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Chapter 11: Urban Design and Visual Resources

A. INTRODUCTION

This chapter evaluates the effects of the Proposed Action on the urban form and visual resources of the Project Area. The Proposed Action would result in development that differs substantially in height, bulk, form, setbacks, size, scale, use and arrangement from that which currently exists in the Project Area, and would close a number of existing streets, map a new street, and affect a number of streetscape elements. It would also result in new aboveground development in an area with some resources of visual significance. All of these changes are identified in the *CEQR Technical Manual* as conditions suggesting that analyses of urban design and visual resources are appropriate.

Based on guidance provided in the *CEQR Technical Manual*, the urban design analysis considers the impact of the Proposed Action on building height, use, type, and arrangement, block form and street pattern and hierarchy, and streetscape elements. Also based on guidance provided in the *CEQR Technical Manual*, the visual resources analysis considers the impact of the Proposed Action on important views of visual resources from public and publicly accessible locations.

Provided in the chapter is a summary of the principal issues addressed in the analysis, a summary of the principal conclusions of the analysis, a description of the methods used to assess impacts, a description of the existing urban design and visual resources in the Project Area and a larger primary study area, descriptions of urban design and visual resource conditions in the Project Area and study area in the years 2010 and 2025 without and with the Proposed Action, identification of significant impacts of the Proposed Action on urban design and visual resources, and, as necessary, identification of measures needed to mitigate identified impacts.

1. Issues

The Project Area is unique in Midtown Manhattan, in that it is dominated by transportation uses and lacks a cohesive urban design form. Characterized by a substantial amount of vacant and underutilized land, the area is one of large open areas and nondescript structures located on superblocks created by the current and former transportation network. Major transportation uses, including the open-air Caemmerer Yard, the Quill Bus Depot, the Lincoln Tunnel ramp system and ventilation structures, the Port Authority Bus Terminal (PABT), the High Line, and the Amtrak Cut, dominate the overall urban design of much of the Project Area. Despite the presence of these major transportation facilities, there are many well-kept tenement-style buildings and other structures of merit.

Although there are localized views of architecturally interesting structures and important natural features within the Project Area, including views of the Empire State Building and the Hudson River, there are few significant visual resources or visually appealing streetscapes compared to other areas of Midtown. The area is almost entirely devoid of publicly accessible open space and parkland.

The Proposed Action would result in profound changes to the urban design and visual quality of the Project Area, due to the development of new large office buildings, low- to high-rise residential buildings, an expanded Convention Center, a new Multi-Use Facility, and a substantial amount of new open space. The resulting development would have bulk and arrangement that differ considerably from those that currently exist in the area, and would include the development of a new Midblock Park and Boulevard System. This new development has the potential to affect important views and vistas in and near the Project Area.

As a consequence, the key issues addressed in the urban design and visual resources analyses include whether the Proposed Action would result in significant adverse impacts on the urban design of the

Project Area or primary study area in 2010 and 2025, and whether these changes would cause a significant adverse impact on important visual resources and views from public and publicly accessible locations within and near the Project Area. Significant impacts to urban design and visual resources as a result of proposed improvements to Corona Yard are not anticipated, since the Corona Yard is located within an industrial district lacking significant urban design value or important visual resources. Therefore, the urban design and visual resources analysis is limited to an assessment of the impact of the Proposed Action on the Project Area and primary study area.

2. Principal Conclusions

a) Urban Design

The Proposed Action would fundamentally alter and dramatically improve the urban form of the Project Area, replacing the underutilized urban landscape with a mix of new office, residential, convention, entertainment, and recreational facilities, and a substantial amount of open space integrated into the built environment. The proposed covering of Caemmerer Yard, the Amtrak Cut, and below-grade access to the Lincoln Tunnel would greatly improve the visual quality and urban form of the Project Area and enhance the distinct urban forms and visual resources of the various neighborhoods currently located in the Project Area. No significant adverse impacts to urban design in the primary study area would be anticipated.

The portion of the Project Area west of Eleventh Avenue would be transformed into a Convention Center Corridor highlighted by the expanded Convention Center and the Multi-Use Facility, which would replace the unappealing mix of transportation facilities and manufacturing buildings that currently exist in the area. Covering of the depressed Convention Center truck marshalling yard and western portion of Caemmerer Yard would dramatically improve the urban design of the Convention Center Corridor, and allow for the removal of the tall concrete walls currently lining Eleventh Avenue enclosing the two facilities. Expansion of the Convention Center would result in the extension of the already large superblock on which the Convention Center is currently located.

Within the substantially underutilized and treeless Large Scale Plan and Tenth Avenue Corridor Subdistricts, the Proposed Action would result in new, high-density, mixed-use development with substantial open space, improving the urban design and visual character of both areas.

The moderate-density residential development that would result from the Proposed Action within the Hell's Kitchen neighborhood along Ninth Avenue would be at an appropriate scale relative to existing structures in the area, and would serve to strengthen existing residential character along Ninth Avenue. This residential development would also serve to fill gaps in the streetscape and eliminate underutilization of existing development sites midblocks to the west of Ninth Avenue. This would be substantially the same as in the 2025 Future Without the Proposed Action.

The residential district in the Tenth Avenue Corridor would serve as an appropriately scaled transition between the large commercial buildings in the Large Scale Plan and the more moderately sized residential buildings in Hell's Kitchen to the east. Similarly, the high-density, primarily residential buildings that would be developed in the Clinton District/42nd Street Corridor would be compatible with the primarily residential areas of Clinton to the north.

The new Midblock Park and Boulevard System would cover the existing Amtrak Cut and connect to an extensive integrated system of publicly accessible open space and pedestrian ways, connecting West 42nd Street to locations as far south as the Gansevoort Market, and greatly enhancing the urban form of the area.

The commercial buildings that would be developed adjacent to the PABT would be compatible with the existing scale and density of buildings in the area and serve to promote a strong commercial core.

Although all effects on urban design would not occur by 2010, dramatic change would occur by this date in the western portion of the Project Area, particularly within the Convention Center Corridor, in which the expanded Convention Center, Multi-Use Facility, new publicly accessible open space, and extended No. 7 Subway would be in place. By 2025, there would be equally significant and more extensive changes east of Eleventh Avenue, including completion of the remainder of the new development that would be allowed under the Proposed Action, and the completion of the Midblock Park and Boulevard System. This would result in a significant beneficial change to the substantially underutilized and visually unappealing area that currently exists west of Tenth Avenue. This would also result in significant improvements to the pedestrian experience. The introduction of new commercial and residential uses would provide local sources of pedestrian activity in this nearly isolated portion of the City, while other new uses would create a destination area for visitors.

b) Visual Resources

Based on guidance provided in the *CEQR Technical Manual*, the visual resources analysis indicated that the Proposed Action would not result in any significant adverse impacts on existing visual resources of merit or important views from public or publicly accessible locations within or near the Project Area. Conversely, the analysis indicated that the Proposed Action would greatly enhance the overall visual quality of the area through the covering of visually unappealing transportation facilities, development of an integrated system of new development and open space, covering of Caemmerer Yard and the Convention Center truck marshalling yard, and removal of the tall concrete walls that enclose those two facilities.

The visual resources analysis identified 15 resources of visual significance (see Table 11-1 and Figure 11-15). All are within or immediately adjacent to the Project Area, except for the Empire State Building, which is located several blocks east of the Project Area. There are very few public or publicly accessible locations within the Project Area from which there are views of these resources. Many of these locations do not permit the full enjoyment of these views due to the unappealing context within which the viewing locations are found. Similarly, there are few views of the limited number of important visual resources within the Project Area from public or publicly accessible locations outside of the Project Area. As a consequence, the Proposed Action would affect these views. However, based on criteria provided in the *CEQR Technical Manual*, none of these impacts would be considered to be significantly adverse.

The northward expansion of the Convention Center would block some existing views of the Hudson River from Eleventh Avenue and crosstown streets that terminate at Twelfth Avenue. Views of the Hudson River from publicly accessible locations along West 31st and West 33rd Streets are currently limited by high concrete walls enclosing the Convention Center truck marshalling yard and the eastern and western portions of Caemmerer Yard and, therefore, would not be changed due to development of the Multi-Use Facility. Enhanced views of the Hudson River would be provided from publicly accessible open space on the roof of the Convention Center and from publicly accessible open space immediately north and south of the Multi-Use Facility.

Certain long views of the Empire State Building from publicly accessible locations within the Project Area would be eliminated as a result of the Proposed Action. However, enhanced views of the building would be provided from new publicly accessible open space that would be developed between West 33rd and West 34th Streets between Eleventh and Twelfth Avenues from the publicly accessible open space to be developed on Block 675 immediately south of the Multi-Use Facility, from the publicly accessible open space to be developed over the eastern portion of Caemmerer Yard, and from the publicly accessible open space to be developed on a portion of the roof of the expanded Convention Center.

B. METHODOLOGY

The analysis of the impact of the Proposed Action on urban design and visual resources was completed in conformance to guidance provided in the *CEQR Technical Manual*. As prescribed by the *CEQR Technical Manual*, a detailed assessment of potential impacts of the Proposed Action on urban design and visual resources was completed, since the Proposed Action would result in buildings and structures substantially different in height, bulk, form, setbacks, size, scale, and arrangement from those which exist today, and since there would be the demapping of streets that would expand existing superblocks, and the mapping of new streets that would affect street hierarchy and alter block form and street patterns. In addition, the Proposed Action would result in aboveground development and would change the bulk of new development in an area with some resources of visual significance.

The urban design assessment considered the impact of the Proposed Action on the following elements that together form the urban design of an area:

- **Building Bulk, Use, and Type:** The buildings in a neighborhood are usually described by their bulk, use, and type – for example, buildings in an area can be characterized as “boxy, low-rise manufacturing buildings,” or “narrow, high-rise commercial buildings”. The bulk of a building is defined by its size and the way it is massed on its site. Height, length, and width define a building’s size; volume, shape, setbacks, lot coverage, and density define its mass. The general use of each building is given to provide a sense of its appearance and to help understand its visual and urban design character.
- **Building Arrangement:** Building arrangement refers to the way that buildings are placed on zoning lots and blocks. They can be detached and separated by driveways or open space, or can be attached to one another as row houses. Building arrangement helps to convey a sense of overall form and design of a block or neighborhood.
- **Block Form and Street Pattern:** Block form and street pattern refers to the shape and arrangement of blocks and surrounding streets, and helps to define the flow of activity in an area, establish street views and create the basic format on which building arrangements can be organized.
- **Streetscape Elements:** Streetscape elements are the distinctive physical features that make up a streetscape, such as street trees, curb cuts, streetwalls, street furniture, building entrances, and parking lots, and help to define the immediate visual experience of pedestrians traveling through an area.
- **Street Hierarchy:** Streets may be classified as expressways, arterials, boulevards, collector/distributor streets, or local streets, as 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.
- **Natural Features and Topography:** Natural and topographic features include changes in form, geographic features, vegetation, and wildlife, including aquatic features that help define the overall visual character of an area.

The *CEQR Technical Manual* defines visual resources as an area’s unique or important public view corridors, vistas, or natural or built features. Visual resources could include views of the waterfront, public parks, landmark structures or districts, or natural resources. The visual resources assessment focused on those visual resources that could be affected by the Proposed Action, and considered the potential impact of the Proposed Action on:

- **View Corridors:** An assessment of whether the Proposed Action would block, partially or entirely, a view corridor and whether the affected view corridor is rare in the area or whether an affected viewer group is particularly vulnerable to the change in view.
- **Important Views of Natural or Built Visual Resources:** An assessment of whether the Proposed Action would block views essential to the visual character of the area.
- **The Dominance of Important Visual Resources:** An assessment of whether changes to the urban design of an area due to the Proposed Action would affect the visual dominance of an important visual resource in the area.
- **The Context of Important Visual Resources:** An assessment of whether changes to the urban design of an area would result in a significant adverse impact on the context of an important visual resource in the area.

1. Study Areas

As recommended in the *CEQR Technical Manual*, the analysis of urban design and visual resources was completed for two areas: the Project Area and the primary study area, as defined in Chapter 4, “Land Use, Zoning, and Public Policy” (Figure 11-1).

The Project Area includes the proposed rezoning area and the locations of the No. 7 Subway Extension, the proposed Multi-Use Facility, the expanded Convention Center, and the relocated DSNY and NYPD Tow Pound facilities (Block 675). In general, the discussion of Project Area conditions is detailed according to the Subdistricts identified in the proposed rezoning. In addition, although not within the area that would be rezoned under the Proposed Action, the Convention Center Corridor was also analyzed. As depicted in Figure 11-2, the Subdistricts and study areas evaluated are:

- Large Scale Plan (Subdistrict A)
- Farley Corridor (Subdistrict B)
- 34th Street Corridor (Subdistrict C)
- Tenth Avenue Corridor (Subdistrict D)
- Other Areas (Subdistrict E)
- Hell’s Kitchen (Subdistrict F)
- Clinton District/42nd Street Corridor
- Garment Center
- Other Areas to be Rezoned: Two Penn Plaza and C6-3X District
- Convention Center Corridor

As depicted in Figure 11-1, the primary study area has been defined to encompass the Project Area and the waterfront to its west, West 49th Street to the north, Sixth Avenue to the east, and West 18th Street to the south. The primary study area permits the assessment of impacts on neighborhoods beyond the immediate Project Area, including Clinton, Chelsea, and the Times Square District.

2. Data Sources

Data for the urban design and visual resources analyses were collected through field survey and secondary sources of information. A field survey was conducted in July and August 2003 to identify the urban design features and significant visual resources within the Project Area and study area. This survey was supplemented by documentary research, including information concerning the location of potentially affected historic resources or other noteworthy structures or resources. Other information relevant to such features as block form, lot configurations, building heights, number of

building stories, footprints, setbacks, age of buildings, and building typology were derived from review of:

- Sanborn maps
- Fire Insurance Underwriters' maps
- Manhattan Land Book
- The DCP's Integrated Tax Lot Property File (ITLPF) for the year 2000. ITLPF is a compilation of the Department of Finance's Real Property Assessment Database (RPAD).
- DCP MISLAND Building Class Categories. MISLAND is a standardized reporting method used by the DCP that aggregates detailed RPAD land use categories into more generalized land use classes for census and land use analyses.

C. EXISTING CONDITIONS

1. Urban Design

Provided below is a generalized description of the existing urban design of the Project Area, followed by more detailed descriptions of the building bulk, use, and type, building arrangement, block form and street pattern, streetscape elements, street hierarchy, and natural features of each Subdistrict within the Project Area.

a) Project Area

The Project Area encompasses an approximately 42-block area of the far West Side of Midtown Manhattan. Its urban design varies, depending on particular locations within the area. The overall area is unique in Midtown Manhattan, in that it lacks cohesive urban form and, for the most part, is dominated by the presence of transportation facilities. The urban form of the area is typified by vast open, underutilized areas punctuated by nondescript structures. This condition is most pronounced west of Ninth Avenue and south of West 41st Street, where the urban form is interrupted by major highway and rail facilities, including the approaches to the Lincoln Tunnel, the Amtrak Cut, Caemmerer Yard, and a substantial inventory of parking lots and areas for bus and truck storage, including truck marshalling facilities for the Convention Center.

The composite urban form of the Project Area is based upon a grid of streets and avenues, creating 200-foot by 800-foot blocks, some of which have been assembled into superblocks and some of which are disrupted by access and egress ramps to and from the Lincoln Tunnel. These superblocks extend between Seventh and Twelfth Avenues from West 33rd to West 30th/West 31st Streets, and between Eleventh and Twelfth Avenues from West 30th to West 39th Streets. A number of bulky structures are located on these blocks, including the Convention Center; the former Westyard Distribution building, which straddles the Amtrak tracks on Tenth Avenue; the General Post Office ("Farley Building"); Madison Square Garden (MSG); and Two Penn Plaza. Zoning lots on these blocks are typically rectangular in shape. Most buildings are oriented perpendicular to the street line.

Building types vary throughout the Project Area. A number of high-rise buildings are located within the West 42nd Street corridor, while mid- and high-rise buildings are located between Seventh and Ninth Avenues north of West 34th Street. The footprints of the commercial towers along West 34th Street are typically smaller than those in areas of Midtown to the east and are generally built on a full floor plate, creating a uniform streetwall. In comparison, the stocky older buildings found in the Garment Center have staggered setbacks typical of buildings constructed in the era following the adoption of the 1916 Zoning Resolution.

Hell's Kitchen is a distinct neighborhood within the Project Area, and is the site of tenement buildings with housing above and food shops and restaurants at street level, which attract substantial pedestrian activity. A number of the buildings in the area comprise a largely intact row of four- and five-story, late 19th century apartment buildings and are considered to be potential eligible historic resources.

The Project Area is characterized by the general absence of attractive streetscape elements, such as furniture or street trees. Based upon field surveys, a total of only approximately 225 trees are found within the 42-block Project Area (Figure 11-3). Sidewalks in the area are often unkempt. Attractive streetscape enhancements are generally limited to the 42nd Street and 34th Street Corridors and the Hell's Kitchen neighborhood.

Figure 11-4 depicts the street hierarchy system in the Project Area, which includes Route 9A/West Side Highway, a designated federal highway, a number of major north/south avenues that provide access to Clinton and Chelsea and other areas of the West Side of Manhattan, West 34th and West 42nd Streets, which provide access to Route 9A on the West Side of Manhattan and the Midtown Tunnel and the FDR Drive on the East Side of Manhattan, and a number of smaller one-way east/west streets, some of which are interrupted by the access ramps to the Lincoln Tunnel, Caemmerer Yard, the Convention Center, the Farley Building, and the Penn Plaza complex. In addition, although not mapped as public streets, Dyer Avenue and the Lincoln Tunnel Expressway are dedicated routes providing access to the Lincoln Tunnel. All streets are characterized by a constant flow of traffic during most periods of the day (Figure 11-5).

There are no significant natural features within the Project Area, although the Hudson River is located along its entire western edge. The land within the Project Area slopes gently downward from Eighth Avenue to the Hudson River, enhancing views of the River from certain publicly accessible locations.

The Amtrak Cut is spanned by cross streets along much of its length in the Project Area. Views from sidewalks along Eleventh Avenue and from West 30th and West 34th Streets are interrupted by the presence of walls enclosing Caemmerer Yard and the Convention Center truck marshalling yard. These walls contribute to the underutilized character of the area (Figures 11-6 and 11-7).

Large Scale Plan (Subdistrict A)

Summary. The Large Scale Plan (Subdistrict A) extends between West 30th and West 41st Streets along the east side of Eleventh Avenue. Between West 30th and West 36th Streets, it includes the full blocks to Tenth Avenue. North of West 36th Street, its eastern boundary is defined by the eastern edge of the Amtrak Cut, which runs north/south through the Tenth to Eleventh Avenue midblocks on a slight diagonal. The area is generally characterized by major transportation infrastructure, much of which is located below-grade in open cuts, emphasizing the underutilization and low-scale buildings characteristic of the urban design of the overall Subdistrict. Major transportation-related uses in the Subdistrict include the eastern portion of Caemmerer Yard, the High Line (the unused elevated rail right-of-way that extends between the western portion of Caemmerer Yard and the Gansevoort Meat Market), the main entrance plaza to the Lincoln Tunnel, and the Amtrak Cut. The area can generally be characterized as underutilized and devoid of significant amounts of pedestrian activity.

- **Building Bulk, Use, and Type.** The buildings in the Large Scale Plan Subdistrict are predominantly low-rise boxy structures, varying between FARs of 1.0 and 3.0 (the lowest in the Project Area), with full-lot coverage. Much of the land use in this Subdistrict is low-intensity, consisting of parking lots, parking structures, and other types of vehicle storage. An area devoted to automotive repairs and sales is located opposite the Convention Center between Tenth and Eleventh Avenues.
- **Building Arrangement.** Most buildings in the Large Scale Plan area are regular with respect to their placement upon lots and are attached to one another. The buildings were built incrementally

over time and do not present a cohesive urban form. Numerous at-grade parking areas and vehicle storage areas interrupt the building arrangement on blocks.

- **Block Form and Street Pattern.** The block forms in the Large Scale Plan Subdistrict vary due to the existing transportation infrastructure and grade changes in the Subdistrict. North of West 36th Street, the below-grade Amtrak Empire Line slices diagonally through the Large Scale Plan, dividing the otherwise rectangular blocks between Tenth and Eleventh Avenues into two irregularly shaped areas. Between West 33rd and West 36th Streets, the blocks are rectangular and extend between Tenth and Eleventh Avenues. The eastern portion of Caemmerer Yard is located south of West 33rd Street, interrupting the regular street pattern. The block between West 40th and West 41st Streets is bounded by streets and is regular in plan, although given over to the Lincoln Tunnel Portal and Amtrak Cut.
- **Streetscape Elements.** The streetscape of the Large Scale Plan reflects its fractured land use pattern. There are virtually no attractive street-level retail uses, resulting in minimal pedestrian activity, except during major events at the Convention Center. The only publicly accessible open space element in the area is located between West 35th and West 36th Streets immediately across Eleventh Avenue from the Convention Center. It is in need of repair and minimally used. The large, depressed site of the eastern portion of Caemmerer Yard is surrounded by tall concrete walls, precluding long views from the surrounding streets and avenues. The surrounding streets are lined with buses parked during the midday, waiting for use during the rush hour. Protective walls are found in all midblocks where the Amtrak Empire Line cuts through the street grid and around the Lincoln Tunnel ramps and entrances. The area is devoid of street furniture or other amenities. The resulting streetscape in the Large Scale Plan Subdistrict is nondescript and unappealing (Figure 11-8).
- **Street Hierarchy.** The Large Scale Plan Subdistrict contains two north-south collectors (Tenth and Eleventh Avenues) and one east-west connector (West 34th Street). The balance of the east-west streets can be categorized as local streets.
- **Natural Features and Topography.** The Large Scale Plan Subdistrict lacks significant natural features of interest. Although the land slopes gently downward from east to west, few views of the Hudson River are available from publicly accessible sites, due to the presence of built structures. The Eleventh Avenue Viaduct over Caemmerer Yard accentuates the difference in elevation between Eleventh Avenue and the Hudson River to the west (see Figure 11-7).

Farley Corridor (Subdistrict B)

Summary. The Farley Corridor (Subdistrict B) extends from Tenth Avenue to a line approximately 250 feet west of Seventh Avenue, and includes the superblocks between West 31st and West 33rd Streets. Between Ninth and Tenth Avenues, the Subdistrict extends south to West 30th Street. All the uses on the Farley Corridor superblocks have been built above transportation infrastructure, which includes the rail approaches to Penn Station and several subway lines at Eighth and Seventh Avenues. As described below, the Corridor is characterized by the presence of several large, bulky buildings and the rail approaches to Penn Station, which lie in a large open cut on the west side of Ninth Avenue surrounded by masonry walls. Large, illuminated signs on Seventh Avenue at West 33rd Street are visible from some vantage points within the Farley Corridor.

- **Building Bulk, Use, and Type.** The principal buildings in the Farley Corridor are three large, bulky structures occupying all or part of the superblocks between West 31st and West 33rd Streets – Madison Square Garden (MSG), the James A. Farley Building (Farley Building) and the former Westyard Distribution building on Tenth Avenue. Each building is distinctly different from the others and is visible for long distances on adjacent streets and avenues. MSG is a drum-shaped building, 150 feet tall, set back from the side streets and Eighth Avenue, creating a

pedestrian plaza. It is connected by a skyway to the adjacent Two Penn Plaza with a street-level vehicle drop-off for Penn Station beneath this overpass. Entrances to Penn Station are located at the intersections of West 31st and West 33rd Streets and Eighth Avenue. Located on the west side of Eighth Avenue, the 120-foot tall Farley Building is a grand building in the form of a Corinthian temple set upon a pedestal that creates its monumental steps (Figure 11-9). The former Westyard Distribution building straddles the Amtrak tracks between Tenth Avenue and the Lincoln Tunnel Expressway between West 31st and West 33rd Streets, and is visible across the low rail yards to its east and west. A bulky building, 15 stories tall, it was designed in the 1970s in the “Brutalist” style. It sits high atop its platform with corner buttresses on its north, west, and south façades. It has an unusual shape in that the north, west, and south Amtrak Empire Line rail cuts slope away from the street as they rise (Figure 11-10).

- Immediately south of Projected Development Site 31 (the former Westyard Distribution building) are several mixed-use buildings, including low-rise, high-coverage industrial buildings. To the southwest of Projected Development Site 31 is a new mid-rise residential condominium. The only other buildings in the Farley Corridor are a 12.0 FAR loft building located in a large parking lot at 424 West 33rd Street, and a 15-story building with a wide 250-foot frontage at 406-426 West 31st Street.
- **Building Arrangement.** Each of the principal buildings in the Farley Corridor dominates its superblock site and stands distinctly separate from the other major structures in the area.
- **Block Form and Street Pattern.** The superblocks within the Farley Corridor are rectangular in form and similar in dimensions (approximately 450 feet by 800 feet). The superblocks interrupt West 32nd Street between Seventh Avenue and Tenth Avenue. MSG occupies most of a superblock; the Farley Building occupies the entire superblock between Eighth and Ninth Avenues; and the parking lots, open rail cut, and loft building at 424 West 33rd Street occupy the remaining portion of the superblock not occupied by the former Westyard Distribution building.
- **Streetscape Elements.** The Eighth Avenue façade of the Farley Building is a handsome landmark in the City. The steps up to the Farley Building’s main Eighth Avenue entrance are an inviting feature, but the long sides of the building and its loading docks on Ninth Avenue detract from the pedestrian experience. Decorative street lamps exist along West 31st and West 33rd Streets and Ninth Avenue. The entrance to Projected Development Site 31 on West 33rd Street attracts pedestrian activity, but its other three sides are uninviting. There is some planting behind the building, but the otherwise uninviting streetscape detracts from its enjoyment. The high walls enclosing the eastern portion of Caemmerer Yard result in an uninviting streetscape along Tenth Avenue
- **Street Hierarchy.** Eighth, Ninth, and Tenth Avenues are the major north/south through streets in the Farley Corridor, while only West 33rd Street provides an east-west connection between Route 9A and points to the east.
- **Natural Features and Topography.** There are no significant natural features or changes in landform in the Farley Corridor.

34th Street Corridor (Subdistrict C)

Summary. The 34th Street Corridor (Subdistrict C) extends between West 33rd and West 35th Streets from Eighth to Tenth Avenues, excluding the midblock on the south side of West 35th Street. The corridor, with a typical street grid and no superblocks, has urban development patterns that are more characteristic of Midtown Manhattan than the Large Scale Plan and Farley Corridor (Subdistricts A and B respectively). It contains the widest range of building types in the Project Area. Compared to the Large Scale Plan and Farley Corridor, the 34th Street Corridor has a strong sense of

streetwall continuity and few empty lots. Several large, brightly lit signs on Seventh Avenue and West 34th Street are visible from within the 34th Street Corridor.

- **Building Bulk, Use, and Type.** The 34th Street Corridor contains the widest range of building types in the Project Area, including residential towers, large- and low-scale institutional structures, office towers, low-rise residential tenements with ground-floor retail, and low-rise former manufacturing buildings. FARs in the Subdistrict range between 1.0 and 12.0. Its history as an important corridor for both Midtown and the Hell’s Kitchen neighborhood is emphasized by the seven historic resources in the area, which include three religious institutions, the former Manhattan Opera House (now the Manhattan Theater Center), the YMCA building, the New Yorker Hotel, and the former J.C. Penney Company building. Although there is no consistent building type in this Subdistrict, these resources help define its distinct character. In addition, the apartment buildings on West 34th Street between Ninth and Tenth Avenues create a pre-war style residential character, despite the presence of the nearby Lincoln Tunnel ramp. A number of the buildings in the 34th Street Corridor contain ground-floor retail uses, including chain stores and a large multiplex cinema.
- **Building Arrangement.** The 34th Street Corridor has fewer open lots and the strongest sense of streetwall continuity compared to any of the other Subdistricts. The buildings were developed incrementally over time and do not present a cohesive urban form.
- **Block Form and Street Pattern.** The block forms in Subdistrict C are consistently rectangular and similar to those found in other portions of the Manhattan street grid.
- **Streetscape Elements.** The streetscape along West 34th Street in Subdistrict C has been enhanced with the placement of a number of plantings and benches, although the attractiveness of the pedestrian environment diminishes as one moves westward. Ground-floor retail uses found on West 34th Street near Penn Station enliven the area.
- **Street Hierarchy.** The 34th Street Corridor is centered on West 34th Street, an east-west collector. The corridor is bounded by Eighth and Tenth Avenues, and bisected by Ninth Avenue. This Subdistrict has no internal local streets.
- **Natural Features and Topography.** The 34th Street Corridor has no significant natural or defining topographic features.

Tenth Avenue Corridor (Subdistrict D)

Summary. The Tenth Avenue Corridor (Subdistrict D) lies between the Large Scale Plan (Subdistrict A) and Hell’s Kitchen (Subdistrict F). The western portion of the Subdistrict (Subarea D1) extends between West 36th and West 41st Streets on the west side of Tenth Avenue. Its western boundary is generally the eastern edge of the Amtrak Cut. The urban design of Subarea D1 is similar to both the Large Scale Plan and Hell’s Kitchen Subdistricts. The eastern portion of the Subdistrict (Subarea D2) extends approximately 100 feet east of Tenth Avenue between West 35th and West 40th Streets. Subarea D2 contains a number of Lincoln Tunnel ramps and associated infrastructure, and its urban design is generally similar to that of the Large Scale Plan Subdistrict. This corridor contains a greater range of uses than the Large Scale Plan Subdistrict, reflecting its location near the Hell’s Kitchen neighborhood.

- **Building Bulk, Use, and Type.** The Tenth Avenue Corridor does not exhibit a consistent pattern of building bulk, use, or type. Most uses are intermingled with at-grade parking lots and gas stations, detracting from the creation of any uniform built character. Buildings in the Subdistrict are predominantly low-rise, except for the 13.0 FAR terra cotta Hill Building located at the southern end of the Subdistrict on the west side of Tenth Avenue (Figure 11-10). The Hill Building and St. Raphael’s Roman Catholic (RC) Church and Rectory (located at 502 West 41st

Street) are both designated historic resources. Bulky commercial/manufacturing buildings are located at the southern end of the Subdistrict. Most of the buildings that front on Tenth Avenue are low-rise, and house a mix of automotive, residential, and commercial uses.

- **Building Arrangement.** There is little regularity in building arrangement within Subdistrict D due to the irregular shape of lots caused by the Amtrak Cut and the at-grade parking lots that disrupt the placement of buildings. The Lincoln Tunnel ramps and portals in the northern portion of Subdistrict D further disrupt the regularity of building placement.
- **Block Form and Street Pattern.** The block form and street pattern within Subdistrict D vary due to the presence of the Amtrak Cut.
- **Streetscape Elements.** There are few streetscape elements of merit within the Tenth Avenue Corridor. The resulting street environment is inhospitable to pedestrian activity, due to the presence of walls protecting the entrance to the Lincoln Tunnel, at-grade bus parking, curb cuts for auto-related uses, and lack of street planting.
- **Street Hierarchy.** The Tenth Avenue Corridor contains several primary entrances to the Lincoln Tunnel, affecting traffic operations on West 41st Street and Tenth Avenue. Tenth Avenue is the principal north-south street in the Subdistrict.
- **Natural Features and Topography.** There are no significant natural or topographic features within Subdistrict D.

Other Areas (Subdistrict E)

Summary. Subdistrict E is comprised of three disparate subareas. Subarea E1 covers most of the block between West 40th and West 41st Streets from Ninth to Tenth Avenues, except for tenement buildings on the southeast corner of the block. Subarea E2 covers most of the block between West 39th and West 40th Streets from Eighth to Ninth Avenues. Subarea E3 includes the midblocks between Seventh and Eighth Avenues south of Penn Station between West 28th and West 31st Streets. Subareas E1 and E2 are transitional areas between the PABT and neighboring districts. Subarea E1 includes elevated ramps between the PABT and two low-rise, large-footprint, community facility buildings. Subarea E2 contains a wider range of building types than Subarea E1, including low-rise residential buildings. Subarea E3, located south of Penn Station, includes a portion of the Fur District and has a built character similar to that of the Garment Center District.

- **Building Bulk, Use, and Type.** Subarea E1 is located between West 40th and West 41st Streets from Ninth to Tenth Avenues. This subarea straddles Dyer Avenue and includes a number of community facilities in low-rise buildings of similar height and bulk east of Tenth Avenue. The FARs for the community facilities are typically 6.5.

Subarea E2 is located directly south of the PABT and is comprised of the entire block bounded by West 40th Street, West 39th Street, Eighth Avenue, and 100 feet east of Ninth Avenue. Subarea E2 does not include the Ninth Avenue frontage. There is a wide range of building types and land uses in the Subdistrict, including residential buildings, manufacturing lofts, parking garages, and open parking lots. On the Eighth Avenue frontage, there are some undistinguished low-rise (FAR of 1.0 and 2.0) commercial buildings of retail use. Building types and bulk range from large lofts on regular footprints (with FARs of up to 10.0) to more traditional, tenement-style buildings closer to Ninth Avenue (with FARs of 4.0). Buildings are generally not set back from the fronting streets.

Subarea E3 is located south between West 31st and West 28th Streets, from Seventh to Eighth Avenues, but without frontage on either avenue. This area contains a number of building types, including manufacturing lofts with the staggered setbacks typical of buildings completed post-

1916 Zoning Resolution and residential buildings. FARs range between approximately 5.0 and 15.0.

- **Building Arrangement.** Most buildings near the PABT in Subareas E1 and E2 are regular with respect to their placement upon lots, and are attached to one another, except where surface parking lots break the streetwall. The buildings were developed incrementally over time and do not present a coherent urban form. Like other Subdistricts, a number of at-grade parking and vehicle storage areas disrupt the continuous placement of buildings on blocks. Streetwalls are discontinuous and disorganized. In Subarea E3, most buildings are built fully to the lot line, although the streetwall varies from building to building.
- **Block Form and Street Pattern.** Except for Subarea E1, where ramps to the PABT overtake the block, the block forms are comprised of built-up, regular blocks amid a portion of the Manhattan street grid.
- **Streetscape Elements.** None of the subareas comprising Subdistrict E have substantial street amenities. In Subarea E1, the area's disparate uses and bulk result in a separation between this small area and adjacent uses. The overall streetscape is nondescript and unappealing.
- **Street Hierarchy.** Subdistrict E is comprised of regular blocks bounded by north-south avenues, and east-west local streets.
- **Natural Features and Topography.** There are no significant natural or topographic features in Subdistrict E.

Hell's Kitchen (Subdistrict F)

Summary. Hell's Kitchen (Subdistrict F) is a distinct neighborhood within the Project Area. Composed of two subareas (Subareas F1 and F2), it is typified by the presence of tenement buildings, with housing above and food shops and restaurants at street level, which attract substantial pedestrian activity. Subarea F1 covers the midblocks between Ninth and Tenth Avenues from the south side of West 35th Street to West 40th Street, while Subarea F2 encompasses the spine of the neighborhood Ninth Avenue between West 35th and West 40th Streets. While Subarea F2 is cohesive and distinctive in form, the land use and street patterns in Subarea F1 are broken up by Lincoln Tunnel access ramps that pass through the area.

- **Building Bulk, Use, and Type.** Building type varies between Subarea F1 and F2. Subarea F1 is dominated by the presence of the grade-separated ramps providing access to the Lincoln Tunnel. However, the subarea contains the Underhill Building, a 12-story brick structure ornamented with colored terra cotta and Renaissance Revival-style details, which stands apart from its otherwise low-rise surroundings. Subarea F1 also contains tenement buildings of similar bulk, height, and density to those in Subarea F2, with FARs ranging between 4.0 and 6.0. There are a number of large-footprint, low-rise buildings used for automotive and storage interspersed among these low-rise residential tenements.

Subarea F2 is typified by tenement buildings with housing above and retail uses at street level. Nine of the buildings along Ninth Avenue comprise a largely intact row of four- and five-story late 19th century apartment buildings, a remnant of Hell's Kitchen's tenement past. They are considered to be potential eligible historic resources. Rich with architectural detailing, including decorative pediments and cornices and hanging fire escapes, the buildings have FARs of approximately 5.0.

- **Building Arrangement.** Most buildings in Hell's Kitchen are attached to one another and regular with respect to their placement on lots. The buildings in this Subdistrict were developed

incrementally over time, and do not present a cohesive urban form. Like other Subdistricts, at-grade parking areas interrupt otherwise continuous building arrangement on blocks.

- **Block Form and Street Pattern.** The Hell’s Kitchen Subdistrict is typified by an irregular block form due to the presence of the Lincoln Tunnel ramps and Dyer Avenue. The street pattern and block form of the portion of the Hell’s Kitchen Subdistrict on the east side of Ninth Avenue is typical of the City grid.
- **Streetscape Elements.** The streetscape of most of the Hell’s Kitchen Subdistrict lacks such amenities as benches and planting. However, the street tree plantings and ground-floor retail uses along Ninth Avenue beautify and enliven the area and provide interesting visual relief from other more underutilized areas in the Subdistrict. These retail uses are neighborhood-oriented, with attractive and interesting storefronts that create destinations and pedestrian activity. By contrast, there are few ground-floor retail uses in the western portion of Hell’s Kitchen (i.e., Subarea F1), and the presence of the Lincoln Tunnel ramps reduces the overall attractiveness of the Subdistrict.
- **Street Hierarchy.** Hell’s Kitchen is centered on a single collector – southbound Ninth Avenue. The Subdistrict is bisected by northbound Dyer Avenue, which feeds the Lincoln Tunnel. The east-west streets within Hell’s Kitchen are local streets.
- **Natural Features and Topography.** There are no significant natural or topographic features within the Subdistrict.

Clinton District/42nd Street Corridor

Summary. This section of the Project Area extends between West 41st and West 43rd Streets from Eighth to Twelfth Avenues, covering the south half of the block between West 42nd and West 43rd Streets from Ninth Avenue to within 100 feet of Eighth Avenue. The building form is distinct from the rest of the Project Area, in that it is dominated by residential towers, mostly on bases, with ground-floor retail. Older buildings can still be found, including the Holy Cross RC Church Complex. Unlike most of the Project Area, the Clinton District/42nd Street Corridor has a lively and inviting streetscape.

- **Building Bulk, Use, and Type.** As noted above, the building form in the Clinton District/42nd Street Corridor is dominated by residential towers on bases with ground-floor retail. The FARs of these buildings range up to 12.0. Although tall, these towers are not overwhelmingly bulky, due to their relatively small lot coverage. Older buildings, including three “model” tenements with 100-foot street frontages (four times the typical frontage) and the Holy Cross RC Church Complex are designated historic resources. There are a number of lower (FAR 3.0) buildings on the south side of West 42nd Street that house theaters. The intersection of West 42nd Street and Ninth Avenue is an active retail node, mostly framed by low-rise (FAR of 2.0) commercial or commercial-base residential buildings (Figure 11-11).
- **Building Arrangement.** Most buildings in the Clinton District/42nd Street Corridor are regular with respect to their placement upon lots, and are attached to one another.
- **Block Form and Street Pattern.** The block forms are regular blocks and typical of the Manhattan street grid.
- **Streetscape Elements.** The streetscape in the Clinton District/42nd Street Corridor is substantially more evolved and inviting than in other Subdistricts in the Project Area. The Amtrak Empire Line rail cut and brightly lit signage of Theater Row on the eastern end of the Subdistrict create a diverse and animated setting for the numerous pedestrians that travel along West 42nd Street (see Figure 11-11). The street-level retail stores and restaurants, wide

sidewalks, and street trees create an inviting environment for pedestrians throughout most of the area.

- **Street Hierarchy.** The Clinton District within the Project Area includes three collector roads (i.e., Ninth, Tenth, and Eleventh Avenues) and West 42nd Street, which provide connections to Route 9A to the west and the FDR Drive to the east.
- **Natural Features and Topography.** The Clinton District/42nd Street Corridor does not have any significant natural or topographic features.

Garment Center

Summary. The portion of the Garment Center District within the Project Area consists of four midblocks between West 35th and West 39th Streets from Eighth to Ninth Avenues. This portion of the Garment Center District contains some loft buildings typical of the Garment Center District as a whole, but also contains many low-rise buildings and a number of vacant lots. Although many of the uses in the Garment Center District are related to the apparel industry, a number of the buildings are partially or completely in other commercial uses. The area contains few residential uses.

- **Building Bulk, Use, and Type.** Buildings in the Garment Center District are generally tall and bulky (ranging between 4.0 and 13.0 FAR). Many buildings have upper-story setbacks atop high streetwalls. As indicated above, the Garment Center District contains loft buildings, but also contains low-rise buildings and vacant lots. The area also has a small inventory of residential uses, some of which are housed in pre-Garment Center District buildings. The Christ Memorial Church Building at 334-344 West 36th Street, the former Barbour Dormitory at 330 West 36th Street, and the tenement at 346 West 36th Street are three historic resources reminiscent of the turn of the 20th century residential neighborhood of Hell's Kitchen.
- **Building Arrangement.** Most buildings in the Garment Center District are regular with respect to their placement upon lots and are attached to one another, except where lots and garages interrupt the line of structures.
- **Block Form and Street Pattern.** The block forms are comprised of built-up, regular blocks typical of the Manhattan street grid.
- **Streetscape Elements.** The Garment Center District, an area where handcars and racks were once very common, does not afford many amenities to pedestrians. There are few street trees in the area, allowing unimpeded pedestrian and apparel-related traffic on the area's sidewalks. The streets in the area are generally active, with shops, restaurants, and loft storefronts that display and advertise to the trade.
- **Street Hierarchy.** The portion of the Garment Center District within the Project Area consists of east-west local streets contained within the blocks defined by Eighth and Ninth Avenues.
- **Natural Features and Topography.** The portion of the Garment Center District within the Project Area does not have any significant natural or topographic features.

Other Areas to be Rezoned: Two Penn Plaza and C6-3X District

Summary. These two distinct areas are located at the periphery of the Project Area. Two Penn Plaza is located on Seventh Avenue between West 31st and West 33rd Streets. It is a 1.56-million-square-foot, 30-story commercial office building built in 1967, and fronts upon a 0.42-acre plaza. The broad east and west façades of this building is a monolithic structure constructed of metal and glass, interrupted by regular light-colored masonry piers.

The area proposed to be zoned C6-3X is located on the south side of West 31st Street and extends from a point 100 feet west of Eighth Avenue to Ninth Avenue. The area extends south to midway between West 31st and West 30th Streets. Building types differ widely within the area. The block has no prevailing and dominant character. In addition, the Proposed Action would increase the depth of the existing C6-3X district between West 29th and West 30th Streets along the east side of Eighth Avenue from 100 to 150 feet. The C6-3X district would permit commercial and residential development at 9.0 FAR.

- **Building Bulk, Use, and Type.** Two Penn Plaza is a 30-story building with a metal and glass façade and acts as the “front door” to MSG. This bulky building is set back from the street on a large plaza area, with steps up to MSG entrances, and provides a connection to Penn Station. The south side of West 31st Street, between Eighth and Ninth Avenues, is occupied by an open parking lot to the east, the four-story College of Technology to the west, and a four-story parking structure with a screened façade further to the west. The western half of the block contains taller buildings, including a 10-story brick office building with a seven-story streetwall and setbacks above adjacent to the parking structure.
- **Building Arrangement.** Two Penn Plaza is rectilinear to Seventh Avenue and West 33rd and West 31st Streets and set back from the street on a plaza. South of West 31st Street, buildings are regular with respect to their placement on lots.
- **Block Form and Street Pattern.** These blocks are part of the regular Manhattan street grid.
- **Streetscape Elements.** Large signs dominate both the east and west sides of Seventh Avenue, particularly at the corners of West 34th and West 33rd Streets. The area is heavily used by pedestrians traveling to and from MSG and Penn Station. Except for some street trees on the western end of the block south of West 31st Street, there are few amenities or landscaping in this area.
- **Street Hierarchy.** This area is bounded by two local streets (West 31st and West 33rd Streets), and two collector streets (Seventh and Eighth Avenues).
- **Natural Features and Topography.** These areas do not include any significant natural or topographic features.

Convention Center Corridor

Summary. The Convention Center Corridor extends from West 29th Street to West 41st Street between Eleventh and Twelfth Avenues. The urban form of the area is dominated by the depressed and open-air Caemmerer Yard, which extends from West 30th Street to West 33rd Street, the open-air Convention Center truck marshalling yard from West 33rd to West 34th Streets, the Convention Center, which extends from West 34th Street to West 39th Street, a parking lot and two truck garages on the block between West 39th and West 40th Streets, the Quill Bus Depot, which occupies the entire block between West 40th and West 41st Streets, and the parking lot on the proposed Convention Center hotel site (southwest corner of Eleventh Avenue and West 42nd Street). The western portion of Caemmerer Yard and the Convention Center truck marshalling yard are below the grade of Eleventh Avenue and are visually separated from the Convention Center Corridor by high concrete walls that enclose the two facilities. Together, these large public facilities form an imposing presence to pedestrians walking through the area.

- **Building Bulk, Use, and Type.** The Convention Center Corridor is characterized by large full-block (and superblock) transportation and public facilities, including the western portion of Caemmerer Yard, located between West 30th and West 33rd Streets; an open-air truck marshalling yard used by exhibitors at the Convention Center, located between West 33rd and West 34th Streets; the Convention Center, located between West 34th and West 39th Streets; a

parking lot and two truck garages, located between West 39th and West 40th Streets; the Quill Bus Depot, located between West 40th and West 41st Streets; and the parking lot on the proposed Convention Center hotel site at the southwest corner of Eleventh Avenue and West 42nd Street (Figure 11-12). In addition, three Lincoln Tunnel ventilation buildings are located on or near West 39th Street. The block between West 29th and West 30th Streets (“Block 675”) is the only exception, in that it contains a number of low buildings. The High Line runs east-west along the south side of Caemmerer Yard and then north along the west side of Caemmerer Yard to West 33rd Street, where it turns eastward, crossing through the block while descending to meet the tracks beneath Eleventh Avenue (Figure 11-13).

The western portion of Caemmerer Yard encompasses the entire block between Eleventh and Twelfth Avenues from West 30th to West 33rd Streets. This low, at-grade facility is used for the storage and maintenance of LIRR trains and equipment. It is substantially devoid of buildings. Immediately south of Caemmerer Yard is Block 675, where a number of low buildings are located, including the Gary Snyder (Art) Gallery on West 29th Street and Eleventh Avenue. The block immediately north of the western portion of Caemmerer Yard is occupied by the open-air truck marshalling area for the Convention Center.

Given the existence of the open areas of the Convention Center truck marshalling area and Caemmerer Yard, and the low adjoining buildings to its south, the Convention Center is the dominant visual presence in this part of the Project Area (Figure 11-14). Built on a former rail yard, with a footprint of approximately 780 feet by 1,000 feet plus a large tent structure between West 38th and West 39th Streets, it is the largest building in the Project Area and occupies the most extensive land area of any single occupied structure in Midtown Manhattan. The building is set back from Eleventh Avenue and West 34th Street for passenger drop-off. The long, low building rises to a high point of approximately 140 feet at its main entrance at West 35th Street and Eleventh Avenue. The building structure is composed of a “space frame” clad in a skin of dark blue-gray glass. The Twelfth Avenue façade does not have setbacks at street level and presents an unvaried, largely concrete face to Hudson River Park located immediately across Twelfth Avenue from the Convention Center.

A parking lot and two truck garages are located on the block between West 39th and West 40th Streets immediately north of the Convention Center. Three Lincoln Tunnel ventilation buildings, all historic resources, stand on or near West 39th Street. The largest building, located at the foot of the street west of Twelfth Avenue, is a brick structure in the Art Deco style of two towers, connected by a bridge on a one-story base. Another brick vent tower with Art Deco detailing is located at 491 Eleventh Avenue. These buildings are visible looking west on West 39th Street and from the Lincoln Tunnel entrance plaza, where they form a visually coherent Art Deco-style composition. The third tower, located at the southeast corner of Twelfth Avenue and West 39th Street, was built later and is largely unornamented. It is stylistically different from the other vent buildings.

The Quill Bus Depot occupies the entire block between Eleventh and Twelfth Avenues, from West 40th to West 41st Streets (see Figure 11-12). It is a bulky, low multi-story bus storage and maintenance facility with a distinctive curved façade along Eleventh Avenue.

An at-grade parking lot occupies the site of the proposed Convention Center hotel at the southwest corner of Eleventh Avenue and West 42nd Street.

- **Building Arrangement.** Buildings in the Convention Center Corridor are located regularly on blocks or superblocks.
- **Block Form and Street Pattern.** The buildings and open-air Caemmerer Yard and truck marshalling facilities in the Convention Center Corridor are located regularly on a series of

blocks and superblocks. The street pattern is not typical of that of Midtown, in that the Caemmerer Yard and Convention Center superblocks interrupt West 31st, West 32nd, West 35th, West 36th, West 37th, and West 38th Streets.

- **Streetscape Elements.** The streetscape throughout the Convention Center Corridor is generally without amenity. The large transportation uses in the corridor are not intended to attract pedestrians, and create a bleak streetscape. Tall grey walls surrounding the truck marshalling facility and Caemmerer Yard emphasize the drab character of the streetscape. The Convention Center, though a large public facility, was never intended to be a pedestrian or location destination, and has few inviting streetscape elements. The Convention Center's Twelfth Avenue façade (see Figure 11-14) is a largely blank wall facing the Hudson River and Hudson River Park.
- **Street Hierarchy.** The Convention Center is bounded by collector roads Eleventh Avenue and West 34th Street, as well as the arterial Twelfth Avenue. The northern edge of the Convention Center is West 39th Street, an east-west local road.
- **Natural Features and Topography.** There are no significant natural features in the Convention Center Corridor, although it is immediately east of the Hudson River and Hudson River Park. The land slopes downward from Eleventh Avenue to Twelfth Avenue throughout the Subdistrict.

b) Primary Study Area

The primary study area for the Urban Design and Visual Resources Assessment is identical to the primary study area for the assessment of land use, zoning, and public policy impacts, and includes portions of Clinton to the north, the Times Square/Theater District to the north and east; the Garment Center, Midtown, and the Herald Square areas to the east; Chelsea to the south; and the Hudson River and Hudson River Park to the west. These neighborhoods are home to several major activity nodes and landmarks located along the 42nd Street and 34th Street Corridors. The PABT, the Times Square/Theater District, and Midtown are located east of the Project Area along the 42nd Street Corridor, while Penn Station, the One Penn Plaza office tower, and the Herald Square office and shopping district are situated on the 34th Street Corridor. In contrast with the Project Area's fragmented urban form, the primary study area contains well-defined building types, streetscapes, neighborhoods, districts, and activity nodes, and high pedestrian volumes.

Clinton

The portion of Clinton contained within the primary study area comprises the blocks between West 49th Street to the north and West 43rd to the south, Eighth Avenue to the east, and Twelfth Avenue to the west. The street grid in this portion of Clinton is generally regular, with blocks 200 feet by 800 feet in dimension, which are large compared to other portions of Manhattan but similar to Hudson Yards. Some irregular block forms do exist, however. In most cases, the blocks between Eleventh and Twelfth Avenues are shorter, with their western edges truncated to meet the shifts in alignment of Twelfth Avenue, which itself runs parallel to the banks of the Hudson River. The Amtrak Cut is situated midblock between Tenth and Eleventh Avenues from West 43rd to West 49th Streets, dividing these blocks into two rows of smaller blocks.

Twelfth Avenue is a designated federal highway and serves as a two-way arterial and major collector. The other avenues are also major collectors with one-way flows, while the narrower east-west streets serve a local street function.

Ninth Avenue functions as Clinton's neighborhood spine, and features low- and mid-rise buildings with ground-floor retail uses. The blocks flanking Ninth Avenue are characterized by narrow lots, which mostly support low-rise (five- to six-story walkup) residential development and commercial uses. Further west of Tenth Avenue, the uses become more industrial and the building height decreases overall. Buildings are generally attached to one another in a regular arrangement, except on

the eastern portion of the Tenth to Eleventh Avenue blocks, from West 49th to West 43rd Streets, where the multi-story streetwall is interrupted by transportation facilities.

The streetscapes in the eastern portion of Clinton, especially along Ninth Avenue and Restaurant Row (West 46th Street, between Eighth and Ninth Avenues) are enlivened by commercial uses servicing the neighborhood and supporting the entertainment uses of Times Square and the Theater District, and the associated pedestrian activity. Restaurant Row is an attractive destination, with street trees, decorative pavements, and façades garnished with awnings, signage, and well-selected finishes.

Midtown

The portion of Midtown within the primary study area includes a number of districts, including the Times Square/Theater District, the Garment Center District, and Penn Station/Herald Square. Each of these areas displays a high level of pedestrian activity. Major collector roads include heavily used portions of Sixth, Seventh, and Eighth Avenues; Broadway; West 42nd Street; and West 34th Street. Seventh Avenue serves southbound traffic, while Sixth and Eighth Avenues serve northbound traffic. West 42nd Street, and West 34th Street carry two-way traffic. The narrower east-west streets serve local street function.

The block form and street grid of the primary study area are regular, except where Broadway bisects the rectangular street grid (from West 49th to West 44th Streets, and from West 40th to West 34th Streets), creating “bow-tie” street patterns and irregular blocks on the eastern boundary of the primary study area, including the block forms at Times Square and Herald Square.

Times Square/Theater District. Centered on the intersection of Broadway and Seventh Avenue, Times Square is one of the most bustling and visually distinctive areas of the world. The large, brightly lit animated signs, the intersection of the several roads, and numerous theaters and other entertainment uses form a unique urban district immediately recognizable by visitors to the City.

Times Square is characterized by tall office buildings with ground-level retail and entertainment uses. The portion of the Theater District within the primary study area between West 49th Street and West 40th Street, Seventh and Eighth Avenues, contains mid-size and large lots supporting major office buildings, hotels, and theaters, and tourism-related commercial and entertainment uses. Buildings range from two to 51 stories in height. Built form reflects zoning, with higher densities and streetwalls along the avenues. Several theaters in the Theater District provide localized points of visual interest, although they are not visible from outside the district.

The PABT and its annex are located just west of the Times Square area and the heart of the Theater District. The main terminal occupies a full block between Eighth and Ninth Avenues, West 41st to West 40th Streets, while the lower-rise north annex occupies the eastern half of the block between Eighth and Ninth Avenues, from West 42nd to West 41st Streets. An elevated walkway and bus lanes over West 41st Street connect the two structures. The building footprint thus resembles a superblock, although West 41st Street is not obstructed by structure, and until September 11, 2001, was a westbound through-street. The distinctive, Brutalist exo-frame of the PABT makes it an easily recognizable structure. Except for glazed ground-floor retail frontages at street level on the building’s West 42nd Street and Eighth Avenue façades, the building envelope is undistinguished and without fenestration.

Garment Center District. The Garment Center District lies just south of the Times Square/Theater District, between West 40th and West 35th Streets, Sixth and Eighth Avenues. The blocks in this portion of Midtown are primarily subdivided into mid-size parcels occupied by mid-rise loft buildings, ranging from 12 to 22 stories. Like the portion of the Garment Center District within the Project Area, the narrow east-west streets, coupled with the relatively tall buildings without setbacks, combine to create a relatively dark, less sunlit area. Combined with the high volumes of business-

oriented vehicular and pedestrian activity, it has a bustling but congested feeling. There is little room or opportunity for street furniture or planting.

Penn Station/Herald Square. The Herald Square office and shopping area, situated south of the Garment District, and generally bounded by West 35th and West 30th Streets, Sixth, Seventh and Eighth Avenues, is a major commercial center of Midtown. The area includes prominent commercial, office, and hotel uses, such as Macy's, the Manhattan Mall, high-rise office buildings such as One Penn Plaza, and hotels. The blocks in this area generally contain mid-size and large lots, including through lots and full block parcels, which accommodate mid- to high-rise buildings (12 to 57 stories). The nine-story Macy's department store occupies a full block, between Broadway and Seventh Avenue, from West 35th to West 34th Streets. One Penn Plaza, a 57-story high-rise office tower, occupies the center of the block bounded by Seventh and Eighth Avenues, West 34th and West 33rd Streets. This building is set back from the street and is surrounded by multiple plaza areas. Its façade of steel and gray glass and strong verticality supplied by its columns, surmounted by the large red "1" high on all four façades, create an orienting landmark for the area. The pedestrian volumes generated by Penn Station, which is situated below street level in this area, create a bustling atmosphere. Street furniture is limited, but hanging plantings along West 34th Street provide a pleasant atmosphere.

Signage in the area is governed by the underlying C6 and C5 zoning district sign requirements. The maximum size requirements for C5-2 and C5-3 districts are smaller than those of C6-2, C6-4, and C6-6 districts. Large signs that dominate this area include the Macy's signs on both the Broadway and Seventh Avenue frontages at West 34th Street. The Macy's sign on Seventh Avenue is located in the Penn Center Subdistrict. Compared to signs found in other areas of Herald Square, this large illuminated flashing sign is more typical of the signs found in the Penn Center Subdistrict.

Despite the variety of identifiable districts within Midtown, there is consistency in terms of the streetscapes throughout. In addition to the generally regular block pattern, most buildings in Midtown are constructed in a rectilinear fashion to the street line and are attached to create a continuous streetwall. The streets in Midtown are animated, with activity nodes such as the Times Square/Theater District, the PABT, the Herald Square office and shopping district, and terminals for Penn Station and the Port Authority Trans-Hudson (PATH) trains drawing pedestrians. The streetscape in this area is enhanced by public spaces around Herald Square, a triangle-shaped park between West 35th and West 34th Streets, and plazas along Sixth Avenue, Broadway, and One Penn Plaza.

Chelsea

The portion of Chelsea contained within the primary study area extends from Sixth to Twelfth Avenues between West 30th and West 18th Streets. Within the primary study area, Chelsea comprises a large residential neighborhood, with an industrial/commercial area on its western edge. On the eastern edge of the area, the division between residential and industrial/commercial area is not as clear, but Chelsea east of Seventh Avenue contains a mix of residential and industrial/commercial uses and markets that are distinct from the character in the heart of the neighborhood.

Residential areas prevail in Chelsea between Seventh and Tenth Avenues, but not all in one form. Many of Chelsea's side streets, particularly between Eighth and Tenth Avenues, are lined with row houses that date from the mid-19th century. In this area, the General Theological Seminary campus, which has occupied a full block from West 20th to West 21st Streets, Ninth to Tenth Avenues for approximately 150 years, contributes strongly to the neighborhood's urban form. A portion of the area between West 20th and West 23rd Streets, generally between Eighth and Tenth Avenues, is in the Chelsea Historic District. The neighborhood also contains a number of larger buildings, built in the first decades of the 20th century, of which London Terrace, a designated historic resource built in 1929, is a major example.

North of West 23rd Street are the Penn South Houses and the Chelsea Eliot Houses, which were built in the early 1960s and offer a different building form and street system. West 24th and West 28th Streets between Eighth and Ninth Avenues curve around the complex of tall buildings set on broad plazas. West 27th Street does not exist in this area. More recent residential buildings can be found on Eighth and Ninth Avenues, as well as Seventh Avenue. These are generally contextual buildings of no more than 18 stories. By contrast, the new residential development on Sixth Avenue north of West 23rd Street has produced large buildings and taller towers, reflecting their location closer to Midtown. All of the avenues in the Chelsea neighborhood contain a lively mixture of ground-floor retail and restaurants. Parks and schools here are typical of an established Manhattan residential neighborhood.

Several large and irregular blocks modify the regularity of the street grid in the primary study area. Between Eighth and Ninth Avenues, from West 29th to West 26th Streets and from West 25th to West 23rd Streets, City blocks have been combined to accommodate the Penn South Co-op high-rise residential development. These irregular blocks are characterized by curved blockfaces and corresponding modified street alignments along West 28th and West 24th Streets. Flanking this area to the west is another superblock housing development, Chelsea Park and the Chelsea and Elliot Houses, from Ninth to Tenth Avenues, between West 28th and West 26th Streets. As a result of these superblock configurations, West 27th Street is removed from the grid, from Eighth to Tenth Avenues.

As in Clinton to the north, many blocks between Eleventh and Twelfth Avenues are shorter, with their western edges truncated to meet the shifts in alignment of Twelfth Avenue. The DSNY and Morgan Annex Postal facilities comprise a superblock along this western edge of the area, between Eleventh and Twelfth Avenues, West 26th and West 24th Streets, while Chelsea Waterside Park extends from West 24th to West 22nd Streets. These configurations do not allow for east-west connections from Eleventh to Twelfth Avenues along West 25th and West 23rd Streets. The High Line is overlain on the blocks in this portion of the primary study area, dividing the Tenth to Eleventh Avenue column of blocks from West 30th to West 18th Streets, though in many cases only above street level, as the elevated structure runs above and through some buildings in this area.

Route 9A (Twelfth Avenue north of West 23rd Street, or West Street to the south) allows two-way traffic and functions as an arterial and major collector, while Sixth through Eleventh Avenues are also major collectors. Seventh and Ninth Avenue traffic flows are one-way southbound, while traffic flows are one-way northbound on Sixth, Eighth, and Tenth Avenues. Eleventh Avenue essentially terminates at West 23rd Street, transitioning with a merge into Route 9A (West Street). West 23rd Street is another major two-way, east-west collector. The narrower east-west streets serve the local street function.

The blocks in the eastern part of Chelsea, between Sixth and Seventh Avenues, West 30th and West 23rd Streets, house the commercial uses of the Fur and Flower Districts. Parcels are generally subdivided into mid-size lots occupied by loft buildings. These structures, built to the lot line, range from five to 12 stories. Several loft buildings in this area have been converted to residential use, with ground-floor retail, and thus there is pedestrian activity throughout the day. On the midblocks, loft buildings are interspersed with narrow parcels housing walk-up buildings with street level retail. The buildings are constructed in a rectilinear fashion to the street line, and are generally attached, creating a continuous streetwall. The streetscape in this area does not include street furniture or a significant number of street trees, as the streets are devoted to intensive commercial-pedestrian use. Nonetheless, the sense of activity creates a stimulating environment.

The area between Seventh and Tenth Avenues primarily houses residential uses, with street-level retail along the avenues. Blocks contain a wide range of parcel sizes. Narrow lots contain four- to six-story apartment buildings and brownstones, generally contiguous and built to the street line. Contrasting this development pattern are three large-scale, high-rise residential developments. Penn

South Co-op occupies five blocks (one regular block and four irregular-shaped blocks, including one superblock) between West 29th and West 23rd Streets, from Eighth to Ninth Avenues. The development consists of a total of ten residential towers (each with 22 stories) on an open campus template. The Chelsea Elliot Houses complex is located just west, between West 28th and West 25th Streets, between Ninth and Tenth Avenues. The development occupies close to half a superblock (area south of Chelsea Park and west of PS 33), and one regular-shaped City block. The Houses consist of six high-rise towers, ranging from 11 to 21 stories, also set on an open campus template. To the south is London Terrace Towers, a residential complex ranging from 16 to 18 stories and occupying a full block, between West 24th and West 23rd Streets, from Ninth to Tenth Avenues. The buildings' façades are higher on the avenue frontages. In this portion of the primary study area, building arrangement varies from attached structures, constructed in a rectilinear fashion to the street line, to high-rise buildings placed in a park-like setting. Ground-floor retail and pedestrian activity enliven the streetscape.

Built form in the area between Seventh and Tenth Avenues is further defined by two large-footprint, non-residential buildings with elevated passageways. The Fashion Institute of Technology (FIT) occupies a full block from Seventh to Eighth Avenues, between West 28th and West 27th Streets, and part of the adjacent southern block. An elevated passageway along Seventh Avenue connects the two block-sized buildings. The buildings are constructed to different heights, ranging from six to 18 stories. There is also a small plaza along West 27th Street. The U.S. Parcel Post Facility and its annex occupy two full-block buildings, which are also connected by an elevated passageway, from Ninth to Tenth Avenues, between West 30th and West 28th Streets. The main building is 10 stories in height along Ninth Avenue, and six stories high on the West 30th Street, West 29th Street, and Tenth Avenue frontages. The lower-rise annex is a three-story structure. Both the FIT and the U.S. Parcel Post buildings constitute defining elements of the streetscape in this area. The pedestrian experience is lessened by these functional structures with limited fenestration and blank walls and by their elevated passageways, which cast shadows on the streets below. The General Theological Seminary constitutes another full block development in this area, bounded by Ninth and Tenth Avenues, from West 21st to West 20th Streets.

The area between Tenth and Twelfth Avenues has historically been devoted to industrial and manufacturing uses. Here, blocks contain larger parcels primarily housing low- to mid-rise buildings typically associated with industrial uses such as warehousing, distribution, and storage, though more recently many structures have been converted to other commercial uses, including art galleries. Several large-floorplate buildings built upon full-block parcels and superblocks define the built form of the area between Eleventh and Twelfth Avenues, from West 28th to West 22nd Streets, and frame Chelsea's western boundary in this portion of the primary study area. The large landmark mid-rise (seven to nine stories) Chelsea Warehouses, situated between West 28th and West 27th Streets, is a full-block occupant. To the south, the landmark Starrett-Lehigh Building is a structure that defines Chelsea. This former freight terminal and warehouse, now largely used for commercial offices, occupies a full block from West 27th to West 26th Streets. The large-floorplate, brick and glass structure rises through a series of setbacks to a height of 22 stories. South of the Starrett-Lehigh Building are the U.S. Postal Facility Vehicle Maintenance Building and a DSNY facility, which occupy a superblock extending from West 26th to West 24th Streets. Chelsea Waterside Park, located between West 24th and West 22nd Streets and recently completed as part of Hudson River Park, also occupies a superblock. Building arrangement is irregular in the Tenth to Eleventh Avenue column of blocks, from West 30th to West 18th Streets, where the High Line is built over buildings and streets, and along the Eleventh to Twelfth Avenue blocks, which support large, freestanding buildings.

Waterfront

The Hudson River and Hudson River Park, located immediately west of the primary study area, constitute the primary study area's natural features. Hudson River Park currently features a landscaped walkway and bicycle path that runs through the length of the primary study area along the waterfront. This segment was built as part of the reconstruction of Route 9A, and Hudson River Park will eventually extend from Battery Park to West 59th Street.

Several piers line the waterfront area (Piers 88 through 64), roughly extending from West 49th to West 23rd Streets. The piers of varying sizes support commercial uses associated with tourism and entertainment, transportation uses such as heliports, ferries, and the NYPD Tow Pound, and floating institutional uses such as the Intrepid Sea-Air-Space Museum. In this area, there is no consistent built form, but while not generally visible from anywhere else in the study area, the completed portions of Hudson River Park feature a great deal of landscaping and pleasant river views enjoyed by pedestrians and recreational athletes, as well as motorists on Route 9A. Chelsea Piers, a sports and entertainment complex occupying Piers 59-61, is located at the southern end of the primary study area. North of Chelsea Piers, a number of piers of varying sizes support commercial uses associated with tourism and entertainment, such as World Yacht and Circle Line; transportation uses, such as heliports, ferries, and the NYPD Tow Pound; and floating institutional uses, such as the Intrepid Sea-Air-Space Museum.

2. Visual Resources

Given its generally drab and nondescript streetscape, lack of public open space, presence of numerous transportation facilities, limited number of resources of architectural merit, and general level of underutilization of the Hudson Yards area, the Project Area contains few resources of visual significance.

Based on criteria identified in the *CEQR Technical Manual*, fifteen resources have been identified as having visual significance in or near the Project Area (Table 11-1 and Figure 11-15). These resources include views of significant architectural landmarks, including the Empire State Building (Figure 11-16), and views of the Hudson River and the U.S.S. Intrepid. All of these resources, except the Empire State Building, the Hudson River, and the U.S.S. Intrepid, are located within the Project Area. None of the resources within the Project Area can be viewed from public or publicly accessible locations outside of the Project Area. Views of significant visual resources are obstructed by the elevated Lincoln Tunnel ramps, by the tall concrete walls that enclose the Convention Center truck marshalling yard and the western portion of Caemmerer Yard, and, along Eleventh Avenue, by the Convention Center building.

In addition to the identified visual resources, the Convention Center, designed by I.M. Pei as an assemblage of cubes of dark glass, is a distinctive and prominent component of the visual environment around Eleventh Avenue. It frames the western edge of the Project Area with views from Eleventh Avenue that are attractive, though lacking the same visual importance on Twelfth Avenue (see Figure 11-14).

Views to the Hudson River are currently limited by closed streets, transportation infrastructure, and development located on piers adjacent to the Project Area. The elevated High Line partially obstructs long and short views to the River at West 28th through West 30th Streets and from West 30th to West 33rd Streets. The concrete walls that enclose the Convention Center truck marshalling yard and Caemmerer Yard preclude views of the Hudson River from West 33rd through West 34th Streets and West 30th through West 33rd Streets, respectively, and from locations along Tenth and Eleventh Avenues. The Convention Center restricts views to the River from West 35th, West 36th, West 37th, and West 38th Streets, while the World Yacht building (on Pier 81) and the Lincoln Tunnel ventilation shaft obstruct views of the river on West 39th and West 41st Streets (Figure 11-27). Long

views to the River are also blocked by the Lincoln Tunnel elevated ramps on West 40th Street. River views are restricted to locations on Eleventh Avenue at West 28th, West 29th, West 30th, West 33rd, West 34th, West 40th, West 41st, West 42nd, and West 43rd Streets, and from as far inland as Ninth Avenue at West 42nd Street. In general, the River is visible from points west of Eleventh Avenue, and from crosstown streets that extend to Route 9A.

The full enjoyment of the views of these resources is generally limited, due to the unappealing context of the publicly accessible locations from which these resources can be viewed.

**TABLE 11-1
VISUAL RESOURCES IN THE HUDSON YARDS AREA**

Resource Name (Figure Reference)	Location	Description of Resource	Description of Views
Hudson River	Western boundary of the primary study area	The western edge of Manhattan Island and a defining regional feature	Generally visible from Eleventh and Twelfth Aves.
James A. Farley Building (Figure 11-9)	Block bounded by W. 31st and W. 33rd Sts., Eighth and Ninth Aves.	Classical Corinthian temple style, with pediments, portico and columned main entrance	Constitutes a principal visual resource in the 34th St. Corridor Subdistrict; principal façade can be seen from Eighth Ave.
Hill Building (Figure 11-10)	West side of Tenth Ave. on W. 36th St.	A 12-story terra cotta loft building	Distinctive but contained architecturally interesting views
Empire State Building (Figure 11-16)	Fifth Ave., between W. 33rd and W. 34th Sts. (outside the Project Area)	A skyscraper with Art Deco styling and perhaps the most prominent symbol of New York City; visible throughout most of the Project Area	There are long views of the Empire State Building from certain vantage points on the Project Area's western edge, on Twelfth Ave. at W. 42nd and W. 34th Sts., W. 34th Street and Eleventh Ave. at W. 30th St.
McGraw-Hill Building (Figure 11-16)	Center of block bounded by W. 41st and W. 42nd Sts., Eighth and Ninth Aves.	Clad in distinctive blue-green, glazed terra cotta	Visible from several points in the Project Area; one of several towers, both within the Project Area and the primary study area, that straddle and define this northern edge and corridor of the Project Area and primary study area.
Starrett-Lehigh Building (Figure 11-17)	Block bounded by W. 26th and W. 27th Sts., Eleventh and Twelfth Aves.	Landmark brick and glass warehouse structure	Visible from W. 34th Street, Twelfth Ave. and other points in the southern portion of the Project Area
New Yorker Hotel (Figure 11-18)	West side of Eighth Ave. between W. 34th and W. 35th Sts.	43-story brick and stone, Art Deco building	Visible from several points in the Project Area; distinctive but contained architecturally interesting views
Christ Church Memorial Building (Figure 11-19)	South side of W. 36th St. between Eighth and Ninth Aves.	Built in 1904–1905; Tudor-styled building with buttresses	Few views; blocked by other non-church uses, and very limited
St. John the Baptist RC Church (Figure 11-20)	North side of W. 30th St. between Seventh and Eighth Aves.	Gothic-style church designed by Napoleon LeBrun	Views blocked by surrounding development, and very limited
St. Raphael's RC Church (Figure 11-21)	West side of Tenth Ave. between W. 40th and W. 41st Sts.	George Streeton design in French Gothic Style, built 1902-1903	Church stands away from other uses; surrounded by Lincoln Tunnel infrastructure and other high-rise uses
Holy Cross RC Church (Figure 11-22)	Center of block bounded by W. 42nd and W. 43rd Sts., Eighth and Ninth Aves.	Church, rectory, and school, built 1870-1885 in the Romanesque Revival Style	Distinctive but contained architecturally interesting views
St. Michael's RC Church (Figure 11-23)	Center of block between W. 33rd and W. 34th Sts., Ninth and Tenth Aves.	Designed by Napoleon Lebrun, Romanesque revival, built 1905-1906	Distinctive but contained architecturally interesting views
West Side Jewish Center (Figure 11-24)	North side of W. 34th St. between Eighth and Ninth Aves.	Built 1924; Romanesque Revival style	Distinctive but contained architecturally interesting views
Glad Tidings Tabernacle (Figure 11-25)	North side of W. 33rd St. between Eighth and Ninth Aves.	Built 1854-1859; Romanesque Revival Style	Distinctive but contained architecturally interesting views
U.S.S. Intrepid (Figure 11-26)	Pier 86 between W. 45th and W. 46th Sts.	World War II Essex class aircraft carrier built in 1941-1943	Sea-Air-Space Museum: unique view of aircraft carrier, submarine, and destroyer permanently docked at Pier 86

D. 2010 FUTURE WITHOUT THE PROPOSED ACTION

1. Urban Design

a) Project Area

In the 2010 Future Without the Proposed Action, it is anticipated that the long-term demand for office, retail, and residential development in Manhattan would remain strong. However, given the manufacturing zoning, relatively low allowable maximum FARs and generally unappealing character of the Project Area, most growth would occur in the primary study area and in portions of the Project Area closest to the primary study area. Development would proceed according to the underlying commercial and manufacturing zoning in the Project Area, with no anticipated significant land use changes. As a consequence, there would be no substantial change in urban design conditions or visual resources within the Project Area by 2010. As discussed below, a limited number of projects would be completed by 2010, which would change the urban design of selected areas of the Project Area. (Chapter 3, “Analytical Framework”, identifies the projects that are projected to occur in the 2010 Future Without the Proposed Action.) This would result in a net overall improvement in the urban design of the Project Area. However, most of the area would remain underutilized and lack a visually appealing streetscape.

Large Scale Plan (Subdistrict A)

In keeping with current trends, no major changes in urban form would be anticipated in the Large Scale Plan in the 2010 Future Without the Proposed Action. Some changes in tenancy of existing buildings would be expected, but the overall urban design of the Subdistrict would remain the same as under existing conditions.

Farley Corridor (Subdistrict B)

By 2010, one of the three major structures in the Farley Corridor would have undergone a substantial change in use and design. The Moynihan Station Redevelopment Corporation, a subsidiary of the Empire State Development Corporation (ESDC), would have completed a major redevelopment of the Farley Building, which occupies the full block between West 31st and West 33rd Streets from Eighth to Ninth Avenues. The project would create a new intercity train station in the Farley Building by moving most of Amtrak’s existing operations from Penn Station to the west, creating a monumental entry space on Eighth Avenue and atrium in the midblock between Eighth and Ninth Avenues for new passenger waiting and ticketing areas. The neo-classical appearance of the existing Farley Building would change with the construction of the glass ticketing hall atrium rising out of the structure. Approximately 105,000 square feet of shops and restaurants would be incorporated into this space. The western half of the Farley Building would be renovated and converted into a mixed-use commercial development with approximately 230,000 square feet of retail at the base and approximately 305,000 square feet of office space above. On higher floors, the office space would extend east toward Eighth Avenue, adding another approximately 131,000 square feet. New entrances on West 33rd and West 34th Streets would enliven the pedestrian environment around the building. No other major changes in the urban design of the Farley Corridor would be anticipated by 2010.

34th Street Corridor (Subdistrict C)

There are no known land use developments proposed for the 34th Street Corridor by 2010. Although major changes to the Farley Building in the Farley Corridor would likely support and enhance the existing mix of office, retail, restaurant, and residential uses in the 34th Street Corridor, the overall urban design would remain the same as under existing conditions.

Tenth Avenue Corridor (Subdistrict D)

There are no known land use developments proposed for the Tenth Avenue Corridor by 2010. However, as in the Large Scale Plan, current trends to reuse existing buildings for certain types of commercial uses—offices, mini-storage, studios, clubs, restaurants—would continue. If so, the presence of manufacturing and industrial uses would be diminished and some transportation uses (i.e., garages, parking lots, small truck terminals) would likely be converted to commercial use. The major transportation infrastructure that dominates the northern blocks of the Tenth Avenue Corridor would remain, and the overall urban design would remain the same as under existing conditions.

Other Areas (Subdistrict E)

There are no known land use developments proposed for Subdistrict E by 2010, although a continuation of current trends would be expected, especially in Subarea E3, which has been undergoing conversion from manufacturing to commercial uses. The overall urban design of the Subdistrict would remain the same as under existing conditions.

Hell's Kitchen (Subdistrict F)

No new development or substantial changes to urban form are expected in Hell's Kitchen in the 2010 Future Without the Proposed Action. Two sites identified for residential development with ground-floor retail as part of the Ninth Avenue Rezoning would be located in Subarea F2 on the west side of Ninth Avenue between West 37th and West 39th Streets. Development on these two sites is expected to resemble the recently constructed Hudson Crossing to the south. The two projects would conform to the design regulations of the underlying zoning, which mandates streetwall heights to conform to existing development on Ninth Avenue, contributing positively to the urban design of Hell's Kitchen's "Main Street"—Ninth Avenue. The west side of Ninth Avenue, which is close to the Lincoln Tunnel ramps, has been subject to higher vacancies and more obvious building deterioration than other areas of Hell's Kitchen.

To the west, the trend towards entertainment- and arts-related reuse of some buildings and land in M districts in the Project Area would be expected to continue. Along West 37th Street between Ninth and Tenth Avenues, in Subarea F1, the West 37th Street Arts Baryshnikov Center for the Dance is currently under construction. The new seven-story building would comprise dance studios and performance space. Its form and appearance would be expected to reflect the public uses (lobbies, fenestration, and signature elements), while the portions of the building devoted to the work of the dance troupe would be less oriented to the public realm, and simpler in design. However, the adverse impact of the Lincoln Tunnel ramps that cut through the area on urban design would continue to persist.

Clinton District/42nd Street Corridor

It is anticipated that in the 2010 Future Without the Proposed Action, West 42nd Street would continue to develop as a strong residential corridor in the Project Area. Several large, high-rise residential developments are anticipated to be developed in the western portion of the Clinton District/42nd Street Corridor, similar to the residential development that has been constructed to the east. Projected Development Site 19, a mixed-use development expected to contain residential and commercial space (and a companion to the recently completed Theater Row), is projected for the south side of West 42nd Street between Dyer and Tenth Avenues. The residential towers would reinforce the street's function as a high-density residential and mixed-use corridor.

The River Place II residential building is a projected development site at the southwest corner of Eleventh Avenue and West 42nd Street (the proposed Convention Center hotel site). It would be a companion to River Place, a high-density residential development along the western portion of the block.

These developments along the 42nd Street Corridor are not expected to alter the corridor's urban design characteristics. They would instead emphasize and aid the emergent, higher-density, mixed-use character. In addition, the pedestrian appeal of the street would be reinforced and continued.

Garment Center

No land use development is anticipated for the portion of the Garment Center District within the Project Area in the 2010 Future Without the Proposed Action. Similar to projections for other sections of the Project Area, it is likely that current trends would continue, including an increase in land uses that would be classified as commercial, rather than manufacturing or industrial, and a tendency towards residential conversion of loft buildings. However, the overall urban design of the Subdistrict would remain the same as under existing conditions.

Other Areas to be Rezoned: Two Penn Plaza and C6-3X District

There are no known changes that would affect the urban design for the Other Areas to be Rezoned in the 2010 Future Without the Proposed Action. Current urban design conditions would remain unchanged.

Convention Center Corridor

There are no known land use developments proposed for the Convention Center Corridor in the 2010 Future Without the Proposed Action. Except for the possibility that additional galleries would locate on the block between West 29th and West 30th Streets from Eleventh to Twelfth Avenues, land uses would remain unchanged and the overall urban design of the Subdistrict would remain the same as under existing conditions.

b) Primary Study Area

As discussed in Chapter 4, "Land Use, Zoning and Public Policy," a number of large residential projects and commercial/office developments are proposed for the primary study area. The largest active office proposals would be located in the northern portion of the primary study area, along the Eighth Avenue corridor. A substantial amount of residential development is anticipated as a result of the proposed rezoning of the West Chelsea neighborhood. However, no overall significant change in urban design conditions would be expected in the primary study area by 2010 Without the Proposed Action.

Clinton

Studio City, a large office and studio development project, would be located east of the waterfront on Eleventh Avenue between West 44th and West 45th Streets.

Midtown

Times Square/Theater District. In the Times Square/Theater District area, two large office buildings are planned along Eighth Avenue between West 40th and West 42nd Streets as part of the 42nd Street Development Project. The New York Times is building a new 1.3 million-square foot headquarters at 8 Times Square between West 40th and West 41st Streets. Immediately north of the New York Times building, at 11 Times Square, a new 800,000-square-foot office and retail building is also being developed. To the east, 10 Times Square is being developed as a 965,000-square-foot office building on the block between West 41st and West 42nd Streets, from Broadway to Seventh Avenue. These new buildings would conform to the design guidelines for the 42nd Street Development Project, which require strong street-level activity and use of eclectic materials and signs to reflect the character of Times Square. A high-rise residential project at the corner of Eighth Avenue and West 44th Street is also planned. This development would be consistent with the existing urban design of the Times Square/Theater District.

Garment Center District. There are no known land use development projects.

Penn Station/Herald Square. The urban design of the Penn Station/Herald Square area is not expected to change in the 2010 Future Without the Proposed Action. New residential construction is expected on West 31st Street between Broadway and Seventh Avenue, where a 50-story residential building is proposed for development adjacent to the existing Franciscan Friars friary. A new commercial building at 435 Seventh Avenue at the corner of West 34th Street is currently under construction. Neither of these projects would be expected to have a significant impact on the urban design of the Penn Station/Herald Square area.

Chelsea

The majority of new development in the primary study area would be concentrated in Chelsea as a result of the proposed Special West Chelsea District rezoning, which would rezone to an area generally located between West 16th and West 30th Streets from Tenth to Eleventh Avenues. Responding to the trend for the westward expansion of residential uses and the conversion of warehouse buildings to arts-related uses, the rezoning would permit residential uses along Tenth and Eleventh Avenues, and on some of the midblocks outside the core of the neighborhood's art gallery district. Proposed building height and setback regulations would respond to the unique features of West Chelsea, including the neighborhood's many early 20th century loft buildings, the adjacent Chelsea Historic District and the Hudson River waterfront. The proposal also considers the conversion of the unused High Line to an open space amenity.

The proposed rezoning would also allow for the transfer of air rights from lots occupied by and adjacent to the High Line on Tenth and Eleventh Avenues to designated receiving sites within the Special District. New development along Tenth Avenue, adjacent to the High Line, would also be subject to a series of building bulk and use controls to encourage connections to the High Line and the preservation of light, air, and views. Existing manufacturing zoning would be retained in the core of the art gallery district, along the midblocks north of West 20th Street and south of West 26th Street, to help ensure the continued vitality of the galleries.

Waterfront

The construction and completion of Hudson River Park would continue to change the existing landscape along the waterfront in the 2010 Future Without the Proposed Action, enhancing the streetscape and urban design of the primary study area. Segment 6 of the park would be completed just north of West 26th Street and would continue to Pier 84. This segment would include a large ecological habitat area, two boathouses, a rocky beach, a major civic plaza with a fountain near West 42nd Street, and provisions for bikeways, walkways, and linear parks. This section of the park would also include a location where the public can step down from the esplanade to reach the water's edge, landscaped passive recreation areas between the bikeway (already completed in this section of the Park) and the esplanade, and an overlook at West 33rd Street. A major park entrance and concession structure would be created at West 34th Street. Most of the Pier 72 decks are planned for removal, with the pilings retained to support wildlife. The primary study area also contains portions of Segment 5, which extends from Horatio Street to West 25th Street, and Segment 7, which extends from West 42nd to West 59th Streets. Segment 5 would include four new piers for active and passive recreation and a "great lawn" at West 23rd Street. The portion of Segment 7 located in the primary study area (between West 42nd and West 49th Streets) currently contains a bikeway/walkway, and additional features would be added, as construction of the entirety of Segment 7 is planned for completion in 2005.

In the Future Without the Proposed Action in 2010, the NYPD Tow Pound on Pier 76 near West 34th Street would remain until a suitable site for relocation is determined. The Hudson River Park Act requires the City to use best efforts to relocate the NYPD Tow Pound. Therefore, by the 2010 analysis period, the NYPD Tow Pound is expected to be relocated to another site in the City, and 50

percent of Pier 76 would be conveyed to Hudson River Park for passive and active public open space use, and would become part of the dedicated parkland.

In addition to Hudson River Park, the West Midtown Intermodal Ferry Terminal is planned on the Hudson River waterfront near West 39th Street on Piers 78 and 79. The proposed two-story terminal building would be used for passenger operations, office space, café, concessions and public open space. Access to the ferryboats would be provided from three floating barges located in the waters adjacent to the new terminal building.

The new park and terminal facilities would beneficially contribute to the urban design of the primary study area.

2. Visual Resources

Without the Proposed Action, it is anticipated that existing view corridors and views to visual resources of concern from public and publicly accessible locations would not substantially change, and would continue to resemble existing conditions.

E. 2010 FUTURE WITH THE PROPOSED ACTION

1. Urban Design

a) Project Area

By 2010, the No. 7 Subway extension and its Terminal Station at West 34th Street and Eleventh Avenue and the Multi-Use Facility would be completed and in operation. In addition, both phases of the Convention Center Expansion are assumed to be completed, the Quill Bus Depot would be relocated to the south side of Caemmerer Yard between West 30th and West 31st Streets from Tenth to Twelfth Avenues below the grade established by Tenth and Eleventh Avenues, and the DSNY and NYPD facilities would potentially be relocated by their responsible agencies to Block 675 (West 29th to West 30th Streets, Eleventh to Twelfth Avenues). New publicly accessible open space would be built on the deck over the eastern portion of Caemmerer Yard, on the full block between West 33rd and West 34th Streets from Eleventh to Twelfth Avenues, in the midblock between West 33rd and West 34th Streets from Tenth to Eleventh Avenues, on the roof of the building housing the DSNY and NYPD facilities (or at grade on the same block if those agencies choose another site to meet their needs), and on the roof of the expanded Convention Center. While the No. 7 Subway extension would be below-grade (except for certain needed ancillary facilities) and, therefore, not usually discernable from the Project Area, the remainder of the elements of the Proposed Action would greatly enhance the urban design of the Project Area, by converting a generally uninviting streetscape of long blocks and walls to an area with substantial, publicly accessible green space and new structures of architectural merit.

In contrast, little of the development that would be allowed under the proposed rezoning would be in place by 2010 with the Proposed Action. As detailed below, new development would occur within a limited number of the Subdistricts comprising the Special Hudson Yards District. Figure 11-28 indicates the sites on which this development is anticipated to occur by 2010. The development scenario presented below discusses the urban design changes in the Project Area that would be expected with the Proposed Action with or without the relocation of MSG to a site on Ninth Avenue between West 31st and West 33rd Streets.

Large Scale Plan (Subdistrict A)

By 2010, there would be substantial changes to the urban design of Subdistrict A. The deck over the eastern portion of Caemmerer Yard and the proposed open space on top of the deck would be completed, as would a portion of the Midblock Park and Boulevard System between West 33rd and

West 34th Streets. The No. 7 Subway Extension, including its Terminal Station with an entrance on West 34th Street in the new open space, would also be completed. Both the Convention Center and the Multi-Use Facility would be connected to the Terminal Station by a below-grade pedestrian connection. The eastern half of the relocated Quill Bus Depot would be constructed along West 30th Street beneath a new deck over the eastern portion of Caemmerer Yard. Substantially below-grade, it would be visible only at its entrance on West 30th Street between Tenth and Eleventh Avenues.

If MSG is relocated, no office building would be constructed at Ninth Avenue and West 31st Street (Projected Development Site 33), and the demand for office space would be met by development of a new office building on Projected Development Site 4 in the Large Scale Plan. The site is currently occupied by a Verizon truck garage. The reasonable worst-case development scenario projects that this building would contain 1.7 million square-feet of office use, 14,550 square-feet of retail use and 194 residential units.

This building on Projected Development Site 4 would introduce a new urban form in the Subdistrict. Specifically, the Midblock Park and Boulevard System would divide the block in two, leaving two areas, each of which would be suitable for development. Projected Development Site 4 would have building frontage on all four sides. The main entrance of the building would be on the Midblock Park, with retail uses and street trees mandated on the Midblock Park and West 34th Street.

- **Building Bulk, Use, and Type.** Building bulk, use, and type would differ considerably from the existing condition. The building tower controls included as part of the proposed rezoning would allow for flexibility in tower design, to form the center of the new commercial district on this site. The anticipated height on Projected Development Site 4 would be 940 feet. The building base would create a skyscraper base found throughout Midtown and in other neighboring districts. The zoning controls for the Special Hudson Yards District would encourage innovation in tower design, so that the tower on an otherwise regular base could exhibit a more free or iconic form. This would vary substantially from current buildings in the Subdistrict and would be visible from long distances in all directions.
- **Building Arrangement.** The building arrangement in the Large Scale Plan in 2010 would be regular with respect to the prevailing grid pattern of streets, blocks, and lots.
- **Block Form and Street Pattern.** The block form and street pattern currently found in the Subdistrict would be modified by the completion of the first segment of the Midblock Park and Boulevard System between West 33rd and West 34th Streets from Tenth to Eleventh Avenues. The first roadway leg would be one-way northbound, and set on a slight diagonal, in keeping with the overall plan for the Midblock Park and Boulevard System. The block form and street pattern would be slightly altered with this configuration, consistent with the overall urban design proposed for the Project Area. In the 2010 Future With the Proposed Action, the block form of the eastern portion of Caemmerer Yard would be substantially altered by the decking to create the new public open space. The deck and the open space would transform the block form. The street pattern would be unaltered.
- **Streetscape Elements.** The streetscape within the Large Scale Plan would be substantially different from that currently found in the Subdistrict. Sidewalk widening of 10 feet along West 34th Street would be required (Figure 11-29). Streetwalls would be required at the sidewalk widening line for a minimum of 70 percent of the lot's frontage. Streetwall heights between 90 and 150 feet would be required at sidewalk widening lines along West 34th Street. For streetwall heights above 150 feet, a setback of 20 feet would be required for all buildings, and building encroachment to the sidewalk widening line would be allowed for a maximum of 50 percent of the lot frontage. Streetwalls would not be required on Eleventh Avenue, although for streetwall heights above 150 feet, a setback of 15 feet from the street line would be required for all buildings. At rear lot lines, a minimum setback of 20 feet would be required for streetwall

heights above 120 feet. Building entrances would be required to face the Midblock Park and Boulevard System. Ground-floor retail uses would be required throughout the Midblock Park and Boulevard System and West 34th Street. For building service requirements, entrances and curb cuts would be located on the north side of the lot. Parking and loading entrances would be allowed only on West 35th Street, away from the bulk of expected pedestrian movements. Figure 11-30 shows proposed street tree planting and other mandatory site improvements that would be required in the Large Scale Plan (Subdistrict A) and other Subdistricts within the Project Area. Together, these changes would result in a significant improvement to the urban design of the Subdistrict.

- **Street Hierarchy.** The street system in the Large Scale Plan would be modified by the completion of the first segment of the Midblock Park and Boulevard System. There would be no other changes to street hierarchy.
- **Natural Features and Topography.** There would be no changes to any natural feature or topographic feature in the Subdistrict in the 2010 Future With the Proposed Action.

Farley Corridor (Subdistrict B)

In the 2010 Future With the Proposed Action the Farley Corridor would become more strongly commercial in land use. The Farley Building would be transformed into a major inter-city train station, with substantial retail and office uses and a major alteration to its physical form.

If MSG is not relocated, it is anticipated that it would expand on its existing site. This expansion would be under way by 2010. A large office building would be completed over the Amtrak rail tracks on Ninth Avenue between West 31st and West 32nd Streets on Projected Development Site 33. This development would contain approximately 2.2 million square feet of office space with retail at the base. Its presence would diminish the visibility of existing transportation uses, add density and height on Ninth Avenue, and introduce a different urban form to the superblock on which it would be located.

If MSG is relocated to Ninth Avenue, it would occupy the entire site between West 31st and West 33rd Streets between Ninth Avenue and Projected Development Site 31 (the former Westyard Distribution building) and would be under construction in 2010. The relocated MSG is Projected Development Site 34. The office building at 424 West 33rd Street would be demolished and the Amtrak rail tracks decked over.

- **Building Bulk, Use, and Type.** With or without the relocation of MSG, structures with substantially different bulk and type would be located within the Farley Corridor due to the proposed modifications to the Farley Building and construction of either a relocated MSG or a major new office tower at Ninth Avenue between West 31st and West 32nd Streets (Projected Development Site 33). It is anticipated that Projected Development Site 33 would be approximately 660 feet in height.
- **Building Arrangement.** Buildings would be arranged regularly on the existing superblocks in the Farley Corridor in the 2010 Future With the Proposed Action.
- **Block Form and Street Pattern.** There would be no changes in block form or street pattern in the Farley Corridor in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** The streetscape of the Farley Corridor would be enhanced in the 2010 Future With the Proposed Action as a consequence of improvements to the Farley Building and construction of either a relocated MSG or new office building with ground-floor retail uses.
- **Street Hierarchy.** There would be no change in street hierarchy in the Farley Corridor in the 2010 Future With the Proposed Action.

- **Natural Features and Topography.** There would be no change to any natural or topographic feature in the Farley Corridor in the 2010 Future With the Proposed Action.

34th Street Corridor (Subdistrict C)

No new development is anticipated in the 34th Street Corridor in the 2010 Future With the Proposed Action.

- **Building Bulk, Use, and Type.** There would be no changes to building bulk, use, and type in the 34th Street Corridor in the 2010 Future With the Proposed Action.
- **Building Arrangement.** There would be no changes in building arrangement in the 34th Street Corridor in the 2010 Future With the Proposed Action.
- **Block Form and Street Pattern.** There would be no changes in block form and street pattern in the 34th Street Corridor in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** There would be no change to streetscape elements in the 34th Street Corridor in the 2010 Future With the Proposed Action.
- **Street Hierarchy.** There would be no change in street hierarchy in the 34th Street Corridor in the 2010 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no change in any natural or topographic feature in the 34th Street Corridor in the 2010 Future With the Proposed Action.

Tenth Avenue Corridor (Subdistrict D)

Land use changes in the Tenth Avenue Corridor in the 2010 Future With the Proposed Action would pertain to ancillary structures for operation of the No. 7 Subway extension and, if MSG is not relocated, to new development on Projected Development Site 14. Specifically, the shell of the Intermediate Station of the No. 7 Subway Extension would be constructed beneath the northern edge of the Subdistrict, and a seven-story building housing related ancillary subway facilities would be constructed on the southwest corner of Tenth Avenue and West 41st Street in Subarea D1. Only three of the building's stories would be located above grade. The total height of the structure above grade would be approximately 60 feet. Construction of this building would allow for future development of Projected Development Site 14.

Without the relocation of MSG, the ancillary subway building would be subsumed in a mixed-use residential and commercial structure containing approximately 51,100 square feet of office space, 44,400 square feet of retail space, 533 residential units, and a 44,444 square foot community recreation center. This would be the first of this type of mixed-use buildings that would be developed in the Tenth Avenue Corridor. With the relocation of MSG to Ninth Avenue, new office development would occur on Projected Development Site 4 in the Large Scale Plan, and the new mixed-use building on Projected Development Site 14 would not be developed. Development at the site would be limited to the seven-story subway-related building described above. As a consequence, there would be little change in land use or urban design in Subdistrict D.

- **Building Bulk, Use, and Type.** Without relocation of MSG, a new, mixed-use type building would be developed on Projected Development Site 14 of the Tenth Avenue Corridor. The building on Projected Development Site 14 would be approximately 450 feet in height. With or without relocation of MSG, a new subway-related building would be developed on the same site. Both building types would be new to the corridor.
- **Building Arrangement.** Development on Projected Development Site 14 would be arranged regular to the street lines with or without the relocation of MSG.

- **Block Form and Street Pattern.** There would be no changes in block form or street pattern in the Tenth Avenue Corridor in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** If MSG is relocated, there would be minimal streetscape improvements associated with the seven-story, subway-related structure.
- **Street Hierarchy.** There would be no changes in street hierarchy in the Tenth Avenue Corridor in the 2010 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no changes in any natural or topographic feature in the Tenth Avenue Corridor in the 2010 Future With the Proposed Action.

Other Areas (Subdistrict E)

The Proposed Action would have little effect on Subareas E1, E2, or E3 in 2010. The only project-specific change would occur in Subarea E2, where an ancillary subway facility is proposed for a small lot on the south side of West 40th Street between Eighth and Ninth Avenues. The building would be designed so as to not inhibit other redevelopment in the Subdistrict. No changes to urban design conditions are anticipated for these subareas.

Hell's Kitchen (Subdistrict F)

It is anticipated that by 2010, some residential development would occur with the Proposed Action in 2010 within the Hell's Kitchen Subdistrict. Without relocation of MSG, it is expected that Projected Development Site 22, between West 38th and West 39th Streets on the west side of Ninth Avenue, would be redeveloped, with approximately 124 residential units and 8,300 square feet of retail. If MSG is relocated, it is projected that an additional residential building would also be constructed on Projected Development Site 24, with approximately 387 residential units and 17,400 square feet of retail. It is anticipated that both of these sites would also be developed in the 2010 Future Without the Proposed Action. The allowable floor area on Projected Development Site 22 would be the same with or without the Proposed Action. However, the development at Projected Development Site 24 would be substantially larger with the Proposed Action than without the Proposed Action because, under the Proposed Action, development on that site could extend over the Lincoln Tunnel entrance ramps into Subarea F1. This would also have the benefit of reducing the transportation presence in the midblocks.

In summary, if MSG is not relocated, the change in urban design would be similar to that in the 2010 Future Without the Proposed Action. The building on Projected Development Site 22 that would be developed in the Future With the Proposed Action would be similar to the building that would be in the Future Without the Proposed Action, while development on Projected Development Site 24 would not have occurred. If MSG is relocated, Projected Development Site 24 would also be developed as a larger structure than would be permitted under current zoning. In both cases, the resulting development would have a beneficial impact on the urban design of the Hell's Kitchen Subdistrict.

- **Building Bulk, Use, and Type.** As described above, two sites (Projected Development Sites 22 and 24) are projected for development in Subarea F2 of the Hell's Kitchen Subdistrict, both of which have frontage on Ninth Avenue. The height of the building on Projected Development Site 22 would not exceed 120 feet. The height of the building on Projected Development Site 24 would have a mandatory height limit of 120 feet along Ninth Avenue and 135 feet in the midblock. Each development site would be created on multiple lots, requiring zoning lot mergers. The FARs for both sites would be 6.02 for residential uses and 6.5 FAR for community facility uses. Commercial use of up to 2.0 FAR would be permitted on an as-of-right basis. These buildings would be consistent with existing zoning regulations, resulting in building types similar to those that would be developed in the Future Without the Proposed Action. Both buildings would have ground-floor retail use. The height, bulk, and type of development on these

two sites would be similar to existing development in the subarea along Ninth Avenue. These new buildings would shield the Ninth Avenue corridor from the adjacent transportation uses and remove some of the at-grade and structured parking that detract from the urban design of Hell's Kitchen. Figure 11-31 depicts the types and densities of buildings expected in Subdistrict F.

- **Building Arrangement.** The anticipated new development in the Future With the Proposed Action in the Hell's Kitchen Subdistrict would be similar in arrangement to the existing buildings along Ninth Avenue. The building arrangement would conform to the preservation and enhancement design goals for this Subdistrict.
- **Block Form and Street Pattern.** There would be no change to the block form or street pattern of the Hell's Kitchen Subdistrict in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** New streetwall requirements would be established for the midblock of Subarea F1, which would enhance the Ninth Avenue corridor within the Hell's Kitchen Subdistrict. The required 60- to 95-foot streetwalls would be similar to those found elsewhere in the Subdistrict. Street tree planting would also be required.
- **Street Hierarchy.** There would be no change to the street hierarchy of the Hell's Kitchen Subdistrict in the 2010 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no change to any natural or topographic feature in the Hell's Kitchen Subdistrict in the 2010 Future With the Proposed Action.

Clinton District/42nd Street Corridor

It is projected that three sites would be developed in the Clinton District/42nd Street Corridor in the 2010 Future With the Proposed Action. These would include the development of the Convention Center Hotel on the eastern half of the block between Eleventh and Twelfth Avenues from West 41st to West 42nd Streets, and new developments on Projected Development Site 18, on the western half of the block between Eleventh and Twelfth Avenues from West 42nd to West 43rd Streets, and Projected Development Site 19, on the entire block on the south side of West 42nd Street between Dyer and Tenth Avenues. The development program for these buildings would be the same with or without the relocation of MSG.

The Convention Center Hotel would be 50 stories high, with a 45-story tower on top of a five-story base, and contain 1,500 rooms. The building would conform to the tower-on-base configurations common to newer buildings along West 42nd Street. The hotel would be directly connected to the Convention Center, and additional meeting, banquet, and ballroom space, once it is expanded to West 41st Street, or connected to the Convention Center by an elevated pedestrian bridge over the existing Quill Bus Depot after the first phase of Convention Center expansion.

Projected Development Site 18 would be developed with 912 units of housing and ground-floor retail. The design of the building would conform to the existing design and streetscape regulations for the Perimeter Area of the existing Special Clinton District. Its density with the Proposed Action would not differ from its density without the Proposed Action.

Projected Development Site 19 would be developed as a mixed-use building, with 816 housing units and 445,740 square feet of office space, plus ground-floor retail, in the scenario without relocation of MSG. With a maximum permitted mixed-use FAR of 18, it would be larger than existing buildings in the Clinton District/42nd Street Corridor, but would be similar in shape and height. It would provide space for a future entrance to the Intermediate Station of the No. 7 Subway extension.

- **Building Bulk, Use, and Type.** The bulk of the building that would be constructed on Projected Development Site 18 would be limited to an FAR of 12, allowed under current zoning for residential use (with application of Inclusionary Housing Bonus), or an FAR of 10 for

commercial use. An additional FAR of 2.0 would be available under the Proposed Action with a contribution to the DIB for predominantly commercial buildings. The building height on Projected Development Site 18 would be approximately 450 feet.

The maximum bulk of the building that would be constructed on Projected Development Site 19 would be an FAR of 18.0, including a maximum of 12 FAR for residential uses. The building is anticipated to be approximately 433 feet in height. Maximum tower coverage would be 30 to 40 percent for residential buildings and up to 60 percent coverage for commercial buildings. The eastern end of the site would provide for ancillary support facilities required for subway operations. The Proposed Action would not substantially modify the existing Clinton District zoning requirements. The types of buildings in the Future With the Proposed Action would be consistent with the existing tower-on-base development and the other tower development located along West 42nd Street. The bases, forms, and setbacks would be similar to those of existing development on West 42nd Street.

- **Building Arrangement.** The arrangement of buildings would be similar to those that already exist in the corridor.
- **Block Form and Street Pattern.** There would be no change to block form or street pattern in the Clinton District/42nd Street Corridor in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** Within the Clinton District/42nd Street Corridor, ground-floor uses, streetscape, and regulations governing site planning considerations would enhance and strengthen West 42nd Street as a major connector between Midtown and the waterfront. The streetscape requirements of the Special Clinton District, which require streetwall heights of 45 feet to 85 feet, would remain in effect. Street-level improvements associated with the Convention Center Hotel and development of Projected Development Sites 18 and 19 would enhance the streetscape in the Clinton District/42nd Street Corridor.
- **Street Hierarchy.** There would be no change to the street hierarchy in the Clinton District/42nd Street Corridor in the 2010 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no change in any natural or topographic feature in the Clinton District/42nd Street Corridor in the 2010 Future With the Proposed Action.

Garment Center

With or without the relocation of MSG, only one residential building (Projected Development Site 37), with 289 housing units and ground-floor retail use, would be developed in the portion of the Garment Center District within the Project Area in the 2010 Future With the Proposed Action. This would not require the displacement of any apparel industry-related use, nor have a substantial impact on urban design in the Garment Center District.

- **Building Bulk, Use, and Type.** It is projected that a single site (Projected Development Site 37) would be developed in the portion of the Garment Center District within the Project Area in the 2010 Future With the Proposed Action. Located within the existing Garment Center Preservation Area, the site comprises a single through-block lot east of Ninth Avenue between West 38th and West 39th Streets. The site is unusual in this area, in that it is one of the few existing regularly shaped through-lots. It is the largest of its kind. The site would be developed to a maximum FAR of 12.0 with bonuses for inclusionary housing and with utilization of the DIB. The height of the building on Projected Development Site 37 would be approximately 250 feet. Its bulk would be similar to adjacent bulky, large-floorplate structures in the Garment Center District and have a maximum height limit of 250 feet.

- **Building Arrangement.** The one anticipated development would be fully regular with respect to its zoning lot and block and similar in arrangement to other nearby uses.
- **Block Form and Street Pattern.** There would be no change to the block form or street pattern in the Garment Center District in the 2010 Future With the Proposed Action.
- **Streetscape Elements.** The one anticipated development would have a required streetwall between 90 and 120 feet in height or match existing streetwall heights on adjacent buildings (with a 70-foot minimum). Street-level retail uses would further enliven the area.
- **Street Hierarchy.** There would be no change to the street hierarchy of the Garment Center District in the 2010 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no impacts on any natural or topographic features in the 2010 Future With the Proposed Action.

Other Areas to be Rezoned: Two Penn Plaza and C6-3X District

There would be no anticipated new development in the Other Areas to be Rezoned or any impact on urban design.

Convention Center Corridor

There would be major changes in the Convention Center Corridor in the 2010 Future With the Proposed Action, due to the construction of the Multi-Use Facility, the expansion of the Convention Center, demolition and relocation of the Quill Bus Depot, construction of a facility for the potential relocation of the DSNY and NYPD Tow Pound operations, development of new publicly accessible open space, and extension of the No. 7 Subway. Caemmerer Yard would be covered by a platform at the grade of Eleventh Avenue, allowing the concrete barriers along Eleventh Avenue to be removed. The block between West 33rd and West 34th Streets would be the site of landscaped public open space. The expanded Convention Center would provide at least two acres under Phase I (and potentially as much as approximately five acres under Phase II) of public open space on its roof by 2010 (Figure 11-32). In addition, a public park would be constructed on top of the DSNY and NYPD Tow Pound facility at Block 675 (or at ground-level at the same location if the responsible agencies choose not to relocate these two public facilities to this site). This park would include active recreational facilities such as ball fields. The covering of the western portion of Caemmerer Yard and development of the Multi-Use Facility would greatly enhance the urban design of the Convention Center Corridor, as would the expansion of the Convention Center. Covering of the western portion of Caemmerer Yard and the depressed Convention Center truck marshalling yard would greatly enhance the urban design of the corridor, and result in the removal of the transportation walls that currently enclose these facilities, resulting in a benefit to the streetscape and urban design of the corridor.

These changes would fundamentally alter and dramatically improve the urban form of the Convention Center Corridor, replacing drab and nondescript urban landscape and visually unappealing transportation-related facilities with a mix of new commercial, recreational, sports, and entertainment uses, and a significant amount of publicly accessible parkland and open space. The proposed covering of the western portion of Caemmerer Yard and construction of the Multi-Use Facility and the public open spaces to the north and south would greatly improve the visual quality and urban form of the Convention Center Corridor and enhance the distinct urban forms of the corridor and other nearby uses, including Hudson River Park. Relocating the Quill Bus Depot under the southern portion of the Multi-Use Facility and the eastern portion of Caemmerer Yard, and relocating the DSNY and NYPD Tow Pound facilities to a dedicated structure with rooftop open space south of the Multi-Use Facility would greatly enhance the urban design of the Convention Center Corridor.

Following is a description of the anticipated changes in urban design in the Convention Center Corridor with the Proposed Action in 2010 due to the expansion of the Convention Center, development of the Multi-Use Facility, relocation of the Quill Facility, construction of a facility for the potential relocation of the DSNY and NYPD Tow Pound operations, extension of the No. 7 Subway, and creation of new open space. This is followed by a summary evaluation of the impact of the Proposed Action on building bulk, use, and type, building arrangement, block form and street pattern, streetscape elements, street hierarchy, and natural features and topography.

Convention Center Expansion. The Convention Center, currently the most prominent aboveground structure in the Convention Center Corridor, would be expanded to the north from its current northern terminus at West 39th Street to West 41st Street. The eastern half of the block between West 41st Street and West 42nd Street from Eleventh Avenue to Twelfth Avenue, in the Clinton/42nd Street Corridor, would accommodate the 1,500-room Convention Center Hotel. The maximum exterior dimensions of the expanded Convention Center would be approximately 1,965 feet in length along Eleventh Avenue and 1,700 feet in length along Twelfth Avenue between West 34th and West 42nd Streets and approximately 780 feet in width between Eleventh and Twelfth Avenues (Figure 11-33). The new building would rise to a height of approximately 96 feet. Although not particularly tall, the bulk of the building would be substantial, as it would occupy up to seven and one-half City blocks, up to three more blocks than in the 2010 Future Without the Proposed Action. This would result in the substantial expansion of the existing superblock on which the Convention Center is currently located. The adjacent Convention Center Hotel (located in the Clinton District/42nd Street Corridor) would be approximately 664 feet high, considerably taller than the adjoining Convention Center.

The blocks onto which the Convention Center would expand are currently occupied by low-rise, full-block uses, including the former Yale Truck Terminal Building, which does not contribute positively to the urban design of the neighborhood. Removal of the Yale Truck Terminal Building would, therefore, enhance the urban design of the Corridor. Expansion of the Convention Center, including the closure of West 33rd, West 39th, West 40th, and West 41st Streets, would create a total building volume substantially greater than that of the existing condition. Ground-floor retail uses planned as part of the Convention Center Expansion would create a livelier and inviting streetscape. Although the publicly accessible open space on the roof of the expanded Convention Center would not be visible from the street, views from that open space would be expansive and would significantly enhance the urban design of the Corridor.

It is possible that expansion of the Convention Center would only be limited to the first phase of its planned expansion by 2010. If so, the building would be extended northward only to West 40th Street, West 39th Street would be closed, West 40th and West 41st Streets would remain open, and the Quill Bus Depot would remain in its current location on the full block between West 40th and West 41st Streets from Eleventh to Twelfth Avenues. In this case, the Convention Center Hotel would be connected to the expanded Convention Center by an elevated walkway above West 40th Street, the Quill Bus Depot, and West 41st Street. This would result in fewer benefits to the urban design and form of the Convention Center Corridor than would occur with the complete expansion of the Convention Center.

Multi-Use Facility. The Multi-Use Facility would be constructed on a deck over the western portion of Caemmerer Yard (Figures 11-34 and 11-35). Covering of the western portion of Caemmerer Yard would result in the removal of the walls that currently enclose that facility, a benefit to the streetscape and urban design of both the Convention Center Corridor and the Large Scale Plan.

Similar to the Convention Center, the Multi-Use Facility would require the development of a large, multi-block floorplate, required for this type of use. The proposed structure would be unique in Manhattan, due to the specific nature of the building, its particular design, and proposed activities. The exterior dimensions of the Multi-Use Facility would be approximately 800 feet between Eleventh

and Twelfth Avenues and approximately 700 feet between West 30th and West 33rd Streets with an entry portal on West 33rd Street. The Multi-Use Facility is expected to have a gross building area of 2.9 million square feet. Its large footprint indicates that the structure would be a prominent addition to the area.

Though the footprint of the Multi-Use Facility would be less than half of that of the expanded Convention Center, it would be substantially taller than the Convention Center, and substantially shorter than the first development expected in the Large Scale Plan Area to the east. The top of the retractable roof would be 240 feet above Eleventh Avenue, and the top of the fixed roof would be 208 feet above Eleventh Avenue (Figure 11-36). The height of the tallest element of the facility, the top of wind turbines located along the northern and southern facades of the building, would be approximately 311 feet above the elevation of Eleventh Avenue and the deck over the western portion of Caemmerer Yard. The facility would feature a retractable roof, and would serve as an enclosed building, as required.

The full-block public plaza between West 33rd and West 34th Streets from Eleventh to Twelfth Avenues would provide a substantial public amenity and a visual counterpoint to the Multi-Use Facility and Convention Center, and would open up vistas from the east to Hudson River Park and the Hudson River. Planned streetscape elements for this public plaza include a tree-lined sidewalk along West 34th Street to Twelfth Avenue and landscaped paths. The plaza would gradually slope up from West 34th Street, affording dramatic views of the Hudson River, and could be lined with retail, and cultural uses, including a museum and theater. The glass wall of the facility along Eleventh Avenue would step back to create a retail edge along the street, which could include the box office, cafes, restaurants and shops. Connections would be provided to a rebuilt High Line pedestrian promenade. These improvements would greatly enhance the urban design of the Convention Center Corridor and, in combination with the park above the eastern portion of Caemmerer Yard and the initial portion of the Midblock Park and Boulevard System, would also improve the overall urban design of the Large Scale Plan across Eleventh Avenue, as well.

Relocation of Quill Bus Depot. Expansion of the Convention Center to West 42nd Street would require the relocation of the Quill Bus Depot to a new two-story structure extending from Tenth to Twelfth Avenues between West 30th and West 31st Streets. The building would be located under the southern portion of the Multi-Use Facility and under the southern portion of the platform over the eastern portion of Caemmerer Yard. The relocated Quill Bus Depot would be one story above Twelfth Avenue and one story below grade, with a gross area equivalent to the existing Quill Bus Depot (Figure 11-37). The two halves of the relocated facility would be connected by an underground connection beneath Eleventh Avenue. The low-rise structure would not result in significant adverse changes to the streetscape of the area. Given the rapidly sloping topography from the eastern to western portions of the site proposed for relocation of the depot, and since much of the facility would be below grade, the bulk of the building would be apparent only on its West 30th Street frontage, where one level of approximately 15 feet in height would be visible. The visible portions of the building along West 30th Street would provide space for offices, thereby enlivening the streetscape and pedestrian experience.

Accommodation for DSNY and NYPD Tow Pound Facilities on Block 675. A combined facility for DSNY and NYPD Tow Pound operations would be provided on the full block between West 29th and West 30th Streets from Eleventh to Twelfth Avenues (Block 675), directly south of the Multi-Use Facility and relocated Quill Bus Depot. As currently contemplated, it would contain one level for each facility and one level that would be shared by both facilities. The lowest level would be below grade at elevation -12 feet, and the two above-grade levels would be at elevation +8 feet and +28 feet, respectively. Due to the topography in the area, the structure would appear to be a one-story 20-foot tall building at the corner of Eleventh Avenue and West 30th Street, but would appear to be a two-story building along Twelfth Avenue and West 29th Street.

A public park would be created on its roof at approximately the same elevation as the High Line right-of-way, located on the north side of West 30th Street. Due to the rise in elevation at Eleventh Avenue and West 30th Street, the park would be approximately 40 feet above the lowest street level at this point. ADA-compliant public access to the park would be gained from West 30th Street and Eleventh Avenue, where the elevation of Eleventh Avenue is at its highest point. The public park would be a recreational and visual amenity for the southern end of the Convention Center Corridor, providing unimpeded views of Hudson River Park and the Hudson River from the High Line and Eleventh Avenue, and strongly enhancing the urban design of the area.

If the DSNY and NYPD Tow Pound operations were not constructed, the public park would be developed at grade.

No. 7 Subway Extension. By 2010, the No. 7 Subway would be in service between its current terminus in Times Square to the Project Area and a new Terminal Station at Eleventh Avenue and West 34th Street. The Terminal Station would have multiple entrances from the street system to a full mezzanine (Figures 11-38 and 11-39) that would be constructed beneath Eleventh Avenue. On the east side of Eleventh Avenue, the main entrance to the Terminal Station would be from the public park area, south of West 34th Street. A transparent canopy would provide full weather protection, and would serve as a sculptural element within the new park. An entrance would also be provided from the new public open space to be developed as part of the Convention Center Expansion, between West 33rd and West 34th Streets from Eleventh to Twelfth Avenues and the Multi-Use Facility, allowing direct access to the subway from both facilities (Figure 11-40). Figure 11-41 shows support facilities that would be required for the No. 7 Subway Extension.

- **Building Bulk, Use, and Type.** As detailed in the previous descriptions of the major elements of the Proposed Action that would be in place in the 2010 Future With the Proposed Action, the composite impact of the expansion of the Convention Center, development of the Multi-Use Facility, relocation of the Quill Bus Depot, accommodating the combined DSNY and NYPD Tow Pound operations to within a new multi-agency building, and extension of the No. 7 Subway on the Convention Center Corridor would be to:
 - Develop an integrated Convention Center, sports, exhibition, and entertainment corridor centered on two new jointly planned major facilities of architectural merit and comparable bulk: the expanded Convention Center and Multi-Use Facility.
 - Cover the western portion of Caemmerer Yard;
 - Create a substantial amount of publicly accessible open space and parkland not currently available in the Convention Center Corridor;
 - Provide for the potential relocation of the DSNY and NYPD Tow Pound operations from within Hudson River Park to a new multi-agency facility, away from the waterfront, specifically designed for their use;
 - Relocate the Quill Bus Depot to a new facility, a major portion of which would be below-grade.

The overall bulk of these facilities would be substantially greater than the bulk of the structures currently found in the corridor, although all uses except the Multi-Use Facility are currently found within or near the Convention Center Corridor.

- **Building Arrangement.** The expanded Convention Center would be constructed on an enlarged superblock bounded by West 34th and West 41st Streets and Eleventh and Twelfth Avenues, while the Multi-Use Facility would be located on the superblock currently occupied by the western portion of Caemmerer Yard. The multi-agency municipal facility for DSNY and NYPD Tow Pound operations would be arranged consecutively south of the Multi-Use Facility.

Together, these elements would form a rectilinear arrangement of forms, enhancing the overall form of the corridor.

- **Block Form and Street Pattern.** The block form and street pattern would be modified through the closure of West 33rd Street, West 39th Street, West 40th Street, and West 41st Street between Eleventh Avenue and Twelfth Avenue to vehicular traffic, and the covering of the western portion of Caemmerer Yard, between Eleventh and Twelfth Avenues.
- **Streetscape Elements.** The streetscape of the Convention Center Corridor would be substantially enhanced by the removal of the walls that currently enclose the depressed Convention Center truck marshalling yard and the western portion of the depressed Caemmerer Yard between Eleventh and Twelfth Avenues, and by the street-level landscaping improvements, new retail uses, and substantial amount of new publicly accessible open space that would be in place in the 2010 Future With the Proposed Action. Figure 11-34 shows the proposed open space along the north side of the Multi-Use Facility, providing enhanced views and pedestrian access to Hudson River Park and the waterfront. Two levels of truck marshalling yards would be located below the open space between West 33rd and West 34th Streets between Eleventh and Twelfth Avenues.
- **Street Hierarchy.** Although there would be no change in street hierarchy in the 2010 Future With the Proposed Action, four of the ten available east-west street segments in the Convention Center Corridor would be closed, requiring traffic to divert to alternative east-west thoroughfares.
- **Natural Features and Topography.** There would be no change to any natural or topographic feature in the 2010 Future With the Proposed Action.

b) Primary Study Area

The Proposed Action would not result in significant changes to the urban design within the surrounding primary study area. The Convention Center expansion, the Multi-Use Facility and the combined DSNY and NYPD Tow Pound facility would all be located west of Eleventh Avenue and separated from the primary study area to the east by several intervening blocks. The major changes to the northern portion of the Project Area along the Clinton District/42nd Street Corridor would include construction of higher-density residential and mixed-use buildings, compatible in form and scale with current trends on West 42nd Street. The Clinton District/42nd Street Corridor is defined as the Perimeter Area of the Special Clinton District, with density and design regulations that differ markedly from the Preservation Area to the north. For this reason, the development trends on West 42nd Street have not influenced development in the heart of Clinton. Likewise, the additional development resulting from the Proposed Action in 2010 would not alter conditions in the heart of Clinton. West 42nd Street would continue to provide a transition area between development in the Project Area and residential areas in Clinton. Construction of the Convention Center Hotel at the southwest corner of Eleventh Avenue and West 42nd Street would be compatible with the bulk and type of development on West 42nd Street.

The modest development that is projected to occur in the Hell's Kitchen and the Garment Center Subdistricts would help strengthen the urban design of both areas and would be compatible with the urban design of adjacent neighborhoods in the primary study area.

The buildings in Chelsea adjacent to the Project Area would be similar in use and scale to the facility proposed for the combined DSNY and NYPD Tow Pound facility; the new building would not contrast adversely with the design of nearby structures in West Chelsea. The accommodation for the two facilities would also permit their removal from within Hudson River Park, thereby enhancing the design of that publicly accessible open space and recreational facility. The Quill Bus Depot would be

reestablished partially below grade. Associated office uses would enhance the streetscape and pedestrian experience along West 30th Street.

The urban design of the waterfront area would be enhanced by the expanded Convention Center, the Multi-Use Facility, and their associated publicly accessible open space. The development of Block 675 as an active recreational facility would also enhance nearby waterfront uses. The minimal level of new development in the 34th Street Corridor, Tenth Avenue Corridor and Other Areas (Subdistrict E) would have no impact on the urban design of the primary study area, while the anticipated improvements to the Farley Building and potential relocation of MSG would both enhance the urban design of the Project Area and have no impact on the urban design of the portion of the primary study area to the south. The urban design of the West Chelsea area to the south would be controlled by the proposed rezoning for that area. New development in West Chelsea immediately south of the primary study area would provide a transition between the lower densities of Chelsea and the development that would occur within the Farley Corridor in the Project Area.

2. Visual Resources

Views in the 2010 Future With the Proposed Action would be substantially improved through the creation of new publicly accessible parkland and open space on Block 675, on the roof of the expanded Convention Center, and on the public open space immediately north of the Multi-Use Facility that would provide enhanced views of the Hudson River, Hudson River Park, the U.S.S. Intrepid, and the Empire State Building. However, the expansion of the Convention Center would block views of the waterfront from publicly accessible locations along West 39th, West 40th, and West 41st Streets. However, additional vistas of the Hudson River would be created from the new publicly accessible open space and parkland flanking the Multi-Use Facility and Convention Center. The Multi-Use Facility and the expanded Convention Center would be highly visible from the Hudson River waterfront.

Major visual resources that would be created as part of the Proposed Action, (see Figure 11-44) include:

- The north-south Midblock Park and Boulevard System between Tenth and Eleventh Avenues from West 34th to West 33rd Streets; (After 2010, the new north-south Midblock Park and Boulevard System would continue from West 34th Street to the pedestrian bridge at West 42nd Street with a series of connected open spaces.)
- The six-acre open space built on a platform over the eastern portion of Caemmerer Yard east of Eleventh Avenue;
- The large full-block open space proposed between West 33rd and West 34th Streets from Eleventh to Twelfth Avenues; and
- The large, full-block park proposed for Block 675, and put in place in 2010.

This new, publicly accessible open space would be a major urban design feature and visual resource in the Project Area and would help orient development in the Project Area. The open space over the eastern portion of Caemmerer Yards would be surrounded by a new cultural facility and the Multi-Use Facility and would connect to the Hudson River waterfront via the new full-block open space between West 33rd and West 34th Streets, the full-block park on Block 675, and to the planned pedestrian promenade along the High Line elevated rail line to the south. Bulk controls for development of the eastern portion of Caemmerer Yard would require a pedestrian connection to the High Line.

Certain long views to the Empire State Building from the western boundary of the Project Area would be eliminated in the 2010 Future With the Proposed Action, including views from publicly accessible

locations on Twelfth Avenue at West 42nd Street that would be blocked by the Convention Center Hotel, as would views along West 39th Street by the expanded Convention Center. In addition, there would be a loss of certain short views to the Hudson River, where streets would be closed to allow for the Convention Center Expansion. However, the unappealing context of the publicly accessible locations from which these views are available limit their enjoyment. In addition, new views of the Empire State Building and Hudson River would be provided from publicly accessible open space on the roof of the expanded Convention Center. There would be no impact on views of other significant visual resources in the Project Area in the 2010 Future With the Proposed Action. Based on criteria provided in the *CEQR Technical Manual*, the Proposed Action in 2010 would not result in any significant adverse impacts to visual resources in the Project Area or primary study area.

F. 2025 FUTURE WITHOUT THE PROPOSED ACTION

Development of new residential and commercial uses would be expected to continue between 2010 and 2025 and beyond as a consequence of anticipated demand caused by projected increases in the long-term population and employment in Manhattan. Within the Project Area, however, it is anticipated that only a limited number of additional projects would be completed in the 2025 Future Without the Proposed Action. These include development of Projected Development Site 32 within the Farley Corridor, one commercial development on Projected Development Site 30 within the 34th Street Corridor, one residential development on Projected Development Site 28 within the Hell's Kitchen Subdistrict, and one residential development on Projected Development Site 19 within the Clinton District/42nd Street Corridor. Each of these would potentially result in impacts on the urban design and visual resource conditions within the Project Area and larger primary study area. No additional development is projected in the 2025 Future Without the Proposed Action within the Large Scale Plan, Tenth Avenue Corridor, Garment Center, Convention Center Corridor, or Other Areas to be Rezoned.

1. Urban Design

a) Project Area

The analysis of conditions in the Project Area in the 2025 Future Without the Proposed Action assumes that certain sites would be developed to the maximum density available under their current zoning designations. (See Chapter 3, "Analytical Framework," for a list and description of Projects in the Future Without the Proposed Action.)

Large Scale Plan (Subdistrict A)

There are no known land use developments proposed for the Large Scale Plan (Subdistrict A) in the 2025 Future Without the Proposed Action. Some changes in tenancy of existing buildings would be expected, but the overall urban design and visual resources would remain the same as in the 2010 Future Without the Proposed Action.

Farley Corridor (Subdistrict B)

It is projected that only one additional development on Projected Development Site 32 would be developed within the Farley Corridor (Subdistrict B) in the 2025 Future Without the Proposed Action. This one-million-square-foot commercial development with ground-floor retail would be located at West 33rd Street and Ninth Avenue. Beyond this specific proposal, it is likely that the completion of the Farley Building redevelopment in 2008 would lead to changes in Penn Station extending past 2010.

Land uses in the Farley Corridor would be different in the 2025 Future Without the Proposed Action from those under existing conditions. Instead of a large community facility use above a transportation use and an open rail connection, there would be an expanded transportation use on

Eighth Avenue and two major commercial uses facing one another across Ninth Avenue. The development on Projected Development Site 32 would cover some of the rail connection to Penn Station, and both projects would add ground-floor retail.

34th Street Corridor (Subdistrict C)

One site (Projected Development Site 43) was identified as likely for development between 2010 and 2025 as part of the 34th Street Rezoning. Located on Ninth Avenue between West 34th and West 35th Streets, this commercial development would be comprised of new office space with ground-floor retail. Its development would further enhance the mix of urban land uses—office, retail, residential, institutional, transportation—in the 34th Street Corridor. It would also increase the density of development along this portion of Ninth Avenue. However, overall urban design and visual resources conditions would remain the same as in the 2010 Future Without the Proposed Action.

Tenth Avenue Corridor (Subdistrict D)

No development is anticipated for the Tenth Avenue Corridor between 2010 and 2025, though, as in the Large Scale Plan, current trends to reuse existing buildings for certain types of commercial uses—offices, mini-storage, studios, clubs, restaurants—would continue. If so, the presence of manufacturing and industrial use would be diminished and some transportation uses (i.e., garages, parking lots, small truck terminals) would also be converted to commercial use. The major transportation infrastructure that dominates the northern blocks of the Tenth Avenue Corridor would remain, and overall urban design and experience of visual resources would be the same as in the 2010 Future Without the Proposed Action.

Other Areas (Subdistrict E)

No development is anticipated between 2010 and 2025, although a continuation of current trends would be expected, especially in Subarea E3, which has been undergoing conversion from manufacturing to commercial uses. The overall urban design and visual resources conditions would be the same as in the 2010 Future Without the Proposed Action.

Hell's Kitchen (Subdistrict F)

It is projected that one site (Projected Development Site 28) on the west side of Ninth Avenue between West 35th and West 36th Streets would be developed for residential use as part of the Ninth Avenue Rezoning in Hell's Kitchen in the 2025 Future Without the Proposed Action. This site, which would be developed according to the current underlying contextual zoning district requirements, would be a mixed use building comprised of 171 residential units, 16,849 square feet of ground-floor retail, and 5,616 square feet of office space.

In total, approximately 537 residential units, 47,347 square feet of ground-floor retail, and 5,616 square feet of new office space would be developed on three sites (two in 2010 and one by 2025) as a result of the previously approved Ninth Avenue Rezoning in the Hell's Kitchen Subdistrict. Together, these projects would have a positive impact on the urban design and visual conditions on Ninth Avenue, the "Main Street" of Hell's Kitchen, in part by filling "holes" along the west of Ninth Avenue that were created by the demolition of buildings during the Lincoln Tunnel construction.

Clinton District/42nd Street Corridor

It is projected that one additional residential development would be in place in the Clinton District/42nd Street Corridor in the 2025 Future Without the Proposed Action. Projected Development Site 17 would be developed as a residential building with 377 residential units and 61,000 square feet of ground-floor retail. This would further contribute to the progression toward a concentration of higher-density residential towers along the corridor. Thus, overall urban design and visual resources conditions would remain essentially the same as in the 2010 Future Without the Proposed Action.

Garment Center

There are no known developments proposed for the portion of the Garment Center District within the Project Area by the 2025 analysis year. As with other sections of the Project Area, it is likely that current trends would continue, including an increase in land uses that would be classified as commercial, rather than manufacturing or industrial, and a tendency towards residential conversion of smaller loft buildings. The overall urban design and visual resources conditions would remain the same as in the 2010 Future Without the Proposed Action.

Other Areas to be Rezoned: Two Penn Plaza and C6-3X District

There are no known land use developments proposed for these two transitional areas.

Convention Center Corridor

There are no known developments proposed for the Convention Center Corridor by the 2025 analysis year. Except for the possibility that one or more additional galleries would be located on the block between West 29th and West 30th Streets, land uses would remain unchanged, and the overall urban design and visual resources conditions would remain the same as in the 2010 Future Without the Proposed Action.

b) Primary Study Area

Commercial and residential development is expected to continue in the primary study area between 2010 and 2025, following the trends foreseen for 2010. It is anticipated that development south of West 27th Street associated with the proposed Special West Chelsea District would be completed by 2010, but additional residential and retail development would occur in West Chelsea between 2010 and 2013, north of West 27th Street. This development would have little impact on the urban design of the Project Area. Conversely, the limited amount of additional development that would occur in the Project Area in the Future Without the Proposed Action would not result in an impact on the urban design of the primary study area.

2. Visual Resources

Without the Proposed Action in 2025, no projects are projected that would alter or enhance existing view corridors and views of visual resources in the Project Area or primary study area. Therefore, it is anticipated that conditions in the 2025 Future Without the Proposed Action would be the same as in the 2010 Future Without the Proposed Action.

G. 2025 FUTURE WITH THE PROPOSED ACTION

1. Urban Design

a) Project Area

There would be dramatic and positive changes to the urban design of the Project Area by 2025 as a consequence of the three public facilities that would be in place by 2010 (i.e., the Multi-Use Facility, the Convention Center expansion, and the No. 7 Subway Extension), the build-out of the development projected as stimulated by the proposed rezoning, and the completion of the Midblock Park and Boulevard System (Figure 11-45). As a result, the Proposed Action would dramatically improve the urban design and visual quality of the Project Area, replacing large areas of the underutilized urban landscape with new, medium- to high-density, mixed-use development and a substantial amount of new, publicly accessible park land and open space.

The build-out of the development permitted under the proposed rezoning and completion of the open space network would be the greatest changes that would occur to the Project Area between 2010 and 2025. The new Midblock Park and Boulevard System would add an additional 3.46 acres (for a total

of 4.3 acres) of mapped, publicly accessible open space on the midblocks between Tenth and Eleventh Avenues from West 34th Street to West 42nd Street. This would result in large expanses of needed, publicly accessible open space (Figures 11-42 and 11-43). This would be accomplished by covering the visually obtrusive Amtrak Cut and Lincoln Tunnel access roads with a pedestrian bridge connecting the Midblock Park and Boulevard System (Figure 11-44). This open space would be additional to the approximately 18 acres of publicly accessible open space that would be developed in the Large Scale Plan and Convention Center Corridor by 2010.

Completion of the build-out allowed under the proposed rezoning and development of the Midblock Park and Boulevard System would transform the underutilized Project Area into a medium- to high-density, mixed-use, 24-hour community, with a mix of commercial, residential, retail, open space, and entertainment uses. These uses would support and enhance the area's distinctive subdistricts. Although, as noted above, certain development components of the Proposed Action would be completed by 2010, the parks system, the Intermediate Station of the No. 7 Subway Extension, and the majority of the privately sponsored developments would be completed between 2010 and 2025.

Large Scale Plan (Subdistrict A)

Summary of Projected Development. Completion of the Proposed Action in 2025 would totally transform the urban design of the Large Scale Plan compared to conditions in the 2025 Future Without the Proposed Action. The visual dominance of transportation infrastructure uses would be diminished (although transportation uses would remain active beneath most of the sites in the Subdistrict), and would be replaced by a primarily commercial office district with a mix of retail, residential, and open space uses.

The Midblock Park and Boulevard System would extend from West 33rd to West 39th Streets, and would then cross over the Lincoln Tunnel entrance on a pedestrian bridge beyond the Large Scale Plan's northern boundary at West 41st Street. This would effectively cover the unsightly and unappealing transportation-related use. More generally, the Midblock Park and Boulevard System would be integrated into a more extensive network of publicly accessible parks connecting West 42nd Street to the new open space to be developed over the eastern portion of Caemmerer Yard, the High Line, and, further to the south, the Gansevoort Market. It would also change the street grid and arrangement of blocks, creating atypical smaller blocks. Each block would be appropriate for a full-block development. It would also effectively cover the Amtrak Cut, removing a disruptive element in the Subdistrict.

The deck over the eastern portion of Caemmerer Yard would support a mix of uses, including a major open space/public plaza, a cultural facility, a hotel, and a mix of primarily commercial and some residential uses. The 6-acre open space/public plaza would be located at the heart of the Project Area's open space network, adjacent to the full-block open space to the west, the potential High Line open space to the south, the active recreation park on Block 675 to the southwest, and the Midblock Park and Boulevard System to the north. The public square would be designed with a gradual slope and stairs, reaching its highest point in front of the cultural facility and the entrance to the High Line. From here, the public square would have a dramatic view north through the Midblock Park and Boulevard System, terminating at West 42nd Street. The public square would be surrounded by high-density office buildings with active ground-floor retail uses.

Development on the blocks north of West 33rd Street would consist of a mix of uses in which commercial office use would be dominant, but ground-floor retail and residential uses would also be present. The main building entrances would face the Midblock Park and Boulevard System, with retail frontage required on Tenth Avenue and the Midblock Boulevard. A 950-space public parking garage would be constructed under the Midblock Park and Boulevard System, between West 34th and West 36th Streets. The vehicular entrances and exits to the garage would be located within the commercial office tower (Projected Development Site 6) to the west of the midblock boulevard

between West 35th and West 36th Streets. This garage would meet the demand for parking which cannot be provided on some projected development sites due to subsurface conditions (bedrock, subway systems space) which would not allow for below-grade parking facilities.

The changes to urban design would reflect the built form of the new buildings and open space that would be developed in the corridor. The area's topography would be made consistent, as proposed developments would cover Caemmerer Yard and the Amtrak rail cut. Along Eleventh Avenue and the new Midblock Park and Boulevard System, development requirements would allow creativity in building design. Required sidewalk widening and street tree plantings would transform the area's streetscape, creating a pedestrian-friendly environment.

These changes would occur with or without the relocation of MSG to a site on Ninth Avenue. It is anticipated that north of the Lincoln Tunnel entrance, on the block between West 40th and West 41st Streets, a large office building with ground-floor retail would be developed in the scenario without relocation of MSG. In the scenario with relocation of MSG, this site would not be redeveloped as a result of the Proposed Action.

Based on the reasonable worst-case development scenario for Projected Development Sites, the Proposed Action could succeed in transforming Subdistrict A into a high-density and vital, 24-hour commercial and mixed-use community, served by the extension of the No. 7 Subway, and enhanced by new, publicly accessible open space.

Summary of Potential Development. If the potential development sites on the block bounded by Tenth and Eleventh Avenues between West 39th and West 40th Streets were developed (as discussed in Chapter 4, "Land Use, Zoning, and Public Policy"), instead of the more southern sites in the Large Scale Plan, the effect would be to extend the commercial development to the north along Eleventh Avenue and to diminish the presence of the Lincoln Tunnel infrastructure in the Subdistrict. Were these sites to be developed, the Proposed Action would still succeed in creating a high-density and vital 24-hour community in Subdistrict A.

Building Bulk, Use, and Type. As depicted in Figure 11-45, the Large Scale Plan (Subdistrict A) would be substantially commercial in use, with a limited permitted residential and community facility uses. By 2025, the eastern portion of Caemmerer Yard (Subarea A1, Projected Development Site 1) would be zoned to permit a maximum FAR of 19, including 19 FAR of commercial floor area and 6 FAR of residential floor area. In addition, since the eastern portion of the Caemmerer Yard is intended to be mostly open space, and the site would generate more floor area than could be accommodated on site in a well-planned manner, 10 FAR would be permitted to be distributed northward to the sites along Eleventh Avenue to West 41st Street and along Tenth Avenue to West 36th Street. Of this 10 FAR of distributed floor area, up to 50 percent could be residential, or the entire development could be commercial. Figure 11-46 presents examples of the building types that would be anticipated in the Large Scale Plan. The building heights of projected development sites in Subarea A1 would range from approximately 600 to 800 feet. Similar building types are currently found in the Midtown Central Business District.

Sites in Subarea A2 (Projected Development Sites 2, 3, 4, and 5) would be permitted a commercial base FAR of 10 above which an additional 8 FAR could be obtained through utilization of the DIB. Additional floor area, without limit, could be distributed from the eastern portion of the Caemmerer Yard under the regulations of the large-scale development. Above an FAR of 20, including distributed floor area, up to 4 FAR could be used for residential floor area.

Sites in Subarea A3 (Projected Development Sites 6, 7, 8, 10, 12, and 46) would be permitted a commercial base FAR of 10, above which an additional 8 FAR could be obtained through utilization of the DIB. Additional floor area, up to a maximum of 24, could be distributed from the eastern portion of the Caemmerer Yard under the regulations of the large-scale development. Above an FAR

of 20, including distributed floor area, up to 4 FAR could be used for residential floor area. The building on Projected Development Site 12 would be approximately 740 feet. Within all of Subdistrict A, community facility use would be limited to 2 FAR.

- **Building Arrangement.** Figures 11-47 and 11-48 depict sections of the streetwalls and mandatory improvements that would dictate building arrangements along major corridors and side streets in the Large Scale Plan. A mix of uses would be created on the deck over the eastern portion of Caemmerer Yard, including a hotel, a major cultural facility, a new 6.0-acre open space/public plaza, a substantial amount of commercial uses, and a lesser amount of residential uses. Development on the blocks north of West 33rd Street would consist of a mix of uses in which commercial office use would be dominant, but ground-floor retail and residential uses would also be present.
- **Block Form and Street Pattern.** Block forms within Subdistrict A in the 2025 Future With the Proposed Action would be consistent to one another and front on the Midblock Park and Boulevard System, which would pass diagonally through the corridor. An east-west pedestrian corridor, lined with retail uses, would be created in Subarea A1 (eastern portion of Caemmerer Yard), along the demapped roadbed of West 32nd Street (see Subdistrict B, below). Figure 11-49 depicts the proposed mandatory pedestrian improvements on the deck over the eastern portion of Caemmerer Yard. Figure 11-50 depicts the entire pedestrian corridor, connecting the development on Caemmerer Yard through new development in the Farley Corridor to the east.
- **Streetscape Elements.** As shown in Figures 11-30 and 11-51, sidewalk widening, street tree plantings, and streetwall requirements would be required throughout the Subdistrict and the Project Area, which would transform and greatly enhance the area's streetscape.
- **Street Hierarchy.** The hierarchy of the existing street system would remain unchanged in the 2025 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no changes to natural resources. However, the built topography would be modified by decking of the Amtrak Cut to create the Midblock Park and Boulevard System.

Farley Corridor (Subdistrict B)

Summary. The Farley Corridor would undergo substantial improvement as a result of the Proposed Action. Since MSG would potentially be relocated within this Subdistrict, the discussion below distinguishes between the two resulting land-use scenarios.

If MSG is not relocated, it is expected to expand on its existing site to increase capacity from 19,500 to 23,000 seats. Amenities, retail, and ancillary facilities would also be improved. Immediately to the west, the Farley Building would be redeveloped as a transportation terminal with substantial retail and office use in the 2010 Future Without the Proposed Action. Two commercial buildings are projected for development on Projected Development Sites 32 and 33 along Ninth Avenue, between West 31st and West 33rd Streets. A publicly accessible plaza of approximately 11,280 square feet would be provided at the southwest corner of Ninth Avenue and West 33rd Street on Projected Development Site 32. Projected Development Site 33 would be required to provide a publicly accessible covered pedestrian space in line with West 32nd Street connecting the Lincoln Tunnel approach bridge with Projected Development Site 31 (the former Westyard Distribution building). The covered pedestrian space would be enclosed, have a roof of transparent material, provide direct access to any adjacent buildings, and have retail uses fronting upon at least 50 percent of its northern and southern walls. Projected Development Site 33 would also be required to provide a publicly accessible through block connection, open to the sky, along its western boundary. This connection would have a minimum width of 20 feet and would provide a direct connection with the covered

pedestrian space. On the western portion of the block, Projected Development Site 31 (the former Westyard Distribution building) would be renovated to permit development of a mixed-use tower with new retail and residential uses. The three buildings would completely cover the open rail connection to Penn Station, greatly reducing the presence of transportation uses in the Corridor. In 2025, as a result of the Proposed Action, commercial uses would dominate Subdistrict B, in addition to new residential and retail uses and expanded entertainment use, providing the basis for a 24-hour community.

If MSG is relocated to the western side of Ninth Avenue above the open rail connection to Penn Station, the two commercial buildings (Projected Development Sites 32 and 33) would not be constructed. Two large office buildings totaling 4.7 million square feet would be developed on the existing MSG site, along with a one-million-square-foot hotel and 133,000 square feet of retail space. Development on Projected Development Site 31 would be the same in both scenarios. The difference between projected land uses with and without MSG relocation would be that the relocation would allow for dense commercial development, including the addition of a 1,000-room hotel on the existing MSG site. Similarly, the major office use in the corridor would be located on Eighth Avenue, instead of Ninth Avenue. Under the scenario without MSG relocation, the street grid would be partially restored for pedestrians through construction of an east-west pedestrian passageway between Ninth and Tenth Avenues that would be set in line with West 32nd Street.

- **Building Bulk, Use, and Type.** Due to the large superblock sites, new development would take the form of medium- to high-density buildings with large floor plates or tall towers with somewhat smaller floorplates. The proposed buildings in the Farley Corridor would range between approximately 600 and 800 feet in height. The new commercial development would create a dense hub of commercial buildings at the southern end of the Project Area. The Amtrak Cut would no longer be a significant visual presence in the corridor.
- **Building Arrangement.** Building arrangements would be regular with respect to the blocks and zoning lots.
- **Block Form and Street Pattern.** The principal change to block form and street pattern in the Farley Subdistrict would be the re-establishment of pedestrian circulation on the block between Ninth Avenue and Tenth Avenue, including through Projected Development Site 31 (the former Westyard Distribution building) and Projected Development Sites 32 and 33. If MSG does not relocate, this pedestrian way (Figure 11-52) would be located in line with West 32nd Street, and provide a connection to the relocated Amtrak station in the Farley Building to the east and commercial development on Caemmerer Yard to the west. From there, pedestrians could gain access to West 33rd and West 31st Streets. Should MSG relocate, this pedestrian way would continue through the existing MSG site with a through-block connection at the midpoint of the superblock, and connection to and through Two Penn Plaza to Seventh Avenue (Figure 11-53).
- **Streetscape Elements.** Sidewalk widening around the MSG site would be required in Subdistrict B3, with 5 feet required along Eighth Avenue, and five feet required on West 31st and West 33rd Streets. A five-foot sidewalk widening would also be required around the site where MSG could relocate, along the Ninth Avenue frontage and the West 33rd Street frontage. The MSG portion of the block is currently zoned C6-2, and would be rezoned C6-4. C6-2 and C6-4 districts have the same sign regulations. The Proposed Action would require a new CPC authorization in the Special Hudson Yards District for non-illuminated or illuminated signs, including flashing but not advertising signs not otherwise permitted by the underlying sign regulations.
- **Street Hierarchy.** There would be no changes to street hierarchy in Subdistrict B.

- **Natural Features and Topography.** There would be no changes to any natural or topographic features in Subdistrict B in the 2025 Future With the Proposed Action, except for the construction of a deck over the open rail connection to Penn Station.

34th Street Corridor (Subdistrict C)

Summary of Projected Development. Projected development under the Proposed Action would add three new residential buildings to the 34th Street Corridor: one on the northeast corner of West 34th Street and Tenth Avenue (Projected Development Site 29); one on the southwest corner of West 34th Street and Ninth Avenue (Projected Development Site 30); and one on the northeast corner of West 34th Street and Ninth Avenue (Projected Development Site 43).

The existing development in this corridor, with few vacant or greatly underutilized sites, accounts for the relatively small number and size of projected development sites. However, all three sites are in highly visible corner locations, and the development on the sites would be similar in form and bulk to existing buildings in the corridor. The redevelopment of these sites for residential use would emphasize and strengthen the residential component of this Subdistrict. In addition, the simultaneous changes south of the 34th Street Corridor on Ninth Avenue in Subdistrict B would underline and support the retail and commercial components of this mixed-use Subdistrict.

Development of the three sites would occupy land currently occupied by parking lots, a gas station, and low-rise buildings. The new structures would serve to transition the area from the high-density commercial corridors to the west and south to the lower-density, mixed-use Hell's Kitchen neighborhood to the north.

Summary of Potential Development. It is possible that three small sites, all in the western half of the Subdistrict, could potentially be developed. Together, Potential Development Sites 59, 60, and 61 could yield approximately 200 residential units and about 14,000 square feet of ground-floor retail use. However, they would not be as prominently placed or as large as Projected Development Sites 29, 30, and 43.

- **Building Bulk, Use, and Type.** As discussed above, projected development under the Proposed Action would add three new residential buildings to the 34th Street Corridor, one on the northeast corner of West 34th Street and Tenth Avenue (Projected Development Site 29), one on the southwest corner of West 34th Street and Ninth Avenue (Projected Development Site 30), and one on the northeast corner of West 34th Street and Ninth Avenue (Projected Development Site 43). The anticipated building heights on Projected Development Sites 29 and 30 would be approximately 400 feet. Projected Development Site 43 is assumed to permit office use in the Future Without the Proposed Action. In the 2025 Future With the Proposed Action, office development would not occur; housing would be built instead. The building on Projected Development Site 43 would be approximately 300 feet in height. The dense development in this corridor, with few vacant or greatly underutilized sites, accounts for the relatively small number and size of projected development sites. However, all three sites are in highly visible corner locations, and the development on the sites would be similar in form and bulk to existing buildings in the corridor. Their redevelopment for residential use would emphasize and strengthen the residential component of this Subdistrict. Streetwalls between 90 and 150 feet and ground-floor retail would be required, with setbacks typical of C6-4 districts. The bulk, use, and type of buildings would be consistent with those in the existing corridor.
- **Building Arrangement.** New building arrangements within Subdistrict C would be expected to be regular with respect to their placement on blocks and lots.
- **Block Form and Street Pattern.** No changes to block form or street pattern are expected in Subdistrict C.

- **Streetscape Elements.** The streetscape would be improved along West 34th Street with a requirement for the planting of street trees and addition of active retail uses in the ground floor of new development (Figure 11-54).
- **Street Hierarchy.** There would be no changes to street hierarchy in Subdistrict C.
- **Natural Features and Topography.** There would not be changes to any natural or topographic feature in Subdistrict C in the 2025 Future With the Proposed Action.

Tenth Avenue Corridor (Subdistrict D)

Summary of Projected Development. Under the Proposed Action, south of West 39th Street, all existing uses except one recently renovated office/loft building would be replaced with new development. On the west side of Tenth Avenue (Subarea D1), from West 36th to West 39th Streets, transportation, manufacturing/industrial, and commercial uses would be replaced with mixed-use development containing a large residential component and retail uses (Projected Development Sites 9, 11, and 13). On the east side of Tenth Avenue between West 35th and West 38th Streets (Subarea D2), three residential buildings are projected (Projected Development Sites 23, 25, and 27). These buildings would be compatible with the residential uses in the Hell’s Kitchen Subdistrict.

Tenth Avenue would change from an avenue primarily lined with parking lots and low-rise, nondescript buildings, to one of high-rise residential buildings with ground-floor retail. The required high streetwalls would frame the wide north-south Avenue. Street tree planting would be required, and sidewalk widenings on full blockfront developments would be allowed. Additional greenery would be provided along the Midblock Park and Boulevard System. The midblock system’s angled path would provide for unusual building configurations on the adjacent lots. The Amtrak Cut would be platformed over for the Midblock Park and Boulevard System, which would allow new paths of pedestrian circulation through the area.

Together, development on the six sites would create a new, largely residential character on Tenth Avenue with retail uses at street level. The mixed-use building in the Large Scale Plan on the west side of Tenth Avenue just south of Subarea D1 and the projected residential building on Tenth Avenue and West 34th Street just south of Subarea D2 would contribute to the sense of a residential neighborhood in this area. The improvements in urban design in the Tenth Avenue Corridor would meet the goal of the Proposed Action to provide a new, dense 24-hour community with strong residential, office, and other urban uses.

The Proposed Action would also result in new transit-related development in the Tenth Avenue Corridor (Subarea D1). The Intermediate Station for the No. 7 Subway Extension would be in operation beneath the northern edge of the Subdistrict. The station would be serviced by a seven-story building (three stories above-grade) on the northwest corner of Tenth Avenue and West 40th Street in Subarea D1. This facility would be located below grade to the maximum extent practical, and would contain ancillary facilities, such as electrical substations, ventilation facilities, mechanical equipment rooms, and maintenance rooms. The building would be constructed to allow for future development on the site (Projected Development Site 14), thereby being subsumed in a new residential building.

Summary of Potential Development. Potential development sites in the Tenth Avenue Corridor include Potential Development Sites 48 and 52, in Subareas D1 and D2, respectively. Both sites would allow residential use. Together, these buildings could provide 510 residential units and approximately 17,000 square feet of ground-floor retail. Both would have to be built over or next to major Lincoln Tunnel access infrastructure, and would succeed in further covering disruptive transportation infrastructure.

- **Building Bulk, Use, and Type.** As a result of the Proposed Action, the built environment of the Tenth Avenue Corridor would change dramatically. Figure 11-55 depicts types of residential buildings comparable to those envisioned for the Tenth Avenue Subdistrict. Buildings on the west side of Tenth Avenue would be taller than buildings on the east side of Tenth Avenue. Projected development on the west side of Tenth Avenue would contain buildings ranging in height from 450 to 550 feet. Development projected for the east side of Tenth Avenue would contain buildings approximately 250 to 400 feet in height. These buildings would include ground-floor retail in the base, with residential towers setback above a defined streetwall. This new development would have a beneficial impact on the urban design of the Tenth Avenue Corridor.
- **Building Arrangement.** The building arrangement along Tenth Avenue, which subdivides the district into Subareas D1 and D2, would be regular with respect to the blocks and lots. Building frontages along the western edge of Subarea D1 would parallel the new Midblock Park and Boulevard System.
- **Block Form and Street Pattern.** The block form in Subarea D1 would be improved through the decking of the Amtrak Cut. Although the block form would not be altered, the blocks would be reintegrated into the street pattern and improved with the Midblock Park and Boulevard System. The addition of the northbound portion of the Midblock Boulevard to the western edge of Subarea D1 would add a new local road between West 36th Street and West 38th Street.
- **Streetscape Elements.** Streetscape in the Subdistrict would be improved as a consequence of required ground-floor retail uses, street tree planting, and permitted sidewalk widening throughout both subareas in Subdistrict D. Figure 11-56 depicts side street improvement requirements and how streetwalls would be created around widened sidewalks and street tree planting. Figure 11-57 depicts a section at Tenth Avenue, with possible sidewalk widening, required planting, and building walls. Pedestrian zones would be improved and enlivened with the mandatory requirements.
- **Street Hierarchy.** There would be no changes to Street Hierarchy with the Proposed Action in 2025 in Subdistrict D.
- **Natural Features and Topography.** Subarea D1 borders the Amtrak Cut, which would be decked over by the Midblock Park and Boulevard System. Otherwise, there would be no changes to any natural or topographic feature in the 2025 Future With the Proposed Action in Subdistrict D.

Other Areas (Subdistrict E)

Summary of Projected Development. Development projected for Subdistrict E includes one site each in Subareas E1 and E2. There is no new development projected for Subarea E3. Projected Development Site 20, in Subarea E1, currently occupied by Covenant House, Hunter College’s MFA program building, and a former public library building, would be developed with a 1.2-million-square-foot office building with ground-floor retail. The existing 13-story residential building adjacent to Projected Development Site 20 would remain. Because most of the block that comprises Subarea E1 is occupied with ramps between the PABT and the Lincoln Tunnel, the new office building and existing residential building would constitute all non-transportation land uses in Subarea E1. The developer of the office building would be required to provide an easement for a future entrance to the Intermediate Station of the No. 7 Subway Extension, which would be located adjacent to the site, beneath West 41st Street. The change in land use and density would be substantial in Subarea E1. A high-rise, tower-on-base commercial use would rise where relatively low-rise community facility uses now stand.

In Subarea E2, development is projected for Projected Development Site 36, on Eighth Avenue between West 40th and West 41st Streets. This development, which would use air rights from adjacent tenements (which would remain under the Proposed Action), would include approximately 589,000 square feet of office use, and ground-floor retail. This land use change would support current development trends along Eighth Avenue, where loft buildings have been upgraded to office use and a large office building across the street is anticipated in the new New York Times building, as well as office uses in the remainder of the block.

Summary of Potential Development. Potential development could include three office buildings on the south side of West 40th Street in Subarea E2 and seven office buildings in Subarea E3. The buildings, if one or more were to be developed, would be constructed on lots that now contain smaller buildings, using air rights from neighboring lots. The heights of commercial office buildings on potential development sites in Subarea E3 would range between 200 and 320 feet, with the exception of Potential Development Site 92, which, if developed, would be approximately 700 feet in height.

- **Building Bulk, Use, and Type.** There would be a substantial change in building bulk, use, and type within Subarea E1. Relatively low-rise community facility uses would be replaced with high-rise, tower-on-base commercial use. Setback controls would apply. Within Subarea E1, Projected Development Site 20 would contain a building approximately 500 feet in height. This transitional subarea would be scaled down from the PABT and provide additional retail and pedestrian activity. Projected Development Site 36, located in Subarea E2 south of the PABT, would contain a commercial building approximately 600 feet in height.
- **Building Arrangement.** The pattern of building arrangement where new developments are placed regularly with respect to the zoning block and lot and with attachment to each other would be continued in Subdistrict E.
- **Block Form and Street Pattern.** There would be no changes in block form or street patterns in the 2025 Future With the Proposed Action.
- **Streetscape Elements.** There would be no requirements for streetscape elements in this district, but the streetscape would still be improved through the addition of ground-floor uses and activities conducive to the generation of pedestrian activity.
- **Street Hierarchy.** There would be no changes to street hierarchy in this Subdistrict in the 2025 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no changes to any natural or topographic features in this Subdistrict in the 2025 Future With the Proposed Action.

Hell's Kitchen (Subdistrict F)

Summary of Projected Development. It is anticipated that by 2025, Projected Development Sites 22, 24, 26, and 28 would be developed for residential use on the west side of Ninth Avenue in Subarea F2. Projected Development Site 22 would be in place by 2010, as would Projected Development Site 24 if MSG is relocated. In the scenario without relocation of MSG, Projected Development Site 24 would be developed after 2010. In addition, Projected Development Site 28 would be developed for residential use on the west side of Ninth Avenue between West 35th and West 36th Streets by 2025.

These residential buildings would be similar in bulk, height, and configuration to existing buildings. Development of the Ninth Avenue sites would partially restore the physical damage to the neighborhood caused by construction of the Lincoln Tunnel. Gaps in the streetscape would be filled, and the pedestrian environment would be improved. The Proposed Action would have a net beneficial effect on the urban design of Subarea F2.

Development projected for Subarea F1 of the Hell’s Kitchen neighborhood includes the midblock portions of Projected Development Sites 22 and 24 (avenue residential developments discussed above) and Projected Development Site 26, which would accommodate a 304-unit residential building with ground-floor retail in the midblock between Ninth and Tenth Avenues, West 36th and West 37th Streets. Projected Development Site 28, which would accommodate a 205-unit residential building with ground-floor retail, has frontage on both Ninth Avenue and in the midblocks between Ninth and Tenth Avenues.

Since there would be no fundamental difference for Subarea F2 (Ninth Avenue) between conditions in the Future With or Without the Proposed Action in 2025, the Proposed Action would primarily serve to reinforce the residential character of Ninth Avenue by limiting the quantity and density of commercial development in the corridor.

It is anticipated that by 2025, in addition to the construction of residential units in the Subdistrict by private developers, the Port Authority would have constructed a bus garage on Projected Development Site 21, which would cover most of the midblock between Ninth and Tenth Avenues, West 38th and West 39th Streets. This site currently contains below-grade approach ramps to the Lincoln Tunnel. The 450,000-square-foot bus garage would be used to store Port Authority buses providing service to and from the PABT. The garage would have the effect of organizing the bus storage in an enclosed building, allowing for direct access to the PABT and to the Lincoln Tunnel, and converting land currently used for bus storage for more productive use. It would also cover gaps in the streetscape caused by grade-separated transportation infrastructure. Although the use would be different from the surrounding residential uses, the construction of the facility would have a beneficial effect on the surrounding area by relocating buses now parked on City streets to an enclosed building.

Summary of Potential Development. Potential development sites in Subdistrict F would be limited to residential infill in the midblocks between West 35th and West 38th Streets (Potential Development Sites 53 to 58) and a small, mixed-use building on the northwest corner of West 39th Street and Ninth Avenue (Potential Development Site 51). Development of Potential Development Sites 53 to 58 would also strengthen the midblocks for residential use and, as a result, would support the entire Hell’s Kitchen neighborhood. However, while development on Projected Development Site 51 would support the Hell’s Kitchen neighborhood, it would require the removal of three 19th century tenements that now comprise the full blockfront at 523-529 Ninth Avenue.

- **Building Bulk, Use, and Type.** The bulk, use, and type of buildings that would be developed along Ninth Avenue and in the midblocks between Ninth and Tenth Avenues in the Hell’s Kitchen Subdistrict would be compatible with existing buildings in the corridor. Figure 11-31 depicts the building types that would be anticipated within the corridor. Each would have FAR, bulk, and building form comparable to those currently found in the area. These buildings would have continuous ground-floor retail uses, further contributing to the urban design of the Subdistrict. In Subarea F1, the midblock area between Ninth and Tenth Avenues, buildings would have a maximum height limit of 135 feet. Projected development along the west side of Ninth Avenue in Subarea F2 would have a maximum height limit of 120 feet.

The new PANYNJ bus garage that is anticipated on Projected Development Site 21 would cover most of the midblock between Ninth and Tenth Avenues from West 38th to West 39th Streets. The 450,000-square-foot bus garage, although not consistent in use or form to the residential buildings in the Hell’s Kitchen Subdistrict, would remove idling buses from the street and fill gaps in the streetscape caused by the grade-separated transportation infrastructure. This building would be approximately 135 feet in height.

- **Building Arrangement.** Building arrangement across the Hell’s Kitchen Subdistrict would be placed in a regular manner across zoning lots and blocks. These buildings would be expected to be attached to create continuous streetwalls.

- **Block Form and Street Pattern.** The rectangular grid of the Hell’s Kitchen Subdistrict would not be modified in the 2025 Future With the Proposed Action.
- **Streetscape Elements.** Development on the Ninth Avenue sites would partially restore the physical damage caused to the neighborhood by construction of the Lincoln Tunnel. Gaps in the streetscape would be filled, and the pedestrian environment would be improved with active ground-floor retail and required street tree plantings. Subarea F1, the midblocks between Ninth and Tenth Avenues, would have a mandatory building height limit of 135 feet. Subarea F2, along Ninth Avenue, would have a mandatory building height limit of 120 feet consistent with the existing zoning regulations along Ninth Avenue. Consequently, the Proposed Action would have an overall beneficial effect on the urban design of the Subdistrict.
- **Street Hierarchy.** There would be no change to street hierarchy in the 2025 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no changes to any natural or topographic feature in the 2025 Future With the Proposed Action.

Clinton District/42nd Street Corridor

Summary of Projected Development. With the Proposed Action, redevelopment in the Clinton District/42nd Street Corridor would continue to be strong. In addition to Projected Development Sites 18, 19, and the Convention Center Hotel, which would be completed before 2010, it is anticipated that Projected Development Sites 15 through 17 and Projected Development Site 35 would be redeveloped by 2025, as follows:

- Projected Development Sites 15 and 16, located on Eleventh Avenue frontage and a portion of the West 42nd Street frontage of the block between Tenth and Eleventh Avenues, West 41st and West 42nd Streets, would be developed with 265 and 222 residential units, respectively. Both sites would include ground-floor retail uses and would contain commercial office uses. These developments would replace a Federal Express (FedEx) facility on Eleventh Avenue and surface parking for FedEx trucks on West 42nd Street.
- Projected Development Site 17 is the currently vacant lot adjacent to the Chinese Consulate and Projected Development Site 18 on West 42nd Street between Eleventh and Twelfth Avenues. Projected Development Site 17 is expected to support a 470-unit residential tower with ground-floor retail on West 42nd Street.
- Projected Development Site 35 encompasses the entire portion of the Eighth to Ninth Avenues, West 41st to West 42nd Streets block that is in the Project Area. It would be developed with a mixed-use building of approximately one million square feet, including 704 apartments, 335,000 square feet of office use, and approximately 30,000 square feet of ground-floor retail. The existing tenements along the Ninth Avenue block front would remain and the air rights from these buildings would be transferred to the development site.

Summary of Potential Development. Potential development in the Clinton District/42nd Street Corridor could occur at two identified sites: Potential Development Site 49, which is the location of the Travel Inn Hotel, and Potential Development Site 50 on the Ninth Avenue frontage, between West 41st and West 42nd Streets. Development of either or both sites would contribute to the high-density residential and mixed-use land use pattern that characterizes the Clinton District/42nd Street Corridor.

- **Building Bulk, Use, and Type.** The additional development projected for 2025 in the Clinton District/42nd Street Corridor would be similar in height, bulk, and massing to existing buildings, and streetwall and tower coverage would be similar to those currently required by existing zoning. Buildings on development sites in the Clinton District/42nd Street Corridor would range

between approximately 430 to 530 feet in height. Built on land currently occupied by a vacant lot, truck storage facilities, and a mix of small- to moderate-scale commercial uses, these substantial residential and mixed-use buildings could accommodate the long-term demands for housing and office use in the area and would enhance the urban design of the 42nd Street Corridor.

- **Building Arrangement.** The building arrangement in this corridor would be similar to that which has been established for the Special Clinton District and would be regular with respect to placement on zoning lots and blocks.
- **Block Form and Street Pattern.** There would be no changes to block form or street pattern in this corridor in the 2025 Future With the Proposed Action.
- **Streetscape Elements.** Streetscape elements, including ground-floor retail, street trees, streetwalls, and street furniture would be the same as those required for the Special Clinton District. This well-appointed corridor would continue in the pattern already established with respect to streetscape improvements.
- **Street Hierarchy.** There would be no change to street hierarchy in the 2025 Future With the Proposed Action.
- **Natural Features and Topography.** There would be no changes to any natural or topographic feature in the 2025 Future With the Proposed Action in this Subdistrict.

Garment Center

Summary of Projected Development. In addition to Projected Development Site 37, which would be developed for residential use by 2010, Projected Development Sites 38 through 42 would be developed for residential use in the portion of the Garment Center District within the Project Area by 2025. Projected Development Sites 38 and 39 are adjacent to Projected Development Site 37 on West 39th Street; Projected Development Sites 40 and 41 are located in the block just south of Projected Development Sites 37 through 39; and Projected Development Site 42 fronts on West 36th Street near Ninth Avenue. Including Projected Development Site 37, the new residential uses would total 1,279 units. Existing manufacturing and office uses would be retained on two of the sites.

Although the residential development would most likely occur on land not currently in use for manufacturing and would not displace apparel and other manufacturing uses typically found in buildings over 70,000 square feet, the six sites would create a strong new residential presence, particularly on West 36th, West 37th, and West 38th Streets. The residential development would also be expected to generate additional retail service development that would differ from the delicatessens and other retail that support workday demands. In combination with the new residents anticipated on Ninth Avenue in the Hell's Kitchen Subdistrict, the demand may be strong enough to alter the type of retail uses currently available in the portion of the Garment Center District within the Project Area. Overall, the Proposed Action would result in the development of vacant and underutilized sites with active uses, particularly along Ninth Avenue, would bring a 24-hour population to the area, and would improve the urban design of the portion of the Garment Center District within the Project Area.

Summary of Potential Development. Potential Development Sites 72 to 89 in the portion of the Garment Center District within the Project Area would be relatively small and could each be described as residential infill. In the unlikely event that all of these sites were developed, land use patterns in the portion of the Garment Center District within the Project Area would be very different from what they are today, or what they would be in the Future Without the Proposed Action, particularly along West 35th, West 36th, and West 37th Streets. Development of some of the potential development sites would eliminate three historic architectural resources: the Christ Church

Memorial Building and the former New York Edison Company building, both on West 36th Street, and a warehouse on West 39th Street.

- **Building Bulk, Use, and Type.** The primarily residential development projected for 2025 in the portion of the Garment Center District within the Project Area would be similar in size and form to existing buildings. This would result from similar zoning requirements pertaining to maximum bulk, maximum building height, streetwalls, setbacks, and tower coverage. These developments, which would be built on properties currently used for parking (multiple lots and one large, low garage) and two small loft buildings, would add housing and related ground-floor retail use to the Garment Center District portion of the Project Area. Buildings would have a mandatory height limit of 250 feet. The building form and urban design of the area would be maintained, but would reflect a more residential mix of development.
- **Building Arrangement.** In the Garment Center District portion of the Project Area, the new buildings contemplated by 2025 would be expected to result in a building arrangement fully regular with respect to the zoning lots and blocks.
- **Block Form and Street Pattern.** There would be no change to the block form or street pattern in the portion of the Garment Center District within the Project Area.
- **Streetscape Elements.** For the projected development sites, high streetwalls would be required, and a mandatory building height limit of 250 feet would be applicable. No other particular streetscape requirements would pertain to this District. This approach is consistent with the mixed-use commercial/light industrial character of the Garment Center District portion of the Project Area.
- **Street Hierarchy.** There would be no change to the street hierarchy of the portion of the Garment Center District within the Project Area.
- **Natural Features and Topography.** No natural or topographic feature in the portion of the Garment Center District within the Project Area would be affected.

Other Areas to be Rezoned: Two Penn Plaza and C6-3X District

Under the Proposed Action, the currently zoned 100-foot C6-4 portion of the Penn Center Subdistrict of the Special Midtown District would be rezoned to C6-6 and extended to a depth of 250 feet (covering the Two Penn Plaza site) from Seventh Avenue between West 31st and West 33rd Streets.

Projected Development Site 44 would arise from the extension of the C6-3X district along the south side of West 31st Street, opposite the Farley Building. This single development would be approximately 120 feet in height and would affect urban design patterns.

In addition, two potential sites were identified as possibilities for residential development with ground-floor retail—Potential Development Sites 90 and 91. If either of these sites were developed, they would change the land use patterns on West 31st Street by adding residential use, but the new mix of uses could not be considered a significant adverse impact on urban design patterns. In addition, Potential Development Site 93 could be developed for residential use in the expanded area of the C6-3X district east of Eighth Avenue on West 29th Street, which would be an expansion of the site's existing use. All three of these potential development sites would contain buildings approximately 120 feet in height.

Convention Center Corridor

The changes to urban design in the Convention Center Corridor are described in the 2010 Future With the Proposed Action. The Proposed Action would fundamentally alter and dramatically improve the urban form of the Convention Center Corridor, replacing the underutilized urban landscape and

visually unappealing transportation-related facilities with a mix of new commercial, recreational, sports, and entertainment uses, and a significant amount of publicly accessible parkland and open space. Covering of the western portion of Caemmerer Yard and the Convention Center truck marshalling facility would improve the urban design of the corridor, as would the elimination of the walls that currently enclose those facilities. The heights of the expanded Convention Center and Multi-Use Facility would be substantially less than but compatible with the heights of the development that would occur in the Farley Corridor and the Large Scale Plan. Although this high-density development would reduce the visual prominence of the expanded Convention Center and Multi-Use Facility in the Project Area, the urban design of the Convention Center Corridor would remain distinctly different from that of areas east of Eleventh Avenue.

No. 7 Subway Extension

In the 2025 Future With the Proposed Action, the new Intermediate Station of the No. 7 Subway Extension would be open at West 41st Street and Tenth Avenue (Figure 11-58). The primary entrance would be located east of Tenth Avenue on the block bounded by West 41st and West 42nd Streets within Projected Development Site 19. Pedestrian access would be from either West 41st Street or West 42nd Street. Another station entrance would be provided at the midblock pedestrian bridge between West 40th and West 41st Streets from Tenth to Eleventh Avenues.

b) Primary Study Area

The Proposed Action would not result in significant adverse urban design impacts to the primary study area. Rather, it would be compatible with the urban design elements of adjacent neighborhoods. The open space elements on Block 675 and on the eastern portion of Caemmerer Yard between Tenth and Twelfth Avenues included in the Proposed Action would serve as a transition and buffer between the proposed high-density commercial development within Subdistrict A (Large Scale Plan) and the Multi-Use Facility, and the lower-density, residential uses in West Chelsea. The commercial and limited residential development proposed to be located along West 30th Street within Subdistrict B (Farley Corridor) would be compatible with the mixed-use residential buildings (with ground-floor retail) proposed as part of the West Chelsea rezoning and the existing residential buildings and publicly accessible open space between Eighth and Tenth Avenues in Chelsea. The additional development within the Clinton District/42nd Street Corridor would be similar in height, bulk, and massing to existing buildings, and streetwall and tower coverage in the corridor. In summary, the Proposed Action would be compatible with the urban forms that currently exist or that have been proposed for the primary study area.

2. Visual Resources

The new, high-rise, predominantly commercial buildings along Eleventh Avenue and the new Midblock Park and Boulevard System and the Convention Center hotel on West 42nd Street would be visible from outside the Project Area. The flexible bulk regulations would allow for the development of iconic towers, contributing to New York City's famous skyline.

Major visual resources that would be created as part of the Proposed Action by 2025 would include the new midblock open space between Tenth and Eleventh Avenues, beginning at a pedestrian bridge at West 42nd Street (see Figure 11-44). The new north-south Midblock Park and Boulevard System would continue from the pedestrian bridge at West 42nd Street with a series of connected open spaces, including portions of the north-south Midblock Park and Boulevard System between Tenth and Eleventh Avenues from West 42nd to West 33rd Streets. This new, publicly accessible open space would be a major urban design feature and visual resource in the Project Area and would help orient development in the Project Area. This would result in a new north-south visual corridor and strong sense of openness between West 42nd Street to the north and the Multi-Use Facility and the new publicly accessible open space to the south. The Midblock Park and Boulevard System would

widen as it moves to the south, expanding the new view corridor that would terminate in a public open space above the eastern portion of Caemmerer Yard.

The Proposed Action would constrain views to some of the visual resources from within the Project Area. The important view to the Empire State Building along the 34th Street Corridor would be maintained, but other long views of the Empire State Building from inside the Project Area would be reduced. Although some limited views to both the Hudson River and the Empire State Building would be eliminated or reduced, their loss would not be significant, particularly since the unappealing context of the publicly accessible sites from which views are available limit the enjoyment of the views of the visual resources. The Proposed Action would compensate for the elimination of these views through the creation of a new urban landscape of public open space and building arrangements, some of which would provide new or different views of these resources.

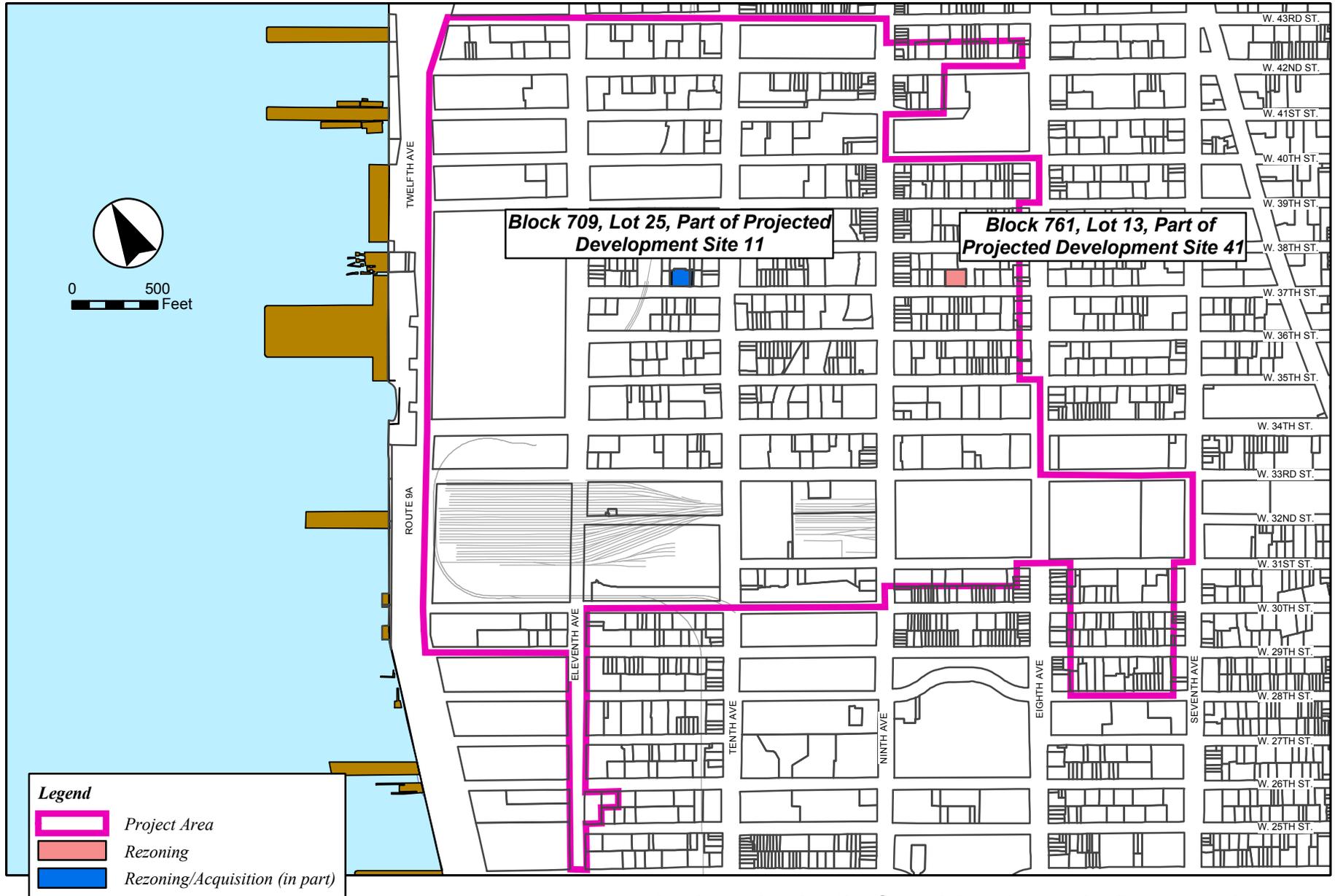
The views to visually significant buildings, including buildings eligible for listing as historic resources, would be more significantly constrained in 2025. Three resources located on development sites would be removed; the visually prominent Hill Building on Tenth Avenue would no longer be the tallest structure in the area, and many currently available views of the building would be obscured; and a tenement on Tenth Avenue would be dominated by the surrounding new larger buildings. However, the underutilization of the area, the disruption to the streetscape caused by the grade-separated transportation infrastructure, and the inconsistency of building form and development patterns are dominant in defining neighborhood character across the Project Area. The visual resources, while providing some locally oriented visual contrast and relief, do not create publicly accessible views or view corridors for the Project Area. The impacts to these resources would not constitute adverse impacts on visual resources.

The cultural facility proposed at the southern edge of Caemmerer Yard would create a focal point and visual resource for southern views from the Midblock Park and Boulevard System and the open space network. West 34th and West 42nd Streets currently serve as strong visual corridors to the Hudson River, and would remain as major view corridors in the future. West 34th Street, in particular, would be enhanced with required sidewalk widenings and street tree plantings. The combination of new open spaces and landscaping, new orienting buildings, and pedestrian amenities would transform the Project Area into a “destination” neighborhood with a vibrant identity and character.

The overall effect of the Proposed Action in 2025 would be one of improved visual character throughout the area. While there would be a loss of some views to the Hudson River, the Empire State Building, and other visual resources, new views would be created and existing views would be enhanced via new parks and pleasant open spaces. Therefore, no significant adverse impacts to visual resources would result from the Proposed Action.

H. MITIGATION

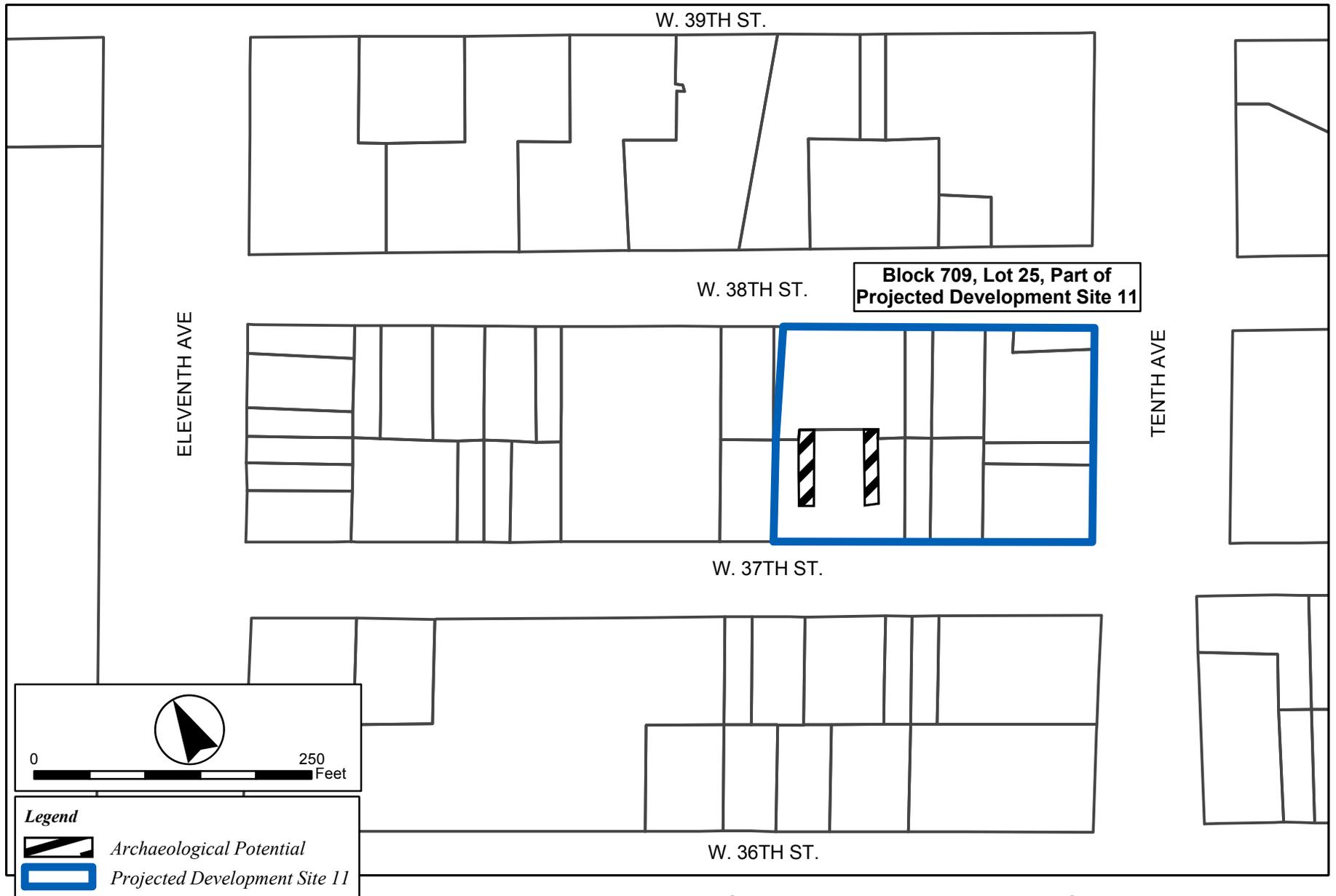
There would be no significant adverse impacts on urban design or visual resources with the Proposed Action in either 2010 or 2025. As a consequence, no mitigation would be required. ❖



Archaeologically Sensitive Areas in Proposed Action

Figure 10-2

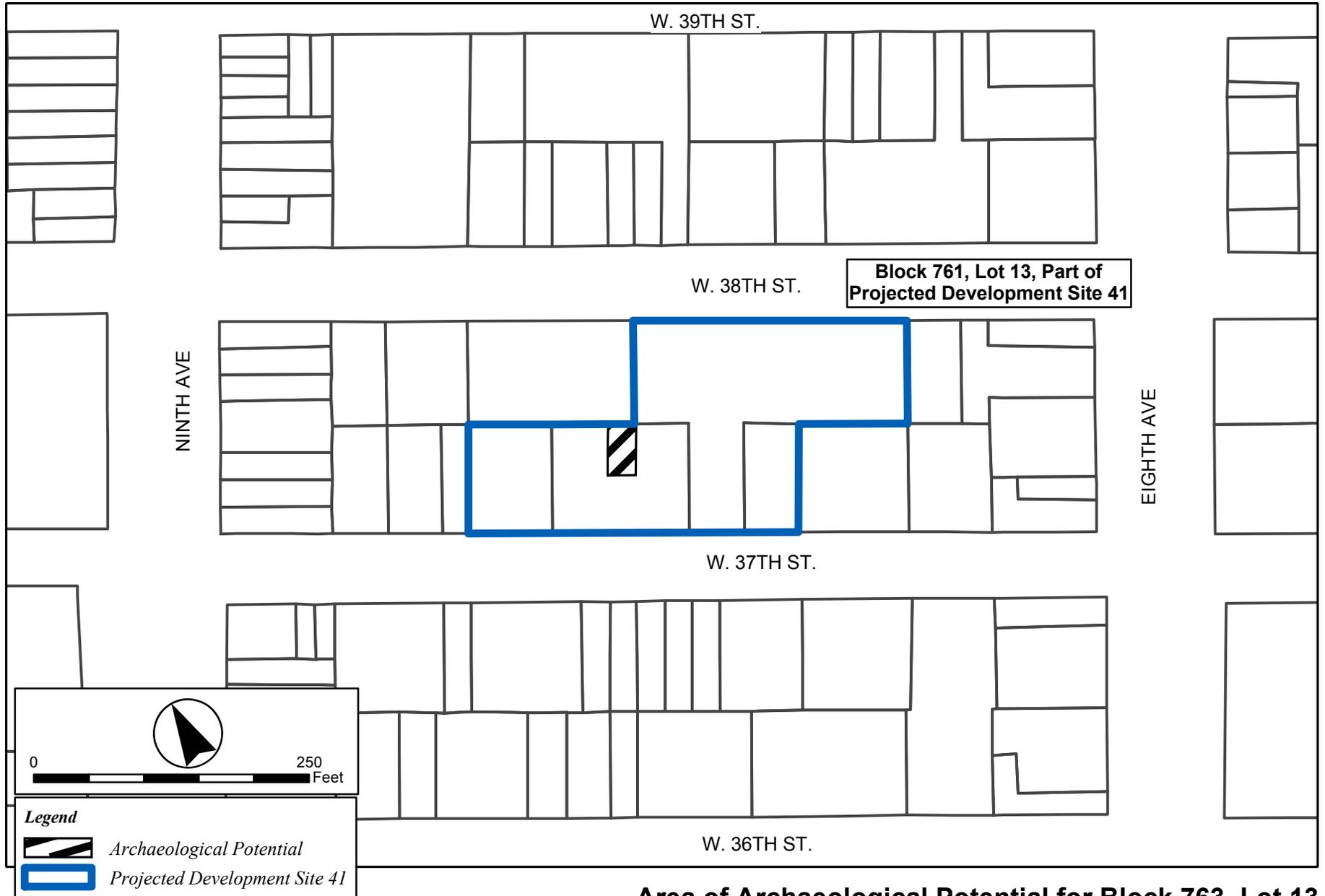
SOURCE: New York City Department of City Planning



Area of Archaeological Potential for Block 709, Lot 25

Figure 10-3

SOURCE: New York City Department of City Planning



Area of Archaeological Potential for Block 763, Lot 13

Figure 10-4

SOURCE: New York City Department of City Planning

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Chapter 10: Archaeological Resources

A. INTRODUCTION

This chapter assesses the potential effects of the Proposed Action on archaeological resources. It assesses the archaeological potential for each area of the Proposed Action that requires ground disturbance through construction-related activities. For each of those areas, the analysis considers the likelihood that archaeological resources could be buried there. The chapter then considers the Proposed Action’s potential effects on those potential archaeological resources, should they be present. Consideration for archaeological resources must be undertaken as part of the City Environmental Quality Review (CEQR) process, and as per the State Environmental Quality Review Act (SEQRA) process.

Under CEQR, the New York City Landmarks Preservation Commission (LPC) *Guidelines for Archaeological Work in New York City* outlines specific steps to determine whether the Proposed Action could affect areas of potential archaeological resources. The first step in this process is an initial review conducted by LPC of the City tax lots that would experience ground disturbance as a result of the Proposed Action. The LPC has reviewed the tax lots within the Project Area for the purpose of identifying lots with the potential to contain archaeological resources. Areas of Potential Effect (APEs) of the Proposed Action – defined as areas where construction impacts of the Proposed Action could affect potential archaeological resources – were established. APEs are specific locations within the Project Area that LPC has determined could have archaeological resource potential and which the Proposed Action could affect. For this archaeological analysis, the Project Area is defined as the area generally bounded by West 28th Street on the south, Eighth Avenue on the east, West 43rd Street on the north, and Hudson River Park on the west (Figure 10-1).

Designated and potential archaeological resources within the APEs were identified, and the Proposed Action’s effects on those archaeological resources were assessed. The results of this assessment, contained in Appendix K “Documentary Study,” were submitted to LPC as well as to the New York State Office of Parks, Recreation and Historic Preservation (SHPO) (see Appendix K for agency correspondence).

The identified archaeological APEs are listed by: *rezoning and related land use actions; transit action; and other elements*, including the expansion of the Convention Center, construction of a new Multi-Use Facility, and accommodations for facilities operated by New York City Transit, the Port Authority of New York and New Jersey (PANYNJ), the New York City Department of Sanitation (DSNY), and New York City Police Department (NYPD).

The LPC identified 39 lots as forming the archaeological APE. These lots were then evaluated for their potential to contain archaeological resources eligible for inclusion either in the State Register (SR) or National Register (NR) of Historic Places (Figure 10-1). Eligibility for the State and National Registers (S/NR) serves as LPC’s basis for determining the significance of potential archaeological resources. To meet this standard, archaeological resources must:

- A. Be associated with events that have made a significant contribution to the broad patterns of history;
- B. Be associated with the lives of persons significant in the past;
- C. Embody distinctive characteristics of a type, period, or method of construction; or
- D. Have yielded or have the potential to yield information important in prehistory or history.

Archaeological resources are most often evaluated for S/NR eligibility based on Criterion D.

1. Types of Archaeological Resources

Archaeological resources are physical remains, usually buried, of past activities on a site. They can include remains from Native American people who used or occupied a site—including tools, refuse from tool-making activities, habitation sites, etc. These archaeological resources are also referred to as precontact, since they were deposited by the Native Americans' before contact with European settlers. Archaeological resources can also include remains from activities that occurred during the historic period (beginning with European colonization of the New York area), including, but not limited to, domestic and commercially related foundations, and shaft features such as wells, cisterns, and privies.

a) Precontact Archaeological Resources

Prior to the European arrival in New York and continuing into the 18th century, Native Americans subsisted throughout the region. Upland well-drained land in proximity to fresh water was favored for long- and short-term habitation, with Native American sites in the New York City region typically found on high ground near freshwater ponds, streams, and tidal inlets and coves. Throughout the New York metropolitan region, the scant precontact archaeological resources that have been typically found were shallowly buried, usually within three or four feet of the pre-development surface (e.g., the land surface as it existed prior to historical development). As a result, these sites are vulnerable to disturbance by later development activities, and few such sites survive in urban settings. Because Native American archaeological sites in New York City are extremely rare, a surviving site would be considered extremely valuable and would most likely be eligible for inclusion on the S/NR. However, results of analyses reveal that the Project Area has no potential for precontact archaeological resources. The occurrence of encountering an undisturbed habitation site in this highly developed section of Manhattan is extremely minimal.

b) Historical Period Archaeological Resources

Buried remains from the historic period can have the potential to provide new, undocumented information about the daily lives of previous inhabitants or about important historical events. In the Project Area, historic-period archaeological resources could include 19th century residential artifacts and 19th century burials. Types of historic archaeological resources that could be present in the Hudson Yards APEs include artifacts associated with dwellings, workplaces, and schools, which may be preserved in former buildings, yards, and in shafts such as old privies, cisterns, or wells. Prior to installation of City sewer and water, these shaft features were necessary for daily hygiene. They were usually up to eight feet deep and were sometimes used for refuse disposal. These shafts can serve as a time capsule, filled with artifacts from the time of their use, and can remain preserved beneath later construction, often protected by fill levels or later buildings with slab foundations. Other commonly occurring, but more shallowly buried, historic remains include foundations and builders' trenches, as well as more fragile backyard features, such as fence lines, paths, and traces of landscaping. Human remains from past or present cemeteries may also be present. Historic period archaeological resources could be considered significant, especially human burials, and therefore eligible for the S/NR, if they have the potential to provide new data about the past.

2. Factors Affecting Survival of Archaeological Resources

On sites where later development occurred, earlier archaeological resources may have been disturbed or destroyed by subsequent grading, excavation, and other infrastructure improvements. However, some archaeological resources do survive in an urban environment. Deposits can be protected either by being paved over, or by having a building with a shallow foundation constructed above them. In both scenarios, archaeological deposits can be sealed beneath the surface, protected from further disturbance.

B. PRINCIPAL CONCLUSIONS

In the Future With the Proposed Action in 2025, Projected Development Sites 11 and 41 were identified for the potential to contain archaeological resources. These resources could be affected during construction activities on these sites. Table 10-1 lists the two lots that possess the potential to contain archaeological resources.

**TABLE 10-1
2025 DEVELOPMENT SITES WITH POTENTIAL ARCHAEOLOGICAL RESOURCES**

Projected/Potential Development Site #	Block and Lot Number
Projected Development Site 11	Block 709, Lot 25 West 37th to 38th Streets, Tenth to Eleventh Avenues
Projected Development Site 41	Block 761, Lot 13 West 37th to 38th Streets, Eighth to Ninth Avenues

There are no reasonable or feasible means to avoid or mitigate impacts to potential archaeological resources on Projected Development Sites 11 and 41 because development would occur on private property. If archaeological resources are present, this would be a significant adverse impact of the Proposed Action. No significant adverse impacts on archaeological resources would occur on other projected or potential development sites.

No other elements of the Proposed Action would result in significant adverse impacts to archaeological resources.

C. METHODOLOGY

LPC Guidelines require an initial review of the Proposed Action. This review is designed to determine whether any archaeological evaluations are necessary. If the initial review concludes that the Proposed Action could disturb or destroy potentially significant archaeological resources, a documentary study is warranted. The documentary study is essentially the same as the SEQRA-driven Stage 1A study for SHPO in the archaeological evaluation process. If the documentary study concludes that potentially significant archaeological resources could be present and that proposed construction could disturb or destroy the resource, archaeological field testing could be warranted. Under CEQR the fieldwork is undertaken in one step designed to establish the presence and potential significance of resources, but under SEQRA the field work is divided into two steps: Stage 1B, which involves subsurface testing to try to determine whether any archaeological resources are actually present; and Stage 2, which consists of more extensive subsurface investigations (if Stage 1B testing indicated that resources are present) and additional research to establish the age, integrity, and research potential of the archaeological resources, and whether they could be eligible for the S/NR. For either CEQR or SEQRA, if the archaeological field testing demonstrates that significant archaeological resources are not present, then no further work is necessary. If the archaeological field testing indicates that significant archaeological resources are present, then mitigation could be undertaken if an action would result in significant adverse impacts. Mitigation (Stage 3 under SEQRA) could consist of archaeological resource excavation, project redesign, or a combination of both.

No. 7 Subway

Although the Intermediate Station is not expected to be open until after 2010, the archaeological resources assessment conservatively assumes, for analytical purposes, completion of the Intermediate Station by 2010. This assumption is the conservative, worst case scenario. In addition, it is anticipated that the subsurface construction activities at the Intermediate Station would occur prior to 2010.

Rezoning Area

Under the Proposed Action, development generated as a result of the Proposed Action would occur on the Projected Development Sites. This analysis conservatively assumes the following: (1) a scenario in which an expanded Madison Square Garden (MSG) remains at its present location; and (2) a scenario in which MSG is relocated to a site on the west side of Ninth Avenue, between West 31st and West 33rd Streets. This comprises the reasonable worst-case development scenario for analysis in this archaeological resources assessment. Refer to Chapter 3, “Analytical Framework” for a description of the Reasonable Worst-Case Development Scenarios.

Convention Center Expansion

Although Phase 2 of the Convention Center Expansion is not expected to be completed until after 2010, the archaeological resources assessment conservatively assumes, for analytical purposes, completion of both phases of the Convention Center Expansion by 2010. This assumption is the conservative, worst case scenario. (Refer to Chapter 2, “Project Description” for the description of Phases 1 and 2 of the Convention Center Expansion.)

1. Preparation of Contextual Studies

Eight contextual studies were prepared to establish the framework for interpreting the potential significance of resource types that could be present within the Project Area. Based on an LPC-generated list of potential site-types in Manhattan, contextual studies were prepared for the following resource types:

- Precontact;
- Commercial;
- Residential;
- Institutional Complexes;
- Industrial;
- Cemeteries and Churches;
- Docks and Wharves and Landfill; and
- Transportation.

Within each of these categories, comparative archaeological sites were studied and research issues were addressed to determine whether potential archaeological resources of each type would be eligible for the S/NR. Further, because the LPC has generated specific guidelines for the handling of human remains due to their potential importance, the study of Cemeteries and Churches identified all potential sites of this type within the entire Project Area. The potential for each historic churchyard in the Project Area to contain human remains was addressed, whether or not the Proposed Action would adversely impact the site.

2. LPC Review Process

Following the completion of the Contextual Studies, LPC completed a first-level review of the Project Area. Based upon their review of more than 300 lots identified as being affected by the Proposed Action, it was LPC’s recommendation that 39 lots be further assessed in an archaeological documentary study.

The first-level review entailed:

1. Reviewing a list of blocks, lots, and streetbeds that the Proposed Action would potentially affect.
2. Determining which areas were disturbed by previous 20th century development, and thus could be eliminated from further study. Prior disturbances included the construction of large-scale

structures (e.g., the Jacob K. Javits Convention Center, Penn Station, and the Lincoln Tunnel), and buildings over one story covering their entire lot, which were assumed to possess deep foundations that compromised the entire lot’s archaeological integrity. This also included identifying garages with gas pumps and buried tanks. In part, this step involved reviewing detailed modern and historic maps to track development over the last 50 years which may have disturbed potential archaeological resources.

3. Examining historic maps to determine where archaeological resources may once have been deposited. In LPC’s experience, it was noted that no significant Native American site has ever been found in such a densely developed area of NYC, so its emphasis was upon historic archaeological resources. The historic maps that were consulted include: 1820 Randel Map of Farms, 1836 Colton, Viele 1865, Robinson 1885, and Sanborn Insurance maps from the late 19th through the entire 20th century.
4. Reviewing other archaeological projects that have occurred in the vicinity of the Proposed Action.
5. Reviewing soil boring records to determine levels of fill for areas that may have archaeological resource potential. Records from the Department of Design and Construction, which include the study conducted under the auspices of the Works Progress Administration (WPA) in the 1930s and recent borings in the vicinity, were consulted, as well as borings conducted in association with the Proposed Action.
6. Meeting with project archaeologists to discuss a draft list of sites developed by LPC. The project consultants were able to provide additional evidence of disturbances that helped further refine the list.

a) Sites Considered for Further Study

Based upon their review of the Proposed Action, LPC determined that numerous lots could be eliminated from further study, due to either a lack of initial deposition or documented subsurface disturbance, while 39 lots required further study. A letter to this effect was submitted by LPC to the SHPO, which concurred with the findings (see Appendix K). LPC identified the following 39 lots in Manhattan for further study. The following list of lots in Table 10-2 defined the APE for the documentary study (Figure 10-1):

**TABLE 10-2
LOTS IN PROJECT AREA IDENTIFIED BY LPC FOR FURTHER STUDY**

Site # and Type	Block and Lot Number	Location
Projected Development Site 3 (2025)	Block 705, Lot 42	W. 33rd to 34th Sts., Tenth to Eleventh Aves.
Projected Development Site 5 (2025)	Block 706, Lot 29	W. 34th to 35th Sts., Tenth to Eleventh Aves.
Projected Development Site 7 (2025)	Block 707, Lot 31	W. 35th to 36th Sts.; Tenth to Eleventh Aves.
Projected Development Site 10 (2025)	Block 709, Lot 68	W. 37th to 38th Sts., Tenth to Eleventh Aves.
Projected Development Site 11 (2025)/ Midblock Park and Boulevard	Block 709, Lot 25	W. 37th to 38th Sts., Tenth to Eleventh Aves.
Projected Development Site 12 (2025)	Block 710, Lot 1	W. 38th to 39th Sts.; Tenth to Eleventh Aves.
Projected Development Site 28 (2025)	Block 733, Lots 25, 28, 30, 31	W. 35th to 36th Sts., Ninth to Tenth Aves.
Projected Development Site 41 (2025)	Block 761, Lot 13	W. 37th to 38th Sts.; Eighth to Ninth Aves.
Potential Development Site 53	Block 735, Lot 59, 60	W. 37th to 38th Sts., Ninth to Tenth Aves.
Potential Development Site 57	Block 733, Lots 8, 9, 58	W. 35th to 36th Sts., Ninth to Tenth Aves.
Potential Development Site 58	Block 733, Lots 23, 24, 47	W. 35th to 36th Sts., Ninth to Tenth Aves.
Potential Development Site 59	Block 732, Lot 70	W. 34th to 35th Sts., Ninth to Tenth Aves.
Potential Development Site 60	Block 732, Lot 50	W. 34th to 35th Sts., Ninth to Tenth Aves.
Potential Development Site 61	Block 731, Lot 22	W. 33rd to 34th Sts., Ninth to Tenth Aves.
Potential Development Site 65	Block 728, Lot 34	W. 30th to 31st Sts.; Ninth to Tenth Aves.
Potential Development Site 66	Block 1033, Lot 25	W. 42nd to 43rd Sts., Eighth to Ninth Aves.
Potential Development Site 70	Block 763, Lots 47	W. 39th to 40th Sts.; Eighth to Ninth Aves.

**TABLE 10-2 (CONTINUED)
LOTS IN PROJECT AREA IDENTIFIED BY LPC FOR FURTHER STUDY**

Site # and Type	Block and Lot Number	Location
Potential Development Site 75	Block 761, Lot 5	W. 37th to 38th Sts.; Eighth to Ninth Aves.
Potential Development Site 80	Block 760, Lots 58, 59, 60	W. 36th to 37th Sts.; Eighth to Ninth Aves.
Potential Development Site 82	Block 760, Lot 51	W. 36th to 37th Sts.; Eighth to Ninth Aves.
Potential Development Site 93	Block 779, Lot 8	W. 29th to 30th Sts., Seventh to Eighth Aves.
Potential Development Site 94	Block 779, Lots 27, 28	W. 29th to 30th Sts., Seventh to Eighth Aves.
Potential Development Site 95	Block 778, Lot 16	W. 28th to 29th Sts., Seventh to Eighth Aves.
Potential Development Site 98	Block 778, Lots 29, 30, 31	W. 28th to 29th Sts., Seventh to Eighth Aves.
Transit Action, No. 7 Subway Extension	Block 697, Lots 1, 60	W. 25th to 25th Sts.; Tenth to Eleventh Aves.

3. Documentary Studies Research Effort

Documentary studies were undertaken for the 39 lots forming the APE. These documentary studies were grouped by the elements of the Proposed Action.

- Rezoning and Related Land Use Action:
 - Rezoning
 - Midblock Park and Boulevard System
 - Midblock Parking Garage

- Transit Action:
 - No. 7 Subway Extension
 - Corona Yard

- Other Elements:
 - Convention Center Expansion
 - Multi-Use Facility
 - Quill Bus Depot
 - DSNY and NYPD Tow Pound Facility

For the Rezoning Action, 36 archaeological APEs were identified.

For the No. 7 Subway Extension, three archaeological APEs were identified.

For the Midblock Park and Boulevard System element, one archaeological APE was identified; this lot was also identified as a Projected Development Site for the Proposed Rezoning Action.

For the remaining Proposed Actions, no archaeological APEs were identified.

For each APE identified by LPC, the scope of work was designed to:

- Establish the original site topography and evaluate subsequent alterations;
- Determine prior usage and occupancy - specifically if historic archaeological resources and/or their associated features existed within the Project Area and have the potential to meet N/SR significance criteria;
- Identify the extent of prior disturbances, such as grading and construction, which would have caused subsurface impacts to potential archaeological resources;
- Assess the Proposed Action’s significant adverse effects on the potential archaeological resources; and
- Recommend mitigation alternatives where necessary.

The documentary studies addressed the possibility that potentially significant historical archaeological resources exist within each APE and the likelihood that such archaeological resources have survived later disturbances. Data were gathered to compare, both horizontally and vertically, the historical past and the subsurface disturbance record. In the case of 19th century residential archaeological resources, research was designed to establish the date of dwelling construction, occupancy, and ownership, and the length of time a dwelling stood prior to the availability of City sewer and water, which would indicate whether it was necessary for a building to have an associated privy, well, or cistern. LPC recommended that if City sewer and water were available as many as three years prior to the construction of a dwelling, then the lot in question would lack the potential to yield significant archaeological resources. Documentary research also focused on establishing the extent of impacts from prior construction, and establishing each lot's historical occupancy and use to assess archaeological resource potential. As per the recommendations made by LPC, if continued occupancy over a 10-year period by a family or families could not be established for an individual dwelling, then the site would be considered to lack the potential to yield potentially significant historical period resources.

Reference material was reviewed at various institutions, including the New York Public Library Map Division and Local History Room, the Municipal Archives, the Manhattan Borough President's Office, the Department of Design and Construction's Subsurface Bureau, the City Register's Office, the New York City Department of Environmental Protection's Bureau of Sewer and Water Operations (NYC DEP), the New York City Buildings Department, and the New-York Historical Society. Although the connection dates of City sewer and water were sought at the NYC DEP's Manhattan Borough Office, these records no longer exist. Only the dates that City sewer and water were installed in the street adjacent to each potentially sensitive lot were available.

Census records and City directories were consulted to establish mid-19th century occupancy for residential lots. Potential archaeological deposits associated with specific residents, ethnic groups, or social classes can provide data used to address broader archaeological research issues, compared to deposits that lack such association. Establishing residency was problematic for the APEs, because there were no reverse directories for the years 1840/41, 1850/51, or 1860/61. A name could be sought in the directories for these dates, but not by address. In an attempt to verify occupancy, the established taxpayer or lot owner was sought first in the directories, and then in the census records to establish if they were listed in the correct City ward and enumeration district (as census records did not record street addresses). If feasible, multiple names for a particular block were subjected to the same process to ensure that the census entry was indeed the resident of the block and lot under investigation.

Site file searches were performed at the New York State Office of Parks, Recreation, and Historic Preservation - State Historic Preservation Office (SHPO), the New York State Museum in Albany (NYSM), and the New York City Landmarks Preservation Commission (LPC). In addition to documentary research, field visits were completed and photographs of the sites were taken.

The potential effects of the Proposed Action for each resource identified as potentially significant were addressed, and recommendations for further archaeological evaluation, if indicated, were made. If indicated and feasible, further phases of archaeological assessment (e.g., field testing – not undertaken for this study), and specific mitigation measures (e.g., avoidance or data recovery) would be developed under separate cover when development plans have been refined.

D. EXISTING CONDITIONS

1. Background

Prior to historic landfilling in the mid-19th century, the Hudson River shoreline was located in the vicinity of what is now Eleventh Avenue. From West 30th to West 42nd Streets, the shoreline turned northwest from Tenth to Twelfth Avenues. Along this portion of the Hudson River shoreline, the west side of midtown Manhattan was farmland throughout the 18th century. Through the early 19th century, a vast portion of the Project Area was under the ownership of George Rapelje, the grandson of one of the earliest Dutch settlers of New York, Joris Rapelje. The land owned by George Rapelje had been purchased from Sir Peter Warren in the 1720s. The Rapelje family also owned the Glass House farm within the Project Area, so named for the glass house built on their property sometime in the 1760s.

In the 18th century there were several estates established in the Project Area, all concentrated near the present location of Ninth Avenue. Estates were owned by (from north to south): Dr. Samuel Watkins, John P. Decatur, Richard Harrison and Cornelius Ray. In the early 19th century, the area was described as a largely rural space of market gardens, estates, and unimproved land, much of it owned by the municipal government.

In the 1820s, George Rapelje's grandson - also named George - and his wife Susanna began to sell sections of the Glass House farm land as development tracts. Tract boundaries conformed to the newly established street and avenue grid system, developed by the New York Legislature and adopted in 1811. Although the street grid had been approved at this date, it was not until 1835 that the avenues had been regulated and extended northward to West 35th Street. Grading and filling the irregular landscape was necessary to prepare for the establishment of streets and avenues.

Once the system of streets had been laid out, immigrants (particularly Germans who arrived to labor on the Croton Aqueduct project), moved to western midtown Manhattan to escape the crowded neighborhoods of lower Manhattan. In 1849, construction of the Hudson River Railroad was completed (terminating in the Project Area between West 34th and West 30th Streets and Eleventh Avenue and the Hudson River), and newly unemployed German immigrants began settling in the Project Area. Many of their original dwellings were simple wood shacks or shanties and would have been constructed before the availability of City sewer or water. When the Hudson River Railroad was linked with the New York Central Railroad, its terminus attracted many industries reliant upon the rail system, including slaughterhouses and meatpackers. As a result, the Germans living in the Project Area found gainful employment with these new butchery-related industries, and their residences were upgraded from the temporary wood shacks to more permanent brick tenement buildings. Many of these brick tenement buildings were constructed by real estate speculators, and were designed to house large numbers of people at a low cost. The tenements were typically designed as a simple box structure, three to five stories high, with a small courtyard or alley at the rear of the lot. Some had stores or other businesses located at street level. Through the second half of the 19th century, the number of brick tenements increased dramatically across Midtown. By the end of the 19th century, the Project Area contained brick tenements, rail yards associated with the Hudson River Railroad, and numerous industries related to the meat market.

2. Designated and Eligible Archaeological Resources

Site file searches at the LPC, SHPO, and the New York State Museum (NYSM) were undertaken. No previously inventoried archaeological sites either within or near the Project Area were reported.

3. Documentary Study Results

A total of 39 lots and two street beds were evaluated for their archaeological resource potential (see Figure 10-1). Research results are summarized as follows:

- Thirty-six lots define the archaeological APE in the Rezoning Area. Of these, two lots were found sensitive for potential archaeological resources. Figure 10-2 depicts the locations of the two lots deemed archaeologically sensitive. The remaining 34 lots were found to lack archaeological resource potential due to:
 - Lack of initial deposition;
 - The inability to associate any occupancy with potential deposits; and/or
 - Subsequent disturbance that compromised integrity, a criterion necessary for inclusion to the S/NR.
- Three lots and two roadbeds define the archaeological APE for the No. 7 Subway Extension. All were found to lack archaeological resource potential, due to lack of initial deposition or subsequent disturbance.
- One lot defines the archaeological APE for the Midblock Park and Boulevard System; this lot was also evaluated as part of the Rezoning Area. It was found to possess potential for historical period archaeological resources outside of the area that would be affected by the Proposed Action.

a) Rezoning and Related Land Use Actions

Rezoning

Documentary analysis concluded that 34 of the 36 lots designated as archaeological APEs for the Rezoning Action are either too disturbed or lack the potential for initial deposits and, therefore, are not sensitive for historical or precontact archaeological resources. The 34 lots – on seven projected and sixteen potential development sites – determined to lack archaeological resource potential are listed in Appendix K.

Two archaeological APEs on two projected development sites for the Rezoning Action may possess potential sensitivity for archaeological resources, and are summarized below (Table 10-3). One lot is considered sensitive for potential historical period residential archaeological resources (e.g., shaft features such as wells, cisterns, and privies), and one lot is considered potentially sensitive for a mid-nineteenth century school yard:

**TABLE 10-3
2025 DEVELOPMENT SITES WITH POTENTIAL ARCHAEOLOGICAL RESOURCES**

Projected/Potential Development Site #	Block and Lot Number Approximate Street Location	Potential Resource Type
Projected Development Site 11	Block 709, Lot 25 W. 37th to 38th Sts., Tenth to Eleventh Aves.	Historical period archaeological resources, mid-19th century school yard
Projected Development Site 41	Block 761, Lot 13 W. 37th to 38th Sts., Eighth to Ninth Aves.	Historical period archaeological resources, mid-19th century residential shaft features

(a) Projected Development Site 11, Block 709, Lot 25 (West 37th to West 38th Streets, Tenth to Eleventh Avenues)

Block 709, Lot 25, historically Lots 25, 26, and 29, is considered potentially sensitive for a mid-19th century school yard, outside of the footprint of the ca. 1853 school building and its additions where basements would have disturbed archaeological resources. The earliest school yard area was located immediately adjacent to the former school building, so this area would potentially yield the earliest school-related deposits. Undisturbed areas which are sensitive for mid-19th century school-related archaeological resources are designated on Figure 10-3.

(b) Projected Development Site 41, Block 761, Lot 13 (West 37th to West 38th Streets, Eighth to Ninth Avenues)

Lot 13 is comprised of historic Lots 13, 14, 15, 16, and 17, combined residential/commercial lots developed in the first half of the 19th century. The initial residential structures were built between 1841 and 1848, which predated both City sewers (1850) and City water (1850) by at least two years. Subsequent development resulted in additional structures at the center and rear of some lots. A comparison of changes over time using overlays of historic maps on a modern map has indicated the rear western portion of historic Lot 15 to have been potentially undisturbed by modern development (Figure 10-4). This area may contain deposits and/or features associated with the earliest occupation, particularly the period before the buildings were connected to municipal services in 1850. Moreover, long-term occupation by Samuel Robertson/Robinson and family, between ca. 1841-1870, was established. Therefore, it is possible to associate features/deposits with a specific household. Therefore, only historic Lot 15 on modern Lot 13 is considered sensitive for potential 19th century residential shaft features at the back of the lot.

Midblock Park and Boulevard System

The established archaeological APE for the proposed Midblock Park and Boulevard System was found to lack archaeological resource potential due to either lack of deposition or subsequent disturbance.

Midblock Parking Garage

The proposed below-grade 950-space public parking garage has no established archaeological APE beyond that defined for the Midblock Park and Boulevard System action.

b) Transit Action

No. 7 Subway Extension

The archaeological APE for the proposed No. 7 Subway Extension includes three individual lots and two roadbeds, listed in Table 10-4.

**TABLE 10-4
ARCHAEOLOGICAL APE FOR PROPOSED NO. 7 SUBWAY EXTENSION**

Block and Lot #	Location
Block 697, Lots 1 and 60	W. 25th 26th Sts., Tenth and Eleventh Aves.
Block 763, Lot 47	W. 39th to 40th, Eighth to Ninth Aves.
Eleventh Ave. and W. 42nd St. Roadbeds	W. 42nd St., Eighth to Eleventh Aves., Eleventh Ave., W. 42nd to 26th Sts.

Each of these areas was found to have no archaeological sensitivity due to lack of deposition or subsequent disturbance.

Corona Yard

No archaeological APE was established for the Corona Yard action.

c) Other Elements

Convention Center Expansion

No archaeological APE was identified for the Convention Center Expansion.

Multi-Use Facility

No archaeological APE was identified for the Multi-Use Facility.

Quill Bus Depot

No archaeological APE was identified for the Quill Bus Depot relocation.

DSNY and NYPD Tow Pound Facility

The DSNY and NYPD Tow Pound facility has no identified archaeological APE.

E. FUTURE WITHOUT THE PROPOSED ACTION: 2010

By 2010, the first future analysis year for this FGEIS, a number of privately and publicly sponsored development projects that are now proposed or in construction would be completed as described in Chapter 3. No identified archaeological APEs would be affected in the Future Without the Proposed Action scenario. Therefore, the archaeological APEs would remain undisturbed.

F. FUTURE WITH THE PROPOSED ACTION: 2010

The Proposed Action would have no potential significant adverse impacts on archaeological resources in the Project Area.

1. Rezoning and Related Land Use Actions

a) Rezoning Area

The proposed development by 2010 on projected development sites within the Rezoning Area would have no significant adverse impacts on identified archaeological resources regardless of whether MSG is relocated. None of the 2010 projected development sites were found to be potentially sensitive for archaeological resources. No potential development sites were identified for the 2010 analysis year.

b) Midblock Park and Boulevard System

By 2010, it is anticipated that parcels would have been acquired and developed for the Midblock Park and Boulevard System only between West 33rd and West 34th Streets, with the remaining parcels to be acquired after 2010 (see Chapter 2). None of the parcels between West 33rd and West 34th Streets were found to be potentially sensitive for archaeological resources, and therefore acquisition and development of these parcels would have no significant adverse impact on potential archaeological resources.

c) Midblock Parking Garage

The completion of the below-grade 950-space public parking garage by 2010 would have no significant adverse impact on identified archaeological resources because no archaeological APEs were identified for this portion of the Project Area.

2. Transit Action

a) No. 7 Subway Extension

By 2010, the No. 7 Subway Extension would be open and operational. Construction of the proposed subway extension would not result in significant adverse impacts to any identified archaeological resources. The portion of the alignment constructed by tunnel boring machine excavation (the running tunnels) would have no significant adverse impacts on archaeological resources, as construction activity would occur within bedrock, below the depth of any possible archaeological deposits.

b) Corona Yard

The expansion of tracks in Corona Yard would have no significant adverse impacts on identified archaeological resources because no archaeological APEs were identified for this portion of the Project Area.

3. Other Elements

a) Convention Center Expansion

The expansion of the Convention Center would have no significant adverse impacts on identified archaeological resources because no archaeological APEs were identified for this portion of the Project Area.

b) Multi-Use Facility

The construction of a Multi-Use Facility would have no significant adverse impacts on identified archaeological resources because no archaeological APEs were identified for this portion of the Project Area.

c) Quill Bus Depot Relocation

The relocation of the Quill Bus Depot would have no significant adverse impacts on identified archaeological resources.

d) DSNY and NYPD Tow Pound Facility

The DSNY and NYPD Tow Pound facility would have no significant adverse impacts on identified archaeological resources because no archaeological APEs were identified for this portion of the Project Area.

G. FUTURE WITHOUT THE PROPOSED ACTION: 2025

By 2025, some development is expected to occur in the Project Area, as described in Chapter 3, “Analytical Framework.” No identified archaeological APEs would be affected in the Future without the Proposed Action condition. Therefore, the archaeological APEs would remain undisturbed.

H. FUTURE WITH THE PROPOSED ACTION: 2025

The Proposed Action could result in potential significant adverse impacts on archaeological resources in the Project Area (Figure 10-2).

1. Rezoning and Related Land Use Actions

a) Rezoning Area

Under the reasonable worst-case development scenario, two projected development sites have the potential to contain mid-19th century residential or school-related archaeological resources:

Projected Development Sites 11 and 41 (Figure 10-2; Table 10-3). The actual presence of archaeological resources could only be determined with field verification. Therefore, future construction on these sites could result in significant adverse impacts on potential archaeological resources due to excavations for foundations and footings of new buildings. Since the depths of anticipated resources are unknown, any excavations undertaken where archaeological potential was identified could disturb potential resources.

No other projected or potential development sites, with or without the relocation of MSG, would have the potential to result in significant adverse impacts on archaeological resources.

b) Midblock Park and Boulevard System

By 2025, the City would have acquired the remainder of the parcels listed in Table 2-1 for development of the Midblock Park and Boulevard System, and project construction would likely be complete. This action would entail the acquisition – through either negotiation or condemnation – and potential subsurface disturbance of a small portion of Block 709, Lot 25, also designated as Project Development Site 11 (north side of West 37th Street between Tenth and Eleventh Avenues). However, the small portion of the lot to be acquired is not in an area determined to be potentially archaeologically sensitive. Therefore, no significant adverse impacts to identified archaeological resources from the proposed Midblock Park and Boulevard System action are anticipated.

I. MITIGATION

Mitigation could entail on-site field testing to determine if resources are present. If resources are not present then there would be a finding of no significant, adverse impact, and no further work would be required.

If resources are present, mitigation could take the form of avoidance or data recovery, the scope of which could be developed in consultation with LPC and SHPO. Steps to be taken to avoid adverse impacts on archaeological resources could follow the 2000 New York Archaeological Council (NYAC) standards. These could include the following measures:

- Subsurface archaeological testing in the form of trenching/shovel test pits to investigate sensitive areas that could be affected by proposed construction. The testing could be done to locate and identify any potential precontact or historic cultural features or deposits, so that the presence or absence of archaeological resources, and their extent if they are in fact present, could be determined. Testing is typically designed to give a representative sampling of the presence or absence of archaeological resources, and sites are usually not tested in their entirety.
- For archaeological resources that are identified as present, mitigation could also include further research, to determine whether the archaeological resources identified are eligible for the S/NR. If the archaeological resources are determined to meet S/NR eligibility criteria, further mitigation is appropriate. A mitigation program would be developed in consultation with LPC and SHPO. Some of the significant archaeological resources identified that could be affected by the project could be evaluated through data recovery, in the form of a full-scale excavation or avoidance of the archaeological resources.
- Other potential forms of additional mitigation include archaeological monitoring at the time of project construction.

However, if potential archaeological resources exist on Projected Development Sites 11 and 41, they would not be excavated as the result of private development, which would not require further discretionary approvals. Consequently, there are no measures available in connection with the proposed rezoning to require that subsequent development undertake mitigation. Therefore, development on Projected Development Sites 11 and 41 would result in an unmitigated impact. ❖