

## **A. INTRODUCTION**

The proposed action would not result in significant adverse impacts to archaeological resources; however, it has the potential to result in unmitigated significant adverse impacts to S/NR-eligible architectural resources due to demolition, conversions/expansions and/or construction-related activity. In addition, as described in Chapter 6, “Shadows,” the proposed action would result in unmitigated significant adverse shadow impacts to two architectural resources.

This chapter assesses the potential effect of the proposed action on historic architectural and archaeological resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Registers of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

As discussed below, several designated and eligible historic resources and portions of three designated historic districts are located either within, or in the vicinity of, the proposed action area. Because the proposed action would generate development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the proposed action has the potential to affect archaeological and architectural resources.

According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed action and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned and the proposed High Line open space, plus an approximate 400-foot radius around the proposed action area. This is the area in which it is expected that new development could affect physical, visual, and historic relationships of architectural resources. Archaeological resources are considered only in those areas where excavation is likely and would result in new in-ground disturbance; these are limited to sites that may be developed in the rezoning area, including projected and potential development sites. This is also referred to as the area of potential effect.

## **B. BACKGROUND/HISTORY**

West Chelsea, specifically the area bounded by W. 30th Street on the north, Tenth Avenue on the east, W. 14th Street on the south, and the Hudson River on the west, is often considered to be merely the western portion of the Chelsea neighborhood. Its history, as well its present day pattern of land

use, however, distinguish it from the portion of Chelsea east of Tenth Avenue. The neighborhood takes its name from a farming estate established during colonial times by Thomas Clarke. Originally the Hudson River shoreline stood approximately at what is today Tenth Avenue. Over the course of the nineteenth century, Chelsea developed as an urban area, including parcels subdivided from the Chelsea estate by Clarke's grandson, Clement Clarke Moore (who is reputed to be the author of the famed poem "A Visit from St. Nicholas"). Lots from the former Clarke estate were developed with townhouses, many of which today form the Chelsea Historic District on blocks generally bounded by W. 23rd Street, Eighth Avenue, W. 19th Street, and Tenth Avenue. During this same period, the shoreline was moved westward through landfilling. While the area east of Tenth Avenue emerged as a residential area along with institutions such as the General Theological Seminary, west of Tenth Avenue industrial uses predominated, taking advantage of their proximity to the Hudson River.

The nineteenth century industrial area in West Chelsea included a mix of uses, including lumber yards, breweries, factories, and warehouses, while piers were developed along the landfilled shoreline. As industry grew in West Chelsea toward the end of the century, the character of the formerly upscale residential neighborhood changed as tenements were built and some houses were subdivided into apartments to house workers. Meanwhile, the Meatpacking District formed on the blocks west of Ninth Avenue between Gansevoort Street and approximately W. 15th Street.

For the first half of the twentieth century, West Chelsea remained a thriving industrial district. Over time, new factories, warehouses, and transportation infrastructure replaced many of the nineteenth century facilities. Piers along the waterfront were used for a variety of purposes. For example, Chelsea Piers, built in the early twentieth century, were initially used as a passenger ship terminal for ocean liners and later used by troop ships during the world wars and as a cargo terminal during the 1950s and 1960s. Inland, streets were congested with cars, trucks, and trains. Freight railroads ran at-grade on portions of Tenth, Eleventh, and Twelfth avenues, a right-of-way which was dubbed "Death Avenue" due to the dangerous conditions found there. In order to address these problems, the New York Central Railroad, working in partnership with the city and state, constructed what was then called the West Side Improvement, including elevated tracks from W. 30th Street to Spring Street, with the line officially opening in 1934. North of W. 30th Street the elevated freight tracks linked to a newly constructed rail cut where the line continued north. The construction of the High Line, as it is now known, strengthened West Chelsea's position as a warehousing and freight terminal hub, inducing the development of new facilities such as the Starrett-Lehigh Building, a nineteen-story warehouse occupying an entire block, which opened in 1931.

In the postwar era, echoing trends occurring locally and nationally, Chelsea experienced a decline in manufacturing and in freight related economic activity. With the advent of containerized shipping, river-based freight activity on the piers dwindled during the 1950s and 1960s to a point of complete abandonment. Similarly, though more gradually, rail freight activity declined on the High Line, with the final freight train, carrying a cargo of frozen turkeys, passing over the trestle in 1980. Concurrently, as the decline of industrial and transportation jobs vitiated the economic base that had long provided employment for area residents, the predominately residential sections of Chelsea experienced change as some residents moved on to other neighborhoods or the suburbs and large scale housing developments were constructed by the New York City Housing Authority (Robert

Fulton Houses, Chelsea Houses, and Elliot Houses) and the International Ladies' Garment Workers Union (Penn Station South Houses) in order to provide affordable housing.

Over the last two and a half decades, the predominately residential portion of Chelsea has experienced a revival. New upwardly mobile residents were attracted to the area for the attractive housing stock, affordable prices, and location with convenient access to Midtown and Lower Manhattan. Many older townhouses were rehabilitated and, particularly following rezonings in the 1990s, new developments were constructed along Sixth and Seventh avenues, many on sites that had been occupied by parking lots or low-rise buildings. At the same time, the West Chelsea area experienced a transition as former industrial loft buildings were converted to other uses, including offices, night clubs, and art galleries. The waterfront area has been redeveloping as well. Chelsea Piers were converted into a sports and entertainment complex providing public access, while other piers and waterfront areas are being incorporated into Hudson River Park.

### C. ARCHITECTURAL RESOURCES

The proposed action would induce construction, demolition, and alteration of buildings in the proposed action area, as well as reconstruction and reuse of the High Line, and therefore, in accordance with Section 220 of Chapter 3F in the *CEQR Technical Manual*, an assessment of its effects on architectural resources is provided.

#### Existing Conditions

In order to assess the potential architectural impacts of the proposed action, a study area was defined by drawing a 400-foot radius around the boundary of the proposed rezoning area and the proposed High Line open space facility (refer to Figure 7-1).

There are no S/NR-listed or LPC-designated historic resources located in the proposed action area. However, there are 17 properties in the proposed action area that have been identified as being eligible for listing. Ten of these resources are on projected or potential development sites and 6 of the historic resources are not on projected or potential development sites. The remaining historic resource is the High Line.

Within 400 feet of the proposed action area, there are 15 additional architectural resources. These include 6 listed or designated resources and 9 eligible resources. Refer to LPC Architectural Environmental Review letter attached in Appendix B. These resources are listed in Table 7-1 and their approximate locations are shown in Figure 7-1. The numbers shown on the figures are keyed to the numbers listed for each resource in the table. When initially referenced in the text, the resources are listed by the number used to identify them in the table and figure. In total, ~~36~~ 35 resources were considered in this analysis. The study area contains 32 historic architectural resources and ~~four~~ three additional resources which are located beyond the 400-foot study area, which were included because of their historic significance.

Figure 7-1  
Study Area Historic Resources



Scale: 1 inch = 800 feet



**Legend:**

**———** 400 ft Boundary

**- - - - -** Rezoning Area Boundary

**13** Projected/Potential Development

**■** Historic Resource



Scale: 1 inch = 500 feet



- Legend:**
- 400 ft Boundary
  - Rezoning Area Boundary
  - Projected/Potential Development
  - Historic Resource

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**Figure 7-1a**  
**Historic Resources in the Northern Portion of the Study Area**



Scale: 1 inch = 500 feet



- Legend:**
- 400 ft Boundary
  - - - Rezoning Area Boundary
  - 13 Projected/Potential Development
  - 22 Historic Resource

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**Figure 7-1b**  
**Historic Resources in the Central Portion of the Study Area**



**Legend:**

- 400 ft Boundary
- Projected/Potential Development
- Rezoning Area Boundary
- 13
- 22
- 32
- 36
- 37
- 19
- 20
- 21
- 23
- 24
- 25
- 44
- 45

Scale: 1 inch = 500 feet

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**Figure 7-1c**  
**Historic Resources in the Southern Portion of the Study Area**

**Table 7-1, West Chelsea/High Line Open Space Study Area Resources**

<b>Eligible Resources Located in the Proposed Action Area and Directly Affected by the Proposed Action</b>		<b>Listed Resources Located Within 400 Feet of the Proposed Action Area (Cont.)</b>	
1.	<u>High Line</u> - S/NR eligible; directly affected by proposed action.	19.	<u>Gansevoort Market Historic District</u> - LPC listed; portion within 400 feet of the directly affected area.
2.	<u>W. &amp; J. Sloane Warehouse and Garage, 527-541 W. 29th Street (block 701, lot 1)</u> - S/NR eligible; Projected Development Site 1.	20.	<u>Greenwich Village Historic District</u> - LPC and S/NR listed; portion within 400 feet of the directly affected area.
3.	<u>Former Hess Brothers Confectionary Factory, 502-504 W. 30th Street, (block 701, lot 43)</u> - S/NR eligible; part of Projected Development Site 2.	21.	<u>Starrett-Lehigh Building, 601 W. 26th Street (block 672, lot 1)</u> - LPC listed; within 400 feet of the directly affected area.
4.	<u>Warehouse, 548 W. 28th Street, a.k.a, 547-559 W. 27th Street (block 699, lot 5)</u> - S/NR eligible; Projected Development Site 4.	22.	<u>437-459 W. 24th Street Houses (block 722, lots 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17)</u> - LPC and S/NR listed; within 400 feet of the directly affected area.
5.	<u>Otis Elevator Building, 246-260 Eleventh Avenue (block 698, lot 1)</u> - LPC and S/NR eligible; Projected Development Site 7.	23.	<u>Merchants Refrigerating Company Warehouse, 501 W. 16th Street (block 687, lot 29)</u> - S/NR listed; within 400 feet of the directly affected area.
6.	<u>Williams Warehouse, 259 Tenth Avenue (block 697, lot 31)</u> - LPC and S/NR eligible; part of Projected Development Site 9.	<b>Eligible Resources Located Within 400 Feet of the Proposed Action Area</b>	
7.	<u>Charles P. Rogers &amp; Company Building, 517-523 W. 29th Street (block 701, lot 24)</u> - S/NR eligible; part of Potential Development Site 29.	24.	<u>Morgan Postal Facility, 341 Ninth Avenue (block 727, lot 1)</u> - LPC and S/NR eligible; within 400 feet of the directly affected area.
8.	<u>Manufacturing building, 550 W. 29th Street (block 700, lot 61)</u> - S/NR eligible; part of Potential Development Site 30.	25.	<u>Terminal Warehouse Company, 261-275 Eleventh Avenue (block 673, lot 1)</u> - S/NR eligible; within 400 feet of the directly affected area.
9.	<u>E.R. Merrill Spring Co., 530 W. 28th Street (block 699, lot 49)</u> - S/NR eligible; part of Potential Development Site 38.	26.	<u>B&amp;O Terminal, 235 Eleventh Avenue (block 670, lot 70)</u> - S/NR eligible, within 400 feet of the directly affected area.
10.	<u>216 Eleventh Avenue (block 696, lot 65)</u> - S/NR eligible; Potential Development Site 40.	27.	<u>446-460 W. 25th Street (block 722, lot 65, 66, 67, 68, 69, 70, 71, 72)</u> - LPC and S/NR listed; within 400 feet of the directly affected area.
11.	<u>Terminal Hotel, 563-565 W. 23rd Street (block 695, lot 1)</u> - S/NR eligible; part of Potential Development Site 47.	28.	<u>461 W. 24th Street (block 722, lot 5)</u> - LPC and S/NR listed; within 400 feet of the directly affected area.
<u>39.</u>	<u>Proposed Community Board 4 Historic District - LPC, S/NR eligible; includes Development Sites 4, 7, 9, 36, 37, and 38.</u>	29.	<u>London Terrace apartments, 401-465 W. 23rd Street (block 721, lots 7, 7501)</u> - LPC and S/NR eligible; within 400 feet of the directly affected area.
<b>Other Eligible Resources Located in the Proposed Action Area</b>		30.	<u>461 W. 18th Street (block 716, lot 1)</u> - LPC and S/NR listed; within 400 feet of the directly affected area.
12.	<u>Garage, 537-547 W. 26th Street (block 698, lot 10)</u> - S/NR eligible, in the rezoning area.	31.	<u>445 W. 18th Street (block 716, lot 12)</u> - LPC and S/NR listed; within 400 feet of the directly affected area.
13.	<u>Wolff Building and Annex, 508-526 W. 26th Street (block 697, lots 42, 47)</u> - S/NR eligible; in the rezoning area.	32.	<u>Nabisco Complex (now Chelsea Market), 69-83 Ninth Avenue (block 713, lot 1)</u> - LPC and S/NR eligible; within 400 feet of the directly affected area.
14.	<u>Cornell Ironworks, a.k.a., Standard Oil Offices, 555 W. 25th Street (block 697, lot 5)</u> - LPC and S/NR eligible; in the rezoning area.	<u>37</u>	<u>Pier 57 - S/NR eligible; within 400 feet of the directly affected area</u>
15.	<u>Reynolds Metal Company, 511-541 W. 25th Street (block 697, lots 13, 23)</u> - LPC and S/NR eligible; in the rezoning area.	<u>38</u>	<u>Pier 66A - S/NR eligible; within 400 feet of the directly affected area</u>
16.	<u>Church of the Guardian Angel, 185 Tenth Avenue (block 693, lot 31)</u> - LPC and S/NR eligible; in the rezoning area.	<b>Additional Resources of Interest Located Beyond 400 Feet from the Proposed Action Area</b>	
17.	<u>Seamen's House, 118 Eleventh Avenue (block 691, lot 1)</u> - S/NR eligible; in the rezoning area.	33.	<u>Farley Post Office</u> - LPC and S/NR listed; located on the block bounded by 31st and 33rd streets and 8th and 9th avenues
		34.	<u>The Heywood Building</u> - S/NR eligible; located at 400 W. 26th Street.
<b>Listed Resources Located Within 400 Feet of the Proposed Action Area</b>		35.	<u>Pier 64</u> - S/NR eligible, located at Marginal Avenue and W. 24th Street.
18.	<u>Chelsea Historic District</u> - LPC and S/NR listed; portion within 400 feet of the directly affected area.	36.	<u>Port Authority Commerce Building</u> - S/NR eligible; located at 76 9th Avenue.

## High Line

As noted above in the “Background/History” section, the High Line (#1) was designed and constructed in the early 1930s by the New York Central Railroad to remove freight train traffic from an at-grade street right-of-way. The West Side Improvement, as the High Line was formally known, opened in 1934. Originally extending from W. 30th Street and Eleventh Avenue to St. John’s Freight Terminal on Spring Street in Hudson Square, its sections south of Gansevoort Street were previously removed. It is a steel frame structure with a concrete reinforced deck with gravel ballast, double-track railroad line, and metal railings. As it has not been used for freight rail since 1980, the deck has become overgrown with vegetation in many locations. The deck is located approximately 30 feet above street level. From approximately W. 29th Street to W. 18th it extends parallel to and approximately 100 feet west of Tenth Avenue and it crosses Tenth Avenue at W. 17th Street and extends south to Gansevoort Street where it is immediately west of Washington Street. It is approximately 1.5-miles long and the deck encompasses a surface area of approximately ~~6.7~~ 5.9 acres. The section of the High Line viaduct extending north and west of W. 30th Street and Eleventh Avenue is not included in the proposed action area (see Figure 8-16 in Chapter 8, “Urban Design and Visual Resources”).

## Resources in the Proposed Action Area

As shown in Table 7-1, there are ten historic resources eligible for S/NR or LPC listing which form all or part of a projected or potential development site (# 2- #11). Photographs of each of these resources are shown in Figure 7-2. The effects of the proposed action on these sites, as anticipated as part of the reasonable worst-case development scenario (RWCDs), are described below in the section “Future With the Proposed Action.”

The **W. & J. Sloane Warehouse and Garage** (#2, S/NR eligible), located at the northeast corner of W. 29th Street and Eleventh Avenue, is on Projected Development Site 1. This resource consists of three buildings. As shown in Figure 7-2a, it includes a 10-story red brick loft structure, with Renaissance Revival elements, consisting of two buildings which are identical in style and indistinguishable, but which were constructed at different times (1909 and 1913). It is sited around the southwest corner of the lot now occupied by a parking lot (which is not S/NR eligible). To the east of this structure, is a 4-story garage building, also with Romanesque Revival details. This was constructed in 1910.

The **Former Hess Brothers Confectionary Factory** (#3, S/NR eligible), located on W. 30th Street midblock between Tenth Avenue and the High Line, is on a portion of Projected Development Site 2. As shown in Figure 7-2b, it is a 7-story masonry industrial building. Its brickwork is suggestive of the Romanesque Revival style and it is notable for the columns at its base. It was constructed in 1884-1885.

The **warehouse building at 548 W. 28th Street** (#4, S/NR eligible), a.k.a., 547-559 W. 27th Street, is located on a through-lot with frontage on W. 27th and W. 28th streets, midblock between Tenth and Eleventh avenues. It is on Projected Development Site 4. As shown in Figure 7-2c, it is a 6-

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**Figure 7-2a**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: W. & J. Sloane Warehouse, corner of W. 29th Street & Eleventh Avenue  
Below left: W. & J Sloane Warehouse, Eleventh Avenue frontage  
Below right : W. & J. Sloane Warehouse & Garage, W. 29th Street frontage



(Note: 10-story warehouse at left, 4-story garage at right)

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**Figure 7-2b**

**Eligible Historic Resources on Projected and Potential Development Sites**



Left: Former Hess Brothers Confectionery Factory, along W. 30th Street

Below: Side view of Former Hess Brothers Confectionery Factory, from Tenth Avenue



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**Figure 7-2c**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: 458 W. 28th Street, W. 27th Street frontage

Right: 458 W. 28th Street, W. 28th Street frontage



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**Figure 7-2d**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: Otis Elevator Building, W. 27th Street frontage

Below left: Otis Elevator Building, Eleventh Avenue frontage

Below right: Otis Elevator Building, W. 26th Street frontage, at corner of Eleventh Avenue



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**Figure 7-2e**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: Williams Warehouse, W. 26th Street frontage



Right: Williams Warehouse, W. 25th Street frontage

Below: Williams Warehouse, Tenth Avenue frontage



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**Figure 7-2f**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above left: Charles P. Rogers & Company Building, W. 29th Street, western portion



Above right: Charles P. Rogers & Company Building, W. 29th Street, eastern portion

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**Figure 7-2g**

**Eligible Historic Resources on Projected and Potential Development Sites**



Manufacturing Building at 550 W. 29th Street

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**Figure 7-2h**

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: E.R. Merrill Spring Co., W. 28th Street frontage

Below: E.R. Merrill Spring Co., W. 27th Street frontage



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**Figure 7-2i**

**Eligible Historic Resources on Projected and Potential Development Sites**



Building at 216 Eleventh Avenue, at the corner of W. 25th Street and Eleventh Avenue

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Figure 7-2j

**Eligible Historic Resources on Projected and Potential Development Sites**



Above: Terminal Hotel, Eleventh Avenue frontage

Below: Terminal Hotel, W. 23rd Street frontage



story red brick loft building, with Romanesque Revival-style details. It is also known as the Berlin and Jones Envelope Company building. It was constructed 1889-1900.

The **Otis Elevator Building** (#5, LPC and S/NR eligible), located on a corner lot with frontage on W. 27th Street, Eleventh Avenue, and W. 26th Street, is on Projected Development Site 7. As shown in Figure 7-2d, it is a 7-story yellow brick loft building. According to NYC Department of Finance records, it was built in 1911 and altered in 1983.

The **Williams Warehouse** (#6, LPC and S/NR eligible), located on a corner lot with frontage on W. 26th Street, Tenth Avenue, and W. 25th Street, is on a portion of Projected Development Site 9. As shown in Figure 7-2e, it is a 10-story yellow brick loft building. According to NYC Department of Finance records, it is estimated to have been built in 1928 and was altered in 1989.

The **Charles P. Rogers & Company Building** (#7, S/NR eligible), located on W. 29th Street midblock between Tenth and Eleventh avenues, is on a portion of Potential Development Site 29. As shown in Figure 7-2f, it is a 6-story red brick building, although the easternmost portion of the building is 2 stories with a vehicle entrance which may not be part of the original building. It was built in 1903.

The **manufacturing building at 550 W. 29th Street** (#8, S/NR eligible), located on W. 29th Street midblock between Tenth and Eleventh avenues, is on a portion of Potential Development Site 30. As shown in Figure 7-2g, it is a 3-story, red brick, Greek Revival building, with four star-shaped metal wall ties attached to the facade. It was built sometime before 1883.

The **E.R. Merrill Spring Co.** (#9, S/NR eligible) building, is located on a through-lot with frontage on W. 27th and W. 28th streets, midblock between Tenth and Eleventh avenues. It is on a portion of Potential Development Site 38. As shown in Figure 7-2h, it is a 3-story brick building. The building was constructed in multiple phases as it was gradually expanded between 1872 and 1920.

The **building at 216 Eleventh Avenue**, a.k.a., 210 Eleventh Avenue and 564 W. 25th Street, (#10, S/NR eligible), located on a corner lot with frontage on both W. 25th Street and Eleventh Avenue, is on Potential Development Site 40. It is also known as the Zinn Building. As shown in Figure 7-2i, it is a twelve-story concrete and steel Renaissance Revival style building, with brick, stone, and terra cotta exterior. According to NYC Department of Finance records, it was built in 1911 and altered in 1989.

The **Terminal Hotel** (#11, S/NR eligible), located at the northeast corner of W. 23rd Street and Eleventh Avenue, is on Potential Development Site 47. As shown in Figure 7-2j, it is a 4-story brick and stone Italianate building. It was constructed about 1860.

The following resources are located in close proximity to or directly adjacent to projected and potential development sites where development induced by the proposed action may occur:

The **Garage at 537-547 W. 26th Street** (#12, S/NR eligible), a 1-story garage, built in 1912, notable for its gabled facade and interior steel truss.

The **Cornell Ironworks** (#14, LPC and S/NR eligible), 555 W. 25th Street (located adjacent to Potential Development Site 39), a red brick building built in 1891 by the eponymous company which manufactured decorative and structural iron implements, and, after 1908, used as offices and warehouse space by Standard Oil.

The **Reynolds Metal Company** (#15, LPC and S/NR eligible), 511-541 W. 25th Street (adjacent to Projected Development Site 9), consisting of two buildings, including a 9-story tan brick building at 511 W. 25th Street and a 4-story red brick building at 525-539 W. 25th Street.

The Roman Catholic **Church of the Guardian Angel** (#16, LPC and S/NR eligible), 185 Tenth Avenue (located across the street from Projected Development Site 15), is a 1930 brick and limestone structure

The **Seamen's House** (#17, S/NR eligible), 118 Eleventh Avenue (located adjacent to Project Development Sites 16 and 17 and across the street from Projected Development Site 13), is a 9-story Art Deco-style building constructed in 1930-1931 as a YMCA facility for sailors whose ships docked at the Hudson River piers and is now used as the Bayview Correctional Facility, housing female inmates.

In comments on the DEIS (see Chapter 27, "Comments and Responses"), Community Board 4 proposed that portions of the area bounded by W. 25th Street and W. 28th Street, Tenth Avenue and the Hudson River be designated a historic district. This area (#39, LPC, S/NR eligible) lies within the core of the major industrial area in western Chelsea that is historically linked to water and rail transportation. This area epitomizes the industrial history of Chelsea and contains a number of notable structures associated with industry and transportation in the area. Projected Development Sites 4, 7, and 9 and Potential Development Sites 36, 37, and 38 are located within the proposed historic district. The proposed historic district is presented in Figure 7-5.

#### *Resources Within 400 Feet of the Proposed Action*

Outside of the proposed action area, but within the study area there are six resources that are S/NR and/or LPC listed. These consist of three historic districts and three individual resources. These resources are shown in Figures 7-3 and 7-4.

#### *Individual Landmarks*

**The Starrett-Lehigh Building** (#21), occupies the entire block bounded by W. 27th Street, Eleventh Avenue, W. 26th Street, and Twelfth Avenue. It is located across the street from the rezoning area and in particular Project Development Site 7. LPC designated it a landmark in 1986. It is also S/NR eligible. Built in 1930-1931, it was developed by the Starrett Investing Company and the Lehigh Valley Railroad as a freight terminal with warehouse and office space. This massive Modern style building, with eighteen-story eastern wing, nineteen-story mid-section, and 9-story western wing,

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**Figure 7-3a  
Historic Districts Within the Study Area**



Above: View of buildings in the Chelsea Historic District,  
Northeast Corner of W. 21st Street and Tenth Avenue

Below: View of W. 20th Street east of Tenth Avenue  
in Chelsea Historic District



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**Figure 7-3b  
Historic Districts Within the Study Area**



Above: View of W. 14th Street and Washington Street, Southeast Corner, Gansevoort Market Historic District

Below: View of 17 W. Little 12th Street, Gansevoort Market Historic District



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**Figure 7-3c  
Historic Districts Within the Study Area**



Above: View of buildings in the Greenwich Village Historic District,  
Washington Street between Horatio and Jane Streets

Below: View of 67 Horatio Street, building in Greenwich Village Historic District



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**Figure 7-4a**

**Individual Historic Landmarks in the Study Area**



Above: Starrett-Lehigh Building,  
View from Eleventh Avenue and W. 27th Street, Looking Southeast

Below: Merchants Refrigerating Company Warehouse,  
View from Tenth Avenue and W. 18th Street, Looking South  
(note: High Line in the foreground)



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**Figure 7-4b  
Individual Historic Landmarks in the Study Area**



Above: View of Houses at 437-459 W. 24th Street,  
Including 437 W. 24th Street, at right (east) end of row

Below: View of Houses at 437-459 W. 24th Street,  
Including 447 W. 24th Street (building with tan shutters and cornice)



# PROPOSED HISTORIC AREAS WEST CHELSEA REZONING



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Figure 7-5, Proposed CB4 Historic District

features horizontal bands of steel ribbon windows alternating with brick spandrels and concrete floorplates. It is a reinforced concrete slab building with largely column-free floors. This building is shown in Figure 7-4a.

The **Houses at 437-459 W. 24th Street (#22)** are located along the north side of the street, midblock between Ninth and Tenth avenues. They were LPC-designated in 1970 and listed on the S/NR in 1982. This row of 12 paired houses was constructed in 1849-1850. These Greek Revival/Italianate residences are setback from the street with deep landscaped yards and retain their original stoops, iron railings, and other details. They are 3-stories tall, three bays wide, and constructed of brick. Views of this resource are shown in Figure 7-4b.

The **Merchants Refrigerating Company Warehouse (#23)** occupies the entire block bounded by W. 17th Street, Tenth Avenue, W. 16th Street, and Eleventh Avenue. It is located across the street from the rezoning area along two street frontages and is also immediately adjacent to a spur of the High Line that branches off the main line near where it crosses Tenth Avenue in front of the resource. It is also located across the street from Projected Development Sites 21 and 24. It was S/NR listed in 1985. It was constructed in 1916-1918 as a cold storage warehouse, representing the state of the art in this type of facility at the time. It is an eleven-story building constructed of reinforced concrete with an exterior of buff-colored brick, terra cotta, granite, and cast stone designed in a simplified Renaissance revival style. It covers the entire block and therefore follows its trapezoidal shape. The facades are divided vertically into three sections by cornices or banding, separating floors 1 to 3, 4 to 10, and 11. This building is shown in Figure 7-4a.

In addition to the listed resources identified above, there are thirteen resources outside the proposed action area that have been identified as being eligible for LPC designation, S/NR listing, or both. These resources are listed in Table 7-1 and their location shown in Figure 7-1 (including Figures 7-1a through 7-1c).

The **Morgan Postal Facility (#24, S/NR eligible, LPC eligible)** occupies the entire block bounded by Ninth and Tenth Avenues and W. 29th and W. 30th Streets. Constructed in 1933 by the United States Postal Service, the building is significant as one of many postal facilities built under a New Deal-generated building program. The building was designed by James A. Wetmore. It is set on a limestone base and the upper portion of the building is faced in tan brick and articulated with alternating piers and window bays. Art Deco details ornament the 10-story Ninth Avenue portion of the building. The building is clad with a frieze above the base, a belt course with a similar geometric pattern runs above the eighth floor, with a cornice above the ninth floor. The building features sculpted eagles and carved floral blocks along the base.

The **New York Terminal Warehouse Company's Central Stores (#25, S/NR eligible)** was constructed between 1890 and 1912. The Central Stores occupy the block between Eleventh and Twelfth Avenues and W. 27th and W. 28th Streets. The complex is comprised of 25 storage buildings of the same design. The brick buildings range in height from seven- to nine-stories and they feature arched window openings and corbelled cornices. Along Eleventh Avenue the facade features a large, central-arched entrance and some terra cotta ornamentation. The terminal complex

is recognized for its association with the development of Manhattan's waterfront and for its architectural features.

The **Baltimore & Ohio Terminal Warehouse** (#26, S/NR eligible), constructed between 1912 and 1914, is located at the southwest corner of the intersection of W. 26th Street and Eleventh Avenue. The B & O Terminal is the oldest fully intact vestige of the railroad industry in West Chelsea. It was the first and largest reinforced concrete building approved by the New York City Buildings Department. The facades are simply designed with alternating vertical bays of smooth-faced concrete and rusticated concrete. The building features pilasters, a cornice, and includes pedimented parapets along the roof line. The B & O Terminal is recognized for its association with the development of Manhattan's waterfront, for its architectural features, and for its engineering.

**446-460 W. 25th Street** (#27, S/NR listed, LPC listed) consists of eight brick or brownstone row houses. The buildings are either three stories or three stories with a basement and all of the buildings have a common roof line. Six of the eight buildings have classic cornices. Several buildings have low stoops with cast-iron handrails. Many of the buildings have molded stone window lintels and stone window sills. One building also has window shutters.

**461 W. 24th Street** (#28, S/NR listed, LPC listed) is a 2-story building with a pitched roof and a brick facade. There are small attic windows facing W. 24th Street and full-size attic windows on the side of the building. Paneled stone window lintels and stone window sills frame the five windows along W. 24th Street.

**London Terrace** (#29, S/NR eligible, LPC eligible) is two rows of connected apartment buildings built in protomodern planar style with faintly Gothic verticality. A block-long private garden comprises the area between the two buildings. Terrace Towers is comprised of four corner buildings which contain approximately 710 units. The entire apartment complex contains 1,670 units and ground floor retail.

**461 W. 18th Street** (#30, S/NR listed, LPC listed) is a 2-story building with a pitched roof and a brick facade. There are small attic windows facing W. 18th Street and full-size attic windows on the side of the building. Stone window lintels and stone window sills frame the two second-story windows and the large ground-floor window along W. 18th Street.

**445 W. 18th Street** (#31, S/NR listed, LPC listed) is a 2-story brick building with a basement and an attic. There are small attic windows facing W. 18th Street. The building has a low stoop with wrought-iron handrails and a wrought-iron fence. There are stone window sills and paneled stone window lintels.

The **Nabisco Complex/Chelsea Market** (#32, S/NR eligible, LPC eligible) was the first of West Chelsea's start-up industries to become a major national corporation. The initial factory began in 1887 and by 1932 the Nabisco Complex consisted of seventeen buildings on three blocks. Many of the brick structures employ a simplified industrial classicism enhanced with terra cotta cornices, moldings and trim. In 1995, one full block of the complex was adapted into the Chelsea Market.

The **James A. Farley Post Office** (#33, S/NR listed, LPC listed) is a McKim, Mead and White building. The building was constructed between 1908 and 1913 as a companion to the former Pennsylvania Station. The building features a colonnade of 20 Corinthian columns, each 53 feet high, and stretches along two full city blocks.

The **Heywood Building** (#34, S/NR eligible) is a 10-story building located on a corner lot with frontage on W. 26th Street and 9th Avenue. According to NYC Department of Finance records, the grey brick loft building was constructed in 1920.

~~**Pier 64** (#35, S/NR eligible) is located to the west of Route 9A at W. 24th Street. An empty 2-story storage shed is on Pier 64. The pier is currently closed to the public, but there are plans to repair the pier and possibly reuse the shed for passive and active recreational uses as part of Hudson River Park.~~

The **Port Authority Commerce Building** (#36, S/NR eligible) was constructed in 1932 as a vertical warehouse facility and freight terminal. Located at 111 Eighth Avenue, the art deco building covers the entire city block between W. 15th and W. 16th streets from Eighth and Ninth avenues.

**Pier 57** (#37, S/NR eligible), conceived in 1947 and completed in 1952, is the first civilian project to use floating cement caisson technology in World War II. Designed by engineer E.H. Praeger. The cladding, designed by architect Clinton Lloyd, features masonry, steel, and aluminum in a streamlined modern style. The pier was used by the Grace lines for cargo and passenger shipping between Latin America and New York.

**Pier 66A** (#38, S/NR eligible), is a rare extant wood transfer bridge. Transfer or float bridges were specialized types of bridges that served as essential links in the movement of freight from Manhattan's industries to the railroads serving the mainland. The 26th Street transfer bridge was the last in service on the island of Manhattan and is significant as a remnant of a vanished era in Manhattan's industrial and commercial history and of the Hudson River waterfront. Although built in 1954, it is one of the few wooden Howe truss-type bridges remaining in the United States.

## ***Historic Districts***

### Chelsea Historic District

The rezoning area is located across Tenth Avenue from the Chelsea Historic District (#18). It includes an original district designated by LPC in 1970, listed on the NR in 1977 and on the SR in 1980, as well as an expansion which was added by LPC in 1981 and listed on the S/NR in 1982. It encompasses all or portions of eight blocks in an area generally bounded by W. 23rd Street, Eighth Avenue, W. 19th Street, and Tenth Avenue. Most of the buildings in the district were built from the 1830s to 1870s. Before this time, the area had comprised a single estate called Chelsea, named after the neighborhood of that name in London, England. Its owner, Clement Clarke Moore, developed the area as the City grew northward from Lower Manhattan. Moore controlled building design and use through restrictive covenants which enforced a cohesive and high quality style and pattern of development. The district is primarily residential although it also contains commercial and religious

institution buildings. It mainly consists of Greek Revival and Italianate row houses, but also contains a few apartment buildings and federal houses. Other architectural styles represented among the contributing resources include neo-Grec, French Second Empire, and neo-Gothic. Unlike most areas of Manhattan, some row houses in the district are setback from the street and provide front gardens. The General Theological Seminary campus, including buildings from the 1820s and 1830s as well as lawns and trees, occupies the block bounded by W. 21st Street, Ninth Avenue, W. 20th Street, and Tenth Avenue. Moore donated this land to the Episcopal Church on the condition it be used for a seminary.

As shown in Figure 7-1, the western portion of this historic district is located within the study area. This includes the block frontages along Tenth Avenue, from the south side of W. 20th Street to W. 23rd Street facing directly across the street from the rezoning area. Figure 7-3a shows views of selected buildings in the historic district that are located within the study area.

### Gansevoort Market Historic District

The southern portion of the High Line, from W. 14th Street to Gansevoort Street, is located adjacent to the Gansevoort Market Historic District (#19), which LPC designated in 2003. This district encompasses all or portions of 11 blocks in an area generally bounded by W. 15th Street, Hudson Street, Horatio Street, Washington Street, and the High Line. This area has been a wholesale meat market for over 150 years and architecture of the district tells the story of an important era in the City's history when its markets were expanding to serve the metropolitan region and beyond. At the time of designation, the district consisted of 104 buildings, most dating from the 1840s to 1940s, representing a variety of architectural styles and include both purpose-built market buildings and those originally built for other uses but subsequently adapted for market use. In addition, the original Belgian block paving is still visible on most streets. While the concentration of meatpacking and related businesses has declined since the Second World War, today it is a vibrant neighborhood of remaining meatpackers, retail, restaurants, offices, clubs, galleries, and apartments.

Approximately half of this historic district is located within the study area, as the western portion of the district lies within 400 feet of the directly affected area. Figure 7-3b shows views of selected buildings in the historic district that are located within the study area.

### Greenwich Village Historic District

The southern end of the High Line, located near the corner of Gansevoort and Washington streets, is approximately one block from the northwest corner of the Greenwich Village Historic District (#20). It was designated by the NYC LPC in 1969, listed on the NR in 1979, and, upon its creation, on the SR in 1980. It encompasses nearly 100 blocks, in an area bounded generally by Washington Street to the west, University Place to the east, St. Luke's Place to the south and West 13th Street to the north. The District is primarily residential in nature and its layout reflects the incremental growth of Greenwich Village and Manhattan. The district contains hundreds of nineteenth-century rowhouses and townhouses, and later apartment buildings, located on an irregular street grid pattern. Federal-style, Greek Revival, and Italianate row houses built between the 1820s and the 1850s make

up this historic area, which displays distinctive architectural styles relevant to the history of New York City.

Only a very small portion of this historic district is located within 400 feet of the directly affected area and would therefore have the potential to be affected by the proposed action. Specifically, this area includes one block front on the east side of Washington Street between Horatio and Jane streets and an approximately half-block section of Gansevoort Street extending east of Washington Street. Figure 7-3c shows views of these blocks of the historic district.

### **Future Without the Proposed Action**

In the future without the proposed action, it is expected that the current land use trends and general development patterns in West Chelsea will continue. These trends and patterns are characterized by an overall decline in industrial uses and a continued shift toward commercial uses, including office and retail. This likely could include conversions of existing space as well as new construction, following the demolition of existing buildings. The High Line is expected to remain in its existing, unused state below W. 30th Street. As discussed in greater detail below, the portion above W. 30th Street could experience significant adverse impacts as a result of actions associated with Hudson Yards development. In the future without the proposed action, twelve historic resources would be affected by no-action development on identified projected or potential development or by development associated with Hudson Yards and the No. 7 Subway Extension. Resources would be affected through demolition, conversion/expansions, construction activities or a combination of these.

As detailed in Chapter 2, “Land Use, Zoning, and Public Policy,” several developments and conversions are expected within the land use study areas, including new development on some of the projected and potential development sites.

Under the No-Action conditions, seven developments/conversions would directly affect eligible architectural resources. These include the following resources:

- #2 The W. & J. Sloane Warehouse and Garage, located on Projected Development Site 1, would be converted from existing warehouse use to commercial use.
- #3 The Former Hess Brothers Confectionary Factory, on part of Projected Development Site 2, would be re-occupied by commercial space (vacant under existing conditions).
- #4 The warehouse at 548 W. 28th Street, on Projected Development Site 4, would be converted from general commercial space to office space.
- #6 The Williams Warehouse, on part of Projected Development Site 9, would be converted from storage/manufacturing to office and retail uses. The conversion would only affect lot 31 on block 697.

- #7 The Charles P. Rogers & Company Building, on part of Potential Development Site 29, would be converted from storage/manufacturing to office and retail uses.
- #10 The building at 216 Eleventh Avenue, on Potential Development Site 40, would be converted from general commercial to office use.
- #11 The Terminal Hotel, on part of Potential Development Site 47, would be redeveloped with residential and retail uses. This could occur through conversion and expansion of the existing building or by demolishing the existing building and replacing it, along with other buildings on Potential Development Site 47, with a new building.

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.

Future no-action development could cause inadvertent construction-related effects to historic resources through adjacent construction. Historic resources within 90 feet of future no-action developments include the Williams Warehouse (#6), the Charles P. Rogers Building (#7), and the Terminal Hotel (#11). Each of these resources are located within 90 feet of anticipated no-action development. However, as the no-action developments near the Williams Warehouse (#6) and the Charles P. Rogers Building (#7) would be conversions, no adverse construction effects are anticipated because the construction would be predominantly internal. The Terminal Hotel (#11) is within 90 feet of Potential Development Sites 48 and 51, sites which are expected to experience redevelopment under no-action conditions. As described in detail below, preventative measures are taken 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, eligible (but not designated) resources, such as the Terminal Hotel (#11), 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.

As discussed in Chapter 2, several other developments are expected to occur outside the proposed action area in the future without the proposed action. Apart from the Hudson Yards action, discussed below, none of those are expected to directly affect any designated or eligible resources in the study area.

According to the *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS* (November 2004), by 2010 the Hudson Yards project would result in a significant adverse impact due to the planned removal of the section of High Line north of W. 30th Street and west of Eleventh Avenue. In addition, that document notes that the “construction of the open space over the eastern portion of the Caemmerer Yard could partially remove sections of the High Line along W. 30th Street, which would also constitute a significant, adverse impact.” Letters of Resolution (LORs) with the New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP) stipulate mitigation for the adverse impacts to the High Line that include photographic documentation and salvage. Additionally, although the construction of the proposed No. 7 Subway Extension would occur adjacent to ten architectural resources, there would be no adverse impacts

to them because New York City Transit (NYCT) would take protection measures to avoid inadvertent damage, as stipulated in the MTA LOR, contained in Appendix D.

The No. 7 Subway Extension is expected to include construction activity in the vicinity of the West Chelsea rezoning area. Although the terminal station will be located north of the proposed action area at W. 34th Street, layup tracks are expected to extend as far south as W. 24th Street beneath Eleventh Avenue. While the alignment will be created by tunnel boring and its construction is not expected to affect historic resources at grade, the project calls for the construction of an ancillary facility with both below- and above-grade facilities at Eleventh Avenue between W. 25th and W. 26th streets, within Potential Development Site 39. Plans call for a 1-story structure with 8,000 gsf of floor area on the site, currently occupied by an open parking/auto storage lot. This facility is to contain power substations and a ventilation equipment and used as a launching point for tunnel boring machines during construction. If this site is developed pursuant to the West Chelsea proposed action, this facility likely would be located within the footprint of a new building.

The *FGEIS* concludes that the No. 7 Subway Extension is not expected to result in any significant, adverse impacts on historic resources, as NYCT would implement protection measures as part of its construction specifications to avoid accidental construction damage. However, construction activity has the potential to inadvertently damage architectural resources adjacent to construction activity areas. According to the *FGEIS*, this is expected to include five resources located within the West Chelsea study area that are within 90 feet of the proposed ancillary facility. These include: the B&O Terminal at 235 Eleventh Avenue (#26); 216 Eleventh Avenue, a.k.a., the Zinn Building (#10); the Otis Elevator Company building at 246-260 Eleventh Avenue (#5); the garage at 537-547 W. 26th Street (#12); and the Cornell Iron Works, a.k.a., Standard Oil offices, at 555 W. 25th Street (#14).

It is possible that some or all of the buildings identified as eligible for LPC or S/NR designation could become listed in the 2013 future without the proposed action. Privately owned properties that are NYC landmarks, S/NR-listed, or are pending designation or listing as landmarks, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur. Similarly, developments occurring within LPC-designated historic districts require a Certificate of Appropriateness from LPC. Historic resources that are listed on the S/NR or that have been found eligible for listing are given a measure of protection from the effects of Federally sponsored or Federally assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the S/NR are similarly protected against impacts resulting from State-sponsored or State-assisted projects under the State Historic Preservation Act. Private owners of properties that are eligible for, or even listed on, the S/NR using private funds, can, however alter or demolish their properties without such a review process. In addition, the City has procedures for avoiding damage to historic structures from adjacent construction.

Therefore, in the future without the proposed action, up to twelve eligible resources, including the High Line north of W. 30th Street, could be affected by as-of-right development including conversions, expansions, construction activity and/or development associated with the Hudson Yards or the No. 7 Subway Extension. As described above, seven architectural resources would be directly

affected in the future without the proposed action by conversions and/or expansions and six resources could be affected by construction activity. One resource, the Terminal Hotel (#11), could be affected by a combination of redevelopment activities and construction-related damage from nearby construction projects.

Of the six historic resources that could potentially be affected by inadvertent construction-related activity, five resources (#5, #10, #12, #14, and #26) could be affected due to their proximity to construction of the ancillary facility associated with the No. 7 Subway Extension. However, these resources are not likely to experience adverse construction-related impacts because NYCT would take protection measures to avoid inadvertent damage, as described above. Additionally, historic resource #11 is adjacent to an on-going construction site (a mixed-use residential development is currently under construction on Potential Development Sites 48 and 51). As it is an eligible (but not designated) resource, it would not be afforded any special protections, except the basic structural protections provided by the New York City Department of Buildings (DOB) regulations, and as such, may experience adverse construction-related effects.

### **Future With the Proposed Action**

According to the *CEQR Technical Manual*, generally, if a proposed action would affect those characteristics that make a resource eligible for New York City Landmark designation or National Register listing, this could be a significant adverse impact. The designated historic resources in the study area are significant both for their architectural quality as well as for their historical value as part of the City's development. This section assesses the potential for the proposed action to result in significant adverse impacts on identified architectural resources, including effects resulting from construction of projected or potential developments, project-generated shadows, or other effects on existing historic resources in the study area once construction is completed.

The proposed action was assessed in accordance with guidelines established in the *CEQR Technical Manual* (Chapter 3F, Part 420), to determine (a) whether there would be a physical change to any designated property or its setting as a result of the proposed action, and (b) if so, is the change likely to diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence). Whereas this section of the chapter focuses specifically on the proposed action's effects on the physical and visual context of architectural historic resources, an assessment of the proposed action's effect on the visual character of the study area in general is provided separately in Chapter 8, "Urban Design and Visual Resources."

As described in Chapter 1, "Project Description," the proposed action consists of zoning map and zoning text amendments that would establish the Special West Chelsea District as well as acquisition and site selection actions to facilitate a conversion of the High Line into a publicly accessible open space. Refer to that chapter for a detailed description of the proposed zoning, including underlying zoning districts, base and maximum permitted FAR, special street wall and lot coverage controls, and other provisions that would affect development density, bulk, and use.

A new publicly accessible, approximately 6.7 5.9-acre open space would be created on the High Line. It would extend approximately 1.5 miles from W. 30th Street and Eleventh Avenue to its

southern end at Gansevoort Street, and would also include the post office spur extending across Tenth Avenue at W. 30th Street. While a final design for High Line open space has not been prepared at the time of this analysis, a preliminary baseline program for its future reuse has been identified. Potential amenities include walkways, benches, landscaping, kiosks, and elevator and stair access. Although a construction schedule has not yet been identified for the completion of the High Line, it is expected to be open and in place by the 2013 analysis year.

The potential effect of the proposed action on the 17 identified architectural resources within the study area is discussed below and summarized in Table 7-2. As noted in the “Existing Conditions” section above, all of the resources in the proposed action area are eligible resources. Of the 17 resources within the study area, seven would be affected by as-of-right development under no-action conditions, and are therefore, excluded from the assessment contained below.

### *Direct Effects*

Historic resources can be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct effects also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

The proposed action would result in the preservation of the S/NR-eligible High Line structure and its adaptive reuse as a publicly accessible open space. The stated goals of the City's design for reuse as open space include: 1) recognizing the High Line's role in the City's industrial and rail history; and 2) respecting the High Line as a unique piece of engineering. Physical alterations to the High Line, such as the addition of stairs and elevators, would be needed to facilitate reuse as a public open space resource, but are not expected to result in significant adverse impacts to the resource. These alterations would be made consistent with the City's design goals, and would be undertaken in consultation with LPC. Measures to minimize any effects on the High Line from renovation activities would be included in design and construction specifications. Therefore, no significant adverse impacts to the High Line are anticipated as a result of the proposed action.

The proposed action could result in direct effects to three eligible resource that would be converted or demolished as a consequence of the proposed action: the Otis Elevator Building (#5), located on Projected Development Site 7, would be converted to residential use; the E.R. Merrill Spring Co. Building (#9), located on Potential Development Site 38, could be demolished; and the Manufacturing Building (#8), located on Potential Development Site 30, could also be demolished to make way for new, mixed-use development. Two of the resources, the Otis Elevator Building (#5) and the E.R. Merrill Spring Co. Building (#9) are located within the boundaries of the area proposed by Community Board 4 as a historic district (#39) and deemed eligible by LPC for LPC designation and S/NR listing. The Manufacturing Building (#8) is not located within the boundaries of the proposed historic district.

**TABLE 7-2, Summary of Potential Effect of the Proposed Action on Identified Architectural Resources in the Study Area**

Map ID	Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
Eligible Resources in the Proposed Action Area						
1	High Line	no	no	no	N/A	The High Line would be adaptively reused as a publicly accessible open space as part of the proposed action. It is adjacent to or passes through several projected and potential development sites.
2	W. & J. Sloane Warehouse and Garage*	no	no	no	no	This resource is on Projected Development Site 1. However, this is identified as a residential conversion site in the RWCDS, and no significant changes to this resource are anticipated. This site would be affected by as-of-right development under no-action conditions and is therefore excluded from this assessment
3	Former Hess Bros. Confectionary Factory	no	no	N/A	no	This resource is on part of Projected Development Site 2. This site would be affected by as-of-right development under no-action conditions and is therefore excluded from this assessment.
4	Warehouse at 548 W. 28th Street	no	no	no	no	This resource is on Projected Development Site 4. This site would be affected by as-of-right development under no-action conditions and is therefore excluded from this assessment
5	Otis Elevator Building	yes	no	yes	no	This resource is on Projected Development Site 7. It would be converted to residential use and expanded. It is not immediately adjacent to any projected or potential development sites, though Projected Development Site 4 and Potential Developments Sites 36 and 39 are across the street.
6	Williams Warehouse*	no	no	no	no	This resource is on part of Projected Development Site 9. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated. It is not immediately adjacent to any projected or potential development sites, though Projected Development Sites 8 and 11 are across the street.
7	Charles P. Rogers & Company Building	no	no	no	no	This resource is on part of Potential Development Site 29. This site would be affected by as-of-right development under no-action conditions and is therefore excluded from this assessment
8	Manufacturing building at 550 W. 29th Street	yes	no	N/A	no	This resource is on part of Potential Development Site 30. It would be demolished to facilitate new development on the site. As it is privately owned, such demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved.
9	E.R. Merrill Spring Co.	yes	no	N/A	no	This resource is on part of Potential Development Site 38. It would be demolished to facilitate new development on the site. As it is privately owned, such demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved.
10	216 Eleventh Avenue*	no	no	no	no	This resource is on part of Potential Development Site 40. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
11	Terminal Hotel	no	no	no	no	This resource is on part of Potential Development Site 47. This site is included in the RWCDS for noise analysis only, and would not experience any change in its development program under with action conditions as compared to No-Action conditions. The nearby potential development sites are also included for noise analysis only.
12	Garage at 537-547 W. 26th Street	no	no	no	no	This resource is not immediately adjacent to any projected or potential development sites (Projected Development Sites 7, to the west, and 8 to the east, are located on the same block).
13	Wolff Building and Annex	yes	no	yes	no	Projected Development Site 9 is adjacent to this resource. However, that development is identified as a conversion site in the RWCDS, and no construction effects on the resource are expected. Should this resource become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.

Map ID	Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
14	Cornell Ironworks, (Standard Oil offices)	yes	no	yes	no	Potential Development Site 39 is adjacent to this resource. Should this resource become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.
15	Reynolds Metal Company	yes	no	yes	no	Projected Development Site 9 is adjacent to this resource. However, that development is identified as a conversion site in the RWCDS, and no construction effects on the resource are expected. Should this resource become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.
16	Church of the Guardian Angel	yes	no	no	yes	This resource is not immediately adjacent to any projected or potential development sites (Projected Development Sites 15 is located across the street.
17	Seamen's House	no	no	no	no	Projected Development Sites 16 and 17 are adjacent to this resource. Should this resource become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.
Listed Resources Outside the Proposed Action Area, in the Study Area						
18	Chelsea Historic District	yes	no	no	yes	Projected Development Sites 15 and 18 and Potential Development Site 42 are located across the street from the district's western boundary. Would result in taller buildings facing the lower-rise district.
19	Gansevoort Market Historic District	no	no	no	no	The High Line is located adjacent to a portion of this resource. Any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.
20	Greenwich Village Historic District	no	no	no	no	This resource is not in close proximity to any projected or potential development sites. The High Line is approximately one block from it.
21	Starrett-Leigh Bldg.	no	no	no	no	Projected Development Site 7 is located across the street from this resource.
22	Houses at 437-459 W. 24th Street	no	no	no	no	Projected Development Site 11 is the nearest development. It is located across Tenth Avenue from this resource.
23	Merchants Refrigerating Co. Warehouse	no	no	no	no	Projected Development Site 21 is across the street to the north, Projected Development Site 24 is across the street to the east, and the High Line is adjacent to this resource.
Eligible Resources Outside the Proposed Action Area, in the Study Area						
24	Morgan Postal Fac.	no	no	no	no	Projected Development Site 2 is across the street from this resource.
25	Terminal Warehouse Co.	no	no	no	no	Potential Development Site 36 is across the street from this resource.
26	B&O Terminal	yes	no	yes	no	Potential Development Site 39 is across the street from this resource.
27	446-460 W. 25th Street	no	no	no	no	Projected Development Site 11 is located on the opposite side Tenth Avenue from this resource.
28	461 W. 24th Street	no	no	no	no	Projected Development Site 11 is located on the opposite side of Tenth Avenue from this resource.
29	London Terrace Apartments	no	no	no	no	Potential Development site 42 is located southwest of this resource on the opposite side of Tenth Avenue
30	461 W. 18th Street	no	no	no	no	Projected Development site 20 is located west of this resource, across Tenth Avenue.

Map ID	Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
31	445 W. 18th Street	no	no	no	no	Potential Development site 45 is located across W. 18th Street to the south of this resource.
32	Nabisco Complex	yes	no	yes	no	Projected Development Sites 24 and 25 are located across W. 16th Street to the north of this resource.
33	Farley Post Office	no	no	no	no	This resource is located to the northeast of the 400-foot study area boundary, east of 9th Avenue at W. 31st Street.
34	Heywood Building	no	no	no	no	This resource is located to the east of the 400-foot study area at the southwest corner of 9th Avenue and W. 26th Street.
35	<del>Pier 64</del>	<del>no</del>	<del>no</del>	<del>no</del>	<del>no</del>	<del>This resource is located west of the 400-foot study area boundary, west of Route 9A at W. 24th Street.</del>
36	Port Authority Commerce Bldg.	no	no	no	no	This resource is located to the east of the 400-foot study area boundary, immediately to the east of the Nabisco Complex.

\* These resources are converted under No-Action conditions. As the historic resources are altered in the future without the action, the resources are not altered by With-Action developments.

As noted in Chapter 1, “Project Description,” redevelopment on potential sites is less likely to occur than on projected sites. Therefore, the impacts to the E.R. Merrill Spring Co. Building (#9) and the Manufacturing Building (#8) are less likely to occur than impacts from projected development. Nevertheless, demolition of these buildings would constitute significant adverse impacts. As these buildings are privately owned, such demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved, and can occur in the absence of the proposed action as well. Should future redevelopment on those sites involve federal, state, or City governmental discretionary permits or funding, measures to preserve the eligible structures may be required and alternatives to demolition must be explored. As per the *CEQR Technical Manual*, such measures may include redesign, adaptive reuse of the structures, construction protection plan, data recovery, or relocation of the resource.

The Otis Elevator Building (#5), located on Projected Development Site 7, would be converted to residential use under with-action conditions (it should be noted that under no-action conditions, the resource could be affected by construction-related activity). The conversion of the resource to residential use has the potential to result in significant adverse impacts.

Although all three resources could be preserved through reuse or incorporation into future development, it is assumed that they would be significantly altered or removed. As described in Chapter 22, “Mitigation,” these significant adverse impacts would be unmitigated because there are no mechanisms to require mitigation on private property redeveloped as-of-right.

### Construction Effects

Three designated resources are within 90 feet of projected or potential development sites: The Merchants Refrigerating Company Warehouse (#23, S/NR-listed) is within 90 feet of Projected Development Site 21; 461 W. 18th Street (#30, LPC-designated, S/NR-listed) is within 90 feet of Projected Development Site 22; and 445 W. 18th Street (#31, LPC-designated, S/NR-listed) is within 90 feet of Potential Development Site 45.

As these resources are within 90 feet of a projected or potential development site, they could be inadvertently affected by construction activities at the development sites.

The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the three buildings described above. Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring 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. In addition, the New York City Department of Buildings’ *Technical Policy and Procedure Notice (PPN) #10/88*, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed historic structures (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these measures, significant, adverse construction-related impacts are not expected to the Merchants Refrigerating Company Warehouse

(#23, S/NR-listed), 461 W. 18th Street (#30, LPC-designated, S/NR-listed), and 445 W. 18th Street (#31, LPC-designated, S/NR-listed).

As noted above under the Existing Conditions section, none of the historic resources that are located within the proposed action area are currently designated resources, nor are any currently being considered for designation. Eligible resources located within 90 feet of a projected or potential development site include the Wolff Building and Annex (#13); the Cornell Ironworks (a.k.a. Standard Oil Building (#14); the Reynolds Metal Building (#15); the B&O Terminal (#26); and the Nabisco Complex (Chelsea Market) (#32).

The Cornell Ironworks (#14) is located within 90 feet of Projected Development Site 10 and Potential Development Sites 39 and 40. The Wolff Building and Annex (#13) and the Reynolds Metal Building (#15) are located on Block 697 and are within close proximity to Projected Development Site 9, Potential Development Site 39 and the High Line. The B&O Terminal (#26) is located within 90 feet of Potential Development Site 39. The Nabisco Complex (Chelsea Market) (#32) is located approximately 80 feet from Projected Development Sites 24 and 25. Consequently, the proposed action has the potential to result in significant adverse construction-related impacts to these five resources. Two of the resources, the Reynolds Metal Building (#15) and the B&O Terminal (#26) are located within the boundaries of the area proposed by Community Board 4 as a historic district (#39) and deemed eligible by LPC for LPC designation and S/NR listing.

Although the five resources could potentially experience adverse direct impacts associated with construction, they would be offered some limited protection from accidental damage through DOB controls governing the protection of adjacent properties from construction activities. In addition, if some of those resources were to be designated as NYCLs, calendared for LPC designation, or listed on the S/NR, they would be afforded protection through the implementation of construction protection plans and monitoring procedures, in accordance with the guidelines set forth in *TPPN #10/88*, which would be required by the DOB for adjacent construction.

In addition to construction activities generated by the proposed zoning changes, the proposed conversion of the High Line to a public open space would involve extended periods of construction along the length of the rezoning area (from its northern limit at W. 30th Street and Eleventh Avenue to its southern terminus at Gansevoort Street and Washington Street) in the approximately 100-foot wide rail corridor. As there are buildings abutting the elevated railway, the above mentioned building codes would apply to the rehabilitation and conversion of the High Line to reduce the likelihood of construction damages and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these procedures in place, it is unlikely that the proposed alterations to the High Line would result in adverse impacts to adjacent structures or to buildings located in the Gansevoort Meat Market District.

### Shadows

As described in Chapter 6, “Shadows,” the projected and potential development that could result from the proposed action would cast new incremental shadows on sunlight sensitive historic

resources within the proposed action area, including the Chelsea Historic District (#18), and the Church of the Guardian Angel (#16).

The shadows analyses concluded that the proposed action would result in significant adverse shadow impacts on the Church of the Guardian Angel and the General Theological Seminary (located within the Chelsea Historic District). The Church of the Guardian Angel would be cast in shadows from Projected Development Sites 15, 18, 19 and 21, and the General Theological Seminary would be cast in shadows from Projected Development Site 15. The additional shadows cast by the projected development may significantly detract from both churches essential functions and impact the enjoyment of the stained glass windows by parishioners. Therefore, the proposed action would result in a significant adverse shadow impact on both churches. As described in Chapter 22, “Mitigation,” apart from eliminating the projected development sites that would cast shadows upon the churches from the proposed action, there are no reasonable or feasible means to avoid or mitigate shadow impacts upon the stained glass windows of both churches.

As further discussed in Chapter 6, “Shadows,” the details of the features of the remaining eighteen historic resources included in the preliminary shadows analysis, which are not the primary historic characteristics resulting in their designation or potential designation as historic resources, are not dependent on sunlight during the day to the extent that shadows would obscure their significance. Therefore, while the proposed action could potentially cast shadows on these structures, such shadow effects would not result in significant adverse impacts. Refer to Chapter 6 for more details.

### ***Indirect Effects***

Indirect effects, also referred to as contextual effects, can occur when: development results in the isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource’s setting; replication of aspects of a resource so as to create a false historic appearance; or elimination or screening of publicly accessible views of the resource.

The projected and potential development generated by the proposed action is not expected to have significant adverse indirect impacts on existing historic resources in the area. As discussed in Chapter 1, “Project Description,” and Chapter 2, “Land Use, Zoning, and Public Policy,” the Special West Chelsea District would include requirements for streetwalls, maximum height limits, and tower coverage. These requirements would ensure that the scale and bulk of new buildings is sensitive to and consistent with existing developments (refer to Chapter 8, “Urban Design/Visual Resources,” for details).

The existing MX-3 (M1-5/R9A/R8A) district, currently mapped along W 23rd Street and midblock on the south side of W. 24th Street, would be rezoned to a contextual C6-2A and C6-3A districts. The contextual controls would ensure the development of buildings that relate to the context along the W. 23rd Street corridor.

Streetwalls and maximum height limits would apply to the west side of Tenth Avenue between W. 18th and W. 28th streets; the east side of Tenth Avenue between W. 17th and 18th streets; the east

side of Eleventh Avenue between W. 22nd and 28th streets; and the midblocks between the north side of W. 18th Street and the south side of W. 20th Street, and the north side of W. 27th Street and the north side of W. 29th Street. The street walls range between 60 feet and 145 feet, consistent with the area's many street wall loft buildings and walk-up apartment buildings. Maximum height limits throughout much of the area would further ensure contextual development. Higher street walls (125 to 145 feet) along Tenth and Eleventh avenues would be consistent with the high street wall loft buildings and large residential developments (London Terrace and Chelsea-Elliott Houses) located along these avenues. Towers above required street walls would also be permitted in appropriate areas of the Special West Chelsea District, between W. 28th and W. 30th streets, as West Chelsea transitions to the higher density proposed in Hudson Yards, and to the west and south, across from Chelsea Piers and away from the lower scale buildings of Chelsea. Finally, additional bulk controls would ensure that new development adjacent to both sides of the High Line preserves light, air and views along the future High Line open space. Street walls with minimum and maximum heights would also be required in the remaining M1-5 district, where there is an especially high concentration of high street wall loft buildings. Refer to Chapter 2, "Land Use, Zoning, and Public Policy," and Chapter 8, "Urban Design/Visual Resources," which discuss the proposed zoning regulations and the expected buildings to be generated by the proposed action.

In the study area, certain architectural resources were identified as being potentially sensitive to indirect impacts that could result from the proposed action. Criteria used singly, or in conjunction, to make this determination include:

- \* a resource's visual prominence;
- \* identifiable views that would be blocked;
- \* expected removal of an architectural resource that contributes to another's setting;
- \* location of an architectural resource in a primarily low-rise setting of parking lots, and/or nondescript structures that make it notable in the streetscape;
- \* the low-rise character of an architectural resource; and
- \* the location of multiple development sites adjacent to an architectural resource.

The majority of the architectural resources in the study area were determined not to be potentially sensitive to indirect impacts, because of one or more reasons, including: they are not located in close proximity to any of the projected or potential development sites; are located in the vicinity of existing large scale buildings generally similar in height and bulk to action-generated development; are themselves large and/or high-rise buildings; or, are not visually prominent. In addition, resources that are expected to be directly impacted by the proposed action due to demolition, were not considered to have the potential to be indirectly affected.

In all, a screening assessment identified 5 architectural resources that could be sensitive to indirect impacts. These include: the warehouse at 548 W. 28th Street (#4); Charles P. Rogers & Company Building (#7); Church of the Guardian Angel (#16); Seamen's House (#17); and the Chelsea Historic District (#18). The following paragraphs assess the proposed action's potential to have indirect impacts on these resources by 2013.

### Warehouse at 548 W. 28th Street (#4) and Charles P. Rogers & Company Building (#7)

Although these resources are approximately a block apart and the specific conditions that would exist in the future with the proposed action are unique for each, their existing conditions are broadly similar and the nature of the indirect effects of the proposed action on these two resources is of the same type and intensity. Therefore, an assessment of these effects is presented in this section for both resources.

Under with-action conditions, the context and setting of 548 W. 28th Street (#4) and the Charles P. Rogers & Company Building (#7) would be changed; however, the change would not result in significant adverse impacts. These resources, which are currently among the tallest buildings in their immediate surroundings would be replaced by buildings several stories taller. The indirect effects of the proposed action on the warehouse at 548 W. 28th Street (#4) and the Charles P. Rogers & Company Building (#7) are not considered significant adverse impacts because the sites in the vicinity of the resources are currently occupied by parking lots and newer utilitarian buildings generally between 2- and 5-stories, which do not contribute to the visual prominence of the resources.

The new, project-generated buildings, though altering the context, would not substantially block public views of these resources. While the new buildings would generally be taller than buildings under no-action conditions, with the notable exception of the nineteen-story Starrett-Lehigh building (#19), they would share similar characteristics, including relatively high street walls, high lot coverage, and would be setback from a maximum base height of 85 to 145 feet. The base of these buildings would be similar in height to some existing buildings which typically rise without setbacks. Therefore, significant adverse contextual impacts to resources #4 and #7 are not expected.

### Church of the Guardian Angel (#16)

This resource is potentially sensitive to indirect effects due to its visual prominence and location relative to development sites. It is a 1-story structure, but due to its rounded arch vaulted ceiling it is equivalent in height to a 4-story building. It is located at the northwest corner of W. 21st Street and Tenth Avenue and its rear property line abuts the High Line. To the north is a rectory for the church. It is particularly visually prominent for two reasons: One, many of the surrounding buildings are low-rise, including those in the Chelsea Historic District (#18) across Tenth Avenue; and secondly, the church is a notable and unique building along the West Chelsea streetscape, which is otherwise dominated by commercial and industrial buildings.

Across W. 21st Street to the south of this resource is Projected Development Site 15. This is the only development site in immediate proximity of the church, though one block further on Tenth Avenue are Potential Development Site 42 (to the north) and Projected Development Site 18 (to the south). Projected Development Site 15 is currently occupied by a utilitarian 1-story building occupied by transportation/utility uses. This would be demolished and replaced by a new residential building with retail on the first two floors, with a maximum height of 120 feet. Further south along Tenth Avenue, other new buildings of similar heights would also replace low-rise buildings and surface parking/auto storage lots.

The action-generated development would change the visual setting of the church; however, it is not expected to result in significant adverse contextual impacts, as it would remove drab buildings and open lots which are not reflective of the historic pattern of the neighborhood's loft buildings. While the greater height of new buildings, particularly on Projected Development Site 15, would alter the visual prominence of the church by changing the scale of the church's immediate surroundings, this effect would be partially offset by the Special District regulations, which would require, in this area, a maximum height of 120 feet and lower heights at street intersections of 45 feet. Therefore, the bases of these buildings would be similar in height to some existing buildings which typically rise without setbacks. The lowered street wall requirement, intended to preserve light, air, and views to the High Line, would simultaneously ensure that development along the west side of Tenth Avenue would reflect the 45-foot street wall that predominates in the Chelsea Historic District east of Tenth Avenue. In addition, the Chelsea Historic District (#18) across Tenth Avenue would continue to provide a sympathetic context with its similar scale and streetscape.

### Seamen's House (#17)

This 8-story resource is potentially sensitive to indirect effects due to its visual prominence, location relative to development sites, and the blocking of public views by a new development on Projected Development Site 16, which is currently a surface parking lot. The building can be viewed from W. 19th Street and looking north along Eleventh Avenue across the open lot on Projected Development Site 16.

The proposed action would generate development taller than the resource. On Projected Development Site 16, directly south of the resource, a new residential building with ground-floor retail, with an expected maximum height of 175 feet, would replace the existing parking lot. On Projected Development Site 17, directly east of the resource, a new residential building with ground-floor retail, with a maximum height of approximately 120 feet, would replace the existing 1- and 4-story buildings on the site. On Projected Development Site 13, located across W. 20th Street from the resource, 1- and 2-story buildings on the W. 21st Street side of the site would be demolished and replaced by a new residential building with ground-floor retail, with an expected maximum height of approximately 265 feet, and the 5-story building on the W. 20th Street side of the site would be converted to residential use. In addition, surrounding these neighboring properties, there are additional projected and potential development sites that would result in additional new taller buildings.

With the implementation of these developments, the context and setting of the Seamen's House (#17) would be affected. This resource, which is currently among the tallest in its immediate surroundings, would be surrounded by buildings several stories taller. These indirect effects are not considered significant adverse impacts because many of the existing structures and lots to be removed as a result of the proposed action are newer, utilitarian buildings which do not contribute to the visual prominence of the resource. While the new buildings would be taller than most buildings in the area, with the notable exception of the nineteen-story Starrett-Lehigh building (#21), they would share similar characteristics with historic buildings in the area, including relatively high street walls, high lot coverage, and setbacks from a maximum base height of 85 to 145 feet. Therefore, significant adverse contextual impacts to resource #17 are not expected.

### Chelsea Historic District (#18)

This resource is potentially sensitive to indirect effects as it is comprised primarily of low-rise buildings and is across the street from development sites that would introduce buildings taller than what currently exists along Tenth Avenue in this area. Most buildings in the historic district, including those in proximity to the development sites, are rowhouses of 4 stories or less and are distinctive for their nineteenth century architectural styles and high quality design and layout reflecting the restricted covenants placed on the properties by Moore. Collectively, the district is notable for its cohesion, as a mostly intact concentration of historic buildings developed following a coordinated plan.

Projected Development Sites 15 and 18 and Potential Development Site 42 are located across Tenth Avenue from the Chelsea Historic District. As discussed above in relation to the Church of Guardian Angel (#16), the proposed action would induce new residential buildings, with a maximum height of approximately 120 feet (except for Potential Development Site 42, which could be 145 feet tall in its northern half), replacing low-rise buildings and lots.

This resource has long been notable for its contrast with the development pattern and scale of the area west of Tenth Avenue. While the blocks east of Tenth Avenue developed as a residential area, the area to its west emerged as a cluster of industrial and transportation uses oriented toward the piers along the river and the rail lines that culminated in the creation of the High Line, with a concentration of loft buildings. With the proposed action, this area would be redeveloped into a mixed use area with a concentration of residential buildings, including those facing the historic district. Redevelopment would occur on sites which currently detract from the character of Tenth Avenue, including vehicle storage buildings and parking lots. Bulk regulations of the proposed action would ensure that new development, while taller than the buildings within the historic district, is consistent with many existing buildings along Tenth Avenue. The requirements for a maximum height limit of 120 feet is consistent with the avenue's larger loft buildings, while the required low streetwall of 45 feet at the corners on the larger development sites is consistent with the many walk-up apartment buildings. While changing the setting at the boundary of the district, this would not alter the historic integrity of the district, which historically has been an enclave separated in scale and uses from its surroundings. As such, there would be no significant adverse impact on the Chelsea Historic District.

As with the other study area historic resources, the effects of action-generated shadows on the Chelsea Historic District are addressed in a separate section below.

## **D. ARCHAEOLOGICAL RESOURCES**

The *CEQR Technical Manual* requires a detailed evaluation of an action's potential effect on archaeological resources if it would result in an in-ground disturbance to an area not previously excavated, and includes new excavation deeper and/or wider than previous excavation on the same

site. For any actions that would result in new ground disturbance, assessment of both prehistoric and historic archaeological resources is generally appropriate.

The area of subsurface work of the proposed action is considered the impact area. As some of the projected and potential development sites would involve excavation or other types of in-ground disturbance on sites which may have not been previously excavated, LPC reviewed the sites to determine the potential for effects on archaeological resources. LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, therefore the proposed action does not have the potential to result in significant adverse archaeological impacts and no further analysis is necessary. Please refer to the LPC Archaeological Environmental Review letter attached in Appendix B.

## **E. BASE FAR SCENARIO**

If the lower density Base FAR Scenario is implemented instead of the proposed action, the effects generally would be similar or less severe than the proposed action. As with the proposed action, no archaeological effects are expected as LPC has determined that the area of potential effect is not archaeologically sensitive.

The direct effects of the Base FAR Scenario on architectural resources would be the same except, that the High Line would not be converted to a publicly accessible open space. Similarly, the construction effects would be the same as well. The indirect effects of the Base FAR Scenario would be somewhat less severe, as the heights and bulk of new buildings would be smaller, though all of the same projected and potential development sites are in the Base FAR Scenario's RWCDS.

## **F. CONCLUSION**

### ***Architectural Resources***

In order to assess the potential architectural impacts of the proposed action, a study area was defined by drawing a 400-foot radius around the proposed action area. This study area contains 32 historic architectural resources and ~~four~~ three additional resources which are located beyond the 400 foot study area were included because of their historic significance. This includes 17 resources located within the proposed action area, none of which are listed on the S/NR or LPC designated, but which are eligible for S/NR listing or LPC designation. These include the High Line, which would be directly affected by the proposed action, and eight resources located on projected and potential development sites that also could be directly affected by the proposed action. Of the 19 study area resources located outside the proposed action area, 11 are designated and eight are eligible.

As discussed above, 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.

### ***Archaeological Resources***

The proposed action would not result in significant adverse impacts on archaeological historic resources. As some of the projected and potential development sites would involve excavation or other types of in-ground disturbance on sites which may have not been previously excavated, LPC reviewed the sites to determine the potential for effects on archaeological resources. LPC determined that the impact area is not archaeologically sensitive and therefore the proposed action does not have the potential to result in significant adverse archaeological impacts and no further analysis is necessary.