A. INTRODUCTION

This chapter considers a range of alternatives to the proposed action and, where applicable, Base FAR Scenario. The purpose of this alternatives analysis is to examine reasonable alternatives ~~and practicable options~~ that avoid or reduce action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the proposed action. An alternative that would result in an increased number of affordable housing units is also considered.

The analysis first considers the No-Action Alternative, in which the proposed rezoning and other actions are not undertaken. It then assesses a No Impacts Alternative, in which there is a change in density or program design in order to avoid the potential significant adverse impacts associated with the proposed action. The Lesser Density Alternative considers a lower permitted density zone than the proposed action in some portions of the proposed action area. The Alternative proposed by Manhattan Community Board 4 considers lower permitted density and building heights in some areas and higher density in other areas and a slightly smaller area to be changed from manufacturing to commercial underlying zoning, affecting one projected development site. This alternative would result in less development than the proposed action but would generate more development than the Lesser Density Alternative. Lastly, the Affordable Housing Alternative considers zoning text amendments that would condition the use of some floor area ratio bonuses on provision of new low- to moderate-income housing or protection of existing rent-stabilized housing units. This alternative involves two additional projected development sites not included in the RWCDS for the proposed action or the other alternatives. Under this alternative there would be an increase in the amount of retail space and a larger decrease in the amount of parking/auto space removed, but other net changes in uses, including residential, would be the same for this alternative as for the proposed action.

The development scenario implications of each alternative are summarized in Table 23-1 below, compared to the RWCDS for the 25 projected development sites identified for the proposed action. As summarized in the table, the total net number of dwelling units would vary with each of the identified alternatives.

For each of the technical areas presented in this environmental impact statement, the anticipated effects of the proposed action are compared to those that would result from each of the alternatives. The purpose of this analysis, as set forth by the *City Environmental Quality Review (CEQR) Technical Manual*, is to provide decision makers with the opportunity to consider practicable alternatives that are consistent with the proposed action's purpose and that could potentially reduce or eliminate significant adverse impacts identified in the EIS.

Table 23-1, Summary of Development Under Each Alternative

	Net Increment (compared to No-Action)								
SCENARIO/ ALTERNATIVE (1)	**Total DUs**	**Low-Mod DUs**	**Retail sf**	**Community Facility sf**	**Office sf**	**Hotel sf**	**Stor./ Mfg. sf**	**Parking/ Auto sf**	**Vacant sf**
Proposed Action	4,708	657	195,215	198,726	-796,947	-131,100	-74,818	-225,940	-4,080
Base FAR Scenario	3,041	415	195,215	198,726	-796,947	-131,100	-74,818	-225,940	-4,080
No-Action	0	0	0	0	0	0	0	0	0
No Impacts (2)	251	87	14,634	9,936	-40,842	-6,555	-2,040	-15,942	-1,253
Lesser Density (3)	3,312	452	195,215	198,726	-796,947	-131,100	-74,818	-225,940	-4,080
Revised Community Board 4	4,363	1,309	177,790	198,726	-792,347	-131,100	-62,598	-176,273	-4,080
Revised Affordable Housing (4)	5,329	768	229,976	198,726	-812,394	-131,100	-136,802	-228,409	-4,080

(1) Revised Affordable Housing Alternative RWCDS includes ~~27~~ 28 projected development sites and ~~28~~ 25 potential development sites. The Revised Community Board 4 Alternative contains the same 25projected and 28 potential development sites, except that there would be no development on Projected Development Site 17. The Lesser Density Alternative RWCDS includes the same 25 projected development sites as the proposed action.

(2) As discussed in Section C below, this alternative does not address the goals of the proposed action. ~~is not considered feasible and therefore is not analyzed in detail~~.

(3) Net incremental development would be the same irrespective of the creation of the proposed High Line open space.

(4) In the event the City does not receive a CITU to allow the conversion of the High Line into a publicly accessible open space, the amount of residential development under the Revised Affordable Housing Alternative would be the same as under the Base FAR Scenario.

* The Revised Affordable Housing Alternative also anticipates approximately ~~440~~ 88 affordable housing units would be preserved.

B. NO-ACTION ALTERNATIVE

Consideration of the No-Action Alternative, mandated by CEQR, is intended to provide the lead agency with an assessment of the consequences of not selecting the proposed action or any of the "build" alternatives. As ~~applied~~ analyzed under "Future ~~With~~ Without the Proposed Action," in Chapters 2 through 21, the No-Action Alternative also provides a baseline against which impacts of the proposed action may be compared.

The No-Action Alternative assumes that the proposed zoning changes and actions facilitating the creation of a ~~6.7~~ 5.9-acre publicly accessible open space on the High Line would not be implemented. This analysis compares conditions under the No-Action Alternative to conditions with the proposed action. The No-Action Alternative assumes no zoning text amendments to establish the Special West Chelsea District; no related amendments to the zoning map to change underlying zoning districts and to indicate the Special West Chelsea District boundary; no acquisition action for the City to acquire the High Line structure and easement; and no site selection action to facilitate the conversion of the High Line to a publicly accessible open space. The No-Action Alternative would not require any discretionary actions.

Under the No-Action Alternative, the 25 projected development sites are expected to include a continuation of some existing uses as well as some new as-of-right commercial development. The new commercial development, including office, hotel, and retail uses, would primarily consist of conversions of existing uses and vacant space, although there would be some new construction and expansion of existing buildings. The No-Action Alternative would include the following use on the projected development sites: 101 DUs, ~~271,578~~ 378,913 sf of retail space, ~~976,847~~ 956,947 sf of office space, 131,100 sf of hotel space, ~~40,809~~ 74,818 sf of storage/warehouse space, ~~395,005~~ 302,365 sf of parking and auto-related uses, 28,838 sf of community facility space and 4,080 sf of vacant land. In addition, some planned as-of-right commercial and residential developments projects are expected on other sites in the proposed action area; this development is also expected to occur with the implementation of the proposed action.

The effects of this alternative are summarized below and compared to those of the proposed action.

Land Use, Zoning, and Public Policy

Under the No-Action Alternative, current land use trends and general development patterns would continue. These trends and patterns are characterized by an overall decline in industrial and manufacturing uses and a continued shift to as-of-right commercial development. There is also a potential for additional as-of-right residential development in the portion of the proposed action area along W. 23rd Street which is currently mapped with an MX mixed use zoning district.

The High Line, currently an inactive railroad viaduct, would likely remain unutilized. Moreover, unlike the proposed action, the No-Action Alternative would not provide the zoning map changes and text amendments necessary to support a comprehensive planning effort for development compatible with a future High Line open space.

The considerable benefits expected to result from the proposed action—the expansion of housing supply in an area that has been experiencing an increase in housing demand; facilitating the redevelopment of vacant and underutilized lots; and the creation of new publicly accessible open space– would not be realized under the No-Action Alternative. Thus, this No-Action Alternative would not meet the goals of the Special West Chelsea District Rezoning and High Line Open Space initiative.

Overall, no adverse effects to land use, zoning, or public policy would result from the No-Action Alternative or the proposed action.

Socioeconomic Conditions

Under the No-Action Alternative, existing population and housing trends are expected to continue in the primary and secondary study areas. In particular, a strong demand for housing, as a result of increased numbers of households and rising incomes, is expected to continue. The growth in income in both the primary and secondary study areas, along with the constraints on new construction caused by high construction costs and the limited amount of land zoned for new housing, would result in increases in market (unregulated) rents well above the rate of consumer price inflation.

Unlike the proposed action, the No-Action Alternative would not result in any additional market rate or affordable housing units on the projected development sites. However, unlike the proposed action, this alternative would not result in the direct displacement of any existing housing units. Under the proposed action, 12 DUs would be directly displaced.

In terms of business conditions, under the No-Action Alternative, current employment and real estate trends in Manhattan are expected to continue. New commercial development and employment is anticipated to occur on 8 of the projected development sites. An estimated 3,568 new jobs would be added to the primary study area by 2013, increasing employment by approximately 84 percent above the 2002 base. Most of the new employment would be office employment with some retail and hotel employment also being generated. However, this new development could also result in the removal of some existing businesses. It is estimated that these projects would directly remove over 274 private sector jobs. These estimates are based on existing (2002) employment data, however, the actual number of jobs in 2013 could be different.

Commercial and industrial rents are expected to rise in the primary study area through 2013. This could lead to indirect displacement of low-paying tenants, particularly industrial and automotive businesses. Following existing trends (including the overall decline of industrial

sector jobs and an increase office-based and retail employment), industrial loft buildings in the manufacturing zones would continue to be converted to office space, galleries and other permitted commercial uses, and likely would be occupied by non-industrial tenants, which typically can afford to pay higher rents. In addition, the area is expected to continue to remain attractive to art galleries as well as restaurants, bars, and other nightlife establishments.

Socioeconomic benefits to businesses generated by the substantial increase in residential development generated by the proposed action would not occur under the No-Action Alternative. The No-Action Alternative would not generate an increase in new residents, and consequently would not add such a substantial new customer base for retail businesses. The No-Action Alternative also would not realize benefits from creating or retaining a significant number of jobs in New York City and State during construction and operations associated with the projected development sites. In addition, the No-Action Alternative would not further the City's goal of providing a new open space on the High Line, which would serve as an amenity for local residents and businesses.

Community Facilities and Services

Under the No-Action Alternative, there would be no new residential development on the projected development sites. Elsewhere in the proposed action area, the residential population would experience some increases primarily as a result of planned as-of-right development in the W. 23rd Street corridor. However, this planned residential development, resulting in ~~397~~ 378 market rate units, would generate much less demand for community facilities and services than the 4,051 market rate and 657 affordable net new housing units generated by the proposed action. In addition, as noted above, this W. 23rd Street corridor development would occur under the proposed action as well.

As with the proposed action, it is expected that with the No-Action Alternative in 2013, area libraries and health care facilities would continue to have adequate capacity to serve the area's population. There would be a deficit of elementary, intermediate, and high school seats and day care slots, although to a lesser degree than the proposed action. The NYPD and FDNY would continue to adjust their allocation of personnel as the need arises.

Open Space and Recreational Facilities

Under the No-Action Alternative, no new residents would be added on the projected development sites, while some open space facilities would be added to the open space study area. The open space facilities anticipated in the future without the proposed action include elements of the Hudson Yards development program and new sections of Hudson River Park.

The open space study area total open space ratio under the No-Action Alternative would be ~~1.29~~ 1.25 acres per 1,000 residents, the active open space ratio would be ~~0.44~~ 0.41 acres per 1,000

residents, and the passive open space ratio would be ~~0.85~~ 0.83 acres per 1,000 residents.

These open space ratios would be substantially higher than those under existing conditions, but the ratios for total and active open space would remain below DCP's guidelines for open space adequacy and citywide planning goals. As compared with the proposed action, these ratios would be somewhat higher than those with the proposed action, although the passive open space would only decline by 1 percent from No-Action to With-Action conditions due to the addition of the proposed approximately ~~6.7~~ 5.9-acre passive recreation High Line open space.

The proposed action would not result in significant adverse open space impacts, however the Base FAR Scenario would result in significant adverse open space impacts. The Base FAR Scenario, although adding a smaller number of new residents, would exacerbate the low open space utilization as it would not add any additional open space.

The No-Action Alternative, which would add neither new open nor new residential population on the West Chelsea projected development sites, would avoid the significant adverse open space impacts that could occur as a result of the Base FAR Scenario.

Shadows

Most new development under the No-Action Alternative on the projected and potential development sites would involve conversions of existing buildings, though there would be some new construction on these sites. While the proposed action, which would generate substantially more new construction, would result in unmitigated significant adverse shadows impacts on the Church of the Guardian Angel and the General Theological Seminary, the No-Action Alternative would not result in significant adverse shadows effects.

Historic Resources

Under the No-Action Alternative, seven developments/conversions would directly affect eligible architectural resources. Six of these are expected to be converted while the seventh, the Terminal Hotel (Historic Resource #11), could be converted or demolished. As these buildings are privately owned and are not LPC designated, alteration, conversion, expansion, or demolition can be carried out as-of-right as long as no Federal, State, or City governmental discretionary permits or funding are involved.

Also under the No-Action Alternative, future development could cause inadvertent construction-related effects to historic resources through adjacent construction. There are three eligible historic resources within 90 feet of future No-Action developments. However, as the No-Action developments near two of these would be conversions, no adverse construction effects are anticipated because the construction would be predominantly internal. The third of these developments would also be directly affected by a conversion. Preventative measures are ~~taken~~

required to ensure that new construction does not adversely impact adjacent structures. Special consideration is given to ensure that designated historic resources within 90 feet of a construction site are protected. ~~Thus,~~ However, eligible (but not designated) resources within 90 feet of a construction site would not be afforded any special protections, except the basic structural protections provided by the New York City Department of Buildings (DOB) regulations.

One resource, the Terminal Hotel, could be affected by a combination of redevelopment (either conversion or demolition) activities and construction-related damage from nearby construction projects.

Urban Design and Visual Resources

Under the No-Action Alternative, the urban design and existing view corridors and views to visual resources in the proposed action area would not change substantially. Without the impetus of the increase in allowable density and the change in permitted uses that would result from the proposed action, substantial new construction is unlikely to occur in the M1-5 zoned portion of the proposed action area, which encompasses the majority of the area. However, unlike the proposed action, the current M1-5 zoning does not ensure that street walls are maintained or that overall building heights are consistent with existing development.

The W. 23rd Street corridor, with its M1-5/R8-A and M1–5/R9A mixed-use districts, on the other hand, allows residential development as-of-right and is governed by contextual zoning which requires street walls and has building height limits. This portion of the proposed action area is not expected to experience any differences in development under the No-Action Alternative as compared to the proposed action.

While the overall urban design of the area, in terms of the type and bulk of buildings, would most likely be maintained to a great extent under the No-Action Alternative, urban design characteristics of the area could change with anticipated as-of-right developments, which in the M1-5 district would not be subject to height limits.

In addition, the No-Action Alternative, by maintaining the manufacturing zoning districts in an area of the City where strong demand exists for new residential development, would not facilitate substantial new development of vacant and underutilized properties, including surface parking lots and nondescript auto service buildings. As a result, the proposed action area would retain an inconsistent building pattern and design. By not improving the urban design character of the area, this alternative would not provide enhancements to ~~enhance~~ pedestrian accessibility to the waterfront ~~to the extent of~~ that would be provided by the proposed action. Furthermore, it would not address the goals of the proposed action, including those relating to urban design and visual resources: facilitate the restoration and reuse of the High Line elevated rail line as an accessible, public open space; ensure that the form and use of new buildings relate to and enhance neighborhood character and the High Line open space; create and provide a transition to the lower-scale Chelsea Historic District to the east and the Hudson Yards area to the north.

Without the creation of the High Line open space, new significant views from publicly accessible vantage points would not be created with the No-Action Alternative.

Neighborhood Character

Under the No-Action Alternative, most of the uses currently on the projected development sites would remain, although several of the sites would be expected to be redeveloped or converted under the No-Action Alternative pursuant to existing zoning. In addition, a number of residential developments are planned within the proposed action area and the surrounding study area, primarily along W. 23rd Street, the south side of W. 24th Street, and north in Hudson Yards. While these developments could result in changes to the character of the areas immediately surrounding the projected development sites, under the No-Action Alternative, the overall neighborhood character of the proposed action area would remain substantially the same as it is today.

Overall, the more cohesive and revitalized West Chelsea neighborhood expected to result from the proposed action would not be realized with the No-Action Alternative.

Hazardous Materials

The No-Action Alternative would involve building construction, additions, and conversions. ~~Construction of new buildings for as-of-right uses~~ under the current zoning. It is assumed that all construction and required removal or handling of hazardous materials would be conducted in accordance with applicable state and federal requirements, thereby minimizing the potential for exposure. It should be noted that (E) designations mapped as part of the Chelsea Rezoning in 1999 are in effect for Potential Development Sites 46 through 53, and that block 690, lots 12 and 54, which form part of Projected Development Site 19, are being remediated independent of the proposed action as part of the Voluntary Cleanup Program under the auspices of NYS Department of Environmental Conservation.

A greater amount of ground disturbance in areas where soil is contaminated from hazardous materials would occur under the proposed action compared with the No-Action Alternative, as more in-ground disturbance is expected to occur with the proposed action. However, development under the proposed action would include subsurface investigations, tank removals, remediation, asbestos abatement, and construction in accordance with applicable state and federal requirements and under site-specific Sampling and Remediation Work Plans and Health and Safety Plans. Mechanisms to ensure that these actions occur with the proposed action include the placement of an (E) designation on lots that are neither City-owned nor intended for future City ownership. In addition, under the proposed action lots that would involve residential conversions not changing the type of use would not receive (E) designations.

Under the No-Action Alternative however, there would not be the testing and remediation requirements ~~due to~~ under the proposed (E) designations that would be incorporated as part of the proposed action, ~~apart from the Potential Development Sites 46 through 53 and block 690, lots 12 and 54 (part of Projected Development Site 19)~~ . Therefore, new development under this alternative could result in greater potential for adverse hazardous materials effects, which would not occur under the proposed action.

Natural Resources

The No-Action Alternative would involve a lesser magnitude of new uses on a subset of the sites affected by the proposed action. As the proposed action would not result in significant adverse impacts to natural resources due to either site-specific or density-based effects, the No-Action Alternative would also not result in any significant change to natural resources.

Waterfront Revitalization Program

The No-Action Alternative would result in less development within the Coastal Zone than the proposed action. In addition, a new publicly accessible open space on the High Line, which is partially located within the Coastal Zone, would not be created. As a consequence, this alternative would generate significantly fewer residents, park users, and museum patrons to the Coastal Zone as compared to the proposed action. Unlike the proposed action, the No-Action Alternative would not further the goal of encouraging residential redevelopment and the provision of new open space within an appropriate Coastal Zone area.

Infrastructure

Demands on water supply, stormwater management, and wastewater treatment would increase somewhat under the No-Action Alternative as compared to existing conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure effects would occur under the No-Action Alternative.

Solid Waste/Sanitation Services

Demands on solid waste would be less than the under the proposed action. As with the proposed action, no significant adverse solid waste/sanitation effects would occur under the No-Action Alternative.

Energy

Demands on energy would be less than under the proposed action. As with the proposed action, no significant adverse energy effects would occur under the No-Action Alternative.

Traffic and Parking

In the No-Action Alternative, traffic and parking demand levels in the study area would be less than under ~~decrease compared to~~ the proposed action ~~demand, as a result of general background growth and projected new commercial development~~. Under the No-Action Alternative, of the 60 intersections studied, ~~20~~ 19 intersections would have one or more congested movements in the AM (versus ~~15~~ 13 under existing conditions), ~~22~~ 23 intersections in the midday peak hour (versus 15 under existing conditions) and ~~18~~ 19 in the PM peak hour (versus ~~13~~ 10 under existing conditions).

Under the No-Action Alternative, it is anticipated that demand for off-street public parking would increase over existing conditions due to new developments and general background growth. Also, some existing public parking spaces would be removed due to site redevelopment. During the weekday midday, demand would reach near the level of the public parking supply with a utilization rate of approximately 97 percent (versus 86 percent under existing conditions). Overnight, ample supply would remain with a utilization rate of approximately 70 percent (versus 63 percent under existing conditions), even though much of the supply would be closed during the overnight period, as is the case under existing conditions.

Unlike the No-Action Alternative, the proposed action would result in significant adverse traffic impacts at 24 intersections in one or more peak hour. This includes ~~10~~ 11 intersections with one or more impacted movements in the AM peak hour, 18 intersections in the midday and ~~15~~ 16 intersections in the PM. The implementation of the proposed mitigation plan would entirely or partially eliminate all of the identified traffic impacts. No significant adverse impacts to on-or off-street parking conditions would result from either the proposed action or the No-Action Alternative.

Transit and Pedestrians

Under the No-Action Alternative, demand upon transit and pedestrian facilities ~~in the proposed action area~~ would decrease compared to the proposed action ~~demand~~, but increase compared to existing conditions, as a result of background growth and future developments anticipated throughout the proposed action area.

Under the No-Action Alternative, all analyzed subway stairways and fare arrays would continue to operate at LOS B or better in both the AM and PM peak hours. All analyzed bus routes would continue to operate with available capacity, with the exception of the M11 route in the AM and

PM peak periods, and the combined M16/M34 routes in the AM and PM ~~only~~. Based on current service levels, the M11 route would experience capacity shortfalls of ~~166~~ 247 in the peak southbound direction in the AM peak hour and ~~222~~ 408 in the northbound direction in the PM peak hour. Westbound M16/M34 buses would experience a capacity shortfall of ~~51~~ 211 in the AM peak hour. In the PM peak hour, M16/M34 buses would experience a capacity shortfall of 336 in the eastbound direction and 17 in the westbound direction.

Under the No-Action Alternative, all analyzed sidewalks, corner areas and crosswalks are expected to operate at an acceptable LOS C or better in all peak hours with the exception of the south crosswalk on Ninth Avenue at W. 23rd Street. This crosswalk would operate at LOS D in the PM peak hour under the No-Action Alternative ~~in the future without the proposed action~~ compared to LOS C under existing conditions.

Compared to the No-Action Alternative, the proposed action would change demand on analyzed transit and pedestrian facilities. While the No-Action Alternative would have more trips generated by office uses, the proposed action would have more trips generated by residential, retail, and community facility uses. For subways, no significant adverse impacts would occur at any analyzed stairway or fare array due to the proposed action, and all analyzed facilities would operate at LOS C or better. For bus conditions, the proposed action would significantly impact ~~eastbound~~ westbound combined M16/M34 service in the PM peak hour, with a capacity shortfall of ~~2~~ 10 spaces ~~in the eastbound service~~. For pedestrian conditions, no significant adverse impacts would occur at any analyzed sidewalk, street corner, and crosswalk due to the proposed action.

For bus operations, MTA NYC Transit's policy is to adjust bus frequency to address changes in demand and, as with the proposed action, this policy would also apply to the No-Action Alternative.

Air Quality

No violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur either under the No-Action Alternative or with the proposed action, and both alternatives would be consistent with the New York State Implementation Plan (SIP). Under the proposed action, no impacts are expected to occur from mobile sources, air toxics, or HVAC systems, although the proposed action would include the mapping of (E) designations to preclude the potential for significant adverse impacts from HVAC systems.

Noise

Noise levels under the No-Action Alternative would not be expected to be significantly higher than existing levels, and no new residential locations sensitive to noise would be created on the projected development sites nor would an open space be created on the High Line. Noise levels would be comparable to noise conditions under the proposed action. Any new residential

developments in the W. 23rd Street corridor would be required to comply with mixed use zoning noise attenuation requirements, which state that new dwelling units must be provided with a minimum 35dB(A) of window wall attenuation to maintain an interior noise level of 45 dB(A) or less (refer to ZR 123-32).

Construction Impacts

The No-Action Alternative would not generate as much temporary construction disruptions as would be attributable to the proposed action. The No-Action Alternative is expected to include construction on 10 projected development sites as compared to 25 for the proposed action. Also, unlike the proposed action, this alternative would involve no construction on the High Line south of W. 30th Street. ~~However,~~ Under the proposed action as well as under the No-Action Alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. The No-Action Alternative would result in less truck traffic and construction-related noise projected to occur with the proposed action.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. The No-Action Alternative would not include the noise attenuation, and hazardous materials testing and remediation requirements due to the proposed (E) designations that would be incorporated as part of the proposed action.

Mitigation

The No-Action Alternative would not result in any significant adverse impacts. Accordingly, no mitigation measures would be required for this alternative.

Unavoidable Adverse Impacts

The No-Action Alternative would not result in any significant adverse impacts. Accordingly, this alternative would not result in any unavoidable adverse impacts.

Conclusion

Action-generated impacts would not occur under the No-Action Alternative. However, the benefits expected from the proposed action on land use, socioeconomic conditions, urban design,

and neighborhood character would not be realized under this alternative. In addition, the No-Action Alternative would fall far short of the objectives of the proposed action in encouraging and guiding the development of West Chelsea as a dynamic mixed use neighborhood anchored by a unique, new open space on the High Line.

C. NO IMPACTS ALTERNATIVE

It is the City's practice to include, whenever feasible, a "No Impacts" alternative that avoids, without the need for mitigation, all significant adverse environmental impacts of the proposed action. As presented in chapters 2 through 21, the proposed action is anticipated to result in significant adverse impacts in the following technical areas: community facilities (elementary and intermediate schools and publicly funded day care), shadows, historic resources, traffic, and bus transit. These impacts would also occur under the Base FAR Scenario, except for the bus transit impact. In addition, the Base FAR Scenario, which would not include a new ~~6.7~~ 5.9-acre publicly accessible open space on the High Line, would result in a significant adverse open space impact. This open space impact would not occur under the proposed action reflecting the benefit of the added High Line open space. The Shadows and Historic Resources impacts would be unmitigated, as would the Base FAR Scenario open space impact.

To avoid these potential impacts, this alternative would require a reduction in the number of net new dwelling units projected in the West Chelsea proposed action area by approximately 95 percent overall. In addition, the number of affordable housing units would require a reduction in the number of net new dwelling units by approximately 87 percent (due to impacts associated with low-moderate income residents). Such an alternative would result in a total of 257 total dwelling units on the projected development sites, as compared to the 4,809 units with the proposed action. This alternative would limit development to a net increase of approximately 251 units over No-Action conditions, 4,457 less units than the proposed action's 4,708 unit net increase in development. As for affordable housing units, under the No Impact Alternative the net number of new affordable housing units would increase by 87 over No-Action conditions, as compared to 657 units under the proposed action.

As this No Impact Alternative would result in much less residential development, it is expected that non-residential changes in development also would be proportionally less. With the limited amount of residential development, far fewer sites would be developed and therefore the amount of ground floor retail also would be less. In addition, the amount of uses to be removed by new ~~uses~~ development would be less. Accordingly, for analysis purposes, it is expected that, like residential, other changes (increases and decreases) will also change by 95 percent less under the No Impacts Alternative as compared to the proposed action. The resulting non-residential net incremental development would be as follows: increases of 14,634 sf of retail and 9,936 sf of community facility; decreases of 40,842 sf of office, 6,555 sf of hotel, 2,040 sf of storage/manufacturing, 15,942 sf of parking/auto, and 1,253 sf of vacant space.

However, a rezoning involving such a limited amount of new development for the proposed

action area is not considered feasible given the number of projected development sites in the area. ~~Even with lower density zoning permitting residential uses, it is likely that projected development would result in significant adverse impacts.~~ In addition, such an alternative would not address the goals of the proposed action. Therefore, for analysis purposes a No Impacts Alternative is not feasible and is not analyzed in the EIS. The only feasible alternative that would avoid all significant impacts would be the No-Action Alternative described above.

D. LESSER DENSITY ALTERNATIVE

This alternative is the same as the proposed action except for the following:

- Proposed zoning designations in specified subareas include lower permitted density than the proposed action. The permitted FAR for the proposed action and the Lesser Density Alternative are summarized in Table 23-2. As noted in the table:
  - C6-2 would be mapped in all of the subareas, except Subarea A, which would be mapped C6-3. Under the proposed action, Subarea A would be mapped C6-4, while the other subareas (B through I) would be mapped C6-2, C6-3, and C6-4.
  - All of the subareas would have a permitted base FAR of 5.0. Subarea A would have a maximum bonus FAR of 7.5, Subareas C, D, and G would have a maximum bonus FAR of 6.0, while the other Subareas would not have a bonus FAR and therefore would have a maximum permitted FAR of 5.0, i.e., the base FAR. Under the proposed action, by comparison, maximum allowable FARs would range from 12.0 for Subarea A, 10.0 for Subarea G, 7.5 for Subareas B, C, D, and I, and 6.0 Subareas E, F, and H.

The other regulations of the proposed Special West Chelsea District under the Lesser Density Alternative would be the same as the proposed action.

With the implementation of the Lesser Density Alternative, development would occur on the same projected development sites as the proposed action, but with lower bulk than permitted under the proposed action. This alternative would also involve the same potential development sites as the proposed action.

With the different zoning designations discussed above, the Lesser Density Alternative would result in a total of 3,413 dwelling units compared to 4,809 units with the proposed action. Compared to the future without the proposed action, the Lesser Density Alternative would result in a net incremental increase of 3,312 units, compared to 4,708 units with the proposed action (refer to Table 23-1 above). This represents an approximately 30 percent reduction in incremental dwelling units. This alternative would result in net increases of 2,860 market rate units and 452 affordable housing units, compared to 4,051 and 657, respectively.

The Lesser Density Alternative is expected to result in the same amount of incremental non-residential development as the proposed action. This would include net increases of retail and

community facility space, and net decreases of office, hotel, storage/manufacturing, parking/auto, and vacant space (refer to Table 23-1).

The environmental effects of this alternative are summarized below and compared with the proposed action. It should be noted that for CEQR technical areas affected by density-related potential impacts (e.g., community facilities, open space, traffic, etc.), the effects of the Lesser Density Alternative have the potential to be smaller in magnitude as ~~they~~ it would result in less dwelling units and therefore fewer residents than the proposed action. However, as the projected and potential development sites for the Lesser Density Alternative are the same as for the proposed action, site-specific potential impacts (e.g., hazardous materials, archaeology) would be the same under both scenarios, as these relate to individual site conditions and are not dependent on the density of projected development.

Table 23-2,
Proposed Special West Chelsea District Maximum FAR by Subarea for Proposed Action and Lesser Density Alternative

Sub-area	Proposed Action			Lesser Density Alternative		
	Underlying Zoning	Base FAR	Max. FAR with Bonus/ Transfer of Dev. Rights	Underlying Zoning	Base FAR	Max. FAR with Bonus/ Transfer of Dev. Rights
A	C6-4	7.5	12.0	C6-3	5.0	7.5
B	C6-3	5.0	7.5	C6-2	5.0	5.0
C	C6-3	5.0	7.5	C6-2	5.0	6.0
D	C6-3	5.0	7.5	C6-2	5.0	6.0
E	C6-2	5.0	6.0	C6-2	5.0	5.0
F	C6-2	5.0	6.0	C6-2	5.0	5.0
G	C6-4	7.5	10.0	C6-2	5.0	6.0
H	C6-2	5.0	6.0	C6-2	5.0	5.0
I	C6-3	5.0	7.5	C6-2	5.0	5.0

The Lesser Density Alternative would include the ~~6.7~~ 5.9-acre High Line publicly accessible open space. However, as under the proposed action, in the event a Certificate of Interim Trail Use (CITU) is not issued, the proposed High Line publicly accessible open space would not be

created. Therefore, the assessment of this alternative also considers its effects without the High Line. This scenario would result in approximately the same amount of projected development as the Base FAR Scenario. ~~the Lesser Density Alternative with the High Line open space as neither scenario would provide an FAR bonus for High Line Access or Improvement or through of the transfer of the development rights from the High Line Transfer Corridor~~.

When compared to the Base Far Scenario, the Lesser Density Alternative without the High Line open space would generate 271 more dwelling units. The Lesser Density Alternative development program would be the same in terms of number of projected and potential development sites. Accordingly, the environmental effects of the Lesser Density Alternative without the High Line open space would be very similar to those of the Base FAR Scenario, assessed in Chapters 2 through 21.

Land Use, Zoning, and Public Policy

The overall effect of this alternative on land use, zoning, and public policy would be generally comparable to that of the proposed action. In addition, the effect of this alternative without the High Line open space on land use, zoning, and public policy would be generally comparable to that of the Base FAR Scenario. This alternative would support, to a lesser degree, the goals of the proposed action, but may make new development less likely. Like the proposed action, this alternative would provide opportunities for new residential development in the area, while maintaining a midblock core of commercial uses, especially art galleries, together with the creation of the High Line publicly accessible open space. However, this alternative would lead to the production of fewer housing units compared to the proposed action. In addition, floor area bonus in exchange for contributions to the improvement of the High Line would ~~not~~ be reduced ~~available~~. Thus, the beneficial effects of the proposed action would not be as great under this alternative.

Socioeconomic Conditions

The Lesser Density Alternative would result in the same general socioeconomic effects as the proposed action. In addition, the effect of this alternative without the High Line open space on socioeconomic conditions would be generally comparable to that of the Base FAR Scenario. Under this alternative, 1,396 (29.7 percent) fewer incremental housing units would be added to the proposed action area. Therefore, the socioeconomic benefits to businesses generated by the increase in residential development generated by the proposed action would not be as great for this alternative as for the proposed action. With fewer residential units, the market may be less likely to meet the long-term demand for new housing in the area. However, the overall effects with respect to direct and indirect displacement effects on residents and businesses, and effects on specific industries would be comparable to the proposed action.

Community Facilities and Services

The projected population increase in the study area under the Lesser Density Alternative would be lower than under the proposed action, and would therefore place a lesser demand on community facilities and services. However, as with the proposed action, this alternative's reduced demand would still result in a significant adverse impact on elementary and intermediate schools and publicly funded day care.

Elementary and Intermediate Schools

Under the Lesser Density Alternative, there would be 340 additional elementary school students. As a result, in Region 3 of CSD 2 the utilization rate would increase under No-Action conditions from 125 percent, with a shortfall of 649 seats, to a utilization rate of 138 percent, with a shortfall of 989 seats (compared to an increase to 144 percent and deficiency of 1,133 seats with the proposed action). In CSD 2 as a whole, the elementary school utilization rate would increase under No-Action conditions from 109 percent, with a shortfall of 1,334 seats, to a utilization rate of 111 percent, with a shortfall of 1,674 seats (compared to an increase to 112 percent and deficiency of 1,818 seats with the proposed action). As the Lesser Density Alternative would result in a greater than 5 percent increase in the deficiency of available elementary school seats over No-Action conditions (52 percent and 25 percent, respectively) it would result in a significant adverse impact on public elementary schools in Region 3 and CSD 2 as a whole.

Under the Lesser Density Alternative, there would be 71 additional intermediate school students. For intermediate schools in CSD 2, the utilization rate would increase under No-Action conditions from 117 percent, with a shortfall of 1,164 seats, to a utilization rate of 119 percent, with a shortfall of 1,235 seats (compared to an increase to 119 percent and deficiency of 1,265 seats with the proposed action). As the Lesser Density Alternative would result in a greater than 5 percent increase in the deficiency of available intermediate school students over No-Action Conditions (6 percent) it would result in a significant adverse impact on public intermediate schools in CSD 2.

As this alternative would generate fewer students than the proposed action, it would also not result in significant adverse impacts to public intermediate schools in Region 3 of CSD 2 and high schools.

Publicly Funded Day Care

With 452 affordable housing dwelling units, the Lesser Density Alternative would generate 54 children under age 12 eligible for publicly funded day care. As a result, the net unmet demand in the study area would increase from 121 to 175 slots and demand would increase by 23 percent as a percentage of capacity (compared to an increase of 79 slots under the proposed action, in which the unmet demand would increase to 200 slots). As this alternative would result in an increase of five percent or more over capacity, a significant adverse impact to publicly funded day care

service in the study area could occur in 2013 as a result of the alternative.

Other Community Facilities

Similar to the proposed action, there would be no significant adverse impacts on ~~public intermediate schools in Region 3 of CSD 2, high schools,~~ public libraries, health care facilities, police and fire protection in the area under this Lesser Density Alternative.

The Lesser Density Alternative without the High Line open space would generate the same amount of residential development as it would with the High Line. Therefore, the same significant adverse impacts on community facilities would occur under the alternative with or without the High Line open space.

Open Space

The overall effect of this alternative on open space resources would generally be similar to, although of a slightly lesser magnitude than, the effects of the proposed action. This alternative would generate a smaller number of new residents, commensurate with the 30 percent reduction in net dwelling units created. This alternative would also include creation of an approximately ~~6.7~~ 5.9-acre publicly accessible open space on the High Line.

The proposed action would not result in significant adverse open space impacts, although the Base FAR Scenario would result in a significant adverse impact. As the Lesser Density Alternative with the High Line open space would generate approximately 30 percent fewer residents than the proposed action and the open space study area would have the same amount of open space, this alternative would not result in significant adverse impacts on open space.

The Lesser Density Alternative without the High Line open space, however, would result in significant adverse open space impacts. With a population of ~~75,350~~ 75,319 and ~~85.74~~ 86.79 total acres of open space, the study area open space ratio would be ~~1.14~~ 1.15 acres per 1,000 residents under the Lesser Density Alternative without the High Line open space. This would be a decrease of ~~0.09~~ 0.10 acres (~~7~~ 8 percent) compared to the future No-Action ratio. The active open space ratio would be 0.38 acres per 1,000 residents, a decrease of 0.03 acres (~~7~~ 8 percent). The passive open space ratio would be ~~0.76~~ 0.77 acres per 1,000 residents, a decrease of 0.06 acres (~~7~~ 8 percent). These open space ratios would be almost identical to those under the Base FAR Scenario. As such, significant adverse impacts to open space would occur.

Shadows

Under the Lesser Density Alternative, it is expected that buildings would be of similar height or somewhat shorter than buildings generated by the proposed action. This alternative would have the same height and bulk regulations as the proposed action.

As such, the shadow effects of projected and potential developments in the proposed action area would be essentially the same or slightly less than with the proposed action. As with the proposed action, the Lesser Density Alternative would result in unmitigated significant adverse shadow impacts on Church of the Guardian Angel and the General Theological Seminary.

Historic Resources

Architectural Resources

While the Lesser Density Alternative would permit less FAR than the proposed action, it is expected to result in development on the same projected and potential development sites. Therefore, the Lesser Density Alternative would generally have the same direct effects, including construction effects, as the proposed action. The proposed action would result in significant adverse impacts to eight historic resources, including the demolition of two eligible resources, the E.R. Merrill Spring Company Building (#9) and the Manufacturing Building (#8) from development on Potential Development Sites 38 and 30, respectively, and the conversion of one resource, the Otis Elevator Building (#5), to residential use (Projected Development Site 7). These significant adverse impacts would be unmitigated because development activity on these eligible resources would occur as-of-right.

Inadvertent construction-related damage could potentially occur to five eligible resources including: the Wolff Building and Annex (#13); the Cornell Ironworks (aka Standard Oil Building) (#14); the Reynolds Metal Building (#15); the B&O Terminal (#26); and the Nabisco Complex (Chelsea Market) (#32). These significant adverse impacts would be unmitigated because development activity on these eligible resources would occur as-of-right. With respect to construction-related impacts, the five resources would be afforded limited protection under DOB regulations applicable to all buildings located adjacent to construction sites; however, since the resources are not S/NR-listed or NYLPC-designated, they are not afforded special protections under DOB's *TPPN 10/88*. The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB 10/88, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the above construction protection procedures, and may therefore be adversely impacted by adjacent development resulting from the proposed action.

Accordingly, this alternative, with or without the High Line open space, would result in the same significant adverse impacts as anticipated for the proposed action. The indirect and shadows effects also would be generally similar to those of the proposed action, although the effects

would be somewhat less in magnitude as the Lesser Density Alternative likely would result in shorter buildings. As with the proposed action the Lesser Density Alternative, with or without the High Line open space, would result in significant adverse shadows impacts on the Church of the Guardian Angel and the General Theological Seminary.

Archaeological Resources

Under the Lesser Density Alternative, development could potentially occur on the same 25 projected and 28 potential development sites identified for the proposed action. As LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, the Lesser Density Alternative does not have the potential to result in significant adverse archaeological impacts, as is the case for the proposed action.

Urban Design and Visual Resources

Changes to the visual character of the proposed action area and its relationship to the study area that would occur with the proposed action generally would also occur under this alternative. The development resulting from this alternative would be very similar to that with the proposed action, building heights would be the same or lower than under the proposed action, particularly in Subareas A and G. As with the proposed action, the Lesser Density Alternative would reinforce the urban design characteristics of the proposed action area by replacing open uses and nondescript low-rise buildings with new residential development, and strengthening of uniform street walls. Neither this alternative nor the proposed action would adversely affect the urban design or visual character in the area.

In addition, the effect of this alternative without the High Line open space on urban design and visual resources would be generally comparable to that of the Base FAR Scenario. As with that scenario, the changes to the urban design characteristics of the area would be reinforced. The benefits of providing an adaptive reuse for the High Line, and the public views of visual resources that would be provided by the High Line open space would not be created.

Neighborhood Character

Effects on neighborhood character would be similar under this alternative to those of the proposed action. In addition, the effect of this alternative without the High Line open space on neighborhood character would be generally comparable to that of the Base FAR Scenario. The increase in activity that would be introduced to the area (mostly associated with additional residents), and the changes in urban design and visual resources and socioeconomic conditions, although proportionally less than with the proposed action, would still constitute a noticeable change in the area's character. As with the proposed action, the area would become a more vibrant mixed-use community with a larger residential and neighborhood retail presence leading to increased pedestrian traffic and street activity under the Lesser Density Alternative. Overall,

neither this alternative, with or without the High Line open space, nor the proposed action would result in significant adverse impacts on neighborhood character.

Hazardous Materials

The effects of the Lesser Density Alternative with respect to hazardous materials issues is expected to be the same as ~~to~~ those of the proposed action. While this alternative results in a decrease in development density and related density impacts, the potential for site-specific hazardous materials impacts still remains. ~~As with the proposed action, all of the projected and potential development sites have identified conditions that may pose a significant adverse impact under the Lesser Density Alternative.~~ As with the proposed action, all of the projected and potential development sites, except lots that would involve residential conversions not changing the type of use, would be mapped with an (E) designation under the Lesser Density Alternative, while the High Line would undergo all required testing and necessary remediation measures following acquisition and prior to construction. Similarly, like the proposed action, locations of public access to the High Line would receive (E) designations if located on projected or potential development sites. For the four access points that would be provided by the City on City-owned properties, (E) designations would not be placed on these locations. However, a similar mechanism (to ensure that further investigative and/or remedial measures, as well as health and safety measures, occur prior to and/or during construction) is currently being developed.

The effects of the Lesser Density Alternative without the High Line open space would be the same as under the Base FAR Scenario. The same projected and potential development sites would receive (E) designations as under the proposed action. As with the Base FAR Scenario, there would not be environmental investigation and remediation of the High Line and City-provided potential public access points.

Natural Resources

The Lesser Density Alternative would involve a lesser magnitude of new uses on the same projected development sites affected by the proposed action. As the proposed action would not result in significant adverse impacts to natural resources due to either site-specific or density-based effects, the Lesser Density Alternative also would not result in significant adverse impacts on natural resources.

In addition, the effect of this alternative without the High Line open space on natural resources would be generally comparable to that of the Base FAR Scenario. As with the Base FAR Scenario, the Lesser Density Alternative without the High Line open space would not result in significant adverse natural resources impacts.

Waterfront Revitalization Program

The Lesser Density Alternative would result in less development within the Coastal Zone than the proposed action. As a consequence, this alternative would generate fewer residents, park users, and museum patrons to the Coastal Zone as compared to the proposed action. While it would be consistent with the policies of the City's WRP, this alternative, with or without the High Line open space, would not provide the same degree of benefits as the proposed action.

Infrastructure

Demands on water supply, stormwater management, and wastewater treatment would increase somewhat under the Lesser Density Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the Lesser Density Alternative. The Lesser Density Alternative without the High Line open space would generate the same amount of projected development as it would with the High Line. Therefore, the same effects on infrastructure would occur under the alternative with or without the High Line open space.

Solid Waste/Sanitation Services

Demands on solid waste and recycling would increase somewhat under the Lesser Density Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the Lesser Density Alternative. The Lesser Density Alternative without the High Line open space would generate the same amount of projected development as it would with the High Line. Therefore, the same effects on solid waste and sanitation would occur under the alternative with or without the High Line open space.

Energy

Demands on energy would increase somewhat under the Lesser Density Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse energy impacts would occur under the Lesser Density Alternative. The Lesser Density Alternative without the High Line open space would generate the same amount of projected development as it would with the High Line. Therefore, the same effects on energy would occur under the alternative with or without the High Line open space.

Traffic and Parking

This alternative, with 1,396 fewer dwelling units than the proposed project would have ~~82~~ 89 percent of the daily person trips. However, there would be approximately ~~40~~ 55 percent fewer trips in the AM, ~~10~~ 12 percent in the midday and ~~20~~ 28 percent in the PM. Based on these reductions there is expected to be fewer AM and PM peak hour impacted locations, with the midday peak hour having a similar number of impacts compared to the proposed project. In the AM peak, there are expected to be ~~6~~ 8 impacted intersections versus ~~10~~ 11 for the proposed action, while in the PM peak hour there are expected to be ~~14~~ 15 impacted intersections versus ~~15~~ 16 for the proposed action.

As with the proposed action, the off-street public parking supply would be over utilized in the midday peak hour, while overnight it is expected that there would be adequate capacity in the study area.

The Lesser Density Alternative without the High Line open space would generate the same amount of projected development as it would with the High Line. As discussed in Chapter 16, "Traffic and Parking," the High Line open space would not result in substantial additional traffic and parking demand. Therefore, the effects on traffic and parking would be very similar under the Lesser Density Alternative with or without the High Line open space and the same number of impacted intersections would be expected.

Transit and Pedestrians

As noted, above, the travel demand generated by the Lesser Density Alternative would be equivalent to ~~82~~ 89 percent of the travel demand (person trips) generated by the proposed action. With this alternative's reduced demand applied to bus conditions, the significant adverse impact to bus conditions experienced under the proposed action would not occur. According to current NYCT guidelines, increases in bus load levels to above their capacities at any load point is defined as a significant adverse impact, necessitating the addition of more bus service along the route. The proposed action would result in a deficit of ~~two~~ 10 spaces on the M16/M34 route in the PM peak hour ~~eastbound~~ westbound direction. Compared to the proposed action, there would be ~~three~~ 16 fewer bus trips on the impacted route under the Lesser Density Alternative. As a result, bus demand would be ~~1~~ 6 spaces below capacity, a deficit of seats would not occur and the proposed action's significant adverse impact to the combined M16/M34 route in the ~~eastbound~~ westbound direction in the PM peak hour therefore would not occur under the Lesser Density Alternative.

The Lesser Density Alternative without the High Line open space would generate a very similar number of pedestrian and transit trips as compared to the alternative with the High Line open space, although the number of trips would be slightly lower. Therefore, the transit and pedestrians effects would be very similar under the Lesser Density Alternative with or without

the High Line open space.

Air Quality/Noise

Under this alternative, development would occur at somewhat lower density than with the action-induced development. As with the proposed action, the Lesser Density Alternative, with or without the High Line open space, would not result in significant adverse impacts on air quality, and noise. The Lesser Density Alternative would result in similar, but smaller effects on these technical areas. Like the proposed action, this alternative would require the mapping of (E) designations for air quality and noise.

Construction Impacts

The Lesser Density Alternative would generate temporary construction disruptions similar, although at a lower magnitude, to those attributable to the proposed action. The Lesser Density Alternative without the High Line open space would generate similar construction effects except for those associated with the High Line. As under the proposed action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. The Lesser Density Alternative would result in somewhat less truck traffic and construction-related noise projected to occur with the proposed action, but would not provide the degree of economic benefits associated with the construction of the projected development sites.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. Like the proposed action, the Lesser Density Alternative, with or without the High Line open space, would also incorporate the noise attenuation, air quality, and hazardous materials testing and remediation requirements due to the proposed (E) designations. ~~As such, this alternative has the potential to result in possible public health impacts which would not occur with the proposed action.~~

Mitigation

As is the case with the proposed action, the Lesser Density Alternative would result in significant adverse impacts related to elementary and intermediate schools, public day care, shadows, historic resources, traffic, and transit. In addition, the Lesser Density Alternative without the High Line would, like the Base FAR Scenario, result in significant adverse open space impacts.

The mitigation measures proposed for the proposed action for elementary and intermediate schools, public day care, traffic, and transit would also apply to the impacts associated with the Lesser Density Alternative. Refer to Chapter 22, "Mitigation," for details.

Unavoidable Adverse Impacts

As with the proposed action, the Lesser Density Alternative's significant adverse impacts related to shadows, historic resources, and open space (without the High Line only) could not be mitigated. Therefore, these significant adverse impacts would be unavoidable under this alternative. Refer to Chapter 24, "Unavoidable Adverse Impacts," for details.

Conclusion

Overall, the Lesser Density Alternative, with an approximately 30 percent reduction in the total number of dwelling units would have similar, but proportionally smaller magnitude of effects on the environmental areas analyzed, compared to the proposed action. The lower development density projected under this alternative would avoid a significant adverse bus impact in the study area as a whole, but would not eliminate the significant adverse impacts identified for the proposed action in the areas of community facilities and services, shadows, historic resources, and traffic. The Lesser Density Alternative would meet, albeit to a lesser extent, the objectives of the proposed action in encouraging and guiding the development of West Chelsea as a dynamic mixed use neighborhood anchored by a unique, new open space on the High Line. However, floor area bonuses in exchange for contributions to the improvement of the High Line would be reduced.

The Lesser Density Alternative without the High Line open space would have effects similar to those of the Base FAR Scenario. It would avoid a significant adverse bus impact created by the proposed action, but would not eliminate significant adverse impacts identified for the proposed action in the areas of community facilities and services, shadows, historic resources, and traffic. In addition, it would not eliminate the significant adverse open space impacts identified for the Base FAR Scenario.

E. REVISED COMMUNITY BOARD 4 ALTERNATIVE

The DEIS included an assessment of the Community Board 4 Alternative (CB4 Alternative). Since the issuance of the DEIS, Community Board 4 made refinements to its alternative zoning proposal for West Chelsea. The Revised CB4 Alternative evaluates the modified alternative and replaces the CB4 Alternative analyzed in the DEIS.

This alternative is proposed by Manhattan Community Board 4. The boundaries of this

alternative, which would constitute the Special West Chelsea District, are larger than those of the proposed action. However, the additional blocks in an expanded special district would retain their underlying manufacturing zoning and do not contain any projected or potential development sites. In addition, this alternative proposes a slightly smaller area to be rezoned from underlying manufacturing districts to commercial districts, with the midblock area along the south side of W. 20th Street to retain its existing M1-5 zoning, as compared to the proposed action in which that area would be rezoned to C6-2. The intent of retaining additional areas of the M1-5 zoning district is to protect existing galleries and art-related uses from pressure for displacement by competing uses. The proposed zoning districts and the boundaries of the special district for this alternative are shown in Figure 23-1. The Revised Community Board 4 Alternative rezoning area boundary and its relationship to the proposed High Line open space is shown in Figure 23-2.

Manhattan's Community Board 4 proposed this revised zoning plan as an alternative to the proposed action. This alternative shares the general goals of the proposed action, including an open corridor and appropriate environment for a High Line open space; the concept of transferring development rights from the High Line corridor to the avenues and to areas in the north and south of the rezoning area; opportunities for new residential development; and the protection of the core of the art gallery district. However, this alternative contains a number of modifications to the proposed action, summarized below. Notable elements of this alternative include reducing permitted density in some areas and increasing it in others, reducing permitted building height in some areas and increasing it in others, and restricting retail uses and eating and drinking establishments. The specific purposes for these modifications are described below. Community Board 4 also states that its proposals for density and bulk are contingent on provisions for the creation of "significant amounts" of housing for low-, moderate- and middle-income households.

This alternative differs from the proposed action as follows:

- The boundaries of the Special West Chelsea District would be expanded to include the blocks bounded by W. 24th and W. 29th streets, Eleventh and Twelfth avenues and the blocks bounded by W. 15th and W. 17th streets between Tenth and Eleventh avenues. The existing underlying zoning designations (M1-5, M2-3, and M3-2) on these blocks would be retained. Expanding these boundaries would ensure that the general Special West Chelsea District provisions would also apply to these blocks.

In order to encourage a predominantly residential character:

- A special permit from the Board of Standards and Appeals would be required for establishments with liquor licenses and an occupancy of more than 199 persons. Such an establishment could not be located within 200 feet of residential use and within 500 feet of another establishment of the same or greater size.

Figure 23-1
CB 4 Alternative: Proposed Zoning Districts

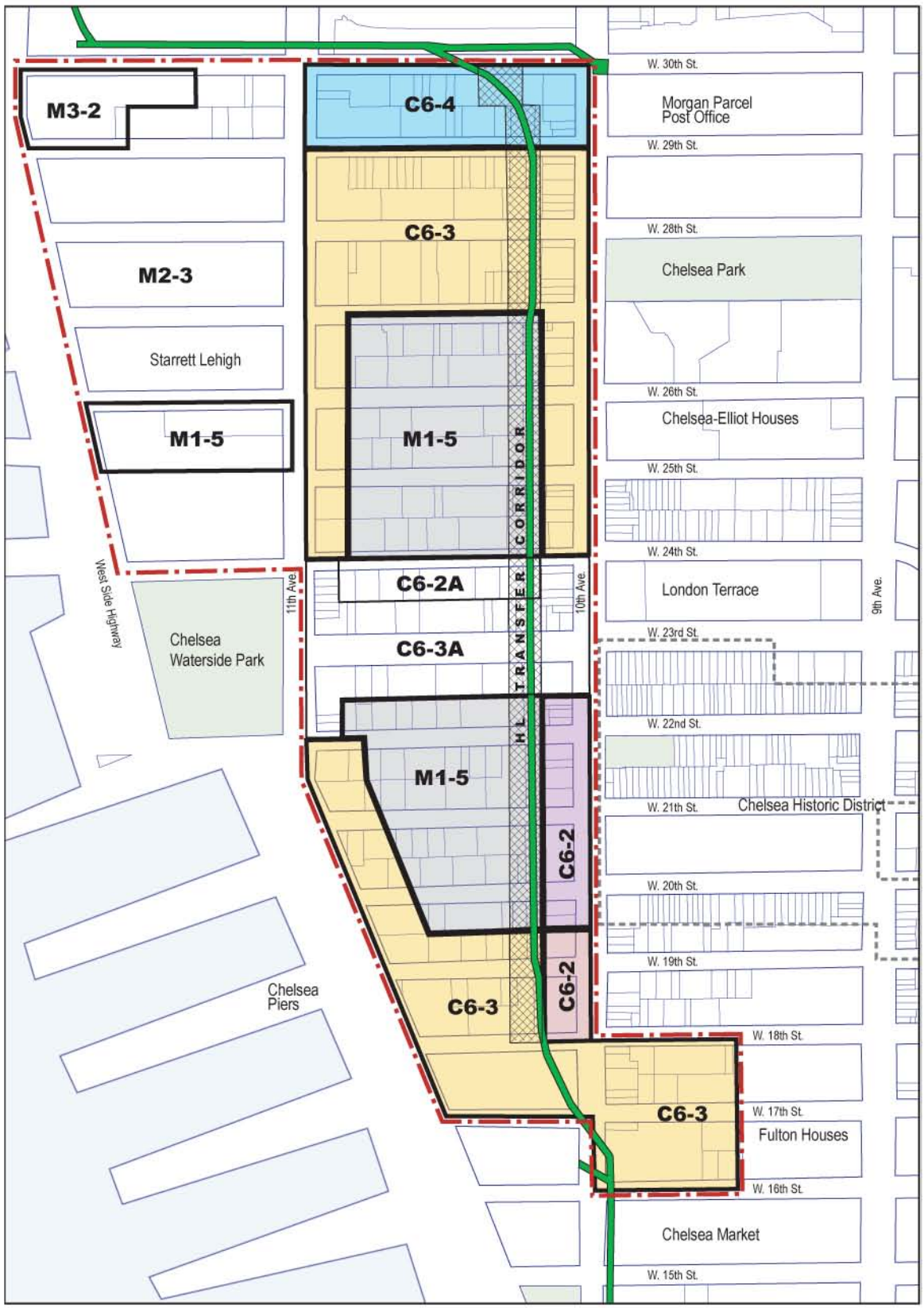


Figure 23-2

CB 4 Alternative: Rezoning Area Boundary and High Line Open Space Area

- Retail uses would be limited to 10,000 sf in the midblocks and on Tenth Avenue, and 20,000 sf elsewhere in the Special District, with gallery uses excepted.

Additional changes include:

- The increment between the base and the maximum FAR would be a blend of floor area transferred from the High Line Transfer Corridor and generated through the creation of affordable housing
- The M1-5 district retained on midblocks in the southern portion of the proposed action area would extend to properties along the south side of W. 20th Street, as compared to the proposed action in which the M1-5 district southern boundary would be W. 20th Street. This area would have C6-2 zoning under the proposed action. The purpose of shifting the boundary of the commercial zoning district to the south is to acknowledge the existing galleries and arts-related uses currently located on the south side of W. 20th Street and to protect them from pressure for displacement by competing uses.
- Regulations to deter harassment of long-term tenants and demolition of residential buildings would be included within the Special District.
- 1 FAR would be required to be retained with the High Line Transfer Corridor, in order to create additional demand for the use of the Inclusionary Housing Bonus
- As compared with the proposed action, density and bulk regulations would be modified as follows:

1. Subarea A (block bounded by Tenth Avenue and Eleventh Avenue, W. 30th Street and W. 29th Street): C6-4 district on the entire block; base FAR 5.0, maximum FAR 10.0, 12.0 with inclusionary housing bonus. Under the proposed action, the midblock southern half of this block would be C6-3 with a base FAR of 5.0, a maximum FAR of 7.5 and a maximum building height of 135 feet while the remainder would be C6-4. Under the proposed action, the bulk regulations would require a 60' to 85' streetwall, and towers would be governed by 30 percent to 40 percent tower coverage requirements. Under the CB4 Alternative, development in Subarea A would be regulated by a maximum height of 280'.
2. Subarea A (Tenth Avenue between W. 28th Street and W. 29th Street): C6-3 district; base FAR 5.0, maximum FAR 6.0; 125 foot maximum height. Under the proposed action, a C6-4 district would be mapped, with a base FAR of 7.5, a maximum FAR of 10.0 (12.0 with an inclusionary housing bonus), and bulk regulations as described above.
3. Subarea A (Eleventh Avenue between W. 28th Street and W. 29th Street): a C6-3 district is proposed; the base FAR would be 5.0, with a maximum FAR 7.5; and a 145 foot maximum height. This area would be zoned C6-4 under the proposed action with a base FAR of 7.5, a maximum FAR of 10.0 (12.0 with an inclusionary housing bonus), and bulk regulations as described above.
4. Subarea B (excluding portion north of W. 29th Street): a base FAR 5.0, maximum FAR 7.5; and a 135 foot maximum height are proposed. All three of these subarea requirements would remain unchanged as compared to the proposed action.

5. Subarea C (Tenth Avenue portion): 125 foot height limit, as compared to the 145 foot height limit under the proposed action. The base FAR of 5.0 would remain unchanged from the proposed action; the maximum FAR for this area would be 6.0, as compared to 7.5 under the proposed action.
6. Subarea C (Eleventh Avenue portion); a 145 foot height limit is proposed; the base FAR of 5.0 and the maximum FAR of 7.5 would remain unchanged from the proposed action.
7. Subarea D (remap the eastern boundary of Subarea D north of the midline between 19th and 20th streets at 100 feet in from Eleventh Avenue): 190 foot maximum height.
8. Subarea D (22nd to 24th Streets): Extend Subarea D to these two blocks, and rezone to C6-2 with a 190 foot maximum height limit. Under the proposed action, a C6-3A district would be mapped, with a 145 foot height limit.
9. Subarea E (excluding the south side of W. 20th Street): C6-3 district; base FAR 5.0, maximum FAR 6.0 (the base and maximum FAR would remain unchanged from the proposed action); 160 foot maximum height. Under the proposed action, development would be limited to 120'; however, special provisions for zoning lots located within Subareas D, E and F would be regulated by a 250' height limit, in conjunction with improvements to the High Line and provision of access.
10. Subarea E (south side of W. 20th Street): this area would retain its existing M1-5 zoning and would be regulated by M1-5 regulations, as modified by Special West Chelsea District special provisions. This area would be C6-2 under the proposed action.
11. Subarea F1 (north of midpoint between W. 19th Street and W. 20th Street): maximum FAR 5.0; 80 foot maximum height. Under the proposed action, this subarea would have a base FAR of 5.0, a maximum FAR of 6.0 and a maximum height of 120 feet under the proposed action.
12. Subarea F2 (south of midpoint W. 19th Street and W. 20th Street): no changes proposed.
13. Subarea G: C6-4 district; base FAR of 5.0; maximum FAR 10.0; 280 foot maximum height. This area would be C6-4 under the proposed action, with a base FAR of 7.5 and a maximum FAR of 10.0.
14. Subarea H: C6-3 district; base FAR 5.0, maximum FAR 7.5; 220 foot maximum height. This area would be C6-2 under the proposed action.
15. Subarea I: C6-3 district (same as the proposed action); base FAR 5.0, maximum FAR 7.5; 220 foot maximum height.
16. M1-5 District: Under the proposed action, a 135 foot height limit would be mandated. The Revised CB4 Alternative would limit the height to 100 feet.

For analysis purposes, DCP identified a RWCDS for this alternative. With the different zoning designations discussed above, the Revised Community Board 4 Alternative would result in a total of 4,464 dwelling units, compared to 4,809 units with the proposed action. The Revised Community Board 4 Alternative would result in a net incremental increase of 4,363 units over the No-Action condition, compared to 4,708 units with the proposed action (refer to Table 23-1 above). This represents an approximately 7.3 percent reduction in incremental dwelling units. This alternative would result in net increases of 3,054 market rate units and 1,309 affordable housing units, compared to 4,051 and 657, respectively, for the proposed action. Refer to

Appendix G, for the RWCDS table for this alternative. The Revised CB4 Alternative would generate 8,281 residents, as compared to 8,287 residents generated by the proposed action.

The Revised Community Board 4 Alternative RWCDS indicates that this alternative would result in some differences in non-residential development as compared to the proposed action for retail, office, and parking/auto uses. Specifically, it would have a net increase of 177,790 sf of retail (compared to 195,215 sf) and net decreases of 792,347 sf of office (compared to 796,947 sf), 62,598 sf of storage/manufacturing (compared to 74,818 sf), and 176,273 sf parking/auto (compared to 225,940 sf). This alternative would have the same amount of incremental development as the proposed action for community facility, hotel, and vacant space uses (refer to Table 23-1).

It should be noted that Projected Development Site 17, which would be zoned C6-2 under the proposed action and is expected to have net development consisting of 122 DUs, 18,630 sf of retail, -4,600 sf of office, -61,184 sf of parking/auto use under the proposed action, would retain its existing M1-5 zoning and experience no new development under the Revised Community Board 4 Alternative.

The environmental effects of this alternative are summarized below and compared with the proposed action. Generally, the effects of this alternative are similar to those of the Lesser Density Alternative. As with that alternative, for CEQR technical areas affected by density-related potential impacts (e.g., community facilities, open space, traffic, etc.), the effects of the Revised Community Board 4 Alternative would be smaller in magnitude as it would result in less dwelling units and therefore fewer residents than the proposed action. However, as the projected and potential development sites for the Revised Community Board 4 Alternative are the same as for the proposed action, except for Projected Development Site 17, site-specific potential impacts (e.g., hazardous materials, archaeology) would be almost identical under both scenarios, as these relate to individual site conditions and are not dependent on the density of projected development. The only change would be that Projected Development Site 17 would not experience site-specific effects.

The Revised Community Board 4 Alternative would include the 5.9-acre High Line publicly accessible open space. However, as under the proposed action, in the event a Certificate of Interim Trail Use (CITU) is not issued, the proposed High Line publicly accessible open space would not be created. Therefore, as with the Lesser Density Alternative, the assessment of this alternative also considers its effects without the High Line open space. Without the High Line open space, the transfer of development rights from the High Line would not be permitted. As a consequence, this alternative would result in less residential development in the event there is no High Line open space compared to the number of dwelling units that would be developed under this alternative with a High Line open space. The effects of the Revised Community Board 4 Alternative without the High Line open space would be generally comparable to those of the Base FAR Scenario, as discussed in Chapters 2 through 21 of the EIS.

Land Use, Zoning, and Public Policy

The overall effect of this alternative on land use, zoning, and public policy would be generally comparable to that of the proposed action. This alternative would support, to a lesser degree, the goals of the proposed action, but may make new development less likely. Like the proposed action, this alternative would provide opportunities for new residential development in the area, while maintaining a midblock core of industrial, commercial, art gallery uses, together with the creation of the High Line publicly accessible open space. However, this alternative would lead to the production of fewer housing units compared to the proposed action. Thus, the beneficial effects of the proposed action would not be as great under this alternative. Moreover, there would be an inconsistency in this alternative between the proposed creation of approximately 4,500 new housing units, and a population increase of about 8,200, and the zoning regulations affecting the provision of retail services. By restricting retail establishments to 10,000 sf in the midblocks and on Tenth Avenue, and 20,000 sf elsewhere in the Special District, the alternative would not allow the community to have convenient access to the full variety of large retail establishments, such as food stores, housewares and home furnishings stores, and book stores, found in other Manhattan neighborhoods characterized by mixed residential and commercial buildings. In addition, the effect of this alternative without the High Line open space on land use, zoning, and public policy would be generally comparable to that of the Base FAR Scenario.

Socioeconomic Conditions

The Revised Community Board 4 Alternative would result in the same general socioeconomic effects as the proposed action. Under this alternative, 345 (7.3 percent) fewer incremental housing units would be added to the proposed action area. Therefore, the socioeconomic benefits to businesses generated by the increase in residential development generated by the proposed action would not be as extensive for this alternative as for the proposed action. With fewer residential units, the market may be less likely to meet the long-term demand for new housing in the area. However, the overall effects with respect to direct and indirect effects on residents, businesses, and specific industries would be comparable to the proposed action. In addition, the effect of this alternative without the High Line open space on socioeconomic conditions would be generally comparable to that of the Base FAR Scenario.

Community Facilities and Services

The projected population increase in the study area under the Revised Community Board 4 Alternative would be slightly lower than under the proposed action, and would therefore place a lesser demand on community facilities and services. However, as with the proposed action, this alternative's reduced demand would still result in a significant adverse impact on elementary and intermediate schools and publicly funded day care.

Elementary and Intermediate Schools

Under the Revised Community Board 4 Alternative, there would be 462 additional elementary school students. As a result, in Region 3 of CSD 2 the utilization rate would increase under No-Action conditions from 125 percent, with a shortfall of 649 seats, to a utilization rate of 143 percent, with a shortfall of 1,111 seats (compared to an increase to 144 percent and deficiency of 1,133 seats with the proposed action). In CSD 2 as a whole, the elementary school utilization rate would increase under No-Action conditions from 109 percent, with a shortfall of 1,334 seats, to a utilization rate of 112 percent, with a shortfall of 1,796 seats (compared to an increase to 112 percent and deficiency of 1,818 seats with the proposed action). As the Revised Community Board 4 Alternative would result in a greater than 5 percent increase in the deficiency of available elementary school seats over No-Action conditions (71 percent and 35 percent, respectively) it would result in a significant adverse impact on public elementary schools in Region 3 and CSD 2 as a whole.

Under the Revised Community Board 4 Alternative, there would be 100 additional intermediate school students. For intermediate schools in CSD 2, the utilization rate would increase under No-Action conditions from 117 percent, with a shortfall of 1,164 seats, to a utilization rate of 119 percent, with a shortfall of 1,264 seats (compared to an increase to 119 percent and deficiency of 1,265 seats with the proposed action). As the Revised Community Board 4 Alternative would result in a greater than 5 percent increase in the deficiency of available intermediate school students over No-Action Conditions (9 percent) it would result in a significant adverse impact on public intermediate schools in CSD 2.

As this alternative would generate fewer students than the proposed action, it would also not result in significant adverse impacts to public intermediate schools in Region 3 of CSD 2 and high schools.

Publicly Funded Day Care

With 1,309 affordable housing dwelling units, the Revised Community Board 4 Alternative would generate 157 children under age 12 eligible for publicly funded day care. As a result, the net unmet demand in the study area would increase from 121 to 278 slots and demand would increase by 66 percent as a percentage of capacity (compared to an increase of 79 slots under the proposed action, in which the unmet demand would increase to 200 slots). As this alternative would result in an increase of five percent or more over capacity, a significant adverse impact to publicly funded day care service in the study area could occur in 2013 as a result of the alternative.

Other Community Facilities

Similar to the proposed action, there would be no significant adverse impact on public libraries, health care facilities, police and fire protection in the area under this Revised Community Board 4 Alternative.

The Revised Community Board 4 Alternative without the High Line open space would generate less residential development as it would with the High Line. While the exact amount of development has not been determined, it would likely be comparable to the Base FAR Scenario and, as with that scenario, significant adverse impacts to schools and publicly funded day care would occur.

Open Space

The overall effect of this alternative on open space resources would be generally similar to, although of a slightly lesser magnitude than, the effects of the proposed action. This alternative would generate a slightly smaller number of new residents. This alternative would also include creation of a 5.9-acre publicly accessible open space on the High Line.

The proposed action would not result in significant adverse open space impacts. As the Revised Community Board 4 Alternative would generate fewer residents than the proposed action and the open space study area would have the same amount of open space, this alternative would not result in significant adverse impacts on open space as it would result in slightly better open space utilization ratios as compared to the proposed action.

The Revised Community Board 4 Alternative without the High Line open space would generate less residential development than with the High Line. While the exact amount of development has not been determined, it would likely be comparable to the Base FAR Scenario and as with that scenario, significant adverse impacts to open space would occur.

Shadows

Under the Revised Community Board 4 Alternative, in most of the proposed action area, the maximum allowable building heights would be the same or shorter than as with the proposed action. It is expected that new buildings generated as a result of the proposed action either would be similar in height and bulk or, shorter than buildings generated in these portions of the area. However, in certain areas, specifically, the portion of Subarea B along the north side of W.29th Street; Subarea E, excluding the south side of W. 20th Street; and the area along Eleventh Avenue between W. 22nd and W. 24th streets, buildings would be permitted to be taller than those anticipated in these areas under the proposed action. Also, the portion of Subarea B along the north side of W. 29th Street would have higher permitted maximum FAR under this alternative.

As a result, while on some sites incremental shadows generated by the Revised Community Board 4 Alternative would be the same or smaller than the proposed action (and in the case of Projected Development Site 17 there would be no shadows cast), several sites could cast shadows longer than the proposed action. These include Projected Development Sites 19, 22, 23, 24, and 25 and Potential Development Sites 28, 29, 43, 44, and 45. As discussed in Chapter 6,

"Shadows," the proposed action is expected to generate unmitigated significant adverse shadows impacts on the Church of the Guardian Angel and the General Theological Seminary, primarily from shadows cast by Projected Development Site 15. The proposed action is not expected to create any significant adverse impacts on the five existing and two future sunlight-sensitive open spaces in the shadows study area. This alternative, with or without the High Line open space, likely would have generally similar effects on these resources of concern given the types of buildings anticipated and their location relative to both the sunlight-sensitive locations and existing buildings in the area, though they would be to a lesser degree. Therefore, based on a preliminary assessment, this alternative is expected to result in the same significant adverse shadows impacts as the proposed action.

Historic Resources

Architectural Resources

The Revised Community Board 4 Alternative would have some differences in permitted FAR and height and bulk regulations as compared to the proposed action. However, with the exception of Projected Development Site 17 which would not be developed under this alternative, this alternative is expected to result in development on the same projected and potential development sites as the proposed action. Therefore, the Revised Community Board 4 Alternative generally would have the same direct effects, including construction effects, as the proposed action. The proposed action would result in significant adverse impacts to eight historic resources, including the demolition of two eligible resources, the E.R. Merrill Spring Company Building (#9) and the Manufacturing Building (#8) from development on Potential Development Sites 38 and 30, respectively, and the conversion of one resource, the Otis Elevator Building (#5), to residential use (Projected Development Site 7). These significant adverse impacts would be unmitigated because development activity on these eligible resources would occur as-of-right.

Inadvertent construction-related damage could potentially occur to five eligible resources including: the Wolff Building and Annex (#13); the Cornell Ironworks (aka Standard Oil Building) (#14); the Reynolds Metal Building (#15); the B&O Terminal (#26); and the Nabisco Complex (Chelsea Market) (#32). These significant adverse impacts would be unmitigated because development activity on these eligible resources would occur as-of-right. With respect to construction-related impacts, the five resources would be afforded limited protection under DOB regulations applicable to all buildings located adjacent to construction sites; however, since the resources are not S/NR-listed or NYLPC-designated, they are not afforded special protections under DOB's *TPPN 10/88*. The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB 10/88, which apply to designated historic resources, would not be applicable in this case, unless

the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the above construction protection procedures, and may therefore be adversely impacted by adjacent development resulting from the proposed action.

Accordingly, this alternative, with or without the High Line open space, would result in the same significant adverse impacts as anticipated for the proposed action. The indirect and shadows effects also would be generally similar to those of the proposed action, although the effects would be somewhat less in magnitude as the Revised Community Board 4 Alternative likely would result in shorter buildings. As with the proposed action the Revised Community Board 4 Alternative, with or without the High Line open space, would result in significant adverse shadows impacts on the Church of the Guardian Angel and the General Theological Seminary.

Archaeological Resources

Under the Revised Community Board 4 Alternative, development could potentially occur on 24 of the same 25 projected and all 28 of the potential development sites identified for the proposed action. As LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, the Revised Community Board 4 Alternative does not have the potential to result in significant adverse archaeological impacts, similar to the proposed action.

Urban Design and Visual Resources

Changes to the visual character of the proposed action area and its relationship to the study area that would occur with the proposed action generally would also occur under this alternative. The development resulting from this alternative would be very similar to that with the proposed action, although as noted above, some buildings would be shorter while others would be taller. Overall, this alternative would result in a lower density of development, as maximum permitted density, height, and setback would be geographically reassigned as compared to the proposed action. The reduction in the maximum allowed heights in Subareas C (reduced along Tenth Avenue to 125 feet), D, F (from the midpoint of W. 22nd and W. 23rd streets to the midpoint of W. 19th and W. 20th streets), G, H and I would result in lower development in these areas and would be balanced by the increases in density and more flexible bulk controls along Eleventh Avenue between W. 22nd to W. 24th streets and in Subareas B, F (south of the midpoint between W. 19th and W. 20th Streets) and H.

As this alternative would have buildings that are generally consistent in form to those permitted under the proposed action, the Revised Community Board 4 Alternative would reinforce the urban design characteristics of the proposed action area by replacing open uses and nondescript low-rise buildings with new residential development, and strengthening of uniform street walls. Neither this alternative nor the proposed action would adversely affect the urban design or visual character in the area.

In addition, the effect of this alternative without the High Line open space on urban design and visual resources would be generally comparable to that of the Base FAR Scenario. As with that scenario, the changes to the urban design characteristics of the area would be reinforced. The benefits of providing an adaptive reuse for the High Line, and the public views of visual resources that would be provided by the High Line open space would not be created.

Neighborhood Character

Under the Revised Community Board 4 Alternative, effects on neighborhood character would be similar to those of the proposed action. The increase in activity that would be introduced to the area (mostly associated with additional residents), and the changes in urban design and visual resources and socioeconomic conditions, although somewhat different in terms of the geographic assignment of density, height, and bulk as compared to the proposed action, would still constitute a noticeable change in the area's character. As with the proposed action, the area would become a more vibrant mixed-use community with a larger residential and neighborhood retail presence leading to increased pedestrian traffic and street activity under the Revised Community Board 4 Alternative. In addition, the effect of this alternative without the High Line open space on neighborhood character would be generally comparable to that of the Base FAR Scenario. Overall, neither this alternative, with or without the High Line open space, nor the proposed action would result in significant adverse impacts on neighborhood character.

Hazardous Materials

The effects of the Revised Community Board 4 Alternative with respect to hazardous materials issues is expected to be identical to those of the proposed action. While this alternative results in a decrease in development density and related density impacts, the potential for site-specific hazardous materials impacts still remains. As with the proposed action, except for lots that would involve residential conversions not changing the type of use, all of the projected and potential development sites would be mapped with an (E) designation under the Revised Community Board 4 Alternative, while the High Line would undergo all required testing and necessary remediation measures following acquisition and prior to construction. Similarly, like the proposed action, locations of public access to the High Line would receive (E) designations if located on projected development sites. For the four access points that would be provided by the City on City-owned properties, (E) designations would not be placed on these locations. However, a similar mechanism (to ensure that further investigative and/or remedial measures, as well as health and safety measures, occur prior to and/or during construction) is currently being developed.

The effects of the Revised Community Board 4 Alternative without the High Line open space would be the same as under the Base FAR Scenario. The same projected and potential development sites would receive (E) designations as under the proposed action. As with the

Base FAR Scenario, there would not be environmental investigation and remediation associated with the High Line open space.

Natural Resources

The Revised Community Board 4 Alternative would involve a lesser magnitude of new uses on the same projected development sites affected by the proposed action. As the proposed action would not result in significant adverse impacts to natural resources due to either site-specific or density-based effects, the Revised Community Board 4 Alternative also would not result in significant adverse impacts on natural resources.

In addition, the effect of this alternative without the High Line open space on natural resources would be generally comparable to that of the Base FAR Scenario. As with the Base FAR Scenario, the Revised Community Board 4 Alternative without the High Line open space would not result in significant adverse natural resources impacts.

Waterfront Revitalization Program

The Revised Community Board 4 Alternative would result in less development within the Coastal Zone than the proposed action. As a consequence, this alternative would generate fewer residents, park users, and museum patrons to the Coastal Zone as compared to the proposed action. While it would be consistent with the policies of the City's WRP, this alternative, with or without the High Line open space, would not provide the same degree of benefits as the proposed action.

Infrastructure

Demands on water supply, stormwater management, and wastewater treatment would increase somewhat under the Revised Community Board 4 Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the Revised Community Board 4 Alternative.

The Revised Community Board 4 Alternative without the High Line open space would generate less projected residential development than it would with the High Line open space. Therefore, the effects on infrastructure would be somewhat less than would occur with the High Line open space.

Solid Waste/Sanitation Services

Demands on solid waste and recycling would increase somewhat under the Revised Community Board 4 Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the Revised Community Board 4 Alternative.

The Revised Community Board 4 Alternative without the High Line open space would generate less projected residential development than it would with the High Line open space. Therefore, the solid waste effects would be somewhat less than would occur with the High Line open space.

Energy

Demands on energy would increase somewhat under the Revised Community Board 4 Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse energy impacts would occur under the Revised Community Board 4 Alternative.

The Revised Community Board 4 Alternative without the High Line open space would generate less projected residential development than it would with the High Line open space. Therefore, the energy effects would be somewhat less than would occur with the High Line open space.

Traffic and Parking

This alternative, with a net of 345 fewer dwelling units and 17,425 sf less retail space than the proposed project would have 94 percent of the daily person trips. However, there would be approximately 17 percent fewer trips in the AM, 9 percent in the midday and 11 percent in the PM. Based on these reductions, there is expected to be fewer AM peak hour impacted locations, with the midday and PM peak hour having a similar number of impacts compared to the proposed project. In the AM peak, there are expected to be 10 impacted intersections (versus 11 for the proposed action).

As with the proposed action, the off-street public parking supply would be over utilized in the midday peak hour, while overnight it is expected that there would be adequate capacity in the study area.

The Revised Community Board 4 Alternative without the High Line open space would generate less residential development as it would with the High Line. While the exact amount of development has not been determined, it would likely be comparable to the Base FAR Scenario and as with that scenario, significant adverse traffic impacts would occur.

Transit and Pedestrians

As noted, above, the travel demand generated by the Revised Community Board 4Alternative would be equivalent to 94 percent of the travel demand (person trips) generated by the proposed action. With this alternative's reduced demand applied to bus conditions, the significant adverse impact to bus conditions experienced under the proposed action would also occur. According to current NYCT guidelines, increases in bus load levels to above their capacities at any load point is defined as a significant adverse impact, necessitating the addition of more bus service along the route. The proposed action would result in a deficit of 10 spaces on the M16/M34 route in the PM peak hour westbound direction. Compared to the proposed action, there would be 7 fewer bus trips on the impacted route under the Revised Community Board 4 Alternative. As a result, bus demand would be greater than capacity, a deficit of 3 seats would occur and the proposed action's significant adverse impact to the combined M16/M34 route in the westbound direction in the PM peak hour therefore would also occur under the Revised Community Board 4 Alternative.

The Community Board 4 Alternative without the High Line open space would generate less residential development as it would with the High Line. While the exact amount of development has not been determined, as it would result in less travel demand than the alternative with the High Line open space, it would not result in significant adverse impacts on transit and pedestrians.

Air Quality

Introduction

Air quality issues analyzed for the Revised CB4 Alternative include the potential for:

1. Increases and/or changes in vehicular travel associated with the action-generated development to result in significant air quality impacts near congested intersections (i.e., mobile source impacts);
2. Emissions from the heating systems of the action-generated developments to significantly affect other action-generated developments (i.e., project-on-project impacts);
3. Emissions from the heating systems of groups of similarly sized buildings to significantly impact other action-generated developments (i.e., cumulative impacts);
4. Emissions from the heating systems of the action-generated developments to significantly impact existing land uses (i.e., project impacts on existing uses); and
5. Emissions from existing commercial, institutional or large-scale residential developments to significantly affect action-generated developments (i.e., impacts of existing emission sources on projected and potential developments).

Items 1, 2, and 3 were quantitatively estimated for the Revised CB4 Alternative because the sizes and/or heights of the projected and potential developments were sufficiently different from those estimated under the proposed action to require a complete reanalysis of the potential for air

quality impacts. These differences could affect projected vehicular travel, heating system emission impacts on existing land uses, and heating system emission impacts on other action-generated developments.

Potential project impacts on existing land uses (Item 4) as well as the potential impacts of existing large-scale developments on the projected and potential developments (Item 5) would be either the same or less under this alternative than under the Proposed action, and are therefore discussed qualitatively. Potential impacts associated with the relocated Quill Bus Depot and air toxic emissions generated by existing nearby industrial and commercial uses would be the same as under the Proposed action, and were not considered.

(1) Mobile Source Microscale Intersection Analysis

Similar to the results of the Proposed action, 2013 CO 8-hour levels with the Revised CB4 Alternative would not exceed the NAAQS, and the PM2.5 24-hour and annual increments would not exceed the DEP de minimis thresholds. A quantitative microscale analysis was not conducted for this project alternative since action-generated vehicle trips are less than those estimated under the Proposed action.

(2) Project on Project Impacts

A total of twenty-seven (27) projected and potential developments were considered for the analysis of the Revised CB4 Alternative. These developments are anticipated to range from 57 to 869 dwelling units with total floor area ranging from approximately 55,000 to 760,000 square feet.

An analysis was conducted to determine whether any of the projected/potential building emissions would have the potential to significantly impact air quality levels at any of the other nearby projected/potential buildings (i.e., project-on-project impacts). Table 23-3 provides a list of the projected and potential developments, and the results of the screening and detailed modeling analysis. The highest pollutant concentrations were associated with direct plume impact on elevated receptors (i.e., without the incorporation of downwash effects).

A screening analysis was conducted, following the procedures provided in the *2001 CEQR Technical Manual,* for all of the non-abutting development sites associated with this scenario. Seven sites passed and one site (Site No. 19) failed this analysis. Detailed dispersion modeling analysis, using the same methodology conducted for the Proposed action, was then conducted for this site to determine minimum distances between boiler exhaust stacks and nearby taller buildings. The screening analysis was also conducted for 10 sites that will abut sites with taller buildings.

In order to ensure that there would be no significant air quality impact from any of these developments, (E) Designations would be applied to the one site that failed the screening analysis as well as to the sites that would abut taller buildings. These (E) Designations would specify either the type of fuel to be used (e.g., natural gas instead of fuel oil) or the distance that the vent stack on the building roof must be from the edge of an adjacent taller building.

For the sites that are attached to one another, the minimum distances required to pass the screening process using *CEQR Manual* monographs are presented in Table 23-3 for both No. 2 fuel oil and natural gas. This table also provides the set-back distances that would not cause exceedances of the NAAQS at nearby taller buildings for the one building that failed CEQR screening analysis.

The result of this analysis is that the development scenario, with (E) Designation restrictions for the following development sites, would not cause any violation of an applicable air quality standard (i.e., maximum predicted total concentrations of each pollutant, including background, of NO_x, SO_2, and PM_{10} are less than the corresponding NAAQS), and would therefore have no significant adverse environmental impacts on air quality.

- Development sites that require a minimum offset distance for the stack locations for either natural gas or No. 2 fuel oil, as specified in Table 23-3 (columns two and three):

  - Block 691, Lots 25, 27, 29, 33, 35, 37 (Site 18)
  - Block 715; Lots 1, 2, 3, 60, 63, 64, 65 (Site 22)
  - Block 715; Lots 5, 7 (Site 23)
  - Block 714, Lots 1, 63 (Site 24)
  - Block 701, Lots 59, 62, 68, 70 (Site 26)
  - Block 701; Lots 52, 55, 56 ,58 (Site 27)
  - Block 701, Lots 16, 22, 23 (Site 28)
  - Block 701, Lots 24, 28 (Site 29)
  - Block 691, Lots 22, 24 (Site 43)
  - Block 695, Lots 1, 2, 3 (Site 47)

- Development sites that require the exclusive use of natural gas or a minimum offset distance for the stack locations, as specified in Table 23-3 (column four):

  - Block 690, Lots 12, 20, 54 (Site 19)

TABLE 23-3, RESULTS OF HVAC SOURCE IMPACT ANALYSIS FOR PROJECTED AND POTENTIAL SITES UNDER REVISED CB4 ALTERNATIVE

HVAC Source Identification	CEQR Screening Results for No. 2 Fuel Oil	CEQR Screening Results for Natural Gas	ISC3 Modeling Results for No.2 Fuel Oil[1]	ISC3 Modeling Results for Natural Gas[1]
Site 2 [2]	---	---	---	---
Site 3	Pass	Pass	---	---
Site 12	Pass	Pass	---	---
Site 13	Pass	Pass	---	---
Site 16 [2]	---	---	---	---
Site 18	35 Feet [1]	21 feet [1]	N/A	N/A
Site 19	Fail [3]	Fail[3]	98 feet [4]	Pass
Site 21[2]	---	---	---	---
Site 22	54 feet [1]	40 feet [1]	N/A	N/A
Site 23	32 feet [1]	22 feet [1]	N/A	N/A
Site 24	95 feet [1]	70 feet [1]	N/A	N/A
Site 25 [2]	---	---	---	---
Site 26	85 feet [1]	65 feet [1]	N/A	N/A
Site 27	62 feet [1]	45 feet [1]	N/A	N/A
Site 28	66 feet [1]	46 feet [1]	N/A	N/A
Site 29	56 feet [1]	40 feet [1]	N/A	N/A
Site 35	Pass	Pass	---	---
Site 42	Pass	Pass	---	---
Site 43	45 feet [1]	32 feet [1]	N/A	N/A
Site 44 [2]	---	---	---	---
Site 45	Pass	Pass	---	---
Site 46	Pass	Pass	---	---
Site 47	31 feet [1]	19 feet [1]	N/A	N/A
Site 52 [2]	---	---	---	---

Notes:

1 Some sites are immediately adjacent to each other and the analysis could not be further refined without additional design data; therefore the minimum distance for which the source would pass the CEQR screening procedures was provided for these sites using CEQR monographs. The following (E) designation would be placed on these development sites: Any new development on the property must locate the HVAC stack no closer to the edge of roof than the distance indicated.

2 Building is taller than nearby buildings; no analysis is required.

3 For sites that failed the CEQR screening procedures, a detailed ISC3 modeling analysis was performed.

4 The following (E) designation would be placed on these development sites: Any new development on the property must either locate the HVAC stack no closer to the edge of roof (on the highest tier) as indicated or use natural gas as the type of fuel for the HVAC systems.

(3) Cumulative Impacts from HVAC Sources

The following four clusters were evaluated to determine the potential impact from the combined effects of the HVAC emissions from buildings on nearby projected/potential development sites.

- Cluster #1: Potential Development Sites 12, 13, and 16 – comprising a total floor area of 385,526 square feet with a stack height of 193 feet;
- Cluster #2: Potential Development Sites 18, 19, and 43 – comprising a total floor area of 677,371 square feet with a stack height of 163 feet;
- Cluster #3: Projected Development Sites 26,27,28, and 29 – comprising a total floor area of 959,580 square feet with a stack height of 283 feet; and
- Cluster #4: Projected and Potential Development Sites 46, 47, and 52 – comprising a total floor area of 447,165 square feet with a stack height of 193 feet.

The results of the analysis indicate that the potential air quality impacts of combined emissions from these HVAC clusters, using either No. 2 fuel oil or natural gas, would not be significant (i.e., would not cause a violation of an NAAQS).

(4) Project Impacts on Existing Land Uses

All buildings considered under Revised CB4 alternative would be taller than the existing buildings in the immediate vicinity of the rezoning area boundary (e.g., the 10-story R. Fulton Houses). Emissions from the heating systems of the projected or potential developments would therefore not directly impact these existing buildings, and the impacts of the action-related developments on these land uses would therefore not be significant (i.e., would not cause a violation of an NAAQS).

(5) Impacts of Existing Emission Source on Projected and Potential Developments

The heights of the buildings that were identified under Proposed action as being potentially affected by existing emission sources either did not change (Building No. 7 and 9) or would have slightly decreased (e.g., Building No. 11 is now 125 feet versus 145 feet) under Revised CB4 alternative. Therefore, the potential impacts of existing emission sources under this alternative, would be the same or less than the impacts estimated under Proposed action. Emissions from existing large combustion sources would therefore not significantly impact any of the projected or potential development sites.

Noise

Under this alternative, development would occur at somewhat lower density than with the action-induced development. Due to lower predicted traffic volumes compared to the proposed action, potential noise impacts were qualitatively analyzed. As with the proposed action, the Revised Community Board 4 Alternative, with or without the High Line open space, would not result in significant adverse noise impacts. This alternative would result in the mapping of (E) designations for noise on all or subset of the sites that

would receive (E) designations under the proposed action

Construction Impacts

The Revised Community Board 4 Alternative would generate temporary construction disruptions similar, although at a lower magnitude, to those attributable to the proposed action. The Revised Community Board 4 Alternative without the High Line open space would generate similar construction effects except for those associated with the High Line. As under the proposed action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. The Revised Community Board 4 Alternative would result in somewhat less truck traffic and construction-related noise projected to occur with the proposed action, but would not provide the degree of economic benefits associated with the construction of the projected development sites.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. Like the proposed action, the Revised Community Board 4 Alternative, with or without the High Line open space, would also incorporate the noise attenuation and hazardous materials testing and remediation requirements due to the proposed (E) designations.

Mitigation

As is the case with the proposed action, the Revised CB4 Alternative would result in significant adverse impacts related to elementary and intermediate school, public day care, shadows, historic resources, traffic, and transit. In addition, the Revised CB4 Alternative without the High Line would, like the Base FAR Scenario, result in significant adverse open space impacts.

The mitigation measures proposed for the proposed action for elementary and intermediate schools, public day care, traffic, and transit would also apply to the impacts associated with the Revised CB4 Alternative. Refer to Chapter 22, "Mitigation," for details.

Unavoidable Adverse Impacts

As with the proposed action, the Revised CB4 Alternative's significant adverse impacts related to shadows, historic resources, and open space (without the High Line only) could not be mitigated. Therefore, these significant adverse impacts would be unavoidable under

this alternative. Refer to Chapter 24, "Unavoidable Adverse Impacts," for details.

Conclusion

Overall, the Revised Community Board 4 Alternative with an approximately 7.3 percent reduction in the total number of dwelling units would have similar, but proportionally smaller magnitude of effects on the environmental areas analyzed, compared to the proposed action. The lower development density projected under this alternative would not eliminate the significant adverse impacts identified for the proposed action in the areas of community facilities and services, shadows, historic resources, bus transit, and traffic. The Revised Community Board 4 Alternative would meet, albeit to a lesser extent, the objectives of the proposed action in encouraging and guiding the development of West Chelsea as a dynamic mixed use neighborhood anchored by a unique, new open space on the High Line.

The Revised Community Board 4 Alternative without the High Line open space would have effects similar to those of the Base FAR Scenario. It would not eliminate significant adverse impacts identified for the proposed action in the areas of community facilities and services, shadows, historic resources, bus transit, and traffic. In addition, it is expected to eliminate the significant adverse open space impacts identified for the Base FAR Scenario, unless the High Line open space is not provided.

F. REVISED AFFORDABLE HOUSING ALTERNATIVE

Introduction

The Affordable Housing Alternative (Alternative F) is a proposal by the Department of City Planning (DCP) that is intended to address comments received during the public review process. The proposal is intended to assess whether an alternative zoning plan for West Chelsea would result in fewer adverse impacts than the proposed action, while still meeting the goals and objectives of the proposed action. This alternative is reflected in ULURP Application Nos. N 050161(A) ZRM and C050162(A) ZMM) (see Appendix A.1.b, "Revised Zoning Map and Text Amendments").

In the DEIS, the Affordable Housing Alternative, also identified as Alternative F, was identical to the proposed action with the exception of an Inclusionary Housing Bonus (IHB). The version of Alternative F analyzed in this FEIS is entirely new, and was derived in large part from comments received during the public review process. Specifically, Alternative F reflects changes made in regard to bulk, density and affordable housing. The analysis presented below evaluates the modified application and replaces the Affordable Housing Alternative analyzed in the DEIS.

Under the proposed action, floor area could be increased from the base to the maximum FAR through the transfer of floor area from the High Line Transfer Corridor (HLTC). The

floor area increase would apply to most of the areas rezoned to C6-2, C6-3, and C6-4 (between W. 29th and W. 30th Streets) districts. In Subarea A, floor area could be further increased from 10 to 12 FAR through use of the IHB. Under Alternative F, additional affordable housing could be provided by allowing some of the increment between the base and the maximum FAR in the C6 districts to be obtained in exchange for providing affordable housing, as described below:

- After two-thirds of the increment from the base to the maximum FAR is achieved through the transfer of floor area from the HLTC, the remaining one-third could be achieved through either additional transfer from the HLTC, or in exchange for providing new or preserving existing affordable housing. The permitted floor area increase is described in Table 23-4 below.

Table 23-4, Alternative F: Floor Area Increase From Base to Maximum FAR for Revised AHA

District	Base FAR	FAR increase (from HLTC)	FAR increase (from HLTC and/or housing bonus)	Max FAR
C6-2	5.0	0.65 – 1.0	0.35	6.0
C6-3	5.0	1.65 – 2.5	0.85	7.5
C6-4	7.5	1.65 - 2.5	0.85	10.0

- After 90 percent of the total HLTC development rights have been transferred, the entire floor area increment could be achieved on a site through inclusionary housing.

If used for preservation, revisions would be made to the preservation option of the inclusionary housing program that is currently available in R10 and equivalent districts. The preservation option under Alternative F would allow a wider range of income levels and permit mortgage debt on the building, as follows:

- The definition of "fair rent" would be amended to also include the payment of principal or interest on mortgage debt, and lower income housing would be able to secure this debt, provided that, in approving the lower income housing plan, the Commissioner of Housing Preservation and Development (HPD) finds that the total annual rent, when such interest and principal payments are deducted, is in compliance with the requirements of Section 23-94(c) of the Zoning Resolution.

- The definition of "lower income household" would be amended to become a family having an income equal to or less than 125/80 times the income level set by HUD for lower income families receiving housing assistance payments.

- Lower income households would also include all existing households in tenancy, provided such households occupy units that are within a building in which rents for all occupied units are regulated by City or State law, and the aggregate maximum permitted annual rent roll for such occupied units, divided by the number of occupied units, is less than 30 percent of the applicable income limit for a lower income

household with adjustments for the size of individual households. The HPD Commissioner could make adjustments to the applicable income limits to reflect the household sizes of existing tenants.

- By increasing the maximum household income definition of "lower income household" and permitting the building to carry mortgage debt, the new regulations would make it possible for the proposed inclusionary housing bonus to preserve a greater number of affordable housing units. Thus, the applicable ratio for preservation units would be changed from 2.0 square feet of bonus space to each square foot of housing preserved to 1.5 square feet of bonus to 1 square foot of housing preserved.

New or preserved units would be administered by a not-for-profit organization and, upon turnover, would remain permanently affordable to income-qualifying households at below-market rents.

The number of affordable units resulting from this alternative would depend upon the relative proportions of new or preserved units. If there were an even split among preserved units, new on-site units and new off-site units, the total additional affordable units would total approximately 250.

The zoning under Alternative F differs from the proposed action in the following manner:

east side Tenth Avenue, between W. 17th and W. 18th Streets:
The proposed action would establish a C6-2 district in this area, and the corresponding zoning text would allow a base FAR of 5.0, and an increase to a maximum of 6.0 FAR, achievable through the transfer of floor area from the HLTC. While Alternative F would also establish a C6-2 district, with a minimum FAR of 5.0, the maximum allowed FAR would be 7.5, achieved through the transfer of floor area from the HLTC.

east side of Tenth Avenue, between W. 16th and W. 17th Streets:
The proposed action would establish a C6-3 district to a depth of 400 feet east of Tenth Avenue. Under Alternative F, the boundary of the C6-3 district would be mapped to a depth of 425 feet east of Tenth Avenue.

Eleventh Avenue, between W. 22nd and W. 24th streets:
The proposed action would establish a C6-3A district, with a 60 to 102 foot streetwall, and a height limit of 145 feet. Under Alternative F, this area would be mapped as a C6-3 district, with a 60 to 90 foot streetwall, and a height limit of 220 feet.

Under Alternative F, the subarea boundaries would be adjusted to reflect the difference in density and bulk, as described below.

Subarea A

Under the proposed action, the bulk regulations along W. 30th Street would allow a tower-on-a-base form, with streetwall heights between 60 and 90 feet. A setback above the base of 15 feet would be required. The tower size would be regulated by lot coverage requirement of a minimum of 30 percent and maximum of 40 percent. The minimum tower coverage would not apply to the top 40 feet of the building. The goal of the regulations is to permit towers which would provide a transition to the taller buildings permitted in Hudson Yards to the north, while ensuring that the shape of the towers is sufficiently slender to permit light and air to reach the proposed open space in Hudson Yards to the north.

Under Alternative F, the streetwall would be range between 40 and 60 feet, to better respond to the height of the High Line and to provide a more appropriate "framing" of W. 30th Street. Similar to with the proposed action, the tower coverage requirement would remain above the streetwall setback; however, to allow for more slender towers, the minimum coverage would not be required above a height of 220 feet. A "penthouse rule" would also limit coverage of the top 40 feet of the building to 80 percent of the floor beneath that height.

Subarea C

Under the proposed action, a streetwall between 125 feet and 145 feet would be required, with a maximum height limit of 145 feet. Under Alternative F, the streetwall would range between 105 to 125 feet, with a maximum height of 125 feet, consistent with the height of the existing full-block loft building on Tenth Avenue between W. 25th and W. 26th Streets.

Subarea D

Under the proposed action, the bulk regulations along Eleventh Avenue, across from the Chelsea Piers and Hudson River waterfront, would require a streetwall between 60 and 90 feet, and allow towers to setback 10 feet on Eleventh Avenue and 15 feet on narrow streets. The tower size would be regulated by lot coverage requirements of a minimum of 30 percent and maximum of 40 percent. The minimum tower coverage would not apply to the top 40 feet of the building. The goal of these regulations is to ensure that the shape of the towers is sufficiently slender to permit light and air to reach the narrow midblocks.

Under Alternative F, the streetwall requirement would remain, but the tower coverage requirement would be replaced by regulations that would allow for more slender towers (i.e., less than 30 percent). In lieu of coverage, a maximum tower width of 150 feet would be required. In order to control tower height, maximum height would be limited to 220 feet. The "penthouse rule" proposed for W. 30th Street in Subarea A would also apply. For developments that occupy the full blockfront, alternative regulations would be allowed – a sidewalk widening of 10 feet would be permitted, and the tower could rise from the sidewalk without setback for a maximum width of 100 feet.

Subarea D would also be expanded to include Eleventh Avenue between W. 22nd and W. 24th Streets. Under the proposed action, a C6-3A district would be mapped, with

contextual bulk regulations of a streetwall between 60 and 102 feet, and a maximum height limit of 145 feet. Under this alternative, tower-on-a-base form would be allowed, with regulations that are consistent with the proposed regulations for Eleventh Avenue between W. 18th and W. 22nd Streets.

Subarea F
Under the proposed action, density in this subarea could be increased from 5.0 to 6.0 FAR through the transfer of development rights from the HLTC. The bulk regulations would require a streetwall between 105 and 120 feet, and a height limit of 120 feet.

Under Alternative F, in the area between the midpoint of W. 19th and W. 20th streets and the midpoint between W. 22nd and W. 23rd Streets, the FAR could not exceed 5.0, the streetwall would range between 60 and 80 feet, and the maximum height would be 80 feet. To reflect the difference in density and bulk, Subarea F would also be subdivided into two – subareas F and G – at the midpoint between W. 19th and W. 20th Streets.

Subarea H (Subarea G under the proposed action)
Under the proposed action, a streetwall would be required along all frontages, with the exception of Tenth Avenue. The majority of the streetwall would be located within a 60 to 85 foot range, though a portion of the streetwall could setback at 40 feet. Two towers would be allowed above the setback – an eastern tower could rise to a maximum of 290 feet, and the western tower could rise to a maximum of 390 feet.
Under Alternative F, Subarea H would have a maximum height of 280 feet, with maximum streetwall height of 140 feet.

Subarea I (Subareas H and I under the proposed action)
The proposed action would establish a streetwall requirement of 60 to 85 feet within these two subareas. Above the streetwall base, three separate bulk controls would apply:

- Within 300 feet of Tenth Avenue, between W. 16th and W. 17th streets: Maximum height of 250 feet would be allowed within 80 feet of W.17th Street, and maximum height of 120 feet would be allowed throughout the remainder of the area.

- Within 100 feet of Tenth Avenue, between W. 17th and W. 18th streets: A maximum height of 120 feet would be allowed.

- Elsewhere in Subareas H and I: A sky exposure plane would apply; however, for developments that penetrate the sky exposure plane, a maximum tower lot coverage of 30 percent and a maximum of 40 percent would apply.

Under Alternative F, the maximum height would be 220 feet within 300 feet of Tenth Avenue, between W. 16th and W. 17th streets. Furthermore, under the alternative, a more uniform envelope, with streetwalls ranging between 60 and 105 feet, and a maximum height of 135 feet, would be required. Under the proposed action, these two blocks would be identified by separate subareas. Consistent with the more uniform density and bulk

controls proposed under Alternative F, the subareas would be combined into one subarea (Subarea I).

Refer to Figure 23-3, Alternative F Proposed Zoning, and Figure 23-4, Alternative F Subareas.

Reasonable Worst-Case Development Scenario

The reasonable worst-case development scenario for Alternative F represents a net increase of 5,329 DUs, 229,976 sf of retail, 198,726 sf of community facility, and net decreases of 812,394 sf of office, 131,100 sf of hotel, 136,802 sf of storage/manufacturing, 228,409 sf of parking/auto use, and 4,080 sf of vacant space. Under With-Action conditions, this alternative contains 5,430 DUs, 617,389 sf of retail, 227,564 sf of community facility, 164,800 sf of office, and 84,250 sf of parking/auto.
This alternative also includes the creation of the 5.9-acre High Line publicly accessible open space, which would remain unused under No-Action conditions.

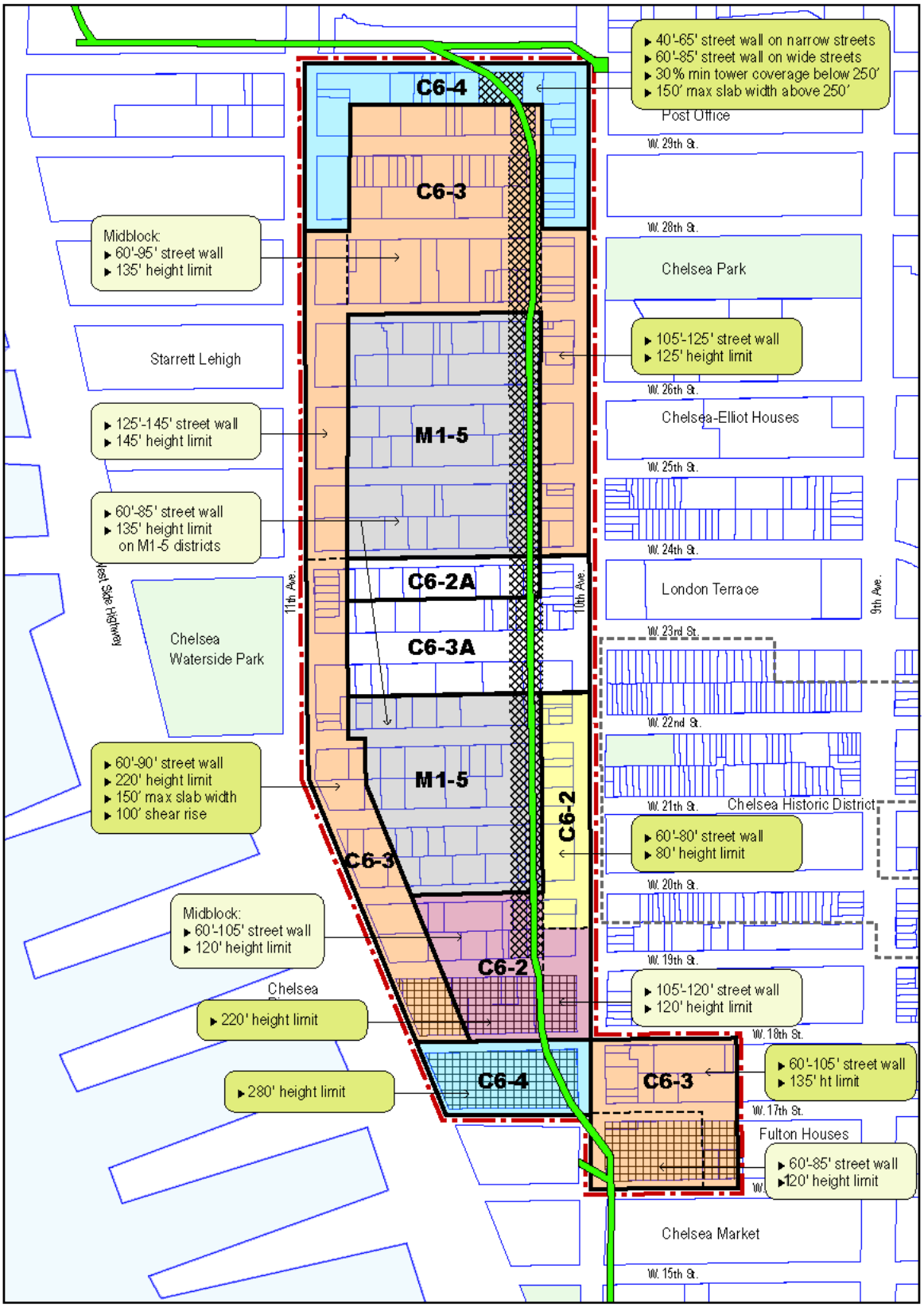
Of the 5,329 DUs generated under Alternative F, the use of 80/20 financing and changes to the Inclusionary Housing Bonus (IHB) described above would generate between 855 and 1005 affordable DUs. Approximately 606 DUs would be generated through 80/20 financing, with the remainder of the units generated by the IHB. Together, 80/20 financing and use of the IHB are expected to create approximately 768 new units of affordable housing.

While Alternative F contains 53 projected and potential development sites (similar to the proposed action), the reasonable worst-case development scenario does reflect certain changes to the mix of projected and potential development sites, as well as changes to the composition of several development sites. These changes are described below.

- Due to the increased permitted densities in some portions of the rezoning area and new regulations regarding FAR bonuses for the creation and/or preservation of affordable housing in West Chelsea, there is increased likelihood of additional projected development generated under Alternative F. Included in this development would be three development sites located in the northern portion of the rezoning area, identified as potential development sites 26, 33 and 34 under the proposed action, which would be projected development sites under this alternative. As such, this alternative includes 28 projected development sites and 25 potential development sites, as compared to the proposed action, which has 25 projected development sites and 28 potential development sites.

- Projected Development Site 11 would include one additional tax lot not included in the proposed action (Block 696, Lot 26). Portions of this lot are traversed by the High Line structure. No new development is projected to occur on this lot. It is assumed that development rights would be transferred elsewhere. This lot was added to Projected Development Site 11 because of recent development proposals which

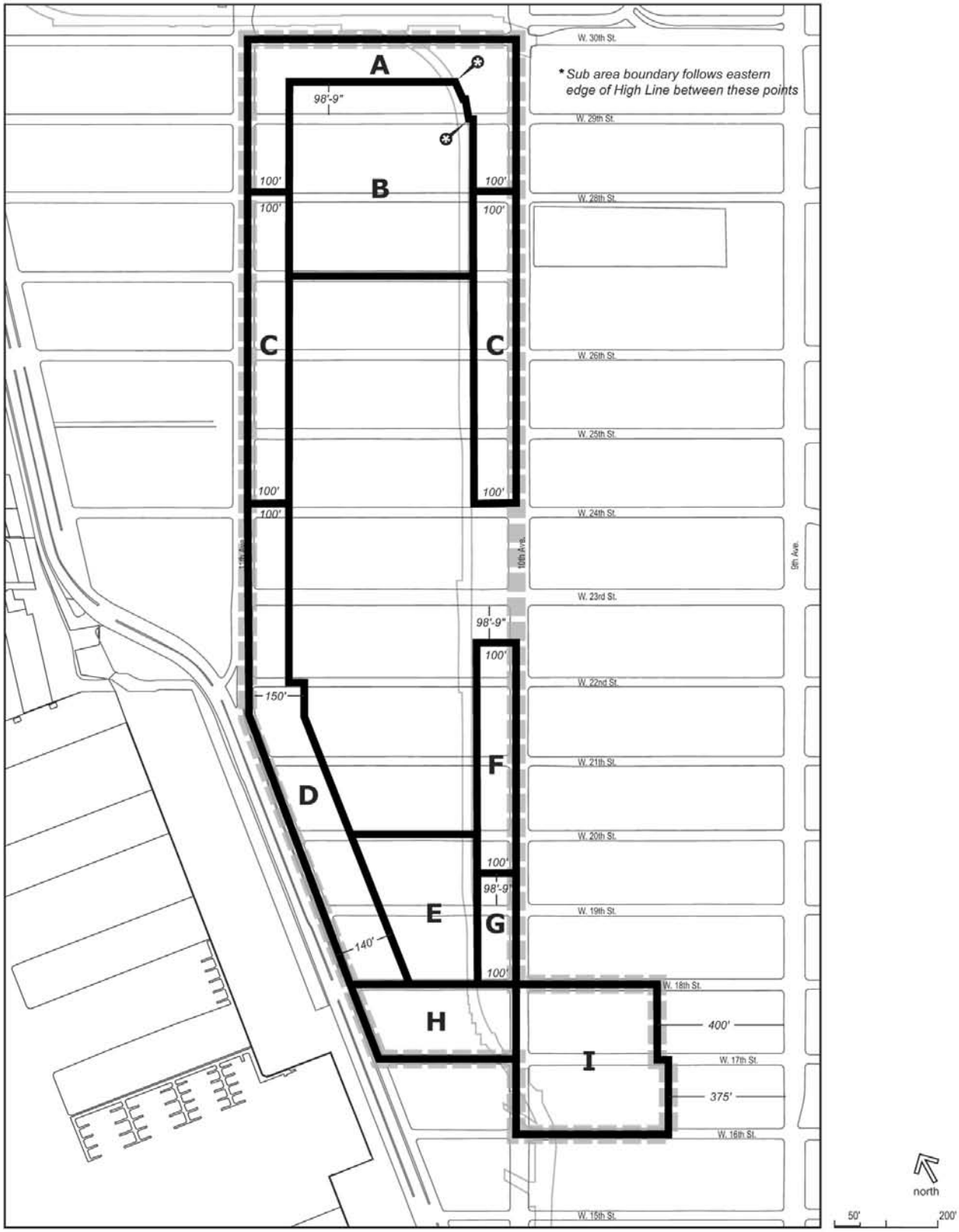
Figure 23-3
Alternative F: Proposed Zoning



Alternative F - Zoning and Density

- High Line transfer corridor
- non-receiving sites [5 FAR max]
- receiving sites [5 FAR base; 6.0 FAR max]
- receiving sites [5 FAR base; 7.5 FAR max]
- receiving sites [5 FAR base; 10 FAR max; 12 FAR w/IH]
- High Line improvement bonus sites
- Special West Chelsea Distict boundary

Figure 23-4
Alternative F:Proposed Subareas



Alternative F: Special West Chelsea District and Subareas

Special West Chelsea District boundary

Sub Area boundary

included plans to merge Block 686, Lot 28, with portions of Projected Development Site 11, located between the High Line and Tenth Avenue, between W. 24th and W. 25th Streets.

- A portion of Projected Development Site 2 under the proposed action (Block 701, Lot 45) is part of Potential Development Site 27 under Alternative F. The lot is located under the High Line, on the south side of W. 30th Street. It was included as part of Potential Development Site 27 in order to better reflect the potential assemblage of Site 2 given proposed tower requirements in Subarea A, between W. 29th and W. 30th Streets. Under the modified zoning proposal, if the lot remained as part of Projected Development Site 2, the required 30% tower coverage requirement could not be met on Site 2; however, the requirement could be satisfied on Site 27.

The reasonable worst-case development scenario for this alternative is provided in Appendix G. Table 23-5 below summarizes the overall development program for the 28 projected development sites identified under Alternative F, and compares it to the RWCDS for the proposed action analyzed in this FEIS.

TABLE 23-5, Summary of RWCDS for Alternative F Compared to Proposed Action - Projected Development Sites (1)

USE	FUTURE NO-ACTION		FUTURE WITH-ACTION		NET INCREMENT		
	Proposed Action	Alt F	Proposed Action	Alt F	Proposed Action	Alt F	Diffe-rence
Total DUs	101	101	4,809	5,430	4,708	5,329	621
Low-Mod. Income DUs	0	0	657	768	657	768	111
Retail	378,913	387,413	574,128	617,389	195,215	229,976	34,761
Community Facility	28,838	28,838	227,564	227,564	198,726	198,726	0
Office	956,947	977,194	160,000	164,800	-796,947	-812,394	(15,447)
Hotel	131,100	131,100	0	0	-131,100	-131,100	0
Storage/manufacturing	74,818	136,802	0	0	-74,818	-136,802	(61,984)
Parking/Auto Use (1)	302,356	312,659	76,425	84,250	-225,931	-228,409	(2,478)
Vacant Space	4,080	4,080	0	0	-4,080	-4,080	0
High Line Open Space	0	0	5.9	5.9	5.9	5.9	0

(1) The RWCDS summary shown is cumulative for the 25 identified projected development sites for the proposed action and the 28 identified projected development sites for the Revised Affordable Housing Alternative (Alternative F).

As indicated in Table 23-5, this alternative would result in greater net residential and retail development, including affordable units, than would be generated under the proposed action. This alternative would have larger credits for removal of office, storage/manufacturing, and parking/auto uses, as compared to the proposed action. This

alternative would result in the same net change in community facility, hotel, and vacant space. Finally, the High Line open space would be the same under this alternative and the proposed action.

As discussed in Chapter 4, "Community Facilities and Services," the FEIS assumes that new market-rate housing would generate an average of 1.64 persons per unit, which is the average household size for Manhattan Community District 4. For low-moderate income units, average household is assumed to be 2.50 persons (Manhattan community districts that have higher proportions of low-income residents in 2000 range between 2.28 and 2.90). These rates are also used to calculate the number of residents generated by Alternative F. Accordingly, under this alternative the 768 new affordable units are expected to generate 1,920 residents and the 4,561 market-rate units are expected to generate 7,480 residents. In total, this alternative would result in a net increase of 9,400 residents by 2013. By comparison, the proposed action is expected to generate a net increase of 8,287 residents, of which 1,643 would be low-moderate income persons.

The environmental effects of this alternative are evaluated below and compared with the proposed action. It should be noted that for CEQR technical areas affected by density-related potential impacts, the effects of Alternative F have the potential to be greater in magnitude as it would result in more housing units and therefore more residents than the proposed action. The additional demand generated by residents would have a greater effect than the proposed action on such areas as community facilities, open space, traffic and transit. However, as the total number of tax lots comprising projected and potential development sites for Alternative F are the same as for the proposed action (with the exception of Block 696, Lot 28), most of the site-specific potential impacts would be the same under both scenarios, as these relate to individual site conditions and are not dependent on the density of projected development. For example, the effects of Alternative F on archaeological resources and hazardous materials conditions would be the same as the proposed action.

Alternative F Compared to the Proposed Action

Land Use, Zoning, and Public Policy

Like the proposed action, Alternative F would not result in significant adverse impacts to land use, zoning, or public policy. Land use changes with Alternative F would occur at generally the same locations as the proposed action, as would the proposed conversion of the High Line to publicly accessible open space.

This alternative would support the goals and objectives of the proposed action by providing opportunities for new residential development in the area, while maintaining a midblock core of industrial, commercial, art gallery uses, together with the creation of the High Line publicly accessible open space. However, this alternative would provide an additional mechanism for encouraging the development of affordable housing units, which would not be available with the proposed action. As a result, this alternative is expected to

result in both a greater number of total units and affordable units. As discussed above, this alternative would result in a net increase of 5,329 units, of which 768 would be new affordable units, on 28 projected development sites. By comparison, the proposed action would result in a net increase of 4,708 units, of which 657 would be affordable, on 25 projected development sites.

Also, as with the proposed action, this alternative 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. This reflects long term declines in the demand for industrial space in the area as residential and commercial demand has grown in recent years.

This alternative would therefore result in a population with a somewhat more varied mix of incomes. At the same time, this alternative is expected to result in higher density overall, compared to the proposed action. This increase in density would further expand the housing supply in the area, thereby supporting the City's public policy of increasing housing. Similar to the proposed action, Alternative F would have positive effects on land use, and would not result in significant adverse impacts to land use, zoning, or public policy.

Socioeconomic Conditions

Like the proposed action, Alternative F would not result in significant adverse impacts related to socioeconomic conditions. This alternative would provide similar comparable economic benefits as under to the proposed action, although in somewhat greater magnitude given the greater amount of development. In addition, this alternative would provide increased socioeconomic benefits due to the higher numbers of affordable housing units produced (approximately 111 more new affordable units as compared to the proposed action). This would help maintain Chelsea as an economically diverse community despite the influx of higher-income households that has occurred in recent years.

Alternative F would result in a net increase of approximately 5,329 DUs and 229,976 sf of retail, compared to a net increase of 4,708 DUs and 195,215 sf of retail generated under the proposed action. The 5.9-acre High Line open space would remain the same under this alternative as with the proposed action.

This alternative would result in additional business displacement on the three additional projected development sites (Projected Development Sites 26, 33, and 34), compared with the proposed action. The types of additional businesses that would be displaced are similar to those that would be displaced under the proposed action and are not concentrated in any industry. These include: three construction offices, two construction warehouses, one sign manufacturing company, one auto service shop, one shipping company, one industrial warehouse, one air conditioning company, and one general warehouse (Table 3-23). Also, as described above, Projected Development Site 11 would include one additional tax lot under this alternative. The portion of the lot expected to redeveloped contains a 2-story commercial office building, which could be displaced under Alternative F.

The effects of this alternative on the art gallery and large-capacity cabaret industries in West Chelsea would be the same as under the proposed action. No additional direct displacement would occur and the indirect effects on these industries would be the same as under the proposed action.

As the effects of Alternative F would be similar to the proposed action, it would not result in any significant adverse socioeconomic impacts.

Community Facilities and Services

As with the proposed action, no significant adverse impacts would occur to intermediate schools in Region 3 of CSD 2, high schools, libraries, health care facilities, or police and fire services. Significant adverse impacts would occur to elementary schools in Region 3 and in CSD 2 as a whole, intermediate schools in CSD 2, and publicly funded day care facilities in the study area.

The projected population increase in the study area under Alternative F would be somewhat higher than the proposed action. This alternative is expected result in a net increase of 4,561 market-rate DUs and 768 low-moderate DUs, yielding approximately 9,400 residents. As compared to the proposed action, this alternative would generate 1,113 more residents.

Elementary and Intermediate Schools

Under Alternative F, there would be 548 additional elementary school students, as compared to 484 for the proposed action. As a result, in Region 3 of CSD 2 the utilization rate for elementary schools would increase over No-Action conditions, from 125 percent with a shortfall of 649 seats, to a utilization rate of 147 percent with a shortfall of 1,197 seats (compared to an increase to 144 percent and a deficiency of 1,133 seats with the proposed action). In CSD 2 as a whole, the elementary school utilization rate would increase over No-Action conditions, from 109 percent with a shortfall of 1,334 seats, to a utilization rate of 112 percent and a deficiency of 1,882 seats (compared to an increase to 112 percent and a deficiency of 1,818 seats with the proposed action). As with the proposed action, Alternative F would result in a greater than 5 percent increase in the deficiency of available elementary schools seats over No-Action conditions (84 percent and 41 percent, respectively) and therefore it would result in a significant adverse impact on public elementary schools in Region 3 and CSD 2 as a whole.

Under Alternative F, there would be 114 additional intermediate school students, as compared to 101 for the proposed action. For intermediate schools in Region 3 of CSD 2, the utilization rate would increase over No-Action conditions, from 93 percent with 61 available seats, to a utilization rate of 107 percent with a shortfall of 53 seats (compared to an increase to 105 percent and a deficiency of 40 seats with the proposed action). As there is not expected to be a deficit under No-Action conditions, a percentage increase in

deficiency cannot be calculated. However, the deficit in seats at intermediate schools in Region 3 under this alternative in 2013 would be relatively small both in absolute terms and as a percentage of total capacity, since it would be only 13 seats more than the proposed action demand. Therefore, as with the proposed action, Alternative F would not have a significant adverse impact on intermediate schools in Region 3.

For intermediate schools in CSD 2 as a whole, the utilization rate would increase over No-Action conditions, from 117 percent with a shortfall of 1,164 seats, to a utilization rate of 119 percent with a shortfall of 1,278 seats (compared to an increase to 119 percent and a deficiency of 1,265 seats with the proposed action). As with the proposed action, Alternative F would result in a greater than 5 percent increase in the deficiency of available intermediate school seats over No-Action conditions (10 percent) and therefore it would result in a significant adverse impact on public intermediate schools in CSD 2.

High Schools

With Alternative F, there would be approximately 175 new high school students within the proposed action area. As a result, there would be a shortfall of 2,100 seats in Manhattan high schools, with utilization at 104 percent of capacity. This represents a 9 percent increase in deficiency of high school seats over the No-Action conditions. This is slightly higher than the proposed action, which would result in a shortfall of 2,080 seats, also with a utilization rate of 104 percent, and an 8 percent increase in deficiency of high school seats over the No-Action conditions. Alternative F results in a greater than 5 percent increase in deficiency in high school seats, potentially indicating a significant impact. However, since students may elect to attend high schools throughout the city, and would be expected to be accommodated without constraining overall capacity, no significant adverse impact to high schools in Manhattan is expected to occur as a result of the proposed action.

Libraries

With a net increase of 5,329 housing units, the Revised AHA would generate 9,400 new residents in the Muhlenberg Branch catchment area. Under the No-Action conditions, the population in the Muhlenberg Branch catchment area would be 154,420 new residents by year 2013. For Alternative F, the population would increase to 163,820. This represents an increase of 6.1 percent residents over the No-Action population. The Alternative F increase would be 0.7 percentage points higher than the proposed action, which adds 8,287 residents, a 5.4 percent increase over the No-Action population .

As discussed in Chapter 4, "Community Facilities and Services," if a proposed action would increase the study area population by 5 percent or more over No-Action levels, a significant impact could occur if this increase would impair the delivery of library services. Significant impacts would warrant consideration of mitigation. However, as stated in the *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS (November 2004, CEQR No. 03DCP031M),* NYPL has indicated that projected increases

in local library population attributed to the Hudson Yards project (through complete build-out in 2025), the West Chelsea rezoning, and other developments in the area could be accommodated by the library system's existing resources (the Hudson Yards library analysis included the Columbus Branch library at 742 Tenth Avenue, as well as the Muhlenberg Branch). In addition, the proximity of the Jefferson Market Branch Library as well as Midtown Manhattan's Central Libraries, with their extensive resources, to the West Chelsea proposed action area would help to absorb demand on library resources in the proposed action area. Therefore, no significant adverse impact to public libraries is expected to occur.

Health Care Facilities

With 768 affordable housing dwelling units, this alternative would generate 1,920 new residents to add to the health care facility demand in the outpatient health care facilities study area. Alternative F would generate 1,256 visits, a 1.5 percent increase over No-Action conditions compared to an increase of 1,075 emergency room (ER) visits, representing a 1.3 percent increase over No-Action conditions for the proposed action, As a result, it is expected that the number of ER visits would increase from 84,102 (No-Action conditions) to 85,358 (Alternative F) at study area hospitals. As is the case with the proposed action, because the increase in generated ER visits for this alternative is still less than a 5 percent increase over No-Action conditions and given the availability of many outpatient ambulatory facilities in the study area, no significant adverse impacts on health care services are expected as a result of Alternative F.

Publicly Funded Day Care

With 768 affordable housing units, Alternative F would generate 92 children under age 12 eligible for publicly funded day care. As a result, the net unmet demand in the study area would increase from 121 under No-Action conditions to 213 slots, a 39 percent increase in demand as a percentage of capacity over No-Action conditions (compared to a net unmet demand of 200 slots under the proposed action, and a 33 percent increase in demand as a percentage of capacity over No-Action conditions). As is the case with the proposed action, this alternative would result in an increase of five percent or more over capacity, and therefore a significant adverse impact to publicly funded day care service in the study area could occur in 2013 as a result of this alternative.

Police and Fire Services

As noted in Chapter 4, "Community Facilities and Services," the NYPD and the FDNY routinely evaluate their resources in response to changes in population, crime levels and other local factors. Similar to the proposed action, this alternative would not displace or eliminate any existing NYPD or FDNY facilities and would not result in a significant adverse impact on police and fire protection in the study area.

Mitigation

As is the case with the proposed action, Alternative F would result in significant adverse impacts related to elementary and intermediate schools and publicly funded day care. The same mitigation measures needed for the proposed action for elementary and intermediate schools and publicly funded day care would also be required by Alternative F. These measures, which are also described in Chapter 22, "Mitigation," are summarized below:

Elementary and Intermediate Schools:

The No. 7 Subway Extension - Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (FGEIS) (CEQR No. 03DCP031M) November 2004 discussed the mitigation required for the cumulative school impacts of the West Chelsea and Hudson Yards development programs. As indicated in the Hudson Yards FGEIS, with adoption of the proposed action (or adoption of an alternative resulting in comparable development), a new K-8 elementary/intermediate school would be required by 2013 in addition to a school enlargement (by 2010) and an additional school (by 2025) required as a result of the Hudson Yards rezoning itself. NYC Department Education (DOE) would continue to monitor trends in demand for school seats in the area. DOE responses to identified demand could take place in stages and include administrative actions and/or enlargement of existing schools, followed by the later construction or lease of new school facilities at an appropriate time.

The proposed March 2005 amendment to DOE's 2005-2009 Five Year Capital Plan provides funding for two capacity projects in Region 3 of CSD 2 to accommodate the forecasted additional students in the proposed Hudson Yards redevelopment area. In addition to the 110-seat addition for PS 51, a 630-seat PS/IS, for a site near West 37th Street and Tenth Avenue, has been funded in anticipation of the adoption of the West Chelsea rezoning plan. Design work will be funded in the 2005-2009 Five Year Capital Plan; construction of these projects will be funded in the next capital plan (2010-2014 Capital Plan).

Publicly Funded Day Care:

Mitigation for this impact could include adding capacity to existing facilities or providing a new day care facility in or near the proposed action area. At this point, however, it is not possible to know exactly what type of mitigation would be most appropriate and when, because the demand for publicly funded day care depends not only on the amount of residential development in the area, but the proportion of new low-income families eligible for public day care. Therefore, the NYC Administration for Children's Services will monitor development within the proposed action area and respond as appropriate to provide the capacity needed.

Open Space

Like the Proposed Action, Alternative F would not result in significant adverse open space impacts. This alternative would generate more residents as compared to the proposed

action, but would contain the same amount of open space. The open space ratios under Alternative F would be less than the ratios predicted under the proposed action; however, significant adverse open space impacts are not expected because the proposed action would add approximately six acres of new publicly accessible open space on the High Line.

This alternative would generate up to 9,400 new residents, an increase of 1,113 over the 8,287 residents generated by the proposed action. This alternative would result in the same amount of open space as the proposed action, with 28.81 active acres, 64.11 passive acres, and 92.92 total acres.

With a study area population of 78,899, as compared to 77,786 under the proposed action, and the same amount of open space as the proposed action, Alternative F would have 1.18 acres per 1,000 residents. This would be a decrease of 0.07 acres per 1,000 residents (6 percent) compared to the No-Action ratio. By comparison, the proposed action would have a ratio of 1.19 acres, a decrease of 0.06 acres per 1,000 (4 percent) from the No-Action. This alternative's active open space ratio would be 0.37 acres per 1,000 residents, a decrease of 0.04 acres (12 percent) compared to the No-Action ratio. This ratio would be approximately the same as the proposed action, although the percentage decrease would be slightly greater than the proposed action, which would be 11 percent. The passive open space ratio would be 0.81 acres per 1,000 residents, a decrease of 0.02 acres (3 percent) compared to the No-Action ratio. The proposed action would have a slightly smaller decrease, with a decline of 0.01 acre (1 percent). Refer to Table 23-6, which compares open space study area ratios between Alternative F and the proposed action.

Table 23-6, Alterative F: Open Space Study Area Ratio of Acreage per 1,000 Population

Condition	Open Space		
	Total	Active	Passive
Alternative F Population: 78,899; Open Space Inventory:	**92.92**	**28.81**	**64.11**
Alternative F (W/Action) Open Space Ratios	1.18	0.37	0.81
% Ratio Change from No-Action to Build (Alt F) Conditions	-6%	-12%	-3%
Proposed Action Population: 77,786; Open Space Inventory:	**92.92**	**28.81**	**64.11**
Proposed Action (W/Action) Open Space Ratios	1.19	0.37	0.82
% Ratio Change from No-Action to Build (Proposed Action) Conditions	-4%	-11%	-1%

As with the proposed action analyzed in Chapter 5, "Open Space," the study area would continue to be deficient in terms of the overall open space ratio and the active open space ratio, although the passive open space ratio would exceed the City's 0.5-acre planning goal. However, the overall percentage decrease in available acres per 1,000 residents from

No-Action conditions would be greater at 6 percent compared to 4 percent for the proposed action.

Assessment

According to the *CEQR Technical Manual*, a proposed action may result in a significant impact on open space resources if (a) there would be direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in overburdening existing facilities or further exacerbate a deficiency in open space.

As with the proposed action, Alternative F would not exacerbate the existing deficiency in open space. In fact, the existing ratio of total open space per 1,000 residents increases from 0.65 to 1.18 under Alternative F. Ratios for both active and passive open space increase as well, although the passive increase is disproportionately higher than the active because the High Line is considered entirely passive open space for purposes of this analysis. However, this alternative would result in a 6 percent decrease in the total open space ratio compared to the future No-Action condition, a quantitative difference that is not expected to result in overburdening existing or proposed facilities. While the active open space ratio under Alternative F would decrease by 12 percent as compared to No-Action conditions, the passive open space ratio would decrease by 3 percent.

The creation of the High Line open space would provide a substantial open space resource to the study area. In addition, the development of recreational facilities on the Gansevoort Peninsula would provide new user populations with active open space in the form of ballfields and playgrounds. Other existing parks and planned no-action open space facilities in Hudson River Park and in Hudson Yards would provide recreation opportunities for future user populations (in the absence of the High Line open space, as described in the open space chapter of the FEIS under the "Base FAR" scenario, an unmitigated significant adverse open space impact would occur).

Therefore, as with the proposed action, Alternative F would not result in significant adverse open space impacts.

Shadows

Alternative F would result in the same unmitigated significant adverse shadow impacts expected with the proposed action. Under this alternative, shadows would be cast on the chapel located on the grounds of the General Theological Seminary (within the Chelsea Historic District) and the stained-glass windows of the Guardian Angel Church. These significant adverse impacts would be remain unmitigated, as there are no feasible means to reduce or eliminate the impacts.

However, for some times of the year, shadows on both resources would be of somewhat less duration as compared to the duration of shadows predicted for the proposed action. On March 21, the duration of shadows on the Church of the Guardian Angel would be almost three hours less than under the proposed action. On May 6, shadows on the General Theological Seminary would be almost an hour less than shadows under the proposed action. For all other times of the year, the duration of shadows on both resources would be comparable to the proposed action. Under both the proposed action and Alternative F, shadows would be cast on Clement Clark Moore Park; however, these shadow effects are not considered significant adverse impacts. Under Alternative F, on March 21, the shadow duration on this resource would be approximately one hour less than under the proposed action.

Alternative F would not result in significant adverse shadow impacts on any other open spaces or historic resources with sunlight-sensitive features, as shown in Figure 23-5 and summarized in Table 23-7.

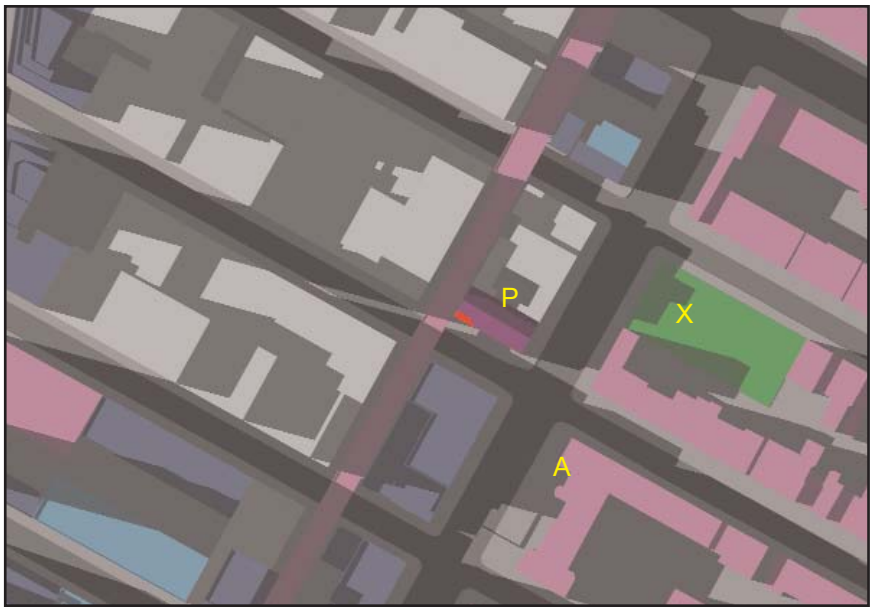
Historic Resources

As Alternative F would affect the same 53 development sites as the proposed action, like the proposed action, it would result in the same unmitigated significant adverse impacts to architectural historic resources; however, neither the proposed action nor Alternative F would result in significant adverse impacts to archaeological resources.

Architectural Resources

The alternative would result in significant adverse impacts to eight historic resources, including the demolition of two eligible resources, the E.R. Merrill Spring Company Building (#9) and the Manufacturing Building (#8), from development on Potential Development Sites 38 and 30, respectively, and the conversion of one resource, the Otis Elevator Building (#5), to residential use (Projected Development Site 7). These significant adverse impacts would be unmitigated because development activity on these eligible resources would occur as-of-right. With respect to shadows, Alternative F would result in the same unmitigable significant adverse impacts as the proposed action to the Church of the Guardian Angel and the General Theological Seminary.

June 21 - 5:40 PM



December 21 - 2:52 PM

Legend:

- Projected Development SIte
- Potential Development SIte
- Open Space Resource
- Historic Resource
- Shadow Increment on Resource of Concern
- U Resource of Concern (refer to Table 6-1)

Figure 23-5
Revised AHA: Shadow Diagram - June 21 & December 21

TABLE 23-7: Shadows Analysis for Alternative F

Map ID	Resource	Proposed Action **Project Shadow Increment 12/21**	Alternative F **Project Shadow Increment 12/21**	Increment Change 12/21	Proposed Action **Project Shadow Increment 3/21**	Alternative F **Project Shadow Increment 3/21**	Increment Change 3/21	Proposed Action **Project Shadow Increment 5/6**	Alternative F **Project Shadow Increment 5/6**	Increment Change 5/6	Proposed Action **Project Shadow Increment 6/21**	Alternative F **Project Shadow Increment 6/21**	Increment Change 6/21
A.	**Chelsea Historic District (General Theological Seminary)**	Enter: 2:32 pm Exit: 2:53 pm Duration: 21m **Total for Analysis Day: 21m**	Enter: 2:52 pm Exit: 2:53 pm Duration: 1m **Total for Analysis Day: 1m**	-20m	Enter: 3:40 pm Exit: 4:29 pm Duration: 49m **Total for Analysis Day: 49m**	Enter: 4:06 pm Exit: 4:29 pm Duration: 23m **Total for Analysis Day: 23m**	-26m	Enter: 3:48 pm Exit: 5:18 pm Duration: 1h30m **Total for Analysis Day: 1h30m**	Enter: 4:41 pm Exit: 5:18 pm Duration: 37m **Total for Analysis Day: 37m**	-53m	Enter: 4:50 pm Exit: 6:01 pm Duration: 1hr11m **Total for Analysis Day: 1hr11m**	Enter: 5:00 pm Exit: 6:01 pm Duration: 1hr1m **Total for Analysis Day: 1hr1m**	-10m
P.	**Church of the Guardian Angel**	Enter: 10:01 am Exit: 2:53 pm Duration: 4h52m **Total for Analysis Day: 4h52m**	Enter: 10:01 am Exit: 2:53 pm Duration: 4h52m **Total for Analysis Day: 4h52m**	None	Enter: 10:51 am Exit: 4:08 pm Duration: 5h17m **Total for Analysis Day: 5h17m**	Enter: 2:05 pm Exit: 4:29 pm Duration: 2h24m **Total for Analysis Day: 2h24m**	-2h53m	None	None	None	None	Enter: 5:36 pm Exit: 6:01 pm Duration: 25m **Total for Analysis Day: 25m**	+25m
U.	**Chelsea Waterside Park/ Thomas F. Smith Park**	Enter: 8:51 am Exit: 1:06 pm Duration: 4h15m **Total for Analysis Day: 4h15m**	Enter: 8:51 am Exit: 12:45 pm Duration: 3h54m **Total for Analysis Day: 3h54m**	-21m	Enter: 7:36 am Exit: 11:00 am Duration: 3h24m **Total for Analysis Day: 3h24m**	Enter: 7:36 am Exit: 11:45 am Duration: 4h9m **Total for Analysis Day: 4h9m**	+45m	Enter: 6:27 am Exit: 9:45 am Duration: 3h18m **Total for Analysis Day: 3h18m**	Enter: 6:27 am Exit: 10:45 am Duration: 4h18m **Total for Analysis Day: 4h18m**	+1h	Enter: 5:57 am Exit: 9:16 am Duration: 3h19m **Total for Analysis Day: 3h19m**	Enter: 5:57 am Exit: 10:25 am Duration: 4h28m **Total for Analysis Day: 4h28m**	+1h9m
V.	**Chelsea Park**	None	Enter: 2:48 pm Exit: 2:53 pm Duration: 5m **Total for Analysis Day: 5m**	+5m	Enter: 3:04 pm Exit: 4:29 pm Duration: 1h25m **Total for Analysis Day: 1h25m**	Enter: 3:07 pm Exit: 4:29 pm Duration: 1h22m **Total for Analysis Day: 1h22m**	-3m	Enter: 3:07 pm Exit: 5:18 pm Duration: 2h11m **Total for Analysis Day: 2h11m**	Enter: 3:05 pm Exit: 5:18 pm Duration: 2h13m **Total for Analysis Day: 2h13m**	+2m	Enter: 3:15 pm Exit: 6:01 pm Duration: 2h46m **Total for Analysis Day: 2h46m**	Enter: 3:14 pm Exit: 6:01 pm Duration: 2h47m **Total for Analysis Day: 2h47m**	+1m
W.	**Chelsea Houses Open Space**	None	Enter: 2:50 pm Exit: 2:53 pm Duration: 3m **Total for Analysis Day: 3m**	+3m	Enter: 3:04 pm Exit: 4:29 pm Duration: 1h25m **Total for Analysis Day: 1h25m**	Enter: 2:56 pm Exit: 4:29 pm Duration: 1h33m **Total for Analysis Day: 1h33m**	+8m	Enter: 3:00 pm Exit: 5:18 pm Duration: 2h18m **Total for Analysis Day: 2h18m**	Enter: 2:50 pm Exit: 5:18 pm Duration: 2h28m **Total for Analysis Day: 2h28m**	+10m	Enter: 3:05 pm Exit: 6:01 pm Duration: 2h56m **Total for Analysis Day: 2h56m**	Enter: 2:58 pm Exit: 6:01 pm Duration: 3h3m **Total for Analysis Day: 3h3m**	+7m
X.	**Clement Clarke Moore Park**	None	Enter: 2:41 pm Exit: 2:53 pm Duration: 12m **Total for Analysis Day: 12m**	+12m	Enter: 3:13 pm Exit: 4:29 pm Duration: 1h16m **Total for Analysis Day: 1h16m**	Enter: 4:14 pm Exit: 4:29 pm Duration: 15m **Total for Analysis Day: 15m**	-1h1m	None	None	None	Enter: 5:44 pm Exit: 6:01 pm Duration: 17m **Total for Analysis Day: 17m**	Enter: 5:59 pm Exit: 6:01 pm Duration: 2m **Total for Analysis Day: 2m**	-15m
Y.	**Robert S. Fulton Houses Open Space**	None	None	None	Enter: 3:43 pm Exit: 4:29 pm Duration: 46m **Total for Analysis Day: 46m**	Enter: 3:43 pm Exit: 4:29 pm Duration: 46m **Total for Analysis Day: 46m**	None	None	None	None	None	None	None

Alternative F would result in substantially the same impacts on architectural historic resources as the proposed action, since it would affect substantially the same architectural resources as the proposed action. However, it is expected that a portion of Block 696, Lot 28 adjacent to the High Line and included as part of Projected Development Site 11 under Alternative F, could be redeveloped as part of a mixed-use residential and commercial building. The redevelopment of a portion of this lot would not result in any new impacts as compared to the proposed action.

Archaeological Resources

Like the proposed action, Alternative F is not expected to result in significant adverse archaeological impacts. Alternative F would affect the same 53 development sites as the proposed action, resulting in the same levels of in-ground disturbance. The impact area (area of subsurface work) is the same as that of the proposed action, with the exception of Block 696, Lot 28 (portion of Projected Development Site 11). In both cases, the impact area is not sensitive for prehistoric and/or historic archaeological resources, as determined by the LPC, in a letter dated, 18 September 2003, and contained in Appendix B.

Urban Design and Visual Resources

Like the propose action, Alternative F would not result in significant adverse impacts to urban design and visual resources. As with the proposed action, Alternative F would result in overall improvements to urban design conditions. As described in greater detail below, principal differences between the alternative and the proposed action include the following:

- lower building heights and density along the west side of Tenth Avenue, opposite the Chelsea Historic District; and
- higher building heights with more slender towers along the south side of W. 30th Street and the east side of Eleventh Avenue, between W. 22nd and W. 24th Streets.

Changes to the visual character of the proposed action area and its relationship to the study area that would occur with the proposed action would also occur under Alternative F. As with the proposed action, Alternative F would provide significant and positive changes to the urban design of West Chelsea. The new residential and commercial development would replace many of the underused lots and nondescript low-rise buildings, and the form of new developments would be responsive to the existing distinctive character of West Chelsea and the surrounding neighborhoods, and the proposed High Line open space. Neither this alternative nor the proposed action would adversely affect the urban design or visual character in the area.

Under Alternative F, modifications would be made to the zoning map and several changes would be made regarding density and bulk regulations, including height limits, streetwall

requirements, and tower coverage. Beyond the changes described below, the proposed action and Alternative F would be similar.

Zoning Map Changes:

Tenth Avenue (east side) between W. 16th and W. 17th streets: The proposed action would establish a C6-3 district to a depth of 400 feet east of Tenth Avenue. The existing R8 district would remain to the east of the C6-3 district. Alternative F would relocate the boundary of the C6-3 district on this block to a depth of 425 feet east of Tenth Avenue to avoid a split lot condition. Projected Development Site 25 would now be located entirely within the C6-3 district.

Tenth Avenue (east side) between W. 17th and W. 18th streets: The proposed action would establish a C6-2 District with an FAR of 5.0 (6.0 with a transfer of floor area from the HLTC) in the area along Tenth Avenue between W. 17th and W. 18th streets. Alternative F would change the zoning in this area to a C6-3 District with a FAR of 5.0 (7.5 through the transfer of floor area from the HLTC). The increase in density in this area would compensate for the reduction in density along Tenth Avenue across from the Chelsea Historic District (described below). The change would affect projected development sites 22 and 23 and potential development site 45.

Eleventh Avenue between W. 22nd and W. 24th streets: The proposed action would establish a C6-3A district, with a 60- to 102-foot streetwall, and a height limit of 145 feet. Alternative F would map a non-contextual C6-3 district. The proposed regulations would allow a taller tower form across from Chelsea Waterside Park, and at the intersection of W.23rd Street and Eleventh Avenue, identified by Community Board 4 as a "gateway" to West Chelsea. The change would affect potential development sites 46, 47, and 52.

Density and Bulk Changes:
Subarea A: The proposed action would require a streetwall between 60 and 90 feet, and allow towers above a setback from the streetwall with a depth of at least 10 feet on Eleventh Avenue and 15 feet on narrow streets. The towers would be regulated by a coverage requirement between 30 and 40 percent. The bulk regulations would be modified to relate to the unique conditions of the High Line located along the north side of W. 30th Street, and would mandate a lower streetwall range between 40 and 60 feet. Consistent with the Proposed Action, the tower coverage requirement would remain above the streetwall setback; however, to allow for more slender towers, the minimum coverage would not be required above a height of 220 feet. A "penthouse rule" would also limit coverage of the top 40 feet of the building to 80 percent of the floor beneath that height. This modification would affect projected development sites 2, 3, 26, 27, and 35

Subarea C: The proposed action would require a streetwall between 125 and 145 feet, and mandate a height limit of 145 feet. Under Alternative F, the maximum height along Tenth Avenue would be reduced to 125 feet, and the minimum permitted streetwall would be reduced to 105 feet. The proposed change would relate the 125 height of the existing full-

block front loft building on Tenth Avenue between W. 25th and W. 26th streets. The change would affect projected development sites 6, 8, 9, and 11.

Subarea D: The proposed action would require a streetwall between 60 and 90 feet, and allow towers above a setback from the streetwall with a depth of at least 10 feet on Eleventh Avenue and 15 feet on narrow streets. The towers would be regulated by coverage requirements between 30 percent and 40 percent. Under Alternative F, the streetwall requirement would remain, but the tower coverage requirement would be replaced by a maximum tower width of 150 feet, and a building height of 220 feet. The "penthouse rule" would apply in this area.

Subarea D would also be expanded to include Eleventh Avenue between West 22nd and West 24th streets. Under the proposed action, a contextual envelope would be required, with a required streetwall between 60 and 102 feet, and a height limit of 145 feet. The proposed bulk modifications for Subarea D, as described above, would also apply to these two blocks. The changes would affect projected development sites 12, 13, 16 and the western portion of 19, and Potential Development Sites 47, 52, and the western portion of Site 46.

Subarea F/G: Under the proposed action, a base FAR of 5.0 would be permitted within Subarea F, with an increase to 6.0 with the transfer of floor area from the HLTC. The bulk regulations of the proposed action would require a streetwall between 105 and 120 feet, and a height limit of 120 feet.

Under Alternative F, density, maximum building height, and maximum streetwall height would be reduced on the blocks opposite the Chelsea Historic District (midpoint between W. 19th and 20th streets, and W. 22nd and W. 23rd streets). The maximum FAR would be reduced to 5.0 (and floor area transfer would not be permitted), the streetwall range would be reduced to 60 and 80 feet, and the maximum height would be reduced to 80 feet. The change would affect projected development sites 15, and the northern half of Site 18, and Potential Development Site 42. Subarea F would also be subdivided under Alternative F, with the area between the midpoint between W. 19th and W. 20th streets, and W. 18th Street identified as Subarea G.

Subarea G/H: Under the proposed action, Subarea G would be the full block bounded by W. 17th and W. 18th streets, and Tenth and Eleventh avenues. Within this block, a streetwall would be required between 60 and 85 feet, though a portion of the streetwall could be setback at 40 feet, and two towers would be allowed above the setback - an eastern tower could rise to a maximum of 290 feet, and the western tower could rise to a maximum of 390 feet. Under Alternative F, Subarea G would become Subarea H, and the maximum building height would be reduced to 280 feet for both towers, and the required streetwall range would be increased to 60 to 120 feet. The proposed change would affect Projected Development Site 21.

Subarea H/I: Under the proposed action, Subarea H would be located on the east side of Tenth Avenue between W. 17th and W. 18th streets, and Subarea I would be located on the east side of Tenth Avenue between W. 16th and W. 17th streets.

In Subarea H, the area within 100 feet of Tenth Avenue would be regulated by a streetwall between 60 and 85 feet, and a height limit of 120 feet. The remainder of Subarea H would be regulated by a streetwall between 60 and 85 feet and, above the streetwall setback, development would be regulated by either a sky exposure plane, or a tower coverage requirement between 30 and 40 percent.

Under the proposed action, Subarea I would be located on the east side of Tenth Avenue, between W. 16th and W. 17th streets. The area within 300 feet of 10th Avenue would be regulated by a streetwall between 60 and 85 feet, and a 250 foot height limit for the portion of the development fronting on W. 17th Street. The remainder of Subarea I would be regulated by a 60 to 85 foot streetwall, with development above the streetwall setback regulated by either a sky exposure plane, or 30 to 40 percent tower coverage.

Alternative F would combine the subareas into one (Subarea H), to reflect the proposed zoning map change for the area bounded by W. 17th and W. 18th streets, as described above. In addition, Alternative F would modify the bulk regulations of by reducing the maximum height for development within 300 feet of Tenth Avenue from 250 feet to 220 feet, and requiring a contextual envelope in all other areas of the Subarea, with a streetwall range between 60 and 105 feet, and a height limit of 135 feet. The changes in Alternative F would affect Projected Development Sites 22, 23, 24, 25, and Potential Development Site 45.

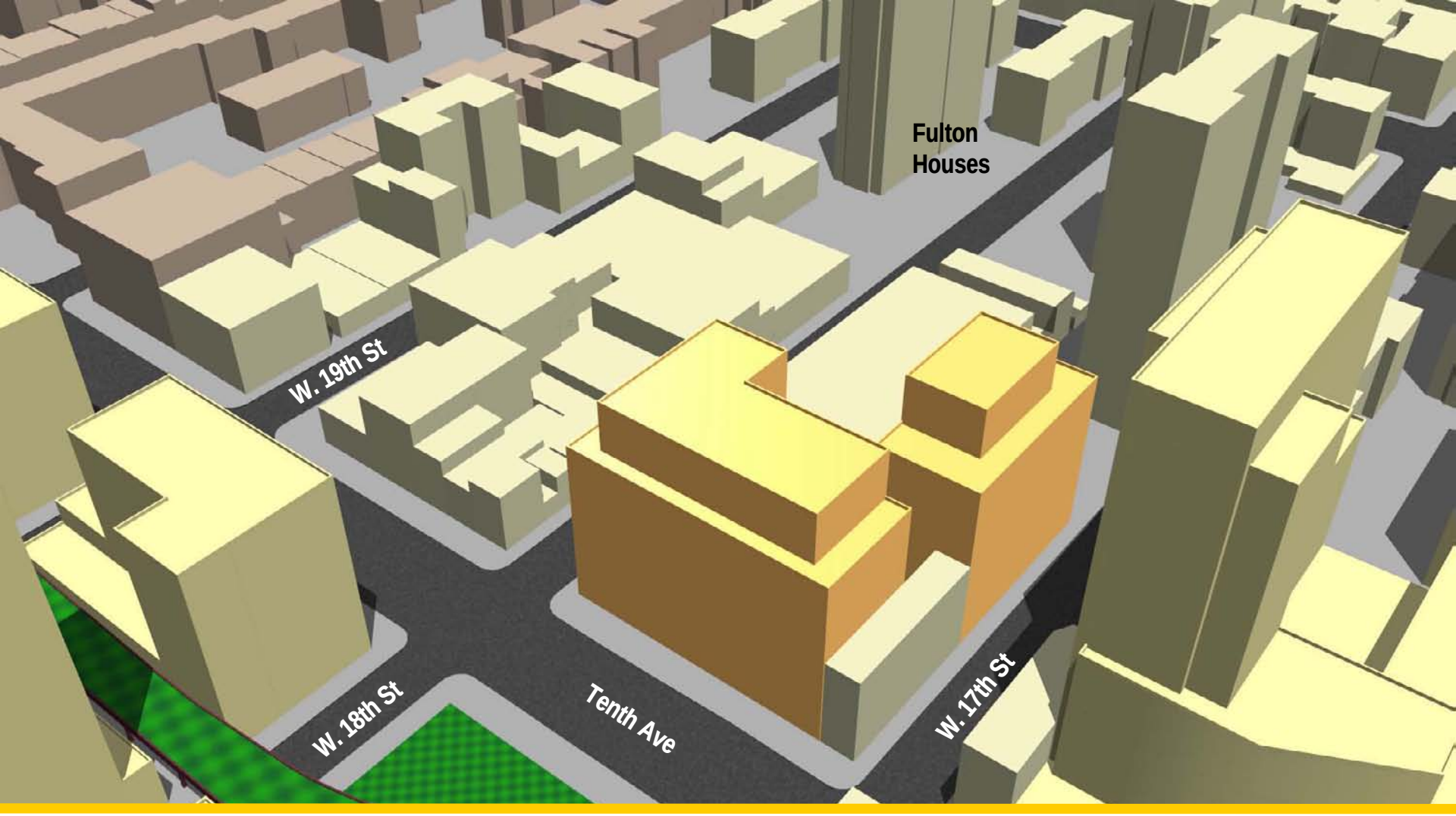
Refer to Figure 23-6, showing illustrative bulk diagrams for this alternative.

Neighborhood Character

Alternative F, like the proposed action, would not result in significant adverse impacts to neighborhood character. Overall, the effects of the alternative on the elements that contribute to neighborhood character would be the same as the proposed action, with the exception of urban design, as described below. These components that contribute to neighborhood character include:

- Land Use;
- Urban Design;
- Visual Resources;
- Historic Resources;
- Socioeconomic Conditions;
- Traffic; and
- Noise.

Both the alternative and the proposed action would result in dramatic improvements to neighborhood character by creating new opportunities for housing, fostering the emerging



10th AVENUE

Between W.17th – W.18th St.

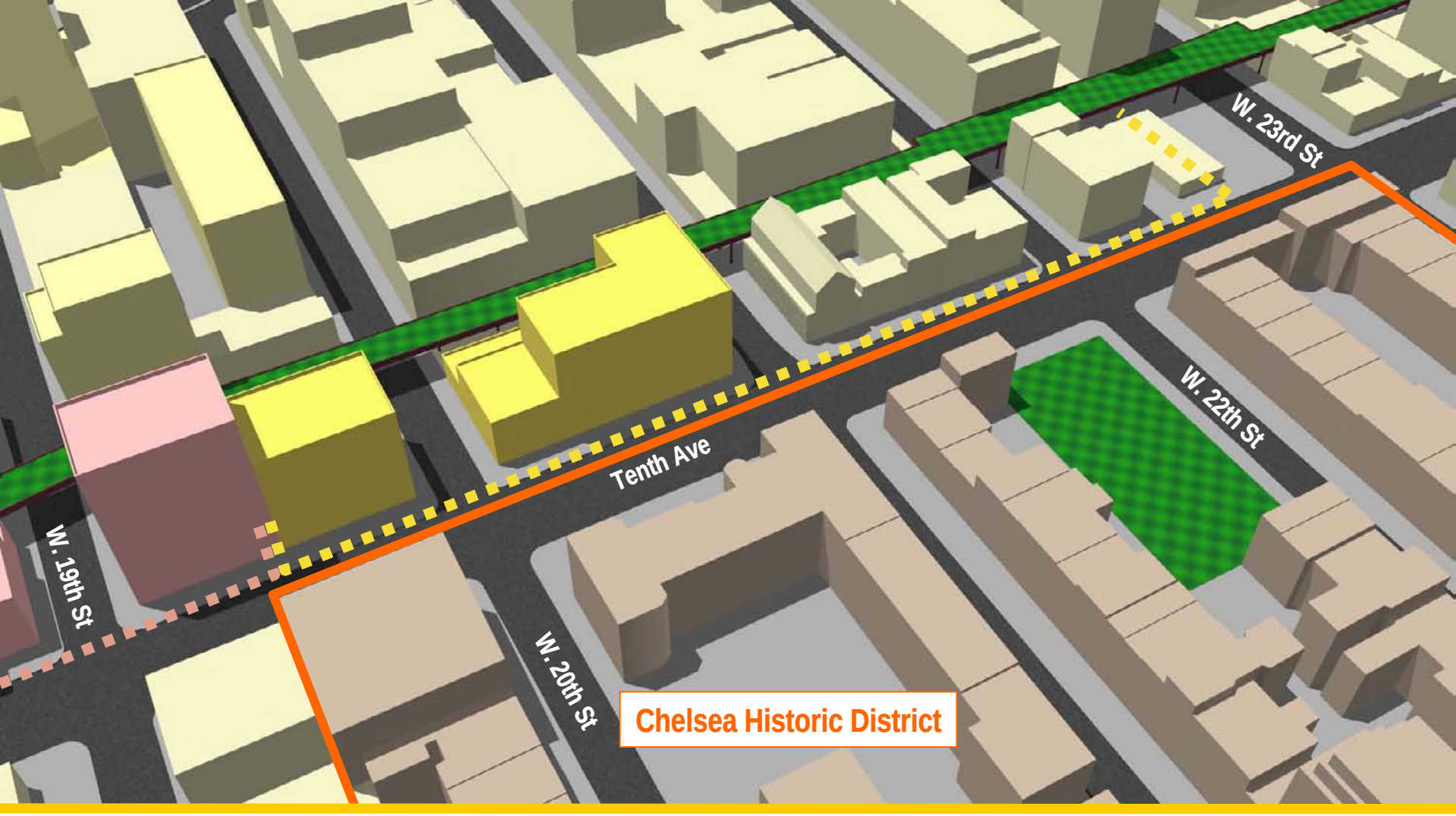
C6-3 FAR: **5 base** **7.5 max**

street wall: **60’ - 95’**

max height: **135’**

SPECIAL WEST CHELSEA REZONING AND HIGH LINE OPEN SPACE FEIS **Figure 23-6a**

Illustrative Bulk Diagram for Revised AHA – Tenth Ave. between W.17th and W.18th streets



10th AVENUE

Between W.18th – W.23rd St.

C6-2 FAR: **5 max**

street wall: **60' - 80'**

max. height: **80'**

C6-2 FAR: **5 base 6 max**

street wall: **105' - 120'**

max. height: **120'**

SPECIAL WEST CHELSEA REZONING AND HIGH LINE OPEN SPACE FEIS **Figure 23-6b**

Illustrative Bulk Diagram for Revised AHA – Tenth Ave. between W.18th and W.23rd streets

10th AVENUE

Between W.24th – W.28th St.

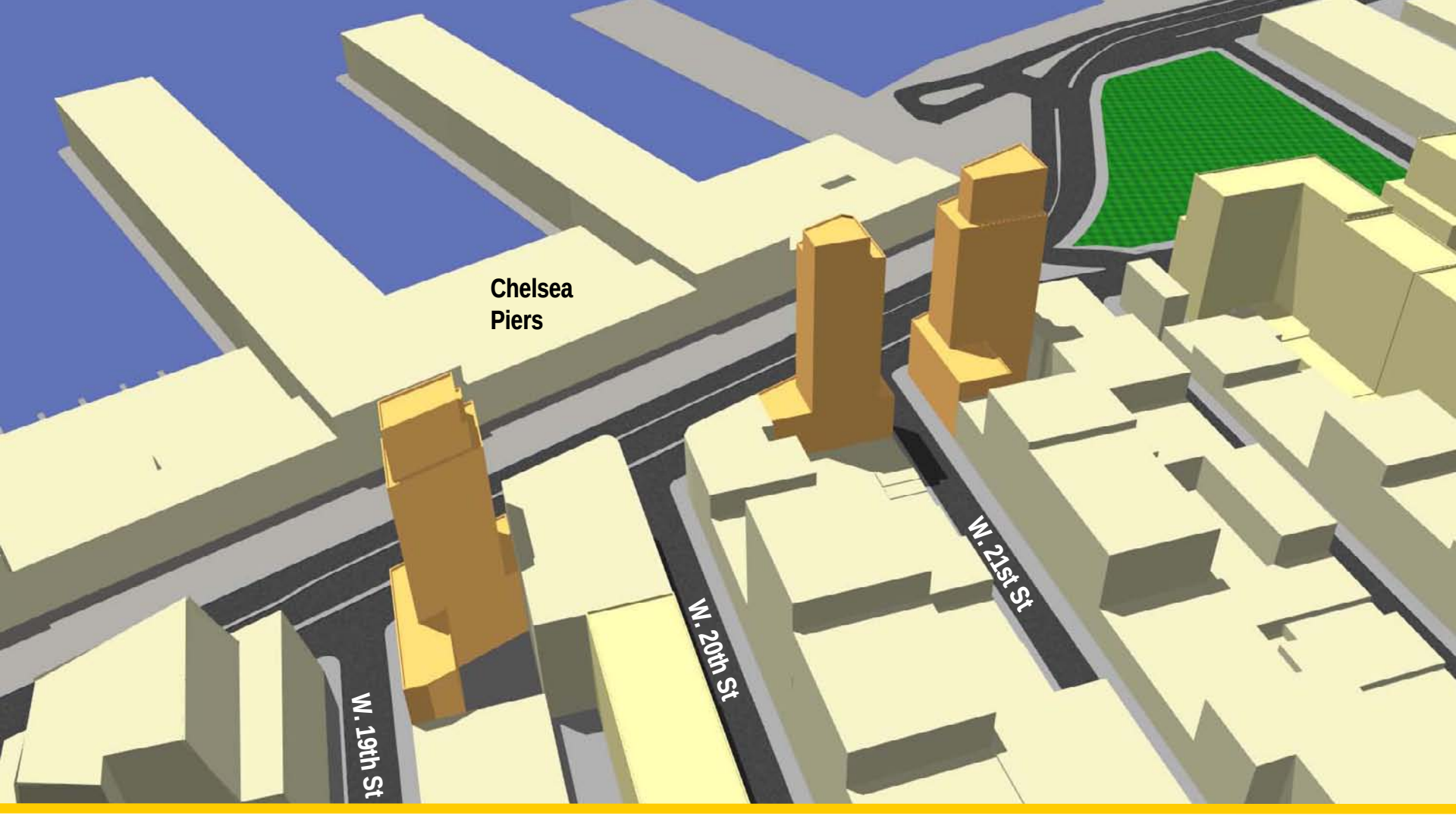
C6-3 FAR: **5 base** **7.5 max**

street wall: **105' - 125'**

max height: **145'**

SPECIAL WEST CHELSEA REZONING AND HIGH LINE OPEN SPACE FEIS **Figure 23-6c**

Illustrative Bulk Diagram for Revised AHA – Tenth Ave. between W.24th and W.28th streets



11th AVENUE

Between W.19th – W.22nd St.

C6-3 FAR: **5 base** **7.5 max**

street wall: **60' - 90'**
tower coverage: **not applicable**
max height: **220'**

SPECIAL WEST CHELSEA REZONING AND HIGH LINE OPEN SPACE FEIS **Figure 23-6d**

Illustrative Bulk Diagram for Revised AHA – Eleventh Ave. between W.19th and W.22nd streets

11th AVENUE

Between W.22nd – W.24th St.

C6-3 FAR: **7.5 max**

street wall: **60’ - 90’**

max height: **220’**

SPECIAL WEST CHELSEA REZONING AND HIGH LINE OPEN SPACE FEIS **Figure 23-6e**

Illustrative Bulk Diagram for Revised AHA – Eleventh Ave. between W.22nd and W.24th streets

art gallery district and facilitating the conversion of the High Line into a publicly accessible, linear open space.

The principal difference in neighborhood character attributed to Alternative F include changes in urban design conditions, principally aimed at enhancing compatibility with the surrounding urban design and visual context of existing residential areas along Tenth Avenue across from the Chelsea Historic District, along Eleventh Avenue at the intersection of W. 23rd Street, and along W. 30th Street, in order to ensure greater compatibility as West Chelsea transitions to the Hudson Yards.

With respect to traffic conditions, it is expected that future With-Action conditions would somewhat worsen with Alternative F. All 24 intersections impacted by the proposed action would remain for this alternative, with impacts at some locations slightly exacerbated. There would be no newly impacted locations under the Revised AHA. Alternative F would have substantially the same noise and air quality effects as the proposed action and would require similar (E) Designations for noise and HVAC emissions.

Effects on neighborhood character would be very similar under this alternative to those of the proposed action. The increase in activity that would be introduced to the area (mostly associated with additional residents), and the changes in urban design and visual resources and socioeconomic conditions, would constitute a noticeable change in the area's character. As with the proposed action, the area would become a more vibrant mixed-use community with a larger residential and neighborhood retail presence leading to increased pedestrian traffic and street activity under Alternative F. Overall, neither this alternative nor the proposed action would result in significant adverse impacts on neighborhood character.

Hazardous Materials

Like the proposed action, Alternative F would not result in significant adverse impacts related to hazardous materials. Alternative F generally involves the same 53 development sites as the proposed action, and would require the same (E) Designations as under the proposed action, with the exception of Block 696, Lot 28, as explained below. The (E) designations would be placed on the Zoning Map for all tax lots containing the potential to result in hazardous materials contamination. Refer to Table 23-8, which presents the results of the preliminary screening assessment conducted for Alternative F.

The (E) Designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and management where appropriate, to the satisfaction of the DEP before the issuance of a building permit by the Department of Buildings (pursuant to Section 11-15 of the Zoning Resolution-Environmental Requirements). The (E) designation also includes mandatory construction-related health and safety plans which must also be approved by the DEP.

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
1	701	1	Projected	Manhattan Mini-Storage 541 W29th St	Storage	Appendix A List Automobile Service Station	1934 Bromley	Yes
2	701	30	Projected	Enterprise 30th Street Parking, LLC 505-509 W29th St	Parking Garage	Appendix A List Metal Processing	1934 Bromley	Yes
2	701	33	Projected	505 W29th St	Storage/Vacant	Appendix A List Metal Processing	1934 Bromley	Yes
2	701	35*	Projected	Terminal Food Shop 329 10th Ave	Deli	Appendix A List Metal Processing	1934 Bromley	No
2	701	35*	Projected	501 29th St	Residential / Commercial	Appendix A List Metal Processing	1934 Bromley	No
2	701	36	Projected	331 Tenth Ave	Parking Lot	Appendix A List Metal Processing	1934 Bromley	Yes
2	701	37	Projected	333 Tenth Ave	Auto Sales (lot)	Appendix A List Metal Processing	1934 Bromley	Yes
2	701	42	Projected	Enterprise 30th Street Parking, L.L.C. 343 10th Ave	Parking Lot	Appendix A List Metal Processing	1934 Bromley	Yes
2	701	43	Projected	502 W30th St	Manufacturing /Vacant	Appendix A List Metal Processing	1934 Bromley	Yes
3	700	1	Projected	Kaz Systems 282 11th Ave	Parking Lot	Adjacent App A Auto Service	2004 Field Survey	Yes
3	700	1	Projected	Davids Auto Service 282 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
3	700	1	Projected	Brownfield Auto 298 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
4	699	5	Projected	547 W27th St	Art Gallery	Adjacent App A Iron Works	1897 Bromley	Yes
5	699	22	Projected	517 W27th St	Office Space	Adjacent App A Iron Works	1897 Bromley	Yes
5	699	23	Projected	515 W27th St	Office Space	Adjacent App A Iron Works	1897 Bromley	Yes
5	699	24	Projected	Colin Construction 513 W27th St	Office Space	Adjacent App A Iron Works	1897 Bromley	Yes
5	699	25	Projected	511 W27th St	Art Gallery	Adjacent App A Metal Processing	2004 Field Survey	Yes
5	699	26	Projected	509 W27th St	Scrap Metal Processing	Appendix A List Metal Processing	2004 Field Survey	Yes
5	699	27	Projected	Central Iron & Metal 507-9 W27th St	Scrap Metal Processing	Appendix A List Metal Processing	2004 Field Survey	Yes
5	699	44	Projected	Bungalow 8 518 W27th St	Bar/Restaurant	Adjacent App A Iron Works	1897 Bromley	Yes
5	699	44	Projected	Leonard Powers, Inc 514-20 W27th St	Industrial/Storage	Adjacent App A Iron Works	1897 Bromley	Yes
6	699	30*	Projected	503 W27th St	Residential	Adjacent App A Metal Processing	2004 Field Survey	No

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
6	699	30*	Projected	Brite Bar 297 10th Ave	Bar/Restaurant	Appendix A List Motor Freight Station	1955 Bromley	No
6	699	31*	Projected	Bongo 299 10th Ave	Residential/Retail	Appendix A List Motor Freight Station	1955 Bromley	No
6	699	32*	Projected	Punjabi Food Junction 301 10th Ave	Residential/Retail	Adjacent App A Auto Service	2004 Field Survey	No
6	699	33	Projected	City/Gas Auto Repair 303-309 10th Ave	Auto Gas/Service Repair	Appendix A List Automobile Service Station	2004 Field Survey	Yes
6	699	37*	Projected	10th Ave Gourmet 311 10th Ave	Residential/Retail	Adjacent App A Auto Service	2004 Field Survey	No
7	698	1	Projected	246-60 11th Ave	Office Space	Adjacent App A Brass Works	1897 Bromley	Yes
8	698	32	Projected	Firestone Bear Auto Center 279 10th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
8	698	35	Projected	The Friendly Group 287 10th Ave	Taxi Mgmt	Appendix A List Automobile Rental	2004 Field Survey	Yes
8	698	37	Projected	Marquee 289 10th Ave	Bar/Restaurant	Adjacent App A Auto Service Station	1934 Bromley	Yes
8	698	40	Projected	Paul Kasmin 293 10th Ave	Art Gallery	Adjacent App A Auto Service Station	1934 Bromley	Yes
8	698	141	Projected	502 W27th St	Residential	Appendix A List Automobile Service Station	1934 Bromley	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
9	697	27	Projected	501-9 W25th St	Parking/auto/ vacant	Adjacent App A Iron Works, Lumber Yard	1897 Bromley	Yes
9	697	31	Projected	Kantora Galley 259 10th Ave	Storage/ Commercial	Adjacent App A Iron Works, Lumber Yard	1897 Bromley	Yes
10	696	58	Projected	550 W25th St	Auto/Pkg/Vacant	Adjacent App A Coal Yard	1897 Bromley	Yes
11	696	28	Projected	511 W24th St	Commercial/Auto	Appendix A List Adj to RR ROW	2004 Field Survey	Yes
11	696	32	Projected	Kwik Farms 239 10th Ave	Gas Station	Appendix A List Gasoline Service Station	2004 Field Survey	Yes
11	696	33	Projected	Chandler Auto Repair 245-7 10th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
11	696	35	Projected	249 Parking Corp 249 10th Ave	Parking Garage	Adjacent App A Auto Service	2004 Field Survey	Yes
11	696	37	Projected	Pepe Giallo 253 10th Ave	Restaurant	Adjacent App A Auto Service	2004 Field Survey	Yes
11	696	38	Projected	World Class Audio 255 10th Ave	Auto Service	Appendix A List Automobile Service Station	2004 Field Survey	Yes
11	696	38	Projected	Marty's Auto Body 500 W25th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
12	693	1	Projected	144-50 11th Ave	Building for Lease (office/commercial)	Adjacent lots to the north, lot 64, has a Glass Manufacture past use	1934 Bromley, Jan 1955 Man Address Direct.	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
12	693	64	Projected	Chelsea Art Museum 150-54 11th Ave	Art Gallery	Glass Manufacture past use	1934 Bromley	Yes
13	692	7	Projected	545-7 W20th St	Art Gallery	Adjacent App A Auto Service	Jan 1955 Manhattan Address Directory	Yes
13	692	7	Projected	120 11th Ave	Mixed Use (Residential/Office)	Appendix A List Metal Processing	Jan 1955 Manhattan Address Directory	Yes
13	692	61	Projected	Lot 61 550 W21st St	Bar/Restaurant	Appendix A List Metal Processing	Jan 1955 Manhattan Address Directory	Yes
13	692	63	Projected	130 Eleventh Ave	Unknown (appears vacant)	Appendix A List Metal Processing	2004 Field Survey	Yes
14	692	53	Projected	540 W21st St	Office Space	Appendix A List Metal Processing	Jan 1955 Manhattan Address Directory	Yes
14	692	57	Projected	Eyebeam 548 W21st St	Art Gallery	Appendix A List Metal Processing	Jan 1955 Manhattan Address Directory	Yes
15	692	28	Projected	521-527 W20th St	Auto Service Garage	Appendix A Auto Service	2004 Field Survey	Yes
15	692	30	Projected	169-83 10th Ave	Construction Equipment Leasing	Adjacent App A Auto Service	2004 Field Survey	Yes
15	692	30	Projected	Manhattan Collision 507 W20th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
16	691	11	Potential	100 11th Ave	Parking Lot	Appendix A List Gas Storage	1897 Bromley	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
17	691	43	Projected	516 W20th St	Parking Garage	Appendix A List Gas Storage	1897 Bromley	Yes
17	691	50	Projected	Anton Kern 532 W20th St	Art Gallery	Appendix A List Gas Storage	1897 Bromley	Yes
18	691	25	Projected	W19th Street	Parking Lot	Appendix A List Automobile Service Station	1934 Bromley	Yes
18	691	27	Projected	505 W19th Street	Parking Lot	Appendix A List Automobile Service Station	1934 Bromley	Yes
18	691	29	Projected	Mendon Truck Leasing 153 Tenth Ave	Retail/Auto	Appendix A List Automobile Service Station	1934 Bromley	Yes
18	691	33	Projected	Edison Park 161-5 Tenth Ave	Parking Lot	Appendix A List Automobile Service Station	1934 Bromley	Yes
18	691	35	Projected	165 Tenth Ave	Parking Lot	Adjacent Appendix A List Automobile Service Station	1934 Bromley	Yes
18	691	37	Projected	504 W20th St	Parking Lot	Adjacent Appendix A List Automobile Service Station	1934 Bromley	Yes
19	690	12	Projected	Corner W18th St	New Construction (Residential: Turner Construction)	Appendix A List Gas Storage	1897 Bromley	Yes
19	690	20	Projected	Roxy 515 W18th St	Bar/Restaurant	Appendix A List Gas Storage	1897 Bromley	Yes
19	690	20	Projected	Chelsea MTP Operating, LLC 511-25 W18th St	Parking Lot	Appendix A List Gas Storage	1897 Bromley	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
19	690	54	Projected	96 11th Ave	New Construction (Residential: Turner Construction)	Adjacent Appendix A List Gas Storage	1897 Bromley	Yes
20	690	29	Projected	131 Tenth Ave	Parking Lot	Appendix A List Adj to RR ROW	1897 Bromley	Yes
21	689	17	Projected	99-111 10th Ave	Parking Lot	Appendix A List Gas Storage	1897 Bromley	Yes
22	715	1*	Projected	457 W17th St	Residential/Retail	Adjacent App A Gas Storage	1897 Bromley	No
22	715	2	Projected	Red Rock West Saloon 116 10th Ave	Bar/Restaurant	Adjacent App A Gas Storage	1897 Bromley	Yes
22	715	3	Projected	The Park 118 10th Ave	Bar/Restaurant	Adjacent App A Gas Storage	1897 Bromley	Yes
22	715	60	Projected	Lux 456 W18th St	Art Gallery	Adjacent App A Gas Storage	1897 Bromley	Yes
22	715	63	Projected	464 W18th	New Development (128 10th Ave: restaurant)	Adjacent App A Gas Storage	1897 Bromley	Yes
22	715	63	Projected	Star on 18 128 10th Ave	Restaurant	Adjacent App A Gas Storage	1897 Bromley	Yes
22	715	64	Projected	124 10th Ave	Parking Garage	Adjacent App A Gas Storage	1897 Bromley	Yes
23	715	5	Projected	453 W17th St	Commercial	Adjacent App A Gas Storage	1897 Bromley	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
23	715	7	Projected	447 W17th St	Unknown	Adjacent App A Gas Storage	1897 Bromley	Yes
24	714	1	Projected	Bimmy's 455 W16th St	Deli	Appendix A List Motor Freight Station	1955 Bromley	Yes
24	714	1	Projected	Chelsea Garden Center 455 W16th St	Nursery	Appendix A List Motor Freight Station	1955 Bromley	Yes
24	714	1	Projected	458 W17th St	Residential/Retail	Appendix A List Motor Freight Station	1955 Bromley	Yes
24	714	1	Projected	Atlantic Theater 453 W16th St	Office Space	Adjacent App A Auto Service	2004 Field Survey	Yes
24	714	1	Projected	Heavenly Body Works 441-55 W16th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
24	714	63*	Projected	112 Tenth Ave	Residential/Retail	Adjacent App A Auto Service	2004 Field Survey	No
25	714	14	Projected	437 W16th St	Office Space	Adjacent App A Auto Service	2004 Field Survey	Yes
25	714	16	Projected	437 W16th St	Auto Service	Adjacent App A Auto Service	2004 Field Survey	Yes
26	701	59	Projected	Eurotech Construction/Painting 532 W30th St	Office Space	Appendix A List Adj to RR ROW	Aug 1934 Manhattan Address Directory	Yes
26	701	62	Projected	Eastern Connection 534 W30th St	Shipping / Packing	Adjacent App A Sign Painting	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
26	701	68	Projected	Cabinetry / Millwork 314 11th Ave	Industrial	Appendix A List Furniture Manufacture	2004 Field Survey	Yes
26	701	68	Projected	Midtown Neon Sign Corp 550 W30th St	Retail / Manufacturing	Appendix A List Sign Painting Shops	2004 Field Survey	Yes
26	701	70	Projected	CNC Auto Repair 312 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
27	701	45	Potential	506-526 W30th St	Hot Dog Vending/Storage	Appendix A List Metal Processing	1934 Bromley	Yes
27	701	52	Potential	518-522 W30th St	Auto/Pkg/Storage	Appendix A List Adj to RR ROW	Aug 1934 Manhattan Address Directory	Yes
27	701	55	Potential	524 W30th St	Parking	Appendix A List Adj to RR ROW	Aug 1934 Manhattan Address Directory	Yes
27	701	56	Potential	526-528 W30th St	Parking	Appendix A List Adj to RR ROW	Aug 1934 Manhattan Address Directory	Yes
27	701	58	Potential	530 W30th St	Parking	Appendix A List Adj to RR ROW	Aug 1934 Manhattan Address Directory	Yes
28	701	16	Potential	Enterprise 30th St Parking, LLC 529-539 W29th St	Parking Garage	Appendix A List Furniture Manufacture	Aug 1934 Manhattan Address Directory	Yes
28	701	22	Potential	Briggs Robinson Gallery 527 W29th St	Art Gallery	Adjacent App A Furniture Manufacture	2004 Field Survey	Yes
28	701	23	Potential	Cabinet Maker 525 W29 St	Industrial / Commercial	Appendix A List Furniture Manufacture	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
29	701	24	Potential	Tuck it 517 W29 St	Storage	Adjacent App A Furniture Manufacture	2004 Field Survey	Yes
29	701	28	Potential	Courier Network International Systems 515 W29th St	Retail / Art Gallery	Appendix A List Welding Shops	Aug 1934 Manhattan Address Directory	Yes
30	700	53	Potential	Pentacostal Church 534 W29th St	Religious	Adjacent App A List Coal Storage	1934 Bromley	Yes
30	700	54	Potential	John Young Studios 536 W29th St	Art Gallery	Adjacent App A List Coal Storage	1934 Bromley	Yes
30	700	55	Potential	Elite Investigation 538 W29th St	Office Space	Adjacent App A List Coal Storage	1934 Bromley	Yes
30	700	56	Potential	Alona Kagan Gallery 540 W29th St	Art Gallery	Adjacent App A Garbage Reduction	2004 Field Survey	Yes
30	700	57	Potential	Action Carting 542 W29th St	Garbage Disposal	Appendix A List Garbage Reduction	2004 Field Survey	Yes
30	700	59	Potential	546 W29th St	Auto Service Garage	Adjacent App A Auto Service	2004 Field Survey	Yes
30	700	60	Potential	Avi Taxi Repair 546-8 W29th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
30	700	61	Potential	550 W29th Street	Office Space	Adjacent App A Auto Service	2004 Field Survey	Yes
31	700	48	Potential	524 W29th St	Office / Retail	Adjacent App A Auto Service	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
31	700	49	Potential	Sean Kelly Art Gallery 526-28 W29th St	Art Gallery	Adjacent App A List Coal Storage	1934 Bromley	Yes
32	700	42	Potential	512 W29th St	Night Club	Adjacent App A Motor Freight Station	1955 Bromley	Yes
32	700	44	Potential	Technik 1 516 W29th St	Auto Electronics	Adjacent App A Auto Service	2004 Field Survey	Yes
32	700	45	Potential	518 W29th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
32	700	47	Potential	LA Ideal / Regent Maintenance Corp 522 W29th St	Manufacturing / Commercial	Adjacent App A Auto Service	2004 Field Survey	Yes
33	700	9	Projected	NY Builders Supply Corp 545 W28th St	Masonry Yard	Appendix A List Lumber Processing	2004 Field Survey	Yes
33	700	9	Projected	NY SUV Auto Body 547 W28th St	Parking Lot / Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
34	700	18	Projected	Kamco Supply Corp 517 W28th St	Lumber Yard	Appendix A List Lumber Processing	2004 Field Survey	Yes
35	700	29*	Potential	Taxi Mgmt, Inc 313 10th Ave	Residential/ Office Space	Appendix A List Automobile Service Station	1934 Bromley	No
35	700	30*	Potential	Medina 315 10th Ave	Residential / Retail/ Restaurant	Appendix A List Automobile Service Station	1934 Bromley	No
35	700	30*	Potential	315 10th Ave	Residential	Appendix A List Automobile Service Station	1934 Bromley	No

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
35	700	31*	Potential	IMP Mgmt 317 10th Ave	Residential/ Taxi Mgmt	Appendix A List Automobile Rental Establishments	2004 Field Survey	No
35	700	31*	Potential	317 10th Ave	Residential/ Retail Space	Adjacent App A Auto Rental	2004 Field Survey	No
35	700	31*	Potential	317 10th Ave	Residential / Retail Space	Appendix A List Automobile Service Station	1934 Bromley	No
35	700	32	Potential	Evan Auto, Inc 321 10th Ave	Auto / Towing	Appendix A List Automobile Service Station	2004 Field Survey	Yes
35	700	32	Potential	Evan Auto, Inc 319 10th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
35	700	34	Potential	323 Tenth Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
35	700	36	Potential	10th Ave Tire Shop 327 10th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
36	699	1	Potential	Manhattan Motors 270 11th Ave	Auto Dealer	Appendix A List Automobile Rental	2004 Field Survey	Yes
36	699	63	Potential	554 W28th St	Commercial / Art Gallery	Adjacent App A Auto Rental	2004 Field Survey	Yes
37	699	9	Potential	537 W27th St	Vacant Lot	Appendix A List Iron Works	1897 Bromley	Yes
38	699	14	Potential	CTX 538 W28th St	Industrial	Adjacent lot to the east, lot 49, has an Iron Works	1897 Bromley	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
38	699	49	Potential	Crobar 531 W27th St	Bar/Restaurant	Appendix A List Iron Works	1897 Bromley	Yes
38	699	49	Potential	Scores 533-35 W27th St	Bar/Restaurant	Appendix A List Iron Works	1897 Bromley	Yes
39	697	1	Potential	220-40 11th Ave	Parking Lot	Lumber Yard, Adj Iron Works	1897 Bromley	Yes
40	696	65	Potential	210 Art 210 11th Ave	Art Gallery / Commercial	Appendix A List Coal Yard	1897 Bromley	Yes
40	696	65	Potential	Stricoff Fine Art 564 W25th St	Art Gallery / Commercial	Appendix A List Coal Yard	1897 Bromley	Yes
41	696	1	Potential	202-8 11th Ave	Storage	Adjacent App A Coal Yard	1897 Bromley	Yes
42	694	30*	Potential	505 W22nd St	Residential	Appendix A List Adj to RR ROW	2004 Field Survey	No
42	694	31*	Potential	West Chelsea Veterinary Hospital 203 10th Ave	Residential / Medical	Appendix 5, §24-04a	Jan 1955 Manhattan Address Directory	No
42	694	32*	Potential	Tia Pol 205 10th Ave	Bar/Restaurant	Adjacent App A Motor Freight Station	1934 Bromley	No
42	694	32*	Potential	205 10th Ave	Residential	Appendix A List Automobile Service	Jan 1955 Manhattan Address Directory	No
42	694	33	Potential	207 10th Ave	Construction / Auto	Adjacent App A Auto Service	2004 Field Survey	Yes
42	694	39	Potential	Exxon 215 10th Ave	Gas Station	Appendix A List Gasoline Service Station	2004 Field Survey	Yes
42	694	40	Potential	512 W23rd St	Parking Lot	Adjacent App A Auto Service	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
43	691	15	Potential	531 W19th St	Art Gallery	Appendix A List Gas Storage	1897 Bromley	Yes
43	691	19	Potential	David Zwirner 525 W19th St	Art Gallery	Appendix A List Gas Storage	1897 Bromley	Yes
43	691	22	Potential	Sidney Samuels 517 W19th St	Commercial Heating Cooling	Appendix A List Gas Storage	1897 Bromley	Yes
43	691	22	Potential	Chelsea Studio Gallery 518 W19th St	Art Gallery	Appendix A List Gas Storage	1897 Bromley	Yes
43	691	24	Potential	515 W19th St	Art Gallery / Residential	Adjacent App A Gas Storage	2004 Field Survey	Yes
44	690	42	Potential	516-22 W19th St	Warehouse / Commercial	Adjacent App A Gas Storage	1897 Bromley	Yes
44	690	46	Potential	524 W19th St	Art Gallery / Commercial	Adjacent App A Gas Storage	1897 Bromley	Yes
45	715	50	Potential	Midtown Chelsea Center 436 W18th St	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
45	715	59	Potential	Verizon 438-54 W18th St	Office/Commercial Space	Adjacent App A Auto Service	2004 Field Survey	Yes
46	694	58	Potential	536 W23rd St	Commercial Space	Adjacent App A Auto Service	2004 Field Survey	Yes
46	694	60	Potential	548 W23rd St	Commercial Space	Adjacent App A Auto Service	2004 Field Survey	Yes
46	694	61	Potential	522 W23rd St	Commercial Space	Adjacent App A Auto Service	2004 Field Survey	Yes
46	694	65	Potential	Uhaul 170 11th Ave	Storage	Appendix A List Glass/Furniture Manufacture	1897 Bromley	Yes
47	695	1	Potential	Privilege 182 11th Ave	Bar/Restaurant	Adjacent App A Auto Service	1934 Bromley	Yes
47	695	3	Potential	Chelsea Inn 184 11th Ave	Hotel/Deli	Adjacent App A Auto Service	1934 Bromley	Yes
47	695	4	Potential	188 11th Ave	Office/Storage Space	Adjacent App A Auto Service	2004 Field Survey	Yes

Table 23-8, West Chelsea: Hazardous Materials (E) Designation for Alternative F								
Site	Block	Lot	Development Site	Address	Current Land Use	CEQR Reference	Source	(E) Designation Warranted
48	695	7	Potential	New Construction	Residential/Retail	Adjacent App A Lumber Processing	1897 Bromley	Yes
48	695	12	Potential	Bula Gallery 541 W23rd St	Art Gallery	Adjacent App A Lumber Processing	1897 Bromley	Yes
48	695	57	Potential	536 W24th St	Construction	Adjacent App A Lumber Processing	1897 Bromley	Yes
49	695	44	Potential	MetroVision Production 508 W24th St	Office Space	Appendix A List Adj to RR ROW	1934 Bromley	Yes
50	695	47	Potential	PlexiCraft 514 W24th St	Commercial	Appendix A List Lumber Processing	1897 Bromley	Yes
51	695	59	Potential	W24th St	Construction	Adjacent App A Lumber Processing	1897 Bromley	Yes
52	695	67	Potential	200 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
52	695	68	Potential	CC Auto 198 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
52	695	69	Potential	196 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
52	695	70	Potential	Apple Auto 194 11th Ave	Auto Service Garage	Appendix A List Automobile Service Station	2004 Field Survey	Yes
53	694	47	Potential	Manhattan Mini-Storage 530 W23rd St	Storage	Appendix A List Gasoline Service Station	1934 Bromley	Yes

(*) Lots indicated with an asterisk (*) are not expected to be redeveloped under the proposed action, as they contain existing residential buildings. Therefore, they would not be mapped with an (E) Designation. These lots would transfer air rights to adjacent lots within the development site.

Block 696, Lot 28 which under Alternative F, comprises a portion of Projected Development Site 11, would also be mapped with an (E) designation. This tax lot contains an auto repair facility, and is within a railroad right-of-way. Furthermore, it is adjacent to a gasoline service station. In all other respects, in terms of hazardous materials, Alternative F would be identical to the proposed action.

Regarding potential hazardous materials contamination associated with the High Line, the City, acting through the NYC Economic Development Corporation (EDC) and in partnership with the Friends of the High Line, will complete Phase II Environmental Site Assessments (ESA), including sampling protocols and health and safety plans for the High Line elevated structure and the three potential access points at the following locations: 820 Washington Street, within a City-owned building; W. 14th Street and the High Line, within the public ROW; and W. 23rd Street and the High Line, within the public ROW. In addition, up to nine potential access points to the proposed High Line open space could be located on private property and within projected or potential development sites. As these potential access points are located within identified development sites, development activity on these privately-owned sites, in connection with the proposed High Line open space, would be subject to the requirements of the (E) designation mapped as part of the proposed action.

Natural Resources

Like the proposed action, Alternative F would not result in significant adverse impacts to natural resources. The only difference with respect to natural resources between the proposed action and Alternative F is the additional projected residential and retail development on the three development sites described above and the inclusion of a Block 696, Lot 28 as part of Projected Development Site 11. The additional development expected under this alternative would not result in significant adverse impacts.

As discussed in Chapter 11 of the FEIS, an assessment of future water quality conditions in 2010 and 2025 was prepared for the *Hudson Yards Final Generic Impact Statement (FEIS)*, to assess the effects of future development in the North River WPCP drainage area, including Hudson Yards related development and West Chelsea development. That analysis concluded that with increased CSO events, CSO volumes, and CSO pollutant loadings, these changes would have no significant adverse impacts on water quality and water quality conditions would continue to meet the standards and uses established, where applicable, for Class I waters. Therefore, like the proposed action, for Alternative F, it is reasonable to conclude that occasional CSO discharges from outfalls serving the West Chelsea area and from effluent flows from the North River Water Pollution Control Plant (NRWPCP), even if discharging a higher concentration of sewage than under current conditions, would not result in significant adverse impacts to water quality in the Hudson River. Based on the lower amount of development anticipated under Alternative F, as compared to Hudson Yards, even with the potential additional CSO events that may occur under with-action conditions, it would be reasonable to conclude that potential effects on

water quality would be small and would not result in significant adverse impacts to water quality or wildlife in the Hudson River.

As with the uses anticipated under the proposed action, the additional projected uses on these sites are not expected to result in any notable effects on natural resources. Any limited additional shadows that may fall on the Hudson River under this alternative would not be expected to have any impacts on the aquatic resources or habitats of the river.

Waterfront Revitalization Program

Alternative F would result in a mix of development within the Coastal Zone similar to that of the proposed action. Like the proposed action, Alternative F would generate significantly more visitors and residents to the Coastal Zone and Hudson River Park due to the additional residential and commercial development, and the proposed High Line publicly accessible open space. Both Alternative F and the proposed action would be consistent with the policies of the Local Waterfront Revitalization Program, by encouraging appropriate land uses and open space amenities within the Coastal Zone Area.

Infrastructure

Alternative F would result in a somewhat higher demand for City water supply and sewer services compared to the proposed action; however, as under the proposed action, significant adverse impacts to infrastructure are not anticipated.

Water Supply

Under Alternative F, total water usage on the projected development sites would be approximately 2,045,340 gpd (2.05 mgd), resulting in a net increase of approximately 1.60 mgd over No-Action levels. This compares to a total water usage of 1.87 mgd and a net increase of 1.42 mgd for the proposed action. This alternative's incremental demand would represent an increase of 0.13 percent of the City's current water demand of 1.2 billion gpd (1,200 mgd). As with the 0.12 incremental increase associated with the proposed action, this relatively small incremental demand is not large enough to significantly impact the ability of the City's water system to deliver water. As such, Alternative F, like the proposed action, would not result in significant adverse impacts upon the City's water supply nor would it affect local water pressure.

Wastewater Management

Under Alternative F, sanitary sewage flows generated by the projected developments would be approximately 1.19 mgd (compared to 1.10 for the proposed action), an incremental increase of approximately 0.95 mgd over No-Action levels (compared to 0.86 mgd for the proposed action). This alternative's increment represents about 0.72 percent of the existing average wastewater flows at the North River WPCP and 0.56 percent of the

its SPDES permitted flows (as compared to the proposed action's 0.65 percent and 0.51 percent, respectively). With North River WPCP operating substantially below capacity, the increase in sanitary sewage resulting from this alternative, as with the proposed action, is not anticipated to adversely impact WPCP operations nor cause it to exceed its design capacity or SPDES permit flow limit. As such, neither this alternative nor the proposed action would result in significant adverse impacts upon the City's sanitary sewage and wastewater management system.

Stormwater Management

Like the proposed action, Alternative F is not expected to result in significant adverse impacts. Under both the proposed action and Alternative F, the potential for CSO events would continue, given the increased sewage flows from projected development. However, these discharges are not likely to result in flooding in the basements of buildings, nor, as discussed above under "Natural Resources," are they likely to affect water quality and wildlife in the Hudson River.

Solid Waste and Sanitation Services

Similar to the proposed action, Alternative F would not result in significant adverse impacts to municipal solid waste services; however, this alternative would generate slightly more solid waste, and therefore, place more demand for DSNY municipal solid waste collection services than the proposed action.

Under Alternative F, it is estimated that the 28 projected development sites would generate approximately 160,681 pounds of municipal solid waste per week (80.3 tons), a net increase of 157,747 pounds per week (78.9 tons) over No-Action conditions. This would be somewhat higher than the proposed action, which would generate a net increase of 141,648 pounds of municipal solid waste per week (70.8 tons).

According to the *CEQR Technical Manual*, the typical DSNY collection truck for residential refuse carries approximately 12.5 tons of waste material. Therefore, like the proposed action, Alternative F would generate solid waste equivalent to approximately 1 truck load per day (assuming a seven-day week), which is not expected to overburden the DSNY's solid waste handling services.

Energy

Development generated under Alternative F would require approximately 673 billion BTUs of energy annually, as compared with approximately 591.9 billion under the proposed action. The demand on the City's energy services therefore would be somewhat greater than that of the action-induced development.

Alternative F would result in an incremental increase of approximately 529.8 billion BTUs in annual energy use compared to No-Action conditions. The incremental annual demand associated with this alternative would represent approximately 0.14 percent of the City's forecasted peak summer load of 12,396 MW in 2013, compared to 0.12 percent for the proposed action. However, the incremental annual demand under either Alternative F or the proposed action would represent a very small amount of the City's forecasted annual energy requirements for 2013, and is therefore not expected to be a significant additional load. As such, as is the case for the proposed action, the operational energy demand from Alternative F would not result in significant adverse impacts.

Traffic and Parking

The net increase in dwelling units and commercial space would also increase transportation demand in the area compared to the proposed action. Table 23-9 below shows the net person trips and vehicle trips generated by Alternative F compared to trips generated by the proposed action. As shown in the table, Alternative F is estimated to generate a net of 343 vehicle trips in the AM peak period, 719 vehicle trips in the midday, and 624 vehicle trips in the PM peak hour, or between 15 percent - 20 percent over the traffic generated by the proposed action.

Table 23-9, Net Trips Generated by Alternative F, Compared to Proposed Action

	AM		MD		PM	
	Proposed Action	Alternative F	Proposed Action	Alternative F	Proposed Action	Alternative F
Person Trips						
Auto	12	30	586	632	351	399
Taxi	254	289	380	434	470	525
Subway	880	1,057	1,387	1,577	1,384	1,622
Bus	130	169	641	741	449	520
Walk/Other	1,551	1,837	3,789	4,886	3,570	4,261
TOTAL	**2,827**	**3,382**	**6,783**	**8,270**	**6,224**	**7,327**
Vehicle Trips						
Total Auto + Taxi	287	343	626	719	531	624

Based on an assessment of this increase in demand, it is expected that future With-Action conditions would somewhat worsen with Alternative F. However, all 24 intersections impacted by the proposed action would remain for this alternative, with impacts at some locations slightly exacerbated (see Table 23-10). There would be no newly impacted locations under the Alternative F.

The same mitigation measures identified in Table 22-1 of Chapter 22, "Mitigation," for the proposed action would also be required to mitigate the impacts associated with the Alternative F. As with the proposed action all traffic impacts would be eliminated with these mitigation measures (refer to Table 23-11).

Table 23-10
2013 With-A-Text Alternative Traffic Conditions

ANALYZED INTERSECTIONS	LANE GROUP	2013 NO-ACTION AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 WITH-ACTION AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 NO-ACTION MD Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 WITH-ACTION MD Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE MD Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 NO-ACTION PM Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 WITH-ACTION PM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE PM Peak Hour V/C Ratio	Delay (Sec)	LOS	
W. 30th Street (EB) @	EB - LTR	0.06	54.7	D		0.06	54.7	D		0.06	54.7	D		0.00	38.4	D	0.00	38.4	D		0.00	38.4	D		0.03	43.8	D	0.03	43.8	D		0.03	43.8	D	
12th Avenue (N-S)	NB - TR	0.72	10.3	B		0.74	10.5	B		0.74	10.5	B		0.84	23.0	C	0.86	23.7	C		0.86	23.6	C		0.85	4.7	A	0.86	4.8	A		0.86	4.8	A	
(Route 9A)	SB - L	1.21	178.2	F		1.21	179.7	F	(1)	1.20	175.7	F	(1)	0.90	80.7	F	0.99	98.9	F	*	0.98	97.1	F	*	0.93	82.2	F	1.03	107.1	F	*	1.03	107.1	F	*
	SB - TR	0.79	3.8	A		0.79	3.8	A		0.78	3.8	A		0.69	2.8	A	0.71	2.9	A		0.70	2.9	A		0.81	4.0	A	0.82	4.2	A		0.82	4.2	A	
W. 24th Street (E-W) @	EB - R	0.02	52.4	D		0.02	52.4	D		0.02	52.4	D		0.04	37.3	D	0.04	37.3	D		0.04	37.3	D		0.09	36.5	D	0.09	36.5	D		0.09	36.5	D	
12th Avenue (N-S)	WB - L	0.31	58.1	E		0.32	58.3	E		0.32	58.3	E		0.24	39.7	D	0.26	40.1	D		0.26	40.1	D		0.40	42.0	D	0.41	42.3	D		0.41	42.3	D	
(Route 9A)	WB - LTR	0.51	63.4	E		0.52	63.6	E		0.52	63.6	E		0.28	40.5	D	0.30	40.8	D		0.30	40.8	D		0.23	38.5	D	0.23	38.5	D		0.23	38.5	D	
	WB - R	1.14	164.0	F		1.03	125.6	F		1.03	125.6	F		1.07	111.6	F	1.10	122.3	F	*	1.10	122.3	F	*	1.12	126.2	F	1.16	140.7	F	*	1.16	140.7	F	*
	NB - TR	0.81	10.4	B		0.82	10.6	B		0.82	10.6	B		0.97	15.6	B	0.99	18.6	B		0.99	18.5	B		1.11	73.9	E	1.12	77.5	E		1.12	77.3	E	
	SB - L	0.36	46.8	D		0.36	47.2	D		0.36	47.2	D		1.09	137.0	F	1.10	141.0	F	*	1.10	140.9	F	*	0.40	54.9	D	0.40	54.9	D		0.40	54.9	D	
	SB - TR	0.77	3.7	A		0.78	3.8	A		0.78	3.8	A		0.74	3.8	A	0.76	4.0	A		0.76	4.0	A		1.01	34.7	C	1.03	40.0	D		1.03	39.6	D	
W. 34th Street (E-W) @	EB-LTR	0.62	21.7	C		0.62	21.8	C		0.62	21.8	C		0.56	23.7	C	0.54	23.9	C		0.56	23.9	C		0.71	117.0	F	0.74	131.0	F	*	0.75	134.6	F	*
11th Avenue (SB)	WB - Defl	0.70	32.4	C		0.69	31.5	C		0.70	31.8	C					0.63	25.3	C		0.67	27.2	C												
	WB - TR	0.63	20.1	C		0.64	20.2	C		0.64	20.3	C		WB- LTR	0.69	17.8	B	0.91	30.9	C		0.90	30.6	C		WB- LTR	0.92	31.1	C	WB- LTR	0.98	40.4	D		WB- LTR	0.99	43.0	D	
	SB - LTR	0.76	22.6	C		0.76	22.6	C		0.76	22.7	C		1.02	48.8	D	1.02	49.2	D		1.02	49.9	D		0.73	23.5	C	0.73	23.5	C		0.73	23.5	C	
W.26th Street (EB) @	EB - TR	0.46	31.6	C		0.42	30.9	C		0.42	30.9	C		0.50	32.2	C	0.52	32.5	C		0.50	32.2	C		0.83	50.0	D	0.90	60.1	E	*	0.87	55.4	E	*
11th Avenue (SB)	SB - LT	0.40	3.9	A		0.39	3.8	A		0.39	3.8	A		0.47	4.2	A	0.48	4.3	A		0.48	4.3	A		0.35	5.1	A	0.36	5.1	A		0.36	5.1	A	
W.23rd Street (E-W) @	WB - L	0.68	27.8	C		0.69	28.1	C		0.68	27.8	C		0.53	23.2	C	0.53	23.2	C		0.53	23.2	C		0.18	17.5	B	0.18	17.5	B		0.18	17.5	B	
11th Avenue (N-S)	WB - R	0.30	18.9	B		0.31	19.0	B		0.31	19.0	B		0.46	21.2	C	0.46	21.3	C		0.46	21.3	C		0.71	31.0	C	0.72	31.9	C		0.72	31.9	C	
	NB - TR	0.24	14.9	B		0.25	15.0	B		0.25	15.0	B		0.18	11.0	B	0.18	11.1	B		0.18	11.1	B		0.16	10.9	B	0.17	10.9	B		0.17	10.9	B	
	SB - L	0.93	51.2	D		0.97	58.7	E	*	0.97	59.7	E	*	0.83	34.2	C	0.89	41.4	D		0.90	42.7	D		0.68	24.8	C	0.69	25.2	C		0.70	25.4	C	
	SB -T	0.25	14.9	B		0.26	15.0	B		0.26	15.0	B		0.45	13.6	B	0.46	13.7	B		0.46	13.7	B		0.45	13.6	B	0.45	13.6	B		0.45	13.6	B	
W.20th Street (WB) @	WB - R	0.40	51.7	D		0.49	54.1	D		0.48	54.0	D		0.31	34.3	C	0.38	35.3	D		0.38	35.3	D		0.31	34.3	C	0.34	34.8	C		0.34	34.8	C	
11th Avenue (N-S)	NB - T	0.67	4.5	A		0.67	4.6	A		0.67	4.6	A		0.66	2.8	A	0.68	2.9	A		0.68	2.9	A		0.88	5.6	A	0.89	6.0	A		0.89	6.0	A	
(Route 9A)	SB - T	0.94	8.8	A		0.95	9.9	A		0.95	9.9	A		1.18	96.4	F	1.21	109.1	F	*	1.20	108.5	F	*	1.17	92.6	F	1.18	99.2	F	*	1.18	98.3	F	*
W. 18th Street (EB) @	NB - TR	0.85	7.7	A		0.87	8.3	A		0.87	8.3	A		0.96	13.0	B	1.00	19.9	B		1.00	19.8	B		1.09	53.3	D	1.13	70.6	E	*	1.13	71.5	E	*
11th Avenue (N-S)	SB - L	0.88	78.6	E		0.90	81.1	F		0.90	81.1	F		0.30	34.5	C	0.32	34.9	C		0.32	34.9	C		0.47	38.2	D	0.50	38.9	D		0.50	38.9	D	
(Route 9A)	SB - T	0.96	11.4	B		0.97	13.6	B		0.97	13.5	B		1.13	74.2	E	1.15	83.4	F	*	1.15	82.9	F	*	1.11	63.2	E	1.12	66.3	E		1.11	65.4	E	
W. 17th Street (E-W) @	EB - L	0.70	92.9	F		0.71	94.1	F		0.71	94.1	F		0.14	44.9	D	0.14	44.9	D		0.14	44.9	D		0.27	53.9	D	0.27	53.9	D		0.27	53.9	D	
11th Avenue (N-S)	EB - R	0.33	73.5	E		0.35	74.0	E		0.35	74.0	E		0.12	44.7	D	0.12	44.7	D		0.12	44.7	D		0.15	52.9	D	0.15	52.9	D		0.15	52.9	D	
(Route 9A)	WB - L	1.18	190.4	F		1.44	291.1	F	*	1.46	300.3	F	*	1.50	316.0	F	1.79	440.9	F	*	1.80	444.6	F	*	0.42	50.2	D	0.59	56.5	E	*	0.61	57.5	E	*
	WB - R	1.03	144.3	F		1.14	174.9	F	*	1.14	174.9	F	*	1.15	182.9	F	1.55	337.0	F	*	1.55	337.0	F	*	0.80	69.2	E	1.03	111.5	F	*	1.03	111.5	F	*
	NB -T	0.78	4.2	A		0.78	4.3	A		0.78	4.3	A		0.88	6.8	A	0.90	7.7	A		0.90	7.7	A		1.01	21.8	C	1.03	28.0	C		1.06	39.9	D	
	SB - T	0.98	17.5	B		0.99	19.8	B		0.99	19.7	B		1.18	99.6	F	1.20	109.4	F	*	1.20	108.9	F	*	1.11	66.9	E	1.12	69.6	E		1.11	68.8	E	
W.16th Street (EB)	NB - TR	0.75	5.6	A		0.75	5.7	A		0.75	5.7	A		0.86	6.1	A	0.88	6.9	A		0.88	6.9	A		0.98	24.2	C	1.01	29.2	C		1.01	29.5	C	
11th Avenue (N-S)	SB - L	0.20	11.9	B		0.27	20.8	C		0.27	20.8	C		0.18	9.1	A	0.25	17.4	B		0.25	17.4	B		0.18	35.4	D	0.26	45.0	D		0.26	45.0	D	
(Route 9A)	SB - T	1.01	23.4	C		1.04	32.0	C		1.04	32.2	C		1.25	134.7	F	1.28	147.3	F	*	1.28	146.8	F	*	1.13	74.5	E	1.14	78.6	E	*	1.14	78.5	E	*
W. 15th Street (E-W) @	WB - LTR	0.66	56.8	E		0.67	57.3	E		0.67	57.3	E		0.58	38.9	D	0.59	39.2	D		0.59	39.2	D		0.37	35.0	C	0.38	35.0	C		0.38	35.0	C	
11th Avenue (N-S)	NB - LTR	0.75	5.8	A		0.76	5.9	A		0.76	5.9	A		0.90	16.0	B	0.92	17.7	B		0.92	17.7	B		0.99	17.3	B	1.01	23.1	C		1.01	23.5	C	
(Route 9A)	SB - TR	1.08	50.9	D		1.10	61.9	E	*	1.10	62.2	E	*	1.28	148.3	F	1.31	159.8	F	*	1.31	159.4	F	*	1.16	88.6	F	1.17	93.3	F	*	1.17	93.2	F	*
W.14th Street (EB)	NB - T	0.66	4.1	A		0.66	4.1	A		0.66	4.1	A		0.76	10.7	B	0.78	11.1	B		0.78	11.1	B		0.92	16.0	B	0.94	17.6	B		0.94	17.7	B	
11th Avenue (N-S)	NB - R	0.89	11.3	B		0.88	10.9	B		0.88	10.8	B		0.90	28.5	C	0.91	29.0	C		0.91	29.0	C		0.88	26.4	C	0.92	30.2	C		0.92	30.2	C	
(Route 9A)	SB - L	0.31	22.9	C		0.34	27.5	C		0.34	27.5	C		0.27	18.6	B	0.28	19.5	B		0.28	19.5	B		0.24	23.0	C	0.26	24.4	C		0.26	24.5	C	
	SB - T	1.01	21.4	C		1.03	27.6	C		1.03	27.8	C		1.14	81.9	F	1.16	91.3	F	*	1.16	91.0	F	*	1.11	66.6	E	1.12	69.1	E		1.11	69.0	E	

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DfL-Analysis considers a Defacto Left Lane on this approach .

V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle

LOS - Level of service

* - Denotes Impacted Intersections

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000).

Table 23-10 (continued)
2013 With-A-Text Alternative Traffic Conditions

ANALYZED INTERSECTIONS	LANE GROUP	2013 NO-ACTION AM Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 WITH-ACTION AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 NO-ACTION MD Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 WITH-ACTION MD Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE MD Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 NO-ACTION PM Peak Hour	V/C Ratio	Delay (Sec)	LOS	2013 WITH-ACTION PM Peak Hour	V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE PM Peak Hour	V/C Ratio	Delay (Sec)	LOS	
W.26th Street (EB) @	EB-LT	0.97	63.7	E	1.06	88.4	F	*	1.05	84.5	F	*	1.20	138.1	F	1.31	182.7	F	*	1.28	171.5	F	*		0.86	45.1	D		0.73	34.7	C			0.71	33.6	C	
10th Avenue (NB)	NB-TR	0.60	11.0	B	0.59	10.9	B		0.59	10.9	B		0.83	15.6	B	0.85	16.3	B		0.85	16.5	B			0.67	11.8	B		0.69	12.1	B			0.69	12.2	B	
W.25th Street (WB) @	WB-TR	0.71	37.8	D	0.68	36.5	D		0.67	36.1	D		0.85	49.9	D	0.97	69.6	E	*	0.95	66.7	E	*		1.07	97.7	F		1.21	148.5	F	*		1.21	145.7	F	*
10th Avenue (NB)	NB-LT	0.52	7.7	A	0.52	7.7	A		0.52	7.7	A		0.71	9.9	A	0.74	10.4	B		0.74	10.5	B			0.56	8.0	A		0.57	8.1	A			0.58	8.1	A	
W.23rd Street (E-W) @	EB - Defl	0.68	34.8	C	0.68	35.0	C		0.68	35.0	C		1.06	109.7	F	1.12	127.4	F	*	1.12	127.4	F	*													
10th Avenue (NB)	EB - T	0.38	20.7	C	0.39	20.9	C		0.39	20.9	C		0.39	22.2	C	0.41	22.4	C		0.41	22.5	C		EB-LT	0.44	23.4	C		0.44	23.4	C			0.44	23.4	C	
	WB - T	0.42	21.4	C	0.42	21.4	C		0.42	21.4	C		0.63	26.6	C	0.63	26.6	C		0.63	26.6	C			0.34	22.2	C		0.34	22.2	C			0.34	22.2	C	
	WB -R	0.50	25.3	C	0.46	24.4	C		0.47	24.6	C		0.54	27.4	C	0.67	32.4	C		0.70	33.6	C			0.82	43.8	D		0.94	61.3	E	*		0.96	65.0	E	*
	NB - LTR	0.68	14.3	B	0.68	14.4	B		0.68	14.4	B		0.75	14.5	B	0.78	15.1	B		0.78	15.1	B			0.59	10.9	B		0.60	11.1	B			0.60	11.1	B	
W.14th Street (E-W) @	EB - L	1.06	68.8	E	1.05	66.1	E		1.05	65.7	E		0.89	34.9	C	0.90	35.5	D		0.90	35.5	D			0.81	29.7	C		0.81	29.9	C			0.81	29.9	C	
10th Avenue (NB)	EB - T	0.30	19.7	B	0.31	19.8	B		0.31	19.8	B		0.28	19.4	B	0.28	19.5	B		0.28	19.5	B			0.41	21.0	C		0.42	21.1	C			0.42	21.1	C	
	EB - R	0.10	17.9	B	0.10	17.9	B		0.10	17.9	B		0.14	18.3	B	0.14	18.3	B		0.14	18.3	B			0.05	17.3	B		0.05	17.3	B			0.05	17.3	B	
	WB - L	0.86	49.1	D	0.84	46.9	D		0.84	46.9	D		0.42	23.8	C	0.39	22.9	C		0.39	22.9	C			1.08	98.3	F		1.12	110.4	F	*		1.12	110.4	F	*
	WB - R	0.68	29.0	C	0.70	29.6	C		0.70	29.6	C		0.78	35.1	D	0.82	38.5	D		0.82	38.5	D			1.03	72.2	E		1.07	85.3	F	*		1.07	85.3	F	*
	NB - TR	0.10	11.9	B	0.10	11.9	B		0.10	11.9	B		0.22	10.0	B	0.22	10.0	A		0.22	10.0	A			0.23	10.1	B		0.23	10.1	B			0.23	10.1	B	
W.34th Street (EB) @	EB-TR	1.19	123.6	F	1.21	131.1	F	*	1.21	133.2	F	*	1.10	85.1	F	1.12	95.9	F	*	1.13	99.4	F	*		1.24	146.2	F		1.25	148.8	F	*		1.25	150.4	F	*
9th Avenue (SB)	WB - DefL	0.72	45.6	D	0.72	45.5	D		0.72	45.5	D		0.92	67.2	E	0.92	67.8	E		0.92	67.8	E			0.49	34.6	C		0.50	35.0	C			0.50	35.0	C	
	WB - T	0.41	15.1	B	0.41	15.1	B		0.41	15.1	B		0.55	15.4	B	0.57	15.7	B		0.58	15.8	B			0.42	15.3	B		0.45	15.6	B			0.46	15.7	B	
	SB - LTR	1.03	50.0	D	1.02	48.7	D		1.02	48.7	D		0.95	37.4	D	0.96	38.1	D		0.96	38.1	D			0.78	24.3	C		0.78	24.3	C			0.78	24.3	C	
W.30th Street (EB) @	EB-TR	1.18	119.2	F	1.20	128.1	F	*	1.21	132.9	F	*	0.79	33.3	C	0.84	35.5	D		0.84	35.7	D			0.80	34.5	C		0.84	36.7	D			0.84	36.3	D	
9th Avenue (SB)	SB-LTR	0.71	15.5	B	0.71	15.5	B		0.71	15.5	B		1.10	69.3	E	1.10	71.2	E		1.10	71.2	E			0.78	16.9	B		0.78	16.9	B			0.78	16.9	B	
W.26th Street (EB) @	EB-TR	1.24	155.2	F	1.29	178.4	F	*	1.29	175.6	F	*	1.17	129.2	F	1.24	154.1	F	*	1.22	147.7	F	*		1.02	79.6	E		0.96	64.5	E			0.95	62.5	E	
9th Avenue (SB)	SB-LT	0.62	9.9	A	0.63	10.0	A		0.63	10.0	A		0.84	14.5	B	0.86	15.1	B		0.86	15.2	B			0.62	9.9	A		0.63	10.1	B			0.63	10.1	B	
W.24th Street (EB) @	EB-TR	1.10	100.4	F	1.11	104.7	F	*	1.11	104.7	F	*	0.90	51.4	D	0.95	61.1	E	*	0.95	61.1	E	*		0.77	39.4	D		0.81	42.0	D			0.81	42.0	D	
9th Avenue (SB)	SB-LT	0.56	8.7	A	0.57	8.8	A		0.57	8.8	A		0.77	11.9	B	0.79	12.2	B		0.79	12.2	B			0.59	8.9	A		0.59	9.0	A			0.59	9.0	A	
W.23rd Street (E-W) @	EB-TR	0.72	33.8	C	0.76	35.6	D		0.77	35.7	D		0.71	33.7	C	0.77	36.1	D		0.78	36.5	D			0.68	32.7	C		0.71	33.6	C			0.71	33.6	C	
9th Avenue (SB)	WB-DefL	1.12	115.9	F	1.18	140.0	F	*	1.18	141.5	F	*	1.01	80.0	E	1.13	119.2	F	*	1.13	120.6	F	*		0.74	38.2	D		0.89	57.6	E	*		0.89	57.7	E	*
	WB-T	0.41	16.8	B	0.40	16.7	B		0.40	16.7	B		0.57	18.7	B	0.61	19.5	B		0.62	19.7	B			0.48	19.0	B		0.52	19.6	B			0.53	19.7	B	
	SB-LTR	0.93	30.3	C	0.94	31.7	C		0.95	32.1	C		1.00	43.7	D	1.02	48.9	D	*	1.03	49.8	D	*	SB-LT	0.77	20.1	C	SB-LT	0.77	20.3	C		SB-LT	0.77	20.3	C	
																								SB-R	0.12	15.1	B	SB-R	0.12	15.1	B		SB-R	0.12	15.1	B	
W.17th Street (WB) @	WB-LT	0.84	40.4	D	0.89	46.3	D	*	0.89	46.3	D	*	0.97	58.6	E	1.00	67.8	E	*	1.00	67.8	E	*		0.40	21.0	C		0.45	21.6	C			0.45	21.6	C	
9th Avenue (SB)	SB-TR	0.72	15.3	B	0.74	15.6	B		0.74	15.6	B		0.71	15.0	B	0.73	15.3	B		0.73	15.3	B			0.67	14.3	B		0.70	14.7	B			0.70	14.8	B	
W.14th Street (E-W) @	EB - LTR	0.82	54.8	D	0.88	61.7	E	*	0.88	61.7	E	*	0.66	38.2	D	0.68	38.8	D		0.68	38.8	D			1.11	120.4	F		1.18	145.3	F	*		1.18	145.3	F	*
9th Avenue (N-S)	WB - LTR	1.08	97.7	F	1.10	103.4	F	*	1.10	103.4	F	*	1.06	90.1	F	1.10	104.5	F	*	1.10	104.5	F	*		1.14	118.9	F		1.20	143.8	F	*		1.20	143.8	F	*
	NB - LTR	0.40	35.4	D	0.40	35.4	D		0.40	35.4	D		0.45	40.0	D	0.45	40.0	D		0.45	40.0	D			0.39	33.7	C		0.39	33.7	C			0.39	33.7	C	
	SB - LT	0.72	22.4	C	0.73	22.5	C		0.73	22.5	C		0.82	26.3	C	0.83	26.7	C		0.83	26.7	C			0.93	39.1	D		0.94	40.2	D			0.94	40.2	D	
	SB - R	0.28	16.3	B	0.28	16.3	B		0.28	16.3	B		0.28	19.1	B	0.28	19.1	B		0.28	19.1	B			0.83	37.6	D		0.83	37.6	D			0.83	37.6	D	
W.23rd Street (E-W) @	EB - LT	0.85	36.9	D	0.91	43.4	D		0.92	45.3	D	*	0.93	44.3	D	1.06	78.3	E	*	1.08	84.6	F	*		0.67	26.5	C		0.74	28.9	C			0.74	29.2	C	
8th Avenue (NB)	WB - TR	0.87	35.6	D	0.86	35.1	D		0.86	35.4	D		1.06	74.1	E	1.14	101.6	F	*	1.15	105.4	F	*		0.83	32.3	C		0.91	38.2	C			0.91	38.9	D	
	NB - LTR	0.72	20.3	C	0.72	20.3	C		0.72	20.3	C		0.99	40.2	D	0.99	39.9	D		0.99	39.9	D			0.72	20.4	C		0.72	20.4	C			0.72	20.4	C	
W.14th Street (E-W) @																								EB-DefL	0.80	53.2	D	EB-DefL	0.87	64.7	D	*	EB-DfL	0.87	64.7	E	*
8th Avenue (NB)	EB - LT	0.81	34.4	C	0.85	38.0	D		0.85	38.0	D		0.85	36.3	D	0.89	39.8	D		0.89	39.8	D		EB-T	0.47	23.4	C	EB-T	0.51	24.2	C		EB-T	0.51	24.2	C	
	WB - TR	0.91	40.8	D	0.93	43.2	D		0.93	43.2	D		0.70	27.6	C	0.73	28.5	C		0.73	28.5	C			0.81	32.6	C		0.85	35.5	C			0.85	35.5	D	
	NB - LTR	0.58	12.9	B	0.58	12.9	B		0.58	12.9	B		0.78	20.9	C	0.78	20.9	C		0.78	20.9	C			0.56	12.7	B		0.56	12.7	B			0.56	12.7	B	

NOTES:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DfL-Analysis considers a Defacto Left Lane on this approach .
V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle
LOS - Level of service
* - Denotes Impacted Intersections
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000).

Table 23-11
2013 With-A-Text Alternative With Mitigation Traffic Conditions

ANALYZED INTERSECTIONS	LANE GROUP	2013 NO-ACTION AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT ALTERNATIVE AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT w/MITIGATION AM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 NO-ACTION MD Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 A-TEXT ALTERNATIVE MD Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT w/MITIGATION MD Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 NO-ACTION PM Peak Hour V/C Ratio	Delay (Sec)	LOS	2013 A-TEXT ALTERNATIVE PM Peak Hour V/C Ratio	Delay (Sec)	LOS		2013 A-TEXT w/MITIGATION PM Peak Hour V/C Ratio	Delay (Sec)	LOS
W. 30th Street (EB) @	EB - LTR	0.06	54.7	D		0.06	54.7	D		0.06	54.7	D		0.00	38.4	D	0.00	38.4	D		0.00	38.4	D	0.03	43.8	D	0.03	43.8	D		0.03	43.8	D
12th Avenue (N-S)	NB - TR	0.72	10.3	B		0.74	10.5	B		0.74	10.5	B		0.84	23.0	C	0.86	23.6	C		0.90	27.4	C	0.85	4.7	A	0.86	4.8	A		0.88	5.5	A
(Route 9A)	SB - L	1.21	178.2	F		1.20	175.7	F	**(1)**	1.20	175.7	F	**(1)**	0.90	80.7	F	0.98	97.1	F	*	0.85	69.1	E	0.93	82.2	F	1.03	107.1	F	*	0.92	77.4	E
	SB - TR	0.79	3.8	A		0.78	3.8	A		0.78	3.8	A		0.69	2.8	A	0.70	2.9	A		0.70	2.9	A	0.81	4.0	A	0.82	4.2	A		0.82	4.2	A
W. 24th Street (E-W) @	EB - R	0.02	52.4	D		0.02	52.4	D		0.02	52.4	D		0.04	37.3	D	0.04	37.3	D		0.04	37.3	D	0.09	36.5	D	0.09	36.5	D		0.09	36.5	D
12th Avenue (N-S)	WB - L	0.31	58.1	E		0.32	58.3	E		0.32	58.3	E		0.24	39.7	D	0.26	40.1	D		0.26	40.1	D	0.40	42.0	D	0.41	42.3	D		0.41	42.3	D
(Route 9A)	WB - LTR	0.51	63.4	E		0.52	63.6	E		0.52	63.6	E		0.28	40.5	D	0.30	40.8	D		0.30	40.8	D	0.23	38.5	D	0.23	38.5	D		0.23	38.5	D
	WB - R	1.14	164.0	F		1.03	125.6	F		1.03	125.6	F		1.07	111.6	F	1.10	122.3	F	*	0.69	38.8	D	1.12	126.2	F	1.16	140.7	F	*	0.75	42.0	D
	NB - TR	0.81	10.4	B		0.82	10.6	B		0.82	10.6	B		0.97	15.6	B	0.99	18.5	B		1.00	22.8	C	1.11	73.9	E	1.12	77.3	E		1.12	77.3	E
	SB - L	0.36	46.8	D		0.36	47.2	D		0.36	47.2	D		1.09	137.0	F	1.10	140.9	F	*	1.02	117.8	F	0.40	54.9	D	0.40	54.9	D		0.40	54.9	D
	SB - TR	0.77	3.7	A		0.78	3.8	A		0.78	3.8	A		0.74	3.8	A	0.76	4.0	A		0.76	4.0	A	1.01	34.7	C	1.03	39.6	D		1.02	39.6	D
W. 34th Street (E-W) @	EB-LTR	0.62	21.7	C		0.62	21.8	C		0.62	21.8	C		0.56	23.7	C	0.56	23.9	C		0.56	23.9	C	0.71	117.0	F	0.75	134.6	F	*	0.70	113.5	F
11th Avenue (SB)	WB - Defl	0.70	32.4	C		0.70	31.8	C		0.70	31.8	C					0.67	27.2	C		0.67	27.2	C										
	WB - TR	0.63	20.1	C		0.64	20.3	C		0.64	20.3	C	WB- LTR	0.69	17.8	B	0.90	30.6	C		0.90	30.6	C	WB- LTR	0.92	31.1	C	0.99	43.0	D		WB- LTR	0.95	33.5	C
	SB - LTR	0.76	22.6	C		0.76	22.7	C		0.76	22.7	C		1.02	48.8	D	1.02	49.9	D		1.02	49.9	D	0.73	23.5	C	0.73	23.5	C		0.78	26.4	C
W.26th Street (EB) @	EB - TR	0.46	31.6	C		0.42	30.9	C		0.42	30.9	C		0.50	32.2	C	0.50	32.2	C		0.50	32.2	C	0.83	50.0	D	0.87	55.4	E	*	EB-T	0.58	34.0	C
11th Avenue (SB)																															EB-R	0.27	27.6	C
	SB - LT	0.40	3.9	A		0.39	3.8	A		0.39	3.8	A		0.47	4.2	A	0.48	4.3	A		0.48	4.3	A	0.35	5.1	A	0.36	5.1	A		0.36	5.1	A
W.23rd Street (E-W) @	WB - L	0.68	27.8	C		0.68	27.8	C		0.72	31.1	C		0.53	23.2	C	0.53	23.2	C		0.53	23.2	C	0.18	17.5	B	0.18	17.5	B		0.18	17.5	B
11th Avenue (N-S)	WB - R	0.30	18.9	B		0.31	19.0	B		0.32	20.6	C		0.46	21.2	C	0.46	21.3	C		0.46	21.3	C	0.71	31.0	C	0.72	31.9	C		0.72	31.9	C
	NB - TR	0.24	14.9	B		0.25	15.0	B		0.24	13.7	B		0.18	11.0	B	0.18	11.1	B		0.18	11.1	B	0.16	10.9	B	0.17	10.9	B		0.17	10.9	B
	SB - L	0.93	51.2	D		0.97	59.7	E	*	0.93	48.8	D		0.83	34.2	C	0.90	42.7	D		0.90	42.7	D	0.68	24.8	C	0.70	25.4	C		0.70	25.4	C
	SB -T	0.25	14.9	B		0.26	15.0	B		0.25	13.8	B		0.45	13.6	B	0.46	13.7	B		0.46	13.7	B	0.45	13.6	B	0.45	13.6	B		0.45	13.6	B
W.20th Street (WB) @	WB - R	0.40	51.7	D		0.48	54.0	D		0.48	54.0	D		0.31	34.3	C	0.38	35.3	D		0.40	37.3	D	0.31	34.3	C	0.34	34.8	C		0.37	36.7	D
11th Avenue (N-S)	NB - T	0.67	4.5	A		0.67	4.6	A		0.67	4.6	A		0.66	2.8	A	0.68	2.9	A		0.66	2.7	A	0.88	5.6	A	0.89	6.0	A		0.87	5.2	A
(Route 9A)	SB - T	0.94	8.8	A		0.95	9.9	A		0.95	9.9	A		1.18	96.4	F	1.20	108.5	F	*	1.17	93.4	F	1.17	92.6	F	1.18	98.3	F	*	1.15	83.3	F
W. 18th Street (EB) @	NB - TR	0.85	7.7	A		0.87	8.3	A		0.87	8.3	A		0.96	13.0	B	1.00	19.8	B		0.96	12.4	B	1.09	53.3	D	1.13	71.5	E	*	1.08	51.1	D
11th Avenue (N-S)	SB - L	0.88	78.6	E		0.90	81.1	F		0.90	81.1	F		0.30	34.5	C	0.32	34.9	C		0.35	37.7	D	0.47	38.2	D	0.50	38.9	D		0.55	42.5	D
(Route 9A)	SB - T	0.96	11.4	B		0.97	13.5	B		0.97	13.5	B		1.13	74.2	E	1.15	82.9	F	*	1.11	61.9	E	1.11	63.2	E	1.11	65.4	E		1.07	45.6	D
W. 17th Street (E-W) @	EB - L	0.70	92.9	F		0.71	94.1	F		0.12	45.6	D		0.14	44.9	D	0.14	44.9	D		0.06	31.5	C	0.27	53.9	D	0.27	53.9	D		0.06	30.7	C
11th Avenue (N-S)	EB - R	0.33	73.5	E		0.35	74.0	E		0.06	44.8	D		0.12	44.7	D	0.12	44.7	D		0.05	31.4	C	0.15	52.9	D	0.15	52.9	D		0.03	30.4	C
(Route 9A)	WB - L	1.18	190.4	F		1.46	300.3	F	*	0.74	66.2	E		1.50	316.0	F	1.80	444.6	F	*	0.49	39.8	D	0.42	50.2	D	0.61	57.5	E	*	0.32	35.0	C
	WB - R	1.03	144.3	F		1.14	174.9	F	*	0.58	57.8	E		1.15	182.9	F	1.55	337.0	F	*	0.43	38.2	D	0.80	69.2	E	1.03	111.5	F	*	0.56	40.6	D
	NB -T	0.78	4.2	A		0.78	4.3	A		0.78	4.3	A		0.88	6.8	A	0.90	7.7	A		0.88	6.5	A	1.01	21.8	C	1.06	39.9	D		1.03	28.4	C
	SB - T	0.98	17.5	B		0.99	19.7	B		0.99	19.7	B		1.18	99.6	F	1.20	108.9	F	*	1.17	93.6	F	1.11	66.9	E	1.11	68.8	E		1.11	68.8	E
W.16th Street (EB)	NB - TR	0.75	5.6	A		0.75	5.7	A		0.75	5.7	A		0.86	6.1	A	0.88	6.9	A		0.89	6.9	A	0.98	24.2	C	1.01	29.5	C		0.99	25.4	C
11th Avenue (N-S)	SB - L	0.20	11.9	B		0.27	20.8	C		0.27	20.8	C		0.18	9.1	A	0.25	17.4	B		0.13	1.4	A	0.18	35.4	D	0.26	45.0	D		0.26	45.0	D
(Route 9A)	SB - T	1.01	23.4	C		1.04	32.2	C		1.04	32.2	C		1.25	134.7	F	1.28	146.8	F	*	1.25	130.2	F	1.13	74.5	E	1.14	78.5	E	*	1.12	71.3	E
W. 15th Street (E-W) @	WB - LTR	0.66	56.8	E		0.67	57.3	E		0.72	60.6	E		0.58	38.9	D	0.59	39.2	D		0.63	41.6	D	0.37	35.0	C	0.38	35.0	C		0.39	35.9	D
11th Avenue (N-S)	NB - LTR	0.75	5.8	A		0.76	5.9	A		0.74	4.6	A		0.90	16.0	B	0.92	17.7	B		0.89	14.4	B	0.99	17.3	B	1.01	23.5	C		1.00	19.1	B
(Route 9A)	SB - TR	1.08	50.9	D		1.10	62.2	E	*	1.08	50.8	D		1.28	148.3	F	1.31	159.4	F	*	1.27	142.8	F	1.16	88.6	F	1.17	93.2	F	*	1.15	85.6	F
W.14th Street (EB)	NB - T	0.66	4.1	A		0.66	4.1	A		0.66	4.1	A		0.76	10.7	B	0.78	11.1	B		0.75	8.6	A	0.92	16.0	B	0.94	17.7	B		0.94	17.7	B
11th Avenue (N-S)	NB - R	0.89	11.3	B		0.88	10.8	B		0.88	10.8	B		0.90	28.5	C	0.91	29.0	C		0.87	23.7	C	0.88	26.4	C	0.92	30.2	C		0.92	30.2	C
(Route 9A)	SB - L	0.31	22.9	C		0.34	27.5	C		0.34	27.5	C		0.27	18.6	B	0.28	19.5	B		0.30	20.5	C	0.24	23.0	C	0.26	24.5	C		0.26	24.5	C
	SB - T	1.01	21.4	C		1.03	27.8	C		1.03	27.8	C		1.14	81.9	F	1.16	91.0	F	*	1.12	69.3	E	1.11	66.6	E	1.11	69.0	E		1.11	69.0	E

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DfL-Analysis considers a Defacto Left Lane on this approach .

V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle

LOS - Level of service

* - Denotes Impacted Intersections

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000).

Table 23-11 (continued)
2013 With-A-Text Alternative With Mitigation Traffic Conditions

		2013 NO-ACTION			2013 A-TEXT ALTERNATIVE				2013 A-TEXT w/MITIGATION				2013 NO-ACTION			2013 A-TEXT ALTERNATIVE				2013 A-TEXT w/MITIGATION				2013 NO-ACTION			2013 A-TEXT ALTERNATIVE				2013 A-TEXT w/MITIGATION			
		AM Peak Hour			AM Peak Hour				AM Peak Hour				MD Peak Hour			MD Peak Hour				MD Peak Hour				PM Peak Hour			PM Peak Hour				PM Peak Hour			
ANALYZED INTERSECTIONS	LANE GROUP	V/C Ratio	Delay (Sec)	LOS	V/C Ratio	Delay (Sec)	LOS		V/C Ratio	Delay (Sec)	LOS		V/C Ratio	Delay (Sec)	LOS	V/C Ratio	Delay (Sec)	LOS		V/C Ratio	Delay (Sec)	LOS		V/C Ratio	Delay (Sec)	LOS	V/C Ratio	Delay (Sec)	LOS		V/C Ratio	Delay (Sec)	LOS
W.26th Street (EB) @	EB-LT	0.97	63.7	E	1.05	84.5	F	*	0.96	57.5	E		1.20	138.1	F	1.28	171.5	F	*	1.17	123.1	F		0.86	45.1	D	0.71	33.6	C		0.71	33.6	C
10th Avenue (NB)	NB-TR	0.60	11.0	B	0.59	10.9	B		0.63	13.5	B		0.83	15.6	B	0.85	16.5	B		0.91	22.1	C		0.67	11.8	B	0.69	12.2	B		0.69	12.2	B
W.25th Street (WB) @	WB-TR	0.71	37.8	D	0.67	36.1	D		0.67	36.1	D		0.85	49.9	D	0.95	66.7	E	*	0.85	46.8	D		1.07	97.7	F	1.21	145.7	F	*	1.07	91.8	F
10th Avenue (NB)	NB-LT	0.52	7.7	A	0.52	7.7	A		0.52	7.7	A		0.71	9.9	A	0.74	10.5	B		0.79	13.6	B		0.56	8.0	A	0.58	8.1	A		0.62	10.7	B
W.23rd Street (E-W) @	EB - Defl	0.68	34.8	C	0.68	35.0	C		0.68	35.0	C		1.06	109.7	F	1.12	127.4	F	*	1.02	93.6	F											
10th Avenue (NB)	EB - T	0.38	20.7	C	0.39	20.9	C		0.39	20.9	C		0.39	22.2	C	0.41	22.5	C		0.39	20.8	C	EB-LT	0.44	23.4	C	0.44	23.4	C		0.40	20.9	C
	WB - T	0.42	21.4	C	0.42	21.4	C		0.42	21.4	C		0.63	26.6	C	0.63	26.6	C		0.59	24.4	C		0.34	22.2	C	0.34	22.2	C		0.33	20.2	C
	WB -R	0.50	25.3	C	0.47	24.6	C		0.47	24.6	C		0.54	27.4	C	0.70	33.6	C		0.65	29.7	C		0.82	43.8	D	0.96	65.0	E	*	0.82	40.6	D
	NB - LTR	0.68	14.3	B	0.68	14.4	B		0.68	14.4	B		0.75	14.5	B	0.78	15.1	B		0.81	17.6	B		0.59	10.9	B	0.60	11.1	B		0.65	13.7	B
W.14th Street (E-W) @	EB - L	1.06	68.8	E	1.05	65.7	E		1.05	65.7	E		0.89	34.9	C	0.90	35.5	D		0.90	35.5	D		0.81	29.7	C	0.81	29.9	C		0.77	26.8	C
10th Avenue (NB)	EB - T	0.30	19.7	B	0.31	19.8	B		0.31	19.8	B		0.28	19.4	B	0.28	19.5	B		0.28	19.5	B		0.41	21.0	C	0.42	21.1	C		0.40	19.6	B
	EB - R	0.10	17.9	B	0.10	17.9	B		0.10	17.9	B		0.14	18.3	B	0.14	18.3	B		0.14	18.3	B		0.05	17.3	B	0.05	17.3	B		0.05	16.1	B
	WB - L	0.86	49.1	D	0.84	46.9	D		0.84	46.9	D		0.42	23.8	C	0.39	22.9	C		0.39	22.9	C		1.08	98.3	F	1.12	110.4	F	*	1.04	81.1	F
	WB - R	0.68	29.0	C	0.70	29.6	C		0.70	29.6	C		0.78	35.1	D	0.82	38.5	D		0.82	38.5	D		1.03	72.2	E	1.07	85.3	F	*	1.02	65.9	E
	NB - TR	0.10	11.9	B	0.10	11.9	B		0.10	11.9	B		0.22	10.0	B	0.22	10.0	A		0.22	10.0	A		0.23	10.1	B	0.23	10.1	B		0.24	11.5	B
W.34th Street (EB) @	EB-TR	1.19	123.6	F	1.21	133.2	F	*	1.17	115.1	F		1.10	85.1	F	1.13	99.4	F	*	1.10	84.8	F		1.24	146.2	F	1.25	150.4	F	*	1.21	131.1	F
9th Avenue (SB)	WB - DefL	0.72	45.6	D	0.72	45.5	D		0.76	49.4	D		0.92	67.2	E	0.92	67.8	E		0.92	67.7	E		0.49	34.6	C	0.50	35.0	C		0.53	36.6	D
	WB - T	0.41	15.1	B	0.41	15.1	B		0.41	15.1	B		0.55	15.4	B	0.58	15.8	B		0.57	15.1	B		0.42	15.3	B	0.46	15.7	B		0.46	15.7	B
	SB - LTR	1.03	50.0	D	1.02	48.7	D		1.02	48.7	D		0.95	37.4	D	0.96	38.1	D		0.99	45.0	D		0.78	24.3	C	0.78	24.3	C		0.78	24.3	C
W.30th Street (EB) @	EB-TR	1.18	119.2	F	1.21	132.9	F	*	1.17	115.1	F		0.79	33.3	C	0.84	35.7	D		0.84	35.7	D		0.80	34.5	C	0.84	36.3	D		0.84	36.3	D
9th Avenue (SB)	SB-LTR	0.71	15.5	B	0.71	15.5	B		0.73	16.5	B		1.10	69.3	E	1.10	71.2	E		1.10	71.2	E		0.78	16.9	B	0.78	16.9	B		0.78	16.9	B
W.26th Street (EB) @	EB-TR	1.24	155.2	F	1.29	175.6	F	*	1.10	96.2	F		1.17	129.2	F	1.22	147.7	F	*	1.11	101.7	F		1.02	79.6	E	0.95	62.5	E		0.95	62.5	E
9th Avenue (SB)	SB-LT	0.62	9.9	A	0.63	10.0	A		0.70	14.5	B		0.84	14.5	B	0.86	15.2	B		0.92	20.9	C		0.62	9.9	A	0.63	10.1	B		0.63	10.1	B
W.24th Street (EB) @	EB-TR	1.10	100.4	F	1.11	104.7	F	*	0.97	59.6	E		0.90	51.4	D	0.95	61.1	E	*	0.83	40.0	D		0.77	39.4	D	0.81	42.0	D		0.81	42.0	D
9th Avenue (SB)	SB-LT	0.56	8.7	A	0.57	8.8	A		0.62	12.0	B		0.77	11.9	B	0.79	12.2	B		0.86	17.5	B		0.59	8.9	A	0.59	9.0	A		0.59	9.0	A
W.23rd Street (E-W) @	EB-TR	0.72	33.8	C	0.77	35.7	D		EB-T 0.48	27.8	C		0.71	33.7	C	0.78	36.5	D		EB-T 0.57	30.4	C		0.68	32.7	C	0.71	33.6	C		EB-T 0.36	25.8	C
9th Avenue (SB)									EB-R 0.57	33.4	C									EB-R 0.41	29.1	C									EB-R 0.73	40.9	D
	WB-DefL	1.12	115.9	F	1.18	141.5	F	*	0.93	55.4	E		1.01	80.0	E	1.13	120.6	F	*	1.00	74.4	E		0.74	38.2	D	0.89	57.7	E	*	0.67	30.0	C
	WB-T	0.41	16.8	B	0.40	16.7	B		0.39	16.0	B		0.57	18.7	B	0.62	19.7	B		0.64	20.6	C		0.48	19.0	B	0.53	19.7	B		0.53	19.7	B
	SB-LTR	0.93	30.3	C	0.95	32.1	C		0.97	37.1	D		1.00	43.7	D	1.03	49.8	D	*	0.99	38.4	D	SB-LT	0.77	20.1	C	0.77	20.3	C	SB-LT	0.77	20.3	C
																							SB-R	0.12	15.1	B	0.12	15.1	B	SB-R	0.12	15.1	B
W.17th Street (WB) @	WB-LT	0.84	40.4	D	0.89	46.3	D	*	0.82	35.6	D		0.97	58.6	E	1.00	67.8	E	*	0.92	47.4	D		0.40	21.0	C	0.45	21.6	C		0.45	21.6	C
9th Avenue (SB)	SB-TR	0.72	15.3	B	0.74	15.6	B		0.79	19.3	B		0.71	15.0	B	0.73	15.3	B		0.78	18.8	B		0.67	14.3	B	0.70	14.8	B		0.70	14.8	B
W.14th Street (E-W) @	EB - LTR	0.82	54.8	D	0.88	61.7	E	*	0.70	42.1	D		0.66	38.2	D	0.68	38.8	D		0.62	34.8	C		1.11	120.4	F	1.18	145.3	F	*	1.06	99.3	F
9th Avenue (N-S)	WB - LTR	1.08	97.7	F	1.10	103.4	F	*	0.92	53.5	D		1.06	90.1	F	1.10	104.5	F	*	1.00	71.7	E		1.14	118.9	F	1.20	143.8	F	*	1.12	110.8	F
	NB - LTR	0.40	35.4	D	0.40	35.4	D		0.40	35.4	D		0.45	40.0	D	0.45	40.0	D		0.45	40.0	D		0.39	33.7	C	0.39	33.7	C		0.41	34.6	C
	SB - LT	0.72	22.4	C	0.73	22.5	C		0.79	27.2	C		0.82	26.3	C	0.83	26.7	C		0.88	31.4	C		0.93	39.1	D	0.94	40.2	D		0.95	43.0	D
	SB - R	0.28	16.3	B	0.28	16.3	B		0.31	19.0	B		0.28	19.1	B	0.28	19.1	B		0.30	20.6	C		0.83	37.6	D	0.83	37.6	D		0.85	39.3	D
W.23rd Street (E-W) @	EB - LT	0.85	36.9	D	0.92	45.3	D	*	0.76	30.2	C		0.93	44.3	D	1.08	84.6	F	*	0.86	35.6	D		0.67	26.5	C	0.74	29.2	C		0.68	29.2	C
8th Avenue (NB)	WB - TR	0.87	35.6	D	0.86	35.4	D		WB-T 0.50	22.6	C		1.06	74.1	E	1.15	105.4	F	*	WB-T 0.78	29.7	C		0.83	32.3	C	0.91	38.9	D		WB-T 0.87	38.9	D
									WB-R 0.71	31.9	C									WB-R 0.79	37.8	D									WB-R			
	NB - LTR	0.72	20.3	C	0.72	20.3	C		0.72	20.3	C		0.99	40.2	D	0.99	39.9	D		0.99	40.0	D		0.72	20.4	C	0.72	20.4	C		0.72	20.4	C
W.14th Street (E-W) @																							EB-DefL	0.80	53.2	D	0.87	64.7	E	*	EB-DfL 0.78	48.9	D
8th Avenue (NB)	EB - LT	0.81	34.4	C	0.85	38.0	D		0.85	38.0	D		0.85	36.3	D	0.89	39.8	D		0.89	39.8	D	EB-T	0.47	23.4	C	0.51	24.2	C		EB-T 0.48	22.2	C
	WB - TR	0.91	40.8	D	0.93	43.2	D		0.93	43.2	D		0.70	27.6	C	0.73	28.5	C		0.73	28.5	C		0.81	32.6	C	0.85	35.5	D		0.81	30.7	C
	NB - LTR	0.58	12.9	B	0.58	12.9	B		0.58	12.9	B		0.78	20.9	C	0.78	20.9	C		0.78	20.9	C		0.56	12.7	B	0.56	12.7	B		0.59	14.5	B

NOTES:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DfL-Analysis considers a Defacto Left Lane on this approach .
V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle
LOS - Level of service
* - Denotes Impacted Intersections
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000).

Parking

The Alternative F would increase housing units as well as other uses on the projected development sites, versus the projected action. Overall, it is expected that there would be a weekday midday excess (over accessory supply) parking demand allocated to the public parking system of 470 spaces, versus 389 for the proposed action. Overnight, the excess parking demand would be 952 spaces versus 808 spaces for the proposed action. The midday utilization rate for the public parking system would be 147 percent, versus 144 percent for the proposed action, while overnight, the utilization rate would be 126 percent versus 121 percent for the proposed action. As with the proposed action, should all public parking facilities remain open overnight due to increased demand, the overnight utilization rate for this alternative would be 95 percent, versus 91 percent for the proposed action.

The street parking system in the study area, already operating at capacity under No-Action conditions, would not be able to accommodate demand generated by the Alternative F and, as with the proposed project, the high off-street utilization rates would remain.

As discussed under the proposed action, according to the *CEQR Technical Manual*, for proposed actions within the Manhattan Central Business District (defined as the area south of 51st Street), the inability of the proposed action or the surrounding area to accommodate projected future parking demands would be generally considered a parking shortfall, but is not deemed to be a significant impact. The unsatisfied demand for parking spaces would result in vehicles parking outside of the study area and motorists walking greater distances to their destinations. As parking shortfalls do not constitute significant adverse impacts for CEQR purposes, mitigation is not required.

Transit and Pedestrians

As shown in Table 23-9, the Alternative F would generate a net of 1,057 new subway trips in the AM, 1,577 subway trips in the midday, and 1,622 subway trips in the PM peak hour (compared to 880, 1,387 and 1,384 trips, respectively, with the proposed action). The Alternative F would also generate a net of 169, 741, and 520 bus trips in the AM, midday, and PM peak hours, respectively (compared to 130, 641, and 449 bus trips with the proposed action). Based on an assessment of this increase in demand, it is expected that transit and pedestrian conditions would marginally worsen under this alternative, but there would be no new subway, bus, or pedestrian impacts due to this alternative.

Subway Stations

The Alternative F would increase peak hour demand at the analyzed subway stations by approximately 20 percent, in the AM and 17 percent in the PM versus the proposed action. As shown previously in Table 17-15, with the proposed project all elements at the subway stations at W. 23rd Street/8th Avenue, and W. 18th Street/7th Avenue would operate at

LOS A or LOS B in the AM and PM peak hours. With the Alternative F, while subway demand would increase versus the proposed project, all station elements would continue to operate at LOS A or B, and no impacts are expected.

Bus Service

The Alternative F would increase net demand by 30 percent in the AM and 16 percent in the PM. The impact due to the proposed action on the westbound M16/M34 bus route in the PM peak hour would worsen under the Alternative F, with the deficit increasing to 19 persons (versus 10 for the proposed action). No other bus impacts are expected and, as discussed in Chapter 17, NYC Transit adjusts bus service to meet demand and no project-sponsored mitigation is required for this M16/M34 impact in the PM peak hour.

Pedestrians

The increase in pedestrian demand due to Alternative F would be distributed throughout the study area and its 28 projected development sites. As shown in 17-18, 17-19 and 17-20, the pedestrian elements on the study area generally operate at LOS A or B, with selected movements, mainly along W. 23rd Street, that operated at LOS C and LOS D. The Alternative F is expected to increase pedestrian demand by about 20 percent in the AM peak hour and 18 percent in the PM peak hour. No level of service changes are expected on the sidewalks with all of these elements operating at LOS C or better with the Alternative F. For corners, the level of service on the southeast corner of W. 23rd Street and Tenth Avenue would fall to LOS D (versus LOS C for the proposed action) however density would exceed 15 square feet per pedestrian. Similarly, the south crosswalk at the intersection of W. 23rd Street and Ninth Avenue would remain at LOS D, similar to the proposed action, with the density remaining over 15 square feet per person. Therefore, as with the proposed action, no pedestrian impacts are expected with the Alternative F.

Mitigation

As discussed above, all 24 intersections impacted by the proposed action would also be impacted under Alternative F, with impacts at some locations slightly exacerbated (see Table 23-10). There would be no newly impacted locations under this alternative. The same mitigation measures identified in Table 22-1 of Chapter 22, "Mitigation," for the proposed action would also be required to mitigate the impacts associated with Alternative F. As with the proposed action, all traffic impacts would be eliminated with these mitigation measures (refer to Table 23-11).

Air Quality

Like the proposed action, Alternative F is not expected to result in significant adverse air quality impacts associated with mobile or stationary sources. As with the proposed action, it would require (E) Designations on several projected and potential development sites, including sites 1, 2, 4, 5, 7, 9, 10, 13, 14, 17, 18, 19, 20, 22, 27, 29, 30, 31, 32, 33, 36, 38,

41, 43 and 44. This alternative would require (E) designations on additional projected and potential development sites: Sites 6, 8, 26, 45 and 47.

Mobile Sources

Microscale Intersection Analysis:

Like the Proposed Action, under Alternative F, 2013 CO 8-hour levels and PM2.5 24-hour and annual levels would not exceed the NAAQS or the PM2.5 24-hour and annual STV, and would not exceed the DEP *de minimis* criteria for CO, as shown below in Table 23-12

Table 23-12, 2013 Future With Alternative F – Maximum 8-Hour CO Levels and $PM_{2.5}$ 24-Hour and Annual Increments

Site #	Analysis Site	Carbon Monoxide		PM2.5	
		8-hr Level (ppm)	Maximum Time Period	24-hour/Annual Increment (ug/m^3)	Maximum Time Period
1	Route 9A & W. 14th Street	5.1	PM	NA	NA
2	Route 9A & W 18th Street	5.0	PM	0.36/0.013	PM
3	Route 9A & W 26th Street	4.4	PM	NA	NA
4	Route 9A & W. 34th Street	4.5	AM	NA	NA
5	9th Ave & W. 23rd Street	4.1	MD	NA	NA
6	10th Ave & W. 17th Street	3.9	AM	NA	NA

Notes:

1. Maximum CO results of all time periods analyzed.

2. CO values include appropriate background concentrations of 2.9 ppm

Time Periods:

AM - AM peak period (8-9 AM)

MD – Midday peak period (12-1PM)

PM - PM peak period (5-6 PM)

Stationary Sources

HVAC Source Impact Analysis:

Like the proposed action, Alternative F would not result in significant adverse air quality impacts associated with stationary sources. As with the proposed action, it would require (E) Designations on several projected and potential development sites, including sites 1, 2, 4, 5, 7, 9, 10, 13, 14, 17, 18, 19, 20, 22, 27, 29, 30, 31, 32, 33, 36, 38, 41, 43 and 44.

As a result of the density and bulk changes under Alternative F, as compared to the proposed action, additional development sites require (E) designations for emissions associated with HVAC systems. This alternative would require (E) designations on additional projected and potential development sites: Sites 6, 8, 26, 45 and 47.

The results of the analysis conducted for Alternative F are provided in Table 23-13. Like the proposed action, with (E) Designations, Alternative F would cause no violations of applicable air quality standards (i.e., maximum predicted total concentrations of each

pollutant, including background, of NOx, SO2, and PM10 are less than the corresponding NAAQS).

To preclude the potential for significant adverse air quality impacts, an (E) Designation would be placed on the following sites with the specified requirements:

- Requires a minimum offset distance for the stack locations for either natural gas or No. 2 fuel oil, as specified in Table --- (columns two and three):
  Block 701; Lot 1 (Site 1)
  Block 699; Lot 5 (Site 4)
  Block 699; Lots 22 through 27,44 (Site 5)
  Block 699; Lot 30*,31*,32*,33,37* (Site 6)
  Block 698; Lot 1 (Site 7)
  Block 696; Lot 58 (Site 10)
  Block 692; Lots 7,61,63 (Site 13)
  Block 692; Lot 57 (Site 14)
  Block 691; Lots 43,50 (Site 17)
  Block 691, Lots 25,27,29,33, 35,37 (Site 18)
  Block 690; Lot 29 (Site 20)
  Block 715; Lots 1*,2,3,60,63,64,65 (Site 22)
  Block 715; Lots 5,7 (Site 23)
  Block 714; Lots 14,16 (Site 25)
  Block 701; Lots 59,62,68,70 (Site 26)
  Block 701; Lots 52,55,56,58 (Site 27)
  Block 701; Lots 24,28 (Site 29)
  Block 700; Lots 53,54,55,56,57,59,60,61 (Site 30)
  Block 700; Lots 48,49 (Site 31)
  Block 700; Lots 42,44,45,47 (Site 32)
  Block 700; Lot 9 (Site 33)
  Block 699; Lots 14,49 (Site 38)
  Block 696; Lot 1 (Site 41)
  Block 691; Lots 15,19,22,24 (Site 43)
  Block 690; Lots 42,46 (Site 44)
  Block 715; Lots 50,59 (Site 45)
  Block 695, Lots 1,3,4 (Site 47)
- Requires the exclusive use of natural gas or a minimum offset distance for the stack locations, as specified in Table --- (column four):
  Block 701, Lots 30,33, 35*, 37,42,43,45 (Site 2)
  Block 698, Lots 32,35,37, 40,41 (Site 8)
  Block 697, Lots 27,31 (Site 9)
  Block 6901, Lots 12,20,54 (Site 19)
  Block 690; Lots 1,63 (Site 36)

* These lots contain existing residential buildings, expected to remain under With-Action conditions. (E) designations for air quality would not be placed on properties indicated with an asterisk (*).

TABLE 23-13, RESULTS OF HVAC SOURCE IMPACT ANALYSIS FOR PROJECTED AND POTENTIAL SITES UNDER REVISED AFFORDABLE HOUSING ALTERNATIVE

HVAC Source Identification	CEQR Screening Results for No. 2 Fuel Oil	CEQR Screening Results for Natural Gas	ISC3 Modeling Results for No.2 Fuel Oil[1]	ISC3 Modeling Results for Natural Gas[1]
Site 2	Fail [3]	Fail[3]	79 feet [4]	Pass
Site 3	Pass	Pass	---	---
Site 6	48 Feet [1]	31 feet [1]	N/A	N/A
Site 8	Fail [3]	Fail[3]	63 feet [4]	Pass
Site 11	Pass	Pass	---	---
Site 12	Pass	Pass	---	---
Site 13 [2]	---	---	---	---
Site 15	Pass	Pass	---	---
Site 16 [2]	---	---	---	---
Site 18	30 Feet [1]	18 feet [1]	N/A	N/A
Site 19	Fail [3]	Fail[3]	95 feet [4]	Pass
Site 21 [2]	---	---	---	---
Site 22	54 feet [1]	40 feet [1]	N/A	N/A
Site 23	Pass	Pass	---	---
Site 24	Pass	Pass	---	---
Site 25	40 feet [1]	26 feet [1]	N/A	N/A
Site 26	85 feet [1]	65 feet [1]	N/A	N/A
Site 27 [2]	---	---	---	---
Site 35 [2]	---	---	---	---
Site 36	Pass	Pass	---	---
Site 39 [2]	---	---	---	---
Site 41	Pass	Pass	---	---
Site 42	Pass	Pass	---	---
Site 45	62 Feet [1]	45 feet [1]	N/A	N/A
Site 46	Pass	Pass	---	---
Site 47	31 Feet [1]	19 feet [1]	N/A	N/A
Site 52 [2]	---	---	---	---

Notes:

1 Some sites are immediately adjacent to each other and the analysis could not be further refined without additional design data; therefore, the minimum distance for which the source would pass the CEQR screening procedures was provided for these sites using CEQR monographs. The following (E) designation would be placed on these development sites: Any new development on the property must locate the HVAC stack no closer to the edge of roof than the distance indicated.

2 Building is taller than nearby buildings; no analysis is required.

3 For sites that failed the CEQR screening procedures, a detailed ISC3 modeling analysis was performed.

4 The following (E) designation would be placed on these development sites: Any new development on the property must either locate the HVAC stack no closer to the edge of roof (on the highest tier) as indicated or use natural gas as the type of fuel for the HVAC systems.

Cumulative Impacts from HVAC Sources:

The following three clusters were evaluated to determine the potential impact from the combined effects of the HVAC emissions from development sites on other nearby development sites.

- Cluster #1: potential development sites 6 and 8 - comprising a total floor area of 273,167 square feet with a stack height of 128 feet;
- Cluster #2: potential development sites 2 and 35 - comprising a total floor area of 544,715 square feet with a stack height of 368 feet; and
- Cluster #3: projected and potential development sites 22, 23, and 45 - comprising a total floor area of 428,109 square feet with a stack height of 138 feet.

The results of the analysis indicate that the potential air quality impacts of combined emissions from these HVAC clusters, using either No. 2 fuel oil or natural gas, would not be significant (i.e., would not cause a violation of an NAAQS).

Potential Impacts on Existing Land Uses

Like the proposed action, Alternative F would not result in significant adverse impacts to nearby sensitive land uses. The heights of buildings on development sites in the vicinity of existing residential developments would be equal to or taller than the heights of existing residential buildings. Emissions from the heating systems of the projected or potential developments would not impact these existing residential buildings (i.e., would not cause a violation of an NAAQS).

Impacts of Existing Emission Source on Projected and Potential Developments

Like the proposed action, no significant adverse impacts are expected to any of the development sites. The potentially significant combustion sources identified in the FEIS for the proposed action would not affect any projected or potential development sites identified under Alternative F. The heights of the buildings that were identified under the proposed action as being potentially affected by existing emission sources either did not change (Projected Development Sites 7 and 9) or would have slightly decreased (Projected Development Site 11 is 125 feet under Alternative F and 145 feet under the proposed action) under Alternative F.

Air Toxics Analysis:
Like the proposed action, emissions from existing large combustion sources in the study area would not result in significant adverse air quality impacts to any projected or potential development site. The manufacturing and industrial facilities identified in the FEIS for the proposed action would potentially affect the same development sites under Alternative F.

Noise

Like the proposed action, Alternative F would not result in significant adverse impacts related to mobile or stationary sources. Alternative F would require the same (E) designations, with the same types and levels of attenuation, on the same sites as the proposed action, with the exception of a portion of Block 696, Lot 28. Under Alternative F, this property has been incorporated into Projected Development Site 11 and an (E) designation for noise would be required for all new development on all 53 development sites.

Like the proposed action, Alternative F would not result in a doubling of traffic or perceptible (3 dBA) increases in noise levels at ant receptor site. The traffic pattern associated with Alternative F would not result in significant adverse mobile source noise impacts as compared to the proposed action.

Potential noise effects from Alternative F would, like the proposed action, involve two areas of concern: (1) potential effects of introducing new noise-sensitive land uses (i.e., residences and community facilities) into an already noisy environment, and (2) effects of noise-generating activities associated with the alternative on existing noise-sensitive land uses in the area. Since new noise-sensitive receptors would be introduced into the same noisy area as the proposed action, (E) Designations would also be required for the new residences and community facilities contemplated by the proposed action. Also, like the proposed action, Alternative F would not result in significant increase in noise levels i.e., increase in noise levels of 3 dBA or more at any of the locations analyzed for the proposed action and would result in no need for mitigation measures. The levels of attenuation required by the (E) Designations under Alternative F are presented below in Table 23-14 and 23-15.

Table 23-14, Required Attenuation Values for Alternative F Projected Developmental Sites (the representative monitoring site is shown next to the address)

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
1 **	306-310 Eleventh Ave (S1)	701	1	75.7	40 **
2 **	505 W 29 ST (S4)	701	33	79.5	40 **
	329 Tenth Ave (S4)	701	35***	79.5	40 **
	331 Tenth Ave (S4)	701	36	79.5	40 **
	333 Tenth Ave (S4)	701	37	79.5	40 **

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
	337 Tenth Ave (S4)	701	42	79.5	40 **
	502-504 W 30 ST (S4)	701	43	79.5	40 **
	509 W 29 ST (S4)	701	30	79.5	40 **
3 **	282-298 Eleventh Ave (S1)	700	1	75.7	40 **
	282-298 Eleventh Ave (S1)	700	1	75.7	40 **
4	547-559 W 27 ST (S2)	699	5	73.9	30
5	514-520 W 28 ST (S2)	699	44	73.9	30
6	503 W. 27th St. (S4)	699	30***	79.5	35
	299 Tenth Ave (S4)	699	31***	79.5	35
	301 Tenth Ave (S4)	699	32***	79.5	35
	303-309 Tenth Ave (S4)	699	33	79.5	35
	311 Tenth Ave (S4)	699	37***	79.5	35
7	246-260 Eleventh Ave (S5)	698	1	76.2	35
8	279 Tenth Ave (S4)	698	32	79.5	35
	285 Tenth Ave (S4)	698	35	79.5	35
	289 Tenth Ave (S4)	698	37	79.5	35
	293 Tenth Ave (S4)	698	40	79.5	35
9	259 Tenth Ave (S4)	697	31	79.5	35
10	550 W 25 St (S2)	696	58	73.9	30
11	507 W. 24th St (S4)	696	28	79.5	35
	239 Tenth Ave (S4)	696	32	79.5	35
	245 Tenth Ave (S4)	696	33	79.5	35
	249 Tenth Ave (S4)	696	35	79.5	35
	253 Tenth Ave (S4)	696	37	79.5	35
	255 Tenth Ave (S4)	696	38	79.5	35
12	144-150 Eleventh Ave (S8)	693	1	82.7	40
	154-160 Eleventh Ave (S8)	693	64	82.7	40
13	130 Eleventh Ave (S8)	692	63	82.7	40
	550 W 21 ST (S8)	692	61	82.7	40
	550 W 21 ST (S8)	692	7	82.7	40
14	542 W 21 ST (S6)	692	57	73.3	30
	540 W 21 ST (S6)	692	53	73.3	30
15	169-183 Tenth Ave (S7)	692	30	75.4	35
	521-527 W 20 ST (S7)	692	28	75.4	35
16	100 Eleventh Ave (S8)	691	11	82.7	40
17	532-534 W 20 ST (S6)	691	50	73.3	30
	516-530 W 20 ST (S6)	691	43	73.3	30
18	153 Tenth Ave (S7)	691	29	75.4	35
	161 Tenth Ave (S7)	691	33	75.4	35
	165 Tenth Ave (S7)	691	35	75.4	35
	510 W 19 ST (S7)	691	25	75.4	35
	505 W 19 ST (S7)	691	27	75.4	35
	504 W 20 ST (S7)	691	37	75.4	35
19	96 Eleventh Ave (S8)	690	12	82.7	40
	80-92 Eleventh Ave (S8)	690	54	82.7	40

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
	511-525 W 18 ST (S8)	690	20	82.7	40
	511-525 W 18 ST (S8)	690	20	82.7	40
20	131 Tenth Ave (S7)	690	29	75.4	35
	131 Tenth Ave (S7)	690	29	75.4	35
21	99-111 Tenth Ave (S8)	689	17	82.7	40
22	128 Tenth Ave (S7)	715	63	75.4	35
	124 Tenth Ave (S7)	715	64, 65	75.4	35
	118 Tenth Ave (S7)	715	3	75.4	35
	116 Tenth Ave (S7)	715	2	75.4	35
	118 Tenth Ave (S7)	715	1***	75.4	35
	456 W 18 ST (S7)	715	60	75.4	35
23	453 W 17 ST (S9)	715	5	74.9	30
	447 W 17 ST (S9)	715	7	74.9	30
24	112 Tenth Ave (S7)	714	63***	75.4	35
	96 Tenth Ave (S7)	714	1	75.4	35
25	437 W 16 ST (S9)	714	14	74.9	30
	437 W 16 ST (S9)	714	16	74.9	30
26	314-316 Eleventh Ave (S1)	701	68	75.7	35
	312 Eleventh Ave (S1)	701	70	75.7	35
	534-538 W 30 ST (S1)	701	62	75.7	35
	532 W 30 ST (S1)	701	59	75.7	35
33	529-539 W 28 ST (S2)	700	9	73.9	30
34	517-527 W 28 ST (S2)	700	18	73.9	30

** The affect of additional trucks at the Morgan Annex was taken into consideration. Window / wall attenuation requirements were increased by 5 dBA along the assigned routes of Morgan Annex truck traffic.

*** These lots are not expected to be redeveloped under the proposed action, as they contain existing residential buildings.

Table 23-15, Required Attenuation Values for Potential Development Sites (the representative monitoring site is shown next to the address)

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
27 **	530 W 30 ST(S2)	701	58	73.9	35 **
	526-528 W 30 ST(S2)	701	56	73.9	35 **
	524 W 30 ST(S2)	701	55	73.9	35 **
	518-522 W 30 ST(S2)	701	52	73.9	35 **
	506 W 30 ST (S2)	701	45	79.5	35 **
28 **	529-539 W 29 ST(S2)	701	16	73.9	35 **
	527 W 29 ST(S2)	701	22	73.9	35 **
	525 W 29 ST(S2)	701	23	73.9	35 **
29 **	527 W 29 ST (S2)	701	24	73.9	35 **
	515 W 29 ST (S2)	701	28	73.9	35 **

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
30 **	550 W 29 ST (S2)	700	61	73.9	35 **
	548 W 29 ST (S2)	700	60	73.9	35 **
	546 W 29 ST (S2)	700	59	73.9	35 **
	542-544 W 29 ST (S2)	700	57	73.9	35 **
	540 W 29 ST (S2)	700	56	73.9	35 **
	538 W 29 ST (S2)	700	55	73.9	35 **
	536 W 29 ST (S2)	700	54	73.9	35 **
	534 W 29 ST (S2)	700	53	73.9	35 **
31 **	526-532 W 29 ST (S2)	700	49	73.9	35 **
	524 W 29 ST (S2)	700	48	73.9	35 **
32 **	522 W 29 ST (S2)	700	47	73.9	35 **
	518 W 29 ST (S2)	700	45	73.9	35 **
	516 W 29 ST (S2)	700	44	73.9	35 **
	512 W 29 ST (S2)	700	42	73.9	35 **
33	529-539 W 28 ST (S2)	700	9	73.9	30
34	517-527 W 28 ST (S2)	700	18	73.9	30
35 **	313 Tenth Ave (S4)	700	29***	79.5	40 **
	315 Tenth Ave (S4)	700	30***	79.5	40 **
	317 Tenth Ave (S4)	700	31***	79.5	40 **
	319-321 Tenth Ave (S4)	700	32	79.5	40 **
	323 Tenth Ave (S4)	700	34	79.5	40 **
	327 Tenth Ave (S4)	700	36	79.5	40 **
36	262-280 Eleventh Ave (S1)	699	1	75.7	35
	554 W 28 ST (S1)	699	63	75.7	35
	526-590 W 28 ST (S1)	699	49	75.7	35
37	537 W 27 ST (S2)	699	9	73.9	30
38	535-538 W 27ST (S2)	699	14	73.9	30
	526-590 W 28 ST (S2)	699	49	73.9	30
39	220-240 Eleventh Ave (S5)	697	1	76.2	35
40	210-216 Eleventh Ave (S4)	696	65	79.5	35
41	202-208 Eleventh Ave (S5)	696	1	76.2	35
42	505 W 22 ST (S4)	694	30***	79.5	35
	203 Tenth Avenue (S4)	694	31***	79.5	35
	205 Tenth Avenue (S4)	694	32***	79.5	35
	207 Tenth Avenue (S4)	694	33	79.5	35
	500 W 23 ST (S4)	694	39	79.5	35
	512 W 23 ST (S4)	694	40	79.5	35
43	527-533 W 19 ST (S6)	691	15	73.3	30
	521-525 W 19 ST (S6)	691	19	73.3	30
	517-519 W 19 ST (S6)	691	22	73.3	30
	515 W 19 ST (S6)	691	24	73.3	30
44	524 W 19 ST (S6)	690	46	73.3	30
	516-522 W 19 ST (S6)	690	42	73.3	30
45	442 W 18 ST (S9)	715	59	74.9	30
	436 W 18 ST (S9)	715	50	74.9	30
46*	536 W 23 ST	694	58	77.5	35

Site Number	Address	Block Number	Lot(s) Number	Build Max L_{10} (dBA)	Attenuation Required
	548 W 23 ST	694	60	77.5	35
	522 W 23 ST	694	61	77.5	35
	170 Eleventh Ave	694	65	77.5	35
47*	182 Eleventh Ave	695	1	77.5	35
	186 Eleventh Ave	695	3	77.5	35
	188 Eleventh Ave	695	4	77.5	35
48*	549 W 23 ST	695	7	77.5	35
	543 W 23 ST	695	12	77.5	35
	536 W 24 ST	695	57	77.5	35
49*	508 W 24 ST	695	44	77.5	35
50*	514 W 24 ST	695	47	77.5	35
51*	540 W 24 ST	695	59	77.5	35
52*	200 Eleventh Ave	695	67	77.5	35
	198 Eleventh Ave	695	68	77.5	35
	196 Eleventh Ave	695	69	77.5	35
	194 Eleventh Ave	695	70	77.5	35
53*	524 W 23 ST	694	47	77.5	35

* Mixed-use development on Potential Development Sites 46 through 53 requires 35 dBA window-wall attenuation, as per the EAS for the *Chelsea Rezoning (CEQR No. 99DCP030M).* In order to ensure that the 35 dBA noise attenuation is provided once the mixed—use zoning district is eliminated, the Max L10 (77.5 dBA) recorded in the above referenced EAS is used for these potential development sites.

** The affect of additional trucks at the Morgan Annex was taken into consideration. Window / wall attenuation requirements were increased by 5 dBA along the assigned routes of Morgan Annex truck traffic.

*** These lots are not expected to be redeveloped under the proposed action, as they contain existing residential buildings.

Construction Impacts

Like the proposed action, construction activities are not expected to have significant adverse impacts on natural resources, traffic, air quality, noise or hazardous materials. (E) designations and a DEP-approved measures regarding hazardous materials exposure during construction activities would preclude exposure to construction workers. Under the alternative, development would occur on the High Line and the same 53 projected and potential development sites identified for the proposed action, although three of the potential development sites identified for the proposed action would be considered projected development sites with this alternative. In addition, under this alternative, Projected Development Site 11 would include Block 696, Lot 28 in addition to the five tax lots previously reviewed for the proposed action. As such, this alternative would generate similar temporary construction disruptions to those attributable to the proposed action. As with the proposed action, construction-related activities resulting from Alternative F are not expected to have any significant adverse impacts on natural resources, traffic, air quality, noise, or hazardous materials conditions. Construction does have the potential for

adverse impacts on potentially eligible architectural resources. However, as with the proposed action, such impacts cannot be mitigated because the projected and potential development sites are privately owned and could be redeveloped with or without the proposed action. Moreover, as with the proposed action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. Alternative F would result in somewhat more truck traffic and construction-related noise projected to occur with the proposed action, but would not result in significant adverse construction impacts.

Public Health

Alternative F would result in similar public health effects as the proposed action; however, neither the proposed action, nor the alternative, would result in significant adverse public health impacts. Similar to the proposed action, (E) designations would be placed on the zoning map for hazardous materials, air quality and noise, precluding the potential for significant adverse impacts to residents, future occupants and construction workers. Significant adverse impacts associated with solid waste are not expected under the proposed action or Alternative F. As such, Alternative F would not result in significant adverse public health impacts.

Mitigation

As is the case with the proposed action, the Revised Affordable Housing Alternative would result in significant adverse impacts related to elementary and intermediate schools, public day care, shadows, historic resources, traffic, and transit. The FEIS identifies mitigation measures for the impacts to elementary and intermediate schools, public day care, traffic, and transit. (The FEIS did not identify any feasible mitigation for the impacts to historic resources and shadows. These unavoidable adverse impacts are discussed in the following section.)

The mitigation measures proposed for the proposed action for elementary and intermediate schools, public day care, traffic, and transit would also apply to the impacts associated with the Revised Affordable Housing Alternative. These measures, which are also described in Chapter 22, "Mitigation," are summarized below:

* **Elementary and Intermediate Schools:** The *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (FGEIS)* (CEQR No. 03DCP031M) November 2004 discussed the mitigation required for the cumulative school impacts of the West Chelsea and Hudson Yards development programs. As indicated in the Hudson Yards FGEIS, if the proposed action or the Base FAR Scenario (West Chelsea rezoning) is adopted, a new K-8 elementary/intermediate school would be required by 2013 in addition to a school enlargement (by 2010) and an additional school (by 2025)

required as a result of the Hudson Yards rezoning itself. NYC Department Education (DOE) would continue to monitor trends in demand for school seats in the area. DOE responses to identified demand could take place in stages and include administrative actions and/or enlargement of existing schools, followed by the later construction or lease of new school facilities at an appropriate time.

The proposed March 2005 amendment to DOE's 2005-2009 Five Year Capital Plan provides funding for two capacity projects in Region 3 of CSD 2 to accommodate the forecasted additional students in the proposed Hudson Yards redevelopment area. In addition to the 110-seat addition for PS 51, a 630-seat PS/IS, for a site near W. 37th Street and Tenth Avenue, has been funded in anticipation of the adoption of the West Chelsea rezoning plan. Design work will be funded in the 2005-2009 Five Year Capital Plan; construction of these projects will be funded in the next capital plan (2010-2014 Capital Plan).

* **Public Day Care:** Mitigation for this impact could include adding capacity to existing facilities or providing a new day care facility in or near the proposed action area. At this point, however, it is not possible to know exactly what type of mitigation would be most appropriate and when, because the demand for publicly funded day care depends not only on the amount of residential development in the area, but the proportion of new low-income families eligible for public day care. Therefore, the NYC Administration for Children's Services will monitor development of the proposed action area and respond as appropriate to provide the capacity needed.

* **Traffic:** As discussed above, all 24 intersections impacted by the proposed action would also be impacted under the Revised AHA, with impacts at some locations slightly exacerbated (see Table 23-b). There would be no newly impacted locations under the Revised AHA. The same mitigation measures identified in Table 22-1 of Chapter 22, "Mitigation," for the proposed action would also be required to mitigate the impacts associated with the Revised AHA. As with the proposed action all traffic impacts would be eliminated with these mitigation measures (refer to Table 23-c).

The same mitigation measures identified in Table 22-1 of Chapter 22, "Mitigation," for the proposed action would also be required to mitigate the impacts associated with the Revised AHA. As with the proposed action all traffic impacts would be eliminated with these mitigation measures (refer to Table 23-c).

* **Transit:** As with the proposed action, according to current NYC Transit guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant adverse impact as it would necessitate the addition of more bus service along that route. New York City Transit as standard practice routinely conducts periodic ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operating constraints. As such, the capacity

shortfall on the M16/M34 crosstown route would be addressed by NYC Transit and no action-initiated mitigation is required for the proposed action.

Given the level of new demand generated by the proposed action, one additional westbound bus per hour during the PM peak hour provided by NYC Transit would be required to mitigate the significant adverse impact to westbound combined M16/M34 service.

Unavoidable Adverse Impacts

As with the proposed action, the Revised Affordable Housing Alternative's significant adverse impacts related to shadows and historic resources could not be mitigated. Therefore, these significant adverse impacts would be unavoidable under this alternative. Refer to Chapter 24, "Unavoidable Adverse Impacts," for details.

Conclusion

Under the Revised Affordable Housing Alternative (Alternative F), zoning-based mechanisms to encourage affordable housing are combined with some changes to density, height, and bulk regulations. This alternative provides an additional mechanism through an expanded inclusionary housing bonus to create and preserve affordable housing units.

Alternative F would result in similar effects with respect to site specific effects such as historic resources and hazardous materials as under the proposed action. The significant adverse impacts associated with the proposed action related to historic resources and shadows would also occur under Alternative F. As with the proposed action, these impacts for the alternative would be unmitigable. For density-related impacts, the effects of Alternative F have the potential to be greater in magnitude as this alternative would result in more dwelling units and therefore more residents than the proposed action. As a result, Alternative F is expected to result in greater impacts on public elementary and intermediate school and public day care than would the proposed action. The mitigation measures identified for these impacts for the proposed action would also be applicable to this alternative; however, a greater magnitude of mitigation would be required to fully address these impacts. This alternative would also exacerbate traffic and bus transit impacts identified for the proposed action. The traffic mitigation measures identified for the proposed action would also mitigate the impacts associated with Alternative F.

G. AFFORDABLE HOUSING REQUIREMENT ALTERNATIVE

Description of the Alternative

During the public scoping process for the DEIS, NYS Assembly Member Richard Gottfried proposed that low- to moderate-income units be set aside in new development within the Special District. The proposal includes the following:

- Affordability Requirement: A ìcertain percentageî of units would be set aside for households with incomes equal to or less than 150 percent of area median income (AMI)
- Income mix sliding scale: The amount of affordable housing required would vary depending on the income level. A suggested sliding scale is below:

Affordable to a household at x% of AMI	% of Affordable Units Required
50%	10%
80%	20%
100%	30%
125%	40%
150%	50%

- Housing type: The amount of affordable housing required would vary based on on-site or off-site units, rehabilitation, new construction or preservation.
- Housing costs: The total rent, or mortgage payments plus maintenance charges, could not exceed 30 percent of the household's income.
- Term of affordability: If possible, the affordable units would last in perpetuity or, if necessary, for 25 years, matching the term of the State's 421-a tax incentive.
- Other components:
  - Housing could be rental or ownership
  - Other public subsidies could be used
  - 30 percent of units would be set aside for residents of the Community District
  - An affordable housing plan would be filed with the Department of Housing Preservation and Development; periodic updates, verifying that the units have remained affordable and are being provided to households who qualify, would be required.

Under the proposed alternative, there would be no bonus for the requirement to provide affordable housing, and no option for a payment in lieu of provision of affordable units.

Principal Conclusions

Although the proposed alternative would result in redevelopment within the proposed action area, it would add substantial uncompensated costs to developments. While combining the affordable housing with public subsidy would be allowed, existing subsidies are not guaranteed. As a consequence, new housing development could fall short of projections, and the established goals and objectives of the Proposed Action would fall short of being realized.

Because the Affordable Housing Requirement (AHR) Alternative would not fully meet the Purpose and Need of the proposed action, it has not been carried forward for detailed analysis. The proposed action is framed as a comprehensive effort to encourage and guide the development of West Chelsea as a dynamic mixed use neighborhood. The rezoning would address the demand for new housing by allowing for residential development on appropriate streets and avenues, encourage and support the growth of arts-related uses, and facilitate the restoration and reuse of the High Line as public open space. The AHR Alternative contemplates restrictions on housing development that would tend to decrease the amount of housing developed within the proposed action area. It would impose an unprecedented mix of obligations on new housing development—combining mandatory obligations to provide affordable units, and broad application of the obligations to large, medium and small-sized developments. While developers would be authorized to utilize subsidies in order to satisfy these requirements, the availability of these subsidies is not assured. Therefore, development under the AHR Alternative would be dependent on the willingness of private developers to accept the responsibility of constructing and maintaining the affordable units without compensation or programmatic assistance for the perpetual life of the obligation. A development would need to continue to generate sufficient returns to subsidize affordable units while earning a fair return on investment, through varying market conditions. The end result of this alternative could therefore be to discourage investment in new housing by creating significant economic risks for new housing development that would not exist in other areas. This discouragement of investment would be in opposition to the goals of the proposed action. In addition, in instances where developers do elect to build under these requirements, but do not properly take the financial risks into account, there would be a possibility that the City would have to step in at some future date to provide subsidies to maintain affordable units, diverting the City's finite affordable housing resources.

By discouraging housing development in West Chelsea, the area's many parking lots and auto-related uses could remain. As a consequence, the alternative would not only prevent the production of new housing, but the neighborhood would not receive the additional benefits that derive from new development, including an enhanced streetscape and neighborhood vitality and services. In addition, bulk and use regulations for development adjacent to the High Line have been carefully crafted to enhance the future open space, and bonuses have been created to facilitate access and reuse of the High Line. Without the additional development, the goal of a successful reuse of the High Line may not be achieved.

H. CONCLUSION

Five alternatives to the proposed Special West Chelsea District Rezoning and High Line Open Space were identified in this chapter, to examine reasonable and practicable options that avoid or reduce action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the proposed action. This chapter identified a No Impacts Alternative which would require a reduction in action-generated

development of 95 percent; however, given the substantial reduction in residential development, this alternative is considered infeasible and would not meet the goals and objectives of the proposed action, and accordingly, the chapter does not provide analysis. The environmental effects of the other four alternatives identified were considered. As discussed in the above sections and summarized in Table 23- below, the No-Action Alternative would avoid or reduce all of the impacts identified for the proposed action. The Lesser Density Alternative and Revised Community Board 4 Alternative would lessen the severity of the elementary school, intermediate school, ~~and~~ day care, and traffic significant adverse impacts created by the proposed action, but would not eliminate these impacts. The Lesser Density Alternative would eliminate the significant adverse transit (bus) impact caused by the proposed action, while the Revised CB4 Alternative would not reduce but lessen its magnitude. The Revised Affordable Housing Alternative (Alternative F) would result in impacts of greater magnitude on elementary schools, intermediate schools, day care, buses, and traffic. All of the considered alternatives would avoid the impact on open space created by the Base FAR Scenario.

Table 23-16, Summary of Environmental Effects of Analyzed Alternatives

Projected Impacts by Technical Area	Proposed Action	Base FAR Scenario	ALTERNATIVES				
			No-Action	No Impact	Lesser Density	Revised Community Board 4	Revised Affordable Housing (Alt. F)
Land Use, Zoning, and Public Policy				N/A This alternative not feasible			
Socioeconomic Conditions							
Community Facilities and Services **Schools (elementary in R-3 & CSD 2/ intermediate in CSD 2)**	**X**	**X**			**X**	**X**	**X**
Libraries							
Day Care	**X**	**X**			**X**	**X**	**X**
Health Care							
Open Space		**X**					
Shadows	**X**	**X**			**X**	**X**	**X**
Historic Resources	**X**	**X**			**X**	**X**	**X**
Urban Design/Visual Resources							
Neighborhood Character							
Hazardous Materials							
Natural Resources							
Infrastructure/ Solid Waste/ Energy							
Traffic and Parking	**X** 11 intersections AM 18 intersections MD 16 intersections PM	**X** 5 intersections AM 18 intersections MD 14 intersections PM			**X** 8 intersections AM 18 intersections MD 15 intersections PM	**X** 10 intersections AM 18 intersections MD 15 intersections PM	**X** 13 intersections AM 18 intersections MD 16 intersections PM
Transit & Pedestrians (bus)	**X**					**X**	**X**
Air Quality							
Noise							
Construction							
Public Health							