land use, the primary study area, consisting of the rezoning area, and the secondary study area, an area within roughly a quarter-mile radius of the rezoning area boundary.

Primary Study Area

The existing zoning in the West Chelsea study area reflects historic land use. As shown in Figure 2-5, Existing Zoning, the area directly affected by the proposed action lies mainly within an M1-5 district, but there are also two secondary zoning districts in the rezoning area; MX-3 (M1-5/R8A) and MX-3 (M1-5/R9A). M1-5 is a light manufacturing, high performing district mapped in loft areas, mainly in Manhattan. M1 districts are often a buffer between commercial or residential districts and heavier industrial M2 and M3 districts. These districts permit a broad range of industrial uses which are subject to strict performance standards. Retail, office, and most other commercial uses are also permitted as-of-right, while Use Group 4 community facilities are allowed by special permit. Residential development is not allowed and as these are mid-density districts, there are no parking requirements. The maximum floor area ratio (FAR) permitted is 5.0 in the M1-5 district. The M1-5 designation reflects the fact that the West Chelsea Area was historically a manufacturing and shipping hub with light industrial, manufacturing, storage and transportation uses comprising the predominant land uses.

MX-3 (M1-5/R8A) only applies to the mid-block buildings that line the south side of W. 24th Street between the High Line and Eleventh Avenue. MX-3 (M1-R9A) applies to the rest of that block as well as the south side of W. 23rd Street between Tenth and Eleventh avenues and it also extends to a small portion of the north side of W. 22nd Street along Eleventh Avenue. Both of these zones are limited mixed use classifications which allow the same uses as an M1-5 zone, while also providing for some residential uses. A wide range of manufacturing and related uses which can conform to a high level of performance standards are allowed within these two blocks. Manufacturing establishments of this type provide a buffer between residential or commercial uses and other industrial uses which involve more objectionable influences. The MX-3 (M1-5/R8A) zone allows a maximum FAR of 5.0 for commercial and manufacturing uses, while it allows a maximum 6.02 FAR for residential uses and 6.5 FAR for community facilities. MX-3 (M1-5/R9A) also allows a maximum FAR of 5.0 for commercial and manufacturing uses but it allows a slightly higher FAR of 7.0 and 7.52, respectively FAR for community facility and residential uses.

Figure 2-5
Existing Zoning



Although no as-of-right residential development is permitted in the rezoning area outside of the MX-3 zones, there are existing residences in both the northern and southern portions of the primary study area. In New York City there are several conditions allowing dwelling units in zoning districts where they are prohibited, including, units that existed prior to 1961 zoning, uses granted through zoning variances by the Board of Standards and Appeals, Interim Multiple Dwelling (IMD) units, or artists-in-residence units.

Table 2-5 provides a summary of zoning regulations for each of the existing zoning districts within the proposed rezoning area, including FAR, allowable use groups, street wall height, and height and setback regulations.

The Special Mixed Use District is a special zoning district that is currently mapped in several locations throughout the City, including DUMBO and Red Hook in Brooklyn, Port Morris in the Bronx, and Hunter's Point in Queens. It combines a light industrial (M1) district with a residential district, and permits a mix of selected light industrial, commercial, residential, and community facility uses under the applicable regulations. The MX district permits mixed-use buildings, and includes an expanded definition of "home occupations," permitting a broader variety of live-work accommodations than is allowed in standard zoning districts.

Table 2-5, Existing Zoning Districts and Regulations in the Primary Study Area

	Existing Zoning Districts		
	M1-5	MX-3 (M1-5/R8A)	MX-3 (M1-5/R9A)
Floor Area Ratio (FAR)	5.0 C, M; 6.5 CF [ZR 43-12, 43-122]	5.0 C,M; 6.02 R, 6.5 CF	5.0 C,M; 7.52 R, 7.5 CF
Use Groups	4-14, 16-17 [ZR 42-00]	1-14, 16-17 [ZR 22-00, 42-00]	1-14, 16-17 [ZR 22-00, 42-00]
Street Wall Height	-Max. 85' or 6 stories -Not required [ZR 43-43, 43-44]	R -60' to 85' -Required [ZR 23-633] C, F, M (M1-5 equivalent)	R -60' to 102' -Required [ZR 23-633] C, F, M (M1-5 equivalent)
Height & Setback *	-No height limit -Regular or alternate height & setback and sky exposure plane [ZR 43-43, 43-44] - Tower regulations (40% max.) [ZR 43-45]	R -120' max. -Contextual envelope [ZR 23-633] C, F, M (M1-5 equivalent)	R -145' max. -Contextual envelope [ZR 23-633] C, F, M (M1-5 equivalent)

*Definition of Terms / Abbreviations

Use Type Abbreviations: C = commercial; M = manufacturing; R = residential; CF = community facility

Contextual Envelope: term used to describe mandatory street wall, setback, and maximum building height requirements in certain zoning districts as an alternative to sky exposure plane or tower regulations to maintain the continuity of the existing street wall and a harmonious relationship with existing buildings in the area

Secondary Study Area

The secondary study area, the properties within a quarter-mile radius of the rezoning area, consists of a variety of zoning districts. Manufacturing zoning districts are predominantly located to the northwest, northeast, southeast, south, and west; residential zones predominately to the east, with some commercial zones to the north and scattered throughout the area. Zoning classifications within the secondary study area consist predominantly of residential districts to the east, with manufacturing districts predominantly located to the west along the Hudson River and south in the Meat Packing District, and commercial and manufacturing residential districts zoned within the Special Hudson Yards District area to the north of the project site (~~though the proposed Hudson Yards Rezoning would change the zoning designation to predominantly commercial and residential in the near future~~). Zoning classifications within the secondary study area include R7B, R8, R8A, R8B, C1-6, C2-8, C4-5, C6-2, C6-2A, C6-2M, C6-4, M1-5, M1-6, M2-3, and M3-2. The M1-5 zone covers most of the area to the north, south and west of the primary study area, as well as an approximately two and a half block area to the northeast. R7B, R8, R8A, and R8B districts comprise most of the area to the east, while the recently adopted C6-4 district within the Special Hudson Yards District covers most of the secondary study area to the north. Other districts covering smaller areas within the area include: to the north, C6-4, R8A with C2-5 overlay and C2-8, the latter two districts also within the Special Hudson Yards District within the Special Jacob K. Javits Convention Center (CC) District; to the northeast, M1-6, C6-2, and C6-2M; to the east, C4-5, C6-2, C6-2A, and C6-4; to the southwest, C1-6, C6-2A, and M3-2; and to the west, M1-6 and M2-3.

R7B is a medium density apartment house district. R7B districts have a residential FAR of 3.0, and community facilities have an allowable FAR of 3.0.

R8 is a high density district which is widely mapped in Manhattan. The FAR for residences in R8 districts is 0.94 to 6.02 - approximately two-thirds greater than that allowed in R7. The higher FAR produces taller buildings with low lot coverage that are set back from the street. It produces a density of 295 to 387 dwelling units per acre. For community facilities, an FAR of 6.5 is permitted.

R8A is also a high density district, but unlike the R8 district, the R8A designation allows for greater lot coverage and provides modified height and setback regulations which are designed to be compatible with existing older neighborhoods. The FAR in R8A districts is 6.02 for residences and 6.5 for community facilities.

R8B is similar to R8A in that they encourage high coverage buildings that are compatible with existing low-rise housing stock. The FAR in R8B districts is 4.0.

~~The special Jacob K. Javits Convention Center district, denoted by the letters CC, and adopted in 1990, has several underlying zoning designations. On Eleventh Avenue between W. 34th and W. 37th Streets, zoning districts include C6-4 and C6-2; over the rail cut between W. 36th and W. 38th streets is a C6-2 District; the zoning in the remaining area is M1-5. As noted below, C6-4 permits~~

commercial, residential, and community facility use to an FAR of 10.0, with an additional FAR available through bonus mechanisms. C6-2 permits the same uses at a somewhat lower density (6, 6.02, and 6.5 for commercial, residential, and community facility uses respectively and additional FAR for commercial and community facility uses through bonus mechanisms).

The CC was established to enhance the pedestrian configuration and appearance of the area surrounding the Convention Center. It is intended to promote new development compatible with the Convention Center by mandating street walls, and streetscape improvements which supplement the underlying zoning district regulations. Height and setback regulations govern all new buildings along Eleventh Avenue, the streets surrounding the Convention Center Plaza, and the through-block walkways. Mandated street wall setbacks and sky exposure planes regulate the distribution of building bulk to define the public spaces on which they front and frame the edges of the plaza. A maximum FAR of 10.0 is available for predominantly residential buildings with a bonus for inclusionary housing that allows an FAR of 12.0 where such development is permitted in the underlying zoning district. Parking within the district is governed by the underlying C6-2, C6-4, and M1-5 zoning districts. Accessory off-street parking spaces are not required for any development within this district. For residential development permitted in the underlying C6-2 and C6-4 districts, the maximum number of accessory off-street parking spaces is 20 percent of the number of dwelling units or 200 spaces, whichever is less. For community facility, commercial, or manufacturing developments permitted in the underlying districts, the maximum number of accessory parking spaces is one space 4,000 sf of floor area or 100 spaces, whichever is less. All accessory parking spaces must be enclosed and not available to the public. Public parking lots or parking garages are currently not permitted within the CC district, except by Special Permit from the City Planning Commission (CPC). However, the mapping of the district never resulted in the desired development and appearance for the area surrounding the Convention Center. Because of this, the DCP is currently proposing to eliminate the CC as part of the rezoning of the Hudson Yards area.

C1-6 districts accommodate retail and personal service shops needed in residential neighborhoods. These districts are widely mapped throughout the City. The maximum commercial FAR in a C1-6 district is 2.0. The residential equivalent of the district is R7.

C4-5 districts are major commercial centers located outside of the central business districts. They allow department stores, theaters and other commercial uses that serve a larger area. Residential FAR ranges from 0.87 to 3.44 (equivalent to R7).

C6-2 districts are zoned throughout Manhattan. It is a general commercial district zoned outside of the central business district. The commercial FAR ranges from 6.0 to 7.2 with the bonus. Residential FAR ranges from a base of 0.94 to a maximum of 6.02. The community facility FAR ranges from 6.5 to 7.8.

C6-2A districts are similar to C6-2 zones. C6-2A is a contextual commercial district which is the equivalent of an R8A contextual district. It has a commercial FAR of 6.0, a residential FAR of 6.02 and a community facility FAR of 6.5 (R8A equivalent).

C6-2M districts allow the same uses and maximum densities as C6-2 districts (see description above), but contain a special loft designation. Special commercial loft designations allow for the conversion of non-residential floor area to residential use if a specified amount of floor area is preserved for commercial or manufacturing uses, either in the same building, or elsewhere within the district. The amount of floor area to be preserved depends upon the size of the floors in the building being converted.

C6-4 districts are high density zones that allow a wide range of uses, including residential, large retail, and similar commercial uses. A maximum commercial FAR of 10.0 is permitted (12.0 with bonus for an urban plaza); high density residential development is permitted within the district up to an FAR of 10.0 (12.0 with bonus). Community facilities within this zone also have an available FAR of 10.0. There are no parking requirements in C6-4 districts. However, ZR 13-42 requires that parking be required for large public assisted housing developments at a rate of 12 to 15 percent of the total number of dwelling units.

M1-5 regulations support light manufacturing of up to 5.0 FAR. Manufacturing uses are permitted within completely enclosed buildings that conform to strict performance standards for noise, vibration, smoke, and odors, which limits their impact on adjacent residential areas. Retail and office uses are also permitted at an FAR of 5.0. Community facilities in use group 3A and 4A are permitted under limited circumstances.

M1-6 districts allow high performance, high bulk, light manufacturing which is typically found in Midtown Manhattan's Special Garment Center District. An FAR of 10.0 is allowed for commercial uses and manufacturing uses (12.0 with bonus) and community facility uses are permitted under limited circumstances with an FAR of 12.0.

M2-3 districts allow heavier manufacturing and industrial uses than are permitted in M1 districts. Except when bordered by a residential district, more noise and vibration are allowed in M2 districts. Additionally, smoke is permitted and industrial activities need not be entirely enclosed. An allowable FAR of 2.0 within M2-3 zones.

M2-5 districts are similar to M2-3 zones, though they have an FAR of 5.0.

M3-2 districts are for heavy industries which generate noise, traffic, and pollutants. These districts are usually located along waterfronts and buffered from residential areas. Minimum performance standards apply to certain uses. An FAR of 2.0 applies to this zone.

Parking requirements vary throughout the various zoning districts in the secondary study area. Accessory parking for residential developments in the area is not to exceed 20 percent of the dwelling units in the development or 200 spaces, whichever is less (ZR-13-12). Accessory commercial parking for commercial, community facility and manufacturing uses is permitted at a rate of one space per 4,000 square feet of floor area, not to exceed 100 spaces (ZR 13-133). Additionally, parking is required for large public assisted housing developments at a rate of 12 to 15 percent of the total number of dwelling units (ZR 13-42).

Special Hudson Yards District

The recently adopted Hudson Yards zoning is similar to the proposed West Chelsea rezoning in that an area that is predominantly zoned with manufacturing districts was changed to allow residential uses and expanded commercial uses. It is anticipated that, in the future without the proposed action, the Hudson Yards area to the north of the primary study area will gradually transform into a predominantly commercial and residential area.

The Special Hudson Yards District includes a variety of use, bulk, and urban design controls. It is divided into five subdistricts (A - Large Scale Plan, B - Farley Corridor, C - 34th Street Corridor, D - Hell's Kitchen, E - South of Port Authority) differing from one another in their mix of uses and density. Some subdistricts are further divided into subareas.

The Special Hudson Yards District permits, in certain zoning districts, floor area ratios (FARs) beyond the underlying zoning district FARs through a District Improvement Bonus (DIB). Contributions deposited in the Hudson Yards District Improvement Fund under the DIB mechanism would support financing of specific capital improvements in the Hudson Yards project area. In high-density residential districts, the FAR can also be increased through the Inclusionary Housing bonus, as modified by the Special Hudson Yards District text. Within the Large Scale Plan Subdistrict (Subdistrict A), the transfer of floor area from the eastern portion of Caemmerer Yard to the area north of W. 33rd Street between Tenth and Eleventh Avenues would also be permitted.

As a base for the regulations of the Special Hudson Yards District, those areas planned for high density commercial or mixed commercial/residential redevelopment have been zoned to C6-4 and C2-8 commercial districts.

C6-4 is a commercial district common to Manhattan's CBDs. It is mapped in most of the Hudson Yards area lying within the secondary study area. Typically, C6-4 districts allow 10 FAR (12 with certain bonuses) for commercial, residential, and community facility uses. However, the floor area maximums are modified in the Special Hudson Yards District.

The areas slated for predominantly residential use, are zoned C1-7A and R8A/C2-5, and C2-8. Of these, only small portions of R8A/C2-5 and C2-8 are within the secondary study area. The "A" designation after the district letter and number indicates a contextual district. C2-8 zones allow 10

FAR (bonusable to 12) for residential and community facility use; however, this would be modified in the Special Hudson Yards District to allow densities up to 13 and 15 FAR. C1-7A and R8A/C2-5 have maximum FARs of 6.02 for residential and 6.50 for community facility use.

Future Without the Proposed Action

Primary Study Area

In the future without the proposed action, the primary study area would maintain its existing zoning. Existing trends in land use are expected to continue within the framework of the current zoning; with continued as-of-right development of commercial and community facility uses likely to continue with manufacturing and light industrial uses also possibly expanding in the M1-5 zones in the future without the proposed action. The M1-5/R8A and M1-5/R9A zones would continue to allow residential uses in the future.

Secondary Study Area

In the future without the proposed action, the secondary study area would maintain its existing zoning, including the recently adopted Hudson Yards zoning.

The only proposed zoning change in the secondary study area is the mapping of the Special Hudson Yards District. This action would be similar to the proposed West Chelsea rezoning in that an area that is predominantly zoned with manufacturing districts would be changed to allow residential uses and expanded commercial uses. It is anticipated that, in the future without the proposed action, the Hudson Yards zoning would be approved and the area to the north of the primary study area would gradually transform into a predominantly commercial and residential area with significantly less manufacturing uses.

The Special Hudson Yards District would include a variety of use, bulk, and urban design controls. It would be divided into six subdistricts (A - Large Scale Plan, B - Farley Corridor, C - 34th Street Corridor, D - Tenth Avenue Corridor, E - Other Areas, and F - Hell's Kitchen) differing from one another in their mix of uses and density. Some subdistricts would be further divided into subareas. This would result in a large-scale plan area, residential core, and mixed-use areas.

The Special Hudson Yards District would permit, in certain zoning districts, floor area ratios (FARs) beyond the underlying zoning district FARs through a District Improvement Bonus (DIB). Contributions deposited in the Hudson Yards District Improvement Fund under the DIB mechanism would support financing of specific capital improvements in the Hudson Yards project area, or could fund some of these projects directly. In high-density residential districts the FAR could also be increased through the Inclusionary Housing bonus. Within the Large Scale Plan Subdistrict

(Subdistrict A), the transfer of floor area from the eastern portion of Caemmerer Yard to the area north of W. 33rd Street between Tenth and Eleventh Avenues would also be permitted.

As a base for the regulations of the Special Hudson Yards District, those areas planned for high density commercial or mixed commercial/residential redevelopment would be rezoned from their current mix of manufacturing (M1-5 and M1-6) and commercial districts (C6-2, C6-2M, and C6-3), to the commercial districts C6-4 and C2-8. Among the existing districts, M1-5, a moderate-density manufacturing district which permits no residential use, predominates. Moderate-density commercial districts that permit residential development would be mapped along Ninth Avenue and on W. 34th Street in the areas that currently contain residential uses.

C6-4 is a commercial district common to Manhattan's CBDs. It is currently found in the area of the proposed Special Hudson Yards District along Eleventh Avenue opposite the Convention Center. Typically, C6-4 districts allow 10 FAR (12 with certain bonuses) for commercial, residential, and community facility uses. The C6-4 zoning district would be mapped in four of the six subdistricts (A, B, C, and E); however, the floor area maximums would be modified in the Special Hudson Yards District. The areas slated for predominantly residential use, Subdistricts D and F, would be zoned C1-7A and C2-7A (Subdistrict F), and C2-8 (Subdistrict D). These zones allow up to 2 FAR for commercial use respectively. The "A" designation after the district letter and number indicates a contextual district. C1-7A and C2-7A districts allow maximum FARs of 6.02 and 7.52, respectively, for residential and 6.5 and 7.5 for community facility use. C2-8 zones allow 10 FAR (bonusable to 12) for residential and community facility use; however, this would be modified in the Special Hudson Yards District to allow densities up to 13 and 15 FAR.

Future With the Proposed Action

Primary Study Area

The proposed action would establish the Special West Chelsea District (WCh). Based on the land use framework developed for the primary study area, as discussed in the "Land Use" section above, manufacturing districts that are now occupied by lots with underutilized manufacturing and light industrial uses would be rezoned as commercial districts and would allow for residential development. These districts would be mapped along Tenth and Eleventh avenues, north of W. 27th Street, and south of W. 20th Street, as well as on the two partial blocks to the east of Tenth Avenue. The areas along W. 23rd and W. 24th streets currently mapped as the MX-3 district (M1-5/R8A and M1-5/R9A), would be eliminated, rezoned to C6-2A and C6-3A respectively and incorporated into the WCh. The remaining mid-blocks would retain the M1-5 designation. The proposed zoning designations would have unique regulations that are specific to West Chelsea.

The WCh District would be distinguished from typical underlying districts in that it would have different bulk requirements as described below. Generally, the proposed rezoning is divided into areas of medium- and light-density districts that mandate a street wall with maximum building

heights, and medium- and higher-density districts that permit a tower-on-a-base form. In addition, special bulk regulations for developments adjacent to the High Line would ensure light, air and views surrounding the structure are protected. Overall, the proposed action would provide the land use controls necessary for appropriate residential development and the continued presence of viable commercial and compatible uses throughout the primary study area. Refer to Table 2-6 for a summary of the proposed zoning changes.

Table 2-6, Summary of the Proposed Changes

Existing Zoning District	Proposed Underlying Zoning District	Proposed Overlay Zoning District
M1-5	C6-2, C6-3, C6-4, M1-5	Special West Chelsea District (WCh)
M1-5/R8A	C6-2A	Special West Chelsea District (WCh)
M1-5/R9A	C6-3A	Special West Chelsea District (WCh)

As shown above, the Special West Chelsea District would be comprised of several underlying zoning districts. However, the underlying zoning districts would be subject to the provisions of the overlying Special West Chelsea Zoning District, described below.

Table 2-7 shows the use groups that would be allowed within the various subareas under the proposed zoning. As shown in the table, M1-5 would allow Use Group 3 in the proposed WCh District; this use group is not an as-of-right use under normal circumstances in M1-5 zones. The other subareas would continue to allow uses that are consistent with the as-of-right commercial zones throughout the City. The corresponding Zoning Map Amendments are described below. As discussed therein, the WCh District would create a built form and a mix of uses that relates to and embraces the existing fabric of the West Chelsea neighborhood, the proposed High Line open space, and the predominantly residential neighborhood that lies to the east of the primary study area.

Table 2-7, Proposed Zoning Districts & Uses Permitted As-of-Right

DISTRICT	CORRESPONDING SUBAREAS	USE GROUPS
C6-2 (WCh)	Subareas E and F	1-12 [ZR 32-00]
C6-2A (WCh)	Former MX (M1-5/R8A)	1-12 [ZR 32-00]
C6-3 (WCh)	Subareas B, C, D and I	1-12 [ZR 32-00]
C6-3A (WCh)	Former MX (M1-5/R9A)	1-12 [ZR 32-00]
C6-4 (WCh)	Subareas A and G	1-12 [ZR 32-00]
M1-5 (WCh)	Retained midblock from W. 20th to W. 22nd streets and from W. 24th to W. 27th streets	3-14, 16-17 [ZR 42-00]*

*Use group 3 (including libraries, museums or non-commercial art galleries) would be permitted as-of-right in the proposed WCh M1-5 zone

Zoning Map Changes

The following provides a summary of the proposed changes to existing zoning designations (also refer to Table 2-6). For specific changes with regard to FAR, allowable use groups, street wall height, building height, and setback, please refer to Tables 2-5 (for existing districts) and 2-7 (for proposed districts).

As described in Chapter 1, "Project Description," the proposed action would establish the Special West Chelsea District, a special purpose district designated by the letters WCh. The proposed district would consist of C6-2, C6-2A, C6-3, C6-3A, C6-4, and M1-5 underlying zoning districts and would contain special provisions regarding use and bulk. These special provisions would apply to new developments and enlargements and are discussed in greater detail in the "Proposed Zoning Text Amendments" section below.

The proposed action would change most of the existing M1-5 zoning district, mapped over much of the rezoning area, to C6-2, C6-3, and C6-4 zoning districts. The MX districts (M1-5/R8A and M1-5/R9A) currently mapped between W. 22nd and W. 24th Streets would be changed to C6-2A and C6-3A zoning districts.

M1-5

The existing M1-5 districts, which permits commercial and light manufacturing uses, would be retained in the core of the gallery district on the midblocks between W. 20th and W. 22nd streets and between W. 24th and W. 27th streets. Within these areas, museums would be permitted as-of-right to reinforce the arts-related uses of the neighborhood. Additional bulk controls would require street walls within the M1-5 district to ensure that new development conforms to the existing built context.

M1-5 to C6-2

Specified areas currently zoned M1-5, along the west side of Tenth Avenue between W. 18th and W. 22nd streets, the midblock area between W. 18th and W. 20th streets, and the east side of Tenth Avenue between W. 17th and W. 18th streets, would be rezoned to a C6-2 district to allow commercial and residential development with a base FAR of 5.0 and a maximum FAR of 6.0 (through acquisition of development rights from the High Line Transfer Corridor, or the High Line Improvement Bonus on designated sites).

M1-5 to C6-3

Portions of several blocks within the primary study area would be rezoned to C6-3 district to provide residential and commercial uses a base FAR of 5.0 and a maximum FAR of 7.5. Specifically, C6-3 district would be mapped along the west side of Tenth Avenue from W. 24th to W. 28th streets, along the east side of Eleventh Avenue between W. 18th and W. 28th streets, along the east side of Tenth Avenue between W. 16th and W. 17th streets, and on the midblocks generally between W. 27th and W. 30th streets. The area east of Tenth Avenue between W. 16th and W. 17th streets would be a High Line Improvement Site that would have a base FAR of 5.0. The FAR could be

increased 7.5 through acquisition of development rights from the High Line Transfer Corridor and, between W. 16th and W. 17th streets, through the High Line Improvement Bonus.

M1-5 to C6-4

Portions of several blocks would be rezoned to C6-4 district to allow commercial and residential developments with a base FAR of 7.5 and a maximum FAR of 10.0. This district would be mapped along the south side of W. 30th Street between Tenth and Eleventh avenues, the east side of Eleventh Avenue between W. 28th and W. 30th streets, the west side of Tenth Avenue between W. 28th and W. 30th streets, and the entire block bounded by W. 17th and W. 18th streets, Tenth and Eleventh avenues. This district would also allow utilization of the Inclusionary Housing Bonus in all areas except for the full block, allowing an increase from 10.0 to 12.0 FAR.

The full block site bounded by W. 18th Street, Tenth Avenue, W. 17th Street, and Eleventh Avenue also would be rezoned to C6-4. The base FAR would be 7.5 and could be increased to a maximum of 10.0 through the High Line Improvement Bonus.

MX (M1-5/R8A) to C6-2A

Currently mapped midblock on the south side of W. 24th Street, this area would be rezoned from its current mixed use to a contextual C6-2A which would allow commercial and residential uses of up to 6.02 FAR.

MX (M1-5/R9A) to C6-3A

The existing M1-5/R9A district is mapped along W. 23rd Street, the east side of Eleventh Avenue between W. 22nd and W. 24th streets, and the west side of Tenth Avenue between W. 22nd and W. 24th streets. This area would be rezoned to a contextual C6-3A which would allow residential and commercial uses of a maximum 7.53 FAR.

Proposed Zoning Text Amendments

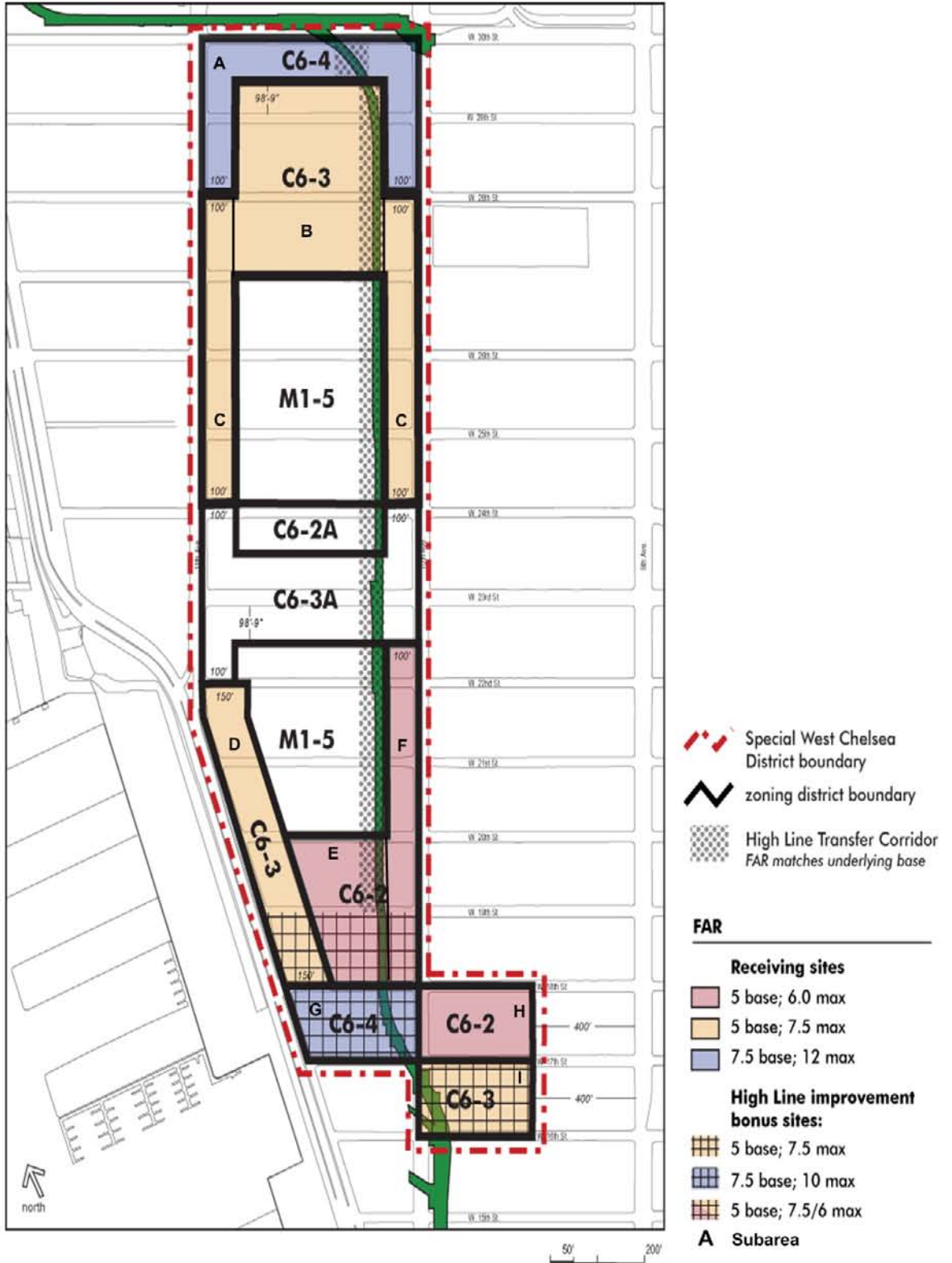
As described in Chapter 1, "Project Description," the proposed action includes an amendment to Article IX (Special Purpose Districts) of the New York City Zoning Resolution (ZR) pertaining to the establishment of the Special West Chelsea District (refer to Appendix A for the proposed text amendments in their entirety). As the proposed zoning text amendments are described in detail in the Project Description, the following section provides a summary of the proposed changes.

Subareas

Subarea A:

As described in detail in Chapter 1: Project Description, the zoning text amendments proposed for *Subarea A* (shown in Figure 1-8 and Figure 2-6) would permit a tower-on-a-base form, with a required street wall between 60 and 85 feet, a required setback of 10 feet on a wide street and 15 feet on a narrow street above 85 feet, and towers that occupy between 30 and 40 percent of the lot area.

Figure 2-6
Subareas, Proposed Zoning & Proposed FAR



Additionally, there are specific regulations for development immediately adjacent to the High Line that would enhance the High Line open space. The subarea would be rezoned to C6-4. The base FAR of 7.5 could be increased to 10.0 through the transfer of development rights from the High Line Transfer Corridor (HLTC), and to 12.0 through the Inclusionary Housing Bonus.

Subarea B:

As described in detail in Chapter 1: Project Description, the zoning text amendments proposed for *Subarea B* would ensure the development of high street wall buildings that relate to the existing loft context of the midblocks of West Chelsea. Requirements would include a street wall between 60 and 95 feet, 15 foot setback above 85 feet, and a maximum height limit of 135 feet. A setback of 15 feet at the level of the High Line bed would also be required for development adjacent to the High Line open space. The subarea would be rezoned to C6-3. The base FAR of 5.0 could be increased to 7.5 through the transfer of floor area from the HLTC.

Subarea C:

As described in detail in Chapter 1: Project Description, the zoning text amendments proposed for *Subarea C* (shown in Figure 1-4 and Figure 2-6) would ensure that new development is consistent with the context of high street wall loft buildings and walk-up apartment buildings on Tenth and Eleventh avenues. A minimum setback at 125 feet would be permitted, and a maximum height of 145 feet would be mandated. Subarea C would be rezoned to C6-3. The base FAR of 5.0 could be increased to 7.5 through the transfer of floor area from the HLTC.

To preserve light, air, and views adjacent to the High Line, a lowered street wall between 35 and 45 feet would be required for developments that occupy at least 170 feet of frontage on Tenth Avenue. The lowered street wall would also compliment the existing four- to five-story walk-up apartment buildings located along Tenth Avenue.

Subarea D:

The zoning text amendments proposed for *Subarea D* ~~would~~ would permit a tower-on-a-base form, with a base height of 60 feet to 85 feet, a required setback above the base of 10 feet on a wide street and 15 feet on a narrow street, and towers that occupy between 30 and 40 percent of the lot area. For full block front developments, the street wall could be located within 10 feet of the street line. Subarea D would be rezoned to C6-3. The base FAR of 5.0 could be increased to 7.5 through the transfer of floor area from the HLTC. In lieu of the transfer, floor area could also be increased to the permitted maximum FAR through the High Line Improvement Bonus. The Bonus would only be applicable to zoning lots occupied by the High Line.

Subarea E:

The zoning text amendments proposed for *Subarea E* would ensure the development of high street wall buildings, with requirements for a street wall between 95 feet to 105 feet, 15 foot setback above the street wall, and a maximum height limit of 120 feet. A setback of 15 feet at the level of the High Line bed would also be required for development adjacent to the High Line open space. The

midblock areas would be rezoned to C6-2. A base FAR of 5.0 would be permitted, with an increase to 6.0 through the transfer of development rights from the HLTC. In lieu of the transfer, floor area could also be increased to the permitted maximum FAR through the High Line Improvement Bonus. The Bonus would only be applicable to zoning lots occupied by the High Line.

Special regulations would apply to developments or enlargements on a zoning lot fronting on W. 18th Street and located partially in Subarea D and partially in Subarea E, and where floor area has been transferred from Subarea D to Subarea E. On such lots, a tower with a maximum height of 250 feet would be permitted for a portion of the W. 18th Street frontage.

Subarea F:

The zoning text amendments proposed for *Subarea F* (shown in Figure 1-4 and Figure 2-6) would ensure that new development is consistent with the context of high street wall loft buildings and walk-up apartment buildings on Tenth Avenue. Bulk regulations would include a minimum setback at 105 feet and a maximum height of 120 feet. To preserve light, air, and views adjacent to the High Line, a lowered street wall between 35 and 45 feet would be required full developments that occupy at least 170 feet of frontage on Tenth Avenue. Subarea F would be rezoned to a C6-2 district. The base FAR of 5.0 would be permitted, with an increase to 6.0 through the transfer of development rights from the HLTC. In lieu of the transfer, floor area could also be increased to the permitted maximum FAR through the High Line Improvement Bonus. The Bonus would only be applicable to zoning lots occupied by the High Line.

Subarea G:

A tower-on-a-base form would be permitted in Subarea G, with a required street wall between 60 and 85 feet, setback above the base of 10 feet on a wide street and 15 feet on a narrow street, and a maximum height limit of 290 feet and 390 feet for the towers permitted on the site. A limited percentage of the street wall could also be setback at 40 feet.

This subarea would be rezoned to C6-4. The base FAR of 7.5 could be increased to 10.0 FAR through the High Line Improvement bonus, as described below.

Subarea H:

The zoning text amendments proposed for *Subarea H* would require, within 100 feet of Tenth Avenue, a street wall between 60 and 85 feet, setback above the street wall base of 10 feet on a wide street and 15 feet on a narrow street, and a height limit of 120 feet. Development located more than 100 feet from Tenth Avenue would also be regulated by a street wall between 60 to 85 feet, and a setback above the street wall base of 15 feet. Towers would be permitted above the maximum street wall height, with a 30 to 40 percent tower coverage requirement. Subarea H would be rezoned to a C6-2 district. The base FAR of 5.0 would be permitted, with an increase to 6.0 through the transfer of development rights from the HLTC.

Subarea I:

The zoning text amendments proposed for *Subarea I* would require a street wall between 60 and 85 feet along the narrow streets, and a setback of 15 feet above 85 feet. Development located within 300 feet of Tenth Avenue would be limited to 250 feet in height, while development located greater than 300 feet from Tenth Avenue would be regulated by tower coverage requirements of 30 to 40 percent.

Subarea I would be rezoned to a C6-3 district. The base FAR of 5.0 could be increased to 7.5 through the transfer of development rights from the HLTC. In lieu of the transfer, the FAR for developments on zoning lots occupied by the High Line could be increased by 1.5 FAR through the High Line Improvement Bonus, as described below.

High Line Improvement Bonus

For zoning lots occupied by the High Line between W. 16th and W. 19th Streets the Chairperson of the City Planning Commission may allow, by certification, the applicable base maximum FAR to be increased up to the amount shown in Table 1-2. Prior to the filing of any building permit, instruments in a form acceptable to the City must be executed ensuring that a contribution has been deposited in the High Line Improvement Fund at an amount equal to \$50.00 per square foot of bonus floor area. The following additional improvements would also be required:

- W. 16th to W. 17th Streets (Subarea I): Stair and elevator access to the High Line, and a support facility for the High Line that includes public restrooms, and storage/refuse areas.
- W. 17th to W. 18th Streets (Subarea G): Stair and elevator access to the High Line, publicly-accessible, at-grade plaza fronting on Tenth Avenue.
- W. 18th to W. 19th Streets (Subareas D, E, and F): Stair and elevator access to the High Line.

High Line Transfer Corridor

The High Line Transfer Corridor (HLTC) would be approximately 100 feet wide, located between W. 19th and W. 30th streets, and encompass lots occupied by the High Line and lots immediately to the west of the High Line. Floor area from the Corridor could be transferred to receiving sites in Subareas A through F, H and I. Special regulations for the HLTC include the permitted use of the transferred floor area, required High Line access easement volumes, enhancement of the space beneath the High Line, and floor area bonuses.

Permitted Use of Transferred Floor Area: Floor area transferred from a granting site within the HLTC may be used for any use allowed on the receiving site in accordance with the underlying zoning designation and the provisions of the Special District.

High Line Transfer Corridor Floor Area Bonus: The Chair of the City Planning Commission may allow, by certification, the applicable maximum FAR to be increased by an amount equivalent to the area of that portion of the zoning lot within the High Line Transfer Corridor, up to a maximum of 1.0 FAR, provided that all permitted floor area available on the granting site has been transferred to an eligible receiving site, the granting site is vacant; and a contribution be deposited in a High Line Improvement Fund of \$50.00 per square foot of floor area. Such bonus floor area may only be used for permitted commercial use, which must be located within the HLTC and may not exceed the level of the High Line bed. Such bonus floor area may not be used for public parking lots or parking garages.

High Line Adjacency Controls

Development sites located between Tenth Avenue and the High Line would be subject to additional bulk controls to preserve views, light, and air along the new High Line open space, and to create a varied experience along the length of the High Line. For developments in Subarea A, a maximum of 40 percent of the High Line frontage may rise above the level of the High Line for a maximum height of 20 feet. The remainder must setback a minimum of 25 feet from the High Line. For developments in Subareas C and F that occupy at least 120 feet along the east side of the High Line, a maximum of 40 percent of a building's High Line frontage would be permitted to rise to the maximum allowable building height, while the remaining 60 percent of a building's High Line frontage would be permitted to rise no higher than the level of the High Line, before setting back a minimum of 25 feet. For developments that occupy less than 120 feet along the east side of the High Line, no portion of the building may rise above the level of the High Line bed within 25 feet of the High Line. For developments along the west side of the High Line,, buildings cannot rise higher than the level of the High Line bed within 15 feet of the High Line.

Additionally, a minimum of 20 percent of the lot area for developments on the east side of the High Line would be required to be reserved as landscaped open space. To provide a visual extension of the High Line, the required open space would be located adjacent to and at a height not to exceed the level of the High Line.

High Line Access Easement Volumes

For all developments or enlargements in Subareas A, B, C, E and F, an easement volume to facilitate public pedestrian access to the High Line via stairway and elevator (hereinafter referred to as “primary access”) would be required on any zoning lot that has more than 5,000 square feet of lot area and is occupied by portions of the High Line. In the High Line Transfer Corridor, an easement volume to facilitate public pedestrian access to the High Line via stairway (hereinafter referred to as “secondary access”), would be required on any zoning lot where floor area has been transferred or merged.

Assessment

Primary Study Area

The proposed action would change zoning designations within the proposed action area in a manner that would both correspond with existing land use and be responsive to documented land use trends over recent years, and would not result in significant adverse impacts related to zoning.

The proposed action would rezone a substantial amount of land currently designated for M1-5 light manufacturing uses in order to accommodate residential land use, thereby allowing the redevelopment of underutilized land and increasing the supply of residential units in the area. The proposed action would retain the M1-5 zone in the midblocks between W. 20th and W. 22nd streets and W. 24th and W. 27th streets which would allow high-performing industries to continue within West Chelsea.

In areas where existing land use is predominantly residential (the MX districts), the proposed action would create zoning districts that would continue to embrace the residential trends that were started in 1999 when the W. 23rd Street Corridor was rezoned to allow mixed manufacturing and residential uses. The proposed action would expand the commercial and residential development possibilities throughout the rezoning area. The increased commercial presence would help to enhance the existing street-level retail activity that has developed throughout the primary study area, and create significant opportunities for the growth of the art gallery district. Mixed use zones would reflect the existing mix of land uses within the neighborhood and continue to permit a variety of uses in the future.

The permitted density and proposed bulk regulations would also ensure that new development relates to the existing built environment in West Chelsea and the adjacent neighborhoods. The lower density C6-2 districts would be located in the southwestern portion of the Special West Chelsea District, adjacent to the lower-scale Chelsea Historic District. Bulk regulations for new development would compliment the existing, varied street wall character along Tenth Avenue, including the row houses of the Chelsea Historic District. Medium density C6-3 districts would be mapped along Eleventh Avenue, and in the midblocks to the north of West 27th Street, while the highest densities would be permitted at the northern and southern edges of the Special District. High street walls and height limits would be required throughout much of the Special District to compliment the many loft buildings in West Chelsea. In addition, permitted tower-on-a-base forms would provide a transition in the north to the higher densities proposed in the Hudson Yards area, while slender towers across from the Chelsea Piers along Eleventh Avenue would permit light and air to reach the midblocks of West Chelsea.

The proposed action would facilitate the redevelopment of the High Line as a public open space. The creation of the High Line Transfer Corridor would ensure that new development adjacent to the High Line would allow for light and air to penetrate to the new open space resource by allowing the

transfer of floor area from lots immediately adjacent to the High Line to designated receiving sites. In addition, bulk regulations would ensure that new development preserves light, air and views along the new open space, while permitting development to connect to and enliven the High Line. The requirements for access easement volumes would also ensure that access be provided to the High Line as the open space is developed.

Secondary Study Area

The proposed action creates zoning that is compatible with those districts that surround the primary study area. The proposed action would not alter zoning designations within the quarter-mile secondary study area. Those portions of Chelsea, Hudson Yards, and Greenwich Village adjacent to the proposed action would continue with their existing zoning designations, and the proposed action would complement existing land use trends in the secondary study area. ~~Those portions of Hudson Yards adjacent to the proposed action area would be rezoned for compatible uses, including office, residential, and mixed-use developments, and would feature open space amenities. Rezoning the Hudson Yards area would reinforce existing neighborhoods while transforming underused areas into a thriving and desirable urban district. The rezoning is based on a long-term land use plan to allow significant commercial expansion over the next 30 to 40 years. The absence of sites in Midtown Manhattan for large floor-plate office buildings has led many companies to leave the City for larger sites elsewhere in the region. Rezoning would ensure that redevelopment of the area supports the larger goal of keeping New York competitive as a global city for the next several decades. While accommodating approximately 28 million square feet of commercial office growth, the plan also provides approximately 12.6 million square feet of residential expansion. The Special West Chelsea District, which allows for a mixture of residential and commercial uses, is therefore, consistent with the recently adopted Special Hudson Yards District rezoning. As such, the proposed action would have no direct impact upon zoning in the secondary study area.~~

E. Public Policy

Existing Conditions

Besides zoning, many other public policies can affect the allowable land uses within the proposed action area. The only public policy applicable to the proposed action is the NYC Waterfront Revitalization Program (WRP). WRP is briefly described below and explained in detail in Chapter 12, “Waterfront Revitalization Program,” as are its implications to the proposed action. Additionally, a large area to the east of the rezoning area is subject to the Chelsea 197-a Plan. The Hudson River Park Plan is also analyzed as the park is within the boundaries of the secondary study area and contains No-Action development.

Waterfront Revitalization Program (WRP) / Coastal Zone Management

The federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, set forth standard policies for the review of proposed projects along the coastlines. As part of the Federal Coastline Management Program, New York State has adopted a state Coastal Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and waterfront dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to the ecological systems, erosion, and floor hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs. New York City has adopted such a program (*New York City Waterfront Revitalization Program*, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As the waterfront portions of the area affected by the proposed action fall within the City's designated coastal zone, the proposed action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). As described above, a detailed assessment of the LWRP is provided in Chapter 12 of the EIS.

Chelsea 197-a Plan

The City Council adopted Community Board Four's 197-a Plan for Chelsea, as modified by the City Planning Commission, on May 22, 1996. Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. Pursuant to the Charter, the City Planning Commission developed and adopted standards and rules of procedure for 197-a plans. Once approved by the Commission and adopted by the City Council, 197-a plans are intended to serve as policy guides for subsequent actions by city agencies. The goal of the Chelsea 197-a Plan was to preserve the built character of Chelsea while providing adequate opportunities for new housing development, as well as to revitalize underutilized manufacturing land. The study area of the Chelsea 197-a Plan comprises 64 blocks bounded generally by Tenth Avenue on the west; 14th Street on the south; Sixth Avenue (from W. 14th Street to W. 26th Street) and Eighth Avenue (from W. 26th to W. 34th streets) on the east; and W. 26th Street (from Sixth to Eighth avenues) and W. 34th Street from Eighth Avenue to Tenth Avenue) on the north. However, the Plan did not address several zoning districts for which the existing non-contextual zoning designations were considered appropriate. Zoning changes were recommended for slightly more than half of the total study area.

The Plan had the following objectives: to provide for orderly growth and change; to provide opportunities for new, economically-integrated housing; to preserve the existing low-income housing

stock; to prevent significant displacement of residents and businesses; to preserve ethnic and economic diversity; to protect residential areas from commercial intrusion; to preserve the character and visual unity of Chelsea; to preserve the traditional urban form and scale of the community; and to protect the Chelsea Historic District and other areas of historic character.

The Plan does not have any specific recommendations for the primary study area of West Chelsea. It does, however, recommend future studies for the M1-5 districts west of Tenth Avenue to determine whether new residential uses would be appropriate as part of the overall Neighborhood Planning Framework for the area affected by the 197-a Plan. The Plan recommends two phases for the study. The first phase would examine W. 23rd Street from Tenth to Eleventh avenue as part of the Plan's implementation. The second phase would include the M1-5 area south to W. 14th Street, and could include additional manufacturing- zoned areas east of Tenth Avenue.

To accomplish the objectives of the Plan, zoning map and zoning text amendments were proposed. The Plan lowered allowable density for the area surrounding and including the Chelsea Historic District. Manufacturing districts zoned in the midblock areas between Sixth and Seventh avenues from W. 18th to W. 26th streets, vacant lots throughout the area, and parking facilities in the area were all rezoned with residential district and local commercial overlays.

Hudson River Park Plan

Hudson River Park is a component of a long-term City and State planning effort to create a landscaped urban boulevard and park. The goal of the Plan was to relieve transportation problems on the West Side, while providing amenities to reclaim the waterfront for public use.

Hudson River Park extends from Battery Park to W. 59th Street, where it connects to Riverside park. The Hudson River Park project is currently under way along five miles of the West Side waterfront between Battery Place and W. 59th Street. Created in 1998 by State legislation, the 550-acre park abuts the western edge of Route 9A (West Street/Twelfth Avenue) and encompasses over 37 piers as well as both upland property and water area. Uses within the park are closely governed by the Hudson River Park Act, which prohibits residences, commercial office buildings, and hotels, as well as certain municipal uses, throughout the entire park area. The new park will consist of bikeways, walkways, and linear parks.

To date, the Hudson River Park Trust (the joint City-State entity charged with building and operating the project) has completed three of an eventual 13 public recreation piers, along with some upland property in the area from Clarkson to Horatio Streets in the West Village. Construction of the rest of the project is currently under way, with the most recent phase of park construction (extending from W. 46th Street to W. 59th Street) begun in late 2003. Overall, the project is expected to be substantially complete within five years. During this time, it is also expected that certain municipal and commercial operations currently located within the park's boundaries would either close or be

relocated in order to comply with the Hudson River Park Act. The municipal operations include the DSNY facility at Gansevoort Street and the NYPD Tow Pound on Pier 76.

Future Without the Proposed Action

There are no anticipated public policy actions which would have a significant effect on conditions in the primary or secondary study areas in the future without the proposed action.

Given that the development in the future without the proposed action would remain within as-of-right zoning guidelines, it is anticipated that the waterfront would remain accessible to the public. Hudson River Park, Chelsea Piers, and Chelsea Waterside Park, which lie just to the west of the rezoning area, would all continue to provide public access. Additionally, the Chelsea 197-a Plan would not be affected in the future without the proposed action.

Future With the Proposed Action

Seven full blocks within the rezoning area (blocks 689 through 695) are located within the LWRP designated area. This area, from W. 17th Street to W. 24th Street between Tenth and Eleventh avenues contains ten projected development sites, along with eleven potential development sites. As these seven blocks are in the City's designated coastal zone, the proposed action must be assessed for its consistency with the policies of the City's WRP. This assessment is provided in Chapter 12, which includes the WRP Consistency Assessment Form.

Assessment

The changes resulting in the future with the proposed action are not anticipated to create significant adverse impacts to public policy. In fact, the proposed action would be consistent with the public policy set forth to govern the development of the primary study area as follows:

Waterfront Revitalization Program (WRP)

Consistent with the aims of the City's Local Waterfront Revitalization Program, the proposed action would encourage the redevelopment of suitable waterfront parcels for residential and commercial use, including the proposed development of the High Line Open Space near Tenth Avenue. In addition, the maintenance of physical, visual, and recreational access to the waterfront is encouraged by the WRP. The residential uses that would replace the existing parking, storage, and vacant or underutilized lots within the area would create new public access to the waterfront. The maintenance of existing visual corridors, and the creation of new ones, would preserve and enhance public views

of the Hudson River waterfront and New Jersey. The consistency of the proposed action with the WRP is discussed in greater detail in Chapter 12, "Waterfront Revitalization Program."

Chelsea 197-a Plan

The proposed action would not be contrary to the overall goals or recommendations of the Chelsea 197-a Plan. Residential uses would increase to the west of Tenth Avenue, coinciding with the goals set forth in the Plan. Though the two partial blocks within the primary study area that are east of Tenth Avenue are located within the 197-a study area, they would not be adversely impacted in the future with the proposed action. The projected and potential development that could occur in the future would be subject to the proposed West Chelsea zoning. As such, any future development would be governed by density and bulk regulations that would compliment the existing neighborhood. The lowest densities in the rezoning area would be located along the west side of Tenth Avenue, across from the Chelsea Historic District. Bulk regulations would respect the traditional form and scale of West Chelsea by requiring street wall heights along Tenth Avenue that relate to the existing loft buildings, walk-up apartment buildings and row houses.

Hudson River Park Plan

The proposed action would not be contrary to the overall goals or recommendations of the Hudson River Park Plan. The proposed adaptive reuse of the High Line as an open space amenity would support and enhance Hudson River Park with additional publicly accessible open space by the 2013 analysis year. Additionally, the conversion of a predominantly manufacturing zoning district to mixed-use districts would create the opportunity to establish active street fronts and increase accessibility to Hudson River Park. Further, the view corridors would be preserved under the proposed zoning. Therefore, the proposed action would be compatible with Hudson River Park policies in the secondary study area.