ENVIRONMENTAL ASSESSMENT STATEMENT

CHELSEA MARKET EXPANSION

CEQR No. 11DCP120M

ULURP Nos. N 120142 ZRM; 120143 ZMM

Lead Agency: NYC Planning Commission

Applicant:
Jamestown Premier Chelsea Market, L.P.

Prepared by:
Philip Habib & Associates

April 2012

Chelsea Market Expansion EAS

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME Chelsea Market Expansion

1. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
11DCP120M	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
N 120142 ZMM; 120143 ZRM	

2a. Lead Agency Information

NAME OF LEAD AGENCY: **NYC City Planning Commission**

NAME OF LEAD AGENCY CONTACT PERSON: **Robert Dobruskin, AICP**

ADDRESS: **22 Reade Street, Room 4E**

CITY: **New York** STATE: **NY** ZIP: **10007**

TELEPHONE: **212-720-3423** FAX: **212-720-3495**

EMAIL ADDRESS: **rdobrus@planning.nyc.gov**

2b. Applicant Information

NAME OF APPLICANT: **Jamestown Premier Chelsea Market, LP**

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: **Melanie Meyers, Esq./Fried Frank Harris Shriver & Jacobson**

ADDRESS: **One New York Plaza, Floor 22**

CITY: **New York** STATE: **NY** ZIP: **10004**

TELEPHONE: **212-859-8785** FAX: **212-859-4000**

EMAIL ADDRESS: **mmeyers@friedfrank.com**

3. Action Classification and Type

SEQRA Classification **617.4(b)(6)(v) ...the expansion of existing nonresidential facilities by more than 50% of... ...240,000 sf of gross floor area.**

☐ UNLISTED ☑ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):*

Action Type *(refer to Chapter 2, "Establishing the Analysis Framework" for guidance)*

☑ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. Project Description:

This application is for zoning map and text amendments that would facilitate the development of an approximately 359,000 gsf office and hotel expansion to the existing Chelsea Market complex at 401 West 15th Street in Manhattan. The proposed actions include a) a zoning map amendment to include the Chelsea Market block within the Special West Chelsea District; and b) zoning text amendments to allow for increase in permitted FAR in exchange for a contribution to the High Line open space. For a more detailed description, please see Attachment A, "Project Description".

4a. Project Location: Single Site *(for a project at a single site, complete all the information below)* * ADDRESS CONTINUED: 401-459 W. 15th St.

ADDRESS: **169-187 Ninth Ave., 78-92 Tenth Ave., 400-460 W. 16th St.,***

NEIGHBORHOOD NAME: **Chelsea**

TAX BLOCK AND LOT: **Block 713, Lot 1**

BOROUGH: **Manhattan** COMMUNITY DISTRICT: **4**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

The project site occupies the entire block bound by West 15th St., West 16th St., Ninth Ave., and Tenth Ave.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY: **M1-5**

ZONING SECTIONAL MAP NO: **8b**

4b. Project Location: Multiple Sites *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

5. REQUIRED ACTIONS OR APPROVALS *(check all that apply)*

City Planning Commission: YES ☑ NO ☐

- ☐ CITY MAP AMENDMENT
- ☑ ZONING MAP AMENDMENT
- ☑ ZONING TEXT AMENDMENT
- ☐ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☑ NO ☐

- ☐ LEGISLATION
- ☐ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ POLICY OR PLAN; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ 384(b)(4) APPROVAL
- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☑ PERMITS; SPECIFY: Department of Buildings
- ☐ OTHER; EXPLAIN

6. ***State or Federal Actions/Approvals/Funding***: YES ☐ NO ☑ IF "YES," IDENTIFY

7. ***Site Description***: *Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.*

GRAPHICS *The following graphics must be attached and each box must be checked off before the EAS is complete.* ***Each map must clearly depict*** *the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

☑ Site location map ☑ Zoning map ☑ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map

☑ Sanborn or other land use map ☑ Tax map ☐ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
Approximately 165,200 sf (lot area)	**0**	**0**

Other, describe (sq. ft.): **N/A**

8. ***Physical Dimensions and Scale of Project*** *(if the project affects multiple sites, provide the total development below facilitated by the action)*

Size of project to be developed: **Approximately 359,000 gsf** (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☑ NO ☐

If 'Yes,' identify the total square feet owned or controlled by the applicant: **Approximately 165,200 sf (lot area)** Total square feet of non-applicant owned development: **N/A**

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☑ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: **N/A** sq. ft. (width × length) Volume: **N/A** cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? **0** Number of additional workers? **1,200**

Provide a brief explanation of how these numbers were determined:

Assumptions: 4 workers/1,000 sf Office Space (255,000 gsf: 1,020 workers), 1.2 workers/1 Hotel Room (150 Hotel Rooms, 104,000 gsf: 180 workers).

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: **26,760 lbs/week** (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: **77.65 billion BTUs*** (annual BTUs)

9. ***Analysis Year*** *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2014 **	**Approximately 18 Months**

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☑ NO ☐ IF MULTIPLE PHASES, HOW MANY PHASES:

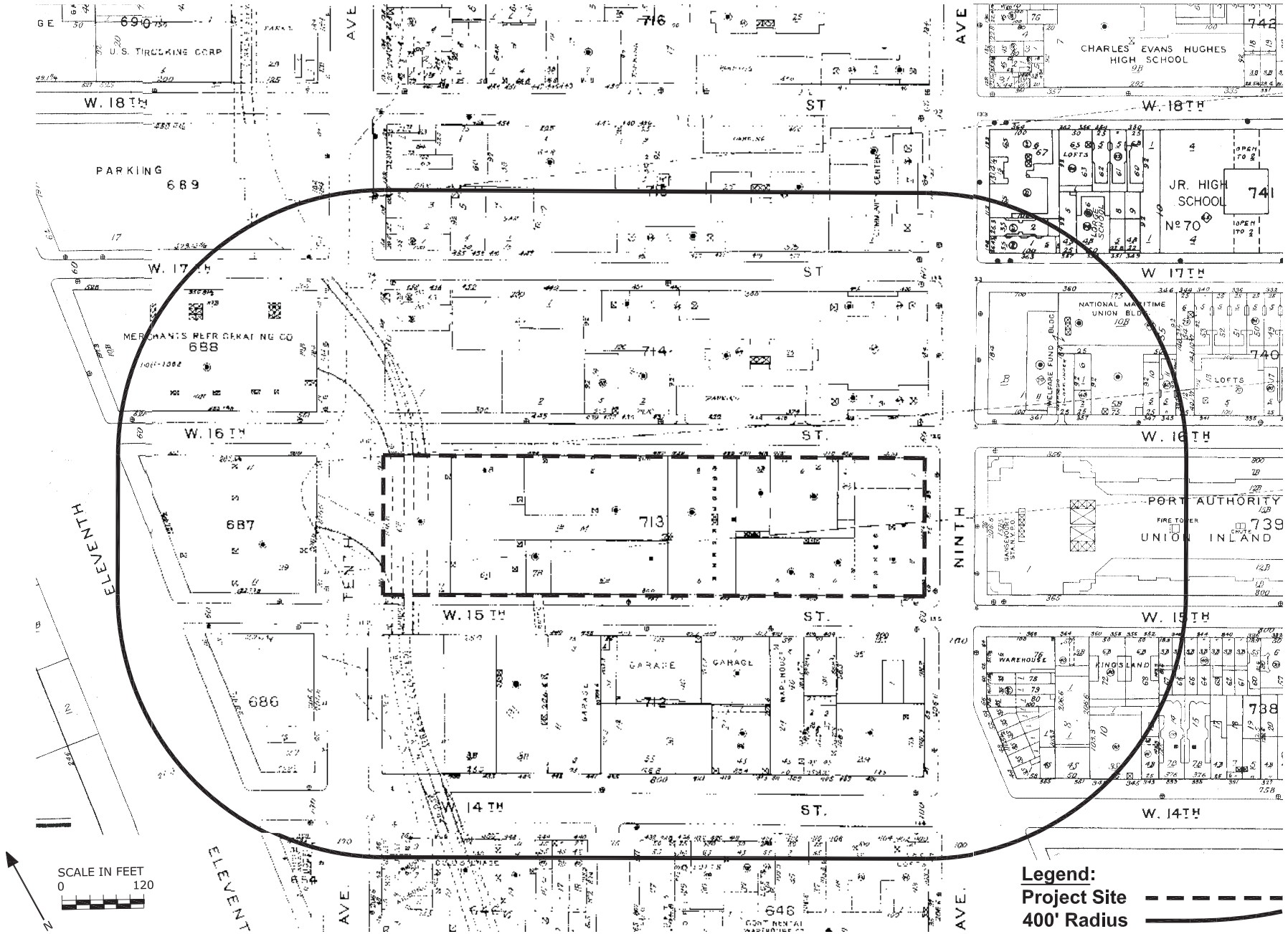
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. ***What is the Predominant Land Use in Vicinity of Project?*** *(Check all that apply)*

☑ RESIDENTIAL ☐ MANUFACTURING ☑ COMMERCIAL ☑ PARK/FOREST/OPEN SPACE ☑ OTHER, Describe: **Transportation/Utility, Parking, Institutional**

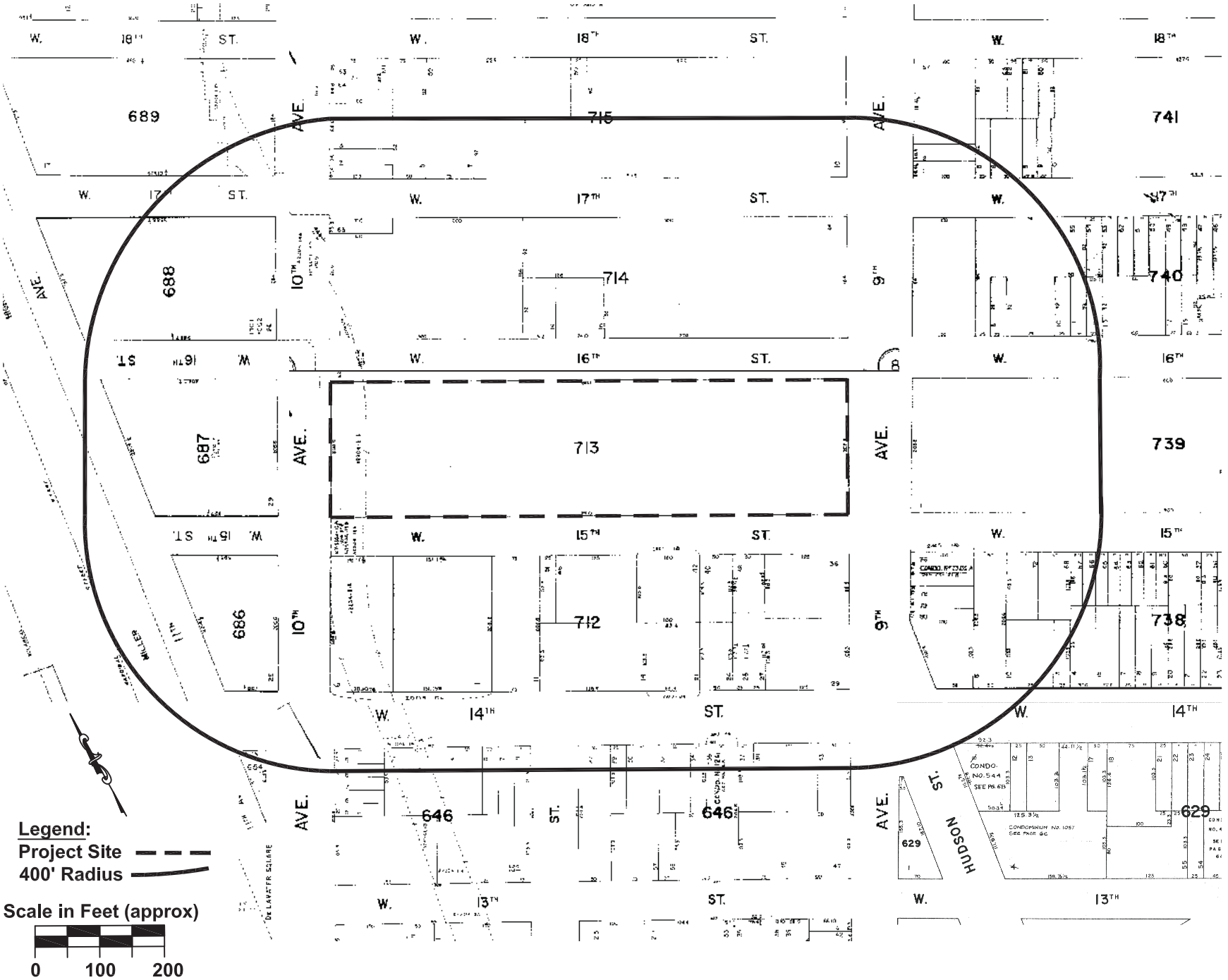
* **The Rate of 216,300 BTU/sf (Commercial) was used for both the Office and Hotel Use.**

** **Refer to Attachment A for a discussion of Build year and possibility for development of a portion of the Proposed Project by 2017. The EAS provides an assessment of 2017 conditions as appropriate.**



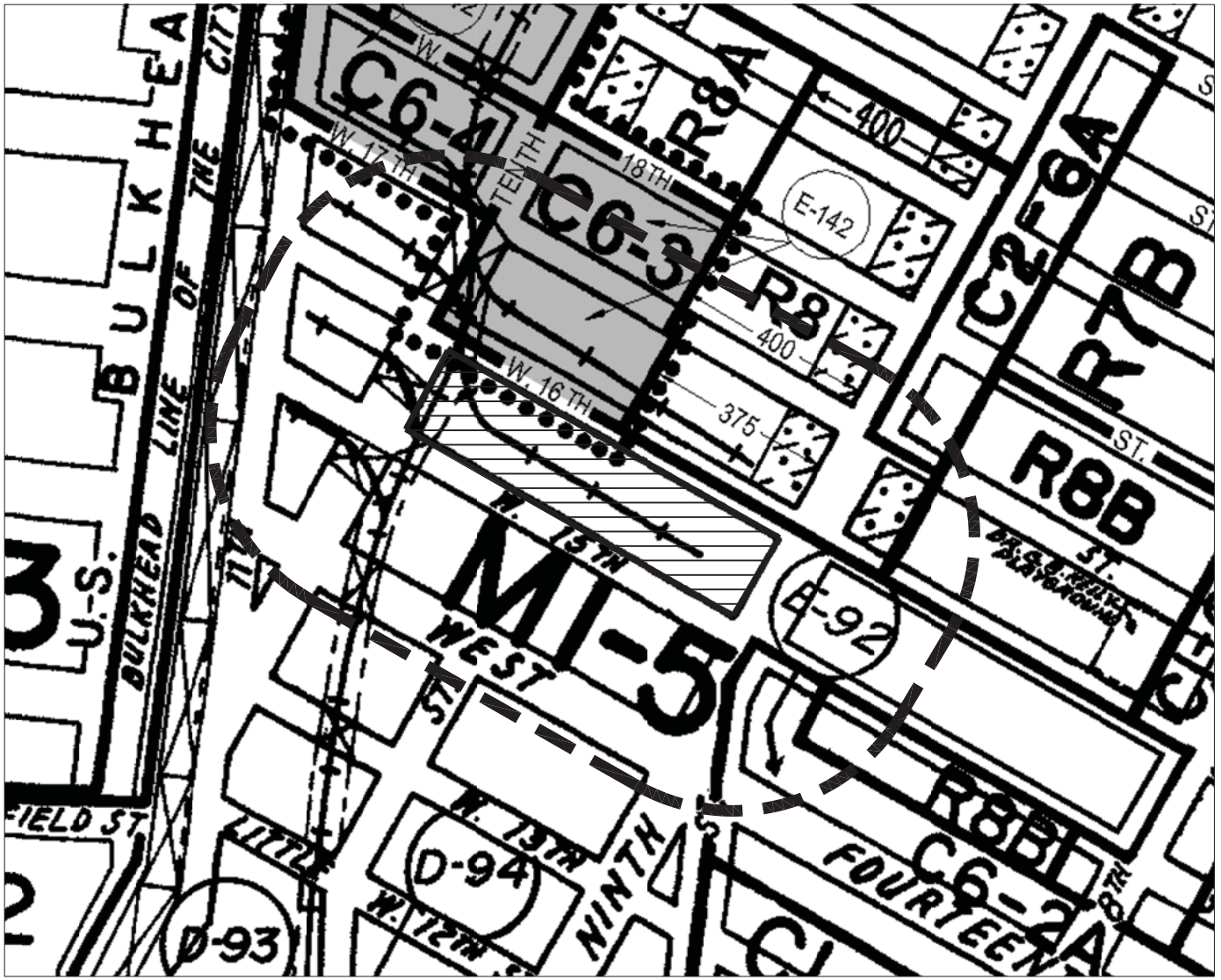
Chelsea Market Expansion EAS

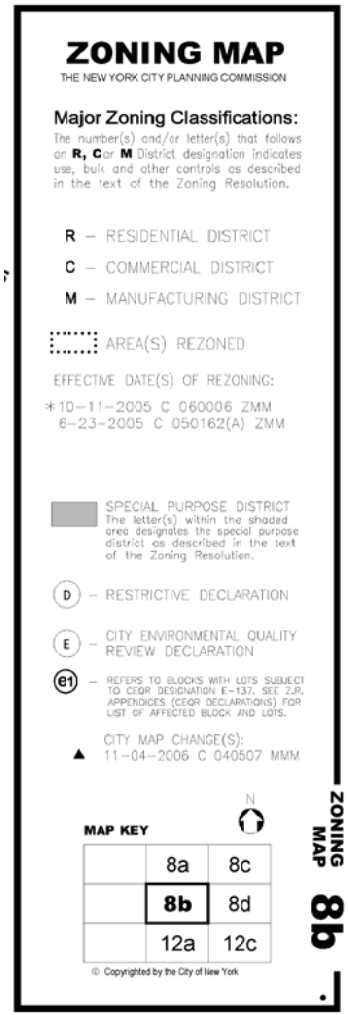
Figure 1
Sanborn Map



Chelsea Market Expansion EAS

Figure 2
Tax Map



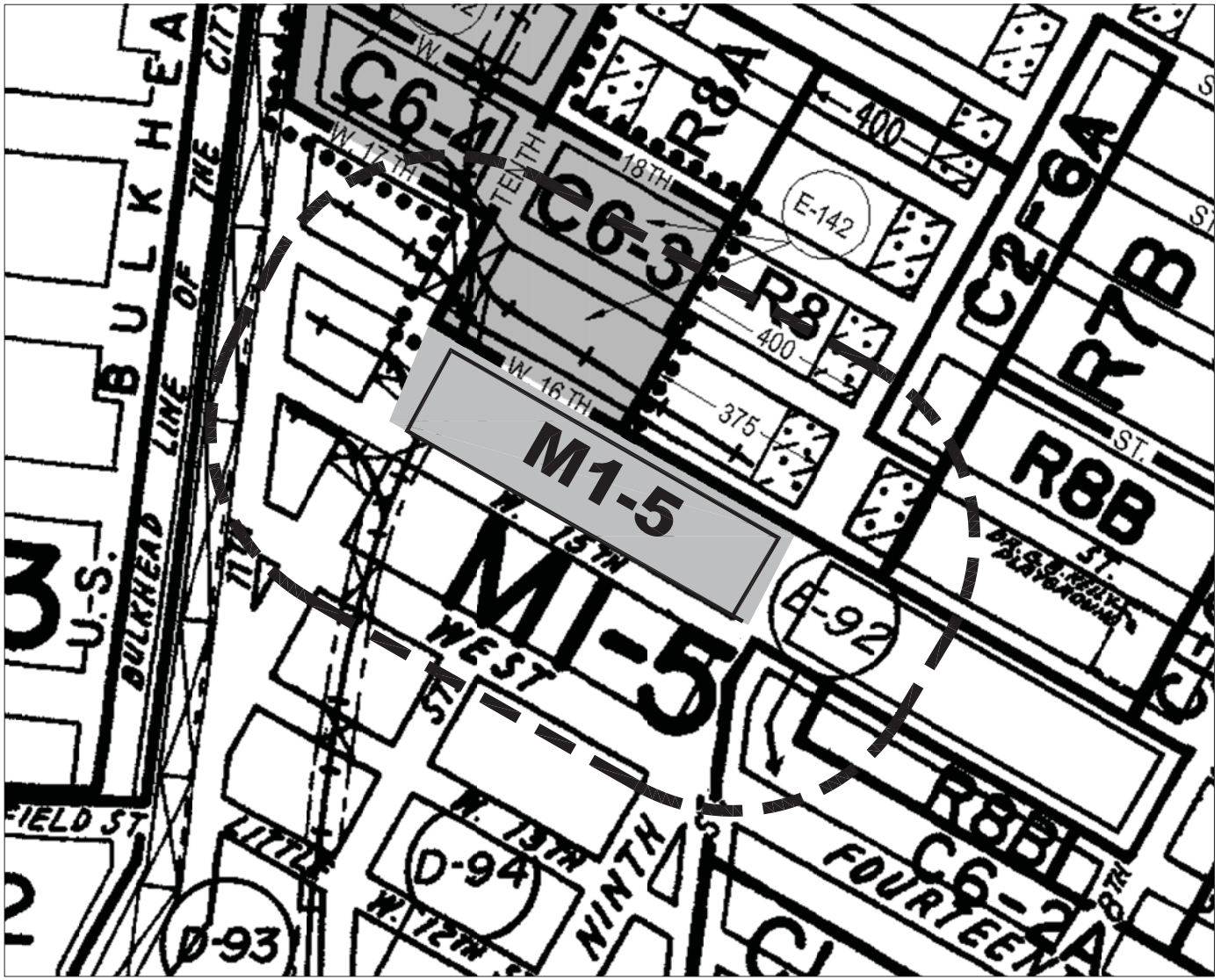


Scale (in feet)
0 100 200 300 400 500

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

Legend:
Project Site
400' Radius



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an **R, C** or **M** District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

AREA(S) REZONED

EFFECTIVE DATE(S) OF REZONING:

*10-11-2005 C 060006 ZMM
6-23-2005 C 050162(A) ZMM

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

(D) – RESTRICTIVE DECLARATION

(E) – CITY ENVIRONMENTAL QUALITY REVIEW DECLARATION

(e1) – REFERS TO BLOCKS WITH LOTS SUBJECT TO CEQR DESIGNATION E-137. SEE Z.R. APPENDICES (CEQR DECLARATIONS) FOR LIST OF AFFECTED BLOCK AND LOTS.

▲ CITY MAP CHANGE(S):
11-04-2006 C 040507 MMM

N

MAP KEY

	8a	8c
	8b	8d
	12a	12c

ZONING MAP **8b**

Scale (in feet)

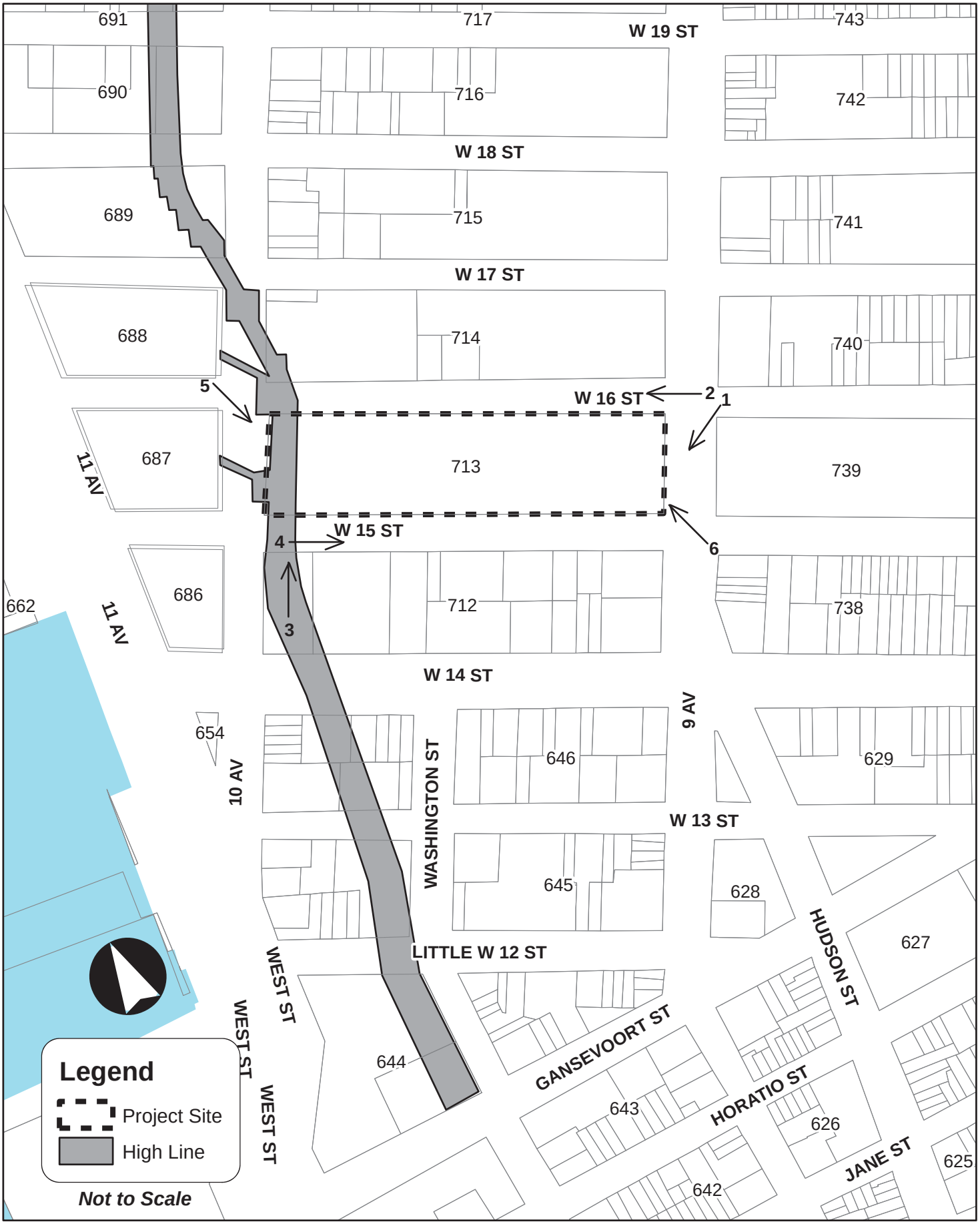
0 100 200 300 400 500

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

Legend:

400' Radius of Site


691
717
743
W 19 ST
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716
742
W 18 ST
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715
741
W 17 ST
688
714
740
5
W 16 ST
2
1
687
713
739
11 AV
W 15 ST
4
6
686
712
738
662
11 AV
3
W 14 ST
654
9 AV
646
629
10 AV
WASHINGTON ST
W 13 ST
645
628
627
HUDSON ST
LITTLE W 12 ST
WEST ST
WEST ST
644
GANSEVOORT ST
643
HORATIO ST
626
JANE ST
625
642
Legend
Project Site
High Line
Not to Scale

1 Chelsea Market frontage at Ninth Avenue and 16th Street

2 Chelsea Market facade along West 16th Street

3 Looking north on the High Line, where it traverses Chelsea Market

4 Chelsea Market facade along West 15th Street, view from the High Line

5. Chelsea Market Facade at Tenth Avenue and West 16th Street

6. Chelsea Market Facade at Ninth Avenue and West 15th Street

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following				
No. of dwelling units				
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
Commercial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	**Retail, wholesale, office, TV studios**	**Same as Existing**	**Retail, wholesale, office, TV studios, hotel**	**Hotel; additional office**
No. of bldgs	**1**	**Same as Existing**	**Two Expansions (same Bldg)**	**Two Expansions**
GFA of each bldg (sq.ft.)	**915,797 gsf ****	**Same as Existing**	**1,274,797**	**255,000 and 104,000 gsf**
Manufacturing/Industrial	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe:				
Publicly Accessible Open Space	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)	**High Line transverses through the Project Site**	**Same as Existing**	**Same as Existing**	
Other Land Use	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

* **Office, and Television Studio/Production**

** **First Floor Retail and Wholesale: 164,755 gsf, 2nd - 8th Floor Offices and Television Studio/Production, 751,042 gsf**

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Gas/Service stations	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
Oil storage facility	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
Other, identify:	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes to any of the above, describe:				
Number of tanks	5 above-ground	No changes anticipated	No changes anticipated	No changes anticipated
Size of tanks	17,000 gal (2); 1,280 gal (1); 250 gal (1); 150 gal (1)			
Location of tanks	3 in basement, 2 on roof			
Depth of tanks	n/a			
Most recent FDNY inspection date				
Population				
Residents	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If any, specify number				
Briefly Explain how the number of residents was calculated;				
Businesses	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify the following:				
No. and type	**See #1 below**	**Same as Exist. Cond.**	**See #4 below**	**Offices and one Hotel**
No. and type of workers by business	**See #2 below**	**Same as Exist. Cond.**	**See #5 below**	**See #7 below**
No. and type of non-residents who are not workers	**See #3 below**	**Same as Exist. Cond.**	**See #6 below**	**Same as With-Action**
Briefly explain how the number of residents was calculated:				
Zoning*				
Zoning classification	**M1-5**	**M1-5**	**M1-5 / WCh****	**N/A**
Maximum amount of floor area that can be developed (in terms of bulk)	891,733 zsf	891,733 zsf	1,239,000 zsf	347,267
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	See Attachment C	See Attachment C	See Attachment C	See Attachment C
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

1) Approximately 25 retail and retail/wholesale firms (most food related), approx. 20 offices (including approx. 10 media/broadcasting companies with studio spaces)
2) Approximately 494 retail workers, and approximately 3,004 office and media/broadcasting company workers
3) Shoppers, other visitors; Chelsea Market ground floor averages approximately 14,450 daily person-entries (includes workers, shoppers, visitors).
4) Same as #1 plus 255,000 gsf of office space, and one hotel (104,000 gsf)
5) 494 retail workers, 4,024 office and media workers, and 180 hotel workers
6) 300 hotel guests; other visitors expected to continue as under Existing and No-Build conditions.
7) 1,020 office workers, and 180 hotel workers
**** WCh = Special West Chelsea District**

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. ***LAND USE, ZONING AND PUBLIC POLICY***: *CEQR Technical Manual Chapter 4* **(Refer to Attachment C, "Land Use, Zoning and Public Policy")**		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✓	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✓
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.		✓
2. ***SOCIOECONOMIC CONDITIONS***: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✓
• Generate a net increase of 200,000 or more square feet of commercial space?	✓	
• Directly displace more than 500 residents?		✓
• Directly displace more than 100 employees?		✓
• Affect conditions in a specific industry?		✓
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) ***Direct Residential Displacement*** **N/A**		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
(2) ***Indirect Residential Displacement*** **N/A**		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
(3) ***Direct Business Displacement***		N/A
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		
(4) ***Indirect Business Displacement***		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		✓
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		✓
(5) ***Affects on Industry***		N/A
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		
3. ***COMMUNITY FACILITIES***: *CEQR Technical Manual Chapter 6*		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		✓
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?		✓
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) ***Child Care Centers***		N/A
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) ***Libraries***		N/A
• Would the project increase the study area population by 5 percent from the No-Action levels?		
• If Yes, would the additional population impair the delivery of library services in the study area?		
(3) ***Public Schools***		N/A
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
(4) ***Health Care Facilities***		N/A
• Would the project affect the operation of health care facilities in the area?		
(5) ***Fire and Police Protection***		N/A
• Would the project affect the operation of fire or police protection in the area?		
4. ***OPEN SPACE***: *CEQR Technical Manual Chapter 7*		(Refer to Attachment D, "Open Space")
Would the project change or eliminate existing open space?		✓
Is the project located within an undeserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✓
If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees? N/A		
Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✓
If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees? N/A		
If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?	✓	
If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?		✓
• If the project is within an underserved area, is the decrease in open space between 1% and 5%? N/A		
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered? N/A		

	YES	NO
5. ***SHADOWS:*** CEQR Technical Manual Chapter 8 **(Refer to Attachment E, "Shadows")**		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	✓	
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	✓	
If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
6. ***HISTORIC AND CULTURAL RESOURCES***: CEQR Technical Manual Chapter 9 **(Refer to Attachment F, "Historic and Cultural Resources")**		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.	✓	
7. ***URBAN DESIGN***: CEQR Technical Manual Chapter 10 **(Refer to Attachment G, "Urban Design and Visual Resources")**		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✓	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✓
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		
8. ***NATURAL RESOURCES***: CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✓
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		✓
9. ***HAZARDOUS MATERIALS***: CEQR Technical Manual Chapter 12 **(Refer to Attachment B, "Supplemental Screening")**		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	✓	
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✓
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		✓
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		✓
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		✓
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✓
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✓
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify: **No RECs were identified.**	✓	
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		✓
10. ***INFRASTRUCTURE***: CEQR Technical Manual Chapter 13 **(Refer to Attachment B, "Supplemental Screening")**		
(a) Would the project result in water demand of more than one million gallons per day?		✓
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?	✓	
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✓
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✓
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✓
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		✓
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✓
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✓
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		
11. ***SOLID WASTE AND SANITATION SERVICES***: CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✓
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✓

	YES	NO
12. ***ENERGY***: CEQR Technical Manual Chapter 15		
Would the proposed project affect the transmission or generation of energy?		✓
13. ***TRANSPORTATION***: CEQR Technical Manual Chapter 16 **(Refer to Attachment H, "Transportation Screening")**		
Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	✓	
(a) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection?	✓	
***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.*		✓
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line? **(Refer to Attachment H, "Transportation Screening")**	✓	✓
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? **(Refer to Attachment H, "Transportation Screening")**	✓	
14. ***AIR QUALITY***: CEQR Technical Manual Chapter 17 **(Refer to Attachment B, "Supplemental Screening")**		
Mobile Sources: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?		✓
Stationary Sources: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed)	✓	
Does the proposed project involve multiple buildings on the project site?		✓
Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✓
Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✓
If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
15. ***GREENHOUSE GAS EMISSIONS***: CEQR Technical Manual Chapter 18		
Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✓
If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		
If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal?		
16. ***NOISE***: CEQR Technical Manual Chapter 19 **(Refer to Attachment B, "Supplemental Screening")**		
Would the proposed project generate or reroute vehicular traffic?	✓	
Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		✓
Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✓
Does the proposed project site have existing institutional controls (*e.g.* E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✓
If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
17. ***PUBLIC HEALTH***: CEQR Technical Manual Chapter 20 Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		✓
18. ***NEIGHBORHOOD CHARACTER***: CEQR Technical Manual Chapter 21 Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.	✓	
If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
As indicated above and/or described in the attached analyses, the proposed action does not have the potential to result in significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. Nor would the proposed action result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. Therefore, an assessment of neighborhood character is not warranted.		

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
	• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or	✓	
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

Refer to Attachment B, "Supplemental Screening".

20. ***APPLICANT'S CERTIFICATION***

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Melanie Meyers, Esq., representative of **Jamestown Premier Chelsea Market, LP**

APPLICANT/SPONSOR — NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☑ APPLICANT/REPRESENTATIVE or ☐ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

Melanie Meyers, Esq.

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

4/5/12

DATE:

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:
In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potential Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy		
Socioeconomic Conditions		
Community Facilities and Services		
Open Space		
Shadows		
Historic and Cultural Resources		
Urban Design/Visual Resources		
Natural Resources		
Hazardous Materials		
Water and Sewer Infrastructure		
Solid Waste and Sanitation Services		
Energy		
Transportation		
Air Quality		
Greenhouse Gas Emissions		
Noise		
Public Health		
Neighborhood Character		
Construction Impacts		

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.

3. ***LEAD AGENCY'S CERTIFICATION***

TITLE _____ LEAD AGENCY _____

NAME _____ SIGNATURE _____

☐ Check this box if the lead agency has identified one or more potentially significant adverse impacts that MAY occur.

☐ Issue ***Conditional Negative Declaration***

A ***Conditional Negative Declaration*** (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

☐ Issue ***Positive Declaration*** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a ***Positive Declaration***.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [ ] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [ ] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project that:

No other signficant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE

LEAD AGENCY

NAME

SIGNATURE

ATTACHMENT A
PROJECT DESCRIPTION

I. INTRODUCTION

This application is for zoning map and text amendments that would (1) add Block 713 to the Special West Chelsea District (WCh) while maintaining the underlying existing M1-5 zoning; (2) allow an increase in the maximum permitted floor area ratio (FAR) from 5.0 to 7.5 in exchange for a contribution to the High Line Improvement Fund and provision of certain High Line amenities; and (3) establish specific height, setback, and other building envelope bulk controls on the site to govern the form of new expansions to the existing building on the project site. The proposed action is intended to facilitate the development of an approximately 359,000 gsf (347,000 zsf) office and hotel expansion to the existing Chelsea Market complex, which represents the reasonable worst case development scenario (RWCDS) for the project site in the future with the proposed action. Located on a full block site at 78-92 Tenth Avenue in Manhattan Community District 4, the 165,200 sf project site consists of Block 713, Lot 1 and is bounded by West 16th Street on the north, Ninth Avenue on the east, West 15th Street on the south, and Tenth Avenue on the west. A portion of the elevated High Line structure, which has operated as a public open space since June 2009, traverses the western end of the project site, passing through the complex adjacent to Tenth Avenue. Refer to Figure A-1, Site Location Map. The applicant for this action is the site's owner, Jamestown Premier Chelsea Market, LP.

The office enlargement would add 9 floors with approximately 255,000 gsf (252,000 zsf) on top of the western portion of the existing complex, resulting in a total height of 16 stories (230-feet tall). The hotel enlargement would add 11 floors with approximately 104,000 gsf (95,000 zsf) at the northeast corner of the existing complex, resulting in a total height of 12 stories (approximately 160-feet tall). The complex currently includes approximately 164,755 gsf of retail space with some wholesale and production activities on the first level, approximately 751,042 gsf of office space, including television studio/production space, on the second through eighth floors, and approximately 165,000 gsf of storage, mechanical, retail, and production space in a below-grade cellar level. With the expansion, the project site would have a total of approximately 164,755 gsf of ground floor retail with some wholesale and production activities, 1,006,042 gsf of office, 104,000 gsf of hotel space, and 165,000 gsf of below-grade space. The proposed project also includes renovating some existing space, including access to or reconfiguring lobbies on the first floor to accommodate the new office and hotel towers. One or more tenants would occupy the proposed office. The proposed hotel space would have approximately 150 guest rooms and would accommodate demand generated by the office use at Chelsea Market and nearby buildings.

Under No-Build conditions, the site would remain zoned as M1-5 but would not be added to the Special West Chelsea District. Chelsea Market would remain generally the same size and with similar uses, with various as-of-right modifications including interior and exterior renovations and small rooftop additions to accommodate changing tenant demands. The

applicant would not make a contribution to the High Line via the High Line Improvement Bonus or provide High Line related amenities in the absence of the proposed action.

If the proposed action is approved, project construction is expected to commence in the fourth quarter of 2012 or first quarter of 2013 with an approximately 18-month construction schedule, and completion in 2014. Construction of the office and hotel components would occur concurrently. Both components would be developed by the applicant, though it is anticipated that the hotel component would be developed in partnership with an existing tenant as the hotel would be developed above the tenant's restaurant and the tenant holds a long-term ground lease. Occupancy of the development would occur in 2014 and therefore this EAS uses a 2014 Build analysis year. However, the proposed zoning text contains an allowance for the development of Ninth Avenue expansion first so long as the full High Line amenities along Tenth Avenue are provided no later than 2017. This alternative is designed to enable the flexibility to address the space needs of existing tenants in the Tenth Avenue portion of the building that may be affected by construction of the Tenth Avenue expansion to be temporary relocated. In view of this potential alternative, analysis of the impacts of the action in the event of a completion date in 2017 is also assessed where warranted.

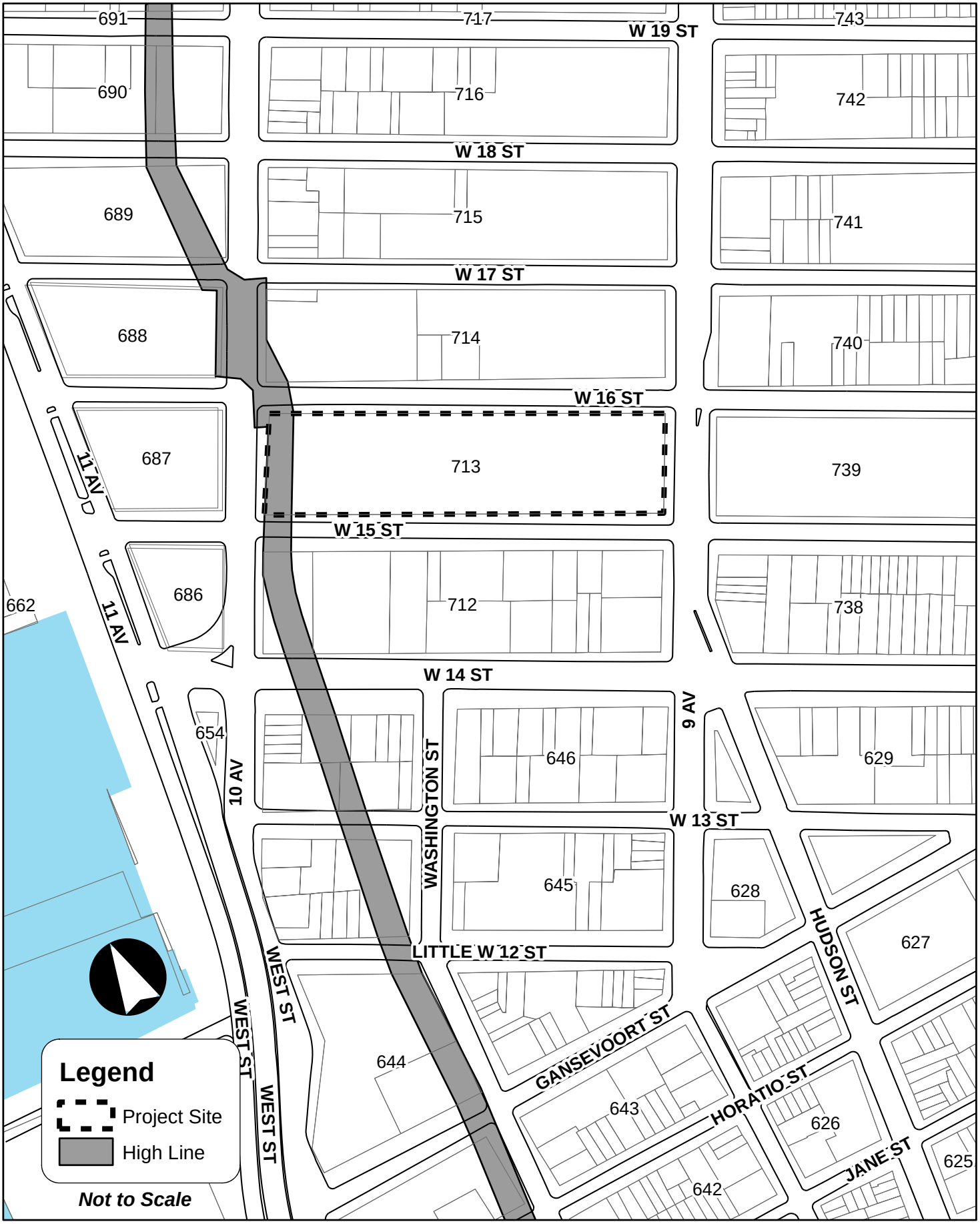
II. EXISTING CONDITIONS

The project site is located in the Chelsea neighborhood of Manhattan Community District 4, north of the Meatpacking District. It is a rectangular lot with 206.5 feet fronting Ninth Avenue and Tenth Avenue and 800 feet of frontage along West 15th Street and West 16th Street and comprises an entire city block. It is comprised of one tax lot, Block 713, Lot 1 and contains approximately 165,200 sf of lot area. The project site is located approximately one block east of Route 9A, Chelsea Piers, and the Hudson River's shoreline, and is a block north of West 14th Street, a major two-way cross-street and truck route in the Manhattan grid. The area's transit services include the 14th Street IND subway station at Eighth Avenue and the M11 bus route operating on Ninth and Tenth Avenues. The addresses associated with this site include 401-459 West 15th Street, 400-460 West 16th Street, 78-92 Tenth Avenue, and 169-187 Ninth Avenue.

As shown in Figure 3a, "Zoning Map," attached to the EAS form, the project site is located in an M1-5, light manufacturing zoning district. In M1-5 districts permitted commercial and light manufacturing uses have a maximum floor area ratio (FAR) of 5.0 and permitted community facility uses have a maximum FAR of 6.5. The site is located adjacent to the Special West Chelsea District.

The project site is occupied by 10 buildings[1], attached and interconnected to create one complex, known since approximately 1997 as Chelsea Market, and is traversed on its western edge by a portion of the High Line. The buildings generally range in height from one to eight stories, with a maximum height of approximately 142 feet. Their combined footprint covers

[1] New York City Department of Buildings lists 10 buildings; however, various sources describe the project site as consisting of 10, 17, 18, or other number of buildings. This discrepancy may be due to building construction being completed in phases.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W 13 ST
645
628
627
HUDSON ST
LITTLE W 12 ST
WEST ST
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GANSEVOORT ST
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HORATIO ST
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JANE ST
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642
Legend
Project Site
High Line
Not to Scale

virtually the entire site, including the area underneath the High Line. In total, the buildings comprise approximately 915,797 gsf plus approximately 165,000 gsf of cellar space. The complex is occupied by retail and wholesale businesses, including production uses, on the first level and in the cellar and is occupied by offices and television studios on the upper floors, with many of the office uses occupied by technology, media, and software development companies. These businesses employ an estimated 3,498 workers at this location (comprised of 494 retail workers and 3,004 office/studio workers). The existing complex, which was completed prior to 1961, is built slightly above the permitted M1-5 density of 5.0 FAR with a built FAR of approximately 5.4. The site requires 7 loading docks pursuant to zoning; however, there are currently 12 loading docks provided along West 15th Street and West 16th Street, including some used by the retail/wholesale businesses on the first level. Parking is not required in an M1-5 district, and the site does not include any on-site parking.

A prominent feature of the site is its ground level internal arcade, which generally extends on an east-west alignment through the site, with major midblock entrances on Ninth and Tenth Avenue. It provides internal circulation for the building, including connections to elevators serving the upper floors, is the primary means for accessing the ground floor retail spaces, and provides an internal pedestrian way connecting Ninth and Tenth Avenues. While some stores and restaurants can be accessed directly from doors fronting on the sidewalk, many only can be reached through the arcade. Many historic elements of the complex's structure have been retained and combined with new design features to create a distinctive, post-industrial aesthetic. A notable example is the arcade's waterfall, created from a large pipe which pours water into a sunken pit adjacent to where visitors pass on their way to shops or work.

The High Line passes completely through the building complex along Tenth Avenue. The City, which owns the High Line, has an easement permitting use of the area where it passes through the site.

The project site is located within the Gansevoort Market Historic District as listed on the State and National Registers of Historic Places (S/NR District). A narrow portion of the site is also located immediately across the street from, but is not within, the Gansevoort Market Historic District as designated by the NYC Landmarks Preservation Commission (NYCL District). Refer to Attachment F, "Historic Resources," for more information.

Refer to Figure A-2, Existing Conditions Site Plan, which shows the existing buildings and the High Line. Photographs of the project site are provided in Figure A-3.

Additional information on existing land use and zoning conditions on the project site and the surrounding area is provided in Attachment C, "Land Use, Zoning, and Public Policy".

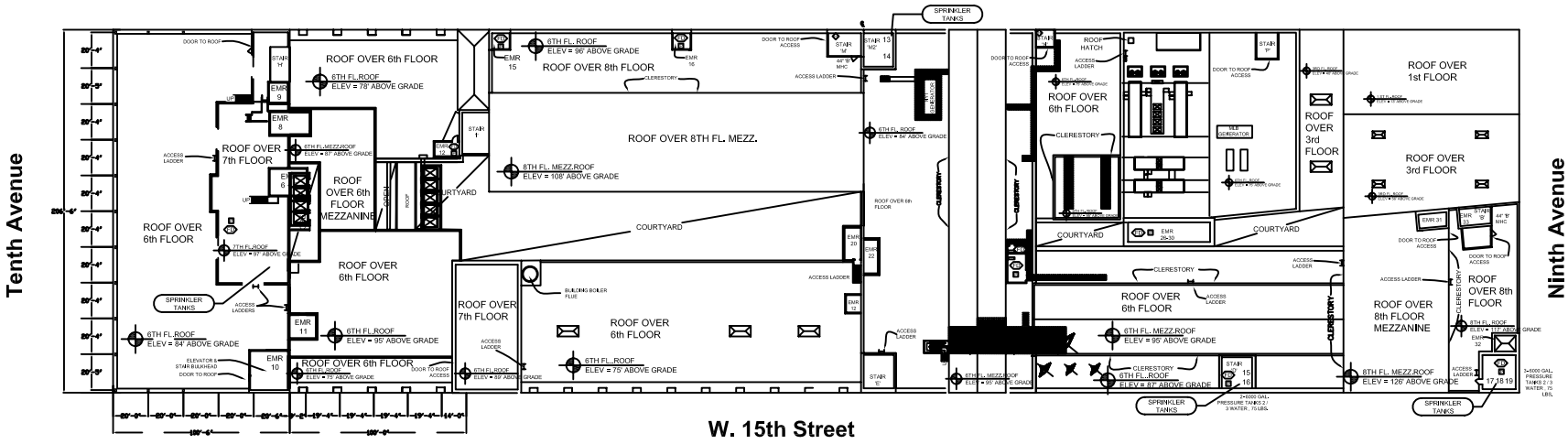
III. PROJECT PURPOSE AND NEED

Over the past few decades, new market trends have resulted in the development of many new residential and commercial uses in the area. Chief among these was the conversion of the industrial buildings on the project site into Chelsea Market in the mid 1990s, with its distinctive mix of ground floor retail and wholesale businesses and upper floor office and studio tenants

and its iconic design that welcomed the public into its interior arcade. On the project site and in the surrounding area, new commercial developments and conversions have included food-related businesses (especially in Chelsea Market), apparel retailers, restaurants, and upper floor office space. The office uses coming to the area have been typically associated with cutting edge industries including television, software design, and information technology that are looking for unique buildings and office space with characteristics not typically found in the City's central business districts. In the last few years interest in Chelsea and the Meatpacking District has intensified further, stemming from several factors: the creation of Hudson River Park, Special West Chelsea District zoning, unique shopping and gallery spaces, the conversion of the High Line into a public open space (the first section of the High Line was opened in June 2009), and adaptive reuse of historic buildings such as those in the Meatpacking District, the former Port Authority Commerce Building at 111 Eighth Avenue, 85 Tenth Avenue, Milk Studios, and Chelsea Market itself. The area is attracting many new residents, businesses, and visitors and a new wave of commercial and residential development is occurring. This trend is evidenced by the area's high retail and office rents and low commercial space vacancy rates in recent years. These new uses generate significant economic activity, providing returns on investment that justify the expense of building renovations or new construction. This addresses demand for new building space, provides fiscal benefits to the City and State, and leverages public investment in the High Line public space and other public improvements.

The proposed project would be consistent with these trends and provide an economic development benefit for the City in response to market conditions. The office addition would facilitate substantial new investment into the project site, providing additional space for commercial businesses and creating jobs, while the hotel addition would support the office use as well as respond to the demand in the area. The office expansion would help to energize the Tenth Avenue corridor and western end of Chelsea Market, which is not as visited and active as the eastern part of the complex and its Ninth Avenue entrance. These new spaces would enhance the continued redevelopment of Chelsea, and be compatible with neighboring developments and the adaptive reuse of the High Line as a publicly accessible open space.

The proposed expansions would place additional density at locations that would relate to the built scale on the project site and in the neighboring blocks. The office expansion would create a taller building along the Tenth Avenue/High Line corridor where it would be comparable in height and massing to other existing and under construction developments such as the 19-story Standard Hotel and the expanded 12-story High Line Building to the south, and the 24-story Caledonia, 24-story Fulton Houses buildings, and future buildings along the High Line to the north that are permitted under the Special West Chelsea District zoning. The project would also help to anchor the western end of the site by generating a daytime population for the mixed-use neighborhood along its less active Tenth Avenue side. The hotel expansion at the site's northeastern corner would fill a gap in the massing of the site and its surrounding. It would rise above 1- and 3-story sections of Chelsea Market that are out-of-scale given their prominent location along the 100-foot wide Ninth Avenue adjacent to 6 to 8 story portions of Chelsea Market and across the street from the 15-story 111 Eighth Avenue, a 7-story Robert Fulton Houses building, and the 12-story Maritime Hotel.



Scale: 1 inch = 100 feet

0 100 200

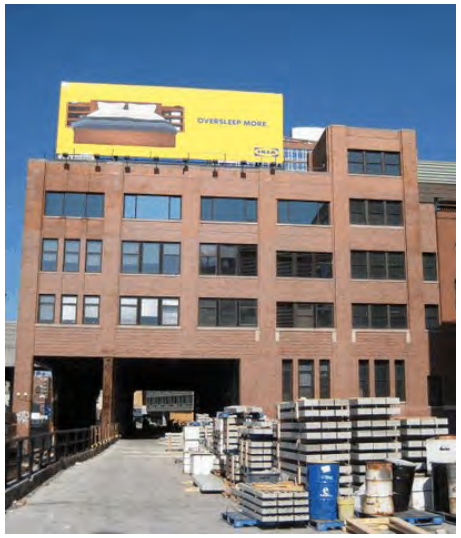
Above: Project site at 9th Ave. & W. 16th St. facade looking southwest

Above: Project site facade at 10th Ave. & W. 15th St. looking northeast, with High Line & pedestrian bridge connecting to 85 10th Ave.

Below: Project site W. 16th St. facade looking west

Below: Project site W. 15th St. facade looking west

Below: High Line intersecting W. 15th St. facade (March 2008)



Below: Interior Ground Floor Arcade

Chelsea Market Expansion EAS

Figure A-3

Project Site Existing Conditions Photographs

All photos courtesy Studios Architecture

IV. THE PROPOSED ACTION

Proposed Zoning Map and Text Amendments

The proposed action consists of a zoning map amendment that would include the project site block within the Special West Chelsea District (while maintaining the underlying M1-5 zoning designation) and zoning text changes to certain sections of the Special West Chelsea District (ZR Section Article IX, Chapter 8). The inclusion of the project site block within the Special District would enable it to qualify for an increase in total density to 7.5 FAR pursuant to a High Line Improvement Bonus mechanism, which consists of a contribution to the High Line Improvement Fund and certain improvements related to the portion of the High Line passing through Chelsea Market. If the proposed action is approved and the applicant follows through with their proposed project as the result, the City would receive approximately $19 million through a contribution to the High Line Improvement Fund (refer to Attachment C, "Land Use, Zoning and Public Policy") as well as freight access from a newly constructed, dedicated freight elevator and the use of a shared loading dock, dedicated space within Chelsea Market including up to approximately 3,000 sf of storage and event support space at the High Line level, up to approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line and the new freight elevator, and rest rooms for both sexes available directly from the High Line.

Complementing the zoning map amendment, the zoning text changes to certain sections of the Special West Chelsea District are designed to enable the construction of the proposed expansion of Chelsea Market as described in detail below.

Changes in Bulk Regulations

With the proposed action, standard M1 bulk regulations would not apply to the project site. In their place, height, setback and other building envelope controls specified in the zoning text would govern the form of development on the project site. These controls would generally prescribe the building envelopes within which new building enlargements may be constructed along the Ninth Avenue and Tenth Avenue portions of the project site as well as establishing controls for the midblock to limit additional development in that area.

The proposed zoning text changes would create a new "Subarea J" that would apply to the project site block. Subarea J would divide the Chelsea Market block into three zones with specific height and setback controls: the Mid Block Zone (the portion of the block located more than 200 feet from Tenth Avenue and more than 150 feet from Ninth Avenue); the Ninth Avenue Zone (the portion of the block located within 150 feet of Ninth Avenue); and the Tenth Avenue Zone (the portion of the block located within 200 feet of Tenth Avenue.

Within the Midblock Zone, the height of buildings or portions of buildings shall be limited to a maximum streetwall height of 130 feet above curb level. Any portion of a building exceeding the maximum streetwall height shall be set back a minimum of 20 feet and shall be limited to a maximum height of 150 feet.

Within the Ninth Avenue Zone, any building may rise to a maximum height of 130 feet without setback from the adjoining streets, and may not exceed a maximum height of 160 feet. Any building above the maximum streetwall height shall be set back at least 5 feet from Ninth Avenue and 15 feet from West 15th and West 16th Streets.

Within the Tenth Avenue Zone, any portion of a building shall have a maximum streetwall height of 185 feet before setback and a maximum building height of 230 feet. Any building located above a height of 185 feet shall be setback at least 10 feet from the street line and above a height of 200 feet shall be setback at least 25 feet from the street line. In addition, the streetwall shall include a recess with a minimum depth of 15 feet and a minimum height of 15 feet located above the roof of the existing building. The recess shall extend at least 25 feet along the West 15th Street frontage and at least 70 percent of the Tenth Avenue frontage including all of the Tenth Avenue streetwall located within 50 feet of West 15th Street.

Change in Permitted Floor Area

With the increase in maximum permitted FAR, the project site would be permitted to have a maximum floor area of 1,239,000 zsf. Currently, under the standard M1-5 zoning with a maximum permitted 5.0 FAR, the 165,200 sf project site is permitted to have a maximum floor area of 826,000 zsf. However, as noted above, this pre-1961 building has a built FAR of approximately 5.4, as it contains approximately 892,000 zsf. Therefore, as a consequence of the proposed action, the permitted floor area on the project site would increase by a net of approximately 347,000 zsf.

Change in Permitted Uses

With the addition of the project site to the Special West Chelsea District, the provisions of ZR Section 98-13, "Modification of Use Regulations in M1 Districts," would apply to the project site, i.e., museums and non-commercial art galleries (Use Group 3) would be permitted as-of-right. However, the applicant is not proposing any such uses as a consequence of the proposed action and in any event such uses would not likely represent a worst case use for analysis purposes. Apart from this change in permitted use, with the retention of the underlying M1-5 zoning, there would be no other changes in permitted uses as a consequence of the proposed action and residential and heavy industrial uses would continue to be prohibited.

Future Zoning Certification

The applicant would be required to provide proof of compliance with the zoning requirements for High Line amenities and contribution to the High Line Improvement Fund as set forth in the proposed Zoning Text Amendment for Subarea J (the project site) of the Special West Chelsea District. At the time building plans are filed at the Department of Buildings (DOB), the applicant would have to provide a Certification by the Chairperson of the City Planning Commission that confirms the compliance of the applicant's plans with High Line amenities requirements and a required deposit of funds into the High Line Improvement Fund. Subsequently, at the time that an application for a certificate of occupancy is filed at the Department of Buildings for the Tenth Avenue enlargement, the applicant would have to provide a Certification by the CPC Chairperson that confirms the completion of work on High

Line amenities and the payment of the balance of the required contribution to the High Line Improvement Fund. Subject to the adoption of the proposed action, CPC Certification would be a ministerial action and not a discretionary action.

Required Approvals

The following approvals are required for the proposed action:

- The zoning map amendment would extend the boundary of the Special West Chelsea District (WCh) to incorporate the project site block. The underlying M1-5 zoning would be retained.
- The zoning text amendment to the Special West Chelsea District to increase the maximum permitted floor area ratio (FAR) for the site from 5.0 to 7.5 in exchange for a contribution to the High Line Improvement Fund, and the construction of other High Line amenities. The zoning text amendment would also establish specific height, setback, and other building envelope controls that would govern development on the project site (refer to Attachment C, "Land Use, Zoning and Public Policy").

The proposed action is a discretionary public action subject to both the City Environmental Quality Review (CEQR) and the Uniform Land Use Review Procedure (ULURP). For the purposes of CEQR, the proposed action is a Type I Action. The New York City Planning Commission is the lead agency for CEQR environmental review and is required to make an environmental determination prior to action on the application. ULURP is a process that allows public review of proposed actions at four levels: the Community Board; the Borough President; the City Planning Commission; and, if applicable, the City Council. The procedure mandates time limits for each stage to ensure a maximum review period of approximately seven months.

At a later date, pursuant to the proposed zoning map and text amendments (if adopted), the applicant would apply to the Chairperson of the CPC to certify its compliance with the requirements for the floor area bonus, i.e., contribution to the High Line Improvement Fund and provision of certain High Line amenities defined in the zoning text. These certifications would be required before the issuance by the NYC Buildings Department of building permits and certificates of occupancy for the project site. These would be ministerial actions and not discretionary upon the adoption of the proposed zoning map and text amendments.

V. FUTURE WITHOUT THE PROPOSED ACTION

In the absence of the proposed action (No-Build Conditions), the project site would continue to be zoned M1-5 but would not be added to the Special West Chelsea District. The project site would not be redeveloped or significantly expanded, and the types of land uses existing today would remain. The project site would continue to be occupied by Chelsea Market at approximately its existing size, although as-of-right changes in tenants, loading dock space, and changes to the complex's exterior, interior, and rooftop would continue to occur to accommodate new tenants and businesses with or without the proposed action.

Under No-Build conditions, the applicant would not make a contribution to the High Line via the High Line Improvement Bonus or provide High Line related amenities. The High Line would continue to be improved to the north of the project site.

No-Build developments on other sites in the vicinity of the project site are also discussed in Attachment C, "Land Use, Zoning and Public Policy."

VI. PROPOSED PROJECT AND FUTURE WITH THE PROPOSED ACTION RWCDS

The proposed action would facilitate a development proposal consisting of an approximately 255,000 gsf office addition to the project site in a new expansion along Tenth Avenue and a 104,000 gsf hotel addition in a new expansion adjacent to Ninth Avenue and West 16th Street. A description of this development proposal is provided, following by an explanation why this represents the RWCDS for the proposed action.

Proposed Project

Currently, Chelsea Market consists of approximately 164,755 gsf of specialized retail on the first level, of which approximately 16,600 gsf is used as wholesale space, and approximately 751,042 gsf of office space, including some television studio/production areas, on the second through eighth floors. There is also approximately 165,000 gsf of below-grade cellar space used occupied by storage, production space, mechanical, and retail. With approval of the proposed action, the site owner would enlarge the existing Chelsea Market complex in two areas.

This would include a 9-story office building expansion, resulting in an additional 255,000 gsf (252,000 zsf) of above-grade office space. With this office expansion, the western portion of the complex along Tenth Avenue between West 15th and West 16th Streets would rise to a height of 16 stories (230 feet). There also would be an 11-story hotel expansion, resulting in an additional 104,000 gsf (95,000 zsf). The proposed office expansion would rise close or to the maximum permitted streetwall height of 185 feet. The midblock portion of the project site would be limited to approximately the same height as presently exists. With the hotel expansion, the northeastern portion of the complex adjacent to the corner of Ninth Avenue and West 16th Street would rise to a height of 12 stories (approximately 160 feet high). Based on standard employee space utilization rates, under Build conditions the project site would contain a total of approximately 4,698 retail, office, and hotel employees consisting of approximately 3,498 in the existing and approximately 1,200 in the expansion spaces. In addition to the existing retail area, the first floor would include access to elevators for the proposed office expansion on the western end of the site and a hotel lobby for the proposed hotel expansion on the northeastern end of the site. The existing retail space would continue to be occupied by several food related businesses, including kitchen suppliers and eating establishments, which attract patrons from a wide area. There would be no on-site parking spaces. At the ground level, the building would continue to cover virtually the entire site.

The proposed project also includes the construction of the High Line amenities described above, which would facilitate the City's use of the section of the High Line passing through and near Chelsea Market for events, concessions, and other social programming.

The applicant intends to construct the office expansion component (i.e., the Tenth Avenue building) with massing, setbacks of facades, contemporary designs and use of materials that differentiate the building from the original building while remaining harmonious with the industrial character of the original building. A Restrictive Declaration will be executed and recorded against the property as part of the proposed action. This Restrictive Declaration will require the applicant to submit the final design plans for the Tenth Avenue building to the CPC Chair for a determination that they are consistent with the Concept Plan as illustrated in Figure A-8.

Illustrative Elements of the Proposed Project

It should be noted that the proposed project's bulk characteristics, i.e., height, setback, and other building envelope controls, will be specified by the proposed zoning text amendment. The following information on other elements of building design is provided for illustrative purposes to indicate the applicant's design concept.

The proposed expansion spaces are designed to be compatible with the existing complex. The new space would not require substantial changes to the structural system of the existing buildings or result in damage to any significant features. Load-bearing columns passing through existing shafts and chutes and elevated slabs would support the new structures. Most of the hotel expansion footprint would be located above an existing one-story section of the complex but it is also expected to include some areas built on platforms above adjoining 3-story portions of Chelsea Market. The proposed hotel design includes a setback at a height matching the roofline of the adjoining portions of the Chelsea Market complex, and incorporates materials that are in keeping with the building styles along Ninth Avenue. The proposed design of the office expansion utilizes a primary volume that is proportionate to the existing building and relates well to the height of the building located across Tenth Avenue. It will also utilize contemporary materials, including metals and glazing, so as to differentiate the addition from the existing portions of Chelsea Market, while also evoking the evolutionary development of Chelsea Market. (More details on the proposed design are provided in Attachment C, "Land Use, Zoning, and Public Policy").

Images of the proposed project are provided in Figure A-4, Proposed Project Roof Plan; Figure A-5, Proposed Project Zoning Plan Diagram; Figure A-6a to A-6d, Elevations; Figure A-7, Axonometric View of Proposed Action Maximum Envelope, and; and Figure A-8, Tenth Avenue Expansion Conceptual Plan.

Net Incremental Development

With the implementation of the proposed project, the No-Build scenario expected to occur in the future without the proposed action would not occur. As a result, in identifying the effects of the proposed action, the analysis considers the net incremental change in use on the project site that would occur between No-Build and Build conditions.

The incremental development associated with the proposed action includes the following program: a net increase of 104,000 gsf of hotel space and a net increase of 255,000 gsf of office space. In addition, there would be a net incremental increase of approximately 1,200 employees.

Future With the Proposed Action RWCDS

The following analysis shows that the applicant's proposed density, building bulk, uses, and net incremental program represents the reasonable worst case development scenario (RWCDS) for the proposed action.

RWCDS: Density

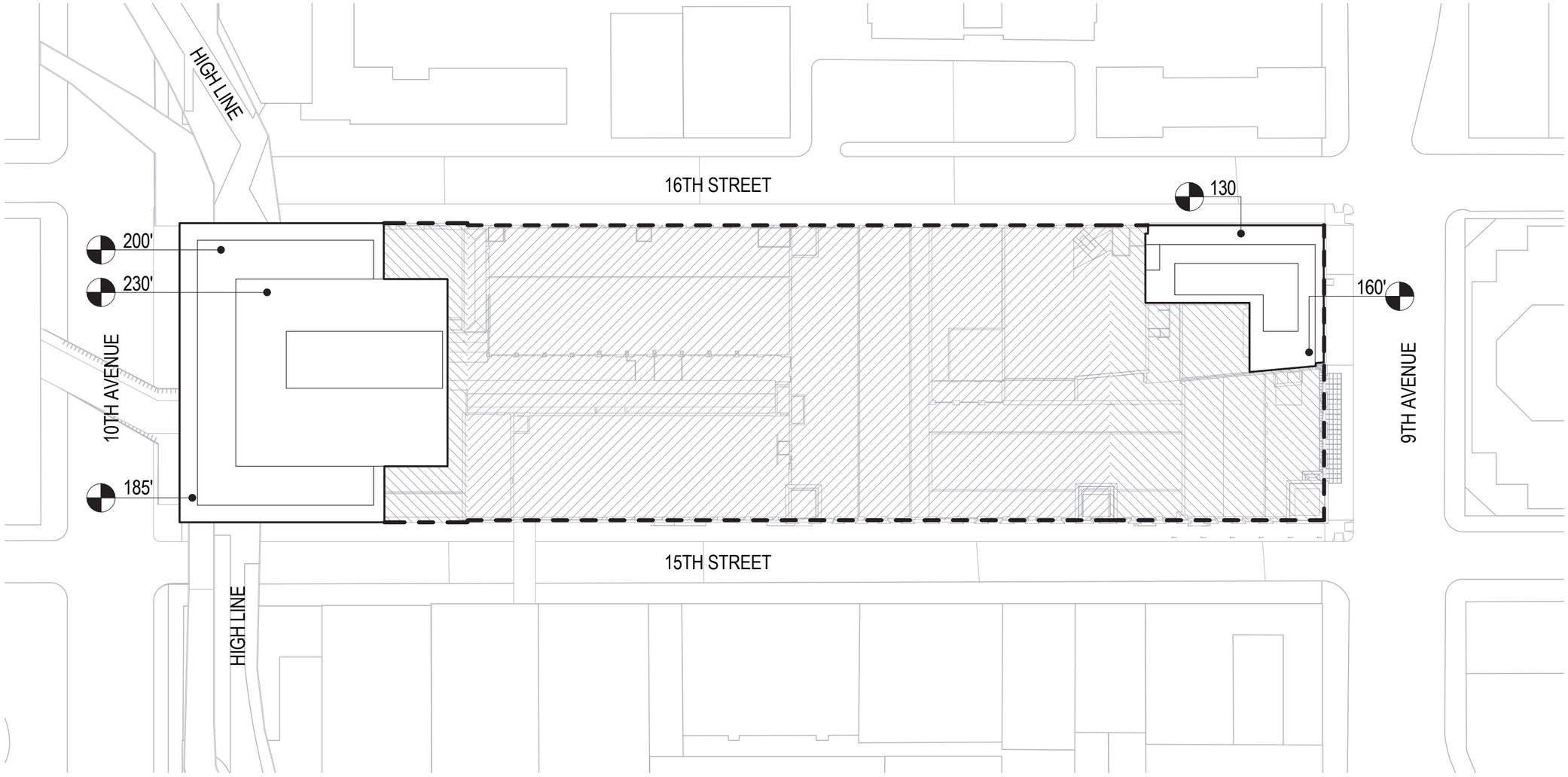
With the proposed project adding approximately 347,000 zsf of additional development, the project site would have a total of approximately 1,239,000 zsf of development space and a built FAR of 7.5. As such the proposed project would maximize the permitted density under the proposed action.

RWCDS: Bulk Envelope

As noted above, the proposed action would establish three sets of bulk controls for the project site: (1) Tenth Avenue Zone (project site within 200 feet of Tenth Avenue); (2) Ninth Avenue Zone (project site within 150 feet of Ninth Avenue); and (3) Midblock Zone (remainder of the full block site). As shown in Figures A-6a to A-6d and as described in Table A-1, the proposed project bulk envelope would fill or nearly fill the maximum permitted building envelope in the Tenth Avenue Zone. The proposed office expansion would rise to the maximum permitted height of 230 feet, increasing from the existing building which has heights in this area ranging from 86 to 130 feet. As noted in the table, by doing so the Tenth Avenue Zone office expansion would utilize approximately 252,000 zsf.

In the Ninth Avenue Zone, the proposed project's bulk envelope would utilize the remaining approximately 95,000 zsf of permitted floor area to provide an expansion that would nearly maximize permitted streetwall and building height. The proposed hotel expansion would be located in the northern half of the Ninth Avenue Zone and would rise to a height of approximately 160 feet, the maximum permitted, increasing from the existing building which has heights ranging from 26 to 51 feet. The design represents a reasonable worst case condition as it uses all available floor area with eleven floors added with an average floor height of approximately 12.4 feet. The existing building heights in the southern half of the Ninth Avenue Zone, which range from 123 to 142 feet, preclude the opportunity for substantial expansion. The hotel expansion would be based above much lower existing areas, including the 13-foot high area at the northeastern corner of the project site occupied by a restaurant that would be incorporated into the new hotel.

No expansion is anticipated in the Midblock Zone where expansion potential is limited given existing heights, as the limit on maximum building height would be 130 feet. Therefore, the proposed action represents a reasonable worst case development scenario in terms of building



EXISTING BUILDING AREA
PROPOSED BUILDING AREA

"NOTE: PROPOSED BUILDING AREA FOR ILLUSTRATIVE PURPOSES ONLY"

N

ROOF PLAN

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

Job No: 08700.01

Date: 12/20/2011

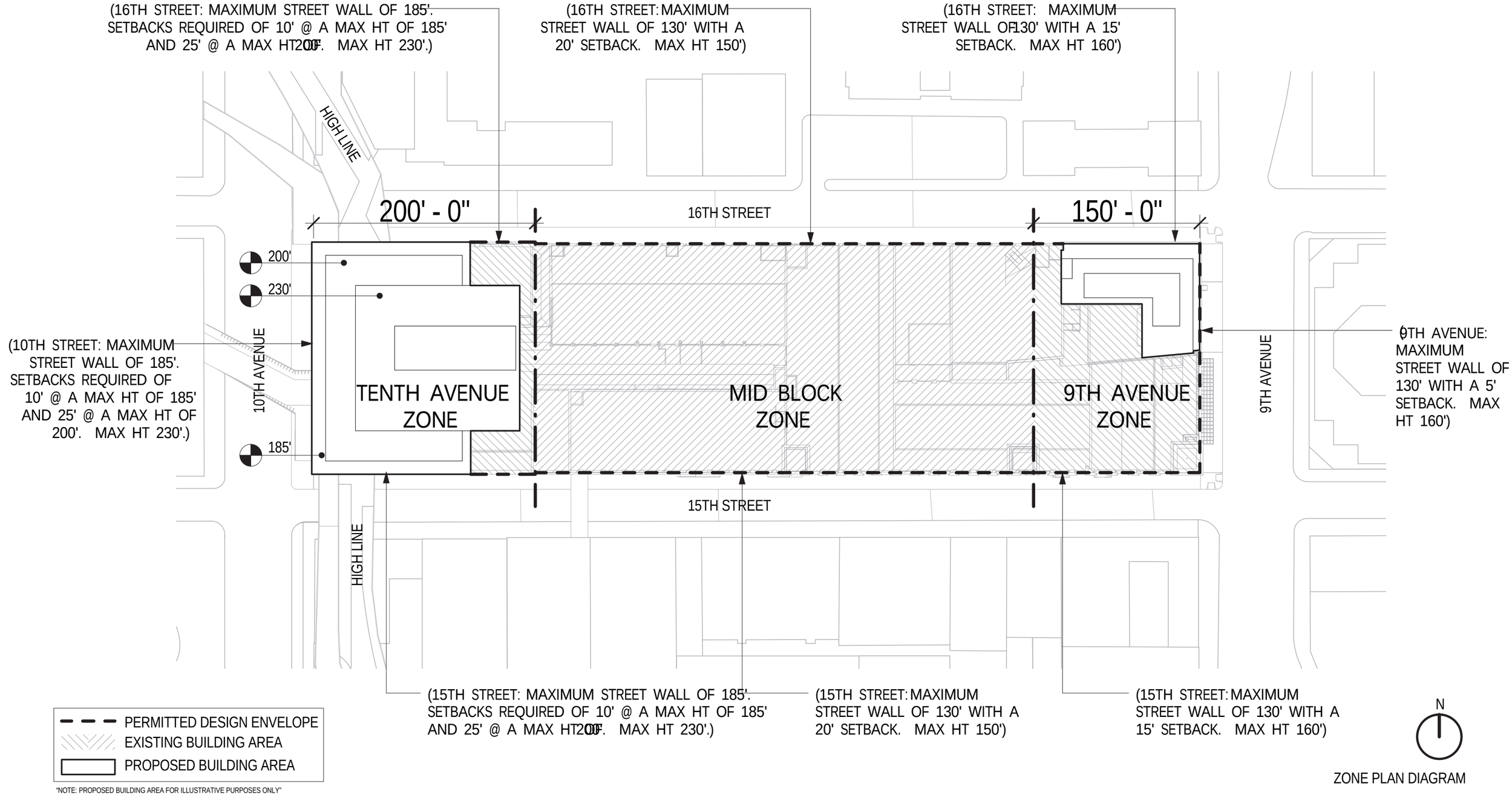
Scale: 1" = 80'-0"

STUDIOS architecture

Z1

588 BROADWAY, SUITE 702~NEW YORK, NY 10012~212.431.4512

Proposed Project: Zoning Plan Diagram



ZONE PLAN DIAGRAM

Project: CHELSEA MARKET
75 9th AVENUE

Date: 12/20/2011

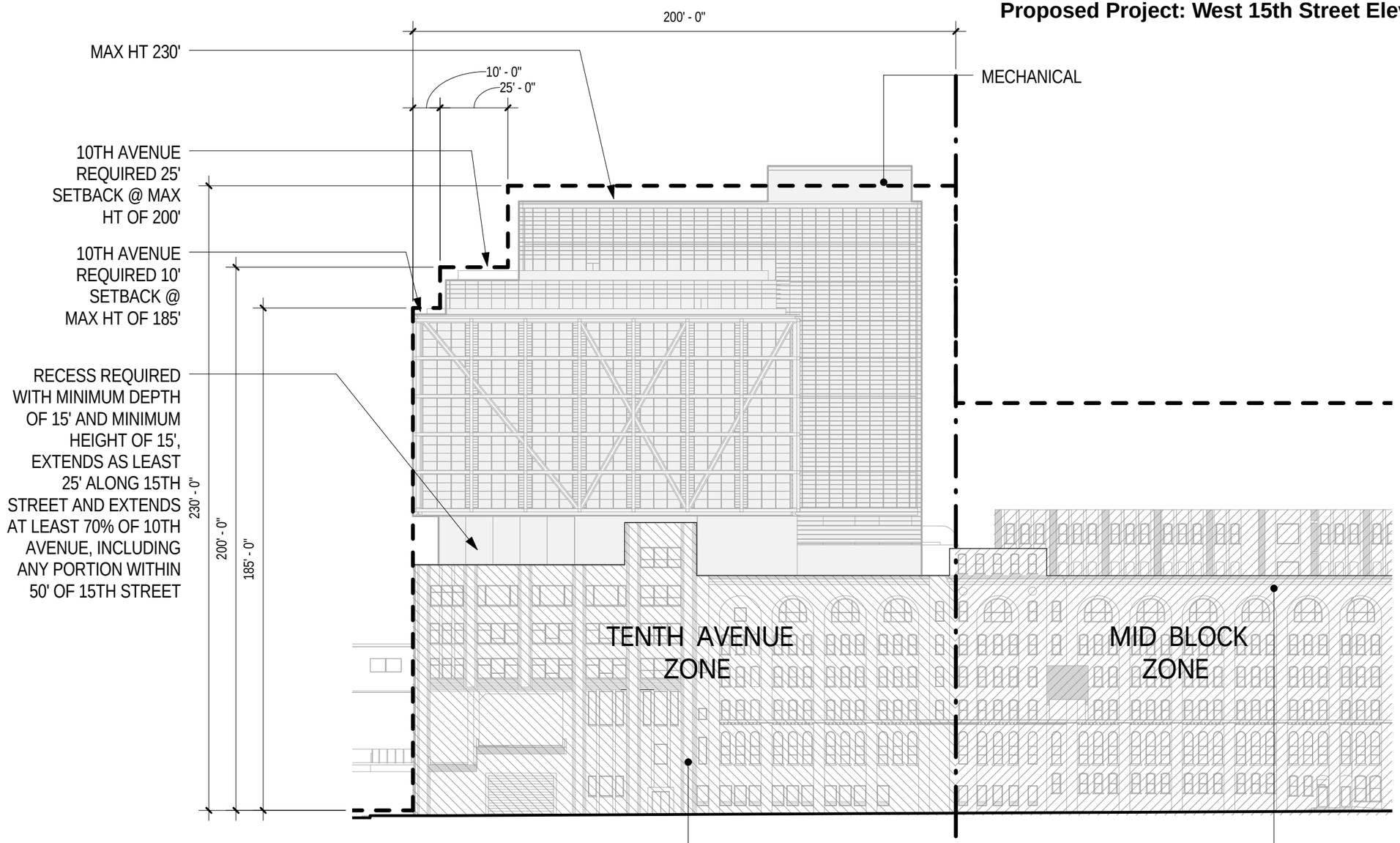
Reference: ZONING DIAGRAM REVISIONS

Job No: 08700.01

Scale: 1" = 80'-0"

STUDIOS architecture
Z2
588 BROADWAY, SUITE 702–NEW YORK, NY 10012–212.431.4512

Proposed Project: West 15th Street Elevation



"NOTE: PROPOSED BUILDING AREA FOR ILLUSTRATIVE PURPOSES ONLY"

15TH STREET ELEVATION

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

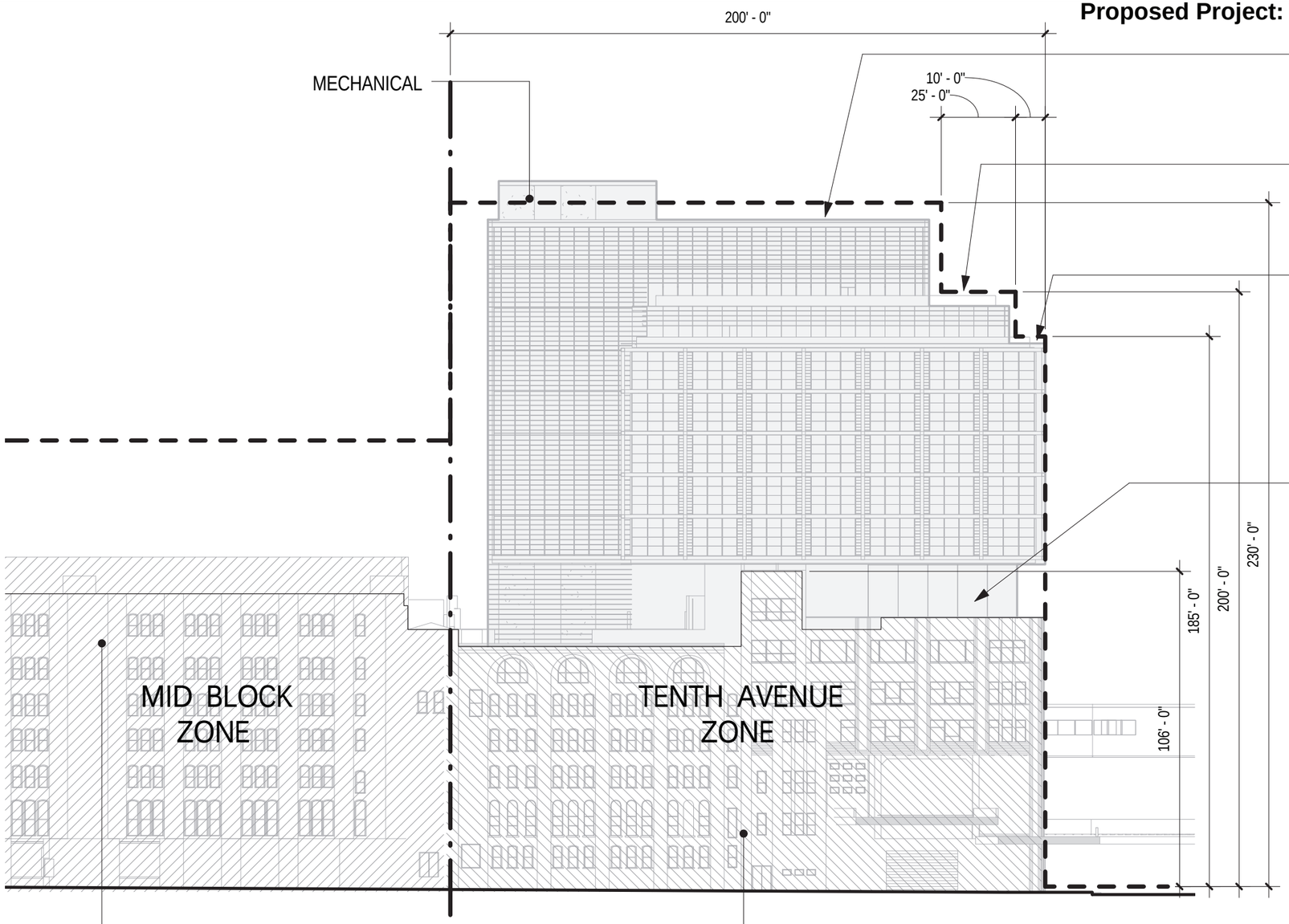
Job No: 08700.01

Date: 12/20/2011

Scale: 1" = 40'-0"

STUDIOS architecture
Z3
588 BROADWAY, SUITE 702~NEW YORK, NY 10012~212.431.4512

Proposed Project: West 16th Street Elevation



"NOTE: PROPOSED BUILDING AREA FOR ILLUSTRATIVE PURPOSES ONLY"

16TH STREET ELEVATION

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

Job No: 08700.01

Date: 12/20/2011

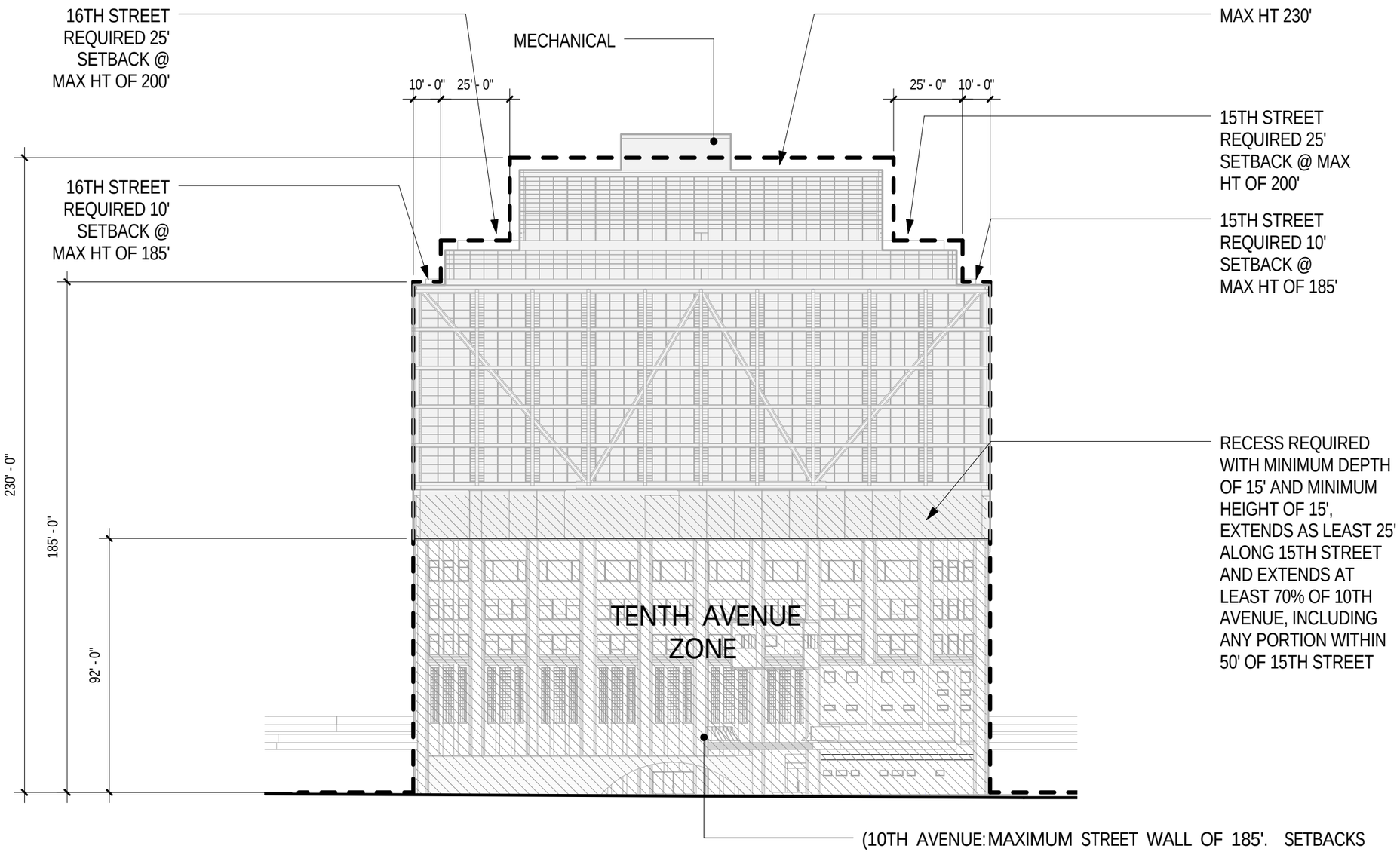
Scale: 1" = 40'-0"

STUDIOS architecture

Z4

588 BROADWAY, SUITE 702~NEW YORK, NY 10012~212.431.4512

Proposed Project: 10th Avenue Elevation



PERMITTED DESIGN ENVELOPE
EXISTING BUILDING AREA
PROPOSED BUILDING AREA

"NOTE: PROPOSED BUILDING AREA FOR ILLUSTRATIVE PURPOSES ONLY"

10TH AVENUE ELEVATION

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

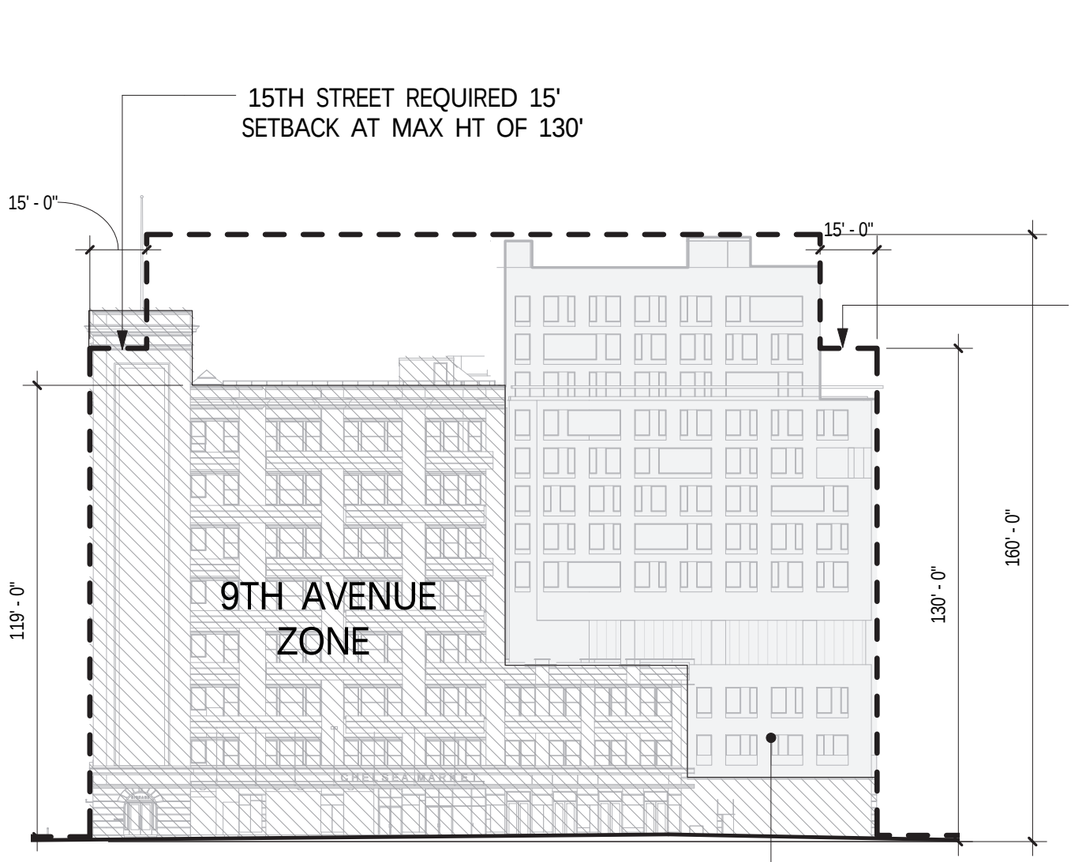
Job No: 08700.01

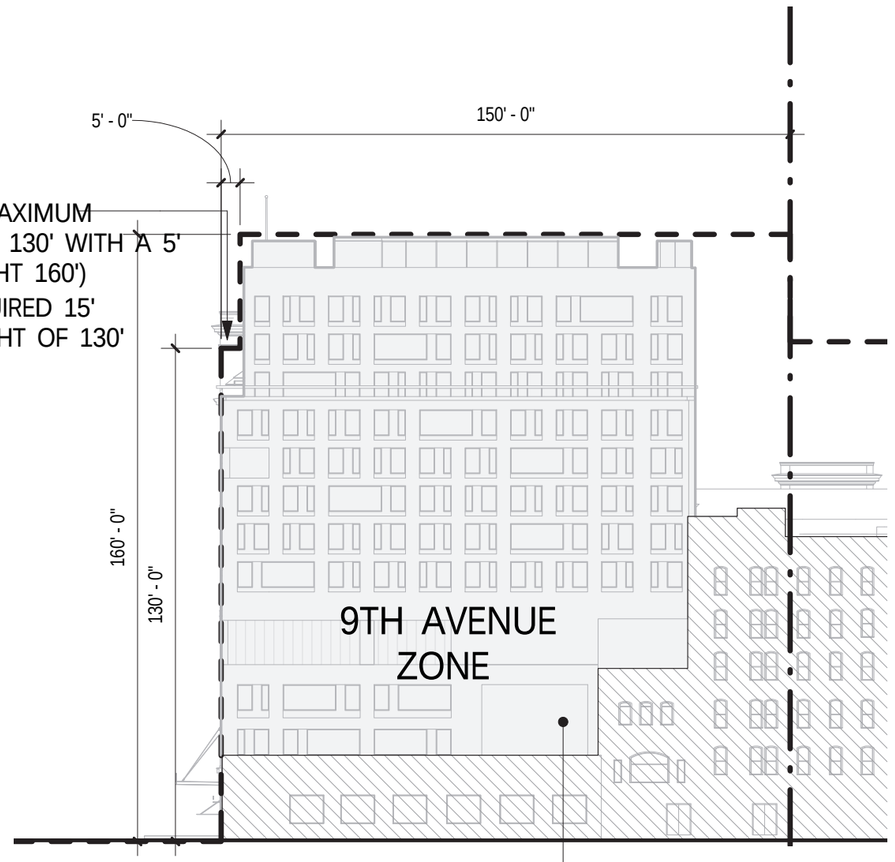
Date: 12/20/2011

Scale: 1" = 40'-0"

STUDIOS architecture
Z5
588 BROADWAY, SUITE 702–NEW YORK, NY 10012–212.431.4512

Proposed Project: 9th Avenue and West 16th Street Elevation





PERMITTED DESIGN ENVELOPE
EXISTING BUILDING AREA
PROPOSED BUILDING AREA

"NOTE: PROPOSED BUILDING AREA FOR ILLUSTRATIVE PURPOSES ONLY"

9TH AVE. & 16TH STREET ELEVATIONS

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

Job No: 08700.01

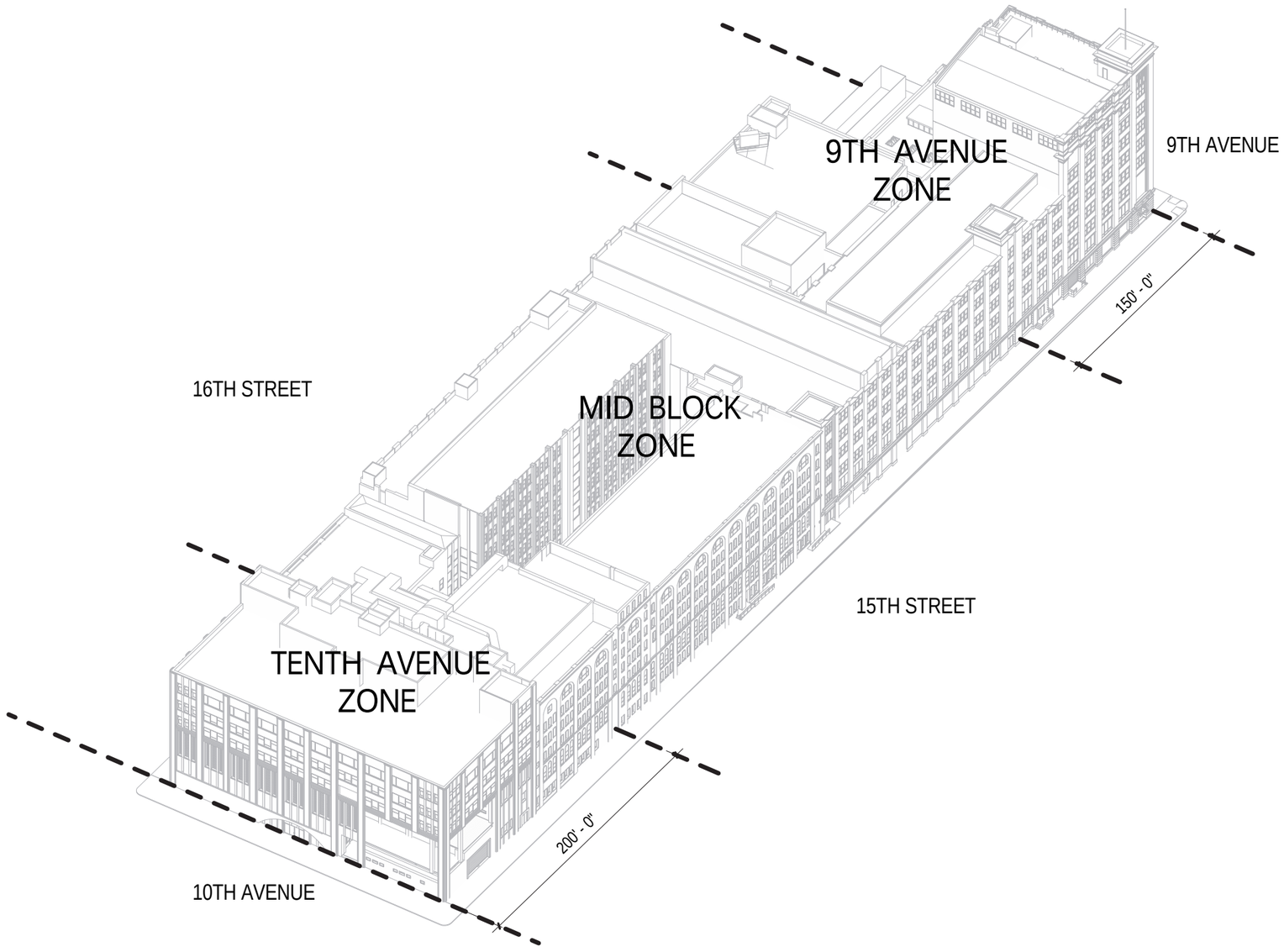
Date: 12/20/2011

Scale: 1" = 40'-0"

STUDIOS architecture

588 BROADWAY, SUITE 702–NEW YORK, NY 10012–212.431.4512

Z6



AXON EXISTING SITE

Project: CHELSEA MARKET
75 9th AVENUE

Reference: ZONING DIAGRAM REVISIONS

Job No: 08700.01

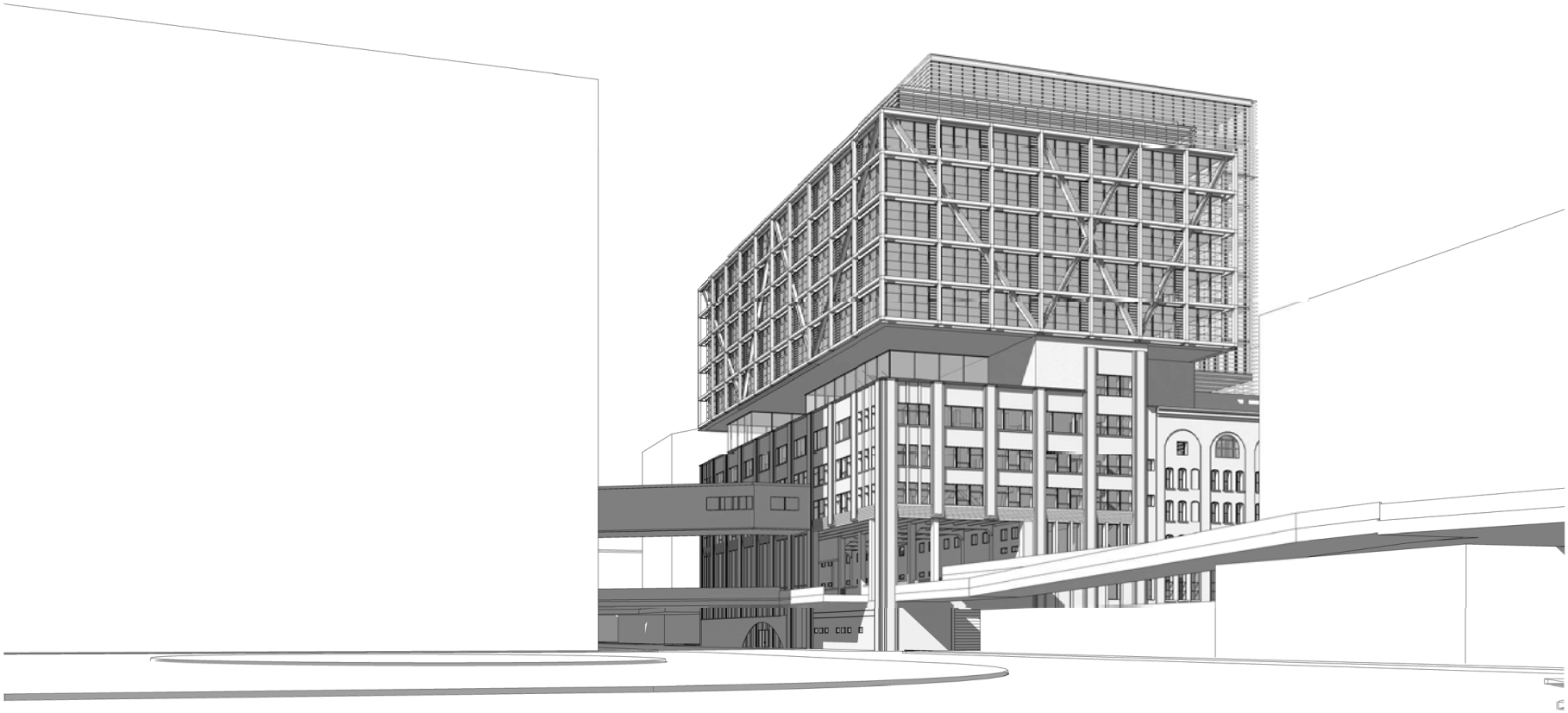
Date: 12/20/2011

Scale:

STUDIOS architecture

Z7

588 BROADWAY, SUITE 702–NEW YORK, NY 10012–212.431.4512



envelope, as it results in a vertical concentration of bulk reaching maximum permitted streetwall and building heights in the Tenth Avenue Zone and close to the maximum heights in the Ninth Avenue Zone, consistent with the intent of the proposed action to concentrate new development along the avenue corridors. A significantly different arrangement of bulk under the proposed action, for example large floor plate additions to the midblock zone, would be both unlikely for constructability reasons as the various buildings have floor at different elevations and for market reasons and would not represent a worst case as maximum height would not be achieved.

Table A-1, Comparison of Proposed Bulk Regulations and Proposed Project

Proposed Bulk Control	Existing Building Bulk	Proposed Project/RWCDS	Comment
Tenth Avenue Zone		Proposed Project would add approx. 252,000 zsf expansion space in Tenth Ave. Zone	
10 Ave. , W. 15 St., & W. 16 St.: Maximum streetwall of 185'; 10' setback required; At 200', a second 15' setback required; maximum height of 230'; recess required above existing building*	84' maximum height, streetwall without setback	185' streetwall; 10' setback, at 200' a second 15' setback; 230' maximum height (excluding permitted obstruction – rooftop mechanical)	Maximizes permitted building envelope along 10 Ave.
Ninth Avenue Zone		Proposed project would add approx. 95,000 zsf expansion space in Ninth Ave. Zone	
9 Ave.: maximum streetwall of 130'; at 130', 5' setback required; maximum height of 160'	Northern half of 9 Ave. facade: streetwall/ maximum heights vary, 26' & 51'. Southern half of 9 Ave. facade: streetwall/maximum height is 142'	115' streetwall, 5' setback, 150' maximum height (northern half of facade only)	Nearly maximizes permitted streetwall and building height while maximizing permitted floor area
W. 15 St. & W. 16 St.: maximum streetwall of 130', 15' setback required; maximum height of 160'	W. 15 St.: streetwall/ maximum heights vary, 134' & 142'. W. 16 St.: streetwall/maximum heights vary, 26', 51', & 113'.	W. 15 St.: no proposed expansion. W. 16 St.: 115' streetwall, 15' setback, 160' maximum height	Nearly maximizes permitted streetwall and building height while maximizing permitted floor area
Midblock Zone		No expansion proposed in Midblock Zone	
W. 15 St. & W. 16 St.: maximum streetwall of 130', 20' setback required; maximum height of 150'	W. 15 St. streetwall/ maximum heights vary, 86' - 103'. W. 16 St. streetwall heights vary, 88' - 112', approx. 30' setback provided above streetwall with 112' maximum height	No expansion proposed; same as existing conditions	With proposed expansions in 9 Ave. & 10 Ave. Zones, no permitted floor area available for expansion in this zone

* Refer to text for details regarding the requirements for the recessed streetwall above existing building.

RWCDS: Office Use

The expanded office space would be occupied by one or more tenants that either could be existing occupants expanding or relocating from elsewhere in the building or new companies

not currently housed on site. Given the substantial number of media tenants in Chelsea Market, including the Food Network and NY1, it is probable that some of the expanded office space would be occupied by television studio/production space. However, the RWCDS analyzed in this EAS conservatively assumes that all of the proposed 255,000 gsf office expansion space would be occupied by higher intensity office activities rather than assuming that some space would be occupied by studio space which would generate less travel demand and fewer employees.

RWCDS: Hotel Use

The applicant intends to redevelop the northeast portion of the project site with a hotel. The ground floor in this location is currently occupied by a restaurant, the lessee of which would be affected by any development and has expressed interest in developing a hotel at this location in partnership with the applicant. The proposed text amendment would provide a limited design envelope within the Ninth Avenue Zone. The only area in which substantial building could occur would be on the northern half, i.e., the northeast section of Chelsea Market, which is occupied by 1 and 3 story buildings. In light of the structural conditions of these buildings and the arrangement of existing building mechanical systems, the applicant believes that an expansion would likely consist of a structurally separate space served by its own elevator and mechanical systems.

Although several commercial uses, including hotel, office and museum would be permitted under the proposed zoning, the applicant intends to develop a hotel within this portion of the Project Site, i.e., the northeastern corner. According to the applicant, this location is particularly suitable for the construction of a stand-alone structure located above the existing 1 and 3 story buildings in this portion of the Project Site. Any significant expansion in this area for a stand-alone structure that would not cantilever over the existing 1 and 3 story buildings would result in L-shaped floor plates of approximately 6,000 to 8,000 sf from the fourth through twelfth floors. Generally, upper floor office space with floor plates of less than 16,000 sf are less efficient spatially given the space required for elevator and mechanical cores, particularly when the layouts are not rectangular.

It may be economically feasible to locate office use in floorplates of the sizes and shapes allowed in this portion of the Project Site, given the very strong demand for such use in this area. However a hotel, with space divided into relatively small units requiring windows, is a well-suited use for such a floor plate. Furthermore, a hotel use is likely to generate roughly equivalent travel demand and employees as compared with other feasible as-of-right uses for this space. The proposed hotel space is a likely use of expansion space on this part of the site and is therefore being analyzed as the reasonable worst case scenario use.

RWCDS: No Parking Provided

The project site does not provide any on-site parking currently. With the proposed action, accessory parking would be permitted but would not be required. Both the ground floor and the cellar level of the project site are utilized by retail and wholesale tenants and support space (including lobbies, loading docks, mechanical, production space, and other accessory uses). Providing parking would be very disruptive to the physical structure as well as to the functional

operation of Chelsea Market and is not anticipated. As it does under existing conditions, the project site would continue to rely on its excellent transit and for-hire vehicle accessibility and public parking facilities in the surrounding communities to accommodate its travel demand.

Assessment of RWCDS

The RWCDS will be assessed for its environmental effects in Attachments B, "Supplemental Screening"; C "Land Use, Zoning, and Public Policy,"; D, "Open Space,"; E, "Shadows," F, "Historic Resources," and G, "Traffic and Parking." Table A-2 summarizes the existing, No-Build, Build, and net incremental development programs for the project site. For analysis purposes, this should be compared to the limited internal and external alterations of the existing buildings that would occur under No-Build conditions. This physical change in site conditions between No-Build and Build conditions is assessed in Attachments B through G.

In addition, although the applicant anticipates constructing the Tenth Avenue office use concurrently with the Ninth Avenue hotel use, the proposed zoning text contains an allowance for the development of Ninth Avenue expansion first so long as the full High Line amenities along Tenth Avenue are provided no later than 2017. This alternative is designed to enable the flexibility to address the space needs of existing tenants in the Tenth Avenue portion of the building that may be affected by construction of the Tenth Avenue expansion to be temporary relocated. In view of this potential alternative, supplemental analysis of the impacts of the action in the event of a completion date in 2017 are provided in Attachment C, "Land Use, Zoning, and Public Policy", Attachment D, "Open Space", Attachment E, "Shadows," and Attachment H, "Transportation", specifically the "Pedestrian Analysis." As noted in such sections, a 2017 full build year does not result in any significant adverse impacts.

Table A-2, Development Programs

Project Component	Existing	No-Build	Build	Net Increment
Retail (gsf)	164,755	164,755	164,755	0
Office (gsf)	751,042	751,042	1,006,042	255,000
Hotel (gsf)	0	0	104,000	104,000
Total above-grade space (gsf)	915,797	915,797	1,269,797	359,000
Basement	165,000	165,000	165,000	0
Employees	3,498	3,498	4,698	1,200
Maximum Height (feet)	130	132-145	160/230	N/A

ATTACHMENT B
SUPPLEMENTAL SCREENING

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2012 *City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary analyses were conducted for all aspects of the proposed action to determine whether detailed analysis of any technical area would be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. For those technical areas that warranted a "Yes" answer in Part II of the EAS form, including Land Use, Zoning, and Public Policy, Open Space, Shadows, Historic and Cultural Resources, Urban Design, Hazardous Materials, Water and Sewer Infrastructure, Transportation, Air Quality (HVAC Screening), Noise, and Neighborhood Character supplemental screening is provided in this attachment. The remaining technical areas detailed in the 2012 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger CEQR thresholds and/or are unlikely to result in significant impacts. The supplemental screenings identified that detailed assessments are required in the areas of Land Use, Zoning, and Public Policy, Open Space, Shadows, Historic and Cultural Resources, Urban Design and Visual Resources. In addition, the supplemental screening for Transportation was placed into a separate attachment given its length. These analyses are provided in Attachments C, D, E, F, G and H, respectively, and are summarized in this attachment.

As detailed in Attachment A, "Project Description," the project site consists of a 165,200 sf full block property located in Manhattan Community District 4, bounded by West 16th Street on the north, Ninth Avenue on the east, West 15th Street on the south, and Tenth Avenue on the west. The project site is occupied by Chelsea Market, a complex of several interconnected buildings consisting of approximately 892,000 zsf (915,797 above-grade gsf) of available floor area. Chelsea Market currently is occupied by approximately 164,755 gsf of specialized retail on the first level, of which approximately 16,600 gsf is used as wholesale space, and approximately 751,042 gsf of office and studio space on the second through eighth floors. There is also approximately 165,000 gsf of below-grade cellar space occupied by storage, production space, mechanical, and retail. During the first half of the twentieth century, the project site formed the core of the National Biscuit Company (later known as Nabisco) complex, including bakeries, distribution/warehousing space, and offices. The elevated High Line structure, which has been operated as a public open space since June 2009, traverses the western end of the project site, passing through the complex adjacent to Tenth Avenue. The City, which owns the High Line, has an easement permitting use of the structure on the project site.

The proposed action consists of a zoning map amendment that would include the project site block within the Special West Chelsea District (while maintaining the underlying M1-5 zoning

designation) and zoning text changes to certain sections of the Special West Chelsea District (ZR Article IX, Chapter 8). The inclusion of the project site block within the Special District would enable it to qualify for an increase in the permitted FAR to 7.5 pursuant to the High Line Improvement Bonus, which consists of a contribution to the High Line Improvement Fund and certain improvements related to the portion of the High Line passing through Chelsea Market.

The proposed zoning text changes would create a new "Subarea J" that would apply to the project site block. Subarea J would divide the Chelsea Market block into three zones: the Mid Block Zone (the portion of the block located more than 200 feet from Tenth Avenue and more than 150 feet from Ninth Avenue); the Ninth Avenue Zone (the portion of the block located within 150 feet of Ninth Avenue); and the Tenth Avenue Zone (the portion of the block located within 200 feet of Tenth Avenue.

Within the Midblock Zone, the height of buildings or portions of buildings shall be limited to a maximum streetwall height of 130 feet above curb level. Any portion of a building exceeding the maximum streetwall height shall be set back a minimum of 20 feet and shall be limited to a maximum height of 150 feet.

Within the Ninth Avenue Zone, any building may rise to a maximum height of 130 feet without setback from the adjoining streets, and may not exceed a maximum height of 160 feet. Any building above the maximum streetwall height shall be set back at least 5 feet from Ninth Avenue and 15 feet from West 15th and West 16th Streets.

Within the Tenth Avenue Zone, any portion of a building shall have a maximum streetwall height of 185 feet before setback and a maximum building height of 230 feet. Any building located above a height of 185 feet shall be setback at least 10 feet from the street line and above a height of 200 feet shall be setback at least 25 feet from the street line. In addition, the streetwall shall include a recess with a minimum depth of 15 feet and a minimum height of 15 feet located above the roof of the existing building. The recess shall extend at least 25 feet along the West 15th Street frontage and at least 70 percent of the Tenth Avenue frontage including all of the Tenth Avenue streetwall located within 50 feet of West 15th Street.

The zoning map and text amendments would facilitate the proposed project: the addition of new office and hotel space to the existing complex that would represent the reasonable worst case development scenario (RWCDS) for the proposed action (refer to discussion in Attachment A). The proposed office enlargement would add 9 floors with 255,000 gsf on top of the western portion of the existing complex along Tenth Avenue, resulting in a total height of 16 stories (230-feet tall). The proposed hotel enlargement would add 11 floors with104,000 gsf at the northeast corner of the existing complex, adjacent to the intersection of Ninth Avenue and West 16th Street, resulting in a total height of 12 stories (approximately 160-feet tall). With the expansion, the project site would have a total of up to approximately 164,755 gsf of ground floor retail with some wholesale and production activities, 1,006,042 gsf of office, 104,000 gsf of hotel space, and 165,000 gsf of below-grade space. The proposed project also includes renovating some existing space, including reconfiguring lobbies on the first floor to accommodate the new office and hotel towers. One or more tenants would occupy the proposed office. The proposed hotel space would be a hotel with approximately 150 guest

rooms and would accommodate demand generated by the office use at Chelsea Market and nearby buildings.

The applicant would be required to obtain a Certification from the Chairperson of the CPC confirming compliance with the zoning requirements for High Line amenities and contribution to the High Line Improvement Fund at the time of filing for building permit and certificate of occupancy applications for the proposed project. Subject to the adoption of the proposed action, CPC Certification would be a ministerial action and not discretionary.

II. SUPPLEMENTAL SCREENING

LAND USE, ZONING, AND PUBLIC POLICY

According to the 2012 *CEQR Technical Manual*, a detailed assessment of land use and zoning is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. A zoning analysis is typically performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Land use analyses are required when an action would substantially affect land use regulation. Therefore, a detailed analysis of land use, zoning, and public policy is provided in Attachment C: "Land Use, Zoning and Public Policy", and is summarized below.

This proposed action consists of zoning map and text amendments affecting one full block (Block 713) in the Chelsea section of Manhattan. The rezoning area, bounded by West 16th Street on the north, Ninth Avenue on the east, West 15th Street on the south, and Tenth Avenue on the west, currently is in an M1-5 zone. Under the current zoning, most commercial uses and light manufacturing uses are permitted with a maximum FAR of 5.0 and certain community facility uses are permitted with a maximum FAR of 6.5. Residential uses are not permitted. The site buildings generally range from one to eight stories, with an existing maximum height of approximately 142 feet. The buildings' combined footprint covers virtually the entire site, including the area underneath the High Line open space. In total, the complex has approximately 915,797 gsf of above-grade building space plus approximately 165,000 gsf of basement space. The project site is occupied by a mix of commercial and manufacturing uses and has a built FAR of approximately 5.4.

With the proposed action, the underlying M1-5 zoning would remain but the site would be added to the Special West Chelsea District (WCh). The WCh district, which covers an area of approximately 16 blocks, is currently mapped on a portion of the block immediately north of the project. Together with this zoning map amendment, zoning text amendments to the WCh text would designate the project site as "Subarea J," enable the site to qualify for a High Line Improvement Bonus allowing an increase in permitted density from 5.0 to 7.5 FAR and specify height, setback, and other building envelope controls that would govern development on the project site block. As under the existing zoning, residential uses would not be permitted under the proposed action.

The proposed action would facilitate an enlargement of the existing Chelsea Market complex in two areas. This would include a proposed 9-story office building expansion, resulting in an additional approximately 255,000 gsf (252,000 zsf) of above-grade office space. With this office expansion, the western portion of the complex along Tenth Avenue between West 15th and West 16th Streets would rise to a height of 16 stories (230 feet). There also would be a proposed 11-story hotel expansion, resulting in an additional approximately 104,000 gsf (95,000 zsf). With the hotel expansion, the northeastern portion of the complex adjacent to the corner of Ninth Avenue and West 16th Street would rise to a height of 12 stories (approximately 160 feet high). At the ground level, the building would continue to cover virtually the entire site.

The project site block serves as a transitional area between the Meatpacking District to the south and the Chelsea neighborhood to the north, east, and west. The Meatpacking District historically had a concentration of wholesale meatpacking businesses with many buildings built for that purpose. Most of these are of six stories or less dating from the nineteenth century or the first half of the twentieth century. With recent changes in market conditions, as the number of meatpacking uses has declined, many buildings have been adaptively reused for retail and office uses. There are relatively few residences. The areas of Chelsea surrounding the project site to the west, north, and east include several large full block commercial buildings, which similar to Chelsea Market, were originally built for a mixture of industrial and commercial uses but which now primarily contain ground floor retail and upper floor offices. Other nearby Chelsea blocks contain a wide mix of residential, commercial, and other uses, though with a predominance of residential and mixed residential-commercial buildings. Building types also vary, including rows of attached townhouses, older elevator apartment buildings, recently constructed apartment and mixed-use buildings, many built pursuant to contextual zoning regulations, a public housing development with a tower in the park plan (Robert Fulton Houses), low rise commercial buildings, and a full block parking lot. With the adoption of the Special West Chelsea District rezoning in 2005, the areas north and northwest of the project site are undergoing redevelopment from underutilized non-residential uses to residential and mixed residential-commercial development. The area northeast of the project site, which is not part of the WCh special district, has been experiencing new infill development and conversions although the overall character has changed more gradually than in the Meatpacking District or in the WCh district. In recent years a number of high-rise buildings have developed along the Tenth Avenue/High Line corridor in the vicinity of the project site, including the 250-foot tall Caledonia at 450 West 17th Street, immediately north of the project site and the 203-foot tall High Line Building (being expanded from 3 to 12 stories) at 450 West 14th Street, two blocks south of the project site and which, as with Chelsea Market, is intersected by the High Line.

The proposed rezoning would result in a significant change in density, height, and bulk on the project site, however, the proposed office and hotel components of the building expansion would be consistent with existing land use patterns as well as the density and height of existing and planned buildings in the surrounding area. The proposed project would benefit the surrounding area by providing a new, compatible commercial expansion in response to market demand, which would enhance ongoing development trends. As with the existing WCh special district, the site's density bonus would predicate the higher floor area ratio on the provision of benefits to the High Line open space. These benefits would include a contribution of approximately $19 million to the High Line Improvement Fund, as well as freight access from

a shared loading dock in the vicinity of the High Line open space, approximately 3,000 sf of storage and event support space at the High Line level, approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line freight elevator, and rest rooms for both sexes at the High Line level. Therefore, as discussed in Attachment C, "Land Use, Zoning, and Public Policy," no significant adverse impacts to land use, zoning, or public policy would be expected to occur as a result of the proposed action.

SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area is comprised of the area's population, housing and economic activity. A preliminary assessment pursuant to the 2012 *CEQR Technical Manual* identifies whether a proposed project may adversely affect the socioeconomic character of the area by directly or indirectly changing any of these elements. The proposed action would maintain the existing land use and the underlying M1-5 zoning, which does not permit residential uses, and thus there would not be any residential displacement. The proposed project, as detailed in Attachment A, "Project Description" would consist of an office and hotel expansion to the existing Chelsea Market complex, and would not result in direct business displacement.

Pursuant to the 2012 *CEQR Technical Manual*, the preliminary assessment of indirect business displacement focuses on whether the proposed project could increase commercial property values and rents within the study area so that it would become difficult for some categories of businesses to remain in the area. The five questions below address the potential for significant adverse indirect business displacement impacts:

1. Would the proposed project introduce enough of a new economic activity to alter existing economic patterns?
2. Would the proposed project add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns?
3. Would the proposed project directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses?
4. Would the proposed project directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the study area?
5. Would the proposed project introduce a land use that could (1) have a similar indirect effect, through the lowering of property values if it is large enough or prominent enough, or (2) combines with other like uses to create a critical mass large enough to offset positive trends in the study area, to impede efforts to attract investment to the area, or to create a climate for disinvestment?

The answer to each of these questions is no. As detailed in Attachment C, "Land Use, Zoning and Public Policy," Chelsea Market is located in an area that while zoned for both manufacturing and commercial uses, the historical trend and primary activities in the area are commercial as opposed to manufacturing. The introduction of additional office and hotel uses in this area is well suited for this neighborhood, given the proximity to buildings with similar

uses and the availability of nearby transit services. The project would not add to the concentration of either of these uses enough to alter or accelerate the existing trend of the location of such uses in the area. Nor would it directly or indirectly displace the uses that bring people to the area and form the local economic base or introduce a new land use that would negatively effect property values or offset positive economic trends in the area.

Rather, the proposed project is consistent with and would further support the existing trends of economic growth in the technology and hotel industries in this area. By increasing the supply of such uses in the area, property values and rents should not substantially increase due to the need for increased supply to match the continuing strong demand. As an example, the acquisition by Google in late 2010 of the neighboring building at 111 Eighth Avenue has further solidified the character of the neighborhood as a host to technology businesses and has increased the demand for space in the area for such firms. Furthermore, the expansion of office and hotel uses at Chelsea Market would reduce the possibility for displacement of businesses in other industries in neighboring buildings both within and outside the area. Accordingly, there would not be a significant adverse impact on socioeconomic conditions as a result of the proposed action, and thus no further assessment is warranted.

OPEN SPACE

Open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play or sport, or conservation land set aside for protection and/or enhancement of the natural environment. An open space assessment may be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the project area. A direct impact would "encroach on, or cause a loss of, open space," affect the facilities within an open space so that the open space no longer serves the same user population, or limit public access to an open space. Other direct affects include the imposition of noise, air pollutant emissions, odors, or shadows on public open space that may alter its usability. Because the proposed actions would not affect any existing public open space or recreational resources, they would not have any direct effects on open space resources in the area.

An indirect effect may occur when the population generated by a proposed action would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. According to the guidelines established in the 2012 *CEQR Technical Manual*, an action that would add fewer than 200 residents or 500 employees, or a similar number of other users to an area is typically not considered to have indirect effects on open space.

The proposed action would result in the addition of 255,000 gsf of office space, and 104,000 gsf of hotel space, which would introduce approximately 1,200 new employees. As the proposed development exceeds the CEQR threshold for open space analysis, a detailed open space assessment was conducted, and is provided in Attachment D, "Open Space."

The detailed open space assessment concluded that the proposed action would not have any significant adverse impacts (direct or indirect) on open space resources. Assuming a 2014 No-

Build year, the passive open space ratio for workers would decrease from 0.40 acres per 1,000 workers under No-Build conditions to 0.38 acres per 1,000 workers under Build conditions and would remain above the City's guideline value of 0.15 acres per workers. The passive open space ratio for workers and residents combined would remain at 0.20 acres per 1,000 workers and residents for No-Build and Build conditions. Although this is below the open space study area's weighted ratio guideline value of 0.32, a decrease of less than 1 percent is generally considered to be insignificant according to the 2012 *CEQR Technical Manual*. Assuming a 2017 Build year (refer to Attachment D for a discussion of the analysis 2017 conditions), the open space ratio changes would be comparable to those identified for 2014 and therefore also would be considered insignificant.

SHADOWS

A shadow assessment considers actions that result in new shadows long enough to reach a publicly accessible open space or historic resource (except within an hour and a half of sunrise or sunset). For actions resulting in structures less than 50 feet high, a shadow assessment is generally not necessary unless the site is adjacent to a park, historic resource, or important natural feature (if the features that make the structure significant depend on sunlight). According to the 2012 *CEQR Technical Manual*, some open spaces contain facilities that are not sunlight sensitive, and do not require a shadow analysis including paved areas (such as handball or basketball courts) and areas without vegetation.

The applicant proposes to add expansions to two separate sections of the existing Chelsea Market complex. This would result in a 230-foot tall office component along Tenth Avenue and an approximately 160-foot tall hotel component along Ninth Avenue. The existing complex has a maximum height of approximately 140 feet. As the development would be taller than 50 feet, it requires a detailed shadow assessment which is provided in Attachment E, "Shadows." The shadows assessment concludes that the proposed expansion would not have significant adverse shadows impacts on sunlight sensitive resources in the surrounding area.

HISTORIC AND CULTURAL RESOURCES

Historic resources are defined as districts, buildings, structures, sites and objects of historical, aesthetic, cultural and archaeological importance. This includes properties that have been designated or are under consideration as New York City Landmarks or Scenic Landmarks or are eligible for such designation; properties within New York City Historic Districts; properties listed or formally determined eligible for the State and/or National Register of Historic Places; and National Historic Landmarks. According to the 2012 *CEQR Technical Manual* guidelines, a study area defined by a radius of 400 feet from the boundaries of the project site is typically adequate to assess potential impacts on historic/architectural resources.

Archaeological Resources

Archaeological resources usually need to be assessed for projects that would result in any in-ground disturbance. The proposed action would facilitate the development of an office and

hotel expansion to the existing Chelsea Market complex. The new space would not require substantial changes to the structural system of the existing building. Load-bearing columns passing through existing shafts and chutes and elevated slabs would support the new structures. This would result in minimal in-ground disturbance. Therefore, the proposed action would not have any potential for significant adverse impacts on archaeological resources, and further analysis of archaeological resources is not warranted.

Architectural Resources

An assessment of architectural resources is usually required for projects that are located adjacent to historic or landmark structures, or are located within a locally or nationally recognized historic district. Although the Chelsea Market complex on the project site functions as a single development, for historic purposes the complex is identified as ten distinct, though interconnected, buildings. Built in various stages between the 1880s and 1940s, for many years the project site comprised the core of the National Biscuit Company (Nabisco) complex. The project site is not a designated NYC Landmark nor located in any historic district designated by the NYC Landmarks Preservation Commission. The project site is located within the State/National (S/NR) listed Gansevoort Market Historic District and there are many historic architectural resources within the study area. The project site buildings and the High Line which intersects the site are identified as contributing resources to the S/NR-listed historic district. The project site is located across the street from, but not within the NYC Landmark-designated Gansevoort Market Historic District. Therefore, a detailed analysis of architectural resources was warranted.

Attachment F, "Historic and Cultural Resources," provides a detailed assessment of the effects of the proposed action and an impact determination on architectural resources. The analysis considers the direct effects of the proposed expansion to the Chelsea Market complex, the indirect effects of the project on nearby historic resources, and construction effects. As discussed in Attachment F, the proposed action and subsequent expansion to Chelsea Market would not cause a significant adverse architectural impact on historic and cultural resources due to direct, indirect, or construction effects.

Construction activities on the project site could have adverse physical impacts on the historic resources on the project site and the 6 additional historic resources located on other sites within 90 linear feet of the project site (these resources are listed in Table F-2). All of these historic resources are in the S/NR Gansevoort Market Historic District and one of the nearby historic resources is also in the NYCL Gansevoort Market Historic District. As they are located in an S/NR historic district, for all of these structures, the DOB's *Technical Policy and Procedure Notice (TPPN) #10/88* applies. *TPPN 10/88* supplements the standard building protections afforded by the Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these measures, which would be required for these historic resources, significant, adverse construction-related impacts would not occur. The market structure itself has been the subject of numerous changes, refinements, rooftop additions and changes in fenestration over time, an ongoing process that will occur with or without the

proposed project. The proposed project would locate development over existing structures and would not substantially change the exterior of the existing buildings.

URBAN DESIGN AND VISUAL RESOURCES

An area's urban components and visual resources together define the look and character of the neighborhood. The urban design characteristics of a neighborhood encompass the various components of buildings and streets in the area. These include building bulk, use and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For the CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

An analysis of urban design and visual resources is appropriate if a Proposed Project would a) result in buildings that have substantially different height, bulk, form, setbacks, size, scale, use or arrangement than exists in an area; b) change block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or c) would result in above-ground development in an area that includes significant visual resources.

An urban design and visual resources assessment of potential impacts the Proposed Action is provided in Attachment G, "Urban Design and Visual Resources." As discussed in Attachment G, there would be no significant adverse impacts to these technical areas as a result of the Proposed Action.

HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the 2012 *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site, and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

The project site has undergone a number of internal and external changes since its original construction, particularly since its renovation and redevelopment that converted the former Nabisco complex into Chelsea Market during the 1990s. Alternations continue to occur on a regular basis to accommodate changes to tenant spaces and common areas. Such changes are permitted as-of-right and are subject to all applicable federal, state, and local regulations, including the removal of any asbestos containing materials (ACMs) and/or suspected lead paint from the site. These are expected to continue to occur in the future with or without the proposed action.

The proposed project, as detailed in Attachment A, "Project Description," would consist of expansions to the existing Chelsea Market complex. The new expansion areas would be constructed above the roof of existing portions of the site. The new space would not require substantial changes to the structural system of the existing buildings and would not involve the removal of exterior walls. Load-bearing columns would pass through designated and limited portions of the building, requiring a minimal removal of existing concrete-encased flooring and other structural elements, and elevated slabs would support the new structures. As a result, there would be relatively minimal disruption to the existing building. The project site contains a full basement and the proposed project would have a limited amount of excavation and in-ground disturbance for installation of columns and other structural supports, particularly on the western portion of the complex to support the office expansion. All such excavation would occur in isolated areas of the building's basement physically separated from occupied areas. Changes associated with the proposed action, including any such internal demolition or excavation, also would be subject to applicable regulations and a Construction Health and Safety Plan (CHASP) as applicable to ensure that significant adverse hazardous materials impacts would not occur.

The proposed project would not increase pathways of exposure to elevated levels of hazardous materials on the site. The proposed project also would not introduce new activities using hazardous materials, and construction activities would be conducted according to all applicable guidelines and procedures. Accordingly, the proposed action would not have the potential to result in significant adverse hazardous materials impacts and no further assessment is warranted.

WATER AND SEWER INFRASTRUCTURE

New York City's water and sewer network is fundamental to the operation, health, safety, and quality of life of the City and its surrounding environment, and it must be sized to fit the users and the surface conditions in order to function adequately. Therefore, a preliminary assessment pursuant the 2012 *CEQR Technical Manual* identifies whether a proposed project may adversely affect the City's water distribution or sewer system, and if so, assesses the effects of such projects in a detailed assessment in order to determine whether their impact is significant.

Water Supply

A preliminary infrastructure assessment for the water supply system potentially affected by the proposed project is necessary if the project would result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day, such as power plants, very large cooling systems, or large developments), or if the project site is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system, such as the Rockaway Peninsula and Coney Island). As the proposed expansion does not meet these thresholds, no significant adverse impact on the water distribution system is expected, and therefore, no further analysis of the water supply system is warranted.

Wastewater and Stormwater Conveyance and Treatment

A preliminary infrastructure assessment is warranted if a proposed project is located in a combined sewer area and would exceed an incremental development of 1,000 residential units or 250,000 sf of commercial space above the No-Action scenario. In the future without the proposed action, Chelsea Market would remain as it currently is. Therefore, for the purposes of this assessment, existing and No-Action scenarios are identical. As the proposed expansion would add a total of 359,000 gsf of commercial space (255,000 gsf of office space and 104,000 gsf of hotel space) to the Chelsea Market building, it exceeds the CEQR development threshold increment, and therefore, a preliminary infrastructure assessment for wastewater and stormwater conveyance and treatment is warranted.

Preliminary Assessment

A preliminary assessment typically focuses on the effects of increased sanitary and stormwater flows on the City's infrastructure that is serving the project site. Therefore, the area of analysis includes the respective Wastewater Treatment Plant (WWTP), and the conveyance system comprising that WWTP's drainage basin and affected combined sewer system (located between the project site and the WWTP).

North River Wastewater Treatment Plant

The North River WWTP, which is located on the Hudson River in Northern Manhattan, west of the West Side Highway from 137th Street to 145th Street, is currently serving the project site, and would also serve the proposed expansion. The North River WWTP treats approximately 125 million gallons of wastewater every day (mgd) during dry weather, and has a total capacity of 170 mgd. According to the DEP, during wet weather North River WWTP treats up to 340 mgd. As illustrated in Figure B-1, the North River WWTP provides wastewater treatment for the hundreds of thousands of people who live and work on the west side of Manhattan, from Bank Street in Greenwich Village to Inwood Hill at the island's northern tip.[1]

Combined Sewers

The project site is located in an area served by combined sewers. According to the 2012 *CEQR Technical Manual*, combined sewer systems collect both "dry-weather" wastewater (primarily sanitary sewage as well as wastewater from industries) and stormwater. During dry weather, combined sewers function as sanitary sewers, conveying all flows to the WWTPs for treatment. During wet weather, however, large volumes of rainfall runoff can enter the system from building connections and through catch basins along the City's streets. If all of this water were conveyed to the treatment plants, it could exceed their design capacity as the plants are designed to handle only twice their average design dry-weather flow. To avoid flooding the plants during storms, the excess is directed to outfalls into the nearest waterway, i.e., the Hudson River for the project site. During such overflow periods, a portion of the sanitary

[1] All information about the North River Wastewater Treatment Plant was derived from the New York City Department of Environmental Protection's website: http://www.nyc.gov/html/dep/html/harbor_water/northri.shtml

sewage entering, or already in, the combined sewers discharges untreated into the waterway along with stormwater and debris washed from streets. This untreated overflow is known as a combined sewer overflow (CSO).

Existing Sanitary Wastewater Flows

As shown in Table B-1, the existing Chelsea Market complex is comprised of 164,755 gsf of retail space, and 751,042 gsf of office space. Applying sewage generation rates provided in Table 13-2 of the 2012 *CEQR Technical Manual*, the total existing sewage generation is 114,645 gallons per day (gpd).

Table B-1, Existing Sanitary Wastewater Flows

	Gross Square Footage (gsf)	**Sewage Generation (gpd)**
Retail	164,755	39,541
Office	751,042	75,104
Total	**915,797**	**114,645**

Note: Sewage generation was calculated following the rates in Table 13-2 of the 2012 *CEQR Technical Manual*.

Stormwater Runoff

Stormwater runoff is generated by rainwater that collects on the surfaces of land or built structures. The volume of runoff generated by these surfaces varies depending on the type of land cover, which can be pervious (soil or landscaped surfaces that allow more percolation to the ground below, generating less runoff) or impervious (surfaces such as roads and building rooftops, that impede percolation and generate greater runoff). As the existing Chelsea Market complex completely covers the 165,200 sf project site, 100 percent of the project site area is covered by roof. There are no stormwater management measures, such as detention, infiltration, or reuse measures, to reduce runoff. Table B-2 shows a summary of the surface types under existing conditions.

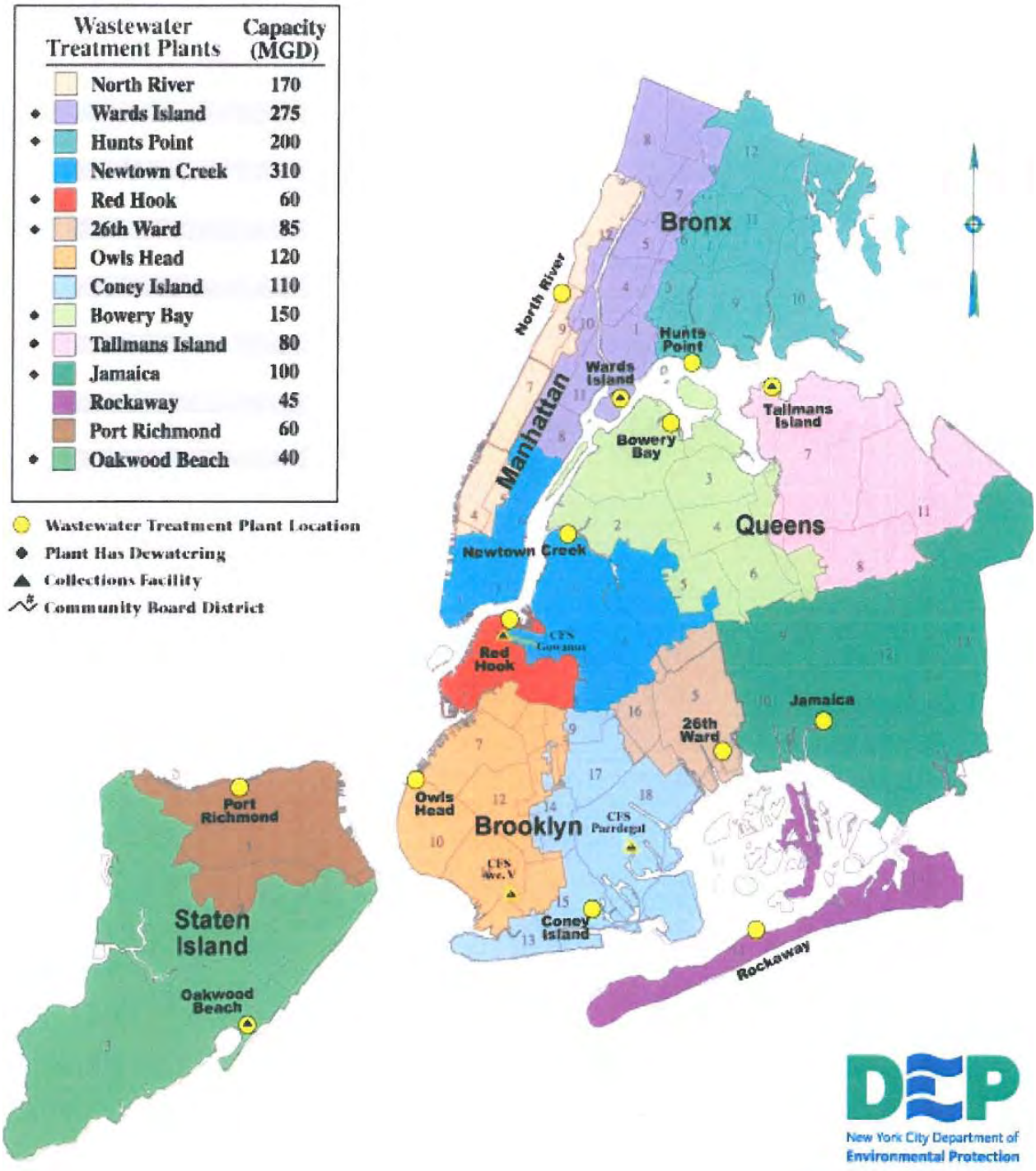
Table B-2, Project Site Surface Types – Existing Conditions

Weighted Runoff Coefficient, C				
Surface Type[1]	**Roof**	**Pavement & Walks**	**Grass & Softscape**	**Total**
Percentage of Total Area	100%	0%	0%	100%
Surface Area (sf)	165,200 sf	0 sf	0 sf	165,200 sf
Runoff Coefficient	1.00	0.85	0.20	1..00[2]

Notes:
1. Runoff coefficients for each surface type are as per "DEP Volumes Calculation Matrix."
2. Weighted coefficient

As indicated in Table B-2, as the project site is entirely covered by the Chelsea Market roof, the existing weighted runoff coefficient is 1.00.

New York City Drainage Areas and Wastewater Treatment Plants



Existing Combined Flows

Total combined flows to the combined sewer system were estimated for the project site under existing conditions using the NYCDEP flow calculations matrix. Total volumes of combined flows for different rainfall events are shown in Table B-3.

Table B-3, Project Site Stormwater and Sanitary Sewage Flow Volumes – Existing Conditions

Rainfall Volume (inches)	Rainfall Duration (hours)	Area = 165,200 sf (3.79 Acres)		
		Stormwater Runoff Volume to Combined Sewer System (MG)	Sanitary Volume to Combined Sewer System (MG)	Total Volume to Combined Sewer System (MG)
0.00	3.80	0.00	0.02	0.02
0.40	3.80	0.04	0.02	0.06
1.20	11.30	0.12	0.05	0.17
2.50	19.50	0.26	0.09	0.35

Notes:
MG = Million Gallons
Per the 2012 *CEQR Technical* Manual, data calculated using "NYC DEP Volumes Calculation Matrix."
Due to rounding totals may not appear to sum correctly.

As shown in the table, depending on the rainfall volume and duration, the total volume to the combined sewer system could be between 0.02 and 0.35 MG.

No-Action and With-Action Sanitary Wastewater Flows

Table B-4 shows the No-Action and With-Action Sanitary Wastewater Flows, as well as the increment. For the purposes of this analysis it was assumed that the existing condition is identical with the No-Action condition. The With-Action condition, which includes the proposed expansion, results in a total of 100,604 gpd of office sanitary wastewater, and 36,000 gpd of hotel sanitary wastewater. As the retail component of Chelsea Market would not change in the With-Action condition, the retail sewage generation would be equal to the No-Action and existing conditions with 39,541 gpd.

The increment between the No-Action and With-Action conditions is 61,500 gpd. This amount results from the expansion of an existing building, and translates to less than one tenth of a percent (0.04 percent) of the North River WWTP's capacity (170 mgd). Therefore, the incremental sewage generation resulting from the proposed expansion compared with the No-Action condition is not anticipated to have significant adverse impacts on the capacity of North River WWTP.

The preliminary assessment of the proposed expansion's impact on the City's sewer system and North River WWTP's capacity shows that no significant adverse impacts are expected as a result of the proposed project. Therefore, a detailed analysis of wastewater and stormwater conveyance and treatment is not warranted.

Table B-4, No-Action and With-Action Sanitary Wastewater Flows

		Gross Square Footage (gsf)	Sewage Generation (gpd)
NO-ACTION CONDITION[2]			
Retail		164,755	39,541
Office		751,042	75,104
Total		**915,797**	**114,645**
WITH-ACTION CONDITION			
Retail (same as No-Action)		164,755	39,541
Office (plus 255,000 gsf)		1,006,042	100,604
Hotel (plus 104,000 gsf)		104,000*	36,000
Total		**1,274,797**	**176,145**
Increment of No-Action /With-Action Conditions	**Number**	**359,000**	**61,500**

*** Sewage generation for hotel is based on number of rooms and occupants per room. Analysis is based on assumption of full occupancy of the 150 hotel room with average occupancy of 2.0.**

Note: For the purposes of this analysis it was assumed that the No-Action sewage generation is identical with the Existing sewage generation. Sewage generation rates were derived from Table 13-2 of the 2012 *CEQR Technical Manual*.

No-Action and With-Action Stormwater Runoff

The project site would remain entirely covered by impervious roof surfaces under both No-Action conditions, with the existing building remaining, and With-Actions conditions, with the new expansion. Therefore, the 1.00 weighted runoff coefficient identified for existing conditions in Table B-4 would remain under No-Action and With-Action conditions.

No-Action and With-Action Stormwater Runoff

Under No-Action conditions, total combined flow volume (stormwater runoff and sanitary flows) to the combined sewer system would remain the same as under existing conditions (refer to Table B-2).

Table B-5 estimates the total combined flow volume (stormwater runoff and sanitary flows) to the combined sewer system under With-Action conditions. Depending on the rainfall volume and duration, the total volume to the combined sewer system could be between 0.03 and 0.40 MG.

The incremental increase over existing conditions, shown below in Table B-6, indicates that the Proposed Action has the potential to result in incremental increases as compared to Existing Conditions. As the matrix indicates, as a result of the Proposed Action, CSOs originating from the project site and discharged to the Hudson River would increase between 0.01 and 0.05 MG dependent on duration of the storm event.

[2] The No-Action Condition is identical to the Existing Condition.

Table B-5, Project Site Stormwater and Sanitary Sewage Flow Volumes – With-Action Conditions

Rainfall Volume (inches)	Rainfall Duration (hours)	Area = 165,200 sf (3.79 Acres)		
		Stormwater Runoff Volume to Combined Sewer System (MG)	Sanitary Volume to Combined Sewer System (MG)	Total Volume to Combined Sewer System (MG)
0.00	3.80	0.00	0.03	0.03
0.40	3.80	0.04	0.03	0.07
1.20	11.30	0.12	0.08	0.20
2.50	19.50	0.26	0.14	0.40

Notes:
MG = Million Gallons
Per the 2012 *CEQR Technical* Manual, data calculated using "NYC DEP Volumes Calculation Matrix."
Due to rounding totals may not appear to sum correctly.

To be issued a permit to connect to a City sewer, an applicant proposing a new development or expansion of an existing development may be required to submit a site-specific hydraulic analysis to NYC DEP for review and approval. The site-specific hydraulic analysis would establish the adequacy of the existing combined sewer system that would serve the development lot.

Table B-6, Incremental Increase in Project Site Combined Stormwater and Sanitary Sewage Flow Volumes to the Combined Sewer System – Future With-Action Condition

Rainfall Volume (inches)*	Rainfall Duration (hours)*	Total Volume to Combined Sewer System (MG)			Percent Change (%)
		Existing Conditions	With-Action Conditions	Increment	
0.00	3.80	0.02	0.03	0.01	59%
0.40	3.80	0.06	0.07	0.01	18%
1.20	11.30	0.17	0.20	0.03	16%
2.50	19.50	0.35	0.40	0.05	14%

Notes:
MG = Million Gallons
Per the 2012 *CEQR Technical* Manual, data calculated using "NYC DEP Volumes Calculation Matrix."

Because of increased sanitary flows from the proposed project to the City's combined sewer system, DEP has recommended green infrastructure technologies, for example a green and/or blue roof, be implemented as part of the design of the proposed project. The design of these technologies would be based on engineering assessments of the site plan and building design each of which have not been finalized at this time. With green infrastructure, the stormwater release rate to the combined sewer from the proposed area of new construction should be reduced to the greatest extent practicable and in all events in compliance with DEP's requirements for stormwater-release rates at the time of filing for the permit. Green infrastructure, as part of the proposed project, will help to minimize the effects of new development on the combined sewer conveyance system.

Based on the analysis described above, conducted pursuant to 2012 *CEQR Technical Manual* methodologies, the Proposed Action would not result in significant adverse impacts to local water supply or wastewater and stormwater conveyance and treatment infrastructure.

TRANSPORTATION

The objective of traffic and parking analyses is to determine whether a proposed action would have the potential to result in a significant adverse impact on street and roadway conditions and/or on parking resources. This includes the capacity of the street network to adequately process the expected traffic flow and changes to parking operating conditions expected to result from the action.

As the proposed action exceeds the initial screening threshold for traffic as specified in Table 16-1 in the 2012 *CEQR Technical Manual*, a Level 1 (Project Trip Generation) Screening Assessment was prepared for the proposed action. As presented in Attachment H, "Transportation," with the proposed action resulting in an incremental increase of up to approximately 255,000 gsf of office and up to approximately 104,000 gsf of hotel (150 guest rooms), the proposed action is expected to generate a net increase of 92, 72, and 116 vehicle trips in the weekday AM, MD, and PM peak hours, respectively. As the proposed action exceeds 50 vehicle trips per peak hour, a Level 2 (Project-generated Trip Assignment) Screening Assessment was prepared. As discussed in Attachment H, the maximum number of project-generated trips that would processed by a single intersection would be 46. Accordingly, the proposed action would not exceed the Level 2 Screening Assessment and would be unlikely to result in significant adverse impacts. Similarly, the proposed action would not exceed screening assessment thresholds for detailed analysis of parking, transit and pedestrians.

The analysis presented in Attachment H concludes that the proposed action would not result in any significant adverse transportation impacts.

AIR QUALITY

According to the guidelines provided in the 2012 *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effect of an action on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., "stationary sources." As per the 2012 *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant mobile source or stationary source air quality impacts.

Mobile Sources

Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. For this area of New York City, the screening analysis for a mobile source detailed assessment is a project-generated increment of 170 auto trips during any peak hour period. The proposed action would generate a maximum of 46 vehicle trips through Eighth Avenue and West 16th Street in the PM peak hour, which is less than the 2012 *CEQR* threshold of 170 or more auto trips for detailed mobile source air quality analysis.

In addition, the proposed project would not generate a substantial number of diesel vehicle trips as almost all action-generated trips would be by auto and taxis, with most of these typically being gasoline powered. Also, the proposed development would not be located within 200 feet of an atypical source of vehicular pollutants (such as a highway or bridge), or be located adjacent to a large existing parking facility or parking garage exhaust vents. As the proposed actions do not meet any of the CEQR criteria listed above, it is not expected to result in significant adverse air quality mobile source impacts and detailed mobile source air quality analysis is not warranted.

Stationary Sources

Stationary source impacts could occur with actions that create new stationary sources or pollutants, such as emission stacks for industrial plants, hospitals, or other large institutional uses, or building's boiler stacks used for heating/hot water, ventilation, and air conditioning (HVAC) systems, that can affect surrounding uses. In addition, stationary source impacts can occur when new uses are added near existing or planned emissions stacks, or when new structures are added near such stacks and those structures change the dispersion of emissions from the stacks so that they affect surrounding uses.

A stationary source analysis is required for the proposed action, as it would induce an expansion to an existing building which has the potential for stationary source air quality impacts related to emissions from heating and hot water systems (boilers). Following procedures in the 2012 *CEQR Technical Manual,* a preliminary screening analysis was conducted for the proposed expansion. Air quality issues associated with the heating, ventilation and air conditioning (HVAC) systems of the expansion, that were evaluated relate to the potential for:

- Emissions from the HVAC systems of the proposed expansion to significantly impact existing land uses; and
- Emissions from the HVAC system of the proposed building additions to significantly impact one another.

If a project would result in a single building that would use fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems (HVAC), a screening analysis is warranted to determine whether detailed stationary air quality analysis is required. The methodologies and procedures utilized in this analysis are described below.

Building HVAC Systems Screening Analysis

The only stationary source of air pollutants associated with the proposed action would be emissions from HVAC systems in the proposed building expansions. Following procedures in the 2012 *CEQR Technical Manual,* a preliminary screening analysis was conducted for the proposed office and hotel enlargements. This methodology is only appropriate for individual buildings or sources. It is also only appropriate for buildings at least 30 feet from the nearest building of similar or greater height. For analysis purposes, the preliminary screening

considers the office expansion and hotel expansion as separate buildings as they would be located approximately 515 feet apart.

Office Enlargement Screening

The preliminary screening assessment of the proposed office expansion would be for a new tower on the project site adjacent to Tenth Avenue up to approximately 255,000 gsf with a height of approximately 230 feet, with an assumed stack height of 233 feet above curb level. Since fuel-types are not yet determined, for the purpose of this analysis it is assumed as a reasonable worst case that Fuel Oil No. 4 would be used and the stationary source screening nomograph in Figure 17-4 (SO_2 Boiler Screen for Fuel Oil #4) in the 2012 *CEQR Technical Manual Appendices* was used. The roof of the tallest portion of the proposed office tower would be approximately 199 lateral feet from the south facade of the upper levels of the 250-foot tall Caledonia at 450 West 17th Street, located across West 16th Street from the project site, which would be the closest building of a similar or greater height to the proposed development. As shown in Figure B-2, the square footage of the proposed office expansion (approximately 255,000 gsf) is plotted against its respective stack height, in order to determine the minimum distance in feet to the nearest building of similar or greater height in order to avoid a potential significant impact.

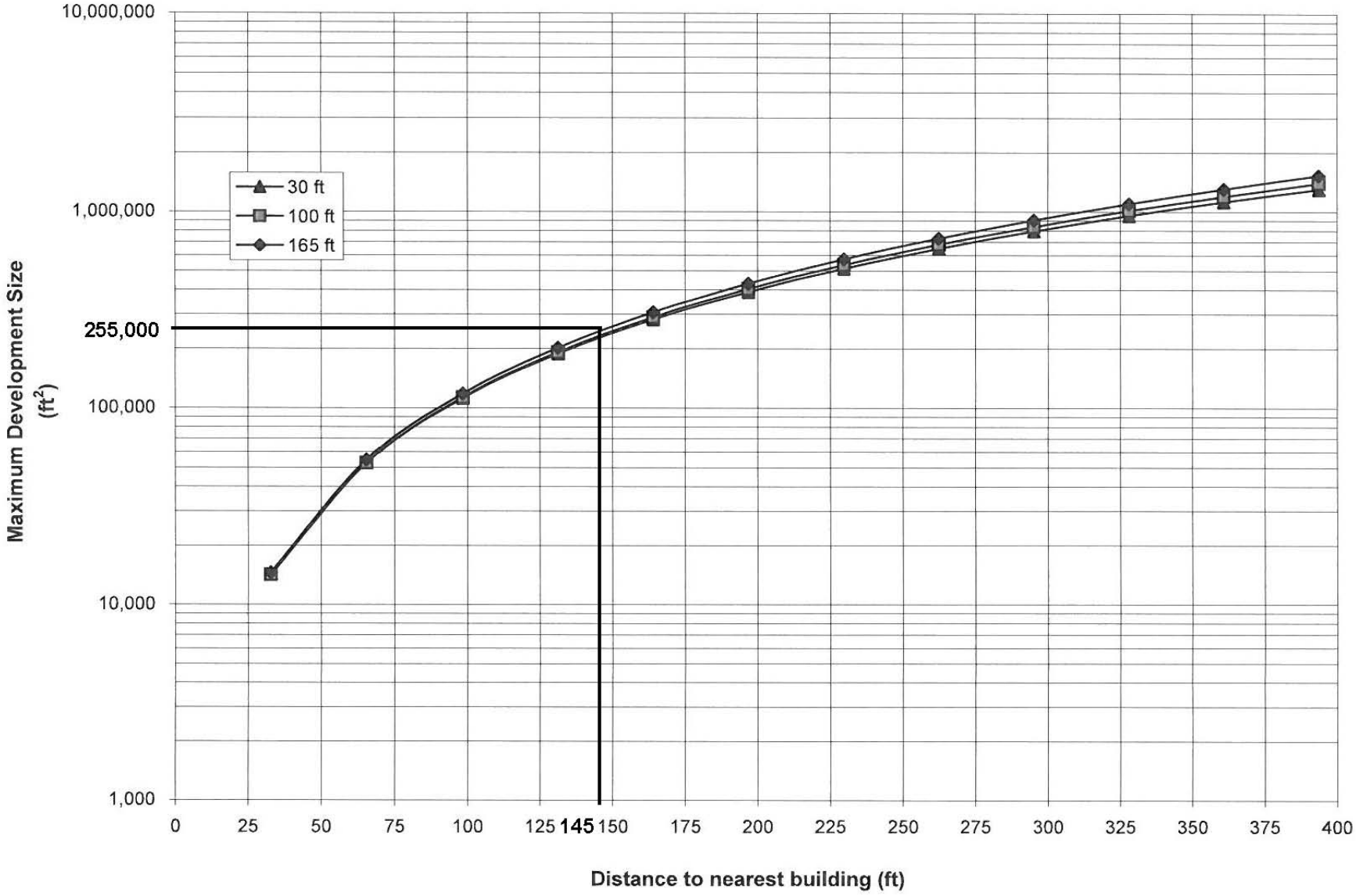
As shown in Figure B-2, based on the development's square footage and estimated stack height, the minimum required distance between the proposed development on the proposed site and a building of similar or greater height would be approximately 145 feet. The nearest building of similar or greater height is approximately 199 feet from the proposed office enlargement. As there are no buildings of similar or greater height that would be within an approximate 145-foot radius, no significant stationary source air quality impacts would be anticipated as a result of the proposed office tower expansion on the project site.

Hotel Enlargement Screening

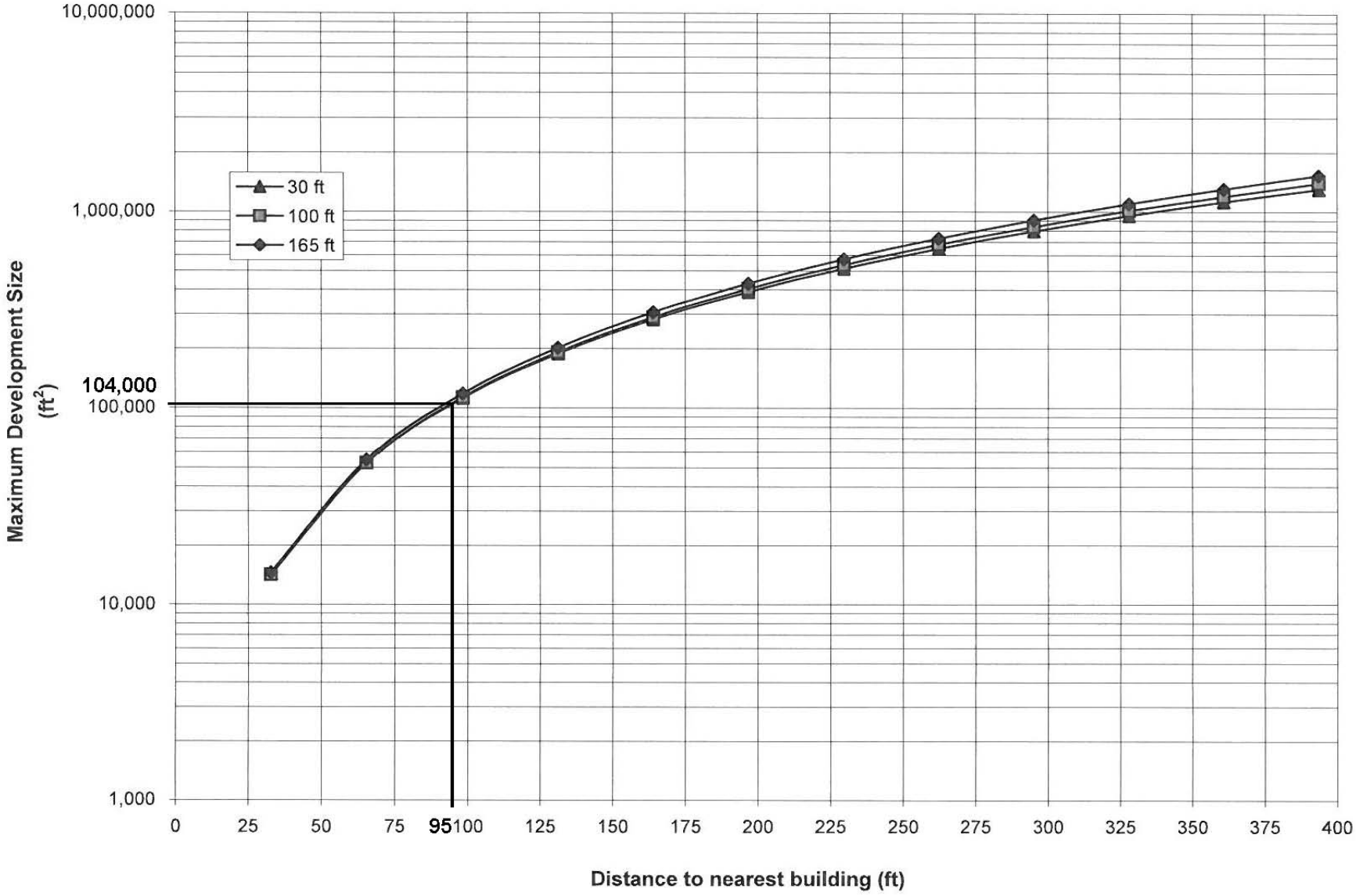
The preliminary screening assessment of the proposed hotel would be for a new tower on the project site up to approximately 104,000 gsf with a height of approximately 160 feet, with an assumed stack height of 163 feet above curb level. Since fuel-types are not yet determined, for the purpose of this analysis it is assumed as a reasonable worst case that Fuel Oil No. 4 would be used and the stationary source screening nomograph in Figure 17-4 (SO_2 Boiler Screen for Fuel Oil #4) in the 2012 *CEQR Technical Manual Appendices* was used. The roof of the proposed hotel tower would be approximately 105 lateral feet from the west facade of former Port Authority Commerce Building, located across Tenth Avenue from the project site, which would be the closest building of a similar or greater height to the proposed development. As shown in Figure B-3, the square footage of the proposed hotel expansion (approximately 104,000 gsf) is plotted against its respective stack height, in order to determine the minimum distance in feet to the nearest building of similar or greater height in order to avoid a potential significant impact.

As shown in Figure B-3, based on the development's square footage and estimated stack height, the minimum required distance between the proposed development on the proposed site and a building of similar or greater height would be approximately 88 feet. The nearest building

SO_2 Boiler Screen (Commercial and other non-residential development) – Fuel Oil #4



SO_2 Boiler Screen (Commercial and other non-residential development) – Fuel Oil #4



of similar or greater height is approximately 105 feet from the proposed hotel enlargement. As there are no buildings of similar or greater height that would be within an approximate 88-foot radius, no significant stationary source air quality impacts would be anticipated as a result of the proposed office tower expansion on the project site.

Enlargements affecting each other

The lateral distance between the proposed office and hotel enlargements at a height of 160 feet (roof of the hotel enlargement) would be approximately 515 feet. As a result, both the office and hotel enlargements pass the screen since the proposed lateral distance between the enlargements is more than the 145 and 88 feet required to pass the screen. Therefore, no significant adverse stationary source air quality impacts from one enlargement on the other are anticipated.

It also should be noted that the Building Code of the City of New York contains sections pertaining to adjoining chimneys, as well as chimney heights and locations that are intended to address stack locations to prevent significant air quality impacts.

As discussed in the "Land Use, Zoning, and Public Policy" section above, the area surrounding the project site is predominantly retail, residential, office, and industrial. There are some light industrial uses within 400 feet of the project site (meatpacking businesses), but no large emission sources (incinerators, power plants, etc.) could be identified within 1,000 feet of the site. As the proposed action would not create large emission sources nor locate sensitive uses near large emission sources, there would not be any significant stationary source air quality impacts associated with the proposed action. Therefore, no detailed stationary source air quality analysis is warranted.

NOISE

The purpose of a noise analysis is to determine both (1) a proposed action's potential effects on sensitive noise receptors, including the effects on the level of noise inside residential, commercial, and institutional facilities (if applicable) and (2) the effects of ambient noise levels on new sensitive uses introduced by the proposed action. The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems) and construction noise.

Mobile Source Screening

The 2012 *CEQR Technical Manual* states that if a proposed action would increase noise passenger car equivalent (Noise PCE) values by 100 percent or more then a detailed analysis is generally performed. The proposed project would not double Noise PCE values at any location as the number of new vehicle trips generated would be well distributed in the local street network. The greatest number of project-generated vehicles at any one intersection would be 46 in the PM peak hour at the intersection of Eighth Avenue and West 16th Street and the

greatest number of project-generated vehicles on any intersection approach would be 44 approaching that intersection traveling eastbound on West 16th Street. That eastbound approach handles approximately 336 vehicles currently. The proportion of project-generated vehicle trips to existing volumes at other locations and at other time periods would be similar or less. Accordingly, a mobile source noise analysis is not warranted and is not provided.

Sensitive Receptor Screening

According to the 2012 *CEQR Technical Manual*, detailed noise analysis may be warranted if a sensitive receptor screening determines if a proposed action would introduce a new noise-sensitive location, known as a receptor, in an area with high ambient noise levels, which typically include those sites near highly-trafficked thoroughfares, airports, rail, or other loud activities. Receptors are defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding a predefined threshold of change.

The proposed project would introduce new office and hotel uses to a site currently occupied by office, retail, and wholesale activities. The proposed office expansion, however, generally would not be considered a new receptor as the project site already contains a substantial amount of office use and in any event offices have a higher threshold of sensitivity to noise than sensitive uses. While hotel use is a permitted use on the project site under existing conditions, it is not considered likely that such a use would be located in the absence of the proposed action. According to the 2012 *CEQR Technical Manual*, a hotel is an indoor receptor.

While the proposed project would introduce a noise receptor to the project site, specifically the hotel use near the intersection of Ninth Avenue and West 16th Street, the project site is not located in an area with high ambient noise levels as it is not located near a highly trafficked thoroughfare, airport, rail, or other loud activities. In the vicinity of the proposed hotel there are no airport or above-grade rail facilities. The adjacent roadways, Ninth Avenue and West 16th Street, are typical Manhattan streets which are not heavily trafficked such that they are sources of noise comparable to an airport, above-grade rail line, or other loud activities. Also, although zoned M1-5, the area does not include any open industrial activities that generate high noise levels. It should be noted that there is an existing as-of-right hotel located diagonally across the street from the proposed hotel use and another hotel immediately to its east that is being developed. Furthermore, to the extent that any ambient noise is present at excessive levels within the hotel, the project sponsors intend to incorporate building envelope noise attenuation strategies as may be desirable.

Accordingly, the proposed project's hotel use is not being introduced to an area with high ambient noise levels and further analysis is not warranted and is not provided.

NEIGHBORHOOD CHARACTER

As the proposed project required detailed analyses of land use (Attachment C), historic resources (Attachment F), and traffic (Attachment H), and a supplemental screening analysis of

urban design (provided above in Attachment B), a supplemental screening analysis is necessary to determine if detailed neighborhood character analysis is warranted.

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the 2012 *CEQR Technical Manual*, a preliminary assessment may be appropriate if a project has the potential to result in any significant adverse impacts on any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. Per the analyses provided in this *EAS*, although the proposed project required supplemental screening or detailed analyses of several of these technical areas, there would be no project-generated significant adverse impacts.

The 2012 *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the proposed project would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the *Manual* indicates that neighborhood character impacts are rare and it would be under unusual circumstances that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects in the neighborhood would result in any significant adverse impact to neighborhood character.

As the proposed project could be considered to have moderate effects on some technical areas, including historic resources and traffic, a preliminary assessment is provided.

Preliminary Assessment

The preliminary assessment focuses on two questions: (1) what are the defining elements of the neighborhood?; and (2) does the proposed project have the potential to affect defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas?

The project site straddles the Chelsea, West Chelsea, and Meatpacking District neighborhoods and a defining characteristic of the area is the High Line, the former disused elevated freight rail trestle that has been converted in a singular, iconic public open space. Other defining characteristics of this area include that it is a dynamic mixed-use area with a range of building heights and bulk characteristics. It includes retail and office commercial uses on the project site and in many of the nearby buildings, such as the 15-story, full block 111 Eighth Avenue located immediately east of the project site and the several buildings on the block immediately south of the project site which range in height from 1 to 8 stories. The block immediately to the south also includes a lumber yard and a car wash. The area also includes residential buildings such as the Robert Fulton Houses, including four buildings in a tower-in-the-park plan on the eastern half of the block immediately north of the project site, comprised of three 7-story residential buildings and one 25-story residential building. The project site is in the S/NR-listed Gansevoort Market Historic District and the area includes historic buildings, such as the 11-story, full block former Merchants Refrigerating Co. warehouse, located immediately west of the project site, occupied by offices and mini-storage. Many buildings originally constructed for industrial uses have been adaptively reused, including Chelsea Market on the project site.

The area also includes new buildings, such as the 24-story Caledonia apartment building with ground floor commercial uses and a connection to the High Line, located on the western half of the block immediately north of the project site, and expansions to historic buildings, such as the Porter House, located immediately southeast of the project site. The Porter House consists of a base brick building constructed in 1905 topped by a 4-story expansion that wraps around the base and cantilevers over an adjoining building with a zinc and glass facade added in 2003. Given the area's mixed-use character, density, nearby subway stations, and the High Line open space, it is a vibrant urban community.

The assessments of land use, zoning, and public policy and of urban design and visual resources found that the proposed project, with its hotel and office expansions, would not be incompatible with the area's diverse land use and urban design characteristics. As noted, the project could have moderate effects on historic resources, as it would involve an expansion to the Chelsea Market building, which is identified as a contributing resource to the S/NR-listed Gansevoort Market Historic District. The project also could have moderate effects on traffic, as vehicular delay would increase at some locations. However, as noted above, this neighborhood has experienced many changes to existing structures as the area has transitioned from uses that are no longer economically and functionally viable to ones more suitable for the present day. As with many high density urban areas, particularly in Manhattan, this neighborhood is not characterized by very quiet, very lightly traveled roads associated with some residential neighborhoods with a suburban character. Therefore, given the highly variegated, continually evolving, and bustling character of the area, the combination of moderate effects of the proposed project on the elements contributing to neighborhood character would not have the potential to result in significant adverse impacts to neighborhood character and further analysis is not warranted or provided.

CONSTRUCTION

According to the guidelines of the 2012 *CEQR Technical Manual*, construction activities not involving any in-ground disturbance and of short-term duration (less than 2 years) do not generally warrant a detailed analysis. The proposed action would facilitate the expansion of the existing Chelsea Market complex, which is located on a full block site at 78-92 Tenth Avenue. The expansion would include 255,000 gsf of office space and 104,000 gsf of hotel space, both of which would be constructed above the existing roof of the Chelsea Market building. The proposed construction efforts would result in only minimal excavation and in-ground disturbance. Project construction is expected to commence in early 2013 with an approximately 18-month single phase construction schedule and completion in 2014. Construction of the office and hotel components would occur concurrently and in no event is expected to exceed two years in continuous duration even if the hotel component is commenced prior to the office component to allow for the flexibility to address the space needs of existing tenants.

Both components would be developed by the applicant, though it is anticipated that the hotel component would be developed in partnership with an existing tenant as the hotel would be developed above the tenant's restaurant and the tenant holds a long-term lease. As the proposed action would result in construction activities that are of short duration and do not

require extensive in-ground construction efforts, no significant adverse construction impacts are anticipated, and no further analysis is required.

As discussed in Attachment A, the proposed zoning text contains an allowance for the development of the Ninth Avenue expansion first so long as the full High Line amenities along Tenth Avenue are provided no later than 2017. This alternative is designed to enable the flexibility to address the space needs of existing tenants in the Tenth Avenue portion of the building that may be affected by construction of the Tenth Avenue expansion to be temporary relocated. It is still anticipated that the development program would be constructed in a single phase, although the Ninth Avenue expansion may be initiated slightly before the Tenth Avenue expansion. In any event, the construction period is expected to be less than twenty-four months in total duration.

As the guidelines of the 2012 *CEQR Technical Manual* assume instances where a potential impact may be of short duration, but nonetheless raise specific issues of concern, the limited construction effects on transportation, noise, historic resources, and hazardous materials are discussed below for informational purposes to confirm that further assessment is not required.

All construction work would be undertaken in accordance with applicable city, state, and federal laws, regulations, and codes. All construction activity is required and expected to occur only during periods permitted by relevant NYC laws and regulations.

Potential Transportation Impacts

Vehicular access to/from the project site would be from Ninth Avenue for the proposed hotel enlargement, and from Tenth Avenue for the proposed office enlargement. All construction efforts would be setback (if possible) from Ninth and Tenth Avenues, and therefore, no street closures are expected. However, construction activities may result in short-term disruption of both traffic and pedestrian movements at the Ninth and Tenth Avenue locations of the project site. This would occur primarily due to the potential temporary loss of curbside lanes from staging of equipment and the movement of materials to and from the site. Additionally, construction may at times result in temporary closings of sidewalks adjacent to the site. However, these conditions would not result in significant adverse impacts on traffic and transportation conditions given the limited duration of any obstructions. During construction, standard practices would be followed to ensure safe pedestrian and vehicular access to nearby buildings and along affected streets and sidewalks. Given the limited construction period, the mobile source emissions generated by the proposed action would not be significant.

Potential Noise Impacts

Noise associated with the construction of the proposed building enlargement would be limited to typical construction activities, and would be subject to compliance with the New York City Noise Code and by EPA noise emission standards for construction equipment. These controls and the temporary nature of construction activity will assure that there would be no significant adverse noise impacts associated with the construction activity.

Potential Historic Resources Impacts

Demolition work associated with the proposed action, if occurring at all, would be limited to internal work. Any in-ground disturbances would be very limited. Therefore, the proposed action is not expected to have any direct physical impacts on any eligible, designated or potential architectural resources of the Gansevoort Market Historic District (NYC Landmark), which is partly adjacent to the project site, and the Gansevoort Market Historic District, in which Chelsea Market is located (State/National Registers).

As a portion of the Gansevoort Market Historic District (NYC Landmark) is adjacent to Chelsea Market just for a portion of the whole block, but runs mainly along West 14th Street and along the mid-block line (Block 712; refer to Figure F-4 in Attachment F, "Historic Resources"), no significant adverse construction impacts on historic resources are anticipated (refer to Attachment F, "Historic Resources").

Construction activities on the project site could have adverse physical impacts on the historic resources on the project site and the 6 additional historic resources located on other sites within 90 linear feet of the project site (refer to Table F-2 in Attachment F). All of these historic resources are in the S/NR Gansevoort Market Historic District and one of the nearby historic resources is also in the NYCL Gansevoort Market Historic District. As they are located in an S/NR historic district, for all of these structures, the DOB's *Technical Policy and Procedure Notice (TPPN) #10/88* applies. *TPPN 10/88* supplements the standard building protections afforded by the Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these measures, which would be required for these historic resources, significant, adverse construction-related impacts would not occur. The market structure itself has been the subject of numerous changes, refinements, rooftop additions and changes in fenestration over time, an ongoing process that will occur with or without the proposed project. The proposed project would locate development over existing structures, and with the exception of the hotel which is located above a utilitarian building, would not substantially change the exterior of the existing buildings.

Potential Hazardous Materials Impacts

The new expansion areas would be constructed above the existing roof of the Chelsea Market structure. The new space would not require substantial changes to the structural system of the existing buildings and would not involve the removal of exterior walls. Load-bearing columns would pass through designated and limited portions of the building, requiring a minimal removal of existing concrete-encased flooring and other structural elements, and elevated slabs would support the new structures. As a result, there would be relatively minimal disruption to the existing building. The project site contains a full basement and the proposed project would have a limited amount of excavation and in-ground disturbance for installation of columns and other structural supports, particularly on the western portion of the complex to support the office expansion. All such excavation would occur in isolated areas of the building's basement

physically separated from occupied areas. Changes associated with the proposed action also would be subject to applicable regulations to ensure that significant adverse hazardous materials impacts would not occur.

The proposed project would not increase pathways of exposure to elevated levels of hazardous materials on the site. The proposed project also would not introduce new activities using hazardous materials, and construction activities would be conducted according to all applicable guidelines and procedures. Accordingly, the proposed action would not have the potential to result in significant adverse hazardous materials impacts.

Conclusion

Overall, construction-related activities for the proposed action are not expected to have significant adverse impacts and therefore further construction impact analysis is not required.

ATTACHMENT C
LAND USE, ZONING AND PUBLIC POLICY

I. INTRODUCTION

This attachment examines the proposed project's compatibility and consistency with land use patterns in the area, ongoing development trends, and public land use and zoning policies. This analysis has defined a study area in which the project has potential to affect land use or land use trends. Following guidance provided in the 2012 *CEQR Technical Manual*, this study area encompasses a 400-foot radius of the project site, but for analysis purposes has been modified and expanded as appropriate to include entire blocks. It generally extends from West 18th Street on the north, Eighth Avenue on the east, West 13th Street on the south, and Route 9(A) on the west. The study area boundary is shown in Figure C-1.

As discussed in Attachment A, "Project Description," the proposed action consists of a zoning map amendment that would add the project site block to the Special West Chelsea District (while maintaining the underlying M1-5 zoning designation) and zoning text changes to certain sections of the Special West Chelsea District (ZR Section Article IX, Chapter 8). The inclusion of the project site block within the Special West Chelsea District together with the zoning text changes would enable the site to qualify for an increase in permitted density of up to 2.5 FAR pursuant to a High Line Improvement Bonus consisting of a contribution to the High Line Improvement Fund and certain improvements related to the portion of the High Line passing through Chelsea Market. These actions would facilitate an enlargement of the existing Chelsea Market complex in two areas. This would include a proposed 9-story office building expansion, resulting in an additional approximately 255,000 gross sf (gsf) (240,000 zsf) of above-grade office space. With this office expansion, the western portion of the complex along Tenth Avenue between West 15th and West 16th Streets would rise to a height of 16 stories (230 feet). There also would be a proposed 11-story hotel expansion along Ninth Avenue, resulting in an additional approximately 104,000 gsf (95,000 zsf). With the hotel expansion, the northeastern portion of the complex adjacent to the corner of Ninth Avenue and West 16th Street would rise to a height of 12 stories (approximately 160 feet high). The proposed development would have a built FAR of approximately 7.5. There would be no on-site parking spaces. At the ground level, the building would continue to cover virtually the entire site.

In the absence of the proposed action (No-Build Conditions), the project site would continue to be zoned M1-5. The project site would continue to be occupied by the Chelsea Market at its existing size, although as-of-right changes in tenants, loading dock space, and changes to the complex's exterior, including changes to fenestration and facade detailing, and interior would continue to occur to accommodate new tenants and businesses with or without the proposed action.

The proposed action would be compatible with and supportive of land use and zoning in the area. As shown in the analysis presented in this attachment, the proposed action would not result in significant adverse impacts related to land use, zoning, and public policy.

II. EXISITNG CONDITIONS

A. Land Use

Project Site

As discussed in Attachment A, "Project Description," the 165,200 sf project site is located in the Chelsea neighborhood of Manhattan Community District 4 and is occupied by ten[1] buildings, attached and interconnected to create one complex. It is traversed on its western edge by the High Line. The attached buildings are brick masonry structures constructed from 1890s to 1930s that housed bakeries, offices, and related functions of the National Biscuit Company (in later years known as Nabisco) from the 1890s until the 1950s. (Refer to Attachment F, "Historic Resources," for historical background on the project site and surrounding area.) The site buildings generally range from one to eight stories, with a maximum height of approximately 142 feet. The buildings' combined footprint covers the entire site, including the area underneath the High Line. In total, the complex has approximately 915,797 gsf of above-grade building space plus approximately 165,000 gsf of basement space. It consists of commercial space occupied by retail and wholesale businesses on the first level and offices and television production studios on the upper floors. These businesses employ an estimated 3,498 employees. There are several loading docks on the site but it does not include any on-site parking. The full block site (Block 713) is rectangular with 800 feet of frontage along West 15th and West 16th Streets and 206.5 feet of frontage along Ninth and Tenth Avenues. Photographs of the project site are shown in Figure A-3.

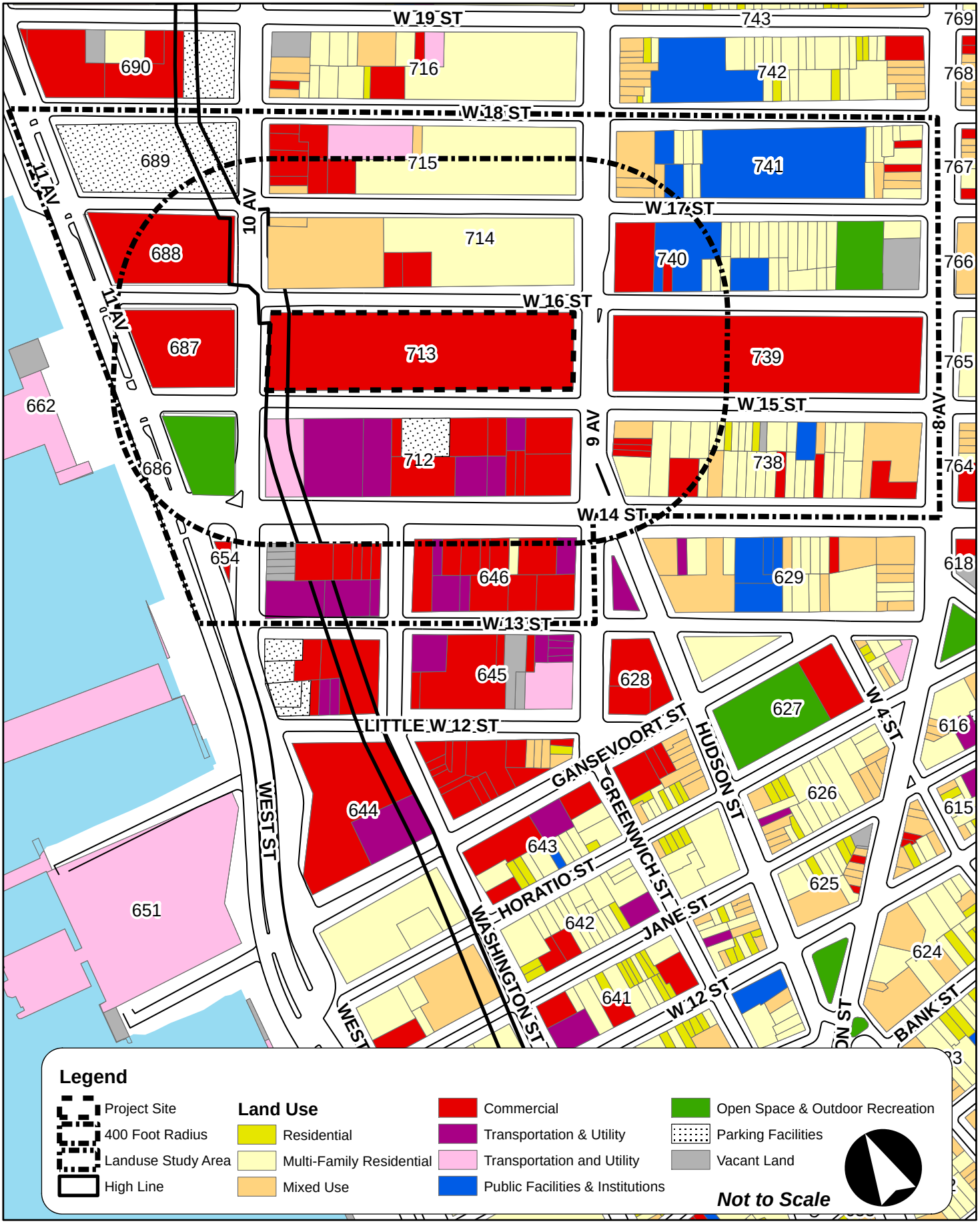
A portion of the High Line intersects the second and third floors of the complex along Tenth Avenue. The City, which owns the High Line and converted the former elevated railroad trestle into a publicly accessible open space, has an easement permitting its use of the structure on the site and allowing access to the High Line for maintenance. The High Line easement extends 20 feet above the structure's platform.

The project site is located within the State and National Registers of Historic Places Gansevoort Market Historic District (S/NR District). However, the project site is not a designated NYC Landmark or located within any Historic District designated by the NYC Landmarks Preservation Commission.

Study Area

The site is located at the southern end of the Chelsea neighborhood, with the Meatpacking District to the south. The southern portion of the study area, generally the area bounded by West 15th Street, Ninth Avenue, West 13th Street, and Route 9A, is located within the Meatpacking District. The Meatpacking District historically had a concentration of wholesale meatpacking businesses with many buildings built for that purpose. However, in recent years, as the number of meatpacking uses has declined, the area has undergone a transformation from industrial to a range of commercial uses. Principal uses include apparel retailers, restaurants, art galleries, and upper floor office space. There are relatively few residences within this portion of the study area.

[1] Various sources describe the project site as consisting of 10, 17, 18, or other number of buildings. This discrepancy may be due to building construction being completed in phases.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686
654
646
629
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625
651
642
624
641
Legend
Project Site
400 Foot Radius
Landuse Study Area
High Line
Land Use
Residential
Multi-Family Residential
Mixed Use
Commercial
Transportation & Utility
Transportation and Utility
Public Facilities & Institutions
Open Space & Outdoor Recreation
Parking Facilities
Vacant Land
Not to Scale

The central and northern portions of the study area, generally the area bounded by West 18th Street, Eighth Avenue, West 14th (between Eighth and Ninth Avenues), and Route 9A, are located within Chelsea. This portion of the study area includes four large full block commercial buildings, including Chelsea Market, as well as several blocks that contain a wide mix of residential, commercial, and other uses, though with a predominance of residential and mixed residential-commercial buildings north of West 16th Street.

Table C-1 and Figure C-1 show the existing generalized land uses in the study area, reflecting a wide range of uses. As shown in the table, the predominant uses by lot area in the study area (excluding streets) are commercial and office, multi-family elevator residential, mixed residential-commercial buildings, multi-family walkup residential, and institutional. Commercial and office uses, which include retail and hotel buildings, occupy approximately 46.6 percent of the lot area. Multi-family elevator and walkup buildings combined occupy approximately 20.0 percent of the lot area. Mixed-use buildings, typically containing ground-floor retail with residential on upper floors, occupy 8.9 percent of the lot area. Institutional uses occupy 7.8 percent of the lot area. The remaining approximately 16.7 percent of lot area is occupied by parking, industrial/manufacturing, open space, transportation/utility, and 1- and 2-family residences. As this is a dynamic area, it should be noted that this data reflects a "snapshot in time" of existing uses based on City records and field surveys initially conducted in 2008 and updated in 2010 and that uses in the area continue to change, with a strong trend away from industrial/manufacturing uses and toward commercial and residential uses.

Most of the study area streets are in the typical Manhattan rectilinear pattern. A notable exception is Route 9A, which is named Eleventh Avenue north of West 13th Street in the vicinity of the study area. This median-separated two-way major arterial generally follows an alignment parallel to the shoreline, which creates irregular sized blocks along the western edge of the grid. Another variation to the standard grid patterns exists at the southern end of the study area where Washington Street extends south from a T-intersection at West 14th Street in between Ninth and Tenth Avenues.

Most of the buildings in the study area are high lot coverage, streetwall buildings. On the block immediately south of the project site, building heights range from 1-story to the 8-story Milk Studios complex and most of these are high lot coverage, streetwall buildings, though the block includes a lumber yard business that contains open lot area and a building set back from the street. South of West 14th Street, most of the study area consists of buildings of six stories or less dating from the nineteenth century or the first half of the twentieth century. With recent changes in market conditions, many have been adaptively reused for retail and office uses. This typical condition of older, low and mid rise buildings in the Meatpacking District is changing, however with the Standard Hotel, a 19-story building above the High Line at West 13th and Washington Streets and the 12-story High Line Building on West 14th Street. In this portion of the study area lot sizes vary from typical 25-foot wide house lots to larger and irregular-shaped lots. The central portion of the study area to the east and west of Chelsea Market contains full block buildings originally built for a mixture of industrial and commercial uses but which now primarily contain ground floor retail and upper floor offices. The northern portion of the study area contains a wide range of building types and uses, including rows of attached townhouses, elevator apartment buildings, commercial buildings, recently constructed apartment, and mixed-use buildings. This part of the study area also includes

Table C-1, Summary of Generalized Land Uses in Study Area*

	Residential				Non-residential						
	1 & 2 Family Houses	Multifamily Walk-up	Multifamily Elevator	Mixed Use	Commercial & Office	Industrial & Mfg.	Transportation & Utility	Institutional	Open Space	Parking	Vacant Land
Block**	Use (square feet of lot area)										
646W	0	0	0	0	23,230	30,944	0	0	0	0	7,744
646E	0	0	0	7,737	77,441	2,581	0	0	0	0	0
654	0	0	0	0	2,245	0	0	0	0	0	0
686	0	0	0	0	0	0	0	0	24,700	0	0
687	0	0	0	0	45,950	0	0	0	0	0	0
688	0	0	0	0	59,100	0	0	0	0	0	0
689	0	0	0	0	0	0	0	0	0	76,425	0
712	0	0	0	0	120,095	32,218	20,413	0	0	12,906	0
713***	0	0	0	0	165,200	0	0	0	0	0	0
714	0	0	80,408	55,225	11,591	0	0	0	0	0	0
715	0	0	89,700	4,518	32,426	0	21,375	0	0	0	0
738	3,056	67,995	21,187	36,430	27,614	0	0	5,163	0	0	1,528
739	0	0	0	0	165,200	0	0	0	0	0	0
740	0	38,719	4,600	7,844	25,294	0	0	33,764	23,370	0	13,800
741	0	24,061	0	32,329	3,455	0	0	88,120	0	0	0
Total #	3,056	130,775	195,895	144,083	758,841	65,743	41,788	127,047	48,070	89,331	23,072
Total %	0.2%	8.0%	12.0%	8.9%	46.6%	4.0%	2.6%	7.8%	3.0%	5.5%	1.4%

* Sources: Lot area data from PLUTO 2008 files. Land use data from PLUTO 2008 and February and September 2008 field surveys. Uses are generalized for lot.
** Tax Block 646 encompasses two street blocks. Blocks shown in table are street blocks, i.e., 646W is bounded by W. 14th Street, Washington Street, West 13th Street, and Tenth Avenue; and 646E is bounded by West 14th Street, Ninth Avenue, Washington Street, and Tenth Avenue.
*** Block 713 is the project site block.

seven of the eleven buildings comprising the Robert Fulton Houses, a public housing development completed in the 1960s with a tower-in-the-park plan. There is also a full block parking lot which is bounded by the West 18th Street, Tenth Avenue, West 17th Street, and Route 9A (Eleventh Avenue).

Study Area Blocks

The land use study area encompasses an approximately 15-square block area including the project site. Within the study area there area several notable individual uses and clusters of uses. Refer to Figure C-1, which identifies each block number.

Study Area Blocks South of West 15th Street

Block 646 (eastern portion): The rectangular block bounded by West 14th Street, Ninth Avenue, West 13th Street, and Washington Street includes a number of restaurants, retail shops, art galleries, and the Ground Zero Workshop Museum, located in adaptively reused buildings of 6 stories or less. Notable establishments include Scoop, which operates clothing stores at and adjacent to the southeast corner of Washington Street and West 14th Street, and Hogs and Heifers, a bar at the northeast corner of Washington Street and West 13th Street. The block also includes the 6-story Soho House, a 24-room boutique hotel and private social club at 29-35 Ninth Avenue.

Block 646 (western portion): The rectangular block bounded by West 14th Street, Washington Street, West 13th Street, and Tenth Avenue (the western part of Block 646) and which is intersected by the High Line contains the Diane von Furstenberg (DVF) flagship complex, including shop, showroom, and design studio, in the 3- and 5-story buildings at 874 Washington Street/440-444 West 14th Street. Formerly occupied by a meatpacking business, DVF moved into these buildings in 2007. On West 14th Street midblock between Washington and Tenth Avenues is the High Line building at 450 West 14th Street, a former warehouse building intersected by the High Line which is being converted and enlarged from 3 stories to a 12-story building that will contain retail and office use. There is also a vacant site located at the southeast corner of Tenth Avenue and West 14th Street and at the northwest corner of West 13th Street and Washington Street there are two interconnected low-rise buildings which until 2009 were occupied by meatpacking companies.

Block 654: The small triangular block bounded by West 14th Street, Tenth Avenue, and Eleventh Avenue contains the 3-story Liberty Inn, a motel offering short-term stay rates.

Block 686: The trapezoidal block bounded by West 15th Street, Tenth Avenue, West 14th Street, and Eleventh Avenue is entirely occupied by 14th Street Park, a public open space under the jurisdiction of the Hudson River Park Trust. Refer to Attachment D, "Open Space," for more information.

Block 712: The rectangular block bounded by West 15th Street, Ninth Avenue, West 14th Street, and Tenth Avenue, is primarily occupied by a mix of commercial and industrial uses; however, commercial uses have been increasing steadily in recent years. Notable uses include a large Apple computer and electronics store at the 3-story 401 West 14th Street; a cluster of

clothing boutiques along West 14th Street midblock between the avenues; Milk Studios, a photography studio which also hosts events and an art gallery, in its eponymous 8-story development at 450 West 15th Street; a 374-space public parking garage at 422 West 15th Street; and a Mobil gas station/car wash along Tenth Avenue extending the full blockfront between West 14th and West 15th Streets. Buildings on this block range from 1 to 8 stories. In addition, the High Line traverses the block, extending over the Mobil site near the western edge of the block parallel to Tenth Avenue. Immediately east of Block 712, in 2007 the NYC Department of Transportation established an interim pedestrian plaza with seating, tables, and planters in a portion of the Ninth Avenue's wide streetbed at its intersection with West 14th Street.

Block 738: The rectangular block bounded by West 15th Street, Eighth Avenue, West 14th Street, and Ninth Avenue is not dominated by any single building or use type. It contains many small and medium size lots. Along Ninth Avenue there are several mixed-use buildings with ground floor retail and upper floor apartments, including Porter House, a 2003 development containing 22 DUs at the southeast corner of Ninth Avenue and West 15th Street, a project which comprised a modern addition to an older building base. The midblock portions of West 14th and West 15th Streets on this block primarily consists of residential buildings with some mixed residential-commercial developments, ranging in height from 3 to 7 stories. This area also includes The Prime, a recently completed 9-DU, 10-story condominium at 333 West 14th Street; the Corlears School, a private elementary school in a 4-story building at 322-324 West 15th Street; and the Chelsea Pines Inn, a 26-room hotel at 317 West 14th Street. The block's frontage on Eighth Avenue includes a former bank building occupied by a Balducci's grocery at the northwest corner of Eighth Avenue and West 14th Street and the Thomas Eddy, a mixed-use building at 85 Eighth Avenue with 117 co-operative DUs and a below-grade parking garage accessed from West 14th Street.

Study Area Blocks North of West 15th Street

Block 687: The trapezoidal block bounded by West 16th Street, Tenth Avenue, West 15th Street, and Route 9A (Eleventh Avenue) is entirely occupied by 85 Tenth Avenue. It is an 11-story building with no setbacks occupied by ground floor restaurants and upper floor office space that is connected to the project site by a pedestrian skybridge and a spur of the High Line.

Block 688: The trapezoidal block bounded by West 17th Street, Tenth Avenue, West 16th Street, and Route 9A (Eleventh Avenue) is entirely occupied by the former Merchants Refrigerating Company Warehouse. This 11-story building contains government offices and mini-storage space and is connected to a spur of the High Line.

Block 689: The trapezoidal block bounded by West 18th Street, Tenth Avenue, Route 9A (Eleventh Avenue), and West 17th Street is entirely occupied by a parking lot. The block is intersected by the High Line.

Block 713: The rectangular project site block, bounded by West 16th Street, Ninth Avenue, West 15th Street, and Tenth Avenue, is occupied by Chelsea Market. Refer to description above of this commercial development.

Block 714: The rectangular block bounded by West 17th Street, Ninth Avenue, West 16th Street, and Tenth Avenue is predominantly occupied by two large developments. The eastern portion of the block is occupied by four Robert Fulton Houses public housing apartment buildings, containing approximately 375 DUs, and related open space and parking areas. Three of the buildings are 7 stories and the fourth is 25 stories. On the western portion of the block is the recently completed 24-story Caledonia at 450 West 17th Street, a mixed-use development with approximately 478 DUs, including condominium, market rate rentals, and inclusionary housing rentals, ground floor retail, and an accessory parking garage. The High Line intersects the southwest corner of this block. Three other small buildings are located between the Caledonia and the Fulton Houses, including one occupied by a US Department of Veterans Affairs health clinic.

Block 715: The rectangular block bounded by West 18th Street, Ninth Avenue, West 17th Street, and Tenth Avenue is occupied by three additional Robert Fulton Houses apartment buildings with a total of approximately 272 DUs and related space on the eastern portion of the block. These include two 7-story buildings and one 25-story building. The western portion of the block includes several small, 1- to 5-story mixed-use and commercial buildings, with restaurants predominating, and a Verizon garage at 442 West 18th Street.

Block 739: The rectangular block bounded by West 16th Street, Eighth Avenue, West 15th Street, and Ninth Avenue, is entirely occupied by 111 Eighth Avenue. This 15-story building, also known as the Port Authority Commerce Building, is one of New York City's largest buildings with approximately 2.8 million square feet and contains television studios and office space for media companies, fashion designers, and Google's New York City headquarters. It also contains a below-grade public parking garage. The building also includes several ground floor retailers along Eighth and Ninth Avenues.

Block 740: The rectangular block bounded by West 17th Street, Eighth Avenue, West 16th Street, and Ninth Avenue, includes a wide mix of uses. The midblock areas along West 16th and 17th Streets are primarily comprised of 5- and 6-story multi-family residential and mixed residential-commercial buildings on house lots, including the recently completed Condominiums @ 333, a 5-DU, 6-story development at 333 West 16th Street and The Modern, an 8-DU, 6-story development at 343 West 16th Street. In addition, there is also a 5-story former residential building recently converted to institutional use by the School of Visual Arts' Fine Arts Department, at 335 West 16th Street. The 12-story Maritime Hotel, located along the block's Ninth Avenue frontage, has 120 guest rooms and restaurant and bar space in a building that was originally occupied by the National Maritime Union. Next to the Maritime, with frontage on both cross-streets, is an institutional building previously used by Covenant House for homeless teens but which is being converted to a hotel use opening in 2010. Along Eighth Avenue, a new mixed-use 7-story development with ground floor retail and upper floor residential located along most of the block frontage between West 16th and West 17th Streets is expected to be fully occupied during 2012. Immediately to its west is Dr. Gertrude B. Kelly Park, a through block open space with frontage on both West 16th and West 17th Streets.

Block 741: The rectangular block bounded by West 18th Street, Eighth Avenue, West 17th Street, and Ninth Avenue includes a large school property on a midblock, through-lot that occupies approximately 53 percent of the block's lot area. This 4-story NYC Department of

Education building, at 333 West 17th Street, houses the NYC Lab School for Collaborative Studies (grades 6 to 12) and the NYC Museum School (grades 9 to 12). The remainder of the block is predominately occupied by multi-family residential and mixed residential-commercial uses in 4- to 6-story buildings. The block also includes two other institutional uses, including the 6-story Callen-Lorde Community Health Center at 356 West 18th Street and the 5-story Lorge School, a private special education school at 353 West 17th Street.

B. Zoning

The project site is zoned M1-5, as are several other blocks in the study area. Other zoning districts in the study area include R8, R8B, C1-6A, C2-6A, C6-2A, C6-3 (Special West Chelsea District), and C6-4 (Special West Chelsea District). There are C2-5 commercial overlay districts mapped in the R8 district along Ninth Avenue.

M1-5

M1-5 districts are mainly mapped in Manhattan, typically in historically industrial areas with high concentrations of loft buildings. M1 districts are often a buffer between M2 or M3 districts and adjacent residential or commercial districts.

In addition to the project site, within the study area M1-5 is mapped on the block east of the site occupied by 111 Eighth Avenue (Block 739), the blocks to the south the of the project site bounded by West 15th Street, Ninth Avenue, West 13th Street, and Tenth Avenue (Blocks 646 and 712), and the blocks west of the project site bounded by West 17th Street, Tenth Avenue, West 13th Street, and Route 9A (Blocks 654, 686, 687, and 688). Reflecting its zoning designation, these blocks are primarily occupied by retail, office, and hotel commercial uses, and vestigial manufacturing uses.

Density and Use

Light manufacturing (Use Group 17) and most commercial uses are as-of-right with a maximum permitted FAR of 5.0. A limited number of community facility uses are as-of-right with a maximum permitted FAR of 6.5, while most community facility uses are allowed only by special permit. Uses located in M1-5 light manufacturing districts must meet performance standards and typically include light manufacturing, warehouse, and automotive service uses, as well as retail, office, and hotel uses. Residential development is not allowed.

Bulk

M1-5 districts do not require a streetwall and do not have a maximum height. Instead, bulk on these sites is governed by height and setback regulations. Streetwalls, if provided, may rise to a maximum height of 85 feet or 6 stories, above which a setback of 15 feet is required for narrow streets (those less than 75 feet wide) or 10 feet for wide streets (those 75 feet or wider). Above this maximum height and beyond the initial setback distance, the zoning requires that buildings do not penetrate the sky exposure plane, which rises inward over the zoning lot at a ratio of vertical distance to horizontal distance set forth in the zoning regulation. In M1-5 districts the ratios are 2.7 to 1 and 5.6 to 1 for narrow and wide streets, respectively. In addition to the

standard height and setback regulations, optional height and setback and tower regulations are also applicable. Buildings developed pursuant to tower controls must occupy no more than 40 percent of a zoning lot and comply with regulations governing their location in relation to lot lines but otherwise towers are able to rise without limitation of a sky exposure plane or other restriction. For buildings that provide an optional front open area of at least 15 feet in depth (10 feet in depth along a wide street) along the full length of the front lot line, alternate setback and sky exposure plane regulations apply. Under alternate regulations, a building may rise to an initial height of 85 feet, above which the alternate zoning requires that buildings do not penetrate the sky exposure plane as measured from the street line at ratios of 3.7 to 1 and 7.6 to 1 for narrow and wide streets, respectively.

Project Site

The project site is occupied by a mix of commercial and manufacturing uses and has a built FAR of approximately 5.4.

Other Study Area Zoning Districts

Key information on other study area zoning districts are described below and summarized in Table C-2. Several of these are contextual zoning districts, as indicated by an A, B, D, or X suffix, that are governed by height and bulk regulations designed to maintain the scale and form of the City's traditional moderate- and high-density neighborhoods or where redevelopment would create a uniform context.

A district described as being mapped in the *midblock* portion of a block is located on the portion of the block beyond a depth of 100 feet from the north-south avenues.

R8 (with C2-5 overlay) and R8B

There is an R8 district located north of the project site mapped on the west side of Ninth Avenue between West 16th and West 17th (Block 714) to a depth of 375 feet, the west side of Ninth Avenue between West 17th and West 18th Streets (Block 715) to a depth of 400 feet, and on the east side of Ninth Avenue between West 16th and West 17th Streets (Block 740) to a depth of 100 feet. On all three of these blocks frontages there is a C2-5 commercial overlay mapped to a depth of 100 feet. As such, the R8 district is mapped on most of the Robert Fulton Houses property and also on the Maritime Hotel property.

There are two separate R8B districts in the study area. One is located on the south side of West 15th Street on the midblock portion of the block between Eighth and Ninth Avenues (Block 738). The other R8B district is located on the midblock portions of the two blocks bounded by West 16th and West 18th Streets between Eighth and Ninth Avenues. These districts are occupied primarily by townhouse and apartment buildings, but also include the large public school building on Block 741 and other community facility uses.

Table C-2, Existing Study Area Zoning Districts

Districts	Floor Area Ratio (FAR)	Use Groups	Bulk Regulations
M1-5	5.0 C, M; 6.5 CF	4-14, 16-17	85' or 6-stories streetwall (not required); Regular or alternate height & setback and sky exposure plane, or tower regulations
R8	6.02 R; 6.5 CF	1-4	Height-factor sky exposure plane regulations
R8/C2-5	6.02 R; 6.5 CF; including up to 2.0 C	1-9, 14	Quality Housing Program (contextual zoning) regulations optional
R8B	4.0 R, CF	1-4	55'-65' streetwall, 75' maximum height (contextual zoning) regulations mandatory
C1-6A	4.0 R, CF; including up to 2.0 C	1-6	40'-65' streetwall, 80' maximum height (contextual zoning R7A equiv.) regulations mandatory
C2-6A		1-9, 14	
C6-2A	6.0 C; 6.02 R; 6.5 CF	1-12	60'-85' streetwall, 120' maximum height (contextual zoning R8A equiv.) regulations mandatory
C6-3 (WCh)*	5.0 (bonus to 7.5) C, R, CF		60'-105' streetwall, 135' maximum height, areas 300' or further from 10th Ave.; 60'-85' streetwall, 120' maximum height other areas, except on block bounded by W. 16th & W. 17th Sts. a 250' maximum height building is permitted within 10 and 90 feet of W. 17th St.
C6-4 (WCh)**	7.5 (bonus to 10.0) C, R, CF		2 towers of 290' and 390' west of High Line, 60'-85' streetwall (where required/permitted)

Notes:
Abbreviations: C = commercial; M = manufacturing; CF = community facility; R = residential
* C6-3 (WCh) WCh Subarea I
** C6-4 (WCh) WCh Subarea H

R8 and R8A are high density general residence districts. Residential developments in R8 districts can range from midrise 8- to 10-story buildings to much taller buildings set back from the street. In R8 districts, residential use is permitted up to 6.02 FAR and community facility use up to 6.5. This is a non-contextual district where height-factor buildings are permitted, although contextual buildings may be developed pursuant to the Quality Housing Program. In R8A districts, residential and community facility use is permitted up to 4.0 FAR. Required streetwalls must be 55 to 60 feet tall and the maximum permitted building height is 75 feet.

The C2-5 commercial overlay mapped on the R8 district along Ninth Avenue permits commercial uses up to a 2.0 FAR and typically facilitate retail on the ground and sometimes second floors in mixed residential-commercial buildings.

C1-6A and C2-6A

A C1-6A district is mapped along the western frontage of Eighth Avenue of the blocks from West 16th to West 18th Streets (Blocks 740 and 741), and the northern half of the western frontage of Eighth Avenue between West 14th and West 15th Streets (Block 738). There is a C2-6A district mapped along the eastern frontage of Ninth Avenue between West 17th and West 18th Streets (Block 741).

C1-6A and C2-6A are commercial districts that are primarily residential in character. These districts are typically mapped along major thoroughfares in medium- and higher-density areas; typical retail uses found in these commercial districts cater to the daily needs of the immediate neighborhood. Commercial uses are permitted up to 2.0 FAR and residential uses are permitted up to 4.0 FAR (equivalent to R7A districts). Required streetwalls must be 40 to 65 feet tall and

the maximum permitted building height is 80 feet. The only difference between these two districts is that C2-6A districts permit a wider range of commercial uses; C1-6A districts permit Use Groups 1 through 6 and C2-6A districts permit Use Groups 1 through 9 and 13.

C6-2A

There is a C6-2A district is mapped along the northern frontage of West 14th Street between Eighth and Ninth Avenues and along the eastern frontage of Ninth Avenue between West 14th and West 15th Streets (Block 738).

C6 districts permit a wide range of high-bulk commercial uses requiring a central location. C6-2A is a contextual commercial district which is the equivalent of an R8A contextual district. It has a commercial FAR of 6.0, a residential FAR of 6.02 and a community facility FAR of 6.5 (R8A equivalent). Required streetwalls must be 60 to 85 feet tall and the maximum permitted building height is 120 feet.

Special West Chelsea District (WCh)

The City adopted the Special West Chelsea District (WCh) in 2005 covering the area generally bounded by West 30th Street, West 17th Street, Tenth Avenue, and Eleventh Avenue, as well as western portion of the blocks bounded by West 18th Street, Ninth Avenue, West 16th Street, and Tenth Avenue. This rezoning established the WCh as a special purpose zoning district and also changed most of the then existing M1-5 zoning district, mapped over much of the rezoning area, to C6-2, C6-3 and C6-4 zoning districts. This rezoning had several objectives including: to encourage and guide the development of West Chelsea as a dynamic mixed use neighborhood; to facilitate the restoration and reuse of the High Line elevated rail line as an accessible, public open space through special height and setback regulations, High Line Improvement Bonuses and the transfer of development rights from the High Line transfer corridor; and to ensure that the form and use of new buildings relate to and enhance neighborhood character and the High Line open space.

C6-3 (WCh)

There is a C6-3 district located within the WCh district mapped along the east side of Tenth Avenue between West 16th and West 17th Streets to a depth of 425 feet and the east side of Tenth Avenue between West 17th and West18th Streets to a depth of 400 feet. These two blocks form "Subarea I" of the WCh district. Many of the standard C6-3 district regulations are superseded by WCh district regulations.

In this C6-3 WCh/Subarea I district, residential, commercial, and community facility uses are permitted with a base FAR of 5.0 which can be increased to a maximum of 7.5. The FAR bonus may be achieved through the High Line Transfer Corridor bonus or High Line Improvement Bonus, which can be combined with an Inclusionary Housing bonus. This district's regulations are generally similar to contextual zoning regulations. Required streetwalls must be 60 to 105 feet tall and the maximum permitted building height is 135 feet, except within 300 feet of Tenth Avenue between West 16th and West 17th Streets where the required streetwalls must be 60 to 85 feet tall and the maximum permitted building height is

120 feet. However, on the block bounded by West 16th and West 17th Streets a building tower of up to 250 feet height that complies with the setback requirements and which is no longer than 175 feet long is permitted within 10 and 90 feet of West 17th St.

C6-4 (WCh)

There is a C6-4 district located within the WCh district mapped on the block bounded by West 18th Street, Tenth Avenue, West 17th Street, and Eleventh Avenue (Block 689). This block is designated "Subarea H" of the WCh district.

In this C6-4 WCh/Subarea H district, residential, commercial, and community facility uses are permitted with a base FAR of 7.5 which can be increased to a maximum of 10.0. The FAR bonus may be achieved through the High Line Improvement Bonus. This block, which is intersected by the High Line, is governed by height and bulk regulations specially tailored to the site. These include two permitted towers located west of the High Line which may rise to heights of 290 and 390 feet (no buildings are permitted east of the High Line where a public plaza connected to the open space is planned). Streetwalls generally must be 60 to 85 feet tall.

Parking

Pursuant to Article I, Chapter 3 of the Zoning Resolution, accessory parking is not required in the land use study area's zoning districts. For transient hotels accessory parking is permitted up to 150 spaces if there is a single vehicle entrance or 225 spaces if there are two or more entrances but in no event may the number spaces exceed a number equivalent to 15 percent of the hotel rooms. For commercial, manufacturing, and community facility developments or enlargements enclosed accessory parking is permitted up to 1 space per 4,000 zsf of floor area or 100 spaces, whichever is less. In mixed use developments, accessory parking is permitted up to the amount allowed per each use or 225 spaces, whichever is less.

Public parking lots of up to 150 spaces are permitted as-of-right in the study area's C2 and C6 districts and are permitted by authorization in the study area's M1-5 district. Also, public parking lots larger than 150 spaces, public parking garages, and accessory parking facilities larger than what is permitted as-of-right are only allowed by CPC special permit.

C. Public Policy

The project site is located within the area addressed by the *Chelsea 197-a Plan*. Apart from this public policy, it is not located within the City's designated coastal zone boundary and therefore is not subject to the City's Waterfront Revitalization Program (WRP), it is not in an urban renewal area, nor is it governed by any other applicable public policies.

Chelsea 197-a Plan

The City Council adopted Community Board 4's *Chelsea 197-a Plan*, as modified by the City Planning Commission, on May 22, 1996. Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. Pursuant to the Charter, the City Planning Commission developed and

adopted standards and rules of procedure for 197-a plans. Once approved by the Commission and adopted by the City Council, 197-a plans are intended to serve as policy guides for subsequent actions by city agencies. The goal of the *Chelsea 197-a Plan* was to preserve the built character of Chelsea while providing adequate opportunities for new housing development, as well as to revitalize underutilized manufacturing land. The *Plan*'s study area comprises 64 blocks, an area that includes "traditional residential Chelsea" and which is bounded generally by Tenth Avenue on the west; West 14th Street on the south; Sixth Avenue (from West 14th Street to West 26th Street) and Eighth Avenue (from West 26th to West 34th Streets) on the east; and West 26th Street (from Sixth to Eighth Avenues) and West 34th Street from Eighth Avenue to Tenth Avenue) on the north. Zoning changes were recommended for slightly more than half of the total study area. However, the *Plan* did not propose changes for several zoning districts for which the then existing non-contextual zoning designations were considered appropriate. It did not recommend zoning changes for the project site or other blocks in the southwestern portion of Chelsea which are (or were then) zoned M1-5.

The *Plan* had the following objectives: to provide for orderly growth and change; to provide opportunities for new, economically-integrated housing; to preserve the existing low-income housing stock; to prevent significant displacement of residents and businesses; to preserve ethnic and economic diversity; to protect residential areas from commercial intrusion; to preserve the character and visual unity of Chelsea; to preserve the traditional urban form and scale of the community; and to protect the Chelsea Historic District and other areas of historic character.

To accomplish the objectives of the *Plan*, zoning map and zoning text amendments were proposed. This resulted in the Chelsea Rezoning adopted by the City in 1999, which lowered allowable density for the area surrounding and including the Chelsea Historic District. Manufacturing districts zoned in the midblock areas between Sixth and Seventh Avenues from West 18th to West 26th Streets, vacant lots, and parking facilities were all rezoned with residential district and local commercial overlays.

The existing contextual zoning districts in the vicinity of the project site were adopted as part of the 1999 rezoning, including the C1-6A, C2-6A, C6-2A, and R8B.

III. FUTURE WITHOUT THE PROPOSED ACTION

A. Land Use

Project Site

In the absence of the proposed action (No-Build Conditions), the project site would continue to be zoned M1-5 but would not be added to the Special West Chelsea District. The project site would not be significantly redeveloped or expanded, and the types of land uses existing today would remain. The project site would continue to be occupied by the Chelsea Market at its existing size, although as-of-right changes in tenants, loading dock space, and changes to the complex's exterior and interior would continue to occur to accommodate new tenants and businesses with or without the proposed action. The applicant expects some tenant turnover to

occur under No-Build conditions as the existing complex cannot provide additional blocks of space for existing users seeking larger spaces. Such tenants may instead opt to relocate and consolidate in other buildings.

Land Use Study Area

There are several known developments plans for other sites in the land use study area that are expected to be completed and occupied in the 2014 future without the proposed action. These No-Build projects are listed in Table C-3 and their locations are identified in Figure C-2.

There are seven new developments expected by 2014. Within the Meatpacking District, No-Build developments include a new 1-story, 38,600 sf retail development at 459 West 14th Street, on a site across the street from the project site which has frontage on West 14th Street, Tenth Avenue, and West 15th Street. This development will replace a gas station and car wash. There are three other commercial No-Build developments along the West 14th Street corridor. The largest of these is the High Line Building at 450 West 14th Street, a building that is being expanded from 3 to 12 stories (203-feet tall) and will include approximately 14,500 sf of retail and approximately 100,000 sf of office uses. Similar to the existing retail uses in the Meatpacking District, all of the new retail uses in No-Build developments along West 14th Street are expected to be destination/specialty retail. Another notable No-Build development in the Meatpacking District is a planned approximately 22,630 sf specialty retail and approximately 75,185 sf office development in a new building at 437 West 13th Street, at the northwest corner of Washington Street and West 13th Street. This project will be developed pursuant to a zoning variance from the NYC Board of Standards and Appeals granted in 2010.

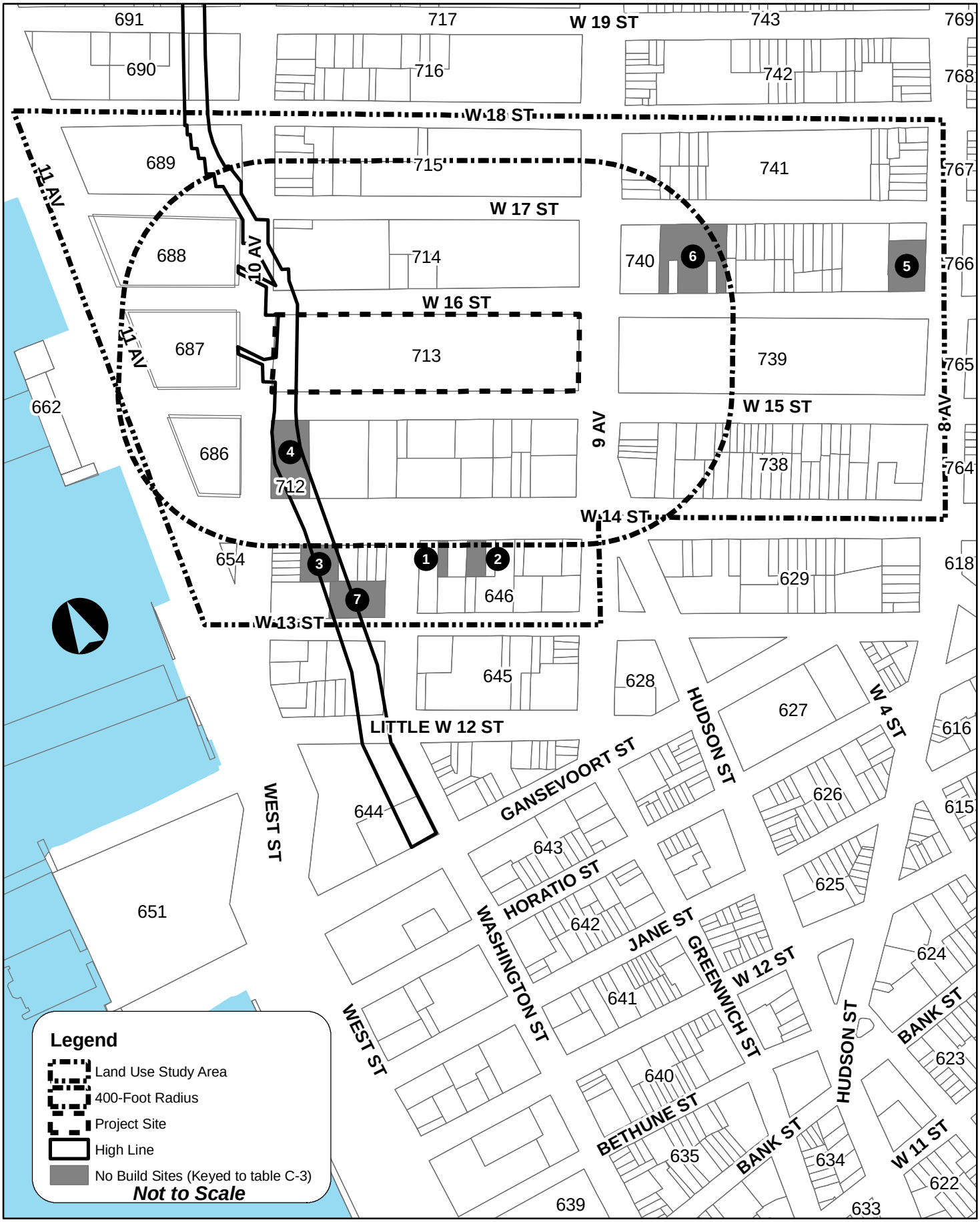
Table C-3, Chelsea Market Expansion Land Use Study Area: 2014 No-Build Projects

No.	Project Name/Location	Program	Year
1	426 W. 14th Street (conversion of existing 17,000 sf building from meatpacking to commercial use)	4,500 sf retail (ground floor), 12,500 sf office, 6 stories	2012
2	414 W. 14th St. (expansion/renovation)	17,300 sf retail, 42,700 sf office, 6 stories	2012
3	The High Line Building, 450 W. 14th St. (expansion from 3 stories to 12 stories)	14,500 sf retail; 100,000 sf office 12 stories (203')	2012
4	459 W. 14th St. Retail New Construction	38,600 sf retail, 1 story with cellar	2012
5	127-131 8th Ave./305 W. 16th St. (NW corner of 8th Ave. & W. 16th St.)	53 DUs, local retail, 7 stories	2012
6	Dream Downtown Hotel, 346 W. 17th St.	182,136 sf hotel; (approx. 251 rooms, 10,000 sf restaurant space*); conversion of 11 stories	2011
7	437 W. 13th St. New Construction	22,630 sf retail, 75,185 sf office, 10-stories	2012

Notes:
Does not include residential developments <25 DUs (e.g., The Prime, 333 W. 14th St., 9 DUs, 10-stories).
* - Assumed, no formal program available.

In the Chelsea portion of the study area, there are two No-Build developments. Immediately east of the Maritime Hotel, an 11-story, approximately 182,136 sf institutional building,

Land Use Study Area No-Build Developments



formerly a homeless facility operated by Covenant House, is being converted to a boutique hotel.[2] Further east a new 7-story mixed-use development at 127-131 Eighth Avenue/305 W. 16th Street, with 53 DUs and ground floor local retail space is expected to be occupied in 2012.

In addition to these No-Build projects given the dynamic nature of the Meatpacking District and Chelsea there could be other as-of-right changes in occupancy of properties in the study area by 2014. However, there are no other known developments at this time expected in the study area by 2014. Furthermore, as noted in Attachment A, "Project Description," there is the possibility that the full build of the project could occur in 2017 under an alternative allowed under the proposed zoning text change. Nevertheless, there are no additional projects that are anticipated to be constructed in the land use study area after 2014 and by 2017. Accordingly, the analysis of impacts on land use is the same in the event the build year is 2017 instead of 2014.

B. Zoning

In the future without the proposed action, the project site would continue to be zoned M1-5. In addition, there are no known rezoning proposals in the land use study area pending that would change any zoning designations within the study area.

C. Public Policy

There are no anticipated changes to public policies affecting the project site or the study area in the future without the proposed action.

IV. FUTURE WITH THE PROPOSED ACTION

As discussed in Attachment A, "Project Description," this application is for zoning map and text amendments that would (1) rezone the project site block to include it within the Special West Chelsea District (WCh) while maintaining the underlying existing M1-5 district designation; (2) allow for an increase in the development potential of the project site block from 5.0 FAR to 7.5 FAR through a High Line Improvement Bonus; and (3) establish specific height, setback, and other building envelope controls that would govern development on the project site block.

The proposed zoning text changes would create a new "Subarea J" that would apply to the project site block. Subarea J would divide the Chelsea Market block into three zones: the Mid Block Zone (the portion of the block located more than 200 feet from Tenth Avenue and more than 150 feet from Ninth Avenue); the Ninth Avenue Zone (the portion of the block located within 150 feet of Ninth Avenue); and the Tenth Avenue Zone (the portion of the block located within 200 feet of Tenth Avenue.

Within the Midblock Zone, the height of buildings or portions of buildings shall be limited to a maximum streetwall height of 130 feet above curb level. Any portion of a building exceeding

[2] This hotel recently opened after the survey of existing conditions was completed.

the maximum streetwall height shall be set back a minimum of 20 feet and shall be limited to a maximum height of 150 feet.

Within the Ninth Avenue Zone, any building may rise to a maximum height of 130 feet without setback from the adjoining streets, and may not exceed a maximum height of 160 feet. Any building above the maximum streetwall height shall be set back at least 5 feet from Ninth Avenue and 15 feet from West 15th and West 16th Streets.

Within the Tenth Avenue Zone, any portion of a building shall have a maximum streetwall height of 185 feet before setback and a maximum building height of 230 feet. Any building located above a height of 185 feet shall be setback at least 10 feet from the street line and above a height of 200 feet shall be setback at least 25 feet from the street line. In addition, the streetwall shall include a recess with a minimum depth of 15 feet and a minimum height of 15 feet located above the roof of the existing building. The recess shall extend at least 25 feet along the West 15th Street frontage and at least 70 percent of the Tenth Avenue frontage including all of the Tenth Avenue streetwall located within 50 feet of West 15th Street.

These bulk controls are summarized in Table C-4.

Table C-4, Summary of Proposed Bulk Controls for Project Site (1)

	Ninth Avenue Zone	Midblock Zone	Tenth Avenue Zone
Zone Area	Within 150' of 9th Ave.	More than 150' from 9th Ave. & 200' from 10th Ave.	Within 200' of 10th Ave.
Streetwall Height (Maximum Prior to Setback)	130'	130'	* 185'(2)
Required Setback	5' from 9th Ave., 15' from W. 15th & W. 16th Sts.	20' from W. 15th & W. 16th Sts.	* 10' above 185' and a further 15' (25' aggregate) above 200'
Building Height	160'	150'	230'

(1) Pursuant to the proposed zoning text amendment, the project site would be designated Subarea "J" of the Special West Chelsea District and these bulk controls would apply to new developments and enlargements on the project site.
(2) Refer to text for description of required recess in streetwall above existing building.

The bonus from 5.0 to 7.5 FAR would require the applicant to contribute approximately $19 million to the High Line Improvement Fund and to provide certain improvements and amenities related to the portion of the High Line passing through Chelsea Market.

These actions would facilitate the addition of new office and hotel space to the existing complex. The office enlargement would add 9 floors with approximately 255,000 gsf (252,000 zsf) on top of the western portion of the existing complex, resulting in a total height of 16 stories (230-feet tall). The hotel enlargement would add 11 floors with approximately 99,000 gsf (140,000 zsf) at the northeast corner of the existing complex, resulting in a total height of 12 stories (160-feet tall).

With the expansion, the project site would have a total of approximately 164,755 gsf of ground floor retail with some wholesale and production activities, 1,006,042 gsf of office, 140,000 gsf

of hotel space, and 165,000 gsf of below-grade space. The proposed project also includes renovating some existing space, including reconfiguring lobbies on the first floor to accommodate the new office and hotel towers, and to allow for a publicly accessible connection to the High Line. One or more tenants would occupy the proposed office space. The proposed hotel space would be a boutique hotel with approximately 150 guest rooms and would accommodate demand generated by the office use at Chelsea Market and nearby buildings.

The project would provide several improvements related to the High Line. These would include freight access from a newly constructed, dedicated freight elevator and the use of a shared loading dock, dedicated space within Chelsea Market including approximately 3,000 sf of storage and event support space at the High Line level, approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line via the new freight elevator, and public restrooms available directly from the High Line. In addition, the City would receive the High Line contribution fee of approximately $19 million for improvements through a contribution to the High Line Improvement Fund.

Project construction is expected to commence in 2012 or early 2013 with completion in 2014. Occupancy of the development would occur in 2014 and therefore this EAS uses a 2014 Build analysis year.

Refer to Figure A-4, Proposed Project Site Plan; Figure A-5, Proposed Project South and West Elevations; Figure A-6, Proposed Hotel Expansion East Elevation; and Figure A-7, Proposed Office Expansion Section.

A. Land Use

The 2012 *CEQR Technical Manual* states that significant adverse land use impacts may occur if an action would generate a land use that would be incompatible with surrounding uses. It also states that in many cases, land use changes do not result in significant adverse land use impacts, but they can cause significant adverse impacts in other technical areas. Therefore, in addition to making impact determinations, it is also important to identify the land use effects of the proposed action to make impact determinations for other technical areas in this EAS.

The proposed action would create opportunities for expanded commercial development in an area currently zoned for manufacturing where retail, office, and hotel commercial uses have become more prevalent and there is a diminished concentration of industrial activity. This action would facilitate the expansion of an existing development where strong demand for commercial uses exists, as evidenced by recently completed developments and No-Build projects expected in the area.

Project Site

The proposed project would introduce hotel space and additional office space, uses suited to the project site given its proximity to buildings with similar uses and existing infrastructure such as nearby transit services. This commercial expansion also would be compatible with the new High Line open space traversing the site as the project's design is sensitive to the planning

requirements for maintenance access to the structure. This would include freight access through Chelsea Market to the High Line, related physical improvements, and a contribution to the High Line Improvement Fund. The proposed development would reflect and reinforce ongoing trends toward new commercial development. It would facilitate economic development by providing additional office and hotel space, including an increased worker and visitor population that could patronize local businesses.

The proposed action would result in a substantial increase in permitted density, built FAR, and height, as compared to No-Build conditions. However, the density and height of buildings in the area would not differ substantially from many other buildings in the land use study area under 2014 Build conditions. The 16-story, approximately 230-foot tall office tower and the 12-story, approximately 160-foot tall hotel tower would be taller than most though not all study area buildings. Buildings of similar or greater height include the 15-story, approximately 275-feet tall 111 Eighth Avenue building immediately east of the project site: the 24-story, approximately 250-feet tall Caledonia at 450 West 17th Street immediately north of the project site, the 12-story, approximately 141-feet tall Maritime Hotel located northeast of the project site, and the Robert Fulton Houses buildings north of the project site, including 24-story, approximately 220-feet tall towers and lower 7-story towers. Similarly, there are several study area buildings with similar or larger built FARs, including the Caledonia and adjoining air rights parcels (approximately 7.52 FAR), the former Merchants Refrigerating Company warehouse immediately northwest of the project site (approximately 8.78 FAR), and 111 Eighth Avenue (approximately 12.92 FAR).

Study Area

Apart from the project site, the proposed action would have no direct effects on the land use study area. In terms of indirect effects, the proposed development would fit into the land use context of the study area. As discussed in the "Existing Conditions" and "Future Without the Proposed Action" sections above, recent and planned development by 2014 reflect and continue to solidify the study area's redeveloping commercial character in the Meatpacking District and mixed-use character in Chelsea. By facilitating an office and hotel expansion on the project site that is compatible with the uses and built environment of the area, the proposed project would help to further revitalize this area of the City.

While the proposed project would be consistent with ongoing development trends, such trends are expected to continue independently of the proposed project. As described above, there are a substantial number of recent and planned developments, both conversions and new construction, many on formerly industrial sites where those uses are no longer viable. In addition, as with the proposed project, many of the recent and future developments are occurring along the High Line, as the creation of the new open space together with zoning changes appear to be a principal catalyst for the dynamic transformation of this formerly declining area. The proposed project would follow this trend.

The proposed project would not introduce a substantially new or incompatible land use to the study area's mix of uses. Moreover, the proposed project is consistent with existing use and trends, demonstrated by the No-Build projects listed above. Accordingly, no significant adverse impacts to land use are anticipated.

B. Zoning

The 2012 *CEQR Technical Manual* states that a significant adverse zoning impact may occur if a proposed action would result in land uses or structures that substantially do not conform to or comply with underlying zoning; or an action that would result in significant material changes to zoning regulations.

Project Site

The proposed expansion on the project site would be facilitated by zoning map and text amendments. The zoning map amendment would add the project site to the WCh special district, while maintaining the underlying M1-5 zoning (refer to Figure C-3).

The zoning text amendments would be incorporated into the WCh zoning text in Article IX, Chapter 8 of the *Zoning Resolution*. This would include designating the project site as Subarea J of the district. These text changes would include:

* Establish a base 5.0 FAR, that could be expanded to 7.5 FAR through a High Line Improvement Bonus.
* Establish bulk regulations specific to the site. Refer to Table C-4.

Table C-5 provides a comparison of the existing and proposed zoning for the project site.

Table C-5, Comparison of Existing and Proposed Zoning

	EXISTING	**PROPOSED**
	M1-5 (standard)	**M1-5 (WCh)**
FAR	5.00	Base 5.00, bonus to 7.5 (High Line Improvement Bonus)
Use Groups	4-14, 16-17	4-14, 16-17 [no change]*
Streetwall height	85 feet (permitted)	Special Subarea J Controls allow higher streetwall (refer to Table C-4)
Building Height	Sky exposure plane or tower regulations	Site specific regulations; limiting heights to 150, 160, and 230 feet (refer to Table C-4)
Parking	Accessory permitted, not required.	Accessory permitted, not required (no change)

* See note in text regarding ZR 98-13.

It should be noted that with the addition of the project site to the Special West Chelsea District, the provisions of ZR Section 98-13, "Modification of Use Regulations in M1 Districts," would apply to the project site, i.e., museums and non-commercial art galleries (Use Group 3) would be permitted as-of-right. However, the applicant is not proposing any such uses as a consequence of the proposed action. Apart from this change in permitted use, with the retention of the underlying M1-5 zoning, there would be no other changes in permitted uses..

The proposed zoning change would result in a development with a total of approximately 359,000 gsf of additional gross area and two new towers of approximately 230 and 170 feet.

Under the proposed zoning with a 7.5 FAR, the site could be developed with a maximum floor area of 1,239,000 zoning sf (zsf).

The proposed zoning map and zoning text amendments are actions that require approval by the City Planning Commission and the City Council. The zoning map amendment action is subject to ULURP while the zoning text amendments are not ULURP actions but are subject to a similar public review which will occur concurrently with the ULURP process for the proposed project.

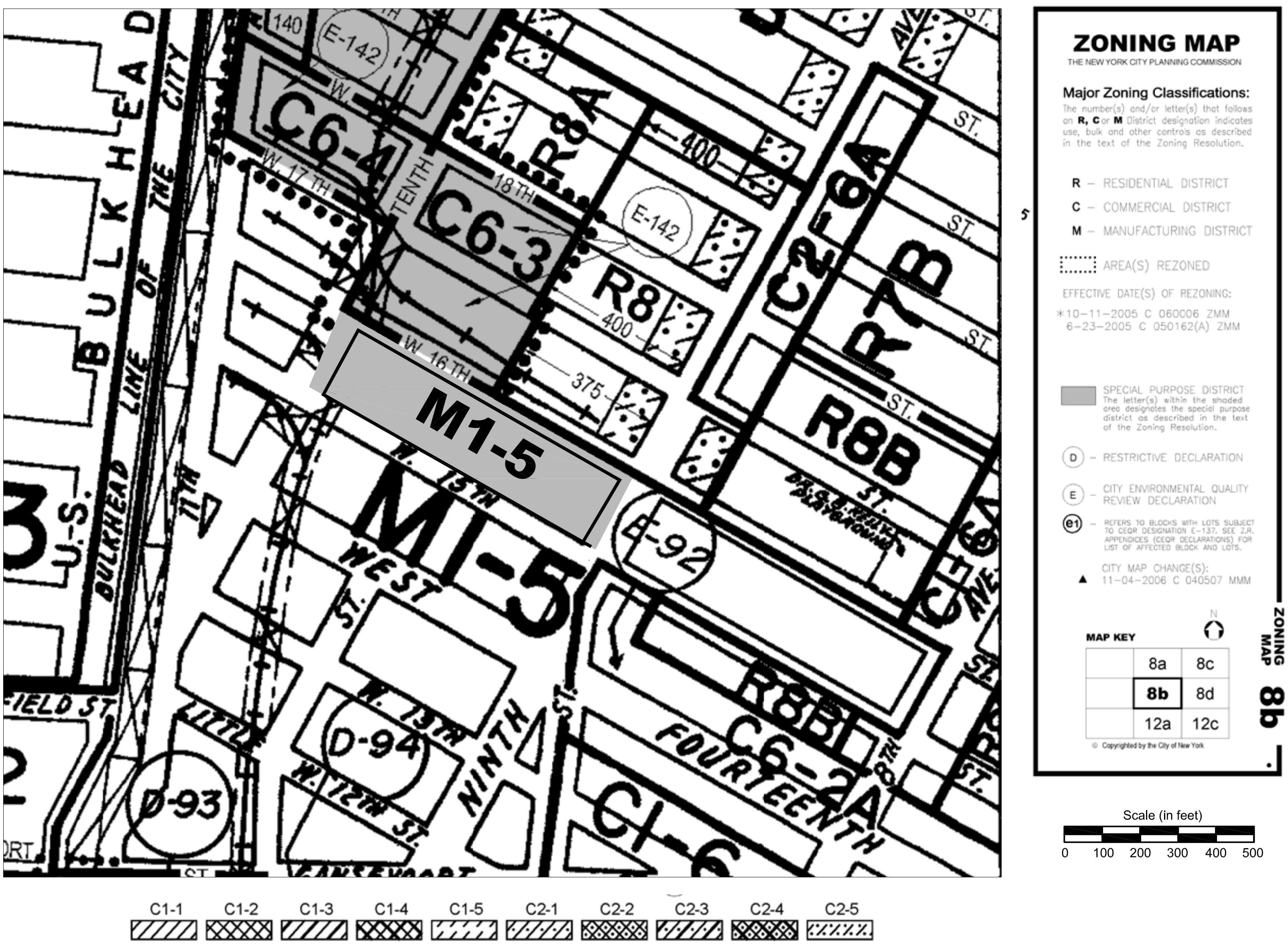
In order to qualify for the High Line improvement bonus allowing FAR to increase to 7.5, the applicant would be required to provide proof of compliance with the zoning requirements for High Line amenities and contribution to the High Line Improvement Fund as set forth in the proposed Zoning Text Amendment for Subarea J (the project site) of the Special West Chelsea District. At the time building plans are filed at the Department of Buildings (DOB), the applicant would have to provide a Certification by the Chairperson of the City Planning Commission that confirms the compliance of the applicant's plans with High Line amenities requirements and a required deposit of funds into the High Line Improvement Fund. Subsequently, at the time that an application for a certificate of occupancy is filed at the Department of Buildings for the Tenth Avenue enlargement, the applicant would have to provide a Certification by the CPC Chairperson that confirms the completion of work on High Line amenities and the payment of the balance of the required contribution to the High Line Improvement Fund. Subject to the adoption of the proposed action, CPC Certification would be a ministerial action and not a discretionary action.

Study Area

The proposed zoning modifications would apply only to the project site and would not govern use or bulk regulations for any other sites. The proposed project would benefit the surrounding area by providing a new, compatible commercial expansion in response to market demand, which would enhance ongoing development trends.

The proposed zoning map and text amendments would be consistent with both the objectives and approach of the WCh district text. As with the existing special district, it would predicate a zoning bonus on the provision of certain benefits to the High Line and would contain bulk regulations designed to ensure that new development is compatible with the High Line and contextual with other buildings and the preferred future design character of the area.

With the proposed action expected to generate development compatible with existing and planned uses in the area, the proposed action is not expected to result in any significant adverse zoning impacts.



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

Figure C-3
Proposed Zoning

C. Public Policy

The proposed action directly affects a site located within the area covered by the *Chelsea 197-a Plan*. However, the plan did not recommend any zoning changes for the project site. While the proposed action does not directly address any proposals in the *Plan*, it would preserve the underlying M1-5 zoning, which is consistent with the *Plan*. The proposed project is designed to ensure the long term viability of the project site as a location that can support uses that are as-of-right in M1-5 districts.

The proposed project would not result in any significant adverse public policy impacts.

ATTACHMENT D
OPEN SPACE

I. INTRODUCTION

An open space assessment is necessary if the proposed project could potentially have a direct or indirect effect on open space resources in the area. According to the 2012 *CEQR Technical Manual*, a direct open space impact would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." Because the proposed action and subsequent development would not physically affect any existing open space or recreational resource, it would not have any direct impacts on open space resources in the area.

An indirect effect on open space may occur when a population generated by a proposed project would be sufficient to noticeably diminish the ability of an area's open spaces to serve the future population. According to the guidelines established in the 2012 *CEQR Technical Manual*, if a project is located in an underserved open space area, and would generate more than 50 residents or 125 workers, an open space assessment is warranted. If a project is located in well-served open space area, and would generate more than 350 residents or 750 workers, an open space assessment is warranted. A project that is located neither within an underserved area nor within a well-served area, and would add more than 200 residents or 500 employees, or a similar substantial number of other users to an area, is typically assessed for any potential indirect effects on open space.

As defined by the 2012 *CEQR Technical Manual*, underserved open space areas are areas of high population density in the City that are generally the greatest distance from parkland where the amount of open space per 1,000 residents is currently less than 2.5 acres. Well-served open space areas have an open space ratio above 2.5 accounting for existing parks that contain developed recreational resources, or are located within 0.25 miles (approximately a 10-minute walk) from developed and publicly accessible portions of regional parks. According to the 2012 *CEQR Technical Manual* Appendix "Open Space Maps", the project site is not located within an underserved or well-served area. As a result, the threshold of more than 200 residents or 500 employees applies to the proposed expansion.

The proposed action would facilitate the construction of a proposed expansion to the existing Chelsea Market complex that would include approximately 255,000 gross square feet (gsf) of new office space and approximately 104,000 gsf of hotel space. It is anticipated that these new uses would add a population of approximately 1,200 workers to the area, which exceeds the 2012 *CEQR* threshold for analysis (the addition of more than 500 workers). An addition of a worker population exceeding 500 individuals has the potential to affect the way residents and daytime populations of the surrounding community use parks, playgrounds and other open spaces in the area.

Therefore, a preliminary open space assessment was conducted which provided a comparison of the open space ratios in the future without the proposed action as well as in the future with the proposed action. The open space ratio is expressed as the amount of public open space acreage per 1,000-user population. As the study area in the future with the proposed action

exhibits a passive open space ratio for the worker population only (which, after a decrease of 0.02 from 0.40 under No-Build conditions to 0.38 under Build conditions) that is more than twice as high as the citywide average of 0.15 acres per 1,000 workers, a more detailed analysis would not be warranted. However, in the future with the proposed action the passive open space ratio for the combined worker and resident populations is 0.20, which is below the recommended weighted average of 0.32 (refer to Tables D-8 and D-9 in the detailed assessment). Therefore, a detailed open space analysis was conducted.

Pursuant to the guidelines established in the 2012 *CEQR Technical Manual*, this attachment assesses the adequacy of open space resources in the area and the proposed action's effect on their use.

The 165,200 sf project site consists of the block bounded by West 16th Street on the north, Ninth Avenue on the east, West 15th Street on the south, and Tenth Avenue on the west, in Manhattan Community District 4. The site is occupied by the 8-story Chelsea Market complex, a commercial development with approximately 915,797 gsf of above-ground space plus approximately 165,000 gsf of basement area. The western portion of the project site is traversed by the High Line, the elevated former freight line which has operated as a public open space since June 2009. The proposed action would not directly displace any existing open space resources. The proposed project would introduce approximately 1,200 new employees.

As the proposed development would add more than 500 employees to the project site, this attachment provides a preliminary assessment that compares the open space ratio in the future without the proposed action with the open space ratio under the Build conditions in order to identify the open space ratio decrease. According to the 2012 *CEQR Technical Manual*, if the decrease in the open space ratio approaches or exceeds 5 percent, it is generally considered to be a substantial change warranting more detailed analysis. The closer the ratio is to 2.5 acres per 1,000 residents, or when the open space in the area exceeds this ratio, a greater percentage of change (more than 5 percent) may be tolerated. If the study area exhibits a low open space ratio (below the citywide average of 1.5 acres per 1,000 residents, or 0.15 acres of passive open space per 1,000 non-residential users), indicating a shortfall of open space, even a small decrease (less than 5 percent) in that ratio may require detailed analysis.

Pursuant to the findings of the preliminary assessment, this attachment also provides a detailed quantitative open space assessment that examines the change in total population relative to the total public open space in the area (No-Build - Build comparison), in order to determine whether the increase in user population due to the proposed action would significantly reduce the amount of open space available for the area's population. This entails the calculation of the open space ratios in the future without and with the proposed project in place.

II. OPEN SPACE STUDY AREA

According to 2012 *CEQR* methodologies, the open space study area is based on the distance a person is assumed to walk to reach a neighborhood open space, as well as the type of open space typically utilized by a particular user. Workers or other daytime populations (non-residents) are assumed to walk approximately a quarter-mile distance (about 10 minutes), and

typically use passive open spaces within walking distance of their workplaces. Residents are more likely to travel farther to reach parks and recreational facilities, and they use both passive and active open spaces. Residents will typically walk approximately a half-mile distance (up to about 20 minutes) to reach neighborhood open spaces. While they may also visit certain regional flagship parks, which are located outside of the study area, such open spaces are not included in the quantitative analysis but will be described qualitatively.

As the proposed action involves the addition of office and hotel space to an existing commercial development and no new residential uses are proposed, a non-residential use study area is analyzed in this attachment, based on a quarter-mile distance from the proposed development site boundary. Following 2012 *CEQR Technical Manual* guidelines, the study area comprises all census tracts that have 50 percent or more of their area located within a quarter-mile distance from the boundaries of the proposed development site. This includes Census Tracts 79, 83, and 89. Refer to Figure D-1.

Normally, all census tracts that have less than 50 percent of their area within the quarter-mile radius would be excluded from the study area. However, for this analysis two of the five such tracts are included in the study area. Census Tract 99, located immediately west of the project site, and Census Tract 317.02, which is one block west of the project site, each comprise a substantial portion of the quarter-mile radius area and contain notable open space resources, but are unusually large and only a small proportion of their land area lies within the quarter-mile radius. Tract 99 extends between Tenth Avenue and Route 9A from West 14th Street to West 38th Street; its blocks completely or mostly within the quarter-mile radius have been included in the study area. Tract 317.02 encompasses the Hudson River waterfront areas west of Route 9A between Harrison Street in Tribeca to West 59th Street; its area within a quarter-mile radius, from the foot of Gansevoort Street to the foot of West 20th Street, is included in the study area. Without these adjustments to the standard CEQR methodology, a meaningful analysis of open space conditions for the proposed project would be impossible. Using this approach, the resultant study area for analysis is shown in Figure D-1.

As shown in Figure D-1, the defined study area is generally bounded by West 21st and West 22nd Streets on the north, Eighth Avenue and Hudson Street on the east, West 14th Street and Bank Street on the south, and Route 9A on the west. An inventory of open spaces within the study area identified twelve open space resources which are shown in Figure D-1. Detailed descriptions of these twelve open spaces, including their acreage, percent of active and passive uses, open space features, quality of open space, and hours of utilization are provided in the preliminary assessment, and are summarized in Table D-4 (see section "IV. Detailed Analysis" in this attachment).

It should be noted that the smallest geographic unit for which reverse journey-to-work data (which is used to identify the worker population) is provided is the Census Block Group. The seven blocks of Tract 99 which are included in the study area comprise an estimated 30 percent of the land area in Block Group 2 of Tract 99 and therefore, the worker population for these blocks was estimated by applying that percentage to the block group's total worker population. For Census Tract 317.02, given its large size (it is not divided into multiple block groups), the worker population was identified by a review of site conditions for the portions of the tract within the study area boundary.

III. PRELIMINARY ASSESSMENT

Existing Conditions

Study Area Population

Census data and information concerning recent developments were used to determine the residential and non-residential populations served by existing open space resources in the study area.

Residential Population

To determine the number of residents located within the study area, data were compiled from the 2000 Census for the study area tracts and in the case of Tract 99 the individual census blocks comprising the study area.[1] The 2000 Census data show three residents in tract 317.09. Based on site conditions however, it was assumed that no residents live in the portion of the tract within the study area.

There have been significant changes to the study area population since the 2000 Census. The Caledonia, a major mixed residential-commercial development, is located immediately north of the project site at 450 West 17th Street. The development includes an estimated 784 residents (478 DUs) and approximately 26 on-site employees.[2] Another mixed residential-commercial development was completed in the study area since the 2000 Census. The development is located at 127-131 8th Avenue, and includes an estimated 87 residents (53 DUs) and 41 employees (approximately 13,800 sf of ground floor retail space)[3].

There also have been several relatively small new residential developments completed in the study area since the 2000 Census. These developments are collectively accounted for by applying a 0.5 percent annual compounded background growth rate to the 2000 Census residential population to adjust for 2010 existing conditions (resulting in the addition of an estimated 708 residents).

Non-residential Population

For non-residents in the study area, the worker population was determined based on reverse journey-to-work data from the 2000 Census Transportation Planning Package (CTTP). For Census Tract 99, Block Group 2 it is estimated that 30 percent of its land area is comprised of the blocks located within the open space study area. Proportionate to its geographic size, the study area blocks are estimated to contain 30 percent of Block Group 2's total worker population of 4,350. For the portion of Census Tract 317.02 in the study area, based on a review of site conditions, it is assumed that this area has 8 workers.[4]

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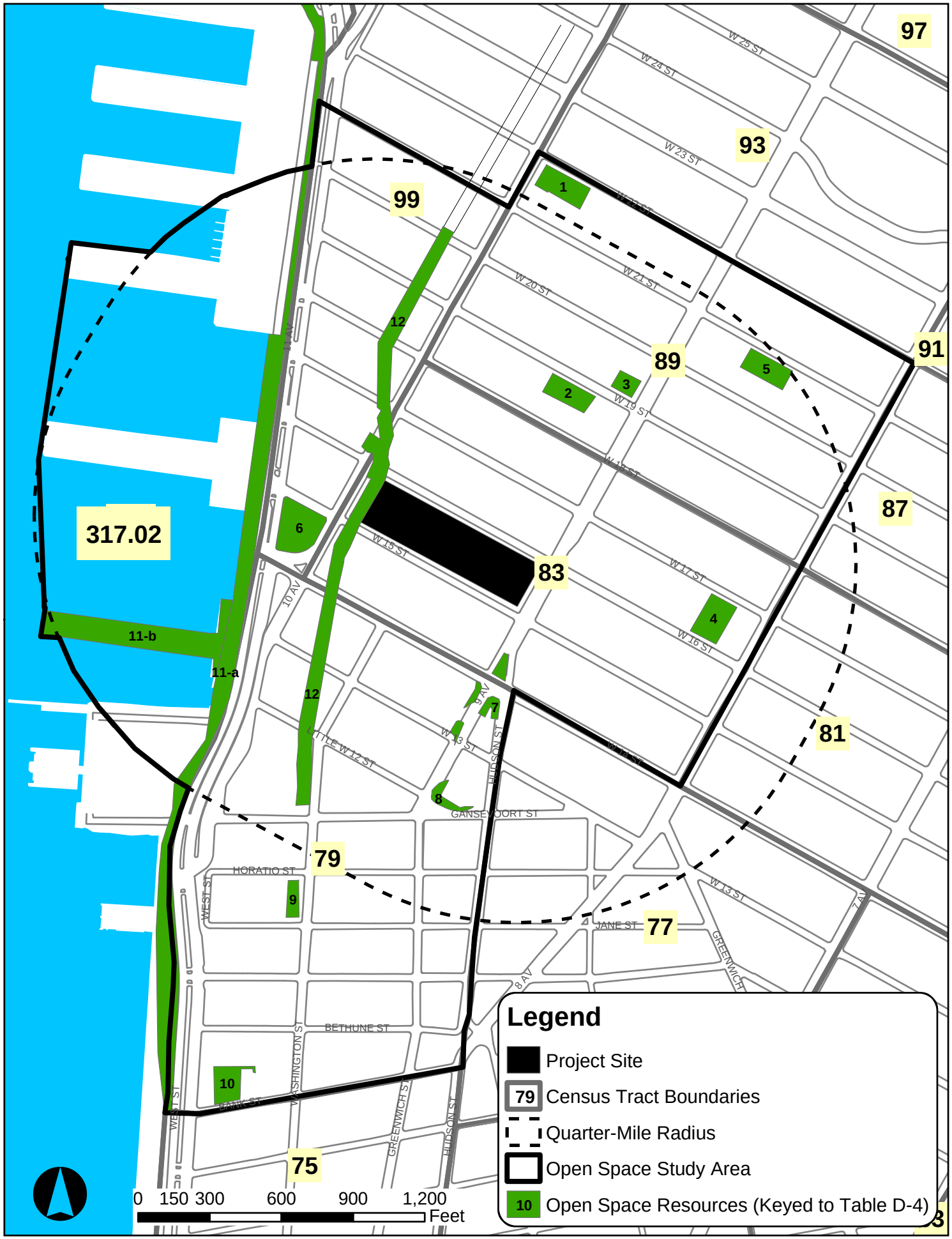
[1] Blocks 2008 to 2014

[2] *450 West 17th Street Garage Special Permit EAS*, February 2007 (CEQR No. 06 DCP074M)

[3] Estimated numbers of residents were calculated based on Community Board 4 rate for people/DU (1.64)

[4] The 8 employees are based at the FDNY Marine Co. 1 facility on Pier 53 (http://www.marine1fdny.com accessed July 2008). Although the study area encompasses portions of the NYC Department of Sanitation facility on Gansevoort Peninsula (Pier

Open Space Study Area



There have been two major developments completed and occupied in the study area since the 2000 Census. The IAC/InterActive Corp. headquarters, a major new office development at 555 West 18th Street, includes approximately 400 employees at this site.[5] The Standard Hotel, located at 848 Washington Street, is comprised of 344 guest rooms and 9,455 sf of retail space. The hotel employs approximately 129 hotel workers and approximately 28 retail workers, for a total of approximately 157 workers at this site[6].

Besides workers in the area, there are several schools in the area that contribute to the daytime population of the study area. These include several primary and secondary schools and one tertiary level institution, the General Theological Seminary. All of these institutions provide on-site open space and/or recreational facilities for their students. As these students are not expected to constitute a significant user group for study area publicly accessible passive recreation spaces, they are not accounted for in this quantitative analysis of open space conditions.

As shown in Table D-1, which provides the population data (workers and residents) for the study area for 2010 existing conditions, approximately 15,261workers and 15,427 residents are located within the study area. Together, they comprise a total user population of 30,688.

Table D-1, 2010 Existing Worker and Residential Population in the Open Space Study Area

2000 Census Data			
Study Area Census Tract	**Worker Population[1]**	**Resident Population[2]**	**Total User Population**
79	3,960	4,598	8,558
83	7,790	3,477	11,267
89	1,555	5,320	6,875
99, Census Blocks 2008-2014[3]	1,324	453	1,777
317.02 (part)	8	0	8
Study Area Subtotal	14,637	13,848	28,485
Study Area Significant Changes Since the 2000 Census			
The Caledonia	26	784	810
IAC/InterActiveCorp. HQ	400	0	400
The Standard Hotel	157	0	157
127-131 8th Avenue	41	87	128
Background Growth[4]	N/A	708	708
Total Changes	*624*	*1,579*	*2,203*
2010 Existing Conditions	**15,261**	**15,427**	**30,688**

Notes:
[1] 2000 Census of Population and Housing; Census Transportation Planning Package (CTPP) 2000, Part 2, Table p-1
[2] 2000 Census of Population and Housing; Census 2000 Summary File (SF 1), 100 Percent Data, Table P12.
[3] Census Blocks 2008-2014 are equivalent to Manhattan Tax Blocks 692-686, respectively.
[4] Assumes a 0.5% annual increase in residential population within the study area from 2000 to the end of 2010 (addition of 708 residents).

Although the analysis conservatively assumes that residents and employees are separate populations, it is likely that some of the residents live near their workplace. As a result, some

52) and the Chelsea Piers development on Piers 59-62, due to their periphery location and access to open space outside the study area, they are not counted in the study area population.
[5] www.iacbuilding.com accessed November 2010
[6] Estimated numbers of workers were calculated as follows: hotel workers: 1/2.67 rooms, retail: 3/1,000 sf

double counting of the daily user population is likely where residential and worker populations overlap, resulting in a more conservative analysis.

As shown in Figure D-1, there are twelve publicly accessible open spaces located within the study area and included in the preliminary assessment. One of these resources, Hudson River Park, has two distinct sections that are described separately and in more detail in Table D-4. These study area resources encompass a total of approximately 9.50 acres. Approximately 2.79 acres, representing 29 percent of the total, are for active recreation and approximately 6.71 acres, representing 71 percent, are for passive recreation.

According to Table D-1, as of 2010 a total of 15,427 residents live within the study area, and approximately 15,261people are estimated to work within the study area. The combined residential and worker user population is 30,688.

Based on the 2012 *CEQR Technical Manual* guidelines, the study area has a ratio of 0.44 acres of passive open space per 1,000 workers, which is close to three times as much as the City's guideline of 0.15 acres (see Table D-2).

Table D-2, Adequacy of Open Space Resources in the Study Area under Existing Conditions

Study Area Population[1]	**Existing Conditions**
Residents	15,427
Workers	15,261
Total User Population	30,688
Passive Open Space Acreage[2]	6.71
Open Space Ratios (OSRs)	
Passive OSR (Workers Only)	0.44
Passive OSR Guideline (Workers Only)	0.15
Passive OSR (Workers & Residents)	0.22
Passive OSR Weighted Ratio Guideline (Workers & Residents)	0.33

1 Refer to Table D-1
2 Refer to Table D-4

However, the combined passive open space ratio of 0.22 acres per 1,000 residents and workers is lower than the recommended weighted average ratio[7] of 0.33 acres per 1,000 residents and workers. Therefore, while the study area meets the desired quantitative planning goal for the worker population it falls short of the goal for passive open space for the combined residential and worker populations. Therefore, a more detailed analysis of open space is provided below.

[7] The weighted average is based on the NYCDPR recommendation of 0.15 acres per 1,000 workers and 0.50 acres per 1,000 residents. The calculation is as follows: (number of residents x 0.50) + (number of workers x 0.15) / total user population.

IV. DETAILED ANALYSIS

Study Area Population Age Groups

Residential Population

As shown in Table D-3, 2000 Census data indicate that the study area had a residential population of approximately 13,848 people in 2000.

Table D-3, Study Area Population and Age Group Distribution

Census Tract	Residential Population [1]	Under 5 Years		5-9 Years		10-14 Years		15-19 Years		20-64 Years		65+ Years	
		#	%	#	%	#	%	#	%	#	%	#	%
79	4,598	140	3.0	100	2.2	78	1.7	57	1.2	3,629	78.9	594	12.9
83	3,477	142	4.1	144	4.1	171	4.9	161	4.6	2,472	71.2	387	11.1
89	5,320	131	2.5	132	2.5	151	2.8	159	3.0	4,259	80.1	488	9.2
99[1]	453	0	0	1	0.2	1	0.22	5	1.1	446	98.5	0	0
317.02[2]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Study Area Total	**13,848**	**413**	**3.0**	**377**	**2.7**	**401**	**2.9**	**382**	**2.8**	**10,806**	**78.0**	**1,469**	**10.6**

Sources: Residential Age Groups: 2000 US Census Data, Summary File 1, Table P-12.

[1] Only a portion of Census Tract 99 was included (Blocks 2008-2014, residential and worker / daytime population).

[2] Census Tract 317.02 was only considered with regard to the worker / daytime population.

A majority of the study area residential population, 78 percent of the total, falls between the ages of 20 and 64, while 10.6 percent of the residents are age 65 and older. These two age groups make up nearly 90 percent of the study area's population. The age categories, under 5 years, 5 to 9 years, 10 to 14 years, and 15 to 19 years, account for 3 percent, 2.7 percent, 2.9 percent, and 2.8 percent of the study area population, respectively. These four groups combined account for 11.4 percent of the study area population. It is assumed that the increased residential population added to the study area since 2000 exhibits a similar age distribution as recorded in the 2000 Census.

Non-Residential Population

Based on the 2000 Census, the worker population of the study area is 14,637. The adjusted 2010 study area worker population number is 15,261. The addition of 624 workers is comprised of 26 workers at the Caledonia, 400 workers at the IAC/InterActive Corp. HQ building, 157 workers at the Standard Hotel, and 41 workers at 127-131 8th Avenue (refer to Table D-1).

Conclusion

A majority of residential open space users (88.6 percent) in the study area are of age 20 and older. In addition, the worker population in the study area is of similar size as the residential population. Since the proposed enlargement would add new workers to the area, this analysis

focuses on the use of passive open space by the worker population as well as the combined worker and residential population.

The proposed development would not directly impact any existing open space resources in the study area. Therefore, no further demographic analysis/user-group analysis is warranted, and no user surveys were conducted.

Inventory of Publicly Accessible Open Space in the Study Area

According to the 2012 *CEQR Technical Manual*, open space may be public or private and may be used for active or passive recreational purposes, or be set aside for the protection and enhancement of the natural environment. Public open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts under CEQR. Private open space is not accessible to the general public on a regular basis and should only be considered qualitatively.

An open space is determined to be active or passive by the uses that the design of the space allows. Active open spaces are intended for vigorous activities, such as jogging, field sports, and children's active play. Such features might include play equipment, basketball and handball courts, fields, and playgrounds. Passive facilities encourage such activities as strolling, reading, sunbathing, and people watching. Gardens, walkways, and benches/seating areas, as well as game tables (e.g., chess tables), and picnic areas often characterize passive open spaces. However, some passive spaces can be used for both passive and active recreation; for example, a green lawn or a riverfront walkway can also be used for ball playing, jogging or roller blading.

All publicly accessible open space facilities within the study area were inventoried and identified by their location, size, owner, type, utilization, equipment, hours, and condition of available open space. The information used for this analysis was gathered through a field inventory conducted on a weekday in July 2008; and from the New York City Department of Parks and Recreation's (DPR) website, the New York City Oasis database and other secondary sources of information.

The condition of each open space facility was categorized as "Excellent," "Good", "Fair", or "Poor." A facility was considered in excellent condition if the area was clean, attractive, and all equipment was present and in good repair. A good facility had minor problems such as litter, or older but operative equipment. A fair facility was one which was not well maintained, had broken or missing equipment, or other factors which would diminish the facility's attractiveness. A poor facility exhibited characteristics such as serious deficiencies in cleanliness, security, and landscaping. Determinations were made based on a visual assessment of the facilities. Judgments as to the intensity of use and conditions of the facilities were qualitative, based on an observed degree of activity or utilization. If a facility seemed to be at or near capacity, i.e., the majority of benches or equipment was in use, then utilization was considered heavy. If the facility or equipment was in use, but could accommodate additional users, utilization was considered moderate. If a playground or sitting area had few people, usage was considered light.

Table D-4, Open Space Inventory, identifies the address, ownership, hours, and acreage of active and passive open spaces in the study area, and their condition and utilization. Figure D-1 provides a map of their locations. The Map Key number provided in the first column of Table D-4 indicates the appropriate marker for each open space in Figure D-1.

The quantitative analysis excludes public spaces that lack useable recreation space, such as small plazas with planting that lack seating. Also excluded were open spaces that are not open to the general public or which are not open at regular defined hours. Likewise, significant open space resources that fall outside the study area boundary were excluded from the quantitative analysis. However, non-public open space resources within the quarter-mile radius and major open space resources that are located beyond the quarter-mile radius but less than a half-mile radius from the project site are noted in the qualitative assessment below. These facilities could provide additional open space resources to segments of the study area population.

Description of Study Area Open Spaces

The study area's largest open space resource is the High Line open space, which includes an estimated 3.17 acres within a quarter-mile radius of the project site. The High Line structure is an elevated former freight train viaduct, which was built in the 1930s, and operated from 1934 until 1980. When the High Line structure was under threat of demolition in 1999, a community-based non-profit group, called "Friends of the High Line", was formed. Friends of the High Line works in partnership with the City of New York to preserve and maintain the High Line as a public open space. Moreover, the group provides over 70 percent of the High Line's annual operating budget, and is responsible for maintenance of the open space, pursuant to a license agreement with the NYC Department of Parks and Recreation (NYCDPR).

The High Line open space is comprised of three sections, the first of which was opened to the public in June of 2009. The first section expands from Gansevoort Street to West 20th Street. Public access points within the open space study area includes stairs near the northwest corner of Washington Street and Gansevoort Street, stairs and elevator on the sidewalk on the south side of West 14th Street in front of 450 West 14th Street, stairs and elevator near the northeast corner of West 16th Street and Tenth Avenue at the Caledonia development, stairs on the south side of West 18th Street west of Tenth Avenue, and stairs on south side of West 20th Street west of Tenth Avenue. Currently, the second section of the High Line, which will extend from West 20th Street to West 30th Street, is under construction. This section is expected to open in 2011. The third section of the High Line open space will extend from West 30th Street to West 34th Street. An opening date for this section has yet to be determined. After completion of all three sections the High Line open space will be 1.45 miles long, connecting Gansevoort Street with West 34th Street.

South of 30th Street, the High Line open space is owned by the City of New York, and is under the jurisdiction of the NYCDPR. This portion of the High Line structure was donated to the City of New York by CSX Transportation, Inc., which still owns the portion from 30th Street to 34th Street. However, the City of New York is in the process of acquiring the third section of the High Line[8], and is expected to shortly own the High Line in its whole length. The land

[8] Source: http://dnainfo.com/20100729/manhattan/high-line-final-section-gets-support-of-city-council (article July 29, 2010)

parcels beneath the High Line structure is owned by New York State, the City of New York, and more than 20 private property owners.

The High Line open space was designed by James Corner Field Operations (landscape architect), in collaboration with architects Dillier Scofidio + Renfro, and planting designer Piet Oudolf. The open space features benches, some of them are mobile on train tracks, a lighting system, and planted areas. The elevated structure offers views of New York City, the Hudson River, and New Jersey. The High Line is the first elevated open space of this type in the United States. The High Line open space's opening hours are 7am to 10pm (winter hours are 7am to 8pm). The High Line open space is in excellent condition, and heavily used.

Another major open space resource in the study area is Hudson River Park, which includes approximately 2.86 acres within a quarter-mile radius of the project site, accounting for nearly a third of the study area's total public open space. Within the study area, Hudson River Park includes approximately 1.45 acres of active recreation space comprised of an off-street bikeway and an esplanade used by walkers and runners, and 1.41 acres of passive recreation space comprised of Pier 54, a flat concrete and asphalt paved area which provides views but offers no special features. While the bikeway and esplanade are in excellent condition with moderate utilization, Pier 54 is in poor condition and is lightly used; as discussed below under "No-Build Conditions" the Hudson River Park Trust (HRPT) plans to implement major improvements to this pier as part of its future development of the park. (Pier 54 in its current configuration is considered an interim facility and it is sometimes used to stage special events such as concerts and in the past hosted an art exhibit.)

In its entirety, Hudson River Park extends for 5 miles from West 59th Street down to Battery Place (adjacent to Battery Park). It is under the jurisdiction of HRPT, a non-profit City-State entity. The park is currently partially completed and future sections are under construction or in development. In total, it is planned to eventually comprise a total of 550 acres, including both shoreline and river. Its most prominent feature is the continuous esplanade and bikeway along Route 9A. The publicly accessible area of Hudson River Park is expected to increase substantially in coming years as construction continues. It should be noted that Hudson River Park includes several hundred acres which are underwater and, therefore not counted in the open space inventory. This water acreage contains restricted uses under the sanctuary management plan, limited to recreation uses such as sailing and kayaking.

In addition, the study area also includes 14th Street Park, 0.80-acre passive recreation facility containing benches, lawn, and trees on the block bounded by West 15th Street, Tenth Avenue, West 14th Street, and Eleventh Avenue (Route 9A). Although physically separated from Hudson River Park by Route 9A, it is also under the jurisdiction of HRPT. It is in excellent condition and lightly used.

Of the nine other public open spaces in the study area, all provide at least some passive open space, while five also have active recreation space. An unusual characteristic of the study area is that there are several different entities that own/operate the public open spaces.

These include two parks under the jurisdiction of the NYC Department of Parks and Recreation, the 0.49-acre Clement Clarke Moore Park and the 0.52-acre Dr. Gertrude B. Kelly

Table D-4, Inventory of Existing Open Space Resources in the Study Area

Map No.	Name	Address/Location	Owner	Features	Hours of Access	Total Acres	Active		Passive		Condition	Use Level
							%	Acres	%	Acres		
1	Clement Clarke Moore Park	W 22 St, 9 & 10 Avs	DPR	Playground equipment, paved walkways, benches, jungle gyms, trees, planters, water feature	Closes at dusk	0.49	75%	0.37	25%	0.12	Excellent	Heavy
2	Robert S. Fulton Houses Open Space	420 W 19 St	NYCHA	Paved walkways, benches, jungle gyms, trees, planters	Closes at dusk	0.28	50%	0.14	50%	0.14	Excellent	Light
3	Robert S. Fulton Houses Playground	W 19 St, 9 Av	NYCHA	Slides, benches, jungle gyms, trees, planters	Closes at dusk	0.13	75%	0.10	25%	0.03	Excellent	Light
4	Dr. Gertrude B. Kelly Playground	Btwn W 16 & W 17 Sts, 8 & 9 Avs	DPR	Playground equipment, basketball courts, benches, water feature	Closes at dusk	0.52	70%	0.36	30%	0.16	Good	Heavy
5	PS 11/William J. Harris School Playground	W 21 St btwn 8 & 9 Avs	DOE	Slides, basketball courts, jungle gyms, trees, Green Thumb garden	Closes at dusk	0.39	95%	0.37	5%	0.02	Good	Light
6	14th Street Park	W 14 & W 15 Sts, 10 & 11 Avs	HRPT	Benches, trees, lawn	Closes at 1 AM	0.80	0%	0.00	100%	0.80	Excellent	Light
7	Meat Market Plaza	W 14 St & 9 Av	DOT	Tables, chairs, planters	24 hours	0.22	0%	0.00	100%	0.22	Excellent	Heavy
8	Gansevoort Plaza	Gansevoort, Greenwich, & Little W 12 Sts	DOT	Planters, art installations, seating, bike parking	24 hours	0.27	0%	0.00	100%	0.27	Good	Light
9	Washington Commons at 99 Jane Street	Washington St. btwn Jane & Horatio Sts	101 Jane St. Co.	Planters, benches, water feature	Varies (1)	0.16	0%	0.00	100%	0.16	Excellent	Light
10	Westbeth Courtyard	155 Bank St.	Westbeth	Trees, plantings, seating, sculpture	24 hours	0.21	0%	0.00	100%	0.21	Good	Light
11-a	Hudson River Park (part): Upland	West of Route 9A, Gansevoort St. to W 20 St	HRPT	Bikeway, esplande	24 hours	1.45	100%	1.45	0%	0.00	Excellent	Moderate
11-b	Hudson River Park (part): pier area	Pier 54, Hudson River btwn W 13 & Little W 12 Sts	HRPT	Concrete/asphalt open area	Closes at 1 AM	1.41	0%	0.00	100%	1.41	Poor	Light
12	High Line Open Space (first section)	Extending from W 13 St to W 20 St	DPR	Benches, planters, elevated pedestrian walkway	7AM to 10PM (2)	3.17	0%	0.00	100%	3.17	Excellent	Heavy
TOTAL						9.50	29%	2.79	71%	6.71		

(1) 1 May to 15 Oct. 7:00 AM - 9:30 PM; 16 Oct. to 30 Apr. 7:00 AM - 7:00 PM
(2) Hours shown are Summer Hours. Winter Hours: 7:00 AM – 8:00 PM

Playground. Both of these facilities primarily provide active recreation space, including playground equipment. The former provides approximately 0.12 acres of passive recreation space; it is in excellent condition and heavily utilized. The latter provides 0.16 acres of passive recreation space; it is in good condition and is also heavily utilized.

There are two open spaces under the jurisdiction of the NYC Housing Authority (NYCHA)/on the grounds of the Robert Fulton Houses. These include a 0.13-acre playground with 0.03 acres of passive open space and a 0.28-acre open space with 0.14 acres of passive recreation space. Although these open spaces are publicly accessible, they primarily serve the residents of the NYCHA development. These are both in excellent condition and lightly used.

One open space in the study area is under the jurisdiction of the NYC Department of Education (NYCDOE). The PS 11 / William J. Harris school playground is comprised of 0.37 acres of active open space, and 0.02 acres of passive open space. The playground is in good condition and lightly used.

There are two public plazas located within the rights-of-way of public streets that were recently created by and under the jurisdiction of the NYC Department of Transportation (NYCDOT). These are called Meat Market Plaza and Gansevoort Plaza. The 0.22-acre Meat Market Plaza consists of three separate plaza areas located at the intersection of West 14th Street, Ninth Avenue, and Hudson Street.

Created in 2007, this resource consists entirely of passive recreation space with tables, chairs, and planters. It is in excellent condition and heavily utilized. Approximately two blocks to the south where Ninth Avenue, Little West 12th Street, Gansevoort Street, and Greenwich Street intersect, NYCDOT created the 0.27-acre Gansevoort Plaza. This resource, comprised of four distinct parts, is entirely passive open space and contains planters, seating, bicycle parking, and public art. It is in good condition and lightly used. NYCDOT has indicated that both of these plazas are interim facilities and that it plans to upgrade them in the future.

In addition to the publicly-owned open spaces, there are two privately-owned public open spaces in the study area. These include Washington Commons, a 0.16-acre public plaza at the 99 Jane Street residential development, which is entirely devoted to passive recreation. It is in excellent condition and lightly used. Westbeth Courtyard is a 0.21-acre public space devoted entirely to passive recreation uses. It is located at Westbeth, a development occupied by artists' residences and studios located in the former Bell Labs building. This open space resource is in good condition and lightly used.

Adequacy of Open Spaces

The adequacy of passive open space in the study area was assessed both quantitatively and qualitatively. In the quantitative approach, the amount of useable open space acreage in relation to the study area population (referred to as the open space ratio) is compared with guidelines established by the New York City Department of City Planning (NYCDCP). The qualitative assessment examines other factors that can affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population.

As discussed below, the proposed action would not add any new residents to the area; therefore, this analysis focuses exclusively on passive open space use and the demands of daytime users (i.e., workers, students, etc.). Because the study area also contains a residential population, the passive open space needs of the residential population are considered in this analysis as well (for analysis purposes, the combined worker and resident populations were considered).

To determine the adequacy of open space resources for the working (daytime) population of a given area, NYCDCP has established that 0.15 acres of passive open space per 1,000 workers represents a reasonable amount of open space. For a residential population, two sets of guidelines are used. The first guideline is a citywide median open space ratio of 1.5 acres per 1,000 residents[9]. The second is an optimal planning goal established by NYCDCP of 2.5 acres per 1,000 residents - 2.0 acres of active and 0.5 acres of passive open space per 1,000 residents. It is recognized that these goals are not feasible for many areas of the City, and they are not considered impact thresholds. Rather, these are benchmarks indicating how well an area is served by open space.

The needs of workers and residential populations are also considered together because it is assumed that both populations use the same passive open spaces. Therefore, a weighted average of the amount of passive open space necessary to meet the NYCDCP guideline of 0.15 acres of passive open space per 1,000 workers and 0.5 acres of passive open space per 1,000 residents is considered in this analysis. Because this ratio changes depending on the proportion of residents and workers in the study area, the analysis accounts for the amount of open space needed in each condition in the study area (i.e., Existing, No-Build, and Build Conditions), and calculates the recommended weighted average ratio of passive open space acres per 1,000 workers and residents.

As discussed before, the proposed project would generate more than 500 employees and would not generate any residents, the analysis focuses on passive open space use and the passive open space ratio for workers and for the combined worker and resident populations.

Quantitative Assessment

As described above, the analysis of the study area focuses on passive open spaces that may be used by workers in the area (and shared with residents in the area). To assess the adequacy of the open spaces in the study area, the ratio of workers to acres of open space is compared to NYCDCP's planning guidelines discussed above. In addition, the passive open space ratio for both workers and residents in the area is compared to the recommended weighted average ratio.

In the study area, there are a total of 9.50 acres of open space, including 2.79 acres of active open space and 6.71 acres of passive open space. Based on the existing 2010 worker population of 15,261 (as shown in Table D-1), the overall passive open space ratio is 0.44 acres of open space per 1,000 workers in the study area. The passive open space ratio is nearly three times as high as the recommended NYCDCP ratio of 0.15 per 1,000 workers. The passive

[9] The citywide median open space ratio is the median ratio at the Citywide Community District level (Source: 2012 *CEQR Technical Manual*, Page. 7-6.

open space ratio suggests that the worker population is well served by the available passive open spaces in the study area.

As shown in Table D-5, with a combined residential and worker population of 30,688, the combined passive open space ratio in the study area is 0.22, which is below the recommended weighted average ratio of 0.33 acres per 1,000 residents and workers.

Table D-5, Existing Open Space Ratios and NYCDCP Open Space Guidelines

	Total Population	Open Space Acreage			Open Space Rations per 1,000 People			NYCDCP Open Space Guidelines		
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
Workers	**15,261**	**9.50**	**2.79**	**6.71**	**0.31**	**0.18**	**0.44**	**2.50**	**2.00**	**0.15**
Combined Residents and Workers	**30,688**				**N/A**	**N/A**	**0.22**	**N/A**	**N/A**	**0.33***

* Weighted average combining 0.15 acres per 1,000 non-residents and 0.50 acres per 1,000 residents

Qualitative Assessment

The apparent deficiency of passive open space resources for the combined residential and non-residential populations within the study area may be ameliorated by several factors. Non-residents utilize daytime passive-type facilities including paths, benches, and tables. The study area includes several parks that feature these types of facilities either exclusively or in addition to other types of amenities. For example, most of the parks, including the adjacent High Line, include benches which may be utilized by the non-residential populations. All of the facilities except Pier 54 are in good or excellent condition and HRPT is planning to implement a major upgrade to Pier 54, which is described in the section "Future without the Proposed Action."

The passive open space resources within the study area may be further augmented to some degree by several factors. For example, it is likely that occasionally both residents and workers within the study area's boundaries take advantage of open space resources located outside the study area boundary. These include sections Hudson River Park to the north and south and regional flagship parks such as Washington Square Park and Union Square Park. Moreover, it should be noted that the study area includes private/accessory open space resources that, although not included in the quantitative analysis, may serve to offset some of the residential and worker demand, including various facilities at Chelsea Piers and a fitness club at the Caledonia development. On the project site, seating in the Chelsea Market arcade provides ample protected and well-utilized indoor seating.

V. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

The proposed project is expected to be completed by 2014. However, as discussed previously, there is the possibility that the full build of the project could occur in 2017 under an alternative allowed under the proposed zoning text change. Therefore No-Build and Build conditions for both 2014 and 2017 are identified and assessed.

Open Space Study Area Population

As previously discussed, there are several non-residential developments expected to be completed in the vicinity of the project site by 2014. Developments located within the land use study area are listed in Table D-6 and are expected to have a total of approximately 116,771 sf of retail space (including 10,000 sf of restaurant space), 240,591 sf of office space, as well as 251 hotel rooms (approximately 172,136 sf). In addition, one additional project, the redevelopment of Pier 57, is expected to be completed between 2014 and 2017. The Pier 57 project, sponsored by the Hudson River Park Trust, is located outside the land use study area boundary but within the open space study area.

In addition, as shown in Table D-6, there are several additional major developments expected to be completed between mid-2010 and 2014 that are located outside the land use study area boundary but which are within the open space study area. These developments are all residential and include (1) the Chelsea Modern development at 447 West 18th Street, with 47 DUs; (2) the Superior Ink residential development at 400 West 12th Street, with 75 DUs; (3) 100 Eleventh Avenue, with 72 DUs; (4) 520 West Chelsea development at 520 West 19th Street, with 26 DUs; and (5) a new residential building on part of the General Theological Seminary campus called "Chelsea Enclave" at 177 9th Avenue, with 57 DUs.

In total, these 2014 No-Build developments in the open space study area will have 277 DUs, 116,771 sf of retail (including 10,000 sf of restaurant space), 240,591 sf of office space, and 251 hotel rooms (approximately 172,136 sf). To be conservative, no credit is identified for previously existing uses being replaced by new No-Build uses.

In addition to these larger developments, there are several smaller commercial and residential developments, i.e., less than 25 DUs per development, expected to be completed by 2014. These smaller developments and increases due to general trends in the study area are accounted by applying a 0.5 percent annually compounded background growth rate to the existing residential population, which results in an additional 311 residents.

The Pier 57 No-Build project would add approximately 800 workers but would not add any residents.

Worker Population

As shown in Table D-6, the retail uses (including restaurant use), office uses, and hotel use expected to be developed under No-Build conditions will generate approximately 1,406

workers[10]. This will result in a 2014 No-Build worker population in the study area of approximately 16,667. With the 800 additional workers generated by Pier 57, the 2017 No-Build worker population in the study area would be approximately 17,467.

Table D-6, No-Build Projects

No.	Project Name / Location	Program
2014 No-Build Projects within Land Use Study Area		
	426 W. 14th Street	4,500 sf retail (ground floor), 12,500 sf office
	414 W. 14th Street	17,300 sf retail, 42,700 sf office
	The High Line Building, 450 W. 14th Street	14,500 sf retail, 100,000 office
	459 W. 14th Street	38,600 sf retail
	Dream Downtown Hotel, 346 W. 17th Street	182,136 sf: 251 rooms, 10,000 sf restaurant[1,2]
	437 W. 13th Street	31,871 sf retail, 85,391 sf office
Total No-Build Projects within Land Use Study Area		***116,771 sf retail (including 10,000 sf restaurant), 240,591 sf office, 10,000 sf restaurant, 251 hotel rooms (172,136 sf)***
No-Build generated Worker Population		**1,406**
Total No-Build Worker Population		**16,667**

2014 No-Build Projects outside Land Use Study Area and within Open Space Study Area		
	Chelsea Modern, 447 W. 18th Street	47 DUs
	Superior Ink, 400 W. 12th Street[3]	75 DUs
	100 11th Avenue, 535 W. 19th Street	72 DUs
	520 West Chelsea, 520 W. 19th Street	26 DUs
	Chelsea Enclave (General Theological Seminary), 177 9th Avenue	57 DUs
Total No-Build Projects outside Land Use Study Area and within Open Space Study Area		***277 DUs***
No-Build generated Residential Population		**456**
Residential Annual Background Growth[4]		**311**
Total No-Build Residential Population		**16,194**

2017 No-Build Project outside Land Use Study Area and within Open Space Study Area	
Pier 57 Redevelopment	350,000 gsf retail, restaurant, museum, and educational space; 2.64 acres of open space

1 Number of rooms and retail square footage is based on assumption (program not available).
2 The 10,000 sf restaurant space was accounted for in the category retail.
3 This No-Build development is the only one located south of W. 14th Street. Therefore, Community Board 2's rate of 1.66 people per DU was used to calculate the number of residents.
4 Assumption: 0.5% annual background growth.

[10] Number of workers was calculated using the following assumptions: retail and restaurant: 3 workers/1,000 sf (350 workers), Office: 4 workers/1,000 sf (962 workers), Hotel: 1 worker/2.67 rooms (94 workers); which adds up to a total of 1,406 workers.

Residential Population

As illustrated in Table D-6, the residential uses expected to be developed under 2014 No-Build conditions combined with background growth will generate approximately 767 residents. This will result in a 2014 No-Build residential population in the study area of approximately 16,194.

Population Summary

As shown in Table D-7, with a 2014 No-Build worker population of 16,667 and a residential population of 16,194, the study area will have a combined worker/resident population of 32,861. While, as discussed in Attachment C, "Land Use, Zoning, and Public Policy," there are no additional residential projects anticipated to be constructed in the land use study area after 2014 and by 2017 that would affect open space conditions, the background population growth would increase in 2017, resulting in an additional 237 residents in 2017, for a combined worker/resident population of 33,898.

Table D-7, 2014 No-Build Worker and Residential Population in the Open Space Study Area

	Worker Population	Resident Population	Total User Population
2010 Existing Conditions	15,261	15,427	30,688
2014 No-Build Developments	1,406	456	1,862
2014 Residential Background Growth	N/A	311	311
2014 No-Build Conditions	**16,667**	**16,194**	**32,861**
2017 No-Build Development*	**2,206**	**0**	**800**
2017 Residential Background Growth*	**N/A**	**548**	**548**
2017 No-Build Conditions	**17,467**	**16,431**	**33,898**

* 2017 No-Build Development (Pier 57) and 2017 Residential Background

Open Space Resources

Under 2014 No-Build conditions one change is expected to the public open space resources in the study area. This includes improvements to Pier 54 as part of Hudson River Park. By 2014, it is expected that the HRPT will complete an upgrade to Pier 54, substantially improving the quality of this open space resource. Likely elements will include resurfacing, seating, and an area for staging performance events. The size of the open space area is not expected to change.

Between 2014 and 2017, 2.64 acres of public open space would be made available on Pier 57. This will consist primarily of rooftop space and for analysis purposes it is assumed that this additional space would be passive recreation space. As a result, the study area passive open space would increase from 6.71 to 9.35 acres.

Quantitative Assessment

Under 2014 No-Build conditions, both the worker population and the combined worker and residential population would increase. However, the open space resources in the study area would stay the same as under existing conditions, at a total of 9.50 acres (2.79 acres of active

open space and 6.71 acres of passive open space). Therefore, the passive open space ratios will change under 2014 No-Build conditions.

As shown in Table D-8, for the projected worker population of 16,667 in 2014, the passive open space ratio would decrease to 0.40 acres per 1,000 workers, as compared to a ratio of 0.44 under existing conditions. However, as such, under No-Build conditions the passive open space ratio will continue to be above the City's guideline of 0.15 acres per 1,000 persons.

Table D-8,
Analysis of Adequacy of Study Area Open Space Resources under No-Build Conditions

Study Area Population	Existing Conditions	2014 No-Build Conditions	2017 No-Build Conditions
Residents	15,427	16,194	16,431
Workers	15,261	16,667	17,467
Total User Population	30,688	32,861	33,898
Passive Open Space Acreage	6.71	6.71	9.35
Open Space Ratios			
Passive OSR (Workers only)	0.44	0.40	0.54
Passive OSR Guideline (Workers only)	0.15	0.15	0.15
Passive OSR (Workers & Residents)	0.22	0.20	0.28
Passive OSR Weighted Ratio Guideline (Workers & Residents)	0.33	0.32	0.32

The recommended weighted average ratio for the combined worker and resident populations will decrease slightly from 0.33 to 0.32 persons per 1,000 acres of passive open space. The passive open space ratio for the combined worker and resident populations will be 0.20 acres per person, as compared to 0.22 acres per person under existing conditions. Accordingly, the study area passive open space ratio for the combined worker and resident populations will continue to be lower than the recommended weighted average ratio.

Under 2017 conditions, with the added passive recreation space and added workers associated with Pier 57 and more residents due to 3 additional years of background growth, the passive open space ratios would be different than those expected in 2014. In general, with the 2.64 acres of passive open space between 2014 and 2017, No-Build open space ratios will be slightly better under 2017 No-Build conditions as compared to both existing conditions and 2014 No-Build conditions.

As shown in Table D-8, for the projected worker population of 17,467 in 2017, the passive open space ratio would increase to 0.54 acres per 1,000 workers, as compared to a ratio of 0.44 under existing conditions, due to the increased passive open space provided at Pier 57. In any event, as under existing conditions and 2014 No-Build conditions the passive open space ratio will continue to be above the City's guideline of 0.15 acres per 1,000 persons.

For 2017 No-Build conditions, as with 2014 No-Build conditions, the recommended weighted average ratio for the combined worker and resident populations will decrease slightly from 0.33 to 0.32 persons per 1,000 acres of passive open space. The passive open space ratio for the

combined worker and resident populations will be 0.28 acres per person, which is higher than both the 0.22 acres per person under existing conditions and the 0.20 acres per person under 2014 No-Build conditions. As under existing conditions and 2014 No-Build conditions, the 2017 No-Build conditions will continue to be lower than the recommended weighted average ratio.

Qualitative Assessment

While the study area passive open space ratio for workers and residents combined will be below the recommended weighted average ratio for the combined worker and resident populations under No-Build conditions in 2014 and 2017, there will be improvements in conditions under No-Build conditions. The expected upgrade to Pier 54 will make the 1.41-acre resource a much better and more attractive open space for area workers and residents. In addition, with the opening of the second section of the High Line open space in 2011, more valuable open space has become available to workers and residents immediately to the north of the study area. Between 2014 and 2017, the additional public open space at Pier 57 would also benefit workers and residents in the open space study area, including the new workers generated by the Pier 57 redevelopment.

VI. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

Proposed Project

As discussed in Attachment A, "Project Description," the proposed action would facilitate the expansion of the existing Chelsea Market complex including the addition of 255,000 gsf of office space and a 104,000 gsf hotel. This would result in approximately 1,200 new employees on the project site.

Quantitative Assessment

2014 Build Conditions

With 1,200 additional workers on the project site, the study area's worker population would increase under 2014 Build conditions to 17,867, as compared to 16,667 under 2014 No-Build conditions. Similarly, the combined worker and resident populations would increase to 34,061, as compared to 32,861 under 2014 No-Build conditions (refer to Table D-9). As a result, the passive open space ratio would change under 2014 Build conditions.

As shown in Table D-9, under 2014 Build conditions the passive open space ratio for workers would decrease from 0.40 to 0.38 acres per 1,000 workers. As such, under Build conditions the passive open space ratio would continue to be above the City's guideline of 0.15 acres per 1,000 persons.

The passive open space ratio for the combined worker and resident populations would stay at 0.20 acres per 1,000 persons. As such, the area would continue to fall below the recommended weighted average ratio for workers and residents combined. As the ratio would remain

unchanged, there would be no percentage change from 2014 No-Build to 2014 Build conditions. Although the Build open space ratio remain below the guideline value a decrease of less than 1 percent is generally considered to be insignificant according to the 2012 *CEQR Technical Manual*.

Table D-9, Analysis of Adequacy of Study Area Open Space Resources under 2014 Build Conditions

Study Area Population	2014 No-Build Conditions	2014 Build Conditions
Residents	16,194	16,194
Workers	16,667	17,867
Total User Population	32,861	34,061
Passive Open Space Acreage	6.71	6.71
Open Space Ratios		
Passive OSR (Workers only)	0.40	0.38
Passive OSR Guideline (Workers only)	0.15	0.15
Passive OSR (Workers & Residents)	0.20	0.20
Passive OSR Weighted Ratio Guideline (Workers & Residents)	0.32	0.32

2017 Build Conditions

Under 2017 Build conditions the study area's worker population would increase to 18,667, as compared to 17,467 under 2017 No-Build conditions. Similarly, the combined worker and residential populations would increase to 35,098, as compared to 33,898 under 2017 No-Build conditions (refer to Table D-10).

Table D-10, Analysis of Adequacy of Study Area Open Space Resources under 2017 Build Conditions

Study Area Population	2017 No-Build Conditions	2017 Build Conditions
Residents	16,431	16,431
Workers	17,467	18,667
Total User Population	33,898	35,098
Passive Open Space Acreage	9.35	9.35
Open Space Ratios		
Passive OSR (Workers only)	0.54	0.50
Passive OSR Guideline (Workers only)	0.15	0.15
Passive OSR (Workers & Residents)	0.28	0.27
Passive OSR Weighted Ratio Guideline (Workers & Residents)	0.32	0.31

As shown in Table D-10, under 2017 Build conditions the passive open space ratio for workers would decrease from 0.54 to 0.50 acres per 1,000 workers. As such, under Build conditions the passive open space ratio would continue to be above the City's guideline of 0.15 acres per 1,000 persons.

The passive open space ratio for the combined worker and resident populations would decrease from 0.28 to 0.27 acres per 1,000 persons. This 0.01 change in the worker-residential ratio would represent a decrease of 3.6 percent from 2017 No-Build to 2017 Build conditions. Similarly, the weighted ratio guideline for workers and residents would decrease by from 0.32 to 0.31 acres per 1,000 persons; as such under both 2017 No-Build and Build conditions the project would be 0.04 acres per person below the weighted ratio guideline. Therefore, the effects of the proposed project on passive open space conditions would be negligible as the area's shortfall below the recommended weighted ratio guideline would not change, and the decrease would be less than 5 percent, which is generally the threshold for a substantial decrease.

Qualitative Assessment

Given the small incremental decreases in the passive open space ratios for workers resulting from the proposed action under Build conditions whether in 2014 or 2017, the introduction of new workers resulting from the action would only minimally affect open space conditions.

While the area would continue to fall below the recommended weighted average ratio for workers and residents combined, this would be alleviated by several factors. These include those mentioned above under existing conditions, as well as the expected upgrade to Pier 54 that will occur under No-Build conditions. The opening of additional public open space on Pier 57 in 2015 will provide another open space resource in the study area. In addition, the opening of the second section of the High Line public open space in 2011 provides an additional resource immediately outside the study area.

A key element of the proposed project to be implemented by the proposed action would be the provision of substantial tangible benefits to the High Line open space, which given its proximity to the project site will be well utilized by project-generated employees as well as the neighboring residential populations. These benefits include a contribution to the High Line Improvement Fund of approximately $19 million, as well as the addition of the following spaces and improvements: freight access from a newly constructed, dedicated freight elevator and the use of a shared loading dock, dedicated space within Chelsea Market including up to approximately 3,000 sf of storage and event support space at the High Line level, up to approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line and the new freight elevator, and rest rooms for both sexes available directly from the High Line. These improvements would increase the size of spaces available for use as part of the High Line open space, contribute to the long-term maintenance of the High Line as a high quality public open space and overall enhance its use by the public.

Qualitatively, the study area's passive public open space resources are well suited to serve the needs of the study area population. While the study area would experience combined worker-residential open space ratios below the weighted guideline value under both No-Build and Build conditions, under Build conditions the High Line would receive enhancements that would not be provided absent the proposed action. The study area population has access to a variety of passive open space resources in good or excellent condition, ranging from the elevated High Line to existing street plazas, to neighborhood parks and Hudson River Park

facilities. Accordingly, open space resources in the future with the proposed action would be generally suitable to meet the needs of the user population.

VII. CONCLUSION

According to the 2012 *CEQR Technical Manual*, a direct open space impact would occur if a project would encroach on, or cause a loss of open space so that the open space's utilization and/or aesthetic value would be reduced. The 2012 *CEQR Technical Manual* also states that "if the area exhibits a low open space ratio indicating a shortfall of open space, even a small decrease in the ratio as a result of the action may cause an adverse effect." A five percent or greater decrease in the open space ratio is considered to be "substantial," and a decrease of less than one percent is generally considered to be insignificant unless open space resources are extremely limited.

As noted above, the proposed action would not result in any direct displacement of existing open space resources in the study area. No reduction in the passive open space ratio for the combined worker and resident populations relative to the weighted ratio guideline is resulting from the proposed action. Therefore, the proposed expansion is not expected to noticeably diminish the ability of the study area's open spaces to serve its worker and resident populations in the future with the proposed action, and would not be considered significant by 2012 *CEQR* standards. In addition, the passive open space ratio for the worker population in the future with the proposed action is well above the City's guideline for passive open space. As a result, the proposed action is not anticipated to result in a significant adverse impact on open space resources in the study area.

ATTACHMENT E
SHADOWS

I. INTRODUCTION

According to the 2012 *CEQR Technical Manual*, a shadow is defined as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. A significant adverse shadow impact is considered to occur when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource of concern and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Such resources include publicly accessible open space, architectural resources with sunlight-sensitive features, natural resources, and planted areas within the unused portions of roadbeds that are part of the City's Greenstreet program. In general, shadows on city streets and sidewalks, other buildings, private open space, and project-generated open space are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are also not considered significant under CEQR.

The proposed action would facilitate the addition of new office and hotel space to the existing Chelsea Market complex. The office enlargement would add 9 floors with 255,000 gross square feet (gsf) on top of the western portion of the existing complex, near Tenth Avenue, resulting in a total height of 16 stories (230-feet tall). The hotel enlargement would add 11 floors with 104,000 gsf at the northeast corner of the existing complex, near the southwest corner of Ninth Avenue and West 16th Street, resulting in a total height of 12 stories (approximately 160-feet tall). The Build Year used for analysis of the proposed project is 2017 (refer to Attachment A for a discussion of Build year).

In accordance with CEQR guidelines, this attachment provides a shadows assessment, to determine whether the proposed action would result in new shadows long enough to reach a sunlight-sensitive resource of concern (except within an hour and a half of sunrise or sunset). As discussed below, the proposed action would result in minimal new shadows being cast on two existing at-grade open space resources, which would not be significant in terms of frequency, duration, or coverage. In addition, the proposed action would cast some new shadows on portions of the High Line open space, which extends through the project site. However, as the High Line cuts across midblock areas adjacent to, and in some cases through buildings, shadows cast by the proposed project are not expected to significantly affect any sunlight-sensitive elements. Therefore, the proposed action is not expected to generate any incremental shadows that would create significant adverse impacts on open space resources surrounding the project site.

II. METHODOLOGY AND SCREENING ASSESSMENT

According to the 2012 *CEQR Technical Manual*, the longest shadow a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. This area surrounding the structure is defined as the shadow radius and is used to determine which open space resources or sunlight-sensitive historic resources potentially could be affected by the incremental shadows cast from the structure. For actions resulting in structures less than 50 feet high, a shadow assessment is generally not necessary unless the site is adjacent to a sunlight-sensitive resource.

Although the 2012 *CEQR Technical Manual* states that all public open spaces are by definition sunlight-sensitive resources of concern, it also states that the uses and features of an open space indicate its sensitivity to shadows. The uses and vegetation in an open space establish this sensitivity. Uses that rely on sunlight include passive uses, such as sitting or sunning, and active uses, such as gardening, or children's wading pools and sprinklers. Vegetation requiring sunlight includes tree canopies, flowering plants, and plots in community gardens. Where lawns are actively used, the turf also requires extensive sunlight. For these uses and vegetation, four to six hours a day of sunlight, particularly in the growing season (defined as April to October), is often a minimum requirement. However, the *Manual* also states that some open spaces contain facilities that are not sensitive to sunlight. These facilities are usually paved, do not contain sitting areas, vegetation or unusual or historic plantings that necessitate sunlight, and do not accommodate active uses. The assessment of an open space's sensitivity to increased shadows focuses on identifying the existing conditions of its facilities, plantings, and uses, and the sunlight requirement for each. In particular, the analysis focuses on the specific areas affected by incremental shadows in the context of local conditions.

Following the 2012 *CEQR Technical Manual* guidelines, a screening assessment was conducted for the proposed project (described in the *Manual* as Tiers 1, 2, and 3 screening assessments).

For the Tier 1 screening assessment, a radius of 4.3 times the maximum projected height of the anticipated new enlargement (230 feet) was drawn at approximately 989 feet from the envelope of the proposed office enlargement. A separate radius was identified for the proposed approximately 160-foot tall hotel enlargement at approximately 688 feet. These radii are referred to as the "longest shadow study area" in the 2012 *CEQR Technical Manual*. A review of conditions in the area surrounding the project site confirmed that there are sunlight-sensitive resources within this area.

For the Tier 2 screening assessment, according to the 2012 *CEQR Technical Manual*, shadows cast by proposed developments fall to the north, east, and west. In New York City, the shadow area is between -108 degrees from true north and +108 degrees from true north. Conversely, any area lying to the south of the project site in the triangular area beyond these angles cannot be shaded by a proposed development. The purpose of the Tier 2 screening is to determine whether the sunlight-sensitive resources identified in the Tier 1 screening lie within the portion of the longest shadow study area that can be shaded by the proposed development. It should be noted that if a sunlight-sensitive feature on an architectural resource is located on a facade that faces directly away from the proposed project site (*i.e.* when an architectural resource is west of

the project site and the sunlight-sensitive feature is on the west facade of that structure), no further shadows assessment is needed for that particular resource because no shadows from the proposed project could fall on that sunlight-sensitive face.

Refer to Figure E-1, Shadow Study Area which presents the results of the Tiers 1 and 2 screening assessments, i.e., the portion of the longest shadow study area lying within -108 degrees from the true north and +108 degrees from true north as measured from southernmost portions of the expansions.

Any open space resources that fall outside the shadows radius were screened out and not considered for further shadow analysis, as no shadows of the proposed project would reach these resources. Five open space resources fall completely or partly within the Tier 2 shadow radius study area, including the High Line, Robert S. Fulton Houses playground/open space, Dr. Gertrude B. Kelly Playground, 14th Street Park, and Hudson River Park. In addition, there are several historic resources located within the shadow radius study area. These five open space resources and the area's historic resources were subjected to additional screening to identify their sunlight-sensitivity.

In coordination with Attachment D, "Open Space," and Attachment F, "Historic Resources," publicly accessible open spaces and sunlight-sensitive architectural resources in the shadow study area were identified. According to the 2012 *CEQR Technical Manual*, historic resources that need to be considered in a shadows analysis must have sunlight-dependent features such as stained glass windows, elaborate highly carved ornamentation, or historic landscapes.

Open Space Resources

As noted above, there are five existing public open space resources in the vicinity of the project site that fall within the shadow radius study area.

The Robert S. Fulton Houses open space and playground is an open space on the property of the Fulton Houses, a NYC Housing Authority (NYCHA) development. It is located on the south side of West 19th Street on a midblock area adjacent to the Fulton Houses apartment buildings and is located approximately 650 feet from the project site. Although primarily intended for and used as accessory open space for the residents of the complex, this open space resource is open to the public. It includes play areas, planters, and trees. Although located within the proposed project's shadow radius study area, the proposed action would not increase the shadow coverage on this open space resource as it is immediately surrounded on the east, south, and west by existing buildings that cast shadows during the same time as would the proposed project. These include a 7-story building to the east, a 25-story building to the south, and a 4-story building to the west. There is also a 7-story building to the southeast located on the same block. Therefore, the proposed action does not have the potential to cast incremental shadows on this resource.

Dr. Gertrude B. Kelly Playground is located on a midblock, through-lot with frontage on West 16th and West 17th Streets, approximately 675 feet from the project site. It includes play areas and benches. It is bordered on the east by two 7-story buildings, including a recently completed project and on the west by two 5-story buildings. To the south, across West 16th

Street, is the full block 111 Eighth Avenue building which has a maximum height of approximately 275 feet (15 stories). Although located within the proposed project's shadow radius study area, given the angle at which the proposed project would cast shadows toward this open space and the presence of intervening buildings, shadows cast by the proposed project would never extend far enough to reach the playground. Therefore, the proposed action does not have the potential to cast incremental shadows on this resource.

There are three existing open space resources in the vicinity of the project site that fall within the shadow radius study area and which would receive incremental shadows cast by the proposed project, specifically the office enlargement. These are Hudson River Park, 14th Street Park, and the High Line.

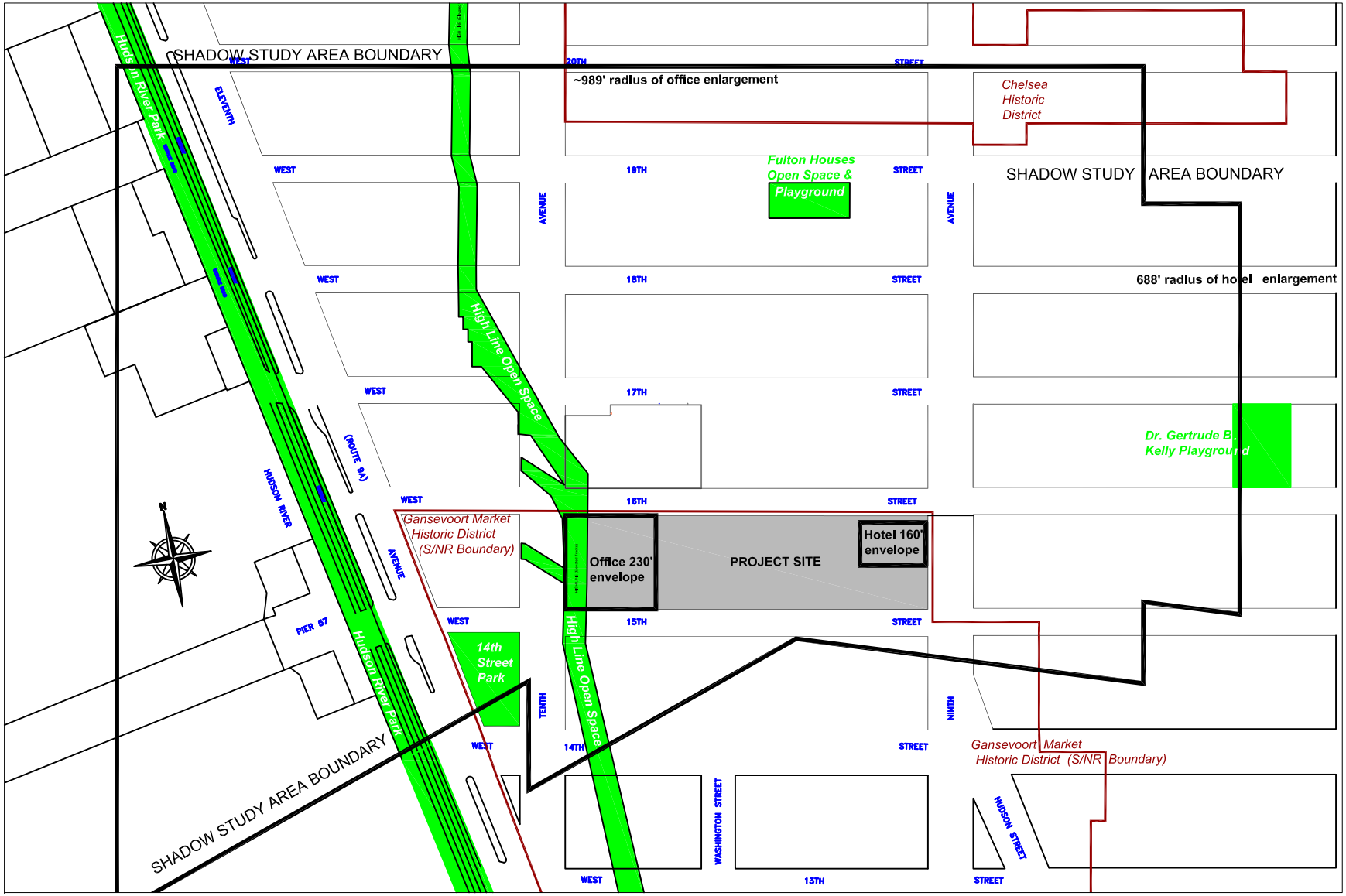
Hudson River Park is a greenway extending along the west side of the Route 9A corridor from Battery Park to West 59th Street with continuous esplanade and shared bicycle/pedestrian path, lawns, and rehabilitated piers used for recreation (some not yet completed). Within this project's shadow radius study area, the park consists primarily of the esplanade and shared path. Portions of these facilities may have some sensitivity to shadows as they include vegetation and may contain areas where park users enjoy the sun. However, the 2012 *CEQR Technical Manual* states that incremental shadows on paved areas used for active uses (e.g., the shared path) generally are not considered significant and paved areas that do not contain sitting areas, vegetation, or active uses (e.g., paved areas adjacent to the shared path) generally are not sensitive to sunlight. In addition, the Hudson River Park piers within the study area are covered by buildings, including Pier 57 and Piers 59 and 60, which form part of the Chelsea Piers complex. As such, there are only limited open areas at the upland base and perimeters of these piers that potentially could be sunlight-sensitive.

14th Street Park is administratively part of Hudson River Park but is physically separate from the main portion of the park, as it is one of two Hudson River Park areas located on the eastern side of Route 9A. It occupies an irregularly shaped block which is bounded by Route 9A (Eleventh Avenue), Tenth Avenue, West 14th and West 15th Streets. It encompasses approximately 0.8 acres of passive open space. The park is ringed by an ornamental fence, which includes three large entrance gates (one at West 15th Street and Route 9A, one at West 15th Street and Tenth Avenue, and one at West 14th Street and Route 9A). The park features an elevated lawn in the center and a paved path, which circles the lawn and includes several sunlight-sensitive elements that potentially could be impacted by shadows. Between the fence and the paved area, there is vegetation in the form of trees and bushes. In the paved area, park furniture such as benches, mobile chairs and tables offer visitors a place to sit. The elevated lawn and the park furniture in 14th Street Park are in place for passive recreation.

The project's shadow radius study area is intersected by the elevated High Line open space. The first section, extending from Gansevoort Street through the shadow radius study area and north to West 20th Street, opened in June 2009 and the second section, extending from West 20th Street to West 30th Street, opened in June 2011. The High Line open space includes the High Line structure and easements as well as improvements, constructions, and appurtenances typical of a public open space including, but not limited to: walkways, vegetation, seating, lighting, artwork and sculpture, water features and fountains, earthworks, restroom facilities,

Figure E-1

Shadow Study Area



drinking fountains, trash receptacles, kiosks, stairways, elevators, and ramps.[1] The High Line has been designed to reflect its location across a midblock area and through buildings. Sunlight-sensitive features include seating and sunning areas. The plantings on the High Line, including within the shadow radius study area, are intended to be a "primarily wild, native, resilient, and low maintenance landscape with great diversity, seasonal change, and height and color variation."[2]

Historic Resources

There are several historic resources within the shadow radius study area. These include individual historic resources as well as portions of the Gansevoort Market Historic District as listed on the State and National Registers of Historic Places (S/NR) and the Chelsea Historic District (S/NR and NYC Landmark). Refer to Attachment F, "Historic Resources," for more information.

Most of these historic resources are not dependent on sunlight during the day to the extent that shadows would diminish their significance. An exception is the Chelsea Historic District, which includes three religious institutions with stained glass; however, two of these, Saint Paul's German Lutheran Church on West 22nd Street between Eighth and Ninth Avenues, and the portion of General Theological Seminary facing Tenth Avenue adjacent to West 21st Street, are located outside the project's shadow radius study area. The third resource with stained glass, Saint Peter's Episcopal Church at 346 West 20th Street between Eighth and Ninth Avenues is within the project's shadow radius study area but the stained glass faces north toward the street and west next to an adjoining church building and does not have the potential to be affected by incremental shadows cast by the proposed enlargement of Chelsea Market located approximately 1,000 feet southwest.

Therefore, while the proposed action could potentially cast shadows on the historic resources in the vicinity of the site, such shadow effects do not require further assessment as these historic resources do not contain any sunlight-sensitive features per CEQR guidelines.

According to the 2012 *CEQR Technical Manual*, a Tier 3 screening assessment should be performed if any portion of a sunlight-sensitive resource is within the area that could be shaded by the proposed project. The Tier 3 screening assessment is used to determine if shadows resulting from a proposed project can reach a sunlight-sensitive resource at any time between 1.5 hours after sunrise and 1.5 hours before sunset on representative analysis dates. Given that the proposed development would result in a new expansion increasing the maximum building height from approximately 130 feet to 230 feet immediately adjacent to the High Line (as shown in Figure E-1) and there are no intervening buildings between the project site and High Line it was apparent that project-generated shadows would reach one or more of the resources of concern on at least one of the representative analysis days. As such, the assessment proceeded to detailed analysis (provided in Section III below) as it was clear that the Tier 3 screening would indicate that detailed analysis could not be screened out.

[1] *Special West Chelsea District Rezoning and High Line Open Space FEIS*, 2005.
[2] Friends of the High Line website, <www.thehighline.org>, accessed January 2009.

III. ASSESSMENT OF SHADOW IMPACTS

A shadow impact occurs when the incremental shadow from a projected/potential development falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether the impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

The shadow analysis considers the times when the proposed project would increase shadows falling on open space or historic resources. As the sun travels across the sky during the day, shadows fall in a curve on the ground opposite the sun. When the sun rises, shadows fall to the west. As the sun travels across the southern part of the sky throughout the day, shadows move in a clockwise direction until they stretch east as the sun sets in the west. Midday shadows are always shorter than those at other times because the sun is highest in the sky at that time. Further, because of the tilt of the earth's axis, the angle at which the sun's rays strike the earth varies throughout the year, so that during the summer, the sun is higher in the sky and shadows are shorter than during the winter. Winter shadows, although longest, move the most quickly along their paths (because of the earth's tilt) and do not affect the growing season of outdoor trees and plants.

As directed by the 2012 *CEQR Technical Manual*, a shadow analysis was performed for Hudson River Park, 14th Street Park, and for the High Line open space, for four representative days of the year: 21 March, the vernal equinox (and equivalent to 21 September, the autumnal equinox); 6 May, the midpoint between the summer solstice and the equinox (and equivalent to 6 August); 21 June, the summer solstice and the longest day of the year; and 21 December, the winter solstice and shortest day of the year. The 2012 *CEQR Technical Manual* defines the temporal limits of a shadow analysis period to fall from an hour and a half after sunrise to an hour and a half before sunset.

It should be noted that, per the 2012 *CEQR Technical Manual*, all times reported herein are Eastern Standard Time and do not reflect adjustments for daylight saving time that is in effect from mid March to early November. As such, the times reported in this attachment for 21 March, 6 May, and 21 June need to have one hour added to reflect the Eastern Daylight Saving Time.

Shadows Analysis

The detailed shadow analysis first used building heights and footprints of existing and future No-Build structures surrounding the project site to determine existing shadows cast on the four representative days of the year. Using a 3D Google SketchUp modeling program, shadows cast by the proposed development were then compared to No-Build shadows on these same four days to assess the incremental impacts of shadows created by the proposed action. The results of the shadow analysis on Hudson River Park, 14th Street Park, and the High Line open space are discussed below.

Table E-1 shows the duration of incremental shadows cast by the proposed project on Hudson River Park, 14th Street Park, and the High Line open space. Incremental shadow refers to

increased shadow coverage as compared to shadows cast by other buildings under 2017 No-Build conditions. Where shadows cast by the proposed development would be cast on areas in shadow under No-Build conditions, there would be no incremental shadow. The office component of the proposed project would cast incremental shadows on the High Line during all four analysis dates. The longest shadow duration on the High Line open space would occur on 21 June, for 7 hours and 52 minutes, however the shadows would cover only limited portions of the High Line directly above West 16th Street. Durations for each representative day are further discussed below. For 14th Street Park, the office component of the proposed project would cast incremental shadows only on 6 May, for 2 hours and 20 minutes, and on 21 June, for 3 hours and 13 minutes, during the morning. Similarly, for Hudson River Park, the office component of the proposed project would cast incremental shadows only on 6 May, for 49 minutes, and on 21 June, for 57 minutes, during the morning. The shadows analysis found that the hotel component of the proposed project would not cast shadows on any sunlight-sensitive resources. This is due to its distance from open space resources and the presence of intervening buildings.

Table E-1, Incremental Shadow Durations in Open Space Resources Within the Shadow Radius

Resource	Analysis Date			
	21 March	**6 May**	**21 June**	**21 December**
High Line	08:52 – 14:57	07:56 – 15:08	07:27 – 15:19	9:41 – 14:10
Duration (hours:minutes)	6:05	7:12	7:52	4:29
14th Street Park	-	06:27 – 08:47	05:58 – 09:11	-
Duration (hours:minutes)	0:00	2:20	3:13	0:00
Hudson River Park	-	06:27 – 07:16	05:57 – 06:54	-
Duration (hours:minutes)	0:00	0:49	0:57	0:00

Note: All times are Eastern Standard Time; Daylight Savings Time was not accounted for (as per 2012 *CEQR Technical Manual* guidelines).
Sources: Building footprints and heights from Studios Architecture and NYC DOITT used to determine shadow increment using 3D Google SketchUp modeling programs

Figures E-2, E-3, E-4, and E-5 show representative shadow views for the four analysis dates. For each of the analysis dates, the figures show a shadow view for a time soon after the incremental shadow would be first cast on the High Line, then views during the midrange of incremental shadow duration, and a final view of the incremental shadow shortly before it would exit the High Line. Also, for 6 May and 21 June, views of incremental shadows on Hudson River Park and 14th Street are also provided.

Information on specific incremental shadow duration periods shown in Table E-1 are provided below, followed by an analysis of the effects of these incremental shadows individually and cumulatively with other shadows on the High Line, Hudson River Park, and 14th Street Park.

21 March (21 September)

On the equinoxes, the proposed development would not cast any incremental shadows on Hudson River Park and 14th Street Park. It would cast incremental shadows on portions of the adjacent High Line public open space, entering the open space at 8:52 AM and exiting at 2:57

PM, for a duration of 6 hours and 5 minutes. At their most extensive, the incremental shadows would extend from the north side of West 16th Street to approximately the midblock between West 16th and West 17th streets.

6 May (6 August)

Halfway between the equinoxes and the summer solstice, incremental shadows cast by the proposed development would affect portions of the High Line between 7:56 AM and 3:08 PM, for a duration of 7 hours, 12 minutes. The incremental shadows would affect only a very small portion of the High Line in the morning, for example as shown in Figure E-3 shadows occurring at 10:00 AM which would fall only on a narrow area immediately north of the building and on the one of the spurs connecting the main High Line structure to the building to the west. Similarly, it would cover only the area directly above West 16th Street at 12:00 noon while the areas to the north will not covered by shadows. During the morning the proposed development would cast shadows on 14th Street Park from 6:27 AM to 8:47 AM, for a duration of 2 hours and 20 minutes. It would also cast shadows on Hudson Rive Park from 6:27 AM to 7:16 AM, for a duration of 49 minutes.

21 June

On the summer solstice, 21 June, which is the longest day of the year, the sun is most directly overhead and generally shadows are shortest. Incremental shadows cast by the proposed action would enter the High Line open space at 7:27 AM and exit at 3:19 PM, for a duration of 7 hours, 52 minutes. The portion of the open space that would be affected by the incremental shadows is limited to areas directly above and north of West 16th Street. For example, as shown in Figure E-4 at both 12:00 noon and 1:30 PM the area of incremental shadow coverage is limited to areas above and adjacent to West 16th Street, while at those same times areas to the north will not be covered by shadows. The proposed development would cast shadows on 14th Street Park 5:58 AM to 9:11 AM, for a duration of 3 hours and 13 minutes. It would also cast shadows on Hudson River Park from 5:57 AM to 6:54 AM, for a duration of 57 minutes.

21 December

On the shortest day of the year (winter solstice) when the sun is low in the sky, shadows are the longest they will be all year, but as a result of the shortened daylight move rapidly. Incremental shadows cast on the High Line would enter at 9:41 AM and exit at 2:10 PM for a duration of 4 hours, 29 minutes. It would not cast any incremental shadows on 14th Street Park and Hudson River Park.

High Line

As the proposed office enlargement is immediately south/southeast of the High Line, during all analyzed periods it would cast shadows onto the open space beginning in the morning and continuing into the afternoon when the sun crosses to the western sky. However, under No-Build conditions the existing Chelsea Market complex (and other surrounding buildings) also would cast shadows on the High Line, albeit with a smaller coverage than the proposed, taller Build condition. For example, as shown in Figure E-2, on 21 March at 10:30 AM, the

Project Incremental Shadows: 21 March

21 March, 09:00 (EST)

21 March, 10:30 (EST)

21 March, 13:00 (EST)

21 March, 14:30 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

Project Incremental Shadows: 6 May

6 May, 06:30 (EST)

6 May, 07:00 (EST)

6 May, 08:30 (EST)

6 May, 10:00 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

Project Incremental Shadows: 6 May

6 May, 12:00 (EST)

6 May, 13:30 (EST)

6 May, 15:00 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

Project Incremental Shadows: 21 June

21 June, 06:00 (EST)

21 June, 06:45 (EST)

21 June, 08:00 (EST)

21 June, 09:00 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

Project Incremental Shadows: 21 June

21 June, 10:30 (EST)

21 June, 12:00 (EST)

21 June, 13:30 (EST)

21 June, 15:00 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

Project Incremental Shadows: 21 December

21 December, 09:45 (EST)

21 December, 11:00 (EST)

21 December, 13:00 (EST)

21 December, 14:00 (EST)

Legend

- Sidewalks and Streets
- No-Build Buildings
- Open Space Resources of Concern
- Incremental Shadows Cast by Proposed Action on Resources of Concern
- Proposed Office Expansion (note: proposed hotel expansion would not cast any incremental shadows on resources of concern)
- Shadows Cast by No-Build Buildings on Open Spaces, Buildings, and Sidewalks

incremental shadow would cover portions of the High Line north and west of the site, extending the area in shadow as compared to No-Build conditions. In addition, the incremental shadows cast on the High Line are generally small, particularly during the entering and exiting periods (during entering periods project-generated shadows are cast at angles perpendicular to the linear High Line). For example, as also shown in Figure E-2, on 21 March at 2:30 PM, the incremental shadow covers only a very small portion of the High Line and much of the area that would be covered by incremental shadows earlier in the day at 10:30 AM or 1:00 PM would receive direct sunlight at 2:30 PM. Project-generated incremental shadows on the High Line have a higher coverage during the midday, as the High Line is located immediately north of the proposed office tower; however the extent of these shadows is limited temporally and spatially as they occur during the time of day when shadows are at their shortest length.

The portion of the High Line that would be covered by incremental shadows includes paths and plantings located immediately north of West 16th Street. This is the portion of the High Line where the structure curves to the northwest, crossing from the east side of Tenth Avenue to the west side of Tenth Avenue at West 17th Street. As shown in Figures E-6 to E-9, immediately south of West 17th Street where the High Line crosses directly above the avenue, there is a sitting area called Tenth Avenue Square. As shown in Figures E-5 and E-9, this sitting area would be covered by incremental shadows on one analysis date, 21 December at 10:30 AM, during the winter when shadows are longest but when the sitting area typically is less heavily utilized. In addition, by 2:00 PM on 21 December, the Tenth Avenue Square would receive direct sunlight. On another analysis dates in the spring, summer, and autumn, incremental shadows would not reach the Tenth Avenue Square and it would continue to receive direct sunlight during the late morning, for example, at 1:00 PM on 21 March, as shown in Figures E-2 and E-6, and 12:00 noon and 1:30 PM on 6 May, as shown in Figures E-3 and E-7.

Figures E-6 through E-8 show that during the spring, summer, and autumn seasons incremental project shadows cast in the area north of the project site would fall on walking paths, planting beds, and a few benches. The landscape architects of the High Line intentionally chose plantings and vegetation that are not sensitive to shadows, due to the former railway's location in areas subject to shadows from existing buildings. A memorandum provided by the Friends of the High Line in response to concerns regarding shadows cast on the High Line by the No-Build development at 437 West 13th Street stated that "the intricate palette of plants that has been selected for the High Line has been chosen based upon a number of important variables, including each plant's adaptability to soil depth, wind, and varying degrees of light exposure. The monitoring of and adjustment to these conditions are part of the ongoing horticultural development of the Park's landscapes." As such, High Line vegetation generally is shade tolerant and does not necessarily require extensive sunlight.

In terms of the non-vegetated areas, there are other unique characteristics of the High Line's local context that lessen its sensitivity to the effects of shadows. The High Line functions both as a public open space and as a "green" pedestrian public right-of-way as it is corridor through which visitors typically pass through on foot as they experience its plantings, views, design elements, and other amenities. As such, in some respects, the High Line path areas function similar to public sidewalks, which as the 2012 *CEQR Technical Manual* states, are not considered sunlight sensitive.

Hudson River Park and 14th Street Park

As for Hudson River Park and 14th Street Park, the casting of incremental shadows by the proposed project is limited. For Hudson River Park, the proposed project would cast only a relatively small sliver-shaped shadow on the greenway in the morning. This reflects both the distance of the park from the project site, and the presence of 85 Tenth Avenue, an 11-story full block building without setbacks, located between the project site and Hudson River Park. As for 14th Street Park, the incremental shadows cast by the proposed project would cover only a portion of the park and would only occur during the early morning, as it is located southwest of the project site. As a result, the proposed development would increase only minimally the coverage of shadows.

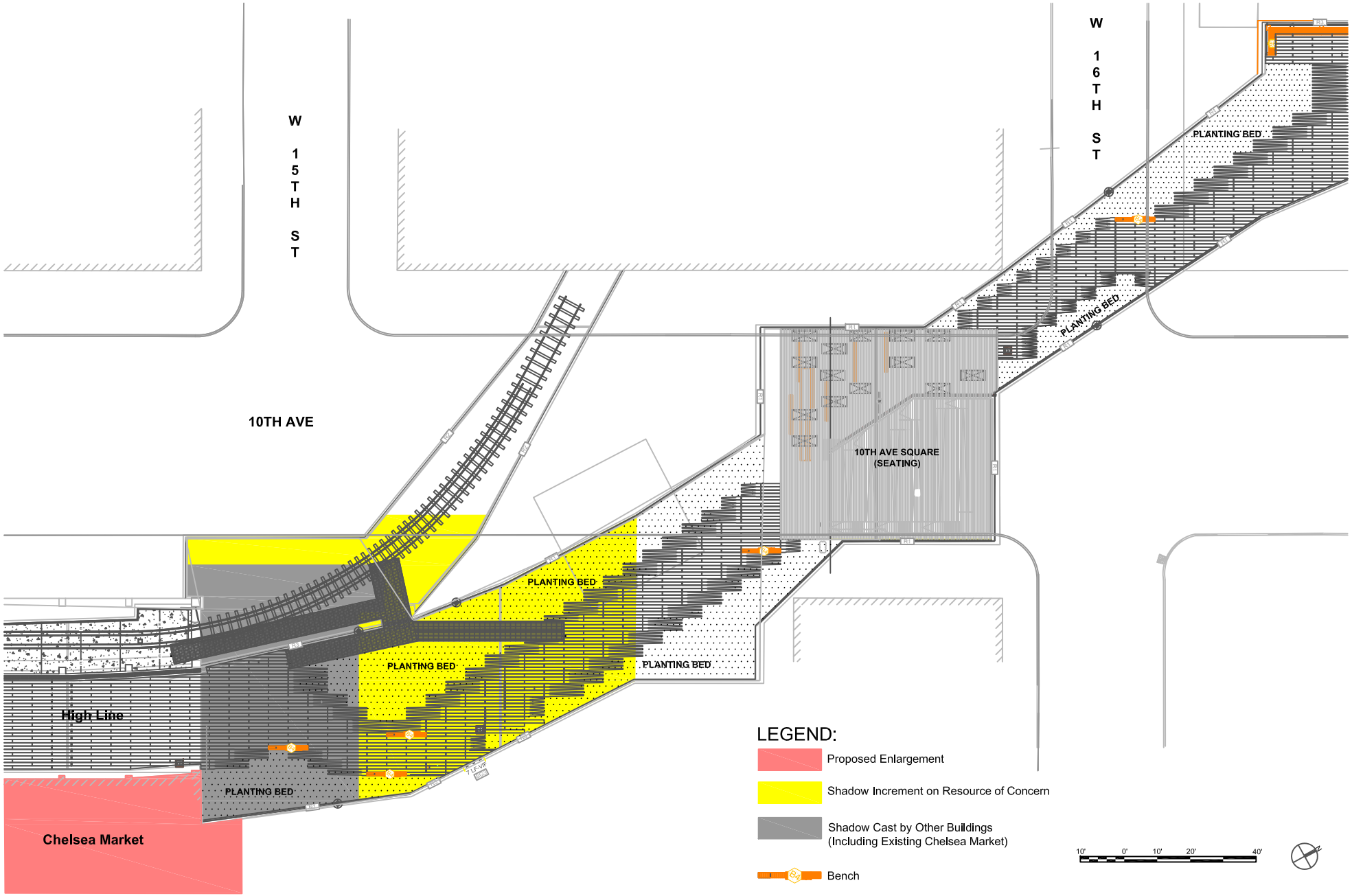
In addition, both Hudson River Park and 14th Street Park are located near the waterfront and are not affected by shadows at 11 AM most days of the year, as demonstrated in Figures E-2 through E-5. There are limited shadows cast on these parks during the afternoon in the areas that would be affected by the proposed project's incremental shadows. For example, as shown in Figure E-4, at 10:30 AM, 12:00 noon, 1:30 PM, and 3:00 PM on 21 June, there are no shadows cast on 14th Street Park and, in the vicinity of the project site, the only shadow cast on Hudson River Park is the area immediately east of the low-rise Pier 57 building located at the foot of West 15th Street. This demonstrates that the incremental shadows generated by the proposed action would not result in a substantial reduction in available sunlight.

V. CONCLUSION

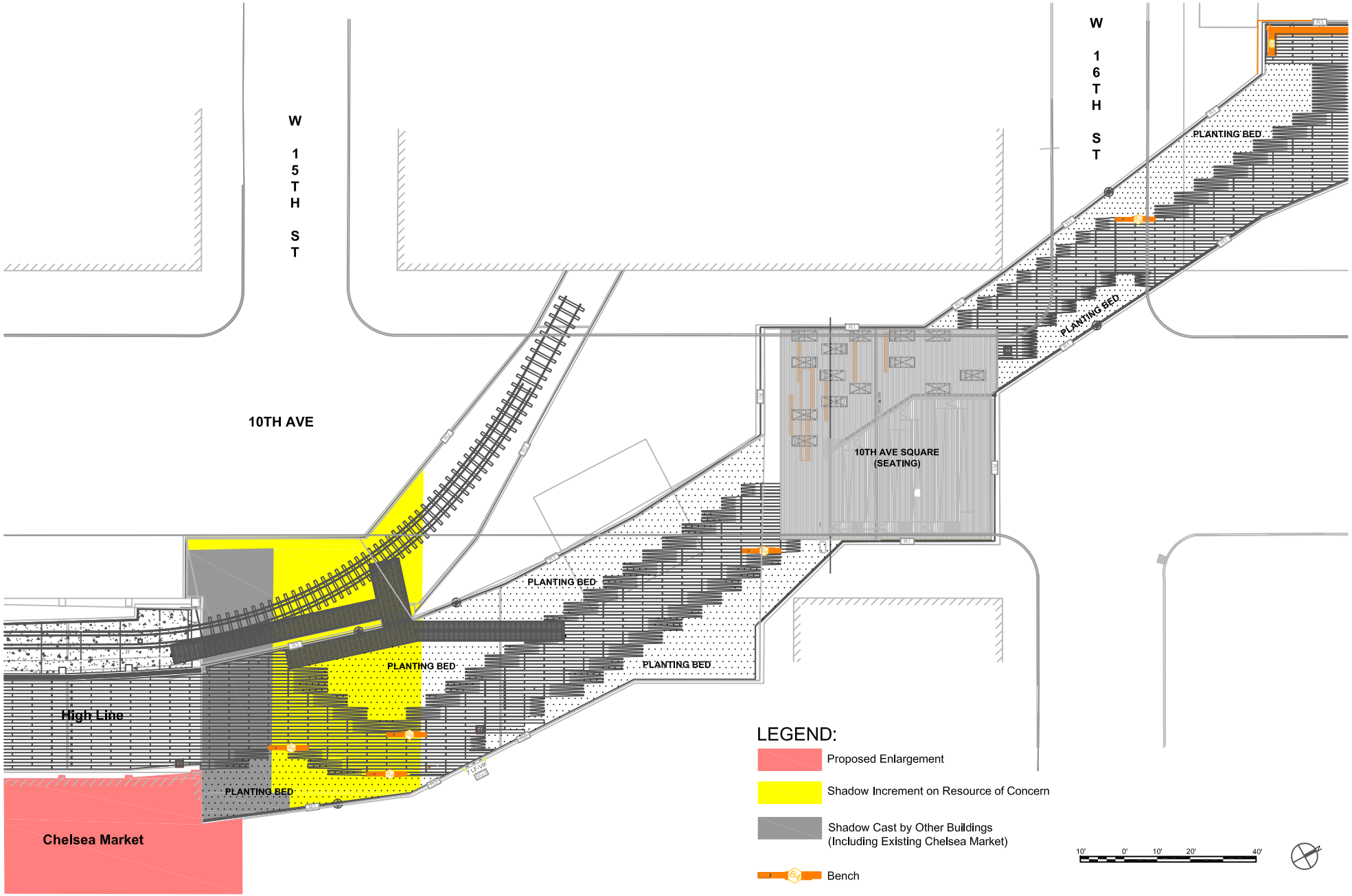
Overall, the proposed action would not result in significant adverse shadow impacts on open spaces resources in the surrounding area. The incremental shadows from the proposed development would reach 14th Street Park on only two of the four representative analysis days in the morning for durations of 2 hours and 20 minutes and 3 hours and 13 minutes. Similarly, incremental shadows would reach Hudson River Park on the same two analysis days in the morning for durations of 49 and 57 minutes. These shadows are of relatively limited duration and coverage, as shown in Figures E-3 and E-4, and are not expected to adversely impact vegetation and are at times when utilization is likely to be relatively low, particularly for sunlight-sensitive activities such as sunning or sitting.

As for the High Line open space, the proposed project would cast shadows over the portions of the High Line immediately north of the project site during morning and early afternoon hours for each of the analysis dates. However, similar, though less extensive shadowing will occur under No-Build conditions if the proposed enlargement is not constructed. Also, as shown in Figures E-2 to E-9, during the entering and exiting portions of the incremental shadowing, the coverage on the High Line would be very small compared to the overall size of the open space. For example, only a small portion of the total seating on the High Line would be affected by incremental shadows. The periods of highest coverage would be in the midday period, when shadows are shortest, so generally project generated shadows would cover a relatively small area immediately north of the proposed office enlargement. The longest midday shadows would be on 21 December, when utilization likely will be low particularly for sunlight-sensitive

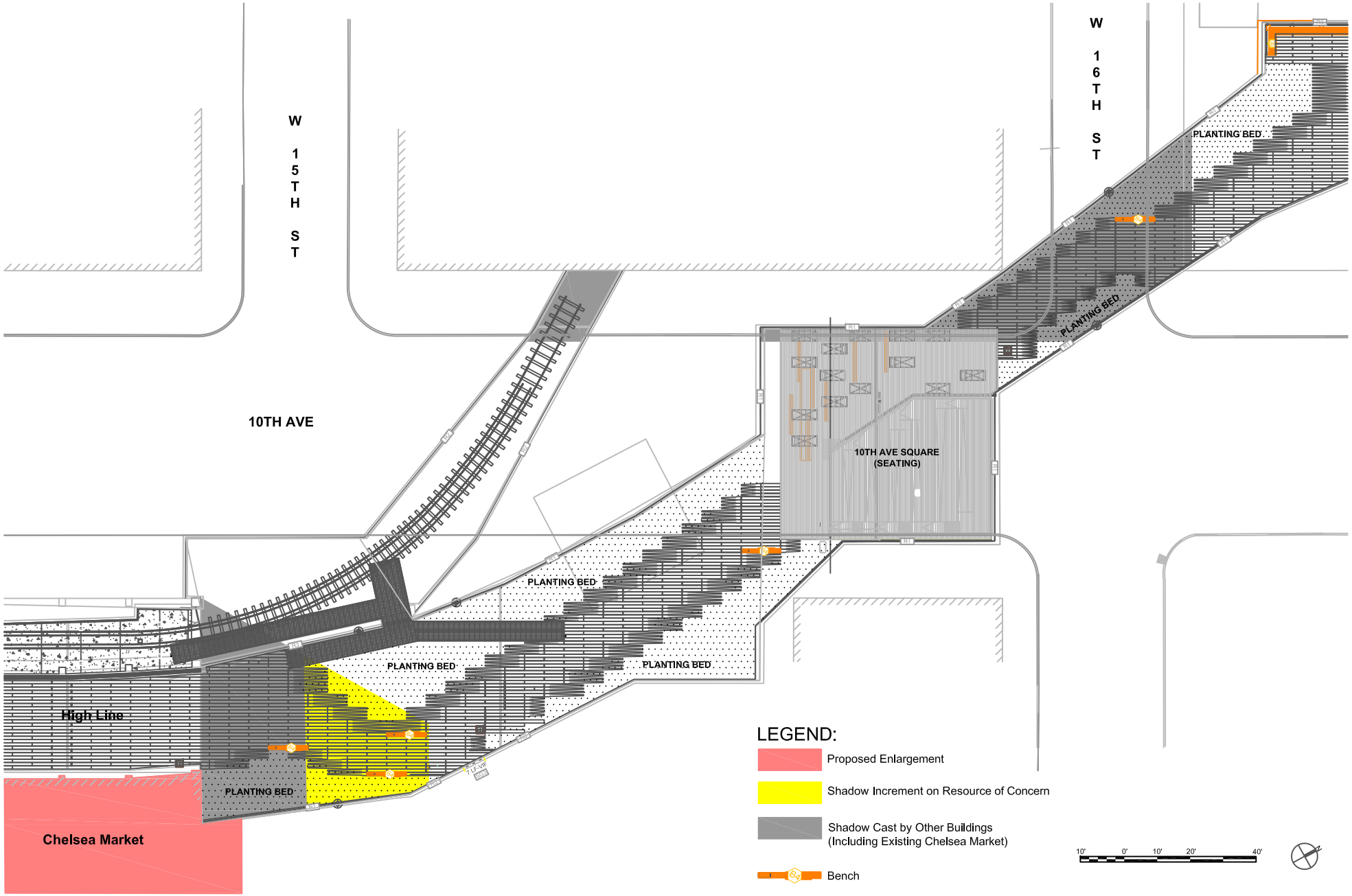
Shadow Diagram: March 21, 13:00



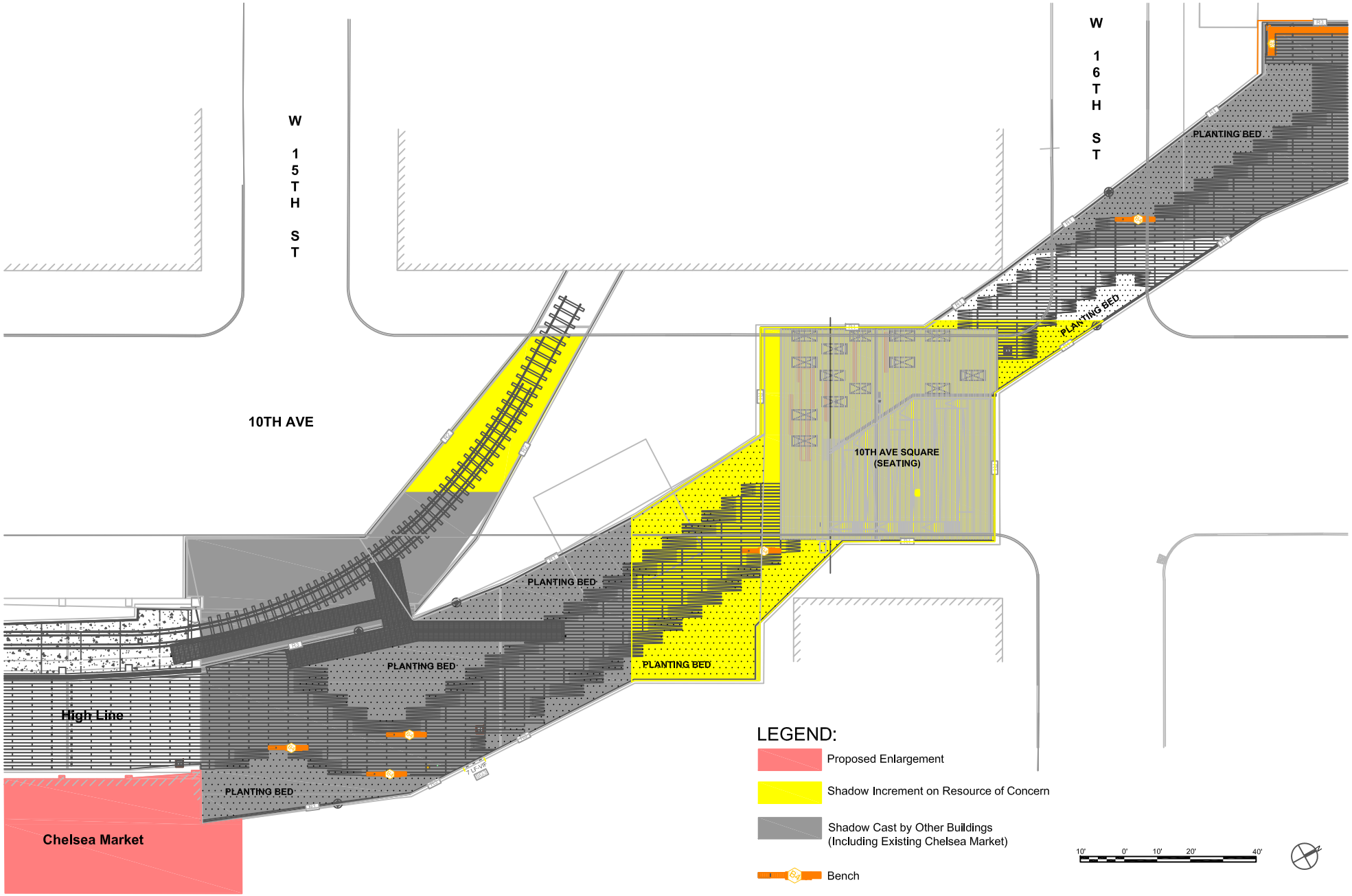
Shadow Diagram: May 6, 12:00



Shadow Diagram: June 21, 13:30



Shadow Diagram: December 21, 13:00



activities such as sunning and sitting. With respect to the Tenth Avenue Square seating area where the main High Line structure crosses Tenth Avenue and widens to a rectangular shape, as shown in Figures E-2 through E-9, 21 December would be the only analysis date in which that portion of the High Line would be cast in shadows. In addition, the other portions of the High Line affected by both existing and incremental shadows feature "wild, native, resilient, and low maintenance"[3] plantings compatible with the shadows found in the midst of an urban area. Accordingly, incremental shadows cast on High Line vegetation would not result in a significant adverse impact given the types of plants used.

In general, as the High Line intersects the project site and other midblock areas, this open space is inherently affected by shadows from the urban landscape. Indeed, its character is in large measure defined by its interaction with the built environment neighboring and in some cases enclosing it. The High Line retains its historic context as a structure that serves and shapes the buildings along its alignment. For example, the coverage of project-generated shadowing is limited in part because the High Line passes directly through the Chelsea Market building.

As the area that would be cast in shadow by the proposed project comprises only a small area of the High Line, which generally is not sunlight-sensitive, the proposed project would not result in significant adverse impacts on the High Line open space.

Overall, there would be no noticeable reduction in the usability of any open space resources as a result of the proposed action. As there are also no sunlight-sensitive historic or natural resources within the shadow radius study area, no significant adverse impacts are anticipated as a result of shadows created by the proposed action.

[3] *Designing the High Line: Gansevoort Street to 30th Street* (Friends of the High Line, 2008)

ATTACHMENT F
HISTORIC RESOURCES

I. INTRODUCTION

This attachment assesses the potential effect of the proposed action on historic architectural and archaeological resources. The 2012 *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, Interior Landmarks, Scenic Landmarks, and properties within designated NYC Historic Districts; properties calendared for consideration as landmarks by the NYC Landmarks Preservation Commission (LPC); properties listed on or formally determined eligible for inclusion on the State and/or 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 NY 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. The *Manual* suggests that LPC can assist in making determinations of eligibility on the basis of federal, state, and local criteria.

Historic resources that are listed on the S/NR or found to be 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 eligible for or listed on the S/NR using private funds are able to alter or demolish their properties without such a review process. However, privately-owned properties that are NYC Landmarks or are located in NYC Historic Districts are protected under the NYC Landmarks Law that requires LPC review and approval before any alteration or demolition can occur. In addition, the City has procedures for avoiding damage to historic structures from adjacent construction. Also, for properties which are not S/NR-listed or designated NYC Landmarks but which are found to be eligible for designation, the potential for impacts must be considered for actions subject to CEQR.

Analysis of archaeological resources generally focuses on potential pre-historic (Native American) resources and on potential historic period (beginning in the seventeenth century) resources.

As discussed below, the project site is located within the S/NR-listed Gansevoort Market Historic District and there are many historic architectural resources within the study area. The project site is located immediately adjacent to but not within the NYC Landmark-designated Gansevoort Market Historic District. The project site is not an NYC designated landmark.

Study Areas

Historic Architectural Resources Study Area

According to the 2012 *CEQR Technical Manual* guidelines, impacts on historic architectural resources are considered for sites directly affected by a proposed action and in the surrounding area in which new development could affect physical, visual, and historic relationships of architectural resources. Accordingly, the historic architectural resources study area for this project is therefore defined as the project site, plus a 400-foot radius around it. As shown in Figure F-1, the historic resources study area extends to the north side of West 17th Street on the north, to the midblock area between Ninth and Eighth Avenues on the east, to the south side of West 14th Street on the south, and to Eleventh Avenue (Route 9A) on the west.

This encompasses part, though not all of both the S/NR Gansevoort Market Historic District (S/NR HD) and the NYC Landmark Gansevoort Market Historic District (NYCL HD). However, as noted in the 2012 *CEQR Technical Manual*, a historic district derives its importance from having a coherent identity and therefore this analysis also considers the general effects of the proposed action on both the S/NR HD and the NYCL HD in their entirety.

Historic Archaeological Resources Study Area

Archaeological resources are considered only in those areas where excavation is likely and would result in new in-ground disturbance; these are limited to the project site that would be developed as a result of the proposed action. As the proposed action is an expansion adding upper levels to an existing building, it is not expected to result in material excavation or ground disturbance. As such, the proposed action does not have the potential to affect archaeological resources and an assessment is not required.

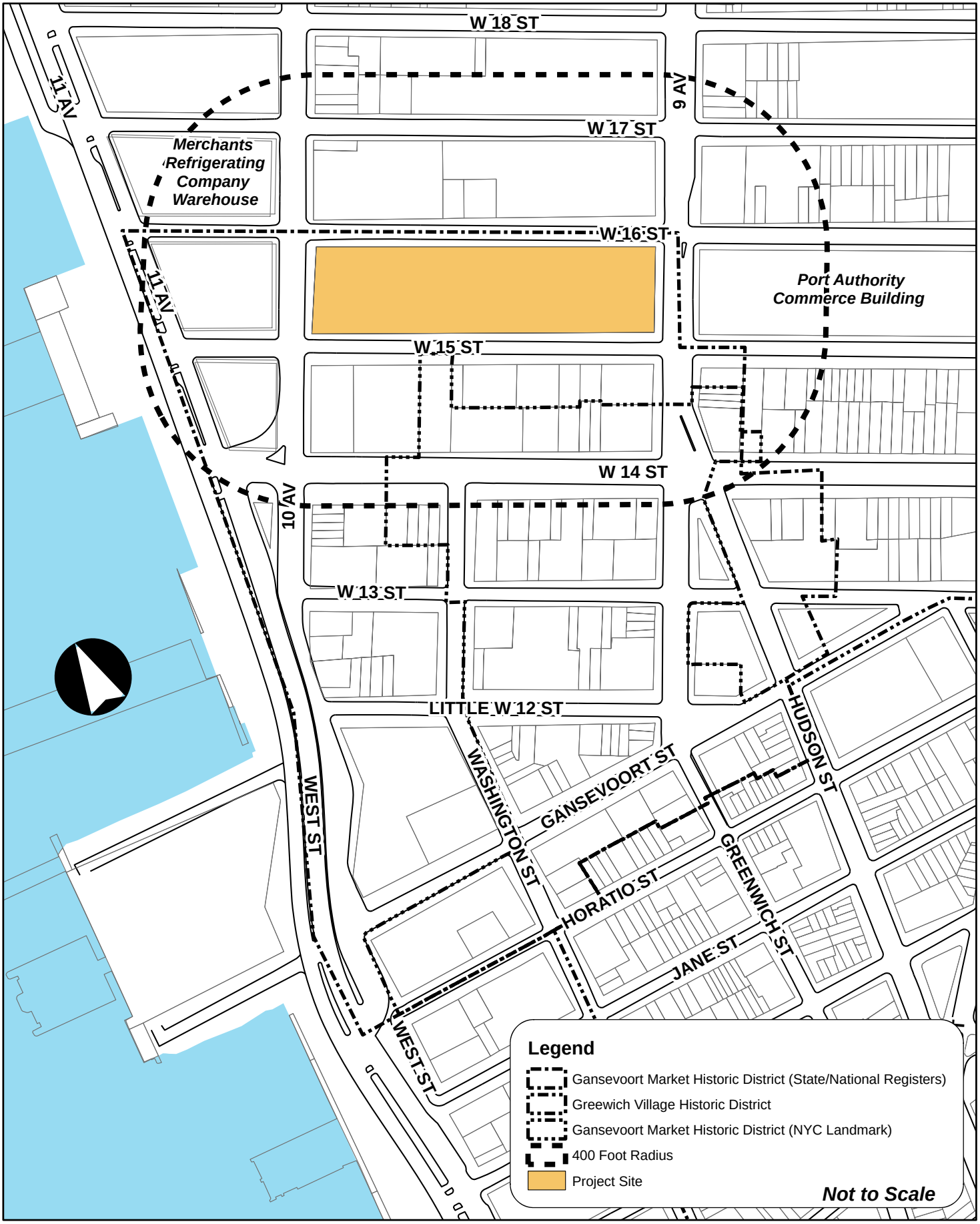
II. BACKGROUND HISTORY

Project Site

The project site is occupied by ten attached and interconnected buildings[1] and is traversed by the High Line. Collectively these buildings cover a full block in Manhattan Community District 4 bounded by West 16th Street on the north, Ninth Avenue on the east, West 15th Street on the south, and Tenth Avenue on the west (Block 713, Lot 1). All of the site buildings once formed part of an industrial bakery complex operated by the National Biscuit Company, later known as Nabisco, beginning in the late nineteenth century and continuing until the 1950s. Today these buildings comprise Chelsea Market and function as a single development.

[1] The complex is often described as consisting of 10, 17 or 18 different buildings or structures; however, for historic purposes it is identified as consisting of 10 buildings as discussed in the *S/NR HD Registration Form* (see footnote no. 2.).

Historic Resources Study Area



In addition to the main branch of the High Line, there is a rail spur off of the High Line connecting the site to the building located across the street to the west, 85 Tenth Avenue, and pedestrian skybridges connecting the site to 85 Tenth Avenue and 444 West 15th Street, a midblock building located across the street to the south. These neighboring buildings were also used by Nabisco.

Historical Overview of Site Buildings

In 1890 the New York Biscuit Company was formed through the amalgamation of several commercial bakeries and the company soon after constructed a new bakery in 1892 on the east side of Tenth Avenue between West 15th and West 16th streets, known as the "Tenth Avenue Bakery."[2] This was in an industrial area of Manhattan served by freight rail lines that included the Gansevoort Market area to the south and the Hudson River shipping piers to the west. Other uses on the project site block in the late nineteenth century besides the Tenth Avenue Bakery included tenements, a lumber yard, a coal yard, and a brewing company warehouse.[3]

In 1898 New York Biscuit Company merged with other companies, including its chief competitor, American Biscuit and Manufacturing Company of Chicago, and the combined firm was renamed National Biscuit Company and also known by its acronym, NBC. Over the course of the early decades of the twentieth century NBC expanded by constructing new buildings or, in a few cases, purchasing and converting existing structures. These buildings, and subsequent alterations and additions, were typically designed by NBC company architects and in some cases exhibited architectural styles such as Romanesque and Art Deco.[4] Eventually, NBC buildings occupied the entire block bounded by W. 16th Street, Ninth Avenue, W. 15th Street, and Tenth Avenue. Originally, the NBC complex had an internal courtyard in the middle of the block but this area was eventually covered and in some areas built above. In addition to the project site buildings, NBC occupied some buildings on adjacent blocks. The NBC complex included a number of baking facilities as well as the corporate headquarters, which from approximately 1930 to 1957 were located in the former American Can Company building at 449 W. 14th Street, linked to the present day Chelsea Market building by a pedestrian skybridge built in the 1930s. A major transformation of the complex's Tenth Avenue Bakery building occurred in 1934 when NBC substantially altered it in order to enable the New York Central Railroad's elevated freight rail line (now known as the High Line) to pass through the building. A number of historic events associated with the company took place in the complex, including the creation of the Uneeda Biscuit in 1898 and the Oreo Biscuit (now Oreo cookie) in 1912.[5] At the height of its operations, the complex was purported to be the world's largest bakery complex. NBC formally adopted the name Nabisco in 1941.

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[2] *National Register of Historic Places Registration Form: Gansevoort Market Historic District.* NYS Office of Parks, Recreation, and Historic Preservation. April 2007. This document provided the main source of site history used in this attachment.

[3] *Phase I Environmental Site Assessment: Chelsea Market, 75 Ninth Avenue, New York, NY*. IVI Due Diligence Services Inc., May 8, 2008.

[4] "From Oreos and Mallomars to Today's Chelsea Market." *New York Times*, 7 August 2005.

[5] "Fact Sheet: Oreo 100th Birthday." Accessed via : <http://www.kraftfoodscompany.com/sitecollectiondocuments/pdf/Oreo_Global_Fact_Sheet_100th_Birthday_as_on_Jan_12_2012_FINAL.pdf>

Reflecting new trends in food processing operations and the general deindustrialization of this area of Manhattan in the years following the Second World War, Nabisco established baking operations to a new plant in Fair Lawn, New Jersey and moved its headquarters to Midtown during the 1950s. After years of scaling down, Nabisco ended its operations on the site in 1957 and sold the buildings in 1959.

Throughout the 1960s to early 1990s, the project site buildings were occupied by a number of light industrial tenants.

After changing ownership in the mid 1990s, the buildings on the project site were reconfigured and renamed the Chelsea Market. Under its new management, the complex has ground level retail/wholesale firms, with a concentration on specialty food purveyors, including bakeries, and upper floor offices and television production studios. The development's adaptive reuse was designed by Vandenberg Architects and, while modernizing and converting the complex to new uses, retained many of the historic elements dating from the NBC/Nabisco era while replacing others. Many of these details are visible along an interior arcade extending the full length of the site between Ninth and Tenth Avenues. The renovation also incorporated new features; among the most notable is an indoor waterfall visible from the arcade.[6] The renovation involved extensive internal renovations, including the removal of many interior walls and adjusting floor heights of the various buildings to create more uniform floor levels. With the internal arcade providing access to most ground floor stores and to the upper floor offices, the development was able to maintain most of the loading docks.[7] Since the establishment of Chelsea Market in the 1990s, as the facility has become more of a retail destination and the surrounding West Chelsea and Meatpacking Districts have emerged as active neighborhoods, the emphasis of many of the ground floor tenants has shifted from wholesale to retail activities.[8]

Changes to the complex since the mid-1990s have included a significant number of external changes and additions. These have included a new Ninth Avenue entrance and canopy, new copper basket-weave spandrel panels on the Ninth Avenue facade, lowering of cornice and enlarging of some window openings, and replacement of virtually every street-facing window. Internal changes have included changes to the ground floor layouts to create new retail and restaurant spaces, some with street access

Individual Histories of Project Site Buildings

Although today the project site essentially functions as one integrated structure, for historic purposes the site is considered to be comprised of 10 distinct buildings. Information on these buildings is presented below and summarized in Table F-1. Photographs of the project site's buildings are provided in Figure A-3 and Figure F-2.

[6] "Uncommon Aesthetics in an Old Factory Site." *New York Times,* 10 October 2004.
[7] "Commercial Property: Bites and Bytes at an Old Cookie Factory." *New York Times,* 5 December 1999.
[8] "At Last, Original Chelsea Market Plan Comes True." *New York Times*, 31 October 2007.

Above: 410-416 W. 16th St. facade

Below: 429-459 W. 15th St. facade and pedestrian skybridge connecting to 444 W. 15th St.

Above: 69-75 9th Ave. Facade

.

Below: High Line intersecting 448-460 W. 16th St facade (pedestrian skybridge connecting to 85 10th Ave. in background)

Figure F-2

Project Site Details (See Also Figure A-3)

All photos courtesy Studios Architecture

Table F-1, Project Site Historic Buildings Characteristics

Historic Address	Stories	Year	Architect	Description	Location
69-75 9th Ave., aka, 401-407 W 15th St.	6 & 8	1907	A.G. Zimmerman	"9th Ave. Bakery" features tower, brown brick, terra cotta, copper, folded glass & steel entrance canopy, ribbon weave patina between spandrels	9th Ave. & W 15th St.
81-83 9th Ave.	3	1919; 1922	James E. Torrance	Originally warehouse of mill construction; 3rd floor added in 1922 addition, brown brick, canopy & ribbon weave patina continue from 69-75 9th Ave.	9th Ave., midblock
85-87 9th Ave., aka, 400-406 W 16th St.	1	1942	Louis Wirsching Jr.	Incorporated a wall of an earlier building; used as "trucking space", brick (painted black), entrance on 9th Ave., windows on W 16th St.	9th Ave. & W 16th St.
78-92 10th Ave., aka, 429-459 W 15th St. & 448-460 W 16th St.	6 & 7	1892; 1904; 1934; 1947	Romeyn & Stever (Charles William Romeyn & Arthur J. Stever) for the 1892 building, demolished as part of the 1934 reconstruction	"10th Ave. Bakery", brick bakery building, altered in 1904 for rail siding and 1934 for High Line; 10th Ave. frontage completely re-built in 1934, at same time rail spur and sky bridge across 10th Ave. to 85 10th Ave. & a skybridge to 444 W 15 St./449 W 14th St.; 6th floor added to that section in 1947; uses included storage, shipping & receiving, 'manufacturing'; black metal siding over brick to create arched entrance	10th Ave. W. 15th – 16th Sts.
409-419 W 15th St.	6	1903-1906	Likely Wm. F. Wilmoth or A.G. Zimmerman	Bakery building, continues W 15th St. facade of 69-75 9th Ave.	W 15th St. midblock w of 69-75 9th Ave.
421-427 W 15th St.	6	1904	Wm. F. Wilmoth	"Uneeda Bakery", continues W 15th St. facade of 69-75 9th Ave.	W 15th midblock e of 78-92 10th Ave.
408 W 16th St.	3	1906	Wm. A. Boring	Brick, brick cornice, arched windows, originally stable for W.W. Strasser, bought by NBC in 1922, later a loading area, storage	W 16th St. midblock w of 85-97 9th Ave.
410-416 W 16th St.	6	1883; 1885; 1887; 1892	Augustus Hatfield	Red brick, stone sill courses, brick lintel course and cornice, originally McMullen Brewery, bought by NBC ca 1920	W 16th midblock w of 408 W 16th St.
418-420 W 16th St.	6 & 7	1916	Wm. F. Wilmoth	"Biscuit Works" bakery, an annex of 421-427 W 15th St., facade similar to W 15th St. midblock	W 16th midblock w of 410-416 W 16th St.
430-446 W 16th St.	8	1907	A.G. Zimmerman	Factory building, facade similar to W 15th St. midblock	W 16th midblock east of 78-92 10th Ave.

* 69-75 Ninth Avenue, 401-407 West 15th Street: Known as the "Ninth Avenue Bakery," it was built in 1907 and designed by NBC architect Albert G. Zimmerman. It is a 6- and 8-story building, brown brick with terra cotta and copper detailing. It features a distinctive tower. It shares a folded glass and steel entrance canopy with 81-83 Ninth Avenue. When viewed from the street its West 15th Street facade is generally indistinguishable from the two neighboring buildings to the west, 409-419 West 15th Street and 421-427 West 15th Street.

* 81-83 Ninth Avenue: Originally constructed as a 2-story building in 1919 and designed by NBC architect James E. Torrance, a third floor was added in 1922. Originally used as a warehouse. It has a brown brick facade and continues the canopy from 69-75 Ninth Avenue.

* 85-87 Ninth Avenue, 400-406 West 16th Street: Utilitarian 1-story building constructed in 1942 as a "trucking space." Designed by NBC architect Louis Wirsching, Jr., the building incorporated a wall from an earlier building on the site. The facade is brick painted black.

* 78-92 Tenth Avenue, 429-459 West 15th Street, 448-460 West 16th Street: Originally the "Tenth Avenue Bakery," the first building on the site built for the then New York Biscuit Company in 1892, it was designed by the architectural firm Romeyn and Stever. A brown brick 5-, 6-, and 7-story building, originally constructed with many distinctive architectural elements such as arches above loading bays, pavilions, and an ornamental entrance; many of these were subsequently removed due to alterations. NBC altered it in 1904 to accommodate a freight rail siding and undertook a major reconstruction in 1934 to accommodate the High Line which was built through the building. The Tenth Avenue frontage to a depth of 100 feet was replaced by a 5-story structure called the "Train Shed." Shipping and receiving and storage uses replaced many of the bakery functions as a result. Also during that period pedestrian skybridges were built connecting to NBC buildings on neighboring blocks to the west and south. Later, in 1947, NBC added a sixth floor containing a laboratory to the Tenth Avenue portion of the building.

* 409-419 West 15th Street: 6-story bakery building constructed by NBC 1903-1906. This building continues the brick facade of the 69-75 Ninth Avenue building along West 15th Street and as such is generally indistinguishable from the street. It was most likely designed by an NBC architect, either William F. Wilmoth or Albert G. Zimmerman.

* 421-427 West 15th Street: 6-story bakery building constructed by NBC in 1904 and designed by company architect William F. Wilmoth. It was known as NBC's "Uneeda Bakery," as the popular biscuits were baked in this facility. It is a brick building with arched windows. From the street, it is generally indistinguishable from 69-75 Ninth Avenue and 409-419 West 15th Street.

* 408 West 16th Street: 3-story brick stable building designed by architect William A. Boring and completed by W. W. Strasser in 1906. NBC purchased it in 1922 and

constructed an addition, which it later removed. NBC/Nabisco in later years used it as a loading room (it is still used as a loading area). All facade details, including arched windows, are provided in brick.

* 410-416 West 16th Street: 6-story building constructed in phases in 1883, 1885, and 1887 by a brewing company. It is the oldest extant building on the project site block. This brick building was designed by architect Augustus Hatfield and housed a warehouse and bottling operation. It was purchased by NBC in approximately 1920.

* 418-420 West 16th Street: 6- and 7-story bakery building designed by NBC's Willian F. Wilmoth and completed in 1916. It served as an annex to the Uneeda Bakery at 421-427 West 15th Street. This building's facade and massing is similar to that of the site's midblock buildings along West 15th Street, e.g., 409-419 West 15th Street.

* 430-446 West 16th Street: 8-story factory building designed by NBC's Albert G. Zimmerman and completed in 1907. This building's facade is similar to the other NBC-designed midblock buildings, e.g., 421-427 West 15th Street.

NBC/Nabisco deliberately sought to create a singular architectural aesthetic associated with the company's building. In an article written by NBC's William Wilmoth in the 19 June 1912 issue of *The American Architect*, he described his company's approach. In an excerpt from the article, he wrote that "a few manufacturers have latterly become patrons of the arts and they now deign to counsel with the architect, along with the erstwhile many-sided genius, the millwright…Probably one of the first companies to inaugurate this policy was the National Biscuit Company."[9]

As noted above, in the mid 1990s these buildings were substantially reconstructed and converted into a single development -- Chelsea Market -- which opened in 1997. Also, as discussed above, the buildings designed and built by NBC/Nabisco, generally share similar facade features and from the street it is often difficult to identify the individual buildings. However, prior to and since the restoration of Chelsea Market, there have been numerous alterations to the exterior of the buildings, including the fenestration.

The High Line

The High Line was completed by the New York Central Railroad in 1934 as an elevated freight rail line replacing at-grade tracks that previously ran on Tenth Avenue and other streets on the West Side of Manhattan. It originally linked St. John's Freight Terminal in Hudson Square with railroad tracks in a cut near West 34th Street. It was developed at the same time as the Miller Elevated Highway as part of the City's West Side Improvement Project (the roadway was replaced in the 1990s by the at-grade Route 9A).

Freight rail operations on the High Line ceased in 1980 and the line remained unused until recently. By the 1990s, the sections of the High Line south of Gansevoort Street had been

[9] Quoted in the *National Register of Historic Places Nomination Form: Gansevoort Market Historic District,* State Historic Preservation Office, 2007.

removed to facilitate redevelopment projects. During the early part of this decade the City reversed previous plans for its demolition and adopted and agreed to help fund a plan to convert the structure into an elevated public open space that had been advocated by various groups and individuals. The City acquired the High Line from CSX in 2005 and also that year the federal Surface Transportation Board issued a Certificate of Interim Trail Use, clearing the way for the City to move ahead with its plans for the redevelopment of the structure. The groundbreaking for the High Line open space took place in April 2006 and its first phase, extending from Gansevoort Street north to West 20th Street, opened in June 2009. The High Line open space's second phase, extending north to West 30th Street opened in 2011.

Study Area[10]

Following Native American occupation and farming by settlers during the colonial and early post-independence periods, the study area and environs developed with commercial and residential buildings in the mid-nineteenth century, particularly following the opening of the Hudson River Rail Road in 1850 and the extension of the shoreline to the west with landfill.

As the project site is located in Chelsea and straddles the northern edge of the historic Gansevoort Market area, the historic resources study area similarly overlaps with these two distinct areas, which have somewhat different histories.

Gansevoort Market/Meatpacking District

The southern portion of the study area emerged as part of a wholesale market area in the late nineteenth century, initially with various types of produce and meat companies occupying purpose-built market buildings and buildings converted from other uses, such as converted residential buildings. However, over the course of the twentieth century the area came to be known as the Meatpacking District, reflecting the concentration of wholesale meat purveyors in an area roughly bounded by West 15th Street on the north, Ninth Avenue and Hudson Street on the east, Gansevoort Street on the south, and West Side Highway (Route 9A) on the west. In the years after the Second World War, investment in buildings tailed off, with relatively little new construction although function-driven alterations were more common. While this period of relative stability had the consequence of keeping many of the area's historic buildings intact, albeit altered in many cases, the lack of new construction or demolitions during the 1950s to 1990s also reflected long term economic changes that by the later years of the century would lessen the area's viability as a major wholesale meat hub. The area was not entirely occupied by meatpacking buildings, as evidenced by NBC/Nabisco's presence in the buildings at 439-445 West 14th Street/438-440 West 15th Street and 449 West 14th Street/444 West 15th Street. The former was built by New York Biscuit Company as a bakery in 1893 and is now occupied by a film equipment rental company and the latter was built by the American Can Company in 1906 and from approximately 1930 to 1957 housed NBC/Nabisco headquarters; an expansion

[10] This description of the history of the study area and the Gansevoort Market area in general is based on the *National Register of Historic Places Nomination Form: Gansevoort Market Historic District*, State Historic Preservation Office, 2007; the *Gansevoort Market Historic District Designation Report*, NYC Landmarks Preservation Commission, 2003; and *The Encyclopedia of New York City*, edited by Kenneth Jackson, Yale University Press, 1995.

was added circa 1970 when Saks Fifth Avenue used it as a warehouse and it is now known as the Milk Studios Building and contains office and art gallery space.

Since the 1990s the Meatpacking District has been transforming as meatpacking businesses become much less prevalent and the area is becoming dominated by a range of commercial uses. Many of the area's historic buildings have been adaptively re-used since the 1990s; principal uses include apparel retailers, restaurants, nightlife establishments, art galleries, and upper floor office space.

Information on architectural styles and building types prevalent in the area is provided below in the description of the Gansevoort Market Historic District.

Chelsea

The portions of the study area to the north, east, and west of the project site historically have been associated with the Chelsea neighborhood and have a different history from the Meatpacking District.

Chelsea takes its name from a farming estate established during colonial times by Thomas Clarke. Over the course of the nineteenth century, Chelsea developed as an urban area and during this same period, the shoreline was moved westward through landfilling.

Whereas the Meatpacking District is primarily commercial and industrial with relatively few residential buildings, Chelsea historically has had a broader mix of residential, commercial and industrial uses. However, a partial exception is West Chelsea, the area west of Tenth Avenue, which was dominated historically by warehouses and other industrial buildings, notably including buildings developed or altered in conjunction with the construction of the High Line in 1934. The Hudson River shipping piers and the West Side Highway also contributed to the concentration of industrial uses in the area. Prior to the High Line, 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 the postwar era, echoing trends occurring locally and nationally, Chelsea experienced a decline in manufacturing and in freight related economic activity. Following a period of economic decline, the area experienced a transition as former industrial loft buildings were converted to other uses, including offices, night clubs, and art galleries.

Typifying the historic concentration of industrial uses west of Tenth Avenue during the early to mid twentieth century is the 11-story factory building developed by NBC in 1914 at 85 Tenth Avenue, located immediately west of the project site on the trapezoid-shaped block bounded by West 16th Street, Tenth Avenue, West 15th Street, and Eleventh Avenue. In the 1990s new owners upgraded the building and it is now occupied by ground floor restaurants and upper floor office and telecommunications space. Immediately northwest of the project site is the Merchants Refrigerating Company Warehouse, also a full-block industrial building, bounded by West 17th Street, Tenth Avenue, West 16th Street, and Eleventh Avenue. It was built in 1918 as a cold storage warehouse but has been converted to offices and mini-storage space. The conversion of these buildings to commercial uses illustrates a historic shift in uses in West Chelsea.

East of Tenth Avenue, Chelsea developed with primarily residential and commercial uses. North of the project site along the west side of Ninth Avenue from West 16th to West 19th Streets, in the 1960s the City built the Robert Fulton Houses, a public housing development. More recently, immediately north of the western portion of the project site a new predominantly residential, mixed use building at 450 West 17th Street, The Caledonia, was completed in 2008. This was facilitated by the Special West Chelsea District rezoning, adopted by the City in 2005, which permits residential development across all or parts of 16 blocks in West Chelsea that previously had manufacturing zoning.

Immediately east of the project site is the Port Authority Commerce Building, another full-block building bounded by West 16th Street, Eighth Avenue, West 15th Street, and Ninth Avenue. Also previously known as Union Inland Terminal No. 1 and now known by its address, 111 Eighth Avenue, the Port Authority built it in 1932 as a trucking terminal and warehouse. It is now a privately-owned office building with a basement public parking garage.

III. EXISTING CONDITIONS

A. Architectural Resources

The proposed action would induce the construction of additions to existing historic resources. As a result, and given the presence of other nearby recognized historic resources, in accordance with Chapter 9 in the 2012 *CEQR Technical Manual*, an assessment of the proposed action's effects on architectural resources is provided.

Overview

There are separate City and State/National historic districts designated for the Gansevoort Market area, which although identically named have different boundaries.

In 2003 the NYC Landmarks Preservation Commission designated the NYC Landmark Gansevoort Market Historic District (NYCL HD). The project site is located across the street from but is not within the NYCL HD. Subsequently, in 2007 the Gansevoort Market Historic District was listed on the State and National Registers of Historic Places (S/NR HD). The S/NR HD encompasses a larger area than the NYCL HD and includes the project site. The respective boundaries of the two historic districts and their relationship to the project site and the historic architectural resources study area are shown in Figure F-1.

In addition to the historic districts, there are two individual historic resources in the study area. These include the Merchants Refrigerating Company Warehouse, which is S/NR-listed, and the Port Authority Commerce Building, which LPC previously determined is eligible for S/NR listing.

There are no individually designated NYC landmarks located within the study area.

State/National Register Gansevoort Market Historic District (S/NR HD)

The S/NR-designated Gansevoort Market Historic District (S/NR HD) is roughly bounded by West Street/Eleventh Avenue to the west, West 16th Street to the north, Ninth Avenue and Hudson Street to the east, and Horatio Street to the south (refer to Figure F-1). The S/NR HD occupies all or part of 19 blocks and the portion of its southern boundary between Washington Street and the east side of Hudson Street is coincident with the northern boundary of the Greenwich Village Historic District, which is both listed on the S/NR and is a designated NYC Landmark.

The *Registration Form* for the S/NR HD notes that "an accumulation of architectural and streetscape details reveal the layers of history that contribute to the area's overall character. These details include the market buildings' scale and design vernacular; distinctive sidewalk canopies; the physical evidence of alterations to individual buildings; high-style architecture; signage; Belgian block paving; connections between buildings provided by aerial pedestrian bridges and the High Line viaduct; cohesive market streetscapes; view corridors to the Hudson River; and wide intersections and open city views." Notable architectural styles in the district listed on the *Registration Form* include: Greek Revival; Italianate; Romanesque; Renaissance; Moderne; and Art Deco. The S/NR HD meets National Register eligibility criteria [A] "Property associated with events that have made a significant contribution to the broad patterns of our history" and [C] "Property embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction."

The *Registration Form* categorizes buildings as "contributing" and "non-contributing" resources in order to distinguish a particular building's historic value. The S/NR HD contains 140 contributing buildings, 2 contributing structures, 1 contributing site, 14 noncontributing buildings, and 1 noncontributing site. The *Form* identifies ten distinct buildings on the project site and categorizes all of them, as well as the High Line, as "contributing" resources. For some buildings, it describes notable architectural features and historic activities, while for others the descriptions are limited to a single sentence listing the year of construction, original purpose, and architect. According to the *Form*, three of the ten buildings received additions or were reconstructed prior to the Chelsea Market period. The document describes the mid 1990s transformation of the project site into Chelsea Market and states that "the adaptive reuse celebrates the buildings' historic function and industrial architecture, and re-establishes the former Nabisco complex as a dominant presence in the neighborhood."

New York City Landmark Gansevoort Market Historic District (NYCL HD)

The NYCL HD is smaller than the S/NR HD (refer to Figure F-1). It is roughly bounded by Washington Street to the west, West 14th Street to the north, Ninth Avenue and Hudson Street to the east, and Horatio Street to the south. This district encompasses all or portions of 11 blocks and, as with the S/NR HD, it shares a boundary with the Greenwich Village Historic District to the southeast. It does include the former 1893 NBC/Nabisco building at 439-445 West 14th Street/438-440 West 15th Street. As such, that portion of the NYCL HD is located

across the street from the project site, but the project site is entirely outside the NYCL HD boundary.

At the time of designation in 2003, the district consisted of 104 buildings, most dating from the 1840s to 1940s, representing a variety of architectural styles that 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. In describing the NYCL HD's building stock, the *Gansevoort Market Historic District Designation Report* states that "the bulk of the buildings in the district date from the 1880s through the 1920s and were designed in then-popular historical revival styles… …Commercial construction during this period [1880-1928], which represents the highest percentage of the district's varied yet distinctive building stock, included not only low-rise purpose-built market buildings, but also, in a variety of period styles, stables buildings, and five- and six-story store-and-loft buildings and warehouses were constructed to house and serve these businesses. The warehouses, in particular, are among the most monumental structures in the district."

One of the key differences between the NYCL HD and the larger S/NR HD is that the NYCL HD does not include the High Line and the buildings adjacent to it, many of which were constructed around the same time as the elevated rail line.

The NYC Landmarks Law requires LPC review and approval before any alteration or demolition of NYC Landmarks or properties in NYCL historic districts can occur. For example, when 440, 442, and 444 West 14th Street, which are located in the NYCL HD, were renovated recently to facilitate the buildings' conversion to retail and office use, this work was conducted pursuant to Certificates of Appropriateness issued by NYC LPC.[11]

Merchants Refrigerating Company Warehouse

The Merchants Refrigerating Company Warehouse, which was S/NR-listed in 1985, is located on the block bounded by West 17th Street, Tenth Avenue, West 16th Street, and Eleventh Avenue (Block 688, Lot 7501). The building's addresses include 501 West 16th Street, 99 Tenth Avenue, and 520 West 17th Street, and it is located diagonally across the street from the project site. There is a spur of the High Line connected to the building that branches off the main line near where it crosses Tenth Avenue in front of the resource. It was constructed in 1916-1918 as a cold storage warehouse, representing the then state of the art in this type of facility. John B. Snook & Sons architectural firm designed the building, which is 11-stories tall and 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. It is now occupied by offices and mini-storage space. The location of the building is shown in Figure F-1.

[11] "Certificate of Appropriateness for 440-442 West 14th Street," COFA #: COFA 05-4640, issue date 4 January 2005; and "Certificate of Appropriateness for 444 West 14th Street," COFA #: COFA 06-8434, issue date 6 June 2006.

Port Authority Commerce Building

The Port Authority Commerce Building was constructed in 1932 as a vertical warehouse facility and freight terminal. Located at 111 Eighth Avenue, the art deco building covers the entire block bounded by West 16th Street, Eighth Avenue, West 15th Street, and Ninth Avenue (Block 739, Lot 1). It originally served as a trucking terminal and offices for the Port Authority and was the agency's headquarters prior to the World Trade Center. Also known as the Union Inland Terminal No. 1, it is now an office building known as 111 Eighth Avenue and features a large below-grade public parking garage. Abbot, Merkt, & Co. was the architect for this 15-story, Art Deco style structure. According to the *Special West Chelsea District Rezoning and High Line Open Space FEIS* (2005), LPC determined that this building is eligible for S/NR listing.

Summary of Study Area Historic Resources

Table F-2 provides a summary of the historic resources located on the project site and within the historic resources study area. For the study area, the table distinguishes between resources located within 90 linear feet of the site and those beyond 90 linear feet. Under CEQR, properties within 90 linear feet of a site are considered to have the potential to be adversely affected by construction. As shown in Figure F-1 and Table F-2, within 90 linear feet of the project site there are 6 buildings and 1 structure, the High Line, which are contributing resources to the S/NR HD. One of these historic resources is also located within the NYCL HD.

There are also three buildings within 90 linear feet of the project site located along the south side of West 15th Street that are in the S/NR HD but which are noncontributing resources and as such are not considered historic resources. There are also four properties within 90 linear feet of the project site located along the north side of West 16th Street that are not historic resources. Refer to Table F-2 for details.

It should be noted that as Ninth and Tenth Avenues have a mapped width of 100 feet each, the buildings across these avenues from the project site are not within 90 feet of the project site and therefore are considered to not have the potential to be impacted by construction of the proposed project.

Resources Within 90 Feet of Project Site

Basic information, including year built, years of known alterations, architect, architectural style, facade materials, stories, and uses for the 6 historic building resources and 1 historic structure resource within 90 linear feet of the project site include:

* **400-406 West 15th Street**: Contributing historic site occupied by Prince Lumber company's yard and site. Parts of the site have been in continuous use as a lumber yard since the 1880s. Architectural details of the building are not provided in the *S/NR Registration Form*. This resource is in the S/NR HD but not in the NYCL HD.

Table F-2, Historic Resource Status of Properties Within the Study Area

BUIDLING/STRUCTURE [BLOCK, LOT IN BRACKETS]	INDIVIDUAL RESOURCE	IN NYCL HD	IN S/NR HD (see note 1)	HISTORIC RESOURCE
PROJECT SITE				
Chelsea Market (10 buildings) [713, 1]	No	No	Yes (contributing)	**Yes**
High Line (see note 2)	No	No	Yes (contributing)	**Yes**
WITHIN 90 LINEAR FEET OF PROJECT SITE				
400-406 W. 15th St. [712, 36]	No	No	Yes (contributing)	**Yes**
408-410 W. 15th St. [712, 40]	No	No	Yes (contributing)	**Yes**
412-418 W. 15th St. [712, 21]	No	No	Yes (contributing)	**Yes**
422-430 W. 15th St. [712, 46]	No	No	Yes (contributing)	**Yes**
436 W. 15th St. [712, 51]	No	No	Yes (noncontributing)	No
438-440 W. 15th St. [712, 11]	No	Yes	Yes (contributing)	**Yes**
444 W. 15th St. [712, 1] (see note 3)	No	No	Yes (contributing)	**Yes**
450 W. 15th St. [712, 1] (see note 3)	No	No	Yes (noncontributing)	No
460 W. 15th St. [712, 6] (see note 4)	No	No	Yes (noncontributing)	No
401-425 W. 16th St. [714, 31]	No	No	No	No
431-433 W. 16th St. [714, 16]	No	No	No	No
437-439 W. 16th St. [714, 16]	No	No	No	No
441-459 W. 16th St. [714, 1]	No	No	No	No
BEYOND 90 LINEAR FEET, WITHIN 400 FEET OF PROJECT SITE				
Merchants Refrigerating Co. [688, 7501]	Yes (S/NR listed)	No	No	**Yes**
Port Authority Commerce Building [739, 1]	Yes (S/NR eligible)	No	No	**Yes**
NYCL Gansevoort Market Historic District: all of part of 11 blocks; 104 buildings (as of 2003).				**Yes**
S/NR Gansevoort Market Historic District: all or part of 19 blocks; Contributing: 140 buildings; 2 structures; 1 site; Noncontributing: 14 buildings; 1 site (as of 2007).				**Yes**

(1) Buildings and sites in the S/NR HD are categorized as "contributing" or "noncontributing." Noncontributing resources are not considered historic resources for CEQR purposes.
(2) The High Line traverses the project site, and also extends beyond its boundaries.
(3) The building at 444 West 15th Street, a.k.a., 449 West 14th Street, built in 1906, was expanded with a western addition (circa 1970) identified in this table as 450 West 15th Street, which is not a historic resource. However, the two buildings function as one contiguous development, known as the Milk Studios Building, 450 West 15th Street.
(4) Although there is not a contributing resource on this site (there is a car wash which will be replaced by a new building), this site is traversed by the High Line, which is a contributing resource.

* **408-410 West 15th Street**: Built 1901; altered 1926; architect Robert Maynicke; architectural details: cream colored brick stable, three-bay facade with many decorative elements, marquee added as part of 1926 alternation; 6-stories; originally stable, altered for factory, later food companies, including bakeries. This resource is in the S/NR HD but not in the NYCL HD.

* **412-418 West 15th Street**: Built 1917; joined to building at rear, 413-419 West 14th Street in 1920; architect James S. Maher; architectural details: cream colored brick facade features a paneled frieze and shallow pediment; 1-story; built as a garage, now occupied by an art gallery. This resource is in the S/NR HD but not in the NYCL HD.

* **422-430 West 15th Street**: Built 1903; altered 1916; architect Jay H. Morgan; architectural details: red brick with seven bays and simple details worked in brick; 6-story; originally a stable, altered for use as a garage, still houses a public parking garage and an auto repair business. This resource is in the S/NR HD but not in the NYCL HD.

* **438-440 West 15th Street**: Built 1893; altered in the 1920s; architect Thomas R. Jackson; architectural details: Romanesque Revival style red brick stable building, through-lot building (also 439-445 West 14th Street), each facade features four bays of paired segmental- and round-arched windows and copper cornice; 3 stories; originally a stable built by the New York Biscuit Company, altered for use as a garage for NBC/Nabisco trucks, later used as a warehouse, now occupied by a movie equipment rental company. This resource is in both the S/NR HD and NYCL HD.

* **444 West 15th Street**: Built 1906, altered 1930; architect James H. Baker; architectural details: through-lot building (also 449 West 14th Street), brick facade with six bays on West 15th Street side, pedestrian bridge linking with what is now Chelsea Market; originally 8-stories, 9th story added later; an adjoining building constructed in about 1970 is not considered to be part of this historic resource although the two buildings function as one development; built by American Can Company as a factory, then in the 1920s served as NBC's "14th Street Bakery," from approximately 1929-1957 served as NBC/Nabisco's headquarters, later a Saks Fifth Avenue warehouse, when non-historic expansion building constructed, now the Milk Studios Building occupied by a photography studio, offices, and retail on West 14th Street. This resource is in the S/NR HD but not in the NYCL HD.

* **High Line**: Built 1934; altered 2008 (for conversion to publicly accessible open space); built by New York Central Railroad, Field Operations and Diller Scofidio + Renfro designing open space; materials primarily steel and concrete; refer to page F-7 for more information. This resource is in the S/NR HD but not in the NYCL HD. While this adaptive reuse is preserving the historic structure, it includes new, non-historic elements such as public stairs and elevators, and new landscaping and art work. As it is not a designated NYC Landmark, this City-sponsored project did not require a Certificate of Appropriateness from LPC.

Photographs of these nearby historic resources are shown in Figure F-3 and these sites are listed in Table F-2.

As also shown in the table, the S/NR HD and NYCL HD cover additional properties beyond 90 linear feet of the project site. Within the portions of the S/NR HD beyond 90 linear feet of the project site, the proposed project would have the potential to affect the historic character of the historic districts in general but would not be expected to affect buildings individually.

Construction Protection for NYCL & S/NR Historic Resources

The NYC Department of Building's (DOB) Technical Policy and Procedure Notice (PPN) #10/88, provides procedures for avoidance of damage to historic structures from adjacent construction. The PPN defines an adjacent historic structure as being a building which is a designated NYC Landmark or S/NR listed and that is contiguous to or within lateral distance of 90 feet from a lot under development or alteration. Developed by the DOB, the PPN must be followed for construction within proximity of historic landmarks to avoid potential adverse impacts during construction. Under the PPN, a construction protection plan (CPP) must be provided to LPC for review and approval prior to construction. When required, a CPP would

follow the guidelines set forth in LPC's Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings.

B. Archaeological Resources

The proposed project would not have the potential to affect any archaeological resources that exist on the project site as it would involve only upper level expansions to the existing Chelsea Market structure. The proposed project would not result in any excavation or in-ground disturbance.

IV. FUTURE WITHOUT THE PROPOSED ACTION

A. Architectural Resources

Project Site

In the future without the proposed action, the existing buildings on the project site would remain and would continue to operate as the Chelsea Market. Some as-of-right improvements and alterations to the project site buildings, including to the exteriors, and changes to tenants could occur, but there is not expected to be any major changes to the site buildings in the absence of the proposed action. The project site will continue to undergo as-of-right changes, evolving in response to its functional requirements, market forces, and aesthetic considerations as it has done throughout its varied history.

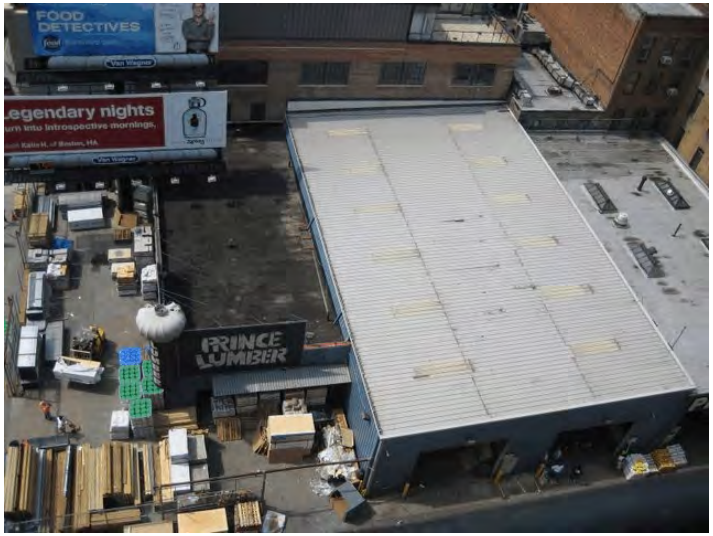
Study Area

As discussed in Attachment C, "Land Use, Zoning, and Public Policy," there are a number of other developments expected to occur in the vicinity of the project site under No-Build conditions. In addition, there are several properties within the NYCL HD planning to implement changes to building exteriors that could affect the character of these historic resources. No-Build developments, as they relate to historic resources, along with supplemental information, are summarized in Table F-3.

As discussed in Attachment A, "Project Description," and Attachment C, "Land Use, Zoning, and Public Policy," there is the possibility that the project would be completed in 2017 rather than 2014, but there are no additional developments expected to occur in the study area between 2014 and 2017. Accordingly, for the purposes of this Historic Resources analysis, 2017 No-Build conditions are expected to be generally similar to 2014 No-Build conditions.

As indicated in the table, all of these planned developments are located within the S/NR HD and some of them are within the NYCL HD (also refer to Figure F-4). Developments in the NYCL HD may require a Certificate of Appropriateness from NYC LPC depending on the scope of work as it relates to changes to building exteriors. For example, the planned new development at 408-414 West 13th Street/13-15 Little West 12th Street, which is currently under construction, required a Certificate of Appropriateness to permit the demolition of two

Above: 444 W. 15th St., with skybridge, and other W. 15th St. historic resources facing project site (view from Chelsea Market roof)



Above: Prince Lumber, 400-406 W. 15th St. (from Chelsea Market roof)

Below: Merchants Refrigerating Company Warehouse, 501 W. 16th St. (left) High Line (center), under re-construction for new public open space

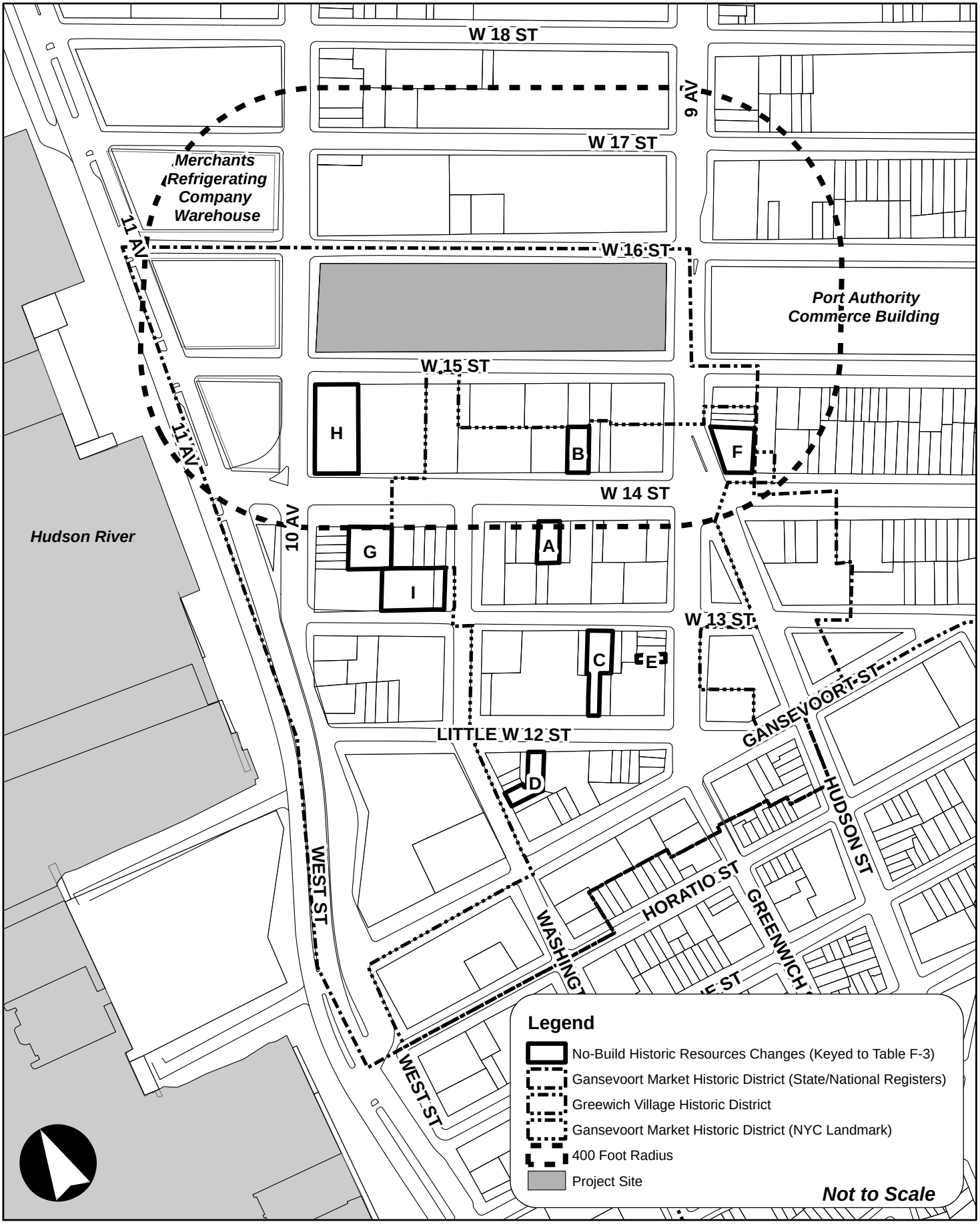
Below: Former Port Authority Commerce Building, 111 8th Ave. 9th Ave. frontage facing the project site

Figure F-3

Nearby Historic Resources Photographs

All photos courtesy Studios Architecture

No-Build Historic Resources Changes



existing buildings, the alteration and expansion of one existing building, and the construction of one new building to replace the demolished buildings.

Developments located within the S/NR HD but outside the NYCL HD that are as-of-right and do not require federal or state funding or approvals do not require any historic landmark reviews or permits apart from standard construction permits requiring a construction protection plan. For example, the Standard Hotel 848 Washington Street, a 19-story tower (233 feet tall) above the High Line that was completed in 2008 with a contemporary design, was an as-of-right development and did not require a historic resources review pursuant to Section 106 of the National Historic Preservation Act, the State Historic Preservation Act, or CEQR.

Table F-3, Historic Resources Study Area Changes Under 2014/2017 No-Build Conditions

HISTORIC RESOURC	EXPECTED CHANGE/NOTES
HISTORIC RESOURCES IN BOTH THE NYCL HD & THE S/NR HD	
(A) 414-418 W. 14th St (aka, 414 W. 14th St)	Expansion and facade alterations; Certificate of Appropriateness issued 2008; renovations under construction (summer 2010)
(B) 409 W. 14th St.	Storefront infill installation; Certificate of Appropriateness issued 2009
(C) 408-414 W. 13th St./ 13-15 Little W. 12th St.	Construction of new building which will be integrated with an expanded existing building; pursuant to a BSA variance and a Certificate of Appropriateness, both issued in 2007; under construction (summer 2010)
(D) 32-36 Little W. 12th St.	Storefront infill replacement; Certificate of Appropriateness issued 2010
(E) 21-27 9th Ave.	Rooftop addition, canopy alteration, storefront infill installation, and signage; Certificate of Appropriateness issued 2009; under construction (summer 2010)
(F) 44-54 9th Ave./ 357 W. 14th St.	Storefront infill replacement and installation of signage and lighting; Certificate of Appropriateness issued 2008; renovations under construction (summer 2010)
HISTORIC RESOURCES LOCATED WITHIN THE S/NR HD BUT OUTSIDE THE NYCL HD	
(G) 450-456 W. 14th St. (High Line Building)	This building is being converted and expanded from 3 to 12 stories, glass facade expansion; changes permitted as-of-right
(H) 459 W. 14th St.	New as-of-right 1-story glass retail development beneath the High Line replaces noncontributing gas station/car wash; site is not a historic resource but is traversed by the High Line which is a historic resource
(I) 437 W. 13th St.	New 175-foot tall retail and office development; BSA variance issued 2010

(the letters identifying each site in this table are keyed to Figure F-4, No-Build Historic Resources Changes)

B. Archaeological Resources

Under No-Build conditions with the continued use of the existing buildings on the project site and the operation of the High Line open space, there are not expected to be any in-ground disturbance or material excavation on the project site. Therefore, there would be no potential to affect any archaeological resources that may exist on the project site.

V. FUTURE WITH THE PROPSOED ACTION

According to the 2012 *CEQR Technical Manual*, generally, if a proposed action would affect those characteristics that make a resource eligible for NYC Landmark designation or S/NR 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 the proposed project, action-generated shadows (based on an assessment presented in Attachment E, "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 2012 *CEQR Technical Manual* (Chapter 8), 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 nonphysical changes such as context or visual prominence). Whereas this section 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 shadows is considered in Attachment E.

A. Architectural Resources

As the proposed action is an enlargement to an existing complex comprised of buildings that are contributing to the S/NR HD, its historic resources affects must be assessed. This includes any impacts that may result from potential changes in visual context, scale, visual prominence, views and shadows. Precautions that would be taken during construction (to avoid and minimize potential damage to historic resources) are described at the end of this section.

Proposed Project

As discussed in Attachment A, "Project Description," under Build conditions the site owner would enlarge the existing Chelsea Market complex in two areas. This would include a 9-story office building expansion, resulting in an additional 255,000 gsf of above-grade office space. With this office expansion, the western portion of the complex along Tenth Avenue between West 15th and West 16th Streets would rise to a height of 16 stories (230 feet). There also would be an 11-story hotel expansion, resulting in an additional 104,000 gsf. With the hotel expansion, the northeastern portion of the complex adjacent to the corner of Ninth Avenue and West 16th Street would rise to a height of 12 stories (160 feet high). The proposed project does not include the redevelopment of the midblock portion of the project site and therefore, it would remain the same height as presently exists. The High Line would receive a High Line contribution fee of approximately $19 million for improvements or maintenance (refer to Attachment C, "Land Use, Zoning and Public Policy") as well as freight access from a shared loading dock in the vicinity of the High Line, approximately 3,000 sf of storage and event support space at the High Line level, approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line freight elevator, and public restrooms at the High Line level.

As discussed below, the applicant intends to construct the office expansion component (i.e., the Tenth Avenue building) with massing, setbacks of facades, contemporary designs and use of materials that differentiate the building from the original building while remaining harmonious with the industrial character of the original building. A Restrictive Declaration will be

executed and recorded against the property as part of the proposed action. This Restrictive Declaration will require the applicant to submit the final design plans for the Tenth Avenue building to the CPC Chair for a determination that they are consistent with the Concept Plan (see Figure A-8 in Attachment A, "Project Description").

Illustrative Elements of the Proposed Project

It should be noted that the proposed project's bulk characteristics, i.e., height, setback, and other building envelope controls, will be specified by the proposed zoning text amendment. The following information on other elements of building design is provided for illustrative purposes to indicate the applicant's design concept.

No-Build Baseline

In the absence of the proposed action (No-Build Conditions), the project site would continue to be occupied by the Chelsea Market at its existing size. While the site owner could substantially alter or demolish the existing buildings on the project site on an as-of-right basis as they are not located in the NYCL HD and no federal or state funds are required for the project, for the purposes of this EAS only changes in tenants, loading dock space, and alterations to the complex's facade and interior to accommodate the needs of building tenants and overall building operations would be expected to occur under No-Build conditions.

Without the proposed project, the applicant would not make contributions to the High Line via the High Line Improvement Bonus and provisions of certain High Line related amenities. Therefore, under No-Build conditions, the baseline against which the effects of the proposed action are compared, the existing buildings would remain, but be subject to as-of-right alterations. Continued alterations to the buildings' exteriors would be expected, consistent with the history of external changes to the operations of Chelsea Market.

Direct Effects

Historic resources can be directly affected by physical destruction, demolition, damage, alteration, or neglect. 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.

Assessment of the Effects of the Proposed Enlargement of the Project Site Complex

While the proposed project would not remove or substantially alter the existing project site buildings' historic facade, it would have a substantial effect on the appearance and function of the project site. The proposed additions would increase the overall height of the structure from a maximum of 8 stories to 16 stories with new sections clad in glass, steel, and brick. These additions would alter the visual context and scale of the project site but would continue to evoke both the evolutionary development of the Chelsea Market complex and the outward representation of structure, a character-defining feature of the industrial buildings that have been constructed and altered over many years as uses have changed. Throughout their history

the project site buildings have featured a changing variety of heights, facades, and architectural styles. This dynamic process began with the construction of buildings on the site in the nineteenth century preceding the site's long association with the National Biscuit Company, including one surviving building from the 1880s. This evolution of the built environment continued as NBC/Nabisco developed and altered buildings on the site from the 1890s through 1950s. Major changes also occurred with the construction of the High Line and alternations to accommodate it in the 1930s. Changes to the site continued in the years after Nabisco vacated the site, and through to the present Chelsea Market operations with significant renovations in the 1990s. The proposed project represents the next step in the site's continuous evolution in response to market forces, neighborhood conditions, and functional requirements.

The massing, set back facades, contrasting contemporary design and contemporary use of metal and glazing that the applicant intends to use for the office expansion component of the proposed project would differentiate the addition from the existing Chelsea Market complex, thereby preserving the identity and volume of the existing complex. Furthermore, the recess at the first floor of the addition would help separate and distinguish the office expansion from the adjacent existing building(s), allowing for a full appreciation of the volume of the existing complex at this location.

Although altering the site's context, the proposed project would preserve the existing structure and would maintain its historic integrity by using facade materials for the new additions that clearly distinguish from the existing historic buildings. While the new enlargements would use contemporary materials, they would reference the existing site buildings, High Line, and surrounding buildings in terms of scale and building form. As with the changes made to the site to originally create Chelsea Market in the 1990s, the proposed design celebrates the historic character of the site while incorporating contemporary elements.

Accordingly, the proposed project would not result in significant adverse direct impacts on the existing historic resources on the project site.

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.

Assessment of the Effects of the Proposed New Building

The proposed project would be among the taller buildings in the area under Build conditions and would introduce contemporary building additions in an area with many historic resources. However, the 230-foot height of the proposed building would relate well to the taller contemporary buildings being developed along the High Line open space's right-of-way, including the approximately 203-foot tall expansion to the High Line Building at 450 West 14th Street and the approximately 250-foot tall Caledonia at 450 West 17th Street immediately north of the project site. The project site is also adjacent to tall historic buildings, including the

approximately 264-foot tall 111 Eighth Avenue across the street from the project site on the east and the approximately 176-foot tall 85 Tenth Avenue across the street from the project site on the west. As such, while the proposed project would be substantially taller than the historic buildings of the Gansevoort Market area to the south, it is located in an area where taller buildings provide a context supportive of the proposed building heights on the project site.

As noted above, although sharing similar characteristics in terms of scale and building form, the proposed new enlargement would use modern materials and design and would not create an ersatz historic addition that would detract from the original historic character of the area. Just as existing buildings from different time periods illustrate the area's historic progression, the proposed enlargement would add to this mixture by creating a new expansion to Chelsea Market reflecting the architectural and commerce trends of the early twenty-first century. In particular, the proposed hotel design includes a setback at a height matching the roofline of the adjoining portions of the Chelsea Market complex, and incorporates materials that are in keeping with the building styles along Ninth Avenue. The proposed design of the office expansion utilizes a primary volume that is proportionate to the existing building and relates well to the height of 85 Tenth Avenue located across Tenth Avenue. It will also utilize contemporary materials, including metals and glazing, so as to differentiate the addition from the existing portions of Chelsea Market, while also evoking the evolutionary development of Chelsea Market. As such, the extent of the project's potential effect on nearby historic resources would be moderated by its design elements so as to complement and reference the Gansevoort Market historic resources.

In addition, the proposed project would not eliminate any public views of other historic resources as compared to baseline No-Build conditions, as the existing buildings on the project site are full lot coverage and streetwall structures. As such, the proposed enlargement on the project site would not obstruct distinguishing architectural and decorative characteristics and views to nearby historic resources. These historic resources and their distinguishing characteristics are oriented to and viewed from the public streets and these views would not be obstructed by the proposed enlargement.

Accordingly, the proposed action would not result in any significant adverse indirect effects on nearby historic resources.

Shadows

As discussed in Attachment E, "Shadows," the proposed action would not result in any significant adverse shadows impacts. The assessment included the consideration of the potential for shadows impacts on sunlight-sensitive historic resources.

Assessment of the Construction Effects of the Proposed Building

With the proposed action, construction activities on the project site could have adverse physical impacts on the historic resources on the project site and the 6 additional historic resources located on other sites within 90 linear feet of the project site (these resources are listed in Table F-2). In addition to the project site buildings and the High Line, the historic resources potentially affected by project-related construction include: 400-406 West 15th Street; 408-410

West 15th Street; 412-418 West 15th Street; 422-430 West 15th Street; 438-440 West 15th Street; and 444 West 15th Street. This is the distance recognized as being close enough to potentially experience adverse construction-related impacts from ground-borne construction-period vibrations, falling debris, and collapse. Accordingly, the proposed action's potential for construction effects must be considered.

There are two mechanisms to protect buildings in New York City from potential indirect damage caused by construction activities. All buildings are provided some protection from accidental damage through New York City Department of Buildings controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, 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.

The second protective measure applies only to designated NYC Landmarks and S/NR-listed historic buildings. As shown in Table F-2, the existing project site buildings, the High Line and all 6 of the other resources within 90 linear feet of the project site are in the S/NR HD and 1 of the 6 are also in the NYCL HD. For all of these structures, the DOB's *Technical Policy and Procedure Notice (TPPN) #10/88* applies. *TPPN 10/88* supplements the standard building protections afforded by the Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these measures, which would be required for these 6 historic resources, significant, adverse construction-related impacts would not occur.

B. Archaeological Resources

As the proposed project would not involve in-ground construction or disturbance, it would not have the potential to affect any archaeological resources that may exist on the project site. Accordingly, the proposed action would not result in any significant adverse archaeological impacts.

VI. SUMMARY

As discussed in this attachment, the proposed action would not result in any significant adverse historic and cultural resources impacts.

ATTACHMENT G
URBAN DESIGN AND VISUAL RESOURCES

I. INTRODUCTION

This attachment assesses the potential effects on urban design and visual resources that could result from the proposed action. A preliminary analysis of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the proposed action.

The proposed project is comprised of an enlargement to Chelsea Market that would include two separate elements; a new office expansion along Tenth Avenue and a new hotel expansion adjacent to the intersection of Ninth Avenue and West 16th Street. As the proposed expansion would introduce modifications of height requirements and an increase in built floor area, a preliminary assessment was warranted.

II. METHODOLOGY

In accordance with the 2012 *CEQR Technical Manual*, this analysis considers the effects of the proposed action on the following elements, which collectively form an area's urban design:

- *Block Form and Street Pattern.* This urban design feature refers to the shape and arrangement of blocks and surrounding streets, such as a grid pattern with regularly sized, rectangular blocks. These features set street views, define the flow of activity through an area, and create the basic format on which building arrangements can be organized.

- *Building Arrangement.* This term refers to the way that buildings are placed on zoning lots and blocks. The buildings can have small or large footprints, be attached or detached and separated by open space uses, and be varied in their site plans. This urban design feature helps to convey a sense of the overall form and design of a block or a larger area.

- *Building Bulk, Use, and Type.* Buildings are usually described by these characteristics. A building's bulk is created from an amalgam of characteristics that include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. The general use of a building (e.g., residential, manufacturing, commercial office) gives an impression of its

appearance and helps to convey visual and urban design character. Building type refers to a distinctive class of buildings and suggests distinguishing features of a particular building. Examples of building type include: industrial loft, church, gas station, and walk-up tenement.

- *Streetscape Elements.* Streetscape elements are the distinctive physical features that make up a streetscape, such as street walls, building entrances, parking lots, fences, street trees, street furniture, curb cuts, and parking ribbons. These features help define the immediate visual experience of pedestrians.

- *Street Hierarchy.* Streets may be classified as expressways, arterials, boulevards, collector/distributor streets, or local streets, and they may be defined by their width, type of access, and the presence or absence of at-grade pedestrian crossings. Street hierarchy helps convey a sense of the overall form and activity level of a neighborhood.

- *Topography and Natural Features.* Topographic and natural features help define the overall visual character of an area and may include varied ground elevations, rock outcroppings and steep slopes, vegetation, and aquatic features.

As stipulated by CEQR, the analysis of urban design will assess the effects of the proposed action on those attributes that constitute the physical appearance of buildings and streets in the study area. These attributes include building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. Bulk is created by the size of a building and its massing on a site. Height, length, and width define a building's size while volume, shape, setbacks, lot coverage, and density define its mass. The analysis of visual resources provided in this chapter assesses the effects of the proposed action on the visual resources of the study area, which are its unique or important public view corridors, vistas, or natural or built features. Waterfront views, public parks, landmarked structures, and landmarked districts are all examples of visual resources. As stipulated by CEQR, only views of visual resources from public and publicly accessible locations will be assessed.

III. EXISTING CONDITIONS

Urban Design

Project Site

The project site is comprised of the Chelsea Market complex located on the block bounded by West 16th Street, Ninth Avenue, West 15th Street, and Tenth Avenue (refer to the aerial photograph of the study area shown in Figure G-1).

For historic purposes Chelsea Market is identified as 10 separate buildings which were constructed between the 1880s and 1940s and have undergone various alterations, additions, and conversions throughout the years. The buildings generally range in height from one to

Project Site

Chelsea Market Expansion EAS

Figure G-1

Aerial View of Project Site

eight stories, with a maximum height of approximately 132 feet (refer to Figures G-2 and G-4). The High Line open space traverses the western portion of the project site (refer to Figure G-2), intersecting the complex and there are also pedestrian skybridges connecting the site to the building to the west across Tenth Avenue and to a building to the south across West 15th Street (refer to Figure G-3).

The combined building footprints cover virtually the entire site, including the area underneath the High Line. In total, the buildings comprise approximately 915,797 gsf plus approximately 165,000 gsf of cellar space. The complex is occupied by retail and wholesale businesses, including production uses, on the first level and in the cellar and is occupied by offices and television studios on the upper floors, with many of the office uses occupied by technology, media, and software development companies.

The site requires 7 loading docks pursuant to zoning; however, there are currently 12 loading docks provided along West 15th Street and West 16th Street, including some used by the retail/wholesale businesses on the first level. Parking is not required in an M1-5 district, and the site does not include any on-site parking.

The existing complex, which was completed prior to 1961, is built slightly above the permitted M1-5 density of 5.0 FAR with an FAR of approximately 5.4. As shown in Table G-1, within the existing M1-5 zoning district, the allowable maximum FAR for commercial and manufacturing use is 5.0, and for community facility use 6.5.

Table G-1 Existing M1-5 Zoning Regulations

Districts	Floor Area Ratio (FAR)	Use Groups	Bulk Regulations
M1-5	5.0 C, M; 6.5 CF	4-14, 16-17	85' or 6-stories streetwall (not required); Regular or alternate height & setback and sky exposure plane[1], or tower regulations

Notes: Abbreviations: C = commercial; M = manufacturing; CF = community facility

[1] Sky exposure plane is an imaginary inclined plane beginning above the street line at a height set forth in the district regulations and which rises over a zoning lot at a ratio of vertical distance to horizontal distance set forth in the district regulations, which a building may not penetrate.

A prominent feature of the site is its ground level internal arcade, which generally extends on an east-west alignment through the site, with major midblock entrances on Ninth and Tenth Avenue. The arcade provides internal circulation for the building, including connections to elevators serving the upper floor, is the primary means for accessing the ground floor retail spaces, and provides an internal pedestrian way connecting Ninth and Tenth Avenues. While some stores and restaurants can be accessed directly from doors fronting on the sidewalk, many only can be reached through the arcade. Many historic elements of the complex's structure have been retained and combined with new design features to create a distinctive, post-industrial aesthetic. A notable example is the arcade's waterfall, created from a large pipe which pours water into a sunken pit adjacent to where visitors pass on their way to shops or work. Other historic elements have been removed or altered as changes to buildings have taken place over time.

The High Line structure passes completely through the building complex along Tenth Avenue. The City, which owns the High Line, has an easement permitting use of the structure on the site.

As discussed in the Attachment F, "Historic and Cultural Resources," the buildings that form the Chelsea Market complex generally have a brick façade and many feature distinctive architectural elements, though the site does not exhibit a unified architectural style.

Surrounding Area

The project site is located in an urbanized area where there are no notable natural resources and is surrounded by a varied built environment, including lower-rise historic buildings, multi-story loft buildings that have been converted to commercial uses, a recently completed building constructed pursuant to special district zoning regulations, public housing built with a tower-in-the-park plan, and a full block park. A description of the surrounding area begins to the north of the site and moves clockwise around the site.

North of the project site along Tenth Avenue and West 16th Street is the Caledonia, a recently completed 24-story building with a predominately brick facade built pursuant to the regulations of the Special West Chelsea District. The new building will provide a publicly accessible connection to the High Line, which intersects the southwestern part of the site. North of the project site along the midblock portion of West 16th Street there are two commercial buildings, one 5 stories and the other 2 stories. The eastern half of the block facing the project site is occupied by 4 red brick apartment buildings of the Robert Fulton Houses, a public housing development built in the 1960s. Unlike most other buildings in the area which have a continuous street wall, the Fulton Houses have a tower-in-the park plan with open lawns and parking lots. Three of the buildings are 7 stories and the fourth is 25 stories. The Fulton Houses also include additional buildings on the two blocks to the north.

Northeast of the project site, at the northeast corner of Ninth Avenue and West 16th Street is the Maritime Hotel, originally built for the National Maritime Union. This 12-story building has a white-tile facade and distinctive round porthole windows emulating the fenestration of an ocean liner.

Facing the project site to the east is the full block 111 Eighth Avenue, formerly known as the Port Authority Commerce Building and originally constructed in 1932 as a vertical warehouse facility and freight terminal. It is a 15-story, Art Deco style structure now occupied by retail and office uses with a below-grade parking garage.

Southeast of the project site at the southeast corner of Ninth Avenue and West 15th Street is the Porter House, which was expanded in 2003 from 6 to 10 stories and converted from commercial to residential. The original 6-story portion of the building is a brick Renaissance revival former warehouse and the 2003 addition has a zinc and glass facade which wraps around the south and east facade of the original building.

Facing the project site to the south, along the south side of West 15th Street, are several buildings of varying heights and architectural style that form part of the Meatpacking District.

Looking southwest on Ninth Avenue from
West 16th Street

Looking northeast on Tenth Avenue from
West 15th Street

Looking north on the High Line

Looking north on High Line, adjacent to Chelsea Market

Looking south on High Line

Looking east on West 15th Street from High Line

Looking west on West 15th Street

Looking north on the corner of
West 15th Street and Ninth Avenue

Looking northwest on the corner of
West 15th Street and Ninth Avenue

These include Prince Lumber company's lumber yard and store building at southwest corner of Ninth Avenue and West 15th Street, several buildings along the midblock ranging in height from 1 to 9 stories, most of which have brick facades with notable architectural details (refer to Attachment F, "Historic and Cultural Resources," for details). At the southeast corner of Tenth Avenue and West 15th Street is a property traversed by the High Line and occupied by a gas station/car wash which is being redeveloped with a new 1-story retail building with a glass facade. This property, which also has frontage on West 14th Street, is identified as 459 West 14th Street. Many of the Meatpacking District's historic buildings have been adaptively re-used since the 1990s; principal uses include apparel retailers, restaurants, nightlife establishments, art galleries, and upper floor office space.

Southwest of the project site is 14th Street Park, a full block park occupying the block which is bounded by West 15th Street, Tenth Avenue, West 14th Street, and Eleventh Avenue. It includes benches, trees, and a grass lawn area.

Facing the project site to the west is 85 Tenth Avenue, an 11-story former factory building with a brick facade which is now occupied by ground floor restaurants and upper floor offices. It occupies the entire block bounded by West 16th Street, Tenth Avenue, West 15th Street, and Eleventh Avenue. It is connected to the project site by a pedestrian skybridge and a spur of the High Line.

Northwest of the project site is the former Merchants Refrigerating Company Warehouse, an 11-story building now containing offices and mini-storage. The exterior consists of brick, terra cotta, granite, and cast stone in a simplified Renaissance revival style. It is connected to a spur of the High Line.

Visual Resources

Notable visual resources in the vicinity of the project site include views from public streets of historic buildings and the High Line open space. Along some visual corridors formed by the east-west cross-streets, views of Hudson River are provided.

IV. FUTURE WITHOUT THE PROPOSED ACTION

Urban Design

Project Site

Under No-Build conditions, Chelsea Market would remain on the project site and would not be significantly expanded. As-of-right changes in tenants, loading dock space, and changes to the complex's exterior and interior would continue to occur to accommodate new tenants and businesses with or without the proposed action.

In the future without the proposed action, the applicant would not make contributions to the High Line via the High Line Improvement Bonus and would not provide High Line related amenities.

Surrounding Area

There are a number of new developments expected in the area surrounding the project site by the project's 2014 Build year. As noted above, the property immediately south of the project site at the southeast corner of Tenth Avenue and West 15th Street (known as 459 West 14th Street) will be redeveloped with a one-story glass retail building replacing the gas station/car wash. There are no other changes expected in the immediate vicinity of the project site, however one block to the south the conversion and expansion of the High Line Building at 450 West 14th Street is completed and expected to be occupied in the near future. The expansion has a glass and steel facade tower built atop the three story limestone base. In front of this building, within the public sidewalk, a public access stairway connects to the High Line. In addition, immediately east of the Maritime Hotel, an 11-story midblock, through-lot building at 346 West 17th Street is being converted to a boutique hotel. Similar to the Maritime Hotel, this building was originally built for the National Maritime Union and also features porthole windows. As discussed in Attachment A, "Project Description," and Attachment C, "Land Use, Zoning, and Public Policy," there is the possibility that the full build of the project could occur in 2017 under an alternative allowed under the proposed zoning text change but there are no additional developments expected to occur in the study area between 2014 and 2017. Accordingly, for the purposes of this Urban Design analysis, 2017 No-Build conditions are expected to be generally similar to 2014 No-Build conditions.

Outside the study area at the southern end of the High Line on a portion of the block bounded by Little West 12th Street, Washington Street, Gansevoort Street, and West, a new branch of the Whitney Museum of American Art is expected to be completed by 2015. This facility will include approximately 50,000 sf of exhibition space, a publicly accessible connection to the High Line, and a support facility for the High Line. According to its preliminary design, the bulk of the building would be concentrated on the western portion of the site and the building would step down to the east, creating a series of outdoor terraces at the levels of the fourth, fifth and sixth floors that would accommodate large works of art and Whitney outdoor events.

Visual Resources

Notable visual resources in the vicinity of the project site include views from public streets of historic buildings and the High Line open space, identical to existing conditions. The High Line open space is visible where it crosses West 15th and West 16th Streets, immediately adjacent to the project site. Along some visual corridors formed by the east-west cross-streets, views of Hudson River are provided. In addition, the High Line provides many publicly accessible vantage points for viewing notable historic resources and the Hudson River from an atypical public location.

V. FUTURE WITH THE PROPOSED ACTION

With the proposed project the site owner would enlarge the existing Chelsea Market complex in two areas. This would include an 11-story office building expansion on Ninth Avenue; as a result the western portion of the complex along Tenth Avenue between West 15th and West 16th Streets would rise to a height of 16 stories (230 feet). A three-dimensional representation

of the proposed office expansion is shown in Figure G-5. There also would be an 11-story hotel expansion; as a result the northeastern portion of the complex adjacent to the corner of Ninth Avenue and West 16th Street would rise to a height of 12 stories (approximately 160 feet high). A three-dimensional representation of the proposed hotel expansion is shown in Figure G-6. The midblock portion of the project site would be limited to approximately the same height as presently exists and in any event with the proposed office and hotel expansions the proposed project would utilize all permitted floor area so that an expansion in the midblock area would not be possible.

The proposed expansion spaces are designed to compliment the existing complex. The proposed design of the office expansion has a stacked massing to reflect the heights and massing of the surrounding buildings. The proposed hotel design includes a setback at a height matching the roofline of the adjoining portions of the Chelsea Market complex.

As discussed in the introduction and in Attachment A, "Project Description," this application is for zoning map and text amendments that would (1) rezone the project site block to include it within the Special West Chelsea District (WCh) while maintaining the underlying existing M1-5 district designation; (2) allow for an increase in the development potential of the project site block from 5.0 FAR to 7.5 FAR through a High Line Improvement Bonus; and (3) establish specific height, setback, and other building envelope controls that would govern development on the project site block.

The proposed zoning text changes would create a new "Subarea J" that would apply to the project site block. Subarea J would divide the Chelsea Market block into three zones: the Mid Block Zone (the portion of the block located more than 200 feet from Tenth Avenue and more than 150 feet from Ninth Avenue); the Ninth Avenue Zone (the portion of the block located within 150 feet of Ninth Avenue); and the Tenth Avenue Zone (the portion of the block located within 200 feet of Tenth Avenue.

Within the Midblock Zone, the height of buildings or portions of buildings shall be limited to a maximum streetwall height of 130 feet above curb level. Any portion of a development or enlargement exceeding the maximum streetwall height shall be set back a minimum of 20 feet and shall be limited to a maximum height of 150 feet.

Within the Ninth Avenue Zone, any development may rise to a maximum height of 130 feet without setback from the adjoining streets, and may not exceed a maximum height of 160 feet. Any development above the maximum streetwall height shall be set back at least 5 feet from Ninth Avenue and 15 feet from West 15th and West 16th Streets.

Within the Tenth Avenue Zone, any portion of a building shall have a maximum streetwall height of 185 feet before setback and a maximum building height of 230 feet. Any building located above a height of 185 feet shall be setback at least 10 feet from the street line and above a height of 200 feet shall be setback at least 25 feet from the street line. In addition, the streetwall shall include a recess with a minimum depth of 15 feet and a minimum height of 15 feet located above the roof of the existing building. The recess shall extend at least 25 feet along the West 15th Street frontage and at least 70 percent of the Tenth Avenue frontage including all of the Tenth Avenue streetwall located within 50 feet of West 15th Street.

These bulk controls are summarized in Table G-2.

These actions would facilitate the addition of new office and hotel space to the existing complex. The office enlargement would add 9 floors with approximately 255,000 gsf (252,000 zsf) on top of the western portion of the existing complex, resulting in a total height of 16 stories (230-feet tall). The hotel enlargement would add 11 floors with approximately 104,000 gsf (95,000 zsf) at the northeast corner of the existing complex, resulting in a total height of 12 stories (approximately 160 feet tall).

Table G-2, Summary of Proposed Bulk Controls for Project Site[1]

	Ninth Avenue Zone	Midblock Zone	Tenth Avenue Zone
Zone Area	Within 150' of 9th Ave.	More than 150' from 9th Ave. & 200' from 10th Ave.	Within 200' of 10th Ave.
Streetwall Height (Maximum Prior to Setback)	130'	130'	* 185'
Required Setback	5' from 9th Ave., 15' from W. 15th & W. 16th Sts.	20' from W. 15th & W. 16th Sts.	* 10' above 185' & 15' further (25' aggregate) above 200'
Building Height	160'	150'	230' [2]

[1] Pursuant to the proposed zoning text amendment, the project site would be designated Subarea "J" of the Special West Chelsea District and these bulk controls would apply to new developments and enlargements on the project site.
[2] Refer to text for description of required recess in streetwall above existing building.

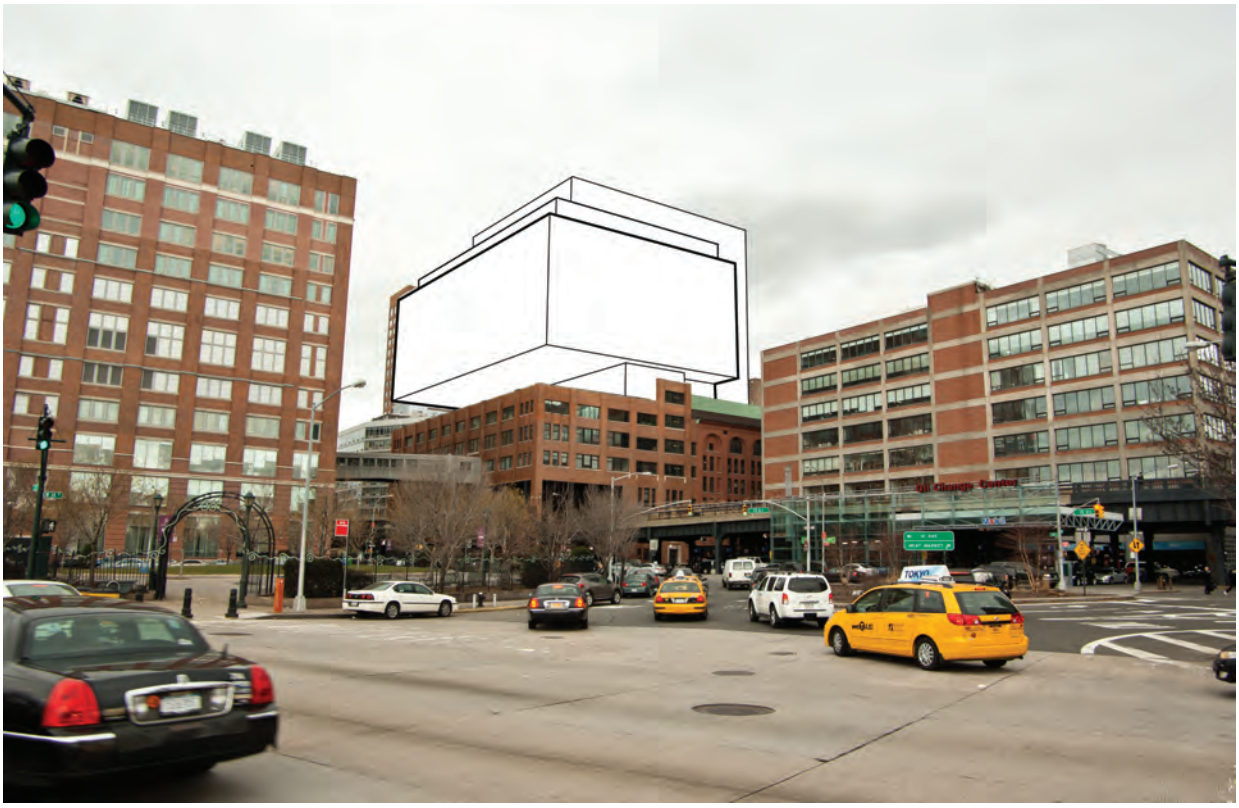
With the expansion, the project site would have a total of approximately 164,755 gsf of ground floor retail with some wholesale and production activities, 1,006,042 gsf of office, 104,000 gsf of hotel space, and 165,000 gsf of below-grade space. The proposed project also includes renovating some existing space, including reconfiguring lobbies on the first floor to accommodate the new office and hotel towers, and to allow for a publicly accessible connection to the High Line. One or more tenants would occupy the proposed office space. The proposed hotel space would be a hotel with approximately 150 guest rooms and would accommodate demand generated by the office use at Chelsea Market and nearby buildings.

The project would provide several improvements related to the High Line. These would include freight access from a newly constructed, dedicated freight elevator and the use of a shared loading dock, dedicated space within Chelsea Market including approximately 3,000 sf of storage and event support space at the High Line level, approximately 1,000 sf of storage space in the cellar floor of Chelsea Market, accessible to the High Line via the new freight elevator, and public restrooms available directly from the High Line. In addition, the City would receive the High Line contribution fee of approximately $19 million for improvements through a contribution to the High Line Improvement Fund.

Project construction is expected to commence in late 2012 or early 2013 with completion in 2014. Occupancy of the development would occur in 2014 and therefore this EAS uses a 2014 Build analysis year.

Figure G-5
View of Project Site from 10th Avenue
Existing and Build Conditions

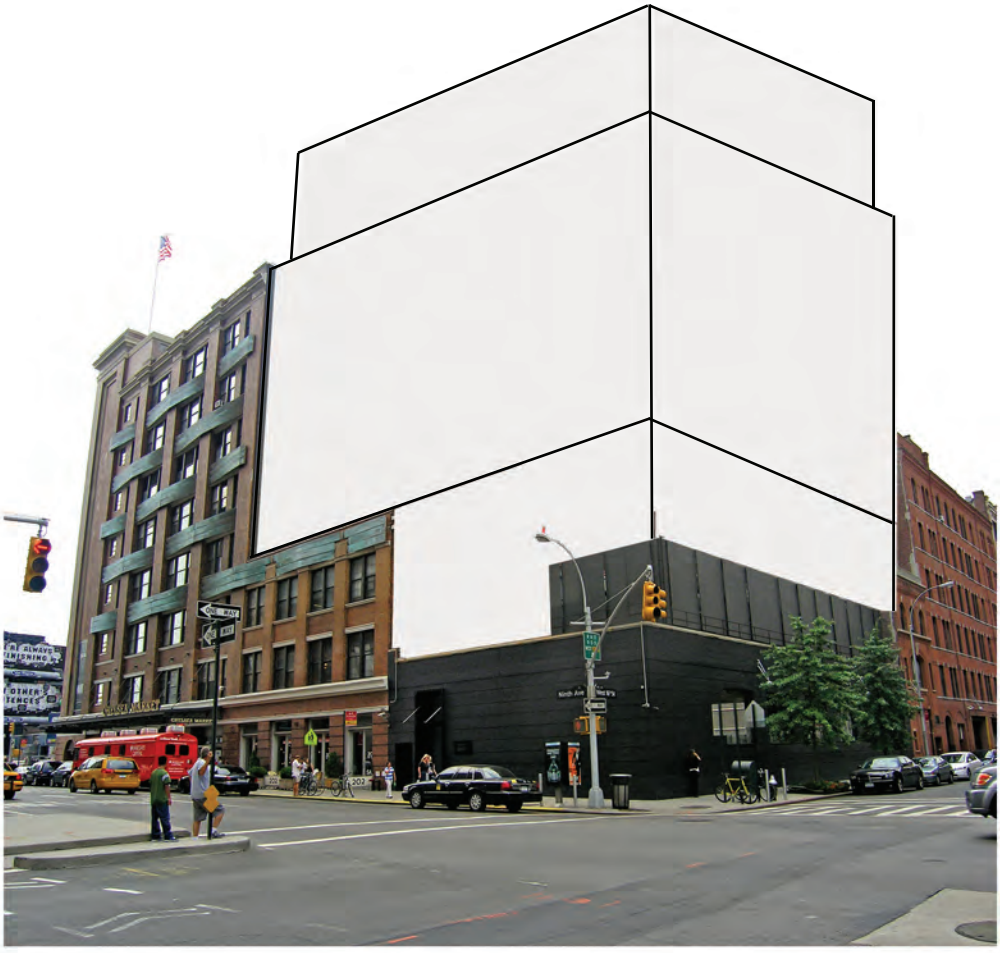
Existing Conditions



Build Conditions

View of Project Site from 9th Avenue
Existing and Build Conditions

Existing Conditions



Build Conditions

Note on Illustrative Elements

While the specific building height, setback, and other building envelope bulk controls will be prescribed by the proposed zoning text amendment, other design elements, including facade materials and internal changes, would not be subject to the controls of the proposed zoning or any other discretionary approvals and therefore their effects are not subject to environmental review.[1] Descriptions and depictions of these other design elements are provided in this EAS for illustrative purposes only. Nevertheless, it should be noted that the proposed project is intended to complement but not directly imitate the site's historic characteristics. The proposed project's masonry and glass exteriors would retain the traditional style and massing of the original complex, while modern design elements and materials would set the expansion apart, making the original sections easily distinguishable but with references to the existing buildings, High Line, and surrounding buildings.

Assessment

The proposed additions would increase the overall height of the structure from a maximum of 8 stories to 16 stories in certain portions of the site. These additions would alter the visual context and scale of the project site but would not create a significant adverse urban design impact on either the existing Chelsea Market complex, the High Line, or the surrounding area given the site's history as a collection of buildings that have been constructed and altered over many years as uses have changed. As discussed in Attachment F, "Historic and Cultural Resources," throughout their history the project site buildings have featured a changing variety of heights, bulk envelopes, facades, and architectural styles. The proposed project represents the next step in the site's continuous evolution in response to market forces, neighborhood conditions, and functional requirements.

While taller than many of the existing buildings in the area, the proposed development would be similar in scale and bulk to 111 Eighth Avenue, the Caledonia at 450 West 17th Street, and the 25-story Fulton Houses tower. In addition, the 230-foot height of the proposed office addition along Tenth Avenue would relate well to the taller contemporary buildings being developed along the High Line open space's right-of-way, including the approximately 203-foot tall expansion to the High Line Building under construction at 450 West 14th Street and the Caledonia at 450 West 17th Street immediately north of the project site. In addition, the required building setbacks would reflect the heights of other buildings in the area, including 85 Tenth Avenue to the west. There are also likely to be other tall buildings developed along the second and third sections of the High Line open space (north of the project site) , as permitted by the Special West Chelsea District. As such, while the proposed project would be substantially taller than the historic buildings of the Gansevoort Market area to the south, it is located in an area where taller buildings in Chelsea and along the High Line corridor provide a context supportive of the proposed taller building heights on the project site.

[1] Also, as the project site is not an NYC Designated Landmark or in an NYC Designated Landmark historic district, it is not subject to regulatory control by LPC, i.e., the proposed project does not require a Certificate of Appropriateness from LPC. Furthermore, as the proposed project does not involve any proposed funding or approval by state or federal agencies, is not subject to environmental review pursuant to the New York State Historic Preservation Act and the National Historic Preservation Act or any other state or federal requirements.

Visual Resources

The proposed development would expand an existing building, increasing the height in two separate locations. These enlargements would not obstruct public views of Chelsea Market's existing distinguishing architectural and decorative characteristics.

As for the surrounding area, the proposed action would involve no changes to the public street network and would maintain the High Line easement through the property. Views from publicly accessible locations of visual resources would not be significantly obstructed by the proposed development, as views from public streets and the High Line open space would be similar under No-Build with the existing Chelsea Market complex on the site. The distinguishing architectural and other urban design characteristics of nearby buildings are oriented to and viewed from the public streets and these views would not be obstructed by the proposed expansion.

VI. CONCLUSION

As compared to No-Build conditions, the proposed action would add two new sections to the existing complex on the project site. While the new sections would be taller than some of the existing buildings in the area and could be clad with modern materials that would contrast with the character of some of the historic buildings, the proposed project would relate to the urban design character of existing and future no-action buildings with its massing and setback design. The project also would be consistent with other buildings in the area combining historic and modern elements such as the Porter House, the High Line Building, and the Standard Hotel (which is intersected by the High Line), and would be consistent with contemporary buildings in the area that are juxtaposed against older buildings. The proposed development would not block any public views to visual resources in the area. Accordingly, the proposed action would not result in significant adverse urban design and visual resources impacts and further analysis is not warranted.

ATTACHMENT H
TRANSPORTATION

I. INTRODUCTION

This attachment examines the potential for impacts on transportation associated with the proposed action. The proposed action would result in an increase of up to 359,000 gsf of commercial space at Chelsea Market including up to 255,000 gsf of office and up to 104,000 gsf of hotel with 150 guest rooms. There would continue to be no on-site parking at the Chelsea Market site. Following 2012 *CEQR Technical Manual* guidance, this attachment includes screening analyses of project effects on traffic, parking, transit, pedestrians, goods transport, and construction.

The 2012 *CEQR Technical Manual* identifies minimum development densities that potentially require transportation analysis. Development at less than the development densities shown in Table 16-1 of the 2012 *CEQR Technical Manual* generally result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips, where significant adverse impacts are considered unlikely. For office developments in Zone 1 (which includes Manhattan south of 110th Street) the development threshold is 115,000 gsf. As the proposed action would add 255,000 gsf of office (in addition to 104,000 gsf of hotel space), it exceeds this initial minimum density screening threshold.

According to the 2012 *CEQR Technical Manual*, if an action would result in development greater than the minimum development density thresholds, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of the City, including the project site, if the proposed action is projected to result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, or 200 peak hour pedestrian trips, it is unlikely that further analysis would be necessary. If these trip generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed action would generate fewer than 50 peak hour vehicle trips through any intersection, 200 peak hour subway trips through a single station, 50 peak hour bus trips on a single bus route in the peak direction, or 200 peak hour pedestrian trips through a single pedestrian element. If any of these Level 2 Screening thresholds are met or exceeded, detailed analysis for the respective mode is required.

II. TRAFFIC SCREENING ASSESSMENT

Level 1 (Project Trip Generation) Screening Assessment

Under 2012 *CEQR Technical Manual* Level 1 Screening Assessment criteria, if a proposed action in any area of the City would generate fewer than 50 peak hour vehicle trip ends, it is unlikely to result in significant adverse traffic impacts, and further analysis is not warranted. If the net number of vehicle trips generated/diverted by the proposed action exceeds 50 peak hour

vehicle trips in the weekday midday and weekday PM peak hours, a Level 2 Screening Assessment should be provided.

Table H-1 shows the transportation planning assumptions used to estimate the weekday demand for each of the project components. The table shows the daily trip generation rates, temporal distributions, modal splits, hourly in/out splits, vehicle occupancy, and truck trip generation for both uses. The traffic and parking conditions analyses in this attachment do not include a Saturday midday (typically 12-1 PM) trip generation forecast due to the substantial office component of the proposed project, which has negligible weekend travel demand and therefore there would be fewer than 50 vehicles per hour.

Table H-2 shows the weekday peak-hour person-trip and vehicle-trip forecasts for each component of the proposed action. Table H-2 shows that on a typical weekday, about 70-80 percent of the travel demand is from the office component, with the remainder generated by the hotel use. Overall, Table H-2 shows that the proposed action would generate an estimated 113, 77, and 136 vehicle trips (in and out combined) in the weekday AM, midday, and PM peak hours, respectively. As the above travel demand forecast demonstrates, the proposed action would have its heaviest demand during the PM peak hour, with a lower increment in other peak periods.

As the number of vehicle trips generated by the proposed action exceeds 50 peak hour vehicle trips in the weekday AM, weekday midday, and weekday PM peak hours, a Level 2 Screening Assessment is warranted.

Level 2 (Project-generated Trip Assignment) Screening Assessment

Per the 2012 *CEQR Technical Manual*, as the proposed action would generate a net increment of 113, 77, and 136 vehicle trips in the weekday AM, weekday midday, and weekday PM peak hours, respectively, a Level 2 Screening Assessment is necessary for those three peak hours to determine if there would be 50 or more project-generated trips processed by any single intersection.

Street Network

The Level 2 Screening Assessment study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed action area and is generally bounded on the north by West 16th Street, on the south by West 14th Street, on the east by Eighth Avenue, and on the west by Tenth Avenue.. Outside of this study area, traffic would be substantially dispersed and impacts would be unlikely.

The street network in western Chelsea is typically structured as part of the standard Manhattan grid of north-south avenues serving as major arteries, and one-way east-west streets serving mainly a local distribution/land service function. The avenues carry the heaviest traffic, serve as local truck routes and also accommodate the NYC Transit bus system in the area. Pedestrians also concentrate on these arteries as well as along West 14th Street. West 14th Street is a

Table H-1, Transportation Planning Assumptions - Proposed Project

Land Use:	**Hotel**		**Office**	
Size/Units:	150 rooms 104,000 gsf		255,000 gsf	
Trip Generation:	(1)		(3)	
Weekday	9.4 per room		18 per 1,000 sf	
Temporal Distribution:	(1)		(1)	
AM	7.5%		11.8%	
MD	14.4%		14.5%	
PM	12.8%		13.7%	
	(1)		(2)	(1)
Modal Splits:	AM/PM	MD	AM/PM	MD
Auto	9.1%	8.1%	17.7%	2.0%
Taxi	17.5%	14.9%	1.0%	3.0%
Subway	24.2%	12.8%	51.9%	6.0%
Bus	3.1%	3.2%	9.9%	6.0%
Walk Only	46.1%	61.0%	7.7%	83.0%
Other	0.0%	0.0%	11.8%	0.0%
	100.0%	100.0%	100.0%	100%
	(1)		(1)	
In/Out Splits:	In	Out	In	Out
AM	39%	61%	96.0%	4.0%
MD	54%	46%	48.0%	52.0%
PM	65%	35%	5.0%	95.0%
Vehicle Occupancy:	(1)		(1,2)	
Auto	1.40		1.22	
Taxi	1.80		1.40	
Truck Trip Generation:	(1)		(3)	
	0.06 per 1,000 sf		0.32 per 1,000 sf	
	(1)		(3)	
AM	12.2%		10.0%	
MD	8.7%		11.0%	
PM	0.0%		2.0%	
	In	Out	In	Out
AM/MD/PM	50.0%	50.0%	50.0%	50.0%

Notes :

(1) Based on Special West Chelsea District Rezoning & High Line Open Space FEIS

(2) Based on 2000 Census reverse journey-to-work data for tract 83.

(3) Based on 2012 CEQR Technical Manual.

Table H-2, Summary of Demand Forecast - Proposed Project

Land Use:		**Hotel**		**Office**			
Size/Units:		150 rooms 104,000 gsf		255,000 gsf			
Peak Hour Trips:							
	AM	106		542			
	MD	203		666			
	PM	180		629			
Person Trips:						**Proposed Project**	
		In	Out	In	Out	In	Out
AM	**Auto**	4	6	92	4	96	10
	Taxi	7	11	5	0	12	11
	Subway	10	16	270	11	280	27
	Bus	1	2	51	2	52	4
	Walk Only	19	30	40	2	59	32
	Other	0	0	61	3	61	3
	Total	41	65	519	22	560	87
		In	Out	In	Out	In	Out
MD	**Auto**	9	8	6	7	15	15
	Taxi	16	14	10	10	26	24
	Subway	14	12	19	21	33	33
	Bus	4	3	19	21	23	24
	Walk Only	67	57	265	287	332	344
	Other	0	0	0	0	0	0
	Total	110	94	319	346	429	440
		In	Out	In	Out	In	Out
PM	**Auto**	11	6	6	106	17	112
	Taxi	21	11	0	6	21	17
	Subway	28	15	16	310	44	325
	Bus	4	2	3	59	7	61
	Walk Only	54	29	2	46	56	75
	Other	0	0	4	70	4	70
	Total	118	63	31	597	149	660
Vehicle Trips :							
		In	Out	In	Out	In	Out
AM	**Auto (Total)**	3	4	75	3	78	7
	Taxi	4	6	4	0	8	6
	Taxi Balanced	6	6	4	4	10	10
	Truck	0	0	4	4	4	4
	Total	9	10	83	11	92	21
		In	Out	In	Out	In	Out
MD	**Auto (Total)**	6	6	5	6	11	12
	Taxi	9	8	7	7	16	15
	Taxi Balanced	13	13	10	10	23	23
	Truck	0	0	4	4	4	4
	Total	19	19	19	20	38	39
		In	Out	In	Out	In	Out
PM	**Auto (Total)**	8	4	5	87	13	91
	Taxi	12	6	0	4	12	10
	Taxi Balanced	12	12	4	4	16	16
	Truck	0	0	0	0	0	0
	Total	20	16	9	91	29	107

principal, two-way east-west cross-street in the Manhattan grid carrying significant traffic volumes. The other east-west local streets, typically narrower and more numerous, operate one-way and provide more local circulation. These east-west streets are sometimes discontinuous due to prior formation of super-blocks in Chelsea. West 19th through West 22nd Streets change direction at Tenth Avenue; this was done in order to slow traffic in the area and minimize use of local streets as a way to reach Route 9A. West 14th Street in this area is a dividing line, north of which commences the standard Manhattan grid. South of West 14th Street there is an irregular street system which is a composite of different grid orientations in the West Village and the Meatpacking District. Given this interruption in the street grid system at its southern boundary, traffic volumes in this area are typically lower than elsewhere along the standard grid to the north.

In the vicinity of the project site, Eighth, Ninth and Tenth Avenues are the major north-south "grid" arteries and West 14th Street is the principal east-west thoroughfare. Eighth Avenue in this area has six northbound lanes, with the curb lanes typically used for loading/unloading, bus stops, and metered parking. Eighth Avenue hosts the NYC Transit M20 local bus route and is a local truck route. Per automatic traffic recorder data collected in spring 2011, approaching West 15th Street, Eighth Avenue carries fairly uniform peak hour flows, with approximately 1,450 vehicles per hour (vph), 1,250 vph and 1,150 vph in the AM, midday and PM peak hours, respectively. Additionally, there is a Class One, northbound bicycle lane on Eighth Avenue, which is protected from traffic by a striped buffer lane.

Ninth and Tenth Avenues serve as the main avenue couplet in the area. Southbound Ninth Avenue and northbound Tenth Avenue each typically have six lanes, with curbside loading zones, bus stops, and metered parking available with daytime restrictions. Ninth and Tenth Avenues are local truck routes and carry volumes ranging from 1,050 vph to 1,300 vph in each peak hour. The M11 bus, which has a terminus on West 15th Street, traverses both Ninth and Tenth Avenues in the area. In 2007, Ninth Avenue was reconfigured by NYCDOT to provide a dedicated bikeway configuration north of West 14th Street to West 30th Street. This bikeway configuration reduced the number of travel lanes to three, plus curbside loading/parking. The bicycle lane is located adjacent to the sidewalk and is separated from the parking/loading and the main roadway beyond it by curbs and/or striping.

West 14th Street, a river-to-river artery, caries two-way traffic, generally operating with a total of 4 travel lanes and parking/loading at each curbside. Between Ninth and Tenth Avenues, this major cross-town artery carries two-way volumes of 766 vph, 686 vph, and 722 vph in the AM, midday and PM peak hours, respectively. Westbound West 14th Street terminates at Tenth Avenue and therefore, traffic headed to Route 9A utilizes westbound West 15th Street (via Tenth Avenue), which connects to Route 9A via a signalized intersection.

Along Manhattan's western edge just outside of the area is Route 9A, a major two-way at-grade (south of West 59th Street) expressway along the West Side of Manhattan. Route 9A typically has three to four travel lanes in each direction plus dedicated left-turn lanes. Route 9A provides a parallel walkway/bikeway along its western edge and is a through truck route. Route 9A has southbound left-turns at both West 16th and West 14th Streets proving access to the area and

also has a dedicated northbound right-turn only lane at West 14th Street, also providing access into the area. There are no NYC Transit bus routes on this roadway.

The system of local cross-streets is comprised of one-way local streets with one, or less commonly, two travel lanes plus parking. The east-west streets adjacent to the project site, westbound West 15th Street and eastbound West 16th Street are connected to Route 9A one block west of the site. Major public parking facilities are located on these cross-streets in the vicinity of the project site and therefore are easily accessed to and from Route 9A. Adjacent to the project site, West 15th Street carries 325 vph to 350 vph in the peak hours, while West 16th Street traffic ranges from 230 vph to 280 vph in peak periods.

A trip assignment was prepared for the proposed action and is provided in Figure H-1. This identifies the intersections expected to receive the highest concentrations of vehicular traffic added as a result of the proposed action.

Vehicle trips generated by the project were assigned to the study area based on their origins and destinations, and were then assigned to the most direct routes to and from the site or parking facility. As the project site would not provide any on-site parking (as is the case under existing conditions) project-generated auto trips were assigned to nearby off-street public parking facilities. (The availability of on-street parking in the area is very limited and it is expected that project-generated parking demand would be accommodated by off-street facilities.) Assignment to specific garages was made based on the availability of parking spaces and trip origin and destination. (Information on parking conditions is provided below.) The routes assigned to these autos are based on the most direct routes to and from the parking facilities available via the Chelsea street network with its predominately one-way street network. Taxis were assigned to one or more roadway frontages surrounding the site based on their origin/destination patterns. With the autos trips assigned to nearby public parking facilities, the highest number of project-generated trips through a single intersection would be 44 through the intersection of 9th Avenue and W. 16th Street in the PM peak hour.

As the proposed action would not generate 50 or more vehicle trips through any intersection, it would not exceed the Level 2 Screening threshold. Accordingly, significant adverse traffic impacts would not be expected and a detailed analysis is not warranted.

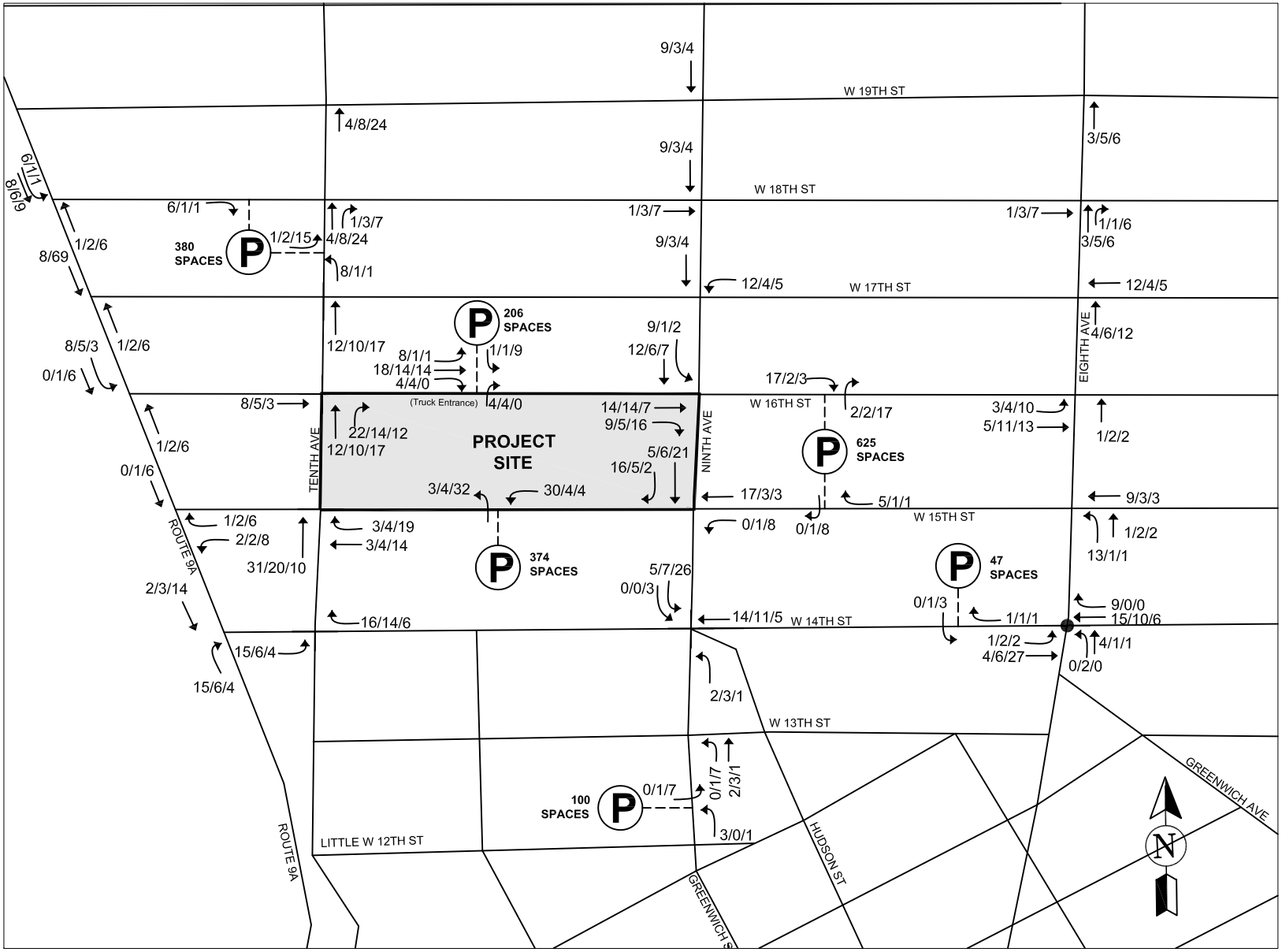
III. PARKING SCREENING ASSESSMENT

Per the 2012 *CEQR Technical Manual*, as detailed traffic analysis is screened out for the proposed action, detailed parking analysis is not warranted.

Public Parking Utilization Conditions

Although detailed parking analysis is screened out for the proposed action, information on off-street public parking conditions are provided as background information for the trip assignment.

Figure H-1
Project Increment Trip Assignment



Legend:

15/6/4 = AM/MD/PM Peak Hour Project Increment Traffic Volumes

Public off-street public parking lots and garages within a quarter-mile radius of the project site were assessed for their capacities and approximate utilization during the weekday midday period. Figure H-2 shows the locations of the 12 off-street parking facilities in the study area and Table H-3 shows their estimated midday utilization level for existing conditions based on field observations conducted in 2011. As shown in Table H-3, the 12 off-street parking facilities have a total of 2,460 spaces. These parking facilities have an aggregate utilization of 88 percent in the weekday midday period. There are 300 available parking spaces during the midday peak period.

Table H-3, 2011 Existing Off-street Parking Conditions

Map No.	Name	Address	License No.	Licensed Capacity	Weekday Midday	
					Utilization Rate	Available Capacity
1	Olympia Garage	9 9th Ave.	427916	100	80%	20
2	Park 15 West LLC	422 W. 15th St.	1155053	374	80%	75
3	Icon 14th & 8th Ave., LLC	321 W. 14th St.	953178	47	80%	9
4	Icon 111 Eighth Ave. Parking LLC	385 W. 15th St.	1002786	625	90%	63
5	Chelsea MTP Operating	511-525 W.18th St.	1132509	250	90%	25
6	Imperial 61 Jane Parking Corp	623-635 Hudson St.	984236	110	75%	28
7	Metro Washington Parking (West Coast Apartments)	82 Gansevoort St.	1005415	46	90%	5
8	Icon 99 Jane St. Parking	99 Jane St.	1012409	100	95%	5
9	Edison NY Parking LLC	161-165 10th Ave.	1006124	80	95%	4
10	MP17 LLC	450 W. 17th St.	1310036	206	90%	21
11	Edison NY Parking	76 11th Ave.	1298623	380	90%	38
12	500 W. 21st Car Park LLC	169 10th Ave.	1362685	142	95%	7
			TOTAL	**2,460**	**88%**	**300**

Source: Parking Inventory and Utilization Survey, conducted May 12, 2011

The proposed action would not provide any new on-site accessory or public parking and therefore all project demand is expected to utilize the nearby public parking garages. Based on available public parking spaces identified in Table H-3, traffic generated by the proposed action during the analyzed peak hours would park in 6 of these parking facilities. In terms of their location relative to the project site, two are located to the north, two to the east, and two to the south.

IV. TRANSIT SCREENING

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the 2012 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders during peak hours, because a proposed development that generates such a low number of transit riders is unlikely to create a significant adverse impact on an existing public transit facility.

Per the travel demand forecast provided in Table H-2, the proposed action would generate 363, 113, and 437 transit trips in the AM, midday, and PM peak hours, respectively. Accordingly, the midday peak hour is screened out from further analysis and no significant adverse transit impacts would be expected in the midday peak hour. As there would be 200 or more project-generated transit trips, subway and bus Level 1 Screening Assessments are warranted for the proposed action.

Level 1 (Project Trip Generation) Screening Assessment

Per the 2012 *CEQR Technical Manual*, a Level 1 Screening Assessment identifies whether an action would generate 200 or more peak hour subway trips and 200 or more bus trips. For each mode, if a project generates less than 200 peak hour trips further analysis is not warranted. If a project generates 200 or more peak hour trips, then a Level 2 Screening Assessment is necessary.

Subway

Based on the travel demand forecast provided in Table H-2, the proposed action would generate 307 and 369 subway trips in the AM and PM peak hours, respectively. Accordingly, the proposed action exceeds the Level 1 Screening threshold and a Level 2 (Project-generated Trip Assignment) Screening Assessment is warranted.

Bus

Based on the travel demand forecast provided in Table H-2, the proposed action would generate 56 and 68 bus trips in the AM and PM peak hours, respectively. Accordingly, the proposed action does not exceed the Level 1 Screening threshold. Significant adverse bus impacts are unlikely to occur as a result of the proposed and detailed analysis is not warranted.

Level 2 (Project-generated Trip Assignment) Screening Assessment

Subway

For the subway Level 2 Screening Assessment, a threshold of 200 peak hour trips entering or exiting a subway station has been established under 2012 *CEQR Technical Manual* criteria to determine whether new subway demand from a proposed action warrants a detailed analysis at a particular station.

Subway service for the project site is primarily provided by the Eighth Avenue IND Line, the Seventh Avenue IRT Line, and the 14th Street BMT Line. As shown in Figure H-3, the stations closest to the project site are located at West 14th Street and Eighth Avenue, West 14th Street and Seventh Avenue, and West 18th Street and Seventh Avenue. The 14th Street IND/BMT station complex (at Eighth Avenue) is comprised of the station served by A (express) and C and E (local) IND lines and also includes the Eighth Avenue station terminus on the Canarsie/14th Street BMT Line (L train). This complex has eleven stair entrances along Eighth Avenue between West 14th Street and West 16th Street plus an elevator entrance at Eighth Avenue and

Figure H-2

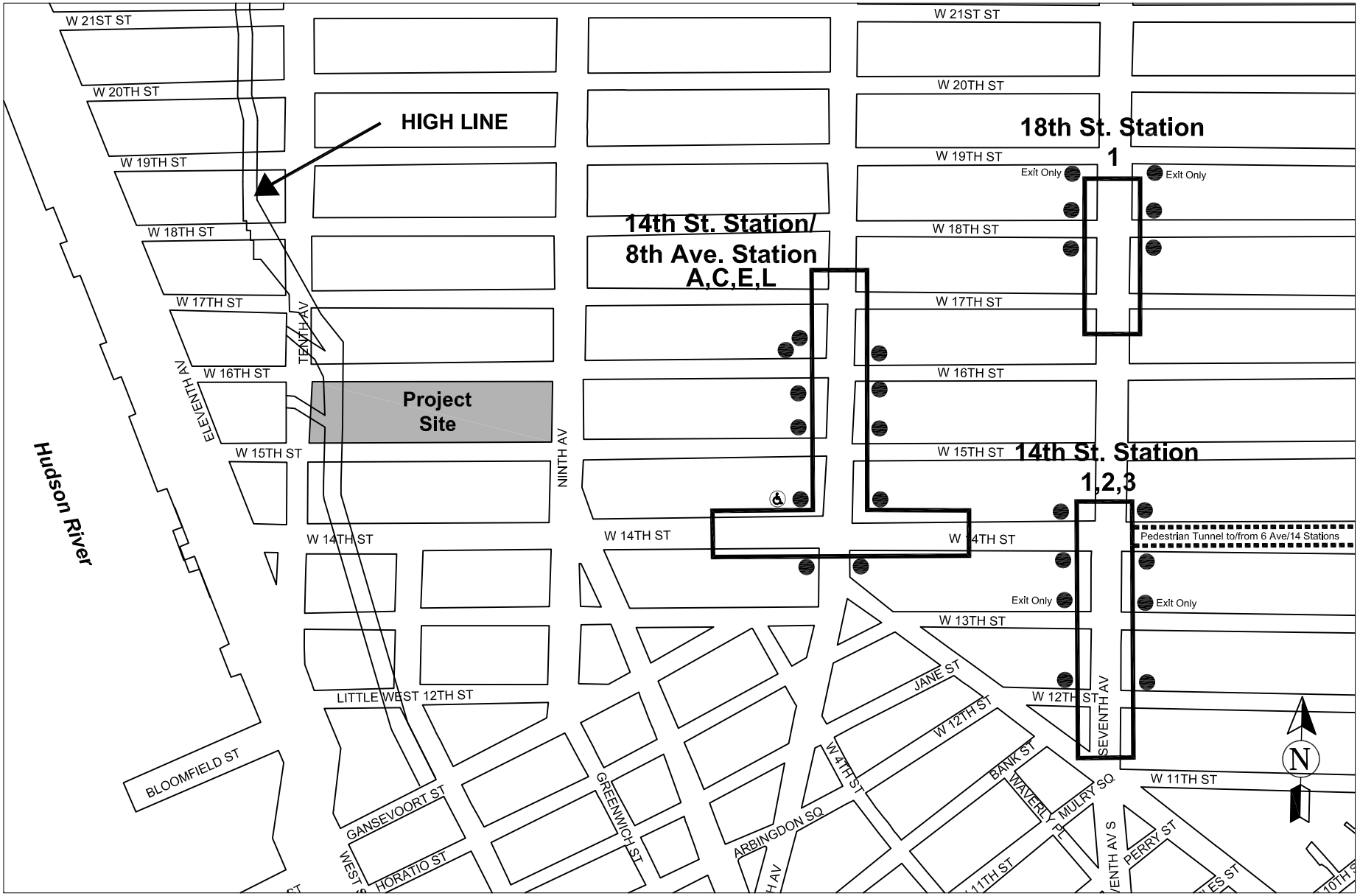
Existing Off-Street Parking Facilities

Legend:

1 **Off-Street Parking Facility** — **1/4 Mile Radius** — **Project Site**

Figure H-3

Area Subway Facilities



Legend:

- Project Site
- Subway Street-level Stairs
- Subway Street-level Elevator

West 14th Street which all connect to a mezzanine providing stair and elevator access to all train platforms. The 14th Street IRT station (at Seventh Avenue) is served by the 1 (local) and 2 and 3 (express) IRT lines, while the 18th Street stations (at Seventh Avenue) is also served by the 1 line. The 14th Street IRT station has six stair entrances and two additional exit only stairs along Seventh Avenue between West 12th Street and West 14th Street which all connect to mezzanines providing stair access to uptown and downtown platforms. The 18th Street IRT station has four stair entrances at West 18th Street and Seventh Avenue and two additional exit only stairs at West 19th Street and Seventh. All of these stairs connect directly to the platform level with the stairs on the east side of the avenue connecting to the uptown platform and those on the west side of the avenue connecting to the downtown platform. In addition, the IRT 14th Street station (at Seventh Avenue) also provides a free transfer to the 14th Street/Sixth Avenue station complex, which is served by the F, L, and M lines. PATH trains are also available at Sixth Avenue and West 14th Street. (Although a free transfer is available to the L line's 6th Avenue station at the 14th Street IRT station, it should be noted that all project-generated trips made via the L line would be expected to use the 8th Avenue station given its closer proximity to the project site.) Ridership data for these stations/complexes is provided in Table H-4.

Table H-4, Subway Station Average Weekday Ridership

STATION/COMPLEX	2008	2009	2010	2010 SYSTEM RANK
14 St. (8 Ave. IND)*	36,735	35,157	36,777	24
8 Ave. (14 St. BMT)*				
14 St. (7 Ave. IRT)**	48,540	47,932	47,204	27
18 St. (7 Ave. IRT)	8,076	7,846	7,968	187

* As the 14 St. (8 Ave. IND) and 8 Ave. (14 St. BMT) stations share a common fare control area ridership data is reported for the entire complex.
** Includes free transfer to 14 St. /6 Ave. station complex (IND and BMT) and paid connection to PATH
Source: MTA NYC Transit, accessed via <http://www.mta.info/nyct/facts/ridership/ridership_sub.htm>

Subway trips to and from the project site are expected to be distributed among the existing IND and BMT stations at Eighth Avenue/West 14th Street, and the IRT stations at Seventh Avenue/West 14th Street and West 18th Street/Seventh Avenue. Due to proximity and subway lines at the various stations, the Eighth Avenue/West 14th Street stations are expected to be used by about 50 percent of project generated demand with 40 percent using the Seventh Avenue/West 14th Street station and 10 percent at the Seventh Avenue/West 18th Street station. A small number of trips also could be made via other subway services including the PATH station at West 14th Street and Sixth Avenue. The assignment of project-generated subway trips to these stations is shown in Table H-5.

Table H-5, Subway Trip Assignment

STATION	LINES	ASSIGNMENT %	AM Peak	PM Peak
14 St. (8 Ave. IND)	A, C, E	50%	154	185
8 Ave. (14 St. BMT)	L			
14 St. (7 Ave. IRT)*	1, 2, 3, F, M, L, PATH	40%	123	148
18 St. (7 Ave. IRT)	1	10%	30	36

* Includes free transfer to 14 St. (6 Ave. IND/BMT station) and paid connection to PATH

The assignment split between the stations shown in Table H-4 is based on the distance of these stations from the project site, availability of services, and the NYC Transit ridership data presented in Table H-4. Although the Seventh Avenue/West 14th Street station is located a few minutes walk further from the project site than the Eighth Avenue/West 14th Street station, its heavier usage and wider array of services indicate the likelihood that it would attract a substantial portion of project-generated subway trips. This approach is also generally consistent with the subway assignment split used in the *Special West Chelsea District Rezoning and High Line Open Space EIS*, which assigned 51 percent to Eighth Avenue stations and 49 percent to Seventh Avenue stations under conditions without the No. 7 subway line extension to West 34th Street and Eleventh Avenue.[1]

As shown in Table H-5, highest number of project-generated trips entering or exiting a single subway station would be 185 at the 14th Street IND station (at Eighth Avenue) in the PM peak hour. Accordingly, the proposed action would not exceed the Level 2 Screening threshold. Significant adverse subway impacts are unlikely to occur as a result of the proposed action and detailed analysis is not warranted.

V. PEDESTRIAN ANALYSIS

Pedestrian Trips and Facilities

Level 1 (Project Trip Generation) Screening Assessment

As shown in Table H-2, the proposed project would generate 647 person trips (trips by all modes) in the AM, 869 person trips in the midday, and 809 trips in PM peak hours. As such, the proposed project would exceed the Level 1 (Project Trip Generation) Screening Assessment threshold in all three peak hours. Per the 2012 *CEQR Technical Manual*, if a project generates 200 or more peak hour trips, then a Level 2 Screening Assessment is necessary.

Level 2 (Project-generated Trip Assignment) Screening Assessment

A Level 2 (Project-generated Trip Assignment) Screening Assessment was prepared to determine if any pedestrian facility would process 200 or more project-generated pedestrian trips in any peak hour. The assignment of project-generated trips was prepared based trip origin and destination points and the likely routes between them. Per the mode split data presented in Tables H-1 and H-2, during the AM and PM peak hours a majority of project-generated person trips would be made via transit, particularly subway and during the midday peak hour the majority of trips would be made as walk-only trips. Given the location of subway stations, bus stops, and the preponderance of retail locations to the east of the project site, it is expected that most trips to the site would originate from the east. Pedestrians generated by the office use arriving and departing the site would be expected to use building entrances on Ninth Avenue, W. 15th Street, and, to a lesser extent, Tenth Avenue, while pedestrians generated by the hotel use

[1] Refer to *Special West Chelsea District Rezoning and High Line Open Space FEIS*, 2005 (CEQR No.), see Table 17-14, "Project Generated Subway Trip Distribution" for assignment of trips without the No.7 subway extension.

arriving and departing the site would be expected to use future entrances near the corner of Ninth Avenue and W. 16th Street.

The assignment of pedestrian trips prepared for the proposed project indicates that the Ninth Avenue sidewalk in front of Chelsea Market, between W. 15th and W. 16th Streets would process 200 ore more project-generated pedestrian trips in all three peak hours. In addition, the adjoining street corners north and south of this sidewalk -- the northwest street corner at Ninth Avenue and W. 15th Street and the southwest street corner at Ninth Avenue and W. 16th Street -- would also process 200 or more project-generated pedestrian trips in all three peak hours. No other pedestrian facilities would process 200 or more project-generated pedestrian trips in any peak hour.

Accordingly, per 2012 *CEQR Technical Manual* guidelines, detailed analyses of the Ninth Avenue sidewalk, Ninth Avenue and W. 15th Street northwest street corner, and Ninth Avenue and W. 16th Street southwest corner are warranted. The analysis uses a 2017 Build year; as discussed in Attachment A, there is the possibility that the full build of the project could occur in 2017 under an alternative allowed under the proposed zoning text change

Pedestrian Capacity Analysis Methodology

Peak 15-minute pedestrian flow conditions during the analyzed peak hours are analyzed using the *2000 Highway Capacity Manual* methodology. Using this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with level of service (LOS) standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street crosswalks and corners is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic signals. To effectively evaluate these facilities a “time-space” analysis methodology is employed which takes into consideration the traffic signal cycle at intersections.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. Table H-6 defines the LOS criteria for pedestrian crosswalk/corner area and sidewalk conditions, as based on the *2000 Highway Capacity Manual* methodology.

The determination of significant adverse pedestrian impacts considers the level of predicted deterioration in pedestrian flow or decrease in pedestrian space between the No Action and Action conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas.

Table H-6, Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions*

Levels of Service		Crosswalk/Corner Area Criteria (sq. ft./ped.)	Sidewalk Criteria (ped./min./ft.)
A	(Unrestricted)	≥ 60	≤ 5
B	(Slightly Restricted)	≥ 40	≤ 7
C	(Restricted but fluid)	≥ 24	≤ 10
D	(Restricted, necessary to continuously alter walking stride and direction)	≥ 15	≤ 15
E	(Severely restricted)	≥ 8	≤ 23
F	(Forward progress only by shuffling; no reverse movement possible)	< 8	> 23

Note: * Based on average conditions for 15 minutes.
Source: *2000 Highway Capacity Manual.*

Sidewalks

There are two sliding-scale formulas for determining significant sidewalk impacts. For nonplatoon flow, the increase in average pedestrian flow rate (Y) in persons per minute per foot (PMF) needs to be greater or equal to 3.5 minus X divided by 8.0 (where X is the No Action pedestrian flow rate in PMF [$Y \geq 3.5 - X/8.0$]) for it to be a significant impact. For platoon flow, the sliding-scale formula is $Y \geq 3.0 - X/8.0$. Since deterioration in pedestrian flow within acceptable levels would not constitute a significant impact, these formulas would apply only if the Action pedestrian flow exceeds LOS C in non-CBD areas or mid-LOS D in CBD areas.

Corner Reservoirs and Crosswalks

The determination of significant corner and crosswalk impacts is also based on a sliding scale using the following formula: $Y \geq X/9.0 - 0.3$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas.

Existing Conditions

Pedestrian data collection was conducted at the analyzed locations on Tuesday, February 7, 2012. On the Ninth Avenue sidewalk, the main entrance to the Chelsea Market ground-floor retail arcade is a major pedestrian entry and exit and pedestrian volumes differ on the sidewalk north and south of the entrance. It should be noted that this is also a principal origin/destination point for project-generated trips. Accordingly, reflecting observed conditions the Ninth Avenue sidewalk is analyzed as two distinct facilities. Tables H-7 and H-8 show the results of the sidewalk and street corner analyses, respectively, for the weekday AM, midday, and PM peak hours. As shown in these tables, given the very low pedestrian volumes in this area, all analyzed elements operate at LOS A or B.

Table H-7, Existing Sidewalk Conditions

Sidewalk Location	Total Width (feet)	Effective Width[1] (feet)	Peak 15-minute Volumes AM	MD	PM	Flow Rate (persons/foot/minute) AM	MD	PM	Average Flow Level of Service AM	MD	PM	Platoon-Adjusted Level of Service AM	MD	PM
9 Av west sidewalk north side	14	11	135	233	173	0.8	1.4	1.0	A	A	A	B	B	B
9 Av west sidewalk south side	14	11	144	412	324	0.9	2.5	2.0	A	A	A	B	B	B

Note:
[1] Effective width excludes 1.5 feet for wall avoidance and 1.5 feet for curbside avoidance.

Table H-8, Existing Street Corner Conditions

Street Corner Location	Curb Radii (feet)	Peak 15-minute Volumes AM	MD	PM	Average Pedestrian Space (sq-ft/ped) AM	MD	PM	Level of Service AM	MD	PM
9 Av & W 15 St NW	12	18	26	17	129.1	54.3	63.1	A	B	A
9 Av & W 16 St SW	12	19	20	14	173.6	96.3	136.9	A	A	A

Future Without the Proposed Action

Under 2017 Future Without the Proposed Action conditions, pedestrian volumes at the analyzed locations are expected to increase somewhat due new developments and general background growth. No changes are expected to the physical dimensions of the analyzed facilities.

As shown in Tables H-9 and H-10, under No-Build conditions all analyzed elements are expected to operate acceptably at LOS C or better.

Table H-9, 2017 No-Build Sidewalk Conditions

Sidewalk Location	Total Width (feet)	Effective Width[1] (feet)	Peak 15-minute Volumes AM	MD	PM	Flow Rate (persons/foot/minute) AM	MD	PM	Average Flow Level of Service AM	MD	PM	Platoon-Adjusted Level of Service AM	MD	PM
9 Av west sidewalk north side	14	11	222	360	298	1.3	2.1	1.7	A	A	A	B	B	B
9 Av west sidewalk south side	14	11	231	542	451	1.4	3.3	2.7	A	A	A	B	C	B

Note:
[1] Effective width excludes 1.5 feet for wall avoidance and 1.5 feet for curbside avoidance.

Table H-10, 2017 No-Build Street Corner Conditions

Street Corner Location	Curb Radii (feet)	Peak 15-minute Volumes			Average Pedestrian Space (sq-ft/ped)			Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
9 Av & W 15 St NW	12	18	26	17	129.1	54.3	63.1	A	B	A
9 Av & W 16 St SW	12	104	144	137	173.6	96.3	136.9	A	A	A

Future With the Proposed Action

Based on the assignment of project-generated trips, the 2017 Build conditions analysis is presented in Tables H-11 and H-12 for sidewalks and street corners, respectively. As shown in the tables, all analyzed elements would continue to operate acceptably under Build conditions at LOS C or better. Accordingly, the proposed project would not result in any significant adverse pedestrian impacts.

Table H-11, 2017 Build Sidewalk Conditions

Sidewalk Location	Total Width (feet)	Effective Width[1] (feet)	Peak 15-minute Volumes			Flow Rate (persons/foot/minute)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
9 Av west sidewalk north side	14	11	293	456	386	1.7	2.7	2.3	A	A	A	B	B	B
9 Av west sidewalk south side	14	11	326	631	564	2.0	3.8	3.4	A	A	A	B	C	C

Note:
[1] Effective width excludes 1.5 feet for wall avoidance and 1.5 feet for curbside avoidance.

Table H-12, 2017 Build Street Corner Conditions

Street Corner Location	Curb Radii (feet)	Peak 15-minute Volumes			Average Pedestrian Space (sq-ft/ped)			Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
9 Av & W 15 St NW	12	2	2	2	54.8	29.5	30.2	B	C	C
9 Av & W 16 St SW	12	0	0	0	103.1	64.4	78.4	A	A	A

Traffic Pedestrian Accident Assessment

Safety analysis focuses principally on the effect of the proposed project's generated demand at existing high crash locations or at locations that may become unsafe due to the proposed project. A high crash location is one where there were five or more pedestrian/bicycles injuries or deaths in any consecutive 12 months of the most recent three year period for which data is available. The safety analysis determines if there are any high crash locations at which increased pedestrian crossings may result in increasingly unsafe conditions.

The annual number of pedestrians and bicyclists injured in motor vehicle accidents at high crash locations in the traffic study area from calendar years 2007 to 2009 is shown in Table H-13.

As shown in Table H-13, there is one intersection in the vicinity of the project site that experienced five or more pedestrians or bicyclists injuries in any consecutive 12-month period during the 2007-2009 study period. The Eighth Avenue and West 14th Street intersection, where two major arterial roadways meet, experienced 8 accidents involving pedestrian/bicyclist injuries (none of the accidents at this high accident location resulted in a fatality).

During the analysis 2007-2009 study period, NYC DOT has implemented improvements to Eighth Avenue in this area of Manhattan. This has included a protected bike lane as part of a complete street redesign. These measures are intended to enhance the pedestrian and bicyclist experience, including improving safety conditions.

The proposed project would generate additional pedestrian and vehicle trips through the Eighth Avenue and West 14th Street high accident intersection. However, the number of project-generated trips at this location would be relatively very small. As shown in Figure H-1, the number of project-generated vehicle trips would be 24, 15, and 16 in the weekday AM, midday, and PM peak hours, respectively. These volumes represent 1 percent of the Build volumes at the intersection, which are 2,324, 2,206, and 2,081 vph in the analyzed peak hours. The number of project-generated pedestrian trips also would be relatively very low. During the AM and PM peak hours most pedestrian trips would be associated with trips made via transit while many of the Midday trips would consist of lunch trips by office workers. As such, most project-generated pedestrian trips would not traverse this intersection, given its distance from the project site and the location of subway station entrances, bus stops, and restaurants closer to the project site.

As the number of project-generated vehicle and pedestrian trips at the area's only high accident intersection would be relatively small and NYC DOT has been implementing measures to address safety on Eighth Avenue, the proposed action would be unlikely to exacerbate safety conditions at the high accident location. Therefore, the proposed action would not result in any significant adverse impacts related to traffic safety and no further analysis is warranted.

VI. GOODS TRANSPORT AND CONSTRUCTION

Goods Transport

In the future with the proposed action, Chelsea Market could potentially share a loading dock with the nearby High Line park. Regardless of that action, there would continue to be a sufficient amount of loading docks on the project site to comply with zoning requirements and the building's needs.

Table H-13, Study Area Traffic Accidents Resulting in Pedestrian or Bicyclist Fatalities or Injuries, 2007 to 2009

LOCATIONS	Number of Pedestrian/Bicyclist Fatalities or Injuries Per Calendar Month																																Highest # of fatalities/ injuries in any 12 mos.	Analysis threshold (>=5 in 12 mos)
	2007												2008												2009									
Intersections	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**		
10 Av & W 14 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No
8 Av & W 14 St	0	0	0	0	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	1	2	0	1	0	0	1	0	0	1	1	1	1	0	0	**8**	**Yes**
8 Av & W 15 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	No
8 Av & W 16 St	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	No
9 Av & W 15 St	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3	No
9 Av & W 16 St	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	No
10 Av & W 16 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No
10 Av & W 15 St	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3	No
Midblocks	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**		
W 14 St btwn 10 Av & West St	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	No
W 16 St btwn 8 Av & 9 Av	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	No
9 Av btwn W 15 St & W 16 St	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	No

Source: NYSDOT Reportable Accident Data Files (provided by NYCDOT)

Construction Impacts

Although temporary, construction impacts can include noticeable and disruptive effects from an action that requires or involves new construction, expansion, renovation, or demolition. Determination of the significance of construction impacts and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions.

The proposed action would result in the expansion of the Chelsea Market complex. Office uses would be expanded, resulting in an additional 255,000 gsf (252,000 zsf) of above-grade office space. There also would be a hotel expansion, resulting in an additional 104,000 gsf (95,000 zsf).

During the 1-2 years of construction, the project site would generate trips by workers traveling to/from the site, and in relation to the movement of materials and equipment. Given typical construction hours, worker trips would be concentrated in off-peak hours and would not represent a substantial increment during the area's peak travel periods.

Construction activities may result in short-term disruption of both traffic and pedestrian movements at the site. This would occur primarily due to the potential temporary loss of curbside lanes due to staging of equipment and the movement of materials to and from the site. Additionally, construction may at times result in temporary closings of sidewalks adjacent to the site. However, these conditions would not result in significant adverse impacts on traffic and transportation conditions given the limited duration of any obstructions. Furthermore, the project site can be accessed by cross-streets, and therefore, would not affect Manhattan's principal arteries.

VII. CONCLUSION

This attachment analyzes the incremental transportation effects of the proposed expansion of Chelsea Market on the West Chelsea study area traffic, parking, transit, and pedestrian facilities during the weekday AM, midday and PM peak hours. The results of the analyses show that demand generated by the proposed action would not create any significant adverse transportation impacts.