

**A. INTRODUCTION**

The conceptual analysis considers the following: 1) the development of and/or conversion to hotel use within the Rezoning Area, and 2) a special permit, which requires approval by the Board of Standards and Appeals (BSA), to allow eating or drinking establishments with entertainment and a capacity of more than 200 persons or establishments of any capacity with dancing.

As described in Chapter 1, “Project Description,” the development of hotel uses is permitted as-of-right under the current M1-6 zoning. With the Proposed Action, the development of hotel uses with 100 or fewer sleeping units would continue to be permitted as-of-right in the proposed Special Hudson Square District (the Special District, or Rezoning Area). However, in the future with the Proposed Action (the With-Action condition) the development of hotel uses with more than 100 sleeping units (in the case of new construction, prior to receipt of certificates of occupancy for 75 percent of the number of dwelling units projected to be developed in the Rezoning Area, aka the “residential development goal”) would require application to the New York City Planning Commission (CPC) for a special permit which may be granted only upon the CPC making certain findings. The special permit is intended to ensure that hotel development does not conflict with the Proposed Action’s goals of preserving existing commercial uses and facilitating the development of a critical mass of residential use in the Rezoning Area.

New hotel construction with more than 100 sleeping units would be permitted as-of-right only upon certification by the Chairperson of the CPC to the Commissioner of Buildings that the “residential development goal” has been met for the Special Hudson Square District. As defined in the proposed zoning text for the Special Hudson Square District, the “residential development goal” will be considered to be met when certificates of occupancy have been issued for ~~2,233~~~~,255~~ new residential units (~~75 percent of 2,977 units, which is the amount of new residential development projected to occur under RWCDS 2~~). Prior to the certification that the “residential development goal” has been met, construction of new hotels with more than 100 rooms would be permitted only by CPC special permit, and only provided that the CPC finds that: (1) sufficient development sites are available in the area to meet the “residential development goal”; and (2) a harmonious mix of residential and non-residential uses has been established in the area, and such hotel development is consistent with such character of the surrounding area.

Changes of use within existing buildings defined under the proposed zoning text for the Special Hudson Square District as “qualifying buildings” (i.e., existing buildings with 70,000 zoning square feet or more of non-residential floor area) to hotel use with more than 100 sleeping units would be permitted only by CPC special permit. The special permit requires that: (1) at least the amount of floor area changed to hotel use (Use Group 5) is either preserved for office use (Use Group 6B) within a “qualifying building,” or created within a new development or enlargement

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within the Special District<sup>1</sup> and, (2) the location of the hotel does not impair the essential character or the future use or development of the surrounding area.

### **PRINCIPAL CONCLUSIONS**

#### *HOTEL DEVELOPMENT SCENARIOS*

For most technical areas, the development of and/or conversion to hotel use would not result in any additional significant adverse impacts as compared with the RWCDS analyzed for the Proposed Action. With respect to transportation, as compared with the total trip generation associated with the RWCDS, the hypothetical hotel development scenario would result in increases in the number of vehicle, pedestrian, and transit trips within the Rezoning Area during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, with the greatest increases occurring during the weekday midday peak hour. (New hotel construction would replace the residential development assumed under the RWCDS.) Under the hotel development scenario, the impacts identified at study area intersections along the Varick Street corridor would worsen (with those at Charlton, Vandam, Spring, and Dominick Streets likely realizing the greatest effects), and the impacts identified at three intersections along Hudson Street (at Canal, Charlton, and King Streets) would worsen. For intersections farther away from the sites selected for the hotel development scenario, the projected traffic increases would be more dispersed and would have lesser effects on their operating levels. For any hotel construction or conversion that requires a special permit, any impacts that result from such construction or conversion would be assessed and disclosed to the public under and pursuant to a separate environmental review, and measures to mitigate any impacts would be presented, if warranted. If new hotel construction occurs after the residential development goal is met it could potentially result in unmitigated significant adverse traffic impacts.

#### *BSA SPECIAL PERMIT*

The proposed Special Hudson Square District text includes a provision to allow, subject to the approval of a special permit by BSA, eating or drinking establishments with entertainment and a capacity of more than 200 persons or establishments of any capacity with dancing, provided that certain findings are made. It is not known which, if any, of the properties within the Rezoning Area may seek this special permit; however, such action would be subject to separate discretionary approval and any environmental impacts associated with such action would be assessed and disclosed to the public pursuant to a separate environmental review. Given the specified special permit findings that must be met prior to BSA approval, which relate to anticipated noise levels, vehicular or pedestrian traffic, and neighborhood character, the special permit is not expected to result in any additional significant adverse impacts.

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<sup>1</sup> A restrictive declaration acceptable to the New York City Department of City Planning (DCP) would be executed and recorded, binding the owners, successors, and assigns to maintain the amount of Use Group 6B office use within the existing “qualifying building” or new development or enlargement.

## B. HOTEL DEVELOPMENT SCENARIOS AND ANALYSIS FRAMEWORK

### HOTEL DEVELOPMENT SCENARIOS

As discussed in Chapter 1, two reasonable worst-case development scenarios (RWCDS) were developed to reflect a range of possible development under the proposed zoning. The comparison of RWCDS 1 and RWCDS 2 with future conditions without the Proposed Action (the No-Action condition) forms the basis for the impact analyses presented in this environmental impact statement (EIS). Under RWCDS 1, it is assumed that the maximum permitted residential development would occur on each of the projected development sites. Under RWCDS 2, it is assumed that community facility uses with sleeping accommodations (i.e., dormitories), rather than residential uses, would be developed on two of the projected development sites.

The two development scenarios are based on several factors and assumptions regarding where new development could reasonably be expected to occur in the With-Action condition, as well as type and amount of new development. The two development scenarios do not include the development of new hotel uses that could occur as-of-right under the Proposed Action because, given the economic incentives to pursue residential development in Manhattan (and particularly within the surrounding neighborhoods), the projected and potential development sites are considered more likely to be developed with as-of-right residential development than hotel development. The two development scenarios do not include the future development of or conversion to new hotel uses that would require a special permit from the CPC, because such action would be subject to separate discretionary approval and any environmental impacts associated with such action would be assessed and disclosed to the public pursuant to separate environmental review. Nevertheless, this EIS includes a conceptual analysis to generically assess the potential environmental impacts that could result from the development of hotel uses within the Rezoning Area.

The conceptual analysis considers the following hotel development scenarios:

**1) Construction of a new hotel with more than 100 sleeping units before the residential goal is met.** It is assumed that such development could potentially occur on sites that meet the following criteria: (1) identified as a projected or potential “new construction site” or “enlargement site” under the RWCDS, and (2) the amount of new construction or enlargement floor area is sufficient to accommodate a hotel with more than 100 sleeping units.<sup>1</sup>

There are 13 sites in the Rezoning Area that meet these criteria (see **Table 22-1**). The number of sites that could reasonably be expected to be developed with a hotel with more than 100 sleeping units in the With-Action condition is limited, because the special permit requires the CPC to find that the “residential development goal” is attainable; any special permit granted for a new hotel would limit the number of sites available for residential development and would substantially decrease the likelihood of further special permits being granted. Furthermore, as most of the projected and potential development sites do not contain “qualifying buildings,” new residential construction would be as-of-right and would be much more likely to be developed than a hotel use, which would require discretionary action.

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<sup>1</sup> Assuming an estimated 650 zoning square feet (zsf) or 715 gross square feet (gsf) per hotel room (including all common areas, amenities, and back of house operations), a hotel with more than 100 sleeping units would require approximately 72,215 gsf or greater.

**Table 22-1**  
**Sites Meeting Criteria for New Hotel Development (more than 100 sleeping units)**

Sites Meeting Criteria for New Hotel Development (More than 100 sleeping units)																Conceptual Analysis					
Site No.	Block	Lot	Address	Lot Area	Development Type	Proposed FAR	New Development or Enlargement Gross Floor Area	Meets Criteria	RWCDs							Conceptual Analysis					
									Retail (gsf)	Office (gsf)	Hotel (gsf)	Community Facility (gsf)	Residential (gsf)	Total DUs	Affordable DUs	Development Scenario with New Hotel	Comparison to RWCDs				
<strong>APPLICANT'S PROJECTED DEVELOPMENT SITES</strong>																					
Projected 1	227	63	417 Canal Street	32,960	new construction	9.0	381,002	Yes	7,274	0	0	75,000	298,728	341	0	10.0 FAR commercial building, including up to 331,742 gsf hotel and 30,818 gsf retail, and a 75,000 sf school*	Increase of up to 331,742 gsf hotel use and 23,544 gsf retail; Decrease of up to 341 DUs				
	227	69	74 Varick Street																		
	227	70	76 Varick Street																		
	227	76	11 Grand Street																		
	227	80	87 Avenue of the Americas																		
Projected 2	491	3	114 Varick Street	12,116	new construction	12.0	267,386	Yes	11,328	0	0	0	256,057	305	71	10.0 FAR commercial building, including up to 121,948 gsf hotel and 11,328 gsf retail*	Increase of up to 121,948 gsf hotel use; Decrease of up to 305 DUs (71 affordable DUs)				
Projected 3	579	60	50 Vandam Street	48,312	new construction	12.0	594,364	Yes	41,065	51,341	0	0	501,958	598	139	10.0 FAR commercial building, including up to 486,260 gsf hotel and 45,172 gsf retail*	Increase of up to 486,260 gsf hotel use; Decrease of up to 598 DUs (139 affordable DUs) and 51,341 gsf office				
	579	66	143 Varick Street																		
	579	70	137 Varick Street																		
Projected 4	579	74	275 Spring Street	19,940	new construction	12.0	247,645	Yes	18,644	0	0	0	229,001	273	64	10.0 FAR commercial building, including up to 200,696 gsf hotel and 18,644 gsf retail*	Increase of up to 200,696 gsf hotel use; Decrease of up to 273 DUs (64 affordable DUs)				
	598	42	551 Greenwich Street																		
Enlargement 1	579	47	304 Hudson Street	37,713	Office Enlargement	10.0	162,151	Yes	0	162,151	0	0	0	0	0	0	10.0 FAR commercial enlargement, including 162,151 gsf hotel*	Increase of up to 162,151 gsf hotel; Decrease of 162,151 gsf office			
<strong>OTHER PROJECTED DEVELOPMENT SITES</strong>																					
Projected 5	477	35	94 Varick Street	9,585	new construction	7.2	71,653	No	7,274	0	0	0	65,381	71	0	10.0 FAR commercial building, including up to 204,571 gsf dormitory	Increase of up to 204,571 gsf hotel use; Under RWCDs 1, decrease of up to 278 DUs (65 affordable DUs)/Under RWCDs 2, decrease of 204,571 gsf dormitory				
	477	42	104 Varick Street																		
	477	44	557 Broome Street																		
	477	76	66 Watts Street																		
Projected 6	580	52	82 King Street	20,325	new construction	12.0	252,426	Yes	RWCDs 1: 278 DUs including 21 affordable units, 19,004 gsf retail / RWCDs 2: 204,571 gsf dormitory use, 19,004 gsf retail (See Tables 1-5 and 1-6)												
Projected 7	580	19	163 Varick Street	7,500	new construction	12.0	140,391	Yes	7,013	0	0	0	133,379	159	37	10.0 FAR commercial building, including up to 75,488 gsf hotel and 7,013 gsf retail	Increase of up to 75,488 gsf hotel use; Decrease of up to 159 DUs (37 affordable DUs)				
Projected 8	597	10	92 Vandam Street	5,716	new construction	12.0	70,990	No													
Projected 9																					
Projected 10	597	1	515 Greenwich Street	13,687	new construction	12.0	169,986	Yes	12,797	0	0	0	157,188	188	44	10.0 FAR commercial building, including up to 137,760 gsf hotel and 12,797 gsf retail	Increase of up to 137,760 gsf hotel use; Decrease of up to 188 DUs (44 affordable DUs)				
Projected 11	579	1	282 Hudson Street	5,163	new construction	12.0	133,906	Yes	4,827	0	0	0	129,079	154	36	10.0 FAR commercial building, including up to 51,966 gsf hotel and 4,827 gsf retail	Increase of up to 51,966 gsf hotel use; Decrease of up to 154 DUs (36 affordable DUs)				
	579	2	284 Hudson Street																		
	579	3	286 Hudson Street																		
Projected 12	579	44	49 Dominick Street	4,237	Res conv & enlarge	6.6	29,195	No										10.0 FAR commercial building, including up to 163,355 gsf hotel and 15,175 gsf retail	Increase of up to 163,355 gsf hotel use; Decrease of up to 198 DUs (46 affordable DUs)		
Projected 13	477	57	6 Avenue	5,865	new construction	12.0	86,901	Yes	5,484	0	0	0	81,417	97	23	10.0 FAR commercial building, including up to 59,031 gsf hotel and 5,484 gsf retail	Increase of up to 59,031 gsf hotel use; Decrease of up to 97 DUs (23 affordable DUs)				
	477	64	113 Avenue of the Americas																		
	477	66	48 Watts Street																		
Projected 14	580	11	74 Charlton Street	15,104	new construction	12.0	187,584	Yes	14,122	0	0	0	165,802	198	46	10.0 FAR commercial building, including up to 152,022 gsf hotel and 14,122 gsf retail	Increase of up to 152,022 gsf hotel use; Decrease of up to 207 DUs (48 affordable DUs)				
Projected 15	578	75	568 Broome Street	9,518	new construction	7.2	28,429	No													
Projected 16	505	14	30 Vandam Street	5,000	new construction	12.0	62,098	No													
Projected 17	597	5	523 Greenwich Street	5,000	new construction	12.0	62,098	No													
Projected 18	491	7502	145 Avenue of the Americas	9,375	Res Conv	7.0	65,757	No													
Projected 19	597	39	537 Greenwich Street	10,000	Res conv & enlarge	12.0	124,195	Yes	9,350	0	0	0	114,845	121	32	10.0 FAR commercial building, including up to 100,650 gsf hotel and 9,350 gsf retail	Increase of up to 100,650 gsf hotel use; Decrease of up to 121 DUs (32 affordable DUs)				
<strong>PROJECTED ENLARGEMENT SITES</strong>																					
Enlargement 2	505	1	150 Varick Street	26,860	Enlarge with Sliding Scale	10.0	56,125	No													
Enlargement 3	597	45	547 Greenwich Street	3,750	Penthouse Addition	6.4	3,863	No													
<strong>POTENTIAL DEVELOPMENT SITES</strong>																					
Potential 20	597	46	108 Charlton Street	3,683	Res conv & enlarge	7.0	26,910	No													
Potential 21	597																				

While it is not known which site/s may be developed or enlarged with a new hotel use, for the purposes of this conceptual analysis, it is assumed that one of the 13 sites identified in **Table 22-1** may be developed with a new hotel use with more than 100 sleeping units and ground-floor retail, rather than the uses that were assumed under either RWCDS 1 or RWCDS 2. The site selected for this conceptual analysis is Projected Development Site 14 (Block 580, Lot 11), a site upon which new hotel development was proposed in recent years. Thus, under the conceptual analysis, it is assumed that this site could be developed with a new hotel use with ground-floor retail use, including approximately 152,022 gsf of hotel use (approximately 213 rooms), 14,122 gsf of retail use, and 37 accessory parking spaces. As compared with either RWCDS 1 or RWCDS 2, this would result in a net increase in the With-Action condition of up to 152,022 gsf hotel use and a net decrease in the With-Action condition of up to 207 dwelling units (including 48 affordable units) and 12 accessory parking spaces.

**2) Construction of a new hotel with more than 100 sleeping units after the residential goal is met.** Such development could potentially occur on sites that meet the same criteria as defined above (i.e., same criteria as for construction of a new hotel with more than 100 sleeping units before the residential goal is met). As described in Chapter 18, “Construction Impacts,” there are no specific construction plans for any development at this time, and the phasing of construction of the development sites is conceptual. However, based on the phasing provided in the conceptual construction schedule, the “residential development goal” would be reached in 2019. There is only one development site, Projected Development Site 12, which meets the criteria and is assumed to begin construction following 2019. Therefore, under the conceptual analysis, it is assumed that Projected Development Site 12 could be developed with a new hotel use with ground-floor retail use, including approximately 163,355 gsf of hotel use (approximately 228 rooms), 15,175 gsf of retail use, and 45 accessory parking spaces. As compared with either RWCDS 1 or RWCDS 2, this would result in a net increase in the With-Action condition of up to 163,355 gsf hotel use and one accessory parking space and a net decrease in the With-Action condition of up to 198 dwelling units (including 46 affordable units).

**3) Hotel conversion with more than 100 sleeping units.** It is assumed that hotel conversion could potentially occur on sites that meet the following criteria: (1) contains a “qualifying building” (i.e., existing buildings with 70,000 zsf or more of non-residential floor area); and (2) the amount of floor area available for conversion is sufficient to accommodate a hotel with more than 100 sleeping units.<sup>1</sup>

There are 28 properties in the Rezoning Area that meet these criteria (see **Table 22-2**). However, the number of existing “qualifying buildings” that could reasonably be expected to undergo conversion to a hotel use with more than 100 sleeping units in the With-Action condition is limited, due to the following: (1) many of the existing “qualifying buildings” consist of commercial loft buildings which have floorplates that make for inefficient hotel design; and (2) most of the existing “qualifying buildings” contain a large amount of office floor area and it is unlikely that all or a portion of such buildings would be converted to hotel use, considering the greater financial incentive to maintain the income stream from existing office use than to convert to hotel use pursuant to discretionary approval.

While it is not known which building/s may be converted to a new hotel use, for the purposes of this conceptual analysis, it is assumed that one of the “qualifying buildings” in the Rezoning Area may be converted to a new hotel use with ground-floor retail. The property selected for this analysis is Block 580, Lot 22, which contains an approximately 164,791-gsf building containing storage uses. This property currently contains storage uses, which are less difficult to convert

Table 22-2

## Properties Meeting Criteria for Hotel Conversion (more than 100 sleeping units)

SITE DESCRIPTION			EXISTING CONDITIONS														
Site No.	Block	Lot	Address	Land Use Category	Lot Area	Gross Floor Area (sf)	Meets Criteria	Residential (sf)	Dwelling Units	Commercial (sf)	Office (sf)	Retail (sf)	Garage (sf)	Storage (sf)	Factory (sf)	Other (sf)	Public Parking
<b>APPLICANT'S PROJECTED DEVELOPMENT SITES</b>																	
Projected 1	227	63	417 Canal Street	Vacant land	7,863	0	No	0	0	0	0	0	0	0	0	0	
	227	69	74 Varick Street	Vacant land	5,254	0	No	0	0	0	0	0	0	0	0	0	
	227	70	76 Varick Street	Vacant land	5,145	0	No	0	0	0	0	0	0	0	0	0	
	227	76	11 Grand Street	Vacant land	5,203	0	No	0	0	0	0	0	0	0	0	0	
	227	80	87 Avenue Of The Amer	Vacant land	9,495	0	No	0	0	0	0	0	0	0	0	0	
Projected 2	491	3	114 Varick Street	parking lot	12,116	0	No	0	0	0	0	0	0	0	0	86	
Projected 3	579	60	50 Vandam Street	Office	11,122	23,618	No	0	0	23,618	23,618	0	0	0	0	0	
	579	68	143 Varick Street	Office/GF retail	12,359	32,896	No	0	0	32,896	32,896	0	0	0	0	0	
	579	70	137 Varick Street	Office/GF retail	11,544	92,406	Yes	0	0	92,406	89,406	3,000	0	0	0	0	
Projected 4	598	42	551 Greenwich Street	Garage	12,500	12,523		0	0	0	0	0	12,523	0	0	91	
Projected 4	598	48	561 Greenwich Street	parking lot	7,440	0		0	0	0	0	0	0	0	0	51	
Enlargement 1	579	47	304 Hudson Street	Office/GF retail	37,713	229,720	Yes	0	0	229,720	226,720	3,000	0	0	0	0	
<b>OTHER PROJECTED DEVELOPMENT SITES</b>																	
Projected 5	477	35	94 Varick Street	Vacant	4,557	0	No	0	0	0	0	0	0	0	0	0	
	477	42	104 Varick Street	Vacant	2,063	0	No	0	0	0	0	0	0	0	0	0	
	477	44	557 Broome Street	Vacant	1,509	0	No	0	0	0	0	0	0	0	0	0	
	477	76	66 Watts Street	Vacant	1,456	0	No	0	0	0	0	0	0	0	0	0	
Projected 6	580	52	82 King Street	Verizon garage	20,325	40,740	No	0	0	40,740	0	0	40,740	0	0	0	
Projected 7	580	19	163 Varick Street	Office/GF Retail	7,500	45,000	No	0	0	45,000	6,000	7,500	0	31,500	0	0	
Projected 8	597	10	92 Vandam Street	Storage	5,716	14,700	No	0	0	14,700	0	0	0	14,700	0	0	
Projected 9	597	1	515 Greenwich Street	Storage/Office/GF Retail	13,687	59,615	No	0	0	59,615	0	10,000	0	49,615	0	0	
Projected 10	579	1	282 Hudson Street	Res/GF Retail	1,110	4,440	No	3,240	3	1,200	0	1,200	0	0	0	0	
	579	2	284 Hudson Street	Res/GF Retail	1,018	550	No	275	1	275	0	275	0	0	0	0	
	579	3	286 Hudson Street	parking lot	2,035	0	No	0	0	0	0	0	0	0	0	0	
	579	44	49 Dominick Street	parking lot	1,000	0	No	0	0	0	0	0	0	0	0	0	
Projected 11	579	5	290 Hudson Street	Office/GF Retail	4,237	24,257	No	0	0	24,257	20,257	4,000	0	0	0	0	
Projected 12	579	35	Spring Street	parking lot	16,230	0	No	0	0	0	0	0	0	0	0	63	
Projected 13	477	57	6 Avenue	Retail	253	0	No	0	0	0	0	0	0	0	0	0	
	477	64	113 Avenue Of The Amer	Retail	232	232	No	0	0	232	0	232	0	0	0	0	
	477	66	48 Watts Street	Office	5,380	6,891	No	0	0	6,891	3,446	3,445	0	0	0	0	
Projected 14	580	11	74 Charlton Street	Vacant land	15,104	0	No	0	0	0	0	0	0	0	0	0	
Projected 15	578	75	568 Broome Street	CF (Church)	3,803	3,312	No	0	0	3,312	0	0	0	0	0	3,312	
Projected 16	505	14	30 Vandam Street	Office/GF Retail	5,000	27,286	No	0	0	27,286	22,286	5,000	0	0	0	0	
Projected 17	597	5	523 Greenwich Street	Vacant building	5,000	4,979	No	0	0	0	0	0	0	0	0	0	
Projected 18	491	7502	145 Avenue Of The Amer	Commercial/Live-Work	9,375	60,725	No	0	16	60,725	60,725	0	0	0	0	0	
Projected 19	597	39	537 Greenwich Street	Vacant building	10,000	70,000	No	0	0	0	0	0	0	0	0	0	
<b>PROJECTED ENLARGEMENT SITES</b>																	
Enlargement 2	505	1	150 Varick Street	Office/GF Retail	26,860	214,110	Yes	0	0	214,110	192,699	21,411	0	0	0	0	
Enlargement 3	597	45	547 Greenwich Street	Res/GF Retail	3,750	20,068	No	17,068	9	3,000	0	3,000	0	0	0	0	
<b>POTENTIAL DEVELOPMENT SITES</b>																	
Potential 20	597	46	108 Charlton Street	Office/Distribution	3,683	22,519	No	0	0	22,519	3,217	0	0	6,434	12,868	0	
Potential 21	597	7	100 Vandam Street	Office	6,417	40,600	No	0	0	40,600	40,600	0	0	0	0	0	
Potential 22	477	72	58 Watts Street	Residential	1,645	3,520	No	2,520	7	1,000	0	1,000	0	0	0	0	
	477	73	60 Watts Street	Residential	1,704	2,940	No	2,940	3	0	0	0	0	0	0	0	
	477	74	62 Watts Street	Residential	1,717	3,780	No	3,780	3	0	0	0	0	0	0	0	
	477	75	64 Watts Street	Residential	1,680	3,042	No	2,835	5	207	207	0	0	0	0	0	
Potential 23	578	77	572 Broome Street	Residential	1,900	3,816	No	3,816	4	0	0	0	0	0	0	0	
	578	78	574 Broome Street	Residential	1,899	5,355	No	3,060	2	2,295	2,295	0	0	0	0	0	
	578	79	576 Broome Street	Residential	1,897	4,849	No	4,849	4	0	0	0	0	0	0	0	
Potential 24	580	60	183 Varick Street	Office/GF Retail	12,590	68,476	No	0	0	68,476	66,476	2,000	0	0	0	0	
<b>POTENTIAL ENLARGEMENT SITES</b>																	
Enlargement 4*	505	16	26 Vandam														

than office uses, which are typically subject to multiple lease commitments. Thus, under the conceptual analysis, it is assumed that this property could convert to hotel use with ground-floor retail use, including approximately 148,377 gsf of hotel use (approximately 208 rooms), 16,414 gsf of retail, and 35 accessory parking spaces. As compared with either RWCDS 1 or RWCDS 2, this would result in a net increase of 148,377 gsf of hotel use, 16,414 gsf of retail, and 32 accessory parking spaces in the With-Action condition.

#### *INCREMENT FOR CONCEPTUAL ANALYSIS*

The conceptual analysis conservatively considers the three hotel development scenarios described above in combination, rather than as separate scenarios occurring independently. Therefore, as compared with either RWCDS 1 or RWCDS 2, the increment for the hypothetical hotel development scenario is a net increase of up to 463,754 gsf of hotel use (649 hotel rooms), 16,414 gsf of retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling units (including 94 affordable units) in the With-Action condition (see **Table 22-3**).

**Table 22-3**  
**Combined Increment for Conceptual Analysis**

	<b>Site/Property</b>	<b>RWCDS</b>	<b>Hotel Development Scenario</b>	<b>Comparison of Hotel Development Scenario to RWCDS</b>
<b>Hotel New Development (before residential goal met)</b>	Block 580, Lot 11 (Projected Development Site 14)	12.0 FAR residential building, including 207 DUs (48 affordable DUs) (173,462 gsf residential) and 14,122 gsf retail, and 44 accessory parking spaces	10.0 FAR commercial building, including up to 152,022 gsf hotel (213 rooms) 14,122 gsf retail, and 42 accessory parking spaces	<i>Increase of up to 152,022 gsf hotel use (213 rooms); Decrease of up to 207 DUs (48 affordable DUs) (173,462 gsf residential) and 2 accessory parking spaces</i>
<b>Hotel New Development (after residential goal met)</b>	Block 579, Lot 35 (Projected Development Site 12)	10.8 FAR residential building, including 198 DUs (46 affordable DUs) (165,802 gsf residential) and 15,175 gsf retail, and 44 accessory parking spaces	10.0 FAR commercial building, including up to 163,355 gsf hotel (228 rooms) 15,175 gsf retail, and 45 accessory parking spaces	<i>Increase of up to 163,355 gsf hotel use (228 rooms) and 1 accessory parking space; Decrease of up to 198 DUs (46 affordable DUs) (165,802 gsf residential)</i>
<b>Hotel Conversion</b>	Block 580, Lot 22	None - With-Action condition assumes no change to existing building	Conversion of 164,791 gsf building to include 148,377 gsf hotel use (208 rooms) 16,414 gsf retail use, and 41 accessory parking spaces	<i>Increase of up to 148,377 gsf hotel use (208 rooms), 16,414 gsf retail use, and 41 accessory parking spaces</i>
<b>Combined Increment for Conceptual Analysis</b>				<i>Increase of up to 463,754 gsf hotel use (649 hotel rooms), 16,414 gsf retail use, and 40 accessory parking spaces; Decrease of up to 405 DUs (94 affordable DUs) (339,264 gsf residential)</i>

## **ANALYSIS FRAMEWORK FOR CONCEPTUAL ANALYSIS**

This conceptual analysis considers the potential for additional hotel development, either as new construction or enlargements or conversions of existing buildings, within the Rezoning Area as compared with the RWCDS. For some analysis areas, analysis at a level consistent with the methodologies for the 2012 *City Environmental Quality Review (CEQR) Technical Manual* will only be possible at the time that a site-specific application for a special permit is made (e.g., direct business displacement, historic resources, hazardous materials, construction impacts). However, for most technical areas of analysis it is possible to generally characterize the effects for which a limited number of site/s meeting the criteria defined above are either developed with or converted to hotel use. For some technical areas—such as community facilities and services, open space, water and sewer infrastructure, solid waste and sanitation, energy, transportation, greenhouse gas emissions, air quality (mobile sources), and noise (mobile sources)—the specific sites selected for the hypothetical hotel development scenario (i.e., Block 580, Lots 11 and 22 and Block 579, Lot 35) are representative of the type and amount of development that could occur under the hypothetical hotel development scenario. Therefore, for these technical areas, the combined increment associated the hotel development scenario (see **Table 22-3**) is assessed in comparison with the RWCDS selected as the basis for comparison for that technical area. The build year assumed for this analysis is 2022, by which time it is assumed that the RWCDS may be fully developed.

## **C. HOTEL DEVELOPMENT SCENARIO—ENVIRONMENTAL ASSESSMENT**

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

As discussed above in Section B, there are numerous properties in the Rezoning Area that could potentially be developed with a hotel use, either as new construction or through conversion, in the With-Action condition (see **Tables 22-1 and 22-2**). However, given the Special District provisions relating to hotels, the number of properties that could reasonably be expected to be developed with or converted to such hotel use is limited. For analysis purposes, a hotel development scenario was developed to assess the potential environmental impacts that could result from the development of hotel uses within the Rezoning Area. Therefore, this section considers the hotel development scenario and includes a general assessment of the potential effect of hotel development on land use, zoning, and public policy.

The development of hotel uses (either through new construction or conversion) is permitted as-of-right under the current M1-6 zoning. With the Proposed Action, the development of hotel uses with 100 or fewer sleeping units would continue to be permitted as-of-right in the Special District. New hotel construction with more than 100 sleeping units would require a CPC special permit, until such time that the “residential development goal” is met. Upon certification by the Chairperson of the CPC to the Commissioner of Buildings that the “residential development goal” has been met for the Special Hudson Square District<sup>1</sup>, new hotel construction with more than 100 sleeping units would be permitted as-of-right. With the Proposed Action, the

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<sup>1</sup> The “residential development goal” will be considered to be met when certificates of occupancy have been issued for 2,233 2,255 new residential units (75 percent of 2,977 units, which is the amount of new residential development projected to occur under RWCDS 2).

conversion of floor area within an existing “qualifying building” (i.e., existing building with 70,000 zoning square feet or more of non-residential floor area) to hotel use with more than 100 sleeping units would be permitted only by CPC special permit.

Thus, the Proposed Action would allow development of hotel use (either through new construction or conversion) with more than 100 sleeping units by CPC special permit. In the case of new construction, the Proposed Action would allow development of hotel use with more than 100 sleeping units as-of-right upon certification by the Chairperson of the CPC that the “residential development goal” for the Rezoning Area has been met. As discussed above in Section B, the possible new hotel construction or enlargement sites consist of sites that are identified as projected development sites under the RWCDS. Therefore, any properties developed or enlarged with such hotel uses (including Projected Development Sites 12 and 14) would result in a net increase in hotel development and a net decrease in residential development as compared with the RWCDS. As most of the possible hotel conversion sites consist of buildings not identified as projected or potential development sites under the RWCDS, properties that may convert to such hotel uses (including Block 580, Lot 22) would result in a net increase in hotel development with ground-floor retail as compared with the RWCDS.

The Special District provisions relating to hotels with more than 100 sleeping units are proposed to ensure that hotel development does not conflict with the Proposed Action’s goals of preserving existing commercial uses and facilitating the development of a critical mass of residential use in the Rezoning Area. Given that there are a number of existing hotels within the Rezoning Area, and that hotel development would occur at a limited number of properties, if any, any hotel construction or conversion that could occur would be compatible with the surrounding land uses, zoning, and public policies applicable to the land use study areas. Any hotel construction that could occur would be subject to the height and bulk regulations applicable throughout the Special District. Therefore, the construction of and/or conversion to hotel use would not result in any structures that are inconsistent with land use or zoning in the With-Action condition, and no significant adverse impacts to land use, zoning, or public policy would result.

## **SOCIOECONOMIC CONDITIONS**

If any new hotels with more than 100 sleeping units are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDSCS. Therefore, such hotel development would not result in any additional direct business displacement or direct residential displacement than what was assumed to occur as a result of the Proposed Action.

It is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for hotel conversion may be converted to hotel use. Given that the number of properties that could reasonably be expected to be converted to such hotel use is limited, based on the special permit conditions and other factors, the special permit allowing hotel conversion is not expected to result in a significant increase in the number of businesses that would be displaced under the RWCDS and would likely not displace any business essential to the local economy. However, such an assessment would be conducted at the time that any site-specific applications for special permits are made. The property selected for the hotel development scenario analysis—Block 580, Lot 22—contains a self-storage business. Thus, one business would be displaced if this building is converted to hotel use pursuant to a special permit. This business does not provide products or services that would no longer be available to local residents or businesses, nor does

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it serve a user base that is dependent upon its location within the study area. Therefore, no significant adverse impact with respect to business displacement would occur.

If any existing buildings are converted to hotel use pursuant to a special permit, such a change in use would likely occur within commercial buildings, and therefore no direct residential displacement would result. The property selected for the hotel development scenario analysis—Block 580, Lot 22—does not contain residential uses, and no direct residential displacement would result if it were converted to hotel use pursuant to a special permit.

Though there could be additional hotel development as compared with the RWCDS, there are a number of existing hotels in the Rezoning Area, and the Special District provisions relating to hotels are intended to ensure that hotel development would not conflict with the Proposed Action's goals of preserving existing commercial uses and facilitating the development of a critical mass of residential use in the Rezoning Area. Since the number of properties that could reasonably be expected to be developed with or convert to hotel use is limited, such additional hotel use would not represent enough of a new economic activity to alter existing economic patterns in the area. As with the RWCDS, the development of and/or conversion to hotel use would not result in any significant adverse impacts due to indirect business displacement. The development of and/or conversion to hotel use would not result in any additional residential development as compared with the RWCDS; therefore, as with the RWCDS, additional hotel use would not result in any significant adverse impacts due to indirect residential displacement.

### **COMMUNITY FACILITIES AND SERVICES**

If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS. Thus, any properties developed or enlarged with such hotel uses would result in a net increase in hotel development and a net decrease in residential development as compared with the RWCDS, and would therefore result in a decrease in the number of residents generated by the Proposed Action. If any existing buildings are converted to hotel use, such a change in use would occur within commercial buildings, and there would be no change to the anticipated number of residents generated by the Proposed Action.

For the purposes of this conceptual analysis, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. The hotel development scenario would result in a net decrease of up to 405 dwelling units (including 94 affordable units) as compared with the RWCDS; this would result in a decrease of 745 residents as compared with the RWCDS.

Under the hotel development scenario, there would be fewer residents and fewer new public school students generated by the Proposed Action, as compared with the RWCDS. The hotel development scenario would generate 49 fewer elementary school students, 16 fewer intermediate school students, and 24 fewer high school students as compared with the RWCDS assessed in Chapter 4, "Community Facilities and Services".<sup>1</sup> (RWCDS 1 forms the basis for the

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<sup>1</sup> As discussed in Chapter 4, RWCDS 1 would generate 399 elementary school students, 133 intermediate school students, and 199 high school students. By comparison, under the hotel development scenario, the Proposed Action would generate 369 elementary school students, 123 intermediate school students, and 185 high school students. The number of students is based on student generation rates listed in Table 6-1a of the *CEQR Technical Manual* (0.12 elementary students, 0.04 intermediate school students, and 0.06 high school students per residential unit in Manhattan).

analyses of public schools and child care facilities and RWCDS 2 provides the basis for the assessment of public libraries.) As described in Chapter 4, a new development on Project Development Site 1 would include a 444-seat public elementary school (grades pre-kindergarten through fifth) of approximately 75,000 square feet, subject to approvals and requirements of the School Construction Authority (SCA). This school would accommodate all project-generated demand for elementary school seats, and with provision of the school the Proposed Action would not result in any significant adverse impacts on elementary, intermediate, or high schools. However, as described in Chapter 4, the opening of a new public school requires the provision of adequate public funding within the SCA/Department of Education (DOE) budget to fit-out the space and operate the school, which is outside of the Applicant's control. In the event that construction of the projected development and enlargement sites does not proceed as anticipated and Projected Development Site 1 is not among the early sites to be developed (as described in the conceptual construction schedule), there is the potential for a significant adverse impact to elementary schools in CSD 2/Sub-District 2 to occur until such time that the proposed elementary school is constructed and operational. Under the hotel development scenario, there would be fewer new public school students generated by the Proposed Action; however, the conclusions of the elementary school analysis would be the same as with the RWCDS for the Proposed Action. With provision of the proposed school on Projected Development Site 1, the hotel development scenario would not result in any significant adverse impacts on public schools.

As discussed in Chapter 4, the population introduced by the RWCDS would not impair the delivery of library services in the study area, and the Proposed Action would not result in any significant adverse impacts on public libraries. Under the hotel development scenario, there would be fewer new users that would utilize existing public libraries as compared with the RWCDS. Therefore, the development of and/or conversion to hotel use would not result in any significant adverse impacts on public libraries. With respect to childcare services, the RWCDS would not result in any significant adverse impacts on publicly funded child care facilities. Under the hotel development scenario, there would be nine fewer children under the age of six who would be eligible for publicly funded child care programs as compared with the RWCDS. Therefore, the development of and/or conversion to hotel use would not result in any significant adverse impacts on child care facilities. The hotel development scenario would not result in any significant adverse impacts to police or fire protection services, as it does not have the potential to affect the physical operations of, or direct access to and from, a precinct house or fire station, nor would it create a sizeable new neighborhood where none existed before. In conclusion, the development of and/or conversion to hotel use would not result in any significant adverse impacts to community facilities and services.

## **OPEN SPACE**

If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS. Thus, if any properties are developed or enlarged with such hotel uses, there would be a net increase in hotel development and a net decrease in residential development as compared with the RWCDS. If any existing buildings are converted to hotel use, such a change would result in a net increase in hotel use as compared with the RWCDS.

For the purposes of this conceptual analysis, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. As discussed above, the combined increment associated with the hotel development scenario as compared with the RWCDS is a net increase of up to 649 hotel rooms, 16,414 gsf of

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retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling units. This would result in an increase of approximately 285 workers and a decrease of approximately 745 residents as compared with the RWCDS assessed in Chapter 5, “Open Space” (RWCDS 2).

Even with the increase in workers assumed under the hotel development scenario, the ratio for passive open space in the non-residential study area would decrease by approximately 0.9 percent. This decrease would be less than the 5 percent threshold for significant impacts according to CEQR, and the ratio would still remain higher than the city’s planning goal of 0.15 acres per 1,000 workers. Therefore, as with the RWCDS, the hotel development scenario would not result in a significant adverse impact to open space in the non-residential study area.

Although the hotel development scenario would result in a net decrease of residents as compared with the RWCDS, it would still generate additional residents that would exacerbate existing deficiencies in active open space in the area and exceed the capacity of open spaces to serve the population. Within the residential study area, the passive open space ratio would decrease by approximately 8.1 percent under the hotel development scenario (as compared with 9.1 percent under the RWCDS), but would remain above the city’s planning goal of 0.5 acres per 1,000 workers. The total and active open space ratios would also each decrease by approximately 8.1 percent and, as in existing conditions and the No-Action condition, would remain lower than the city’s guidelines. Therefore, as with the RWCDS, the hotel development scenario would result in a significant adverse impact with respect to open space in the residential study area due to the decrease in the total and active open space ratios. However, the hotel development scenario would result in less of a decrease in the residential open space ratios than anticipated under the RWCDS.

### **SHADOWS**

While it is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for hotel development would be developed with new hotels uses, such development would not result in any additional significant adverse shadows impacts as compared with the RWCDS. If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS, and would be subject to the height and bulk regulations applicable throughout the Special District. Thus, any shadows generated by such hotel development would be similar to those anticipated under the RWCDS, and would not result in any additional significant adverse shadows impacts as compared with the RWCDS. If any existing buildings undergo hotel conversion, this would result in a change in use only, and would not result in any new structures that could generate shadows.

### **HISTORIC AND CULTURAL RESOURCES**

#### ***ARCHAEOLOGICAL RESOURCES***

As discussed in Chapter 7, “Historic and Cultural Resources,” as-of-right development that is assumed to occur under the RWCDS would result in unavoidable significant adverse impacts on archaeological resources; such impacts would potentially occur on three of the development sites that meet the criteria for new hotel construction (Projected Sites 10, 12, and 13). If any new hotels with more than 100 sleeping units are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS. Thus, the construction of new hotel uses would not result in any additional significant adverse impacts to archaeological resources as compared with the

RWCDS. If a hotel were developed pursuant to a special permit, this would be a discretionary action requiring a separate environmental review, which would ensure that any additional archaeological investigations or mitigation for any identified significant resources through avoidance or excavation and data recovery requested by the Landmarks Preservation Committee be completed.

With respect to the future conversion of existing buildings to new hotel uses, it is unlikely that such a change in use would result any in-ground disturbance and therefore, unlikely that any impacts to archaeological resources would result. However, given that the conversion to new hotel uses with more than 100 sleeping units would require a special permit from the CPC, site-specific archaeological impacts which result from such development would be assessed and disclosed to the public under and pursuant to a separate environmental review.

#### **ARCHITECTURAL RESOURCES**

As described above, the special permit would not result in any change to the zoning bulk regulations that apply throughout the Special District. If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDSCS. LPC has determined that there are no known or potentially eligible architectural resources located on any of the projected or potential development or enlargement sites. However, as with the RWCDS, development on these sites could result in adverse direct impacts on up to six known architectural resources located within 90 feet due to construction-related activities, including 32-36 Dominick Street (three resources), the S/NR-eligible building at 131 Avenue of the Americas, 310 Spring Street, and the Charlton-King-Vandam Historic District, and the proposed South Village Historic District. Additionally, a A total of six buildings in the Rezoning Area have been identified as potential architectural resources by LPC and, as with the RWCDS, development could result in significant adverse construction-related impacts on these potential resources. However, the development of new hotel uses would not result in any additional significant adverse direct impacts to known or potential architectural resources as compared with the RWCDS. If a hotel were developed pursuant to a special permit, this would be a discretionary action requiring a separate environmental review. Through the CEQR process, the preparation and implementation of a Construction Protection Plan (CPP) would be required for any NYCL, S/NR-listed, or S/NR-eligible architectural resource located within 90 feet, and there would be no significant adverse construction-related impacts on historic resources.

It is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for the special permit for hotel conversion may undergo hotel conversion. Consequently, a site-specific analysis cannot be provided. While none of the buildings that meet the criteria for hotel conversion are known architectural resources, 5 buildings that meet the criteria for hotel conversion have been identified as potential architectural resources by LPC, including 431 Canal Street, 180 Varick Street, 189 Varick Street, 78 Vandam Street, and 341 Hudson Street. If any existing buildings undergo hotel conversion, this could potentially result in direct adverse impacts or indirect contextual or visual impacts on these potential architectural resources. Hotel conversion could potentially result in adverse direct construction-related impacts on known or potential architectural resources, if located within 90 feet of a resource. Given that the conversion to new hotel uses with more than 100 sleeping units would require a special permit from the CPC, adverse impacts on historic resources that could result from such development would be assessed and disclosed to the public under and pursuant to a separate environmental review.

## **URBAN DESIGN AND VISUAL RESOURCES**

While it is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for hotel development would be constructed with or converted to new hotels uses, the hotel development scenario would not result in any additional significant adverse impacts to urban design or visual resources as compared with the RWCDS.

The special permit would not result in any change to the zoning bulk regulations that apply throughout the Special District. If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS. Since the maximum FAR for commercial development in the With-Action condition is 10.0 FAR, any new hotel construction would have a smaller overall development envelope than has been assumed for new residential development, which has a maximum of 12.0 FAR. As with the RWCDS, any new hotel development that could occur would result in a structure of heights and bulk generally consistent with those urban design features of the area and built on existing blocks and lots, and would not block any significant view corridors or views of visual resources or limit access to any visual resources.

If any existing buildings undergo hotel conversion, this would result in a change in use only, and would not result in any new structures or changes to urban design characteristics of the Rezoning Area. While the conversion of an existing building to hotel use could result in the addition of retail use on the ground floor, such a change would result in a positive effect on the pedestrian environment, by enlivening the streetscape. Therefore, the development of and/or conversion to hotel use would not result in significant adverse impacts on urban design or visual resources in the Rezoning Area and study area.

## **HAZARDOUS MATERIALS**

The overall sensitivity (i.e., potential hazardous materials issues based on typical uses) of the Rezoning Area is characterized by past or present manufacturing uses, printing facilities, filling stations, a dry cleaner, and/or petroleum storage tanks, both within the Rezoning Area and in close proximity to it. If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWCDS. As discussed in Chapter 9, “Hazardous Materials,” to reduce the potential of adverse impacts associated with projected and potential new construction resulting from the Proposed Action, further environmental investigations would be required at the projected and potential development sites before any development-related building permits can be issued. To ensure that these investigations are undertaken, E-designations would be placed on projected and potential development and enlargement sites. With the implementation of these measures, construction of new hotel would not result in significant adverse impacts with respect to hazardous materials.

The future conversion of existing buildings to new hotel uses with more than 100 sleeping units would require a special permit from CPC; therefore, any site-specific hazardous materials impacts that result from such development or conversion would be assessed and disclosed to the public under and pursuant to a separate environmental review. As part of such environmental review, the New York City Department of Environmental Protection (NYCDEP) would require that a Phase I Environmental Site Assessment be prepared for the site subject to review. To the extent that areas of concern are identified for any specific site/s, it is expected that standard industry practices for site remediation (such as removal of underground storage tanks and associated contaminated soil) would be employed in accordance with all applicable city, state,

and federal regulations and requirements; therefore, no significant adverse hazardous materials impacts would result.

## **WATER AND SEWER INFRASTRUCTURE**

This conceptual analysis considers the potential for additional hotel development within the Rezoning Area as compared with the RWCDS. As described above, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. As discussed above, the combined increment associated the hotel development scenario as compared with the RWCDS is a net increase of up to 649 hotel rooms, 16,414 gsf of retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling units.

The hotel development scenario would result in greater incremental water demand and sanitary sewage flows compared with the RWCDS analyzed in Chapter 10, “Water and Sewer Infrastructure” (RWCDS 2). The incremental water demand generated by the hotel development scenario would be approximately 764,000 gallons per day (gpd) compared with the No-Action condition. This incremental water demand represents an 8 percent increase over the RWCDS. The incremental water demand associated with the hotel development scenario represents a 0.07 percent increase in demand on the New York City water supply system. There would be adequate water service to meet the demand generated by either the RWCDS or the hotel development scenario; therefore, there would be no significant adverse impacts on the city’s water supply.

The incremental sanitary sewage generated by the hotel development scenario would be approximately 427,000 gpd compared with the No-Action condition. This incremental volume in sanitary flow to the combined sewer system represents an approximately 16 percent increase over the RWCDS, and approximately 0.18 percent of the average daily flow to the Newtown Creek Wastewater Treatment Plant (WWTP). This volume would not result in an exceedance of the Newtown Creek WWTP’s capacity and, as with the RWCDS, would not create a significant adverse impact on the city’s sanitary sewage conveyance and treatment infrastructure.

The development of hotel use would not be expected to result in any change to impervious surfaces as compared with the RWCDS. If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDSCS. The potential conversion of any existing buildings to hotel use would not result in any change to impervious surfaces. As discussed in Chapter 10, the incorporation of selected on-site stormwater source controls or best management practices (BMPs) will be required for future development in the Rezoning Area, as a part of the NYCDEP site connection application process for new buildings. Potential BMPs are outlined in the BMP Concept Plan in Chapter 10. With the incorporation of BMPs, any new hotel development would not have a significant adverse impact on the city’s stormwater conveyance infrastructure.

## **SOLID WASTE AND SANITATION**

This conceptual analysis considers the potential for additional hotel development within the Rezoning Area as compared with the RWCDS. For the purposes of this conceptual analysis, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. The combined increment associated the hotel development scenario as compared with the RWCDS is a net increase of up to 649 hotel rooms, 16,414 gsf retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling

units. Compared with the RWCDS assessed in Chapter 11, “Solid Waste and Sanitation” (RWCDS 1), the hotel development scenario would result in slightly more solid waste over the No-Action condition; the hotel development scenario would result in 139,449 pounds per week, whereas the RWCDS would result in 133,958 pounds per week. This represents a minimal addition to the city’s solid waste stream. Therefore, as with the RWCDS, the hotel development scenario would not result in significant adverse impacts on solid waste or sanitation services.

## **ENERGY**

As discussed above, this conceptual analysis considers the potential for additional hotel development within the Rezoning Area as compared with the RWCDS. For the purposes of this conceptual analysis, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. The combined increment associated the hotel development scenario as compared with the RWCDS is a net increase of up to 649 hotel rooms, 16,414 gsf of retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling units. Compared with the RWCDS assessed in Chapter 12, “Energy” (RWCDS 2), the hotel development scenario would result in slightly more energy demand over the No-Action condition; the hotel development scenario would result in 275,802 million BTUs, whereas the RWCDS would result in 215,558 million BTUs. This increase in energy demand is minor relative to the current and future capacity of electricity and gas systems within New York City and the city’s energy requirements. Therefore, as with the RWCDS, the hotel development scenario would not result in significant adverse impacts on energy systems.

## **TRANSPORTATION**

As described above, the Special District regulations would allow development of hotel use with more than 100 sleeping units either by CPC special permit, or in the case of new construction, upon certification by the Chairperson of the CPC that the “residential development goal” for the Rezoning Area has been met. As the possible new hotel construction or enlargement sites consist of sites that are identified as projected development sites under the RWCDS, any properties constructed or enlarged with such hotel uses would result in a net increase in hotel development and a net decrease in residential development as compared with the RWCDS. Any new hotel construction or enlargement that is proposed prior to the “residential development goal” being met would require a CPC special permit and a separate environmental review. Once the Chairperson of the CPC certifies that the “residential development goal” is met—which, according to the conceptual construction schedule, could occur around 2019—a new hotel construction or enlargement could be developed as-of-right, as is permitted under the current M1-6 zoning. As most of the possible hotel conversion sites consist of buildings not identified as projected or potential development sites under the RWCDS, properties that may convert to hotel uses would result in a net increase in hotel development with ground-floor retail as compared with the RWCDS. However, as hotel conversion (with more than 100 sleeping units) would be pursuant to a special permit, this would be a discretionary action requiring a separate environmental review. It is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for such hotel use would be developed with or converted to new hotel uses. However, for the purposes of this conceptual analysis, three sites were selected as representative of the type and amount of development that could occur under the hypothetical hotel development scenario. As discussed above, the combined increment associated with the hotel development scenario as compared with the RWCDS is a net increase of up to 649 hotel rooms, 16,414 gsf of retail, and 40 accessory parking spaces, as well as a net decrease of up to 405 dwelling units.

As shown in **Table 22-4**, the hypothetical hotel development scenario would result in increases in the number of vehicle, pedestrian, and transit trips within the Rezoning Area during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, with the greatest increases occurring during the weekday midday peak hour. Since the RWCDS is expected to experience significant adverse traffic and pedestrian impacts, the hotel development scenario would similarly result in the same or greater impacts as the RWCDS.<sup>+</sup>

Under the hotel development scenario, Projected Development Site 14 could be developed as a hotel with 213 rooms instead of a residential building with 207 DUs, and Block 580, Lot 22 could be converted from its existing storage use to 208 hotel rooms and 16,414 gsf of ground-floor retail. Both of these sites are located on the block bounded by Varick Street to the east, Hudson Street to the west, Charlton Street to the north, and Vandam Street to the south. In addition, Projected Development Site 12 could be developed as a hotel with 228 rooms instead of a residential building with 198 DUs. This site is located on the block bounded by Varick Street to the east, Hudson Street to the west, Spring Street to the north, and Dominick Street to the south. As such, the additional vehicular and pedestrian traffic summarized in **Table 22-4** would be dispersed primarily to the adjacent intersections and pedestrian elements. As detailed in Chapter 13, “Transportation,” most of the study area intersections along the Varick Street corridor are expected to incur significant adverse traffic impacts during one or more peak hours under the RWCDS. With increased traffic associated with the hotel development scenario, impacts identified at these intersections would worsen, with those at Charlton, Vandam, Spring, and Dominick Streets likely realizing the greatest effects. Along Hudson Street, the Vandam Street intersection was projected to operate at favorable levels during all analysis peak hours under the RWCDS and is expected to remain operating at favorable levels with the projected traffic increases associated with the hotel development scenario.

The other three intersections along Hudson Street (at Canal, Charlton, and King Streets) where significant adverse impacts were identified for the RWCDS, the extent of these impacts would worsen with the projected traffic increases associated with the hotel development scenario. For intersections farther away from Blocks 579 and 580, the projected traffic increases would be more dispersed and would have lesser effects on their operating levels. However, it is possible that new significant adverse traffic impacts could result at these intersections, as well as at those closer to Blocks 579 and 580.

~~It should be noted that, as described in Chapter 13, the transportation analyses were prepared based on a slight variation of the No Action and With Action RWCDS assumptions. As a result of recent building permits issued for new developments in the Rezoning Area that were not accounted for in the Draft Scope of Work, several changes were made to the No Action and With Action RWCDS assumptions. The changes to the RWCDS occurred shortly prior to certification of the Draft EIS, after substantial work had been completed on the transportation analyses. Because the RWCDS assumptions for the transportation analyses analyzed a larger~~

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<sup>+</sup> ~~As described in Chapter 13, “Transportation,” additional intersections may be analyzed between the Draft and Final EIS. These intersections will be selected in consultation with DCP and NYCDOT. The analysis of these additional intersections may identify additional significant adverse traffic impacts, for which mitigation measures would be identified. If feasible measures are not available to fully mitigate these impacts, they would be identified as unmitigated in the Final EIS.~~

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**Table 22-4**  
**Trip Generation Comparison of RWCDS and Hotel Development Scenario**

Use	Peak Hour	In / Out	Person Trip						Vehicle Trip					
			Auto	Taxi	Subway	Bus	School Bus	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
Decrease of 405 Dwelling Units														
Residential	Weekday AM	In	4	3	27	1	0	13	48	4	15	0	1	20
		Out	25	19	153	6	0	75	278	23	15	0	1	39
		<b>Total</b>	<b>29</b>	<b>22</b>	<b>180</b>	<b>7</b>	<b>0</b>	<b>88</b>	<b>326</b>	<b>27</b>	<b>30</b>	<b>0</b>	<b>2</b>	<b>59</b>
	Weekday Midday	In	7	6	45	2	0	22	82	7	6	0	1	14
		Out	7	6	45	2	0	22	82	7	6	0	1	14
		<b>Total</b>	<b>14</b>	<b>12</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>164</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>28</b>
	Weekday PM	In	23	18	139	5	0	68	253	20	13	0	0	33
		Out	10	8	59	2	0	29	108	9	13	0	0	22
		<b>Total</b>	<b>33</b>	<b>26</b>	<b>198</b>	<b>7</b>	<b>0</b>	<b>97</b>	<b>361</b>	<b>29</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>55</b>
	Saturday Midday	In	14	11	86	3	0	42	156	13	12	0	0	25
		Out	14	11	86	3	0	42	156	13	12	0	0	25
		<b>Total</b>	<b>28</b>	<b>22</b>	<b>172</b>	<b>6</b>	<b>0</b>	<b>84</b>	<b>312</b>	<b>26</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>
Increase of 649 Hotel Rooms and 16,414 gsf of Ground-floor Retail (Assumed Local Retail)														
Local Retail	Weekday AM	In	1	1	2	2	0	31	37	0	2	0	0	2
		Out	1	1	2	2	0	31	37	0	2	0	0	2
		<b>Total</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>62</b>	<b>74</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
	Weekday Midday	In	5	7	14	14	0	199	239	3	7	0	0	10
		Out	5	7	14	14	0	199	239	3	7	0	0	10
		<b>Total</b>	<b>10</b>	<b>14</b>	<b>28</b>	<b>28</b>	<b>0</b>	<b>398</b>	<b>478</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>
	Weekday PM	In	3	4	8	8	0	105	128	2	4	0	0	6
		Out	3	4	8	8	0	105	128	2	4	0	0	6
		<b>Total</b>	<b>6</b>	<b>8</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>210</b>	<b>256</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>
	Saturday Midday	In	3	4	9	9	0	123	148	2	4	0	0	6
		Out	3	4	9	9	0	123	148	2	4	0	0	6
		<b>Total</b>	<b>6</b>	<b>8</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>246</b>	<b>296</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>
Hotel	Weekday AM	In	17	34	46	6	0	88	191	12	39	0	2	53
		Out	27	54	71	9	0	137	298	19	39	0	2	60
		<b>Total</b>	<b>44</b>	<b>88</b>	<b>117</b>	<b>15</b>	<b>0</b>	<b>225</b>	<b>489</b>	<b>31</b>	<b>78</b>	<b>0</b>	<b>4</b>	<b>113</b>
	Weekday Midday	In	37	69	60	14	0	281	461	26	52	0	2	80
		Out	31	59	51	12	0	240	393	22	52	0	2	76
		<b>Total</b>	<b>68</b>	<b>128</b>	<b>111</b>	<b>26</b>	<b>0</b>	<b>521</b>	<b>854</b>	<b>48</b>	<b>104</b>	<b>0</b>	<b>4</b>	<b>156</b>
	Weekday PM	In	46	93	124	15	0	237	515	33	54	0	0	87
		Out	25	50	67	8	0	128	278	18	54	0	0	72
		<b>Total</b>	<b>71</b>	<b>143</b>	<b>191</b>	<b>23</b>	<b>0</b>	<b>365</b>	<b>793</b>	<b>51</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>159</b>
	Saturday Midday	In	28	55	74	9	0	141	307	20	40	0	0	60
		Out	22	43	58	7	0	111	241	16	40	0	0	56
		<b>Total</b>	<b>50</b>	<b>98</b>	<b>132</b>	<b>16</b>	<b>0</b>	<b>252</b>	<b>548</b>	<b>36</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>116</b>
Net	Weekday AM	In	14	32	21	7	0	106	180	8	26	0	1	35
		Out	3	36	-80	5	0	93	57	-4	26	0	1	23
		<b>Total</b>	<b>17</b>	<b>68</b>	<b>-59</b>	<b>12</b>	<b>0</b>	<b>199</b>	<b>237</b>	<b>4</b>	<b>52</b>	<b>0</b>	<b>2</b>	<b>58</b>
	Weekday Midday	In	35	70	29	26	0	458	618	22	53	0	1	76
		Out	29	60	20	24	0	417	550	18	53	0	1	72
		<b>Total</b>	<b>64</b>	<b>130</b>	<b>49</b>	<b>50</b>	<b>0</b>	<b>875</b>	<b>1168</b>	<b>40</b>	<b>106</b>	<b>0</b>	<b>2</b>	<b>148</b>
	Weekday PM	In	26	79	-7	18	0	274	390	15	45	0	0	60
		Out	18	46	16	14	0	204	298	11	45	0	0	56
		<b>Total</b>	<b>44</b>	<b>125</b>	<b>9</b>	<b>32</b>	<b>0</b>	<b>478</b>	<b>688</b>	<b>26</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>116</b>
	Saturday Midday	In	17	48	-3	15	0	222	299	9	32	0	0	41
		Out	11	36	-19	13	0	192	233	5	32	0	0	37
		<b>Total</b>	<b>28</b>	<b>84</b>	<b>-22</b>	<b>28</b>	<b>0</b>	<b>414</b>	<b>532</b>	<b>14</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>

~~incremental development between the No Action and With Action conditions (the updated RWCDS assumptions would yield up to approximately 470 fewer incremental person trips and up to approximately 80 fewer incremental vehicle trips), the transportation analyses are conservative in that they present a larger potential for project generated impacts. Between the Draft and Final EIS, the transportation related analyses will be updated to reflect the final RWCDS. Some impacts may be completely eliminated. Where impacts would continue to exist with the smaller trip increments as a result of the updated No Action and With Action RWCDS assumptions, similar measures (including primarily signal timing changes, daylighting, and crosswalk widenings) are likely to be warranted to mitigate those impacts. Some impacts determined to be unmitigatable under the current analysis may become mitigatable by imposing standard mitigation measures.~~

For pedestrian conditions, only two study area crosswalks were identified to be significantly impacted under the RWCDS. Based on the projected conditions at these crosswalks and other analyzed pedestrian facilities, it can be expected that service levels at these two impacted crosswalks would worsen with the hotel development scenario but it is unlikely that other locations would be impacted as a result. For transit and parking, the hotel development scenario is not expected to result in any significant adverse impacts.

As noted above, it is not known which, if any, of the many properties in the Rezoning Area would be constructed with or converted to new hotel uses. However, for any new hotel construction or conversion that requires a special permit, any impacts that result from such construction or conversion would be assessed and disclosed to the public under and pursuant to a separate environmental review.

## AIR QUALITY

If any new hotels (more than 100 sleeping units) are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDSCS, and would be subject to the height and bulk regulations applicable throughout the Special District. Any significant adverse stationary source air quality impact generated by such hotel construction would be similar to those anticipated under the RWCDS (or less than, as the maximum FAR for hotel development would be 10.0 FAR as compared with a maximum of 12.0 FAR assumed in the RWCDS). Therefore, while it is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for the new hotel construction or enlargement would be developed, such development would not result in any additional significant adverse stationary source air quality impacts as compared with the RWCDS.

If any existing buildings undergo hotel conversion, this could result in a change in use on sites that were not assessed as part of the RWCDS. The potential for stationary source air quality impacts are site-specific and dependent upon building size, shape, the type and location of building ventilation systems, and the proximity of nearby sensitive uses and uses that could, in turn, affect a development. Given that hotel conversion (more than 100 sleeping units) may only be pursued through the granting by CPC of a special permit, site-specific air quality impacts that result from any such hotel conversion would be assessed and disclosed to the public under and pursuant to a separate environmental review.

As discussed in the transportation section above, the total trip generation under the hypothetical hotel development scenario represents increases as compared with the RWCDS. Similar to the RWCDS, the hypothetical hotel development scenario is not expected to result in significant

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adverse impacts from mobile source emissions. Furthermore, as noted above, additional analyses would be conducted at the time that any site-specific applications for special permits are made.

### **GREENHOUSE GAS EMISSIONS**

If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected or enlargement sites analyzed as part of the RWCDS. Since the maximum FAR for commercial development in the With-Action condition is 10.0 FAR, any new hotel construction would have a smaller overall development floor area, and generally a lesser demand for energy than has been assumed for new residential development, which has a maximum of 12.0 FAR. Therefore, the direct GHG emissions from heat and hot water systems and indirect GHG emissions from purchased electricity would be lower with the development of hotels than with the RWCDS assessed in Chapter 15, “Greenhouse Gas Emissions” (RWCDS 2).

If any existing buildings undergo hotel conversion, this would result in a change in use only, and would not result in any new floor area. The change in use within existing buildings would not result in a major change in energy consumption or stationary source GHG emissions as compared with the RWCDS.

As discussed in the transportation section above, the total trip generation under the hypothetical hotel development scenario represent increases as compared with the RWCDS. Therefore, the indirect mobile source emissions would be similar, or slightly greater than with the RWCDS.

While there are no plans to develop hotels on any of the Applicant's sites, any new development on the Applicant's sites would incorporate the GHG emission and energy reduction measures discussed in Chapter 15, and would be consistent with the city's GHG emission reduction goals. Through the special permit process, the city could potentially require similar measures at other sites not under the Applicant's control. Therefore, as with the RWCDS, the development of and/or conversion to hotel use would not result in any significant adverse impacts related to GHG emissions.

### **NOISE**

If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDGS, and would be subject to the height and bulk regulations applicable throughout the Special District. Consequently, they would be subject to the window/wall attenuation requirements shown in Table 16-7 of Chapter 16, “Noise.” With these attenuation measures, any new hotel uses would achieve acceptable interior noise levels according to CEQR criteria. Therefore, while it is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for new hotel construction or enlargement would be developed, such development would not result in any additional significant adverse noise impacts as compared with the RWCDS.

If any existing buildings undergo hotel conversion, this could result in a change in use on sites that were not assessed as part of the RWCDS. The required building attenuation at these buildings would depend on the exterior noise levels resulting from traffic on adjacent roadways, and other nearby sources of noise. Given that hotel conversion (more than 100 sleeping units) may only be pursued through the granting by CPC of a special permit, site-specific building

attenuation requirements would be assessed under and pursuant to a separate environmental review.

As discussed in the transportation section above, the total trip generation under the hypothetical hotel development scenario represents an increase as compared with the RWCDS. Similar to the RWCDS, the hypothetical hotel development scenario is not expected to result in significant adverse noise impacts from project-generated traffic. Furthermore, as noted above, additional analyses would be conducted at the time that any site-specific applications for special permits are made.

### **NEIGHBORHOOD CHARACTER**

As described in the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed action has the potential to result in significant adverse impacts in one or more of the following technical areas: land use, zoning and public policy; socioeconomic conditions; open space; historic resources; urban design and visual resources; shadows; transportation; and noise. An assessment of neighborhood character is also needed if an action may have moderate effects on several of the elements that define a neighborhood's character.

The development assumed to occur under the RWCDS would result in moderate effects in all technical areas that contribute to neighborhood character; however, these combined moderate effects would not result in any significant adverse impacts on neighborhood character. As described above, the hotel development scenario is expected to result in similar effects as compared with the RWCDS. Though there could be an increase in hotel use as compared with the RWCDS, there are a number of existing hotels in the Rezoning Area, and the special permit allowing new hotel development is intended to ensure that hotel development would not conflict with the Proposed Action's goals of preserving existing commercial uses and facilitating the development of a critical mass of residential use in the Rezoning Area. With respect to transportation and traffic-related noise, the hotel development scenario could result in similar or slightly greater impacts than the RWCDS. However, as with the RWCDS, any resulting traffic conditions would be similar to those in the high activity urban neighborhoods defining the traffic study area and would not be out of character with the surrounding neighborhoods. Thus, the development of and/or conversion to hotel use would not result in any significant adverse impacts on neighborhood character.

### **CONSTRUCTION IMPACTS**

As described in Chapter 18, "Construction Impacts," there are no specific construction plans for any projected development within the Rezoning Area and the phasing of construction of the development sites is conceptual. Similarly, it is not known which, if any, of the many properties in the Rezoning Area that meet the criteria for new hotel construction or conversion would be developed with hotel uses, and the timing of any such hotel construction or conversion is not known at this time.

If any new hotels are developed, either as new construction or enlargements, it is expected that such development would occur on the projected development or enlargement sites analyzed as part of the RWDSCS. The amount, type, and duration of construction activity associated with such hotel construction would be similar to or less than that which is anticipated under the RWCDS. Since the maximum FAR for commercial development in the With-Action condition is 10.0 FAR, any new hotel construction would have a smaller floor area than has been assumed

for new residential development, which has a maximum of 12.0 FAR. Consequently, the amount and duration of construction activity associated with new hotel construction may be less than that associated with new residential development assumed in the RWCDS. Therefore, new hotel construction is not expected to result in any additional significant adverse construction-related impacts as compared with the RWCDS.

If any existing buildings undergo hotel conversion, this would result in a change in use only. Construction activity associated with conversion to hotel use would likely be short-term (i.e., construction equipment would operate at any site for less than two years) and would be of minimal intensity, consisting of interior renovation and possibly some exterior façade work. Such construction activity would result in very little air pollutant emissions, and noise from such construction activity is minimized by the surrounding structure. However, as most of the possible hotel conversion sites consist of buildings not identified as projected or potential development sites under the RWCDS, such building conversions would be in addition to the development assumed with the RWCDS, and any associated construction activity would be an increase in the overall construction activity associated with the RWCDS that is assessed in Chapter 18, “Construction.” Additional analyses would be necessary to determine if there could be other construction-related impacts related to potential hotel conversion projects that would otherwise not occur with the RWCDS. Given that the conversion to new hotel uses with more than 100 sleeping units would require a special permit from the CPC, any construction-related impacts that could result would be assessed and disclosed to the public under and pursuant to a separate environmental review.

## **PUBLIC HEALTH**

This conceptual analysis has not identified significant unmitigated adverse impacts in any CEQR analysis areas, including air quality, water quality, hazardous materials, and noise. Therefore, based on the methodologies in the *CEQR Technical Manual*, an analysis of public health is not warranted. More detailed analysis of public health, if necessary, would be performed at such time as any site-specific applications for special permits are made.

## **D. BSA SPECIAL PERMIT**

The proposed Special Hudson Square District text includes a provision to allow, subject to the approval of a special permit by the BSA, eating or drinking establishments with entertainment and a capacity of more than 200 persons or establishments of any capacity with dancing, provided that certain findings are made. The special permit findings include, but are not limited to, the following: that the entrance to such use shall be a minimum of 100 feet from the nearest residence district boundary; that such use will not cause undue vehicular or pedestrian congestion in local streets; that such use will not impair the character or the future use or development of the surrounding residential or mixed use neighborhoods, and; that such use will not cause the sound level in any affected residential use to exceed the limits set forth in any applicable provision of the New York City Noise Control Code. Furthermore, the BSA shall prescribe appropriate controls to minimize adverse effects on the character of the surrounding area, including, but not limited to, location of entrances and operable windows, provision of sound-lock vestibules, specification of acoustical insulation, maximum size of establishment, kinds of amplification of musical instruments or voices, shielding of flood lights, adequate screening, curb cuts or parking. (The special district text is provided in **Appendix 1**.)

Such eating or drinking establishments are currently permitted as-of-right under the current M1-6 zoning. It is not known which, if any, of the properties within the Rezoning Area may seek a

special permit to allow eating or drinking establishments with entertainment and a capacity of more than 200 persons or establishments that permit dancing. As stated above, any property not located within 100 feet from the nearest residence district boundary would be permitted to seek the special permit. (Thus, the special permit would not apply to the following properties, which are located within 100 feet of and R6 or an R7-2 district: Block 505, Lots 1, 14, 16, 24, 26, 31, 35, and 36; Block 506, Lot 7501; Block 519, Lot 70; and Block 520, Lots 1 and 56.) However, such action would be subject to separate discretionary approval and any environmental impacts associated with such action would be assessed and disclosed to the public pursuant to a separate environmental review. Furthermore, as noted above, approval of such a use may be granted only upon the BSA making certain findings related to anticipated noise levels, vehicular or pedestrian traffic, and neighborhood character.

Given the specified special permit findings that must be met prior to BSA approval, the special permit is not expected to result in any additional significant adverse impacts. The proposed special permit would not facilitate new construction or enlargements not already assumed as part of the Proposed Action or result in changes to the distribution of building bulk than otherwise permitted under the proposed zoning regulations. Thus, the proposed special permit is expected to affect only certain technical areas that are influenced by a development's use, specifically, noise, transportation, and land use and neighborhood character. With respect to noise, any eating or drinking or dancing establishment that may be permitted subject to the approval of a special permit would be required to comply with the New York City Noise Control Code's provisions for commercial music, which would limit the noise generated by such establishments. Furthermore, an eating or drinking or dancing establishment is not considered a noise sensitive use (i.e., receptor) as defined by the *CEQR Technical Manual*. Consequently, there would be no potential for a significant adverse noise impact. With respect to transportation, the vehicular, pedestrian, and transit trips associated with any eating or drinking or dancing establishment that may be permitted subject to the approval of a special permit are not anticipated to occur within the peak hours analyzed in this EIS (i.e., weekday AM, midday, and PM peak hours, and Saturday midday peak hour), and the majority of the trips would likely be concentrated on Thursday, Friday, and Saturday nights. However, as noted above, any transportation-related impacts that result from such special permit would be assessed and disclosed to the public under and pursuant to a separate environmental review. Finally, with respect to land use and neighborhood character, it is expected that given the specified special permit findings, any eating or drinking or dancing establishment that may be permitted subject to the approval of a special permit would be consistent with the mixed use character of the area and compatible with surrounding residential and commercial uses, and would not adversely affect the character of the surrounding neighborhood. \*