

A. INTRODUCTION

In accordance with the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, this chapter considers the potential for the Proposed Actions to affect urban design and visual resources. As defined in the *CEQR Technical Manual*, urban design is the totality of elements that shape and affect a pedestrian's experience of public space.

The Proposed Actions would facilitate the redevelopment of the Western Rail Yard (Block 676, Lots 1 and 5) in the Hudson Yards neighborhood of Manhattan, Community District 4 (the "WRY Site" or the "Development Site") with new mixed-use buildings containing residential, commercial, and community facility space, a hotel resort complex with gaming, and new public open space (the "Proposed Project"). The Development Site occupies the entire area bounded by West 30th and West 33rd Streets and Eleventh and Twelfth Avenues and comprises the western portion of the John D. Caemmerer West Side Yard, an active rail yard where the Long Island Rail Road (LIRR) stores commuter trains. In addition to the Development Site, the Affected Area encompasses the portion of West 33rd Street and the sidewalks between Eleventh and Twelfth Avenues. There is a state process underway to designate locations for downstate gaming licenses; therefore, the Applicant is also presenting for environmental analysis purposes an Alternative Scenario that reflects a similar density and the same open space configuration as the Proposed Project but includes residential and commercial buildings in place of the hotel resort with gaming. The scenario that would result in the more conservative analysis is analyzed for each technical area. The analysis provided below considers both "With Action" scenarios.

The analysis characterizes existing conditions, evaluates changes to urban design and visual resources that are expected to occur independent of the Proposed Actions, and identifies and addresses any potential impacts to urban design and visual resources associated with the Proposed Actions.

PRINCIPAL CONCLUSIONS

An assessment was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. As described below, this assessment concludes that the Proposed Actions would not result in significant adverse impacts to urban design and visual resources.

In the future with the Proposed Actions, the overall density of the Proposed Project or the Alternative Scenario would be just under 10.0 FAR, consistent with the FAR allowed under the existing zoning regulations, while the overall density of the No Action scenario would be approximately 7.9 FAR in the 2031 build year. The No Action

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condition conservatively assumes less development than permitted under zoning and that several of the residential buildings assumed in the 2009 FEIS will not be completed by the 2031 build year.

The building on Site B in the With Action condition would be approximately 556 feet taller and approximately 800,000 gsf larger than the No Action building on the site. (See Figures 1-5a through 1-9b in Chapter 1, "Project Description," which illustrate the Proposed Project, the Alternative Scenario, and the No Action condition.) The buildings on Site C would be between 239 to 379 feet taller with the Proposed Project and between 25 to 384 feet taller with the Alternative Scenario, compared to the No Action development. The Proposed Project building on Site C would be approximately 724,600 gsf smaller than the No Action Site C buildings in total, while the Alternative Scenario buildings on Site C would be approximately 768,000 gsf smaller than the No Action Site C buildings in total. While the current No Action condition assumes that Site A would not be developed before 2031, the 2009 FEIS accounted for new development on this site, including the potential that the development on this site could cantilever over a portion of the adjacent High Line. Both the Proposed Project and the Alternative Scenario would create an approximately 40-foot setback between the High Line and the Site C podium; in comparison, the existing zoning regulations only require a setback of five feet from the High Line at this location, and in the No Action development, the west façade of Building C-1 would be set back five feet from the High Line.

The Proposed Project and the Alternative Scenario both assume the adoption of a City Map amendment, which would adjust the grade of West 33rd Street to align with the level of the proposed development and enhance public access to the Development Site. The proposed realignment of West 33rd Street would enhance the pedestrian experience by avoiding a long, blank wall at the street level in front of the train tracks that would be present if the street were not raised. This grade adjustment would not occur in the No Action condition.

In the With Action condition, there would be 5.63 acres of public open space across the Development Site, inclusive of 1.05 acres on the High Line. The size and configuration of the new open space would be the same in both With Action scenarios, and the With Action condition would create an additional 1.32 acres of new open space in comparison to the No Action condition. Unlike the open space design required under the existing zoning and assumed for the No Action condition, which is interrupted by private streets and punctuated by multiple building footprints, the design of the proposed open space is intended to concentrate the open space in a single, cohesive public space oriented in the middle of the Development Site. The open space would enhance the existing network of open spaces in the primary study area, creating an amenity for residents and visitors; provide a new location from which to view the Hudson River, the High Line, and the New Jersey waterfront; and provide a direct connection to the High Line.

As with the No Action condition, in the With Action condition the context of the portion of the High Line located on the Development Site would be altered due to the added bulk and height of the proposed buildings; however, the development would be in keeping with the bulk, height, and modern design of the Hudson Yards buildings that have been constructed since the 2009 FEIS, as well as other projects that are planned and under construction for the surrounding area. Since the High Line runs adjacent to and

sometimes through large buildings constructed both recently and contemporary to the High Line, the construction of new buildings adjacent to or cantilevering over the structure would not change the context of the High Line as a visual resource. In comparison to the No Action condition, by 2031 the With Action condition would include development at the southwest corner of the Development Site that would extend over a portion of the High Line; however, such development was previously contemplated in the 2009 FEIS, and it was anticipated that views along the West 30th Street section of the High Line would be framed through this new structure. The High Line on the Development Site would continue to provide views of the city skyline to the north and south, the Hudson River and Hudson River Park to the west, and Hudson Yards to the east; it would also provide views to the new publicly accessible open spaces on the Development Site.

In the With Action condition (the Proposed Project scenario), wind conditions at most areas at the ground level of the Development Site are expected to be appropriate for pedestrian usage during the summer and fall, when the proposed open spaces on the Development Site would be frequented and the proposed large trees would be in full foliage. Higher wind speeds are expected in a few areas between the proposed buildings and around the northwest corners of Building A and Building B. During the spring and winter when the trees have lost their leaves and therefore would provide little to no wind control benefit, wind conditions at most areas of the proposed open space are expected to be uncomfortable for pedestrian use.

For areas where higher wind speeds than desired are expected, wind control features such as additional setbacks from podium edges, façade articulation, canopies, and vertical wind control elements such as coniferous trees or tall screens could be developed to achieve appropriate levels of wind comfort. Dense, evergreen trees afford wind control benefits in the winter and shoulder seasons and would be beneficial in the areas between buildings and around building corners. Additionally, overhead trellises and vertical wind control features such as windscreens, planters and art features could be used to improve local wind conditions between buildings, on sidewalks, and within the proposed open space. Wind screens, partitions, and planters could be interspersed throughout the terraces or used to surround designated gathering or seating areas. The Applicant will investigate these strategies to achieve appropriate levels of wind comfort at the Development Site as the project's design advances. It should also be noted that the study analyzed the maximum bulk envelopes for Sites A, B, and C in the Proposed Project scenario; in reality, the buildings to be developed on these sites would be shorter and/or narrower than the maximum envelopes, because there would not be enough allowable floor area available to occupy all the space in the maximum bulk envelopes. Therefore, the analysis provides a worst-case assessment of pedestrian wind conditions.

There would be no changes to streets, streetscape elements, open spaces, natural features, buildings, or building uses in the primary study area or secondary study area in the future with either With Action scenario. In either With Action scenario, the proposed buildings on the Development Site, like the No Action buildings, would have beneficial effects on the pedestrian experience of the surrounding area by redeveloping the LIRR rail yard with new buildings with active uses that would complement and support the civic, commercial, residential, and open space uses in the primary study area. The Proposed Project would create a new hotel resort with gaming, and the

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Alternative Scenario would create a new hotel use; these new hotel uses would further enliven the streetscape, particularly given the adjacency of the Javits Center and the expected use of the proposed hotel by convention attendees. While the proposed buildings would be taller than the No Action buildings in either With Action scenario, they would be consistent in terms of scale, height, and bulk with the tower developments on the Eastern Rail Yard and others recently completed and under construction in the surrounding area.

B. METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of elements that shape and affect a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open space, natural resources, and wind. Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

The Proposed Actions would include, among other actions, modification of regulations applicable in Subdistrict F of the Special Hudson Yards District regarding building location, height, and setback. Therefore, as the Proposed Actions would result in physical alterations beyond that allowed by existing zoning, they would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would have the potential to obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in substantial changes to a historic district or building.

The Proposed Actions would facilitate new mixed-use development that would make substantial alterations to the existing conditions of the Development Site and Affected Area. Therefore, the Proposed Actions would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

DETAILED ANALYSIS

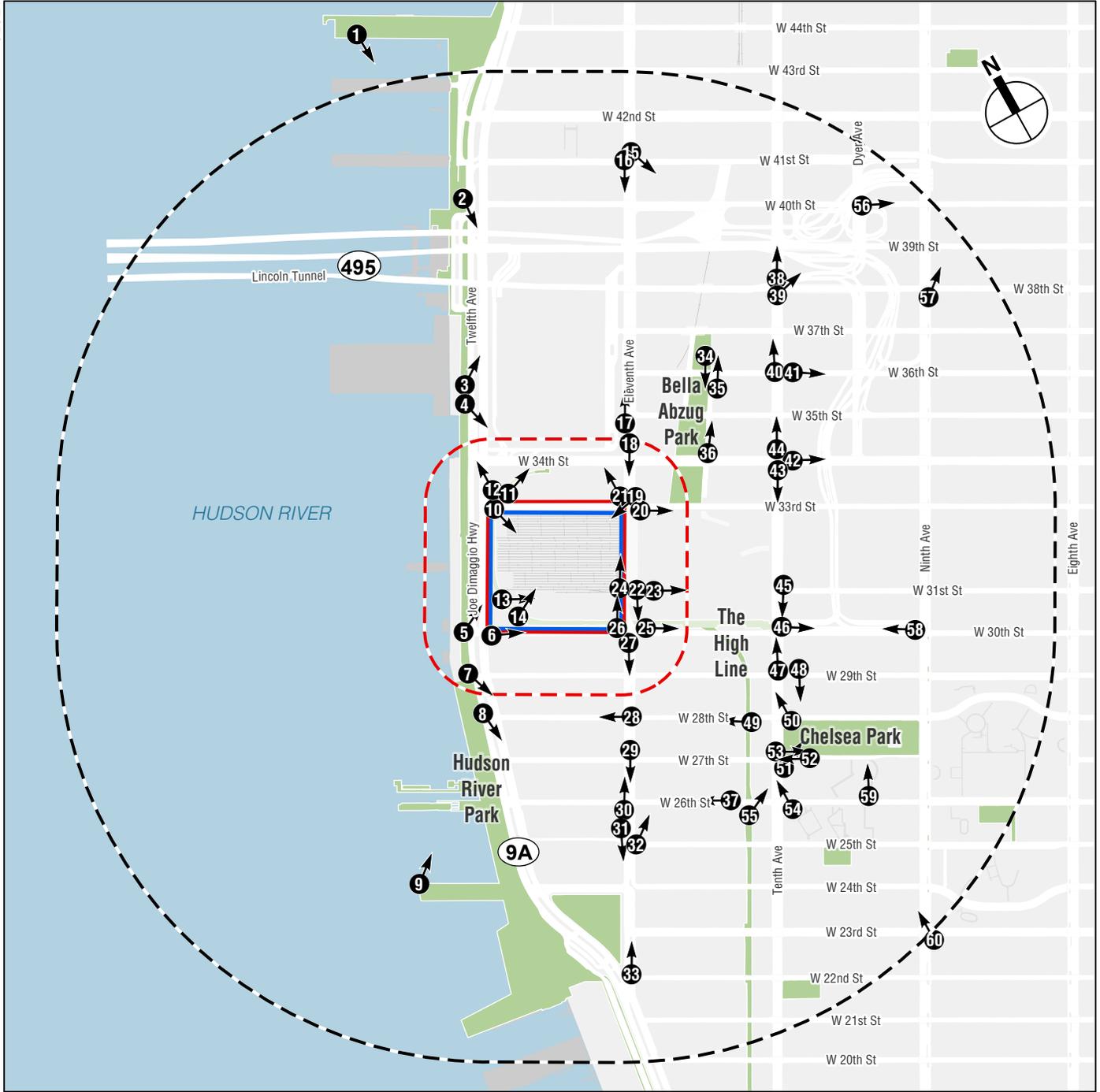
In accordance with the *CEQR Technical Manual*, this detailed analysis considers the effects of the Proposed Project and the Alternative Scenario on the experience of a pedestrian in the study area. The assessment focuses on those elements that have the potential to alter the built environment, or urban design, of the study area, which is collectively formed by the following components:

- *Streets*. For many neighborhoods, streets or rights of way are the primary component of public space. The dimensions, arrangement, and orientation of

- streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures (including plantings, streetlights, fire hydrants, curb cuts, or any other furniture) are critical in creating a successful streetscape.
- *Buildings.* Buildings and streets together form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the city for public space. A building's size, shape, orientation, height, setbacks, lot coverage, placement and use on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. Furthermore, building façades, accessible spaces, or rooftops, also make up the public realms that enrich the visual and experiential character of an area.
 - *Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.
 - *Open Space.* For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, playgrounds, community gardens, plazas, and privately owned public spaces.
 - *Natural Features.* Natural features include vegetation (i.e., trees, shrubs, grasses, etc.), geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
 - *Wind.* Channelized wind pressure from between tall buildings and "down-washed" wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety. "Down-washed" wind is wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

According to the *CEQR Technical Manual*, the study area for urban design is the area where a project may influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the project area. It is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The study area for the urban design and visual resources analysis has been defined as the area within a ½-mile of the Project Site (see **Figures 8-1 and 8-2**).

Per Section 230 of the *CEQR Technical Manual's* Urban Design and Visual Resources chapter, an analysis of pedestrian wind conditions may be warranted for projects that result in the construction of multiple tall buildings at or in close proximity to waterfront sites, as they may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian comfort and safety. Given the location of the Development Site near the Hudson River and the size of the proposed buildings, consideration is given to the relationship of building configurations and wind conditions in the sections below.



- Affected Area*
- Development Site*
- Study Area (400-foot perimeter)*
- Study Area (1/2-mile perimeter)*

Photograph View Direction and Reference Number

Public Open Space

0 1,000 FEET



- Development Site
- Affected Area
- Study Area (400-foot perimeter)



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The pedestrian wind assessment was undertaken by the firm Rowan Williams Davies & Irwin (RWDI) in Summer 2024. The assessment provides an evaluation of the potential wind conditions in outdoor pedestrian/patron areas on and around the proposed development based on Computational Fluid Dynamics (CFD) modeling. The assessment is based on a review of the regional long-term meteorological data from Newark Liberty International Airport; 3D e-models of the Proposed Project; the use of Orbital Stack, an in-house CFD tool; RWDI's engineering judgment, experience, and expert knowledge of wind flows around buildings; and RWDI wind comfort and safety criteria. In order to ensure a conservative analysis, the study analyzed the maximum bulk envelopes for Sites A, B, and C in the Proposed Project scenario. In reality, the buildings to be developed on these sites would be shorter and/or narrower than the maximum envelopes, because there would not be enough allowable floor area available to occupy all the space in the maximum bulk envelopes. Therefore, the analysis provides a worst-case assessment. See also **Appendix D**, "Pedestrian Wind Assessment."

C. EXISTING CONDITIONS

Figures 8-3 through 8-22 provide existing conditions photographs of the Development Site and the primary and secondary study areas.

DEVELOPMENT SITE AND AFFECTED AREA

URBAN DESIGN

The Development Site consists of Manhattan Block 676, Lots 1 and 5, and occupies the superblock bounded by West 30th and West 33rd Streets and Eleventh and Twelfth Avenues. It is approximately 571,592 square feet (sf) in area and has approximately 800 feet of frontage along West 30th and 33rd Streets and approximately 712 feet of frontage along the avenues. The Development Site is below the grade of Eleventh Avenue at West 33rd Street; however, Eleventh Avenue slopes downward between West 33rd and 30th Streets, and West 33rd Street slopes downward between Eleventh and Twelfth Avenues, such that the Development Site is generally at grade along its Twelfth Avenue and West 30th Street frontages. The street elevation at Eleventh Avenue and West 33rd Street is nearly 30 feet higher than elevations along Twelfth Avenue and other parts of the Development Site. The Development Site is enclosed almost entirely by concrete walls along its West 33rd Street and Twelfth Avenue frontages, a low metal railing and taller chain-link fencing along its Eleventh Avenue frontage, and a mix of chain link fencing, plywood construction fencing, and jersey barriers along its West 30th Street frontage.

The Development Site encompasses the western half of the MTA's John D. Caemmerer West Side Yard, and the primary use of the Development Site is as an LIRR train yard with the capacity for 386 train cars on 30 tracks. It connects to the eastern half of MTA's John D. Caemmerer West Side Yard (the Eastern Rail Yard) underneath Eleventh Avenue, which spans the rail yard on a viaduct. The Development Site also contains several LIRR structures, located on the west side of the Development Site near Twelfth Avenue and West 31st and 33rd Streets, and at the southeast corner of the Development Site near Eleventh Avenue and West 30th Street. The buildings are

View southeast from Pier 84

1



View southeast from Hudson River Park near West 40th Street

2



View northeast from Hudson River Park near West 36th Street

3



View southeast to Development Site from Hudson River Park near West 35th Street

4



View northeast to Development Site from Hudson River Park near West 30th Street

5



View east from Twelfth Avenue and West 30th Street

6



Views from Hudson River Park and Twelfth Avenue
Figure 8-4

View southeast from Twelfth Avenue and West 29th Street

7



View south on Twelfth Avenue near West 28th Street

8



View northeast from Pier 64

9



Views from Hudson River Park and Twelfth Avenue
Figure 8-5



View southeast to Development Site from High Line 10



View northeast from High Line near West 33rd Street 11



View northwest from High Line near West 33rd Street 12



View east from the High Line near West 31st Street **13**



View northeast from the High Line near West 30th Street **14**



View southeast from Eleventh Avenue at West 41st Street **15**

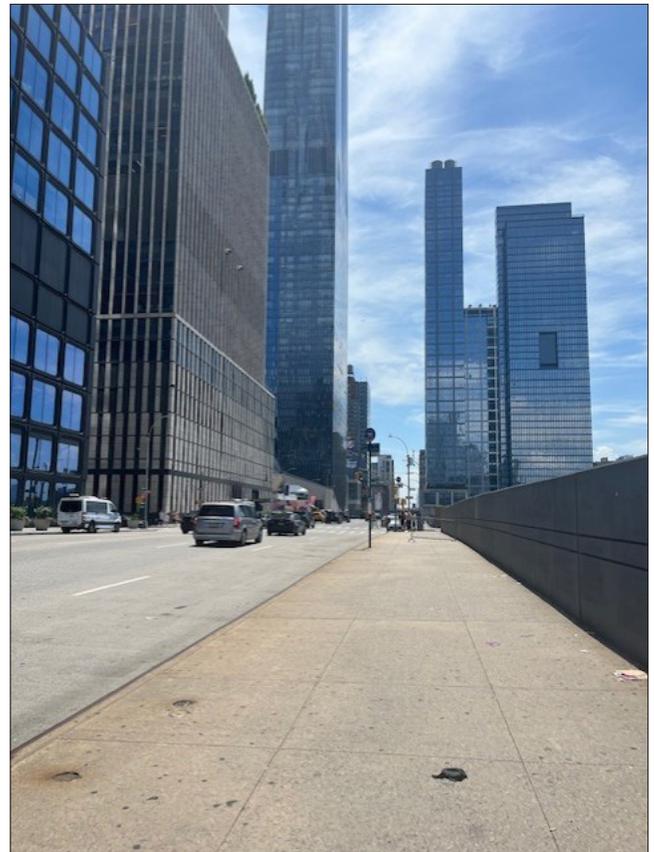
Views from the High Line and Eleventh Avenue **Figure 8-7**



View south on Eleventh Avenue from West 41st Street 16



View north on Eleventh Avenue from West 34th Street 17



View south on Eleventh Avenue from West 34th Street 18



View southwest from West 33rd Street and Eleventh Avenue 19



View east on West 33rd Street at Eleventh Avenue 20



View northwest on Eleventh Avenue from West 33rd Street 21

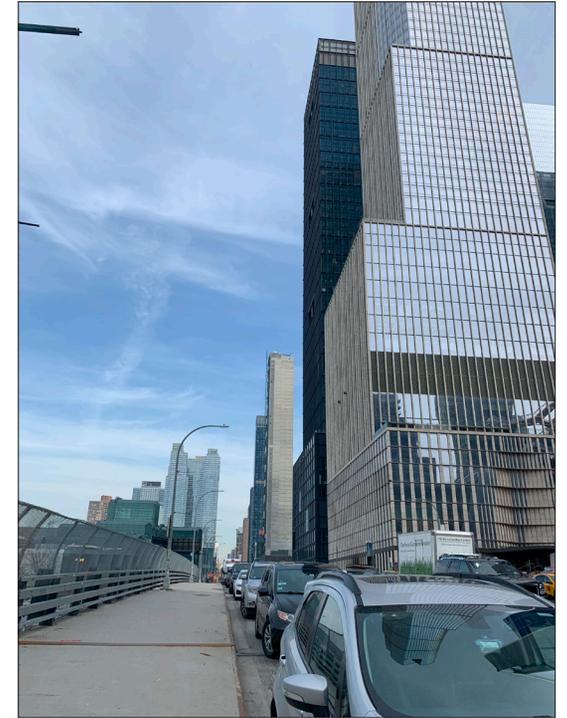
Views from Eleventh Avenue
Figure 8-9



View south on Eleventh Avenue from West 31st Street **22**



View east on Eleventh Avenue from West 31st Street **23**



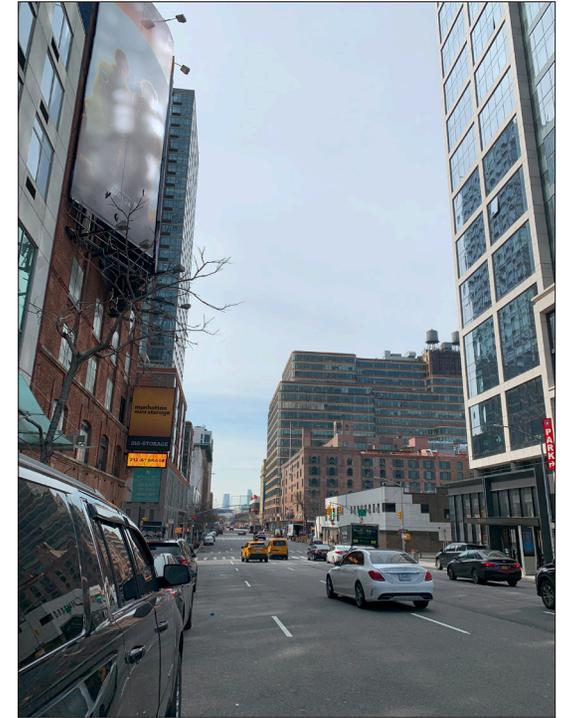
View north on Eleventh Avenue from West 31st Street **24**



View east on West 30th Street from Eleventh Avenue **25**



View north on Eleventh Avenue, from High Line at West 30th Street **26**



View south on Eleventh Avenue from West 30th Street **27**

View west on West 28th Street from Eleventh Avenue **28**



View south on Eleventh Avenue from West 27th Street **29**



View north on Eleventh Avenue from West 26th Street **30**



View south on Eleventh Avenue from West 26th Street 31



View northeast on Eleventh Avenue from West 25th Street 32



View north on Eleventh Avenue from West 22nd Street 33

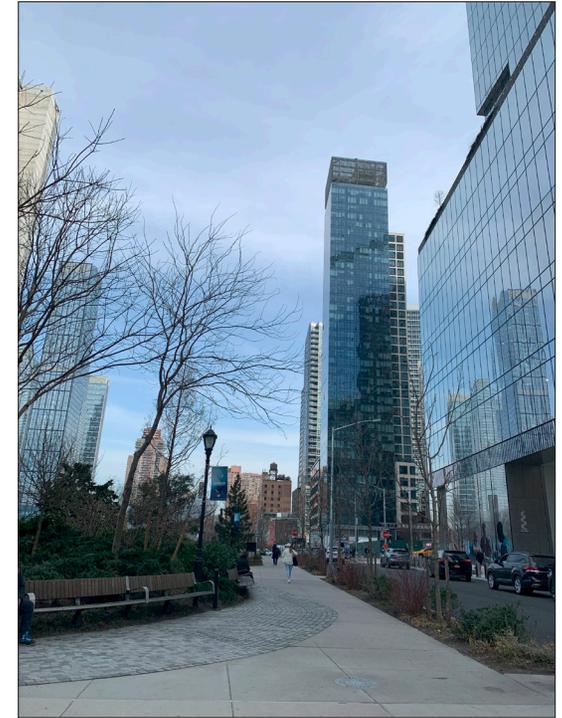




View south through Bella Abzug Park, near West 37th Street and Hudson Boulevard **34**



View north from Hudson Boulevard at West 36th Street **35**



View north on Hudson Boulevard from West 34th Street **36**

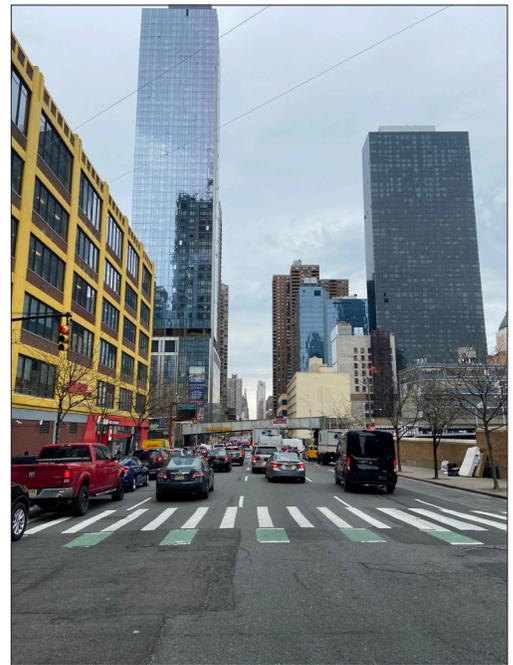
View west on West 26th Street between Tenth and Eleventh Avenues

37



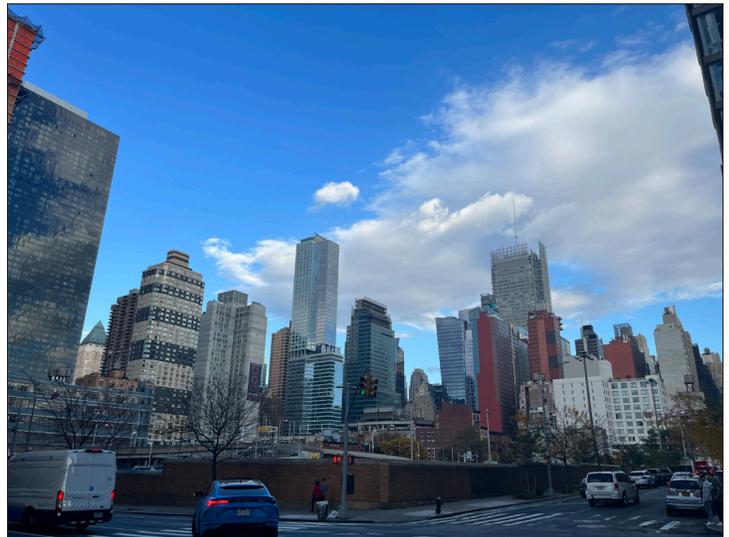
View north on Tenth Avenue from West 38th Street

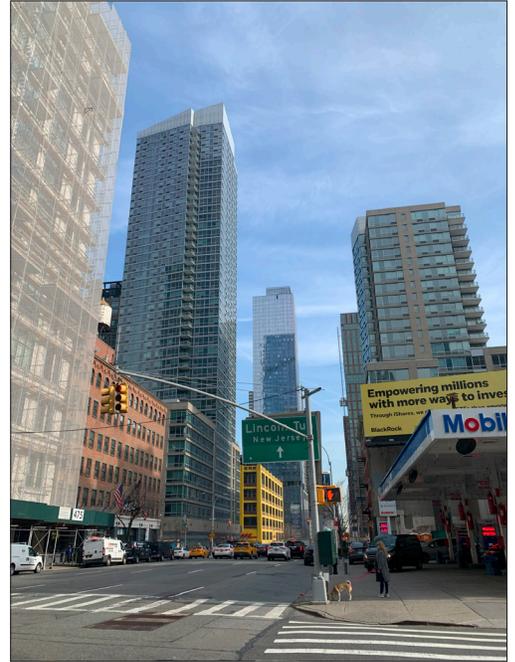
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View northeast from Tenth Avenue and West 38th Street

39

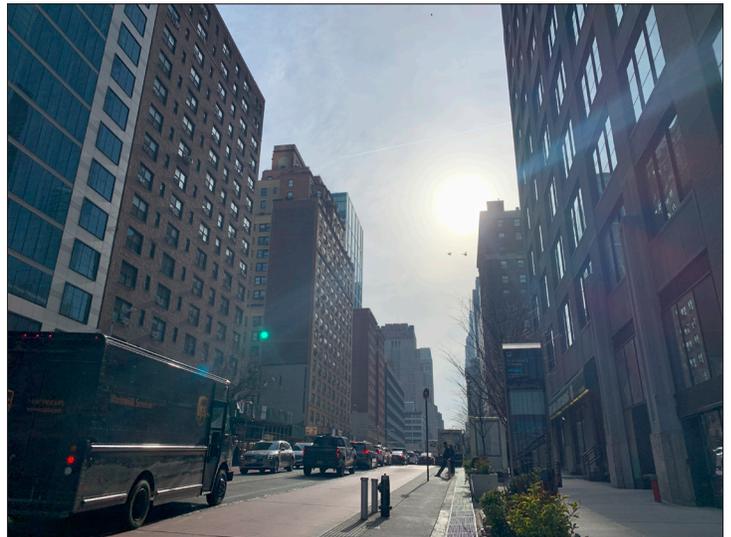




View north on Tenth Avenue from West 36th Street 40



View east on West 36th Street from Tenth Avenue 41



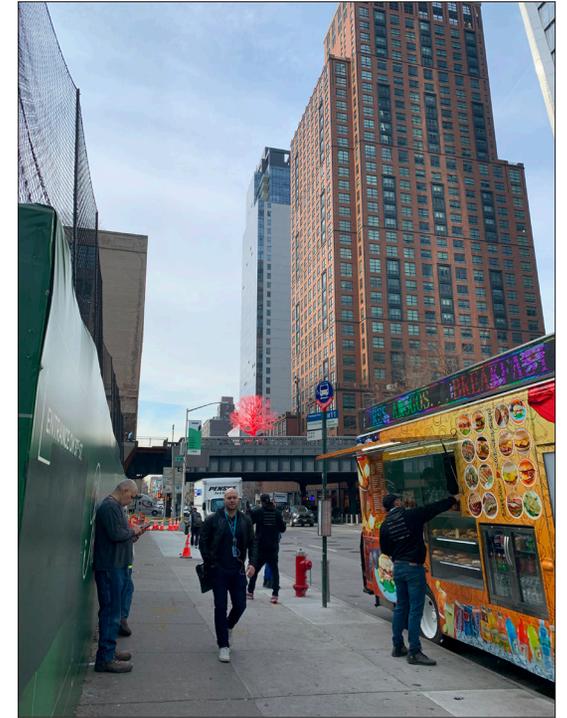
View east on West 34th Street from Tenth Avenue 42



View south on Tenth Avenue from West 34th Street 43

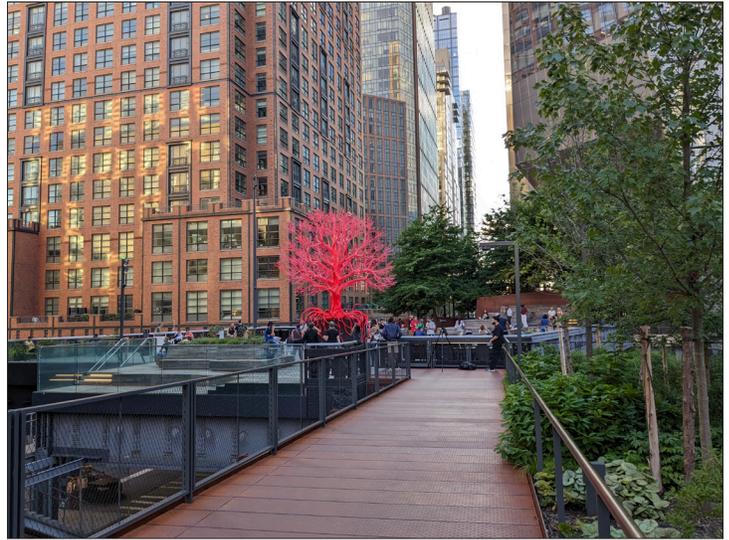


View north on Tenth Avenue from West 34th Street 44



View south on Tenth Avenue from West 31st Street 45

View east to Plinth on High Line Spur, near West 30th Street and Tenth Avenue 46



View north on Tenth Avenue from West 29th Street 47



View south on Tenth Avenue from West 29th Street 48





View west on West 28th Street from the High Line 49



View northwest on Tenth Avenue from West 28th Street 50



View northeast on Tenth Avenue near West 27th Street 51



View west on West 27th Street near Tenth Avenue 52



View east on West 27th Street from Tenth Avenue 53



View northwest from West 26th Street and Tenth Avenue 54

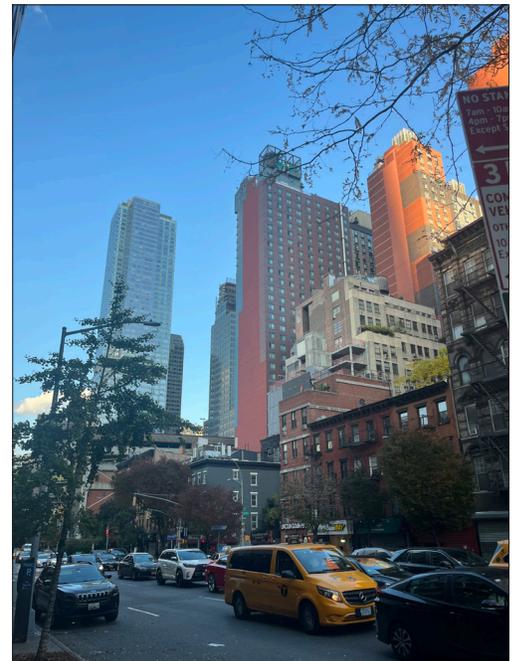
View northeast from High Line at West 26th Street 55

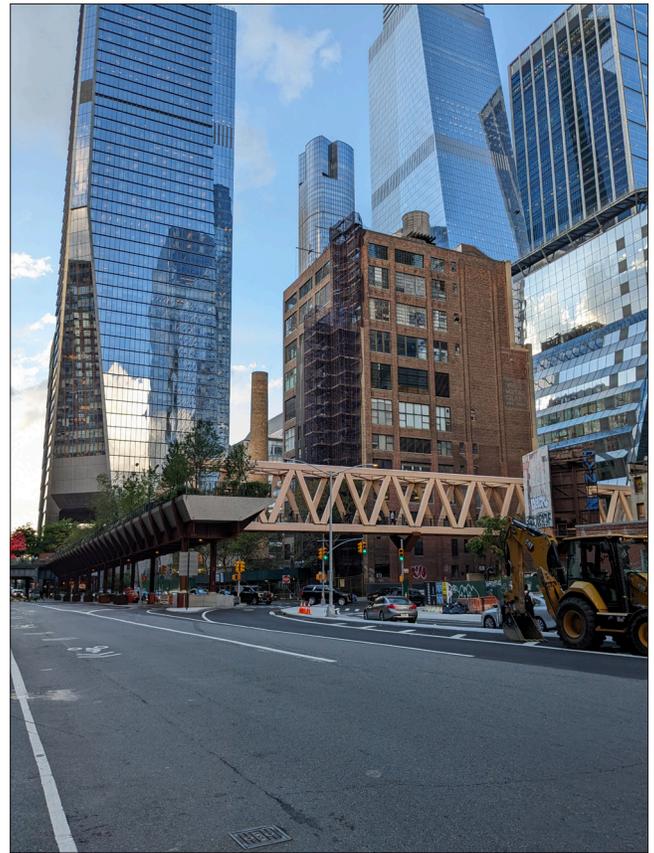


View east from Dyer Avenue and West 40th Street 56

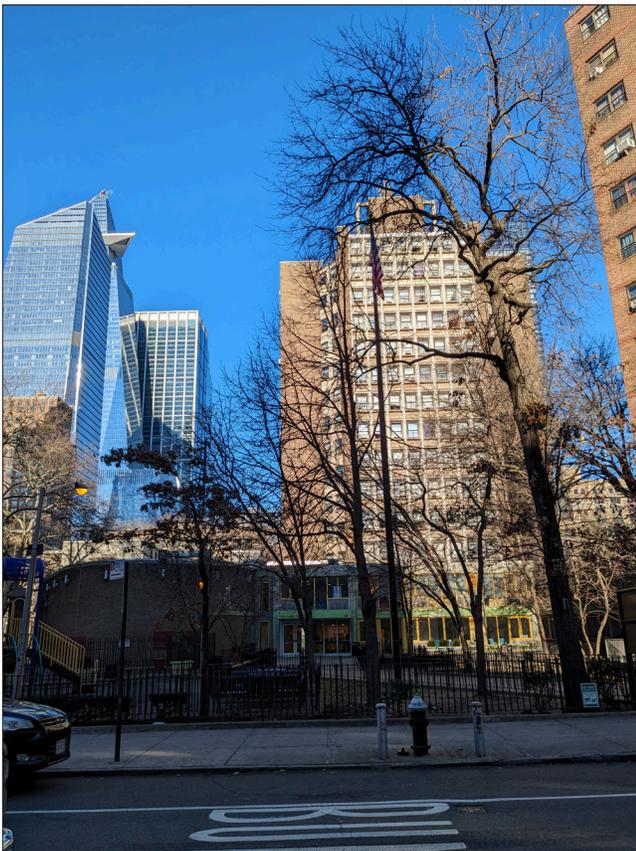


View northeast on Ninth Avenue from West 38th Street 57





View west on West 30th Street near Ninth Avenue 58



View north from West 26th Street between Ninth and Tenth Avenues 59



View northwest from West 23rd Street near Ninth Avenue 60

utilitarian in nature, one and two stories in height and clad in siding, with small rectangular footprints. Other transportation infrastructure facilities are located beneath the Development Site, including tunnels for Amtrak's Hudson River and Empire Lines. A portion of the southern section of the Site will soon include a below-grade tunnel casing that is currently under construction as part of the Hudson Tunnel Project. A construction trailer is currently located on West 30th Street, and a portion of the West 30th Street sidewalk is currently surrounded by construction fencing and equipment.

The southern portion of the Development Site is separated from the LIRR rail yard portion of the Site by chain-link fencing. The southwest portion of the Development Site between West 30th and West 31st Streets at Twelfth Avenue is occupied by the Hudson Yards vehicle screening and processing area. On Twelfth Avenue near West 30th Street, there are two rolling metal gates that provide vehicular access to the Hudson Yards vehicle screening and processing area and the LIRR rail yard. Between these is a chain link fence and gate providing access for the Hudson Tunnel project. There is a similar gate on West 30th Street near Twelfth Avenue, providing access to the vehicle screening and processing area.

There are no street trees or street furniture within the sidewalks surrounding north, east, and south sides of the Development Site. The interior of the Development Site is lighted by tall lampposts over the rail yard. The sidewalks of West 33rd Street between Eleventh and Twelfth Avenues are occupied by NYPD cars parking perpendicular to the street. The eastern sidewalk of Twelfth Avenue between West 30th and 33rd Streets is narrow and bordered by a narrow planting area with trees and decorative mast-arm lampposts. Portions of the northern sidewalk of West 30th Street between Eleventh and Twelfth Avenues are currently surrounded by construction fencing, jersey barriers, and construction equipment and are inaccessible.

The northernmost section of the High Line public open space runs along the western and southern edges of the Development Site. The High Line is a former freight railroad viaduct that was converted to a public park and opened to the public in phases, starting in 2009. It runs from Gansevoort Street to West 34th Street, extending through the Development Site. From Eleventh Avenue, the viaduct runs westward along West 30th Street above the Development Site and then curves northward as it reaches Twelfth Avenue. Along West 30th Street near Eleventh Avenue, the viaduct has a concrete parapet simply ornamented with recessed panels and a tubular steel railing supported by square concrete posts. Nearer Twelfth Avenue and between West 30th and West 33rd Streets, the loop track viaduct has a decorative steel parapet and railing. A metal staircase providing access to the High Line on West 30th Street and Eleventh Avenue was constructed in 2014. The portion of the High Line at West 30th Street and Eleventh Avenue has been renovated with a paneled, smooth walking surface, benches, and plantings, and a wide, flat metal railing above the tubular steel railing noted above. The portion of the High Line west and north of the improved area has not yet been renovated consistent with the rest of the resource and is currently open as an "interim walkway" through October 2024 ahead of restoration work. This area has a few plantings and wood beams for seating, and an asphalt walking surface.

In addition to the Development Site, the area that may be affected by the Proposed Actions consists of the portion of West 33rd Street between Eleventh and Twelfth Avenues (the "Affected Area"). This area is blocked off at Eleventh Avenue with

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temporary metal fencing, and the sidewalk areas are used by the New York City Police Department (NYPD) for vehicle parking.

The Development Site and the Affected Area do not contain any natural features beyond the plantings within the High Line.

VISUAL RESOURCES AND VIEW CORRIDORS

The High Line is a visual resource located on the Development Site and within the surrounding study area. It is particularly visible along the sidewalks adjacent to the Development Site, as the viaduct crosses over Eleventh Avenue at West 30th Street and over West 33rd Street near Twelfth Avenue on a trestle; it is also visible from within the Development Site itself. Views west from the publicly accessible sidewalks adjacent to the Development Site also include the Hudson River, Hudson River Park, and the New Jersey waterfront to the west; Eleventh Avenue, by virtue of its elevated position above the rail yard, provides extensive views westward. These views include the waterfront and landscaping associated with Hudson River Park, and the landscaped medians along Twelfth Avenue. Views east from the sidewalks adjacent to the Development Site include the Vessel and Shed on the Eastern Rail Yard, amid the surrounding modern towers of Hudson Yards. To the north, the Javits Center, with its boxy steel frame clad in dark glass, is visible along the Eleventh Avenue view corridor. The High Line provides a vantage point for additional, elevated views from within the Development Site; these views also include the Hudson River, Hudson River Park, and the New Jersey waterfront to the west and the modern towers of Hudson Yards and other nearby developments.

PEDESTRIAN WIND CONDITIONS

Existing pedestrian-level wind conditions at the Development Site were evaluated based on long-term wind data recorded at Newark Liberty International Airport between 1993 and 2023, inclusive, for the spring (March to May), summer (June to August), fall (September to November), and winter (December to February) seasons. Winds from the southwest through northwest and north-northeast are predominant throughout the year. Parts of the site are affected by the direct exposure to wind approaching from the northwest and southwest over the Hudson River, and by wind redirected toward the site by the existing buildings around it; however, the Development Site benefits from the wind protection afforded by the high-rise buildings to the east/northeast from the prevailing northeasterly easterly winds. Wind conditions at most areas on and around the Development Site are considered comfortable for standing in the summer, standing or strolling in the fall, and generally strolling or walking in the spring and winter. Lower speeds occur at the east end of the Development Site. High wind activity that is considered uncomfortable in the spring and winter occurs immediately around the existing buildings on Eleventh Avenue (see **Appendix D**).

STUDY AREA

PRIMARY STUDY AREA

Urban Design

As noted above, the primary study area encompasses the area within 400 feet of the Affected Area and is roughly bounded by West 34th Street to the north, Hudson Boulevard East to the east, West 29th Street to the south, and the Hudson River to the west. The primary study area includes portions of two superblocks: the Eastern Rail Yard superblock, bounded by West 30th and 33rd Streets and Tenth and Eleventh Avenues; and the Javits Center superblock, bounded by West 34th and 40th Streets and Eleventh and Twelfth Avenues.

The block directly north of the Development Site and the Affected Area is a parking lot, which was formerly used as a truck marshalling yard for the Jacob K. Javits Convention Center but is now used primarily for parking associated with the convention center. Similar to the Development Site, this block is below the grade of Eleventh Avenue, but as West 33rd and 34th Streets slope downward toward Twelfth Avenue, the block is at the same grade as the street at Twelfth Avenue. The block is surrounded by chain link fencing on Twelfth Avenue and the western portions of West 33rd and 34th Streets and is surrounded by a low concrete wall similar to the one on the Development Site on Eleventh Avenue and the eastern portions of West 33rd and 34th Streets. There are gated vehicular entrances to the parking lot from West 33rd Street and West 34th Street near Twelfth Avenue.

The High Line passes through the western portion of this block. From Twelfth Avenue and West 33rd Street, it curves north and east through the block, coming to its northern terminus midblock on West 34th Street. A metal gate encloses this area when the High Line is closed to the public. Within this block, north of the trestle over West 33rd Street, the High Line has simple, non-historic metal railings; this section of the High Line was reconstructed in the 1980s. There is an informational signpost in the sidewalk adjacent at the High Line terminus, and a few street trees along West 34th Street; there are also a few trees within the boundaries of this block, particularly in the area adjacent to the High Line at West 34th Street. There are also food trucks along the sidewalk of West 34th Street, and a CitiBike station is located on the north side of 34th Street at the southern end of the Javits Center (described below). At the northeast corner of this block is a large monopole with two billboards, extending above the street level of Eleventh Avenue.

Directly east of the Development Site, the Eastern Rail Yard superblock has been developed as part of Hudson Yards. This area includes a 7.77 million gross square foot (gsf) development completed in 2019, with office, retail, residential, and cultural space and over six acres of public open space. Opposite the Development Site, the development includes the 92-story (1,010-foot-tall) 35 Hudson Yards building (at West 33rd Street), which includes hotel and residential uses, and the 88-story (912-foot-tall) 15 Hudson Yards building (at West 30th Street). The publicly accessible open space at Hudson Yards—the Hudson Yards Public Square and Gardens—is an approximately 4-acre plaza in the center of the Eastern Rail Yard. The plaza contains green spaces and seating, and at its center is a 150-foot-tall sculpture known as the “Vessel,” which is an

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interactive, 8-story artwork that includes public staircases. The plaza opens to West 33rd Street to the north and Eleventh Avenue to the west, with a wide set of stairs leading down to the level of the avenue. The plaza is bordered on Eleventh Avenue with low metal bollards and bookended by private driveways through the block.

The Shed, a cultural center, is located between the Hudson Yards Public Square and Gardens and the High Line, which runs along the southern edge of the block. The Shed has a moveable outer shell that can be deployed over the adjacent plaza to create a hall for large-scale performances and events. When the moveable shell is retracted to nest over the base building, it creates a plaza area fabricated with custom paving stones comprising “In Front of Itself,” a large-scale, site-specific art installation by Lawrence Weiner.

Near the midblock of the Eastern Rail Yard, the High Line splits in two: a spur continues east toward Tenth Avenue, and the main line curves southward, crossing over West 30th Street to run parallel to Tenth Avenue, occasionally passing through buildings, to its southern end at Gansevoort Street. The eastern spur crosses over Tenth Avenue to where it used to connect with the U.S. General Mail Facility; the spur has recently been developed as the Plinth, a location dedicated to a series of contemporary art commissions.

Immediately to the north of the Eastern Rail Yard, at the northeast corner of West 33rd Street and Eleventh Avenue, is the recently completed 51-story (781-foot-tall) building at 55 Hudson Yards, which contains office space. There are no street trees on Eleventh Avenue within the primary study area, but there are large planters along the east side of the street to provide greenery around the Hudson Yards buildings, as well as landscaping at the entrance to 15 Hudson Yards.

On the eastern portion of the block directly south of the Development Site is the recently completed Block 675 project. The Block 675 project comprises two separate tower developments, at 601 West 29th Street and 606 West 30th Street. 601 West 29th Street is a 60-story (695-foot-tall) residential building with ground-floor retail, and 606 West 30th Street is a 42-story (545-foot-tall) residential and commercial building. The western portion of this block is reserved for Hudson Tunnel project construction staging and is surrounded by chain link fencing. *Re/Connection*, an art installation by Marisa Moran Jahn comprising a series of large-scale digital prints on mesh vinyl fabric, wraps the chain link fence. The installation is meant to reflect on our independent relationship with water. The interior of this site is paved and lighted by tall lampposts, and there is a vehicular entrance to the site on West 29th Street. There are only a few street trees surrounding this block; a few on Twelfth Avenue, and a few on West 29th Street adjacent to the new Block 675 development. There are bicycle lanes on West 29th Street and West 30th Street, providing connections to the Hudson River Park Greenway on the west side of Twelfth Avenue.

West of the Development Site, on the west side of Twelfth Avenue, is Hudson River Park. Hudson River Park is a collection of esplanade and park-covered piers spanning Manhattan’s western waterfront along the Hudson River from Battery Place to West 59th Street, where it connects with Riverside Park South. The Hudson River Park Greenway, a multi-use trail that serves as a popular bicycle route along the Hudson River, runs parallel and adjacent to the park proper, between the park and Twelfth Avenue. A landscaped barrier with plantings separates the Greenway and Twelfth

Avenue, and another separates the Greenway and Hudson River Park proper. The portion of the park within the primary study area also includes a heliport between West 29th and West 32nd Streets (the 30th Street Heliport, not affiliated with the park), with construction staging for the Hudson River Park Trust (HRPT) directly north of the heliport, and a community compost center. South of the heliport within the park is “Two Too Large Tables,” created by the Allan Wexler Studio. The two-piece wood and stainless steel sculpture functions as a shade pavilion and community table. Like the High Line, Hudson River Park has high usage in this area due to its scenic route along the Hudson River and connection to many attractions on Manhattan’s west side.

Visual Resources and View Corridors

Within the primary study area, as on the Development Site, the High Line is both a visual resource itself and provides a vantage point for elevated views to the Hudson River, Hudson River Park, and the New Jersey waterfront, as well as for views east toward the towers of Hudson Yards and Midtown Manhattan. These views change along the route of the High Line as it curves north and east through the Javits Marshalling Yard parking lot and extends east along West 30th Street through the Eastern Rail Yard, including through the building at 10 Hudson Yards. Views west along West 33rd Street, south along Eleventh Avenue, and east along West 29th and 30th Streets include the High Line viaduct as it passes over these streets.

Views west toward the Hudson River from the streets within the primary study area are most expansive from Eleventh Avenue and West 33rd and 34th Streets, due to the higher elevation of those intersections and the lack of development on the Development Site and the Javits Marshalling Yard parking lot. Views within Hudson River Park are generally expansive and include the Hudson River, the New Jersey waterfront in the distance, and the skyline of Hudson Yards and Midtown Manhattan to the east; however, the portion of Hudson River Park that is currently occupied by the 30th Street Heliport is surrounded by tall chain link fencing that limits views west.

Views on Eleventh Avenue include the Vessel and Shed on the Eastern Rail Yard, amid the surrounding modern towers of Hudson Yards, and the Javits Center to the north. The southern end of Bella Abzug Park is at the northeast corner of the primary study area, mirroring the northern alignment of the Hudson Yards Public Square and Gardens; together, they provide a densely landscaped visual break from the surrounding development. The Vessel is visible within this green corridor to the south.

SECONDARY STUDY AREA

Urban Design

The secondary study area encompasses the remaining area within a ½-mile radius of the Affected Area. The secondary study area is bounded by West 43rd Street to the north, West 20th Street to the south, Eighth Avenue to the east, and the Hudson River to the west.

The secondary study area comprises a large portion of the west side of Midtown Manhattan. Its visual character is defined by the new high-rise development projects in Hudson Yards and adjacent areas; large-scale transportation infrastructure extending through the area, including the rail yards connected to Penn Station, ramps and tunnels

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for the Lincoln Tunnel, and ramps leading to and from the Port Authority Bus Terminal; the Hudson River and adjacent Hudson River Park; and the Javits Center, which covers a six-block area between West 34th and 40th Streets west of Eleventh Avenue.

In general, the land in the secondary study area slopes downward from east to west toward the Hudson River. Tenth Avenue experiences changes in topography: north of West 30th Street, Tenth Avenue begins to ascend toward West 34th Street, at which point it slightly levels for a block, and then gradually descends in grade north of West 35th Street. As described above, Eleventh Avenue is a viaduct between West 30th and 37th Streets that spans over the Caemmerer Rail Yard. Due to the elevation of the Eleventh Avenue viaduct, cross streets east of Eleventh Avenue ascend to the height of the viaduct and west of the avenue they steeply descend toward Twelfth Avenue and the Hudson River. Twelfth Avenue is relatively flat throughout the secondary study area.

The street pattern in the secondary study area is the typical Manhattan street grid with wide avenues running north-south and narrow cross streets running east-west, with the exception of a number of superblocks. These include the Javits Center and Eastern Rail Yard superblocks, described above; the superblocks containing the Moynihan Train Hall and Manhattan West developments, between West 31st and 33rd Streets and Eighth and Tenth Avenues; and the superblock containing the northern portion of the Penn South residential development between West 26th and 28th Streets and Eighth and Ninth Avenues. The avenues, West 34th Street, and West 42nd Street are major thoroughfares through the city and carry significant vehicular and pedestrian traffic.

Twelfth Avenue (Route 9A) is a heavily trafficked arterial roadway with northbound and southbound travel lanes separated by a raised planted median and pedestrian refuge area, and pedestrian intersections and crossings. The M12 bus route extends along the roadway. Ninth Avenue carries traffic southbound, and Tenth Avenue carries traffic northbound; bus routes also extend along these streets, as well as Eleventh Avenue. There is a protected bike lane on Ninth Avenue, and one on Eleventh Avenue north of West 38th Street; in addition, a protected bike lane is anticipated to be installed on Tenth Avenue this year (2024). North of West 34th Street, Eleventh Avenue is a two-way arterial road with two lanes running north and three lanes running south; south of West 34th Street, Eleventh Avenue becomes a one-way street with four southbound traffic lanes and two parking lanes.

With the exception of West 34th and 42nd Streets, cross streets in the secondary study area are generally narrow and carry traffic in one direction. West 34th Street has two lanes of traffic in each direction with a third lane in each direction reserved for cross-town Select Bus Service (SBS) routes. The other cross-town bus routes in the study area are along West 23rd and 42nd Streets. Bus lanes are indicated with red paint on West 34th and 42nd Streets. In several locations on West 42nd Street there are also thin plastic bollards in the street, separating bus lanes from other traffic. The following east-west streets in the secondary study area provide protected bike lanes: West 26th Street, West 29th Street, West 38th Street, West 39th Street, and the portion of West 40th Street between Eleventh and Twelfth Avenues. West 30th and 42nd Streets provide shared and/or conventional (painted) bike lanes.

The Lincoln Tunnel Expressway runs from West 30th Street midblock between Ninth and Tenth Avenues north to roughly West 39th Street, extending below the Manhattan West development from West 31st Street to West 33rd Street and proceeding under

West 34th and 35th Streets. Dyer Avenue also cuts through the study area between West 34th and 42nd Streets, in the midblock between Ninth and Tenth Avenues. Dyer Avenue passes under several east-west streets and creates visual and physical separation between areas to the west and east. At-grade ramps to the Lincoln Tunnel Expressway also create barriers to pedestrian access along affected streets. The area immediately adjacent to the Lincoln Tunnel South and Center portals between West 38th and 39th Streets at Tenth Avenue, known as Dyer Plaza, is in an open cut, surrounded by a low brick wall at the sidewalk level with some landscaping at the roadway level along the east side. Ramps leading to the Port Authority Bus Terminal also occupy the majority of the area bounded by Ninth and Tenth Avenues and West 39th and 40th Streets. There are fenced surface bus parking lots on West 38th and 39th Streets between Ninth and Tenth Avenues, and parked buses typically line both sides of these streets.

In the northern portion of the study area, the below-grade Amtrak railroad cut curves east from the northeast corner of Eleventh Avenue and West 36th Street and then continues north along the midblock between Tenth and Eleventh Avenues to West 39th Street. The rail cut is closed off from the street by chain-link fencing and concrete walls, and results in stretches of blank street wall along the midblock of the affected cross streets.

The regular street pattern of the secondary study area results in long, rectangular blocks, typically 800 feet by 200 feet in dimension with the long sides-oriented east-west, with the exception of the superblocs noted above. South of West 30th Street, the curved alignment of Twelfth Avenue, mirroring the Hudson River shoreline, angles the western ends of the otherwise regularly shaped blocks between Eleventh and Twelfth Avenues.

Street furniture in the secondary study area generally includes standard cobra-head streetlamps, traffic lights, fire hydrants, and poles supporting bus stop and parking signs. There are street trees in much of the study area, particularly along West 34th Street and other cross streets, and in the median of Twelfth Avenue; however, the Eleventh and Tenth Avenues corridors include few street trees. Billboards are attached to the facades of some of the warehouse buildings in the study area; there are also billboards on monopoles in a few locations including the Javits Marshalling Yard parking lot (described above), and there is a large illuminated sign on Eleventh Avenue at the Javits Center. Some awnings and banners hang from the ground floors of retail establishments. There are Citi Bike stations interspersed throughout the study area, including multiple locations near the High Line, Bella Abzug Park, Hudson River Park, and Chelsea Park, as well as large residential developments like Penn South (see description below) and along the avenues. Non-standard lampposts in the secondary study area include the Mast-Arm type decorative lamppost, used along Twelfth Avenue; a twin-arm type lamppost used along the West 34th Street corridor and on adjacent portions of Ninth Avenue; the Type B lamppost, typically used in city parks including Bella Abzug Park; and the light green TBTA type lamppost, used within Hudson River Park. Pedestrian refuge islands interspersed along the protected bike lanes through the study area include some trees and other plantings. The West 34th Street corridor also includes wayfinding maps on stanchions and uniformly designed newspaper/magazine kiosks and bus shelters.

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The western portion of the secondary study area includes one major natural feature—the Hudson River—and one major open space, Hudson River Park. The Hudson River is almost a mile across from shore to shore in the vicinity of the study area. Sightseeing boats operate from Pier 78 at West 38th Street, and Pier 79 at West 39th Street is the terminal for NY Waterway ferry service to multiple points in New Jersey and for NYC Ferry service to Battery Park City and St. George, Staten Island. As described above, Hudson River Park is a linear park with a variety of features along its 4.5-mile length. Within the secondary study area, it includes Pier 81, from which a yacht rental service operates; Piers 78 and 79, which include the boating uses noted above; Pier 66, where the historic lightship *Frying Pan* is docked; Pier 64, which has been redeveloped with a large public lawn; and Chelsea Waterside Park and Piers 62 and 63, which include a skatepark, sports courts, a carousel, a dog park, lawns, and sculptures. Pier 76 near West 36th Street, which was formerly in use by the New York Police Department (NYPD) as a tow pound, is now an interim, flexible open space while planning for its redevelopment continues.

Other large open spaces in the secondary study area include Bella Abzug Park and Chelsea Park. Bella Abzug Park is a 2.63-acre open space located midblock between Tenth and Eleventh Avenues and spanning the six blocks from West 33rd Street to West 37th Street. Framed by trees and landscaping, the open space includes water features, play structures, benches, landscaping, and an entrance to the No. 7 34th Street-Hudson Yards subway station. The open space will eventually extend north to 39th Street, as the area's redevelopment continues. Hudson Boulevard extends along the east side of the park north from West 30th Street to West 36th Street. Chelsea Park occupies the full block bounded by West 27th and West 28th Streets and Ninth and Tenth Avenues. The park includes a soccer field, playground, and dog run, but also has areas for sitting and walking.

The secondary study area is extremely dense, with many tower developments in the Hudson Yards and surrounding area. The secondary study area also includes large transportation, utility, commercial, and residential structures that occupy entire blocks. Other building types in the area include brick warehouses and storage buildings, tenements, loft buildings, small commercial buildings, and small- and medium-sized apartment buildings. Buildings and uses in the study area are described below by corridor, starting with the area between Eleventh and Twelfth Avenues.

North of the Development Site and the Javits Marshalling Yard parking lot, this corridor includes the Javits Center, which extends between West 34th and West 40th Streets, and the Michael J. Quill bus depot between West 40th and West 41st Streets. The Javits Center's massive footprint occupies the majority of the superblock on which it is situated. The 4-story building has a dense, boxy form that is clad in dark glass and steel in a lattice design. An expansion of the facility at West 40th Street was recently completed. The Javits Center complex includes a recessed driveway running parallel to Eleventh Avenue and multiple entrances along Eleventh Avenue. Because the facility is oriented toward Eleventh Avenue, its Twelfth Avenue façade is not very active or pedestrian-focused. Adjacent to the Javits Center at the southwest corner of Eleventh Avenue and West 39th Street is the historic Land Ventilator Building for the Lincoln Tunnel, a distinctive brick tower articulated with Art Deco detailing. The bus depot is a full-block, 2-story building clad in concrete panels and blue brick. Billboard signage is attached to its Twelfth Avenue façade. North of the bus depot are two large-scale

residential developments, River Place and Silver Towers. Silver Towers comprises twin 60-story buildings on the eastern portion of the block, and River Place comprises a large-footprint, 41-story tower above a podium extending west to Twelfth Avenue.

South of the Development Site and primary study area, this corridor includes multiple full-block buildings housing transportation and utility uses. The block between West 28th and West 29th Streets and Eleventh and Twelfth Avenues is occupied by Con Edison and includes a nondescript, one- and two-story brick and concrete building spanning the eastern portion of the block, and a surface parking lot and maintenance yard on the western portion of the block. The block is enclosed by chain-link fencing on its entire Twelfth Avenue and West 29th Street frontages and much of its West 28th Street frontage.

The block bounded by West 27th and West 28th Streets and Eleventh and Twelfth Avenues is fully occupied by the historic New York Terminal Warehouse Company's Central Stores, which comprises 25 seven- and nine-story red brick buildings, above which a 6-story addition for commercial and office was recently completed, bringing the total height of the complex to 13 stories. The historic Starrett-Lehigh Building occupies the entire block between West 26th and 27th Streets and Eleventh and Twelfth Avenues. The 19-story red brick-clad building has a unique design with a series of setbacks, rounded corners, and horizontal bands of steel ribbon windows. The superblock bounded by West 24th and 26th Streets and Eleventh and Twelfth Avenues is occupied by low-scale buildings for the United States Postal Service and the New York Department of Sanitation, both of which extend the full length of the block.

The portion of the secondary study area between Tenth and Eleventh Avenues south of West 39th Street has experienced considerable new large-scale development over the past decade, and a number of tower developments are still underway. In addition to the Hudson Yards buildings described above, this area includes 50, 30, and 10 Hudson Yards along Tenth Avenue. Thirty Hudson Yards is a 1,296-foot-tall, 2.6 million gsf glass and steel-clad building with office uses and a public observation deck. 50 Hudson Yards is a 1,011-foot-tall office tower, and 10 Hudson Yards is an 878-foot-tall, 1.8 million gsf office tower at the northwest corner of West 30th Street and Tenth Avenue. North of Hudson Yards, the area opposite the Javits Center includes the Lyra, a glass-and metal-clad, 52-story (571-foot-tall) mixed-use building at West 39th Street, the 71-story (676-foot-tall) Sky residential development at 605 West 42nd Street, and the twin 60-story Silver Towers at West 42nd Street. Along the west side of Tenth Avenue between West 37th and West 38th Streets and extending to the midblock are two residential towers approximately 24 and 43 stories in height; on the east side of the avenue is a 25-story glass and steel residential building with ground-floor retail. Additional large-scale developments are currently in construction and planned for this area, which will continue to add to the very dense nature of this portion of the study area.

The Lincoln Tunnel infrastructure in the area between West 39th and West 40th Streets and Tenth and Eleventh Avenue is surrounded by a historic low Art Deco-styled wall, patterned with vertical, recessed brick bands with concave ridges and capped with concrete coping. Stylized brick piers and abutments punctuate the length of the walls, including those capped by Art Deco lighting towers. The block directly to the north in

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this corridor is currently vacant but planned for development with three new large-scale residential and commercial buildings in the future.

South of Hudson Yards, this corridor includes mainly commercial and residential uses, interspersed with a few parking and industrial uses. There are multiple new tower developments within this area, including One Hudson Yards and Ohm, 33- and 34-story residential buildings on the south side of West 30th Street; Abington House, a 33-story (365-foot-tall) residential building at West 30th Street and Tenth Avenue; 507 West Chelsea, a 37-story residential building on Tenth Avenue and West 29th Street; and the Avalon at 539 West 28th Street, a 27-story residential building occupies the east side of Eleventh Avenue between West 28th and West 29th Streets and extends through almost half of the southern half of the block. On the north side of West 29th Street is 529 West 29th Street, a 14-story affordable housing development built in 2014 and clad in red brick, consistent with older warehouse buildings along this block. There are also brick and masonry loft and warehouse buildings interspersed between these new developments, including the Chelsea Factory, a cultural facility in a historic brick factory building at 527 West 26th Street, and the 10-story former R.C. Williams Warehouse building on Tenth Avenue between West 25th and West 26th Streets, which was renovated for use by Avenues The World School.

The portion of the secondary study area between Ninth and Tenth Avenues includes the transportation infrastructure for the Lincoln Tunnel and Port Authority Bus Terminal, described above. Development along West 42nd Street in this corridor includes tall, modern apartment and hotel buildings, such as the 59-story MiMA development west of Dyer Avenue; the 46-story, two-tower Manhattan Plaza complex, which spans the full block between Ninth and Tenth Avenues and West 42nd and 43rd Streets; an early 20th century, 20-story brick apartment building; brick tenement buildings; and a four-story post office building. The blocks north of the Manhattan West development (described below) includes smaller-scale buildings in residential, commercial, institutional, industrial, and parking uses. Manhattan West is a six-building development above railroad tracks leading to Moynihan Train Hall and Penn Station, on the superblock bounded by West 31st and 33rd Streets and Ninth and Tenth Avenues. It includes One Manhattan West, a 67-story, 996-foot-tall office tower, and Two Manhattan West, a 53-story, 935-foot-tall office tower, at the northeast and southeast corners of the superblock. The complex also includes a 62-story (730-foot-tall) residential tower; a 21-story hotel; a loft building renovated for office use; Five Manhattan West, the former Westfield Distribution Center, notable for its sloped base; and a 2.5-acre public open space. A portion of the south side of Five Manhattan West was carved out to create an elevated breezeway and passage extending the public space to Tenth Avenue and Hudson Yards. The new High Line-Moynihan Train Hall Connector, which includes a pair of wood bridges, extends east along West 30th Street before turning north along Dyer Avenue into the public space at Manhattan West.

South of Manhattan West is the USPS Morgan Processing and Distribution Center, two full-block buildings spanning the area between West 28th and 30th Streets and Ninth and Tenth Avenues. The northern building is a historic 6- and 10-story masonry structure; the southern building, also clad in masonry, is five stories tall and connects to the northern building via a skybridge over West 29th Street. The block directly south of the Morgan facility is occupied by Chelsea Park, described above. The area between West 25th and West 27th Streets on the east side of Tenth Avenue is occupied by the

Elliott-Chelsea Houses, a New York City Housing Authority (NYCHA) development with four 11-and 12-story red brick apartment houses set back from surrounding streets at an angle and surrounded by landscaping. As discussed below, this complex, along with others NYCHA developments outside of the study area, is proposed to be demolished and replaced in conjunction with the construction of additional mixed-use buildings on its site. At the southern end of the secondary study area, there is another full block development: London Terrace, a complex of 14 early 20th century red brick buildings, 17 to 19 stories in height that occupies the block between West 23rd and West 24th Streets and Ninth and Tenth Avenues.

The portion of the secondary study area between Eighth and Ninth Avenues, at the eastern edge of the study area, includes two major transportation facilities: the Port Authority Bus Terminal (PABT) and Moynihan Train Hall. The PABT occupies an L-shaped site on the two blocks bounded by Eighth and Ninth Avenues and West 40th and West 42nd Streets. The three-story structure spans over West 41st Street and has distinctive exterior metal bracing on its West 40th Street façade and diagonal girders on the upper level of its Eighth Avenue and West 42nd Street facades, a portion of which are covered with large-scale advertising signage. A viaduct extends from the west side of the PABT, carrying bus traffic over Ninth Avenue and down to ramps to Dyer Avenue and the Lincoln Tunnel. Moynihan Train Hall is located on the superblock bounded by West 31st and 33rd Streets and Eighth and Ninth Avenues. It is a conversion of the historic masonry James A. Farley Post Office, a large, classically designed, imposing granite structure with a row of 53-foot-tall Corinthian columns along its Eighth Avenue façade.

Between the PABT and Moynihan Train Hall, this portion of the secondary study area is densely developed with a mix of residential, institutional, commercial, and parking uses. Almost the entire portion of this corridor between the PABT and Moynihan Trail Hall is within two historic districts: the Paddy's Market Historic District (extending along Ninth Avenue south of West 40th Street to West 35th Street) and the Garment Center Historic District (between West 34th and West 40th Streets east of Ninth Avenue). Within this area there are loft-style buildings 20-plus stories in height, brick tenements, parking lots, and a few newer development projects.

South of Moynihan Train Hall, the corridor between Eighth and Ninth Avenues is primarily residential and includes the Penn South residential development. The Penn South development extends between West 23rd and West 29th Streets and Eighth and Ninth Avenues and includes 10 22-story red brick buildings set back from surrounding streets within landscaped areas. West 24th Street and West 28th Street are curved as they extend through the development. The residential uses in this portion of the study area also include tenement buildings and 4- to 6-story walkup apartments.

Visual Resources and View Corridors

As in the primary study area, the most notable visual resource in the secondary study area is the High Line. The viaduct structure and the plantings on it are visible above the cross-streets south of West 30th Street, and views along Tenth Avenue and West 30th Street, include the High Line spur and the wood bridges of the new High Line-Moynihan Train Hall Connector, which as noted above extends east along West 30th Street before turning north along Dyer Avenue into the public space at Manhattan West. The wood bridge of the High Line-Moynihan Train Hall Connector that extends above Dyer

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Avenue can also be viewed along the short stretch of the avenue extending north from West 30th Street, before the avenue passes under the Manhattan West development.

From the High Line, elevated views of the neighborhood are available, including along the view corridors of east-west cross streets as well as more extensive views where surrounding development is lower in scale. Some distant views of the Empire State Building are available from the High Line, including near West 27th Street where Chelsea Park provides a break from surrounding development. The towers in Hudson Yards and Manhattan West are prominent in views north along the High Line from south of West 30th Street. In comparison to the primary study area, the portions of the High Line in the secondary study area are further removed from the Hudson River waterfront and are surrounded by buildings; thus, within this area the High Line does not provide a vantage point for views to the Hudson River or Hudson River Park.

As in the primary study area, in the secondary study area Twelfth Avenue and Hudson River Park provide expansive views of the river and the New Jersey waterfront to the west, and the Manhattan skyline to the east. In particular, the multiple public piers within Hudson River Park provide locations for extended, unobstructed viewing of the skyline, New Jersey, and the river, including boat traffic, as well as the tree-lined corridor of Twelfth Avenue and the Hudson River Greenway trail. The scale of the full-block, historic New York Terminal Warehouse Company's Central Stores and Starrett-Lehigh Building is best viewed from Twelfth Avenue and nearby portions of Hudson River Park and the Greenway. Distant views of the Empire State Building are also available from Piers 62 and 64, due to the generally lower scale of development at the southern end of the secondary study area. Chelsea Waterside Park also provides an open area from which to view the surrounding waterfront and inland neighborhood.

View corridors within the secondary study area are influenced by the superblocks described above and are generally framed by the dense development along most streets. Views west on the east-west streets between West 35th and 39th Streets end at the Javits Center; views along Dyer Avenue are bookended by development on West 34th and West 42nd Streets; and views west along West 31st Street end at the Eastern Rail Yard. The skybridge for the USPS Morgan facility obstructs views west on West 29th Street from Ninth Avenue. The Elliott Houses NYCHA development and Penn South buildings, by being set back from surrounding streets within a landscaped setting, provide more extensive views through the affected blocks. In addition, study area views are more open around the transportation infrastructure described above, including at Tenth Avenue and West 38th Street adjacent to the open cut at Dyer Plaza, and at Eleventh Avenue and West 39th Street adjacent to the Lincoln Tunnel portals. Ramps leading to the Port Authority Bus Terminal are visible above Ninth Avenue at West 40th Street and above Dyer Avenue at West 40th Street. Views of the Empire State Building are available from Eleventh Avenue at West 41st Street, due to the lack of development on the east side of the avenue at that location and the low scale of the surrounding Lincoln Tunnel infrastructure. As described above, the Javits Center's low, massive form and dark glass are a unique architectural presence in this area, in contrast to the new tower developments on the Eleventh Avenue corridor.

In the midblock of Tenth to Eleventh Avenues, Hudson Boulevard provides a view corridor north from West 34th Street. Along this corridor, Bella Abzug Park and the northern alignment of the Hudson Yards Public Square and Gardens provide a densely

landscaped visual break from the surrounding development. The Vessel is visible within this green corridor to the south.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

DEVELOPMENT SITE AND AFFECTED AREA

In the future without the Proposed Actions (the No Action condition), it is assumed that the Development Site will be developed with 4.5 million zsf (5,009,725 gsf) of residential, commercial, and community facility space by 2031. This scenario is based on the Maximum Commercial Scenario analyzed in the 2009 *Western Rail Yard Final Environmental Impact Study* and is allowable under the Site's current zoning. In total, it is assumed that the Development Site will be developed with three buildings on Site B, Site C-1, and Site C-2. Site B, at the corner of West 30th Street and Eleventh Avenue, will contain a new, approximately 1,596,225-gsf building (Building B). Building B will be approximately 81 stories (approximately 810 feet tall) and will contain residential space, space for a local cultural institution, ground floor retail, a day care center, and a public school. Accessory parking spaces will be provided in a below-grade garage. Site C-1 will contain a 66-story (approximately 950-foot-tall) tower at the corner of West 33rd Street at Eleventh Avenue. Building C-1 will contain approximately 2.3 million gsf office and retail uses. Site C-2, located farther west along West 33rd Street towards Twelfth Avenue, will contain an approximately 81-story (approximately 810-foot-tall), 1,092,000-gsf residential tower. Approximately 32 spaces for the LIRR will be accommodated on the Development Site. The grade of West 33rd Street between Eleventh and Twelfth Avenues will not be altered. LIRR use of the site will be maintained.

See Figures 1-9a and 1-9b in Chapter 1, "Project Description," for a conceptual site plan and massing of the No Action scenario. **Figure 8-27a** (see below) illustrates the No Action condition within the context of the surrounding area.

The overall density of the No Action condition would be approximately 7.9 FAR in the 2031 build year, less than the FAR allowed under the existing zoning regulations, as the No Action scenario conservatively assumes less development than permitted under zoning because residential condominium developments need to be built sequentially to account for market absorption, and several of the residential buildings assumed in the 2009 FEIS will not be completed by the 2031 build year.

The No Action development will alter the topography of the Development Site by constructing a platform on top of the site, on which the No Action buildings will be built. The minimum height of the platform is anticipated to be approximately 35 feet above ground level. The No Action development will also alter the street pattern of the Development Site, through the creation of two private roadways extending west through the site from Eleventh Avenue. Although the roadways will not be mapped, they will generally align with West 31st and West 32nd Streets east of the Development Site and the Eastern Rail Yard and will allow vehicular drop-offs to buildings within the interior of the Site. The two roadways will have sidewalks with street trees, which will be subject to the width requirements of the Site's zoning.

In the No Action condition, the Development Site will contain approximately 4.31 acres of publicly accessible open space, including approximately 3.26 acres of new open space

Western Rail Yard Modifications

and 1.05 acres of existing open space (on-site portion the High Line). Consistent with the Site's zoning and 2009 FEIS assumptions for the open space, the new open space will include a narrow space between Buildings C-1 and C-2, anticipated to include a pedestrian plaza and a dog run; a central open space bookended by the new private roadways into the site; and a western open space adjacent to the High Line. The new open space will provide both active and passive spaces. The central open space is anticipated to feature a playground and lawn and will provide views west and southwest above the height of the High Line. The western open space is also anticipated to include a lawn that will allow for active and passive recreation. It is anticipated that a portion of the eastern railing of the High Line adjacent to the western open space will be removed along its Twelfth Avenue section to provide direct access from the High Line to the new space on the Development Site, creating a new entrance/exit to the High Line along its Twelfth Avenue section. The new open space on the Site will also include a small plaza on the northeast corner of the Development Site at street level.

Since Site A is not expected to be developed by 2031 in the future without the Proposed Actions, the open space associated with that development also will not be built by 2031. Independent of the No Action development, it is anticipated that the "interim walkway" portion of the High Line extending through the Development Site will be redesigned and enhanced in the future by NYC Parks and Friends of the High Line.

It is assumed that work will continue on the Hudson Tunnel project in the No Action condition, and the extension of the concrete casting on a diagonal alignment from Eleventh Avenue to West 30th Street, through the southeast corner of the Development Site, will be completed.

The No Action buildings will be located along the edges of the Site, with frontages along West 30th and West 33rd Streets and Eleventh Avenue, and the streetscape of the Development Site will be improved with active uses along these street frontages. The planting of street trees along the new interior roadways and the creation of new open space will enhance the pedestrian experience on the streets surrounding the Development Site and promote use of the site. On Twelfth Avenue, existing curb cuts will remain on the Development Site in order to provide LIRR vehicular access to the site. The buildings facing onto Eleventh Avenue will have retail entrances with requirements for transparency, which will enhance the streetscape of the western side of the avenue and be more visually consistent with the streetscape of the Eastern Rail Yard on the east side of the avenue.

The Site's zoning governs the height and dimensions of each building, including street wall and tower heights. All of the buildings will contain large footprints and will be built to the lot lines along adjacent streets. The No Action development will meet the street wall requirements for frontages on Eleventh Avenue, West 30th and West 33rd Streets, and along the internal roadways on the north side of the northern internal roadway and the south side of the southern internal roadway. The northeast corner of Building C-1 will be set back from Eleventh Avenue and West 33rd Street to provide space for the small public plaza described above. Along West 30th Street, the lower portion of Building B will extend underneath the High Line and out to the lot line. Consistent with the zoning requirements for Subdistrict F of the Special Hudson Yards District, the upper portion of Building B and the west façade of Building C-1 will be set back five feet from the High Line. The lower portion of Building B will contain ground-floor retail and school uses,

and it is anticipated that the new public school will have its main entrance on West 30th Street. One curb cut will be located near Eleventh Avenue to provide access to a proposed parking garage and loading dock located under Building C-1.

The High Line on the Development Site will remain intact in the No Action condition. New views of this visual resource would be created from within the Development Site. The context of this visual resource from the publicly accessible sidewalks adjacent to the Development Site will be altered, through the construction of tall buildings on the Development Site; however, the context of the High Line has already changed at various locations along its route as Hudson Yards has been built out, and extensive new development has occurred directly adjacent to the High Line in the blocks south of West 30th Street. Additionally, southeast of the Development Site, the Tenth Avenue section of the High Line runs parallel to and in between buildings of varying height and density, many with large scale and bulk, and historically the High Line ran adjacent to and through buildings. As noted above, consistent with the zoning requirements for Subdistrict F of the Special Hudson Yards District, the upper portion of Building B and the west façade of Building C-1 will be set back five feet from the High Line. Therefore, the No Action development will not result in a significant adverse impact on this visual resource. Any alterations to the structure, including new exits/entrances and connections, will be planned to enhance public access to and preserve the historic and visual integrity of the structure. The High Line on the Development Site will continue to provide views of the city skyline to the north and south, the Hudson River and Hudson River Park to the west, and Hudson Yards to the east; it will also provide views to the new publicly accessible open spaces on the Development Site.

The new open spaces on the Development Site will provide new landscaped destinations from which to view the Hudson River, Hudson River Park, and the High Line. As the No Action buildings will be constructed on an existing block, they would not block the adjacent view corridors along West 30th and West 33rd Streets and Eleventh and Twelfth Avenues.

PEDESTRIAN WIND CONDITIONS

In the No Action condition, the towers on the Development Site are expected to deflect wind downward and promote wind accelerations between the buildings and around windward building corners. The low podiums of the towers will act as a horizontal break for downwashing flows and provide some wind control. Wind conditions at most areas on the Development Site are expected to be comfortable for strolling during the summer and walking during the fall. In both seasons, uncomfortable conditions are predicted between Building C1 and Building C2, Building C1 and the neighboring building to the east (35 Hudson Yards), and around and around most building corners. During the spring and winter, wind conditions are predicted to be comfortable for walking in some areas close to the building perimeters and areas along the sidewalks of Twelfth Avenue, West 30th Street, and West 33rd Street. Relatively higher wind speeds are expected around all other areas of the site, where conditions are predicted to be uncomfortable. Uncomfortable conditions are also expected in several areas between the proposed buildings and along the sidewalks of Eleventh Avenue to the east.

STUDY AREA

There are two development projects and two public improvements expected to be completed by 2031 within the primary study area (see **Appendix A** and Figure A-1). Directly south of the Development Site, the recently completed tower development at 610 West 30th Street is expected to be fully operational. To the northeast of the Development Site, an office tower development will be constructed at 3 Hudson Boulevard (aka 400 Eleventh Avenue). Continued improvements to Hudson River Park are expected by 2031; these may include construction of a section of the upland area between West 32nd and West 34th Streets. The LIRR West Side Perimeter Protection plan, if constructed, will create perimeter protection and drainage improvements around the West Side Yard. The mixed-use and office tower developments would be consistent with the uses and density of development that have been established in the area over the past decade.

Within the secondary study area, there are over 20 additional development projects expected to be completed by 2031. The majority of these projects are located north of West 33rd Street between Ninth and Eleventh Avenues and will bring office, residential, and hotel buildings more than 1 million sf in size to the area. These new developments will be in keeping with the trend of new high-density residential and commercial development and will continue to alter the streetscape, density, and character of the study area. The No Build projects located closer to the PABT will bring smaller-scale residential and community facility buildings to that area. The PABT itself is planned for reconstruction, which will affect the ramps and other infrastructure that extend through northern portion of the secondary study area. There are also several projects within the West Chelsea portion of the secondary study area, including a planned office building at 220 Eleventh Avenue, a mixed use office and retail redevelopment at 260 Eleventh Avenue, a mixed use redevelopment at 261 Eleventh Avenue, and a residential and hotel development at 538-542 West 29th Street.

These new developments will alter the existing view corridors and views to visual resources in the study area. The new development expected in the Tenth to Eleventh Avenue corridor north of Hudson Yards will add more density to views from Bella Abzug Park and Hudson Boulevard, and the development at Eleventh Avenue and West 41st Street will be expected to eliminate existing views of the spire of the Empire State Building from that location. The new development expected on the block south of Manhattan West is expected to alter views to the new High Line-Moynihan Train Hall Connector from adjacent streets, and views from the High Line to the surrounding neighborhood. Views from Twelfth Avenue and Hudson River Park will not be obstructed but will include the various additions to the Manhattan skyline.

E. FUTURE WITH THE PROPOSED ACTIONS

DEVELOPMENT SITE AND AFFECTED AREA

URBAN DESIGN

The Proposed Actions would facilitate the development of the Proposed Project and the Alternative Scenario. Like the No Action development, the Proposed Project and the Alternative Scenario would require the construction of a platform over approximately

two-thirds of the Development Site, enclosing the railyard. The Development Site would be developed with approximately 6,226,560 gross square feet (gsf) in three buildings under the Proposed Project, or approximately 6,259,170 gsf in five buildings under the Alternative Scenario. As in the No Action condition, existing LIRR uses would remain in operation in either With Action scenario.

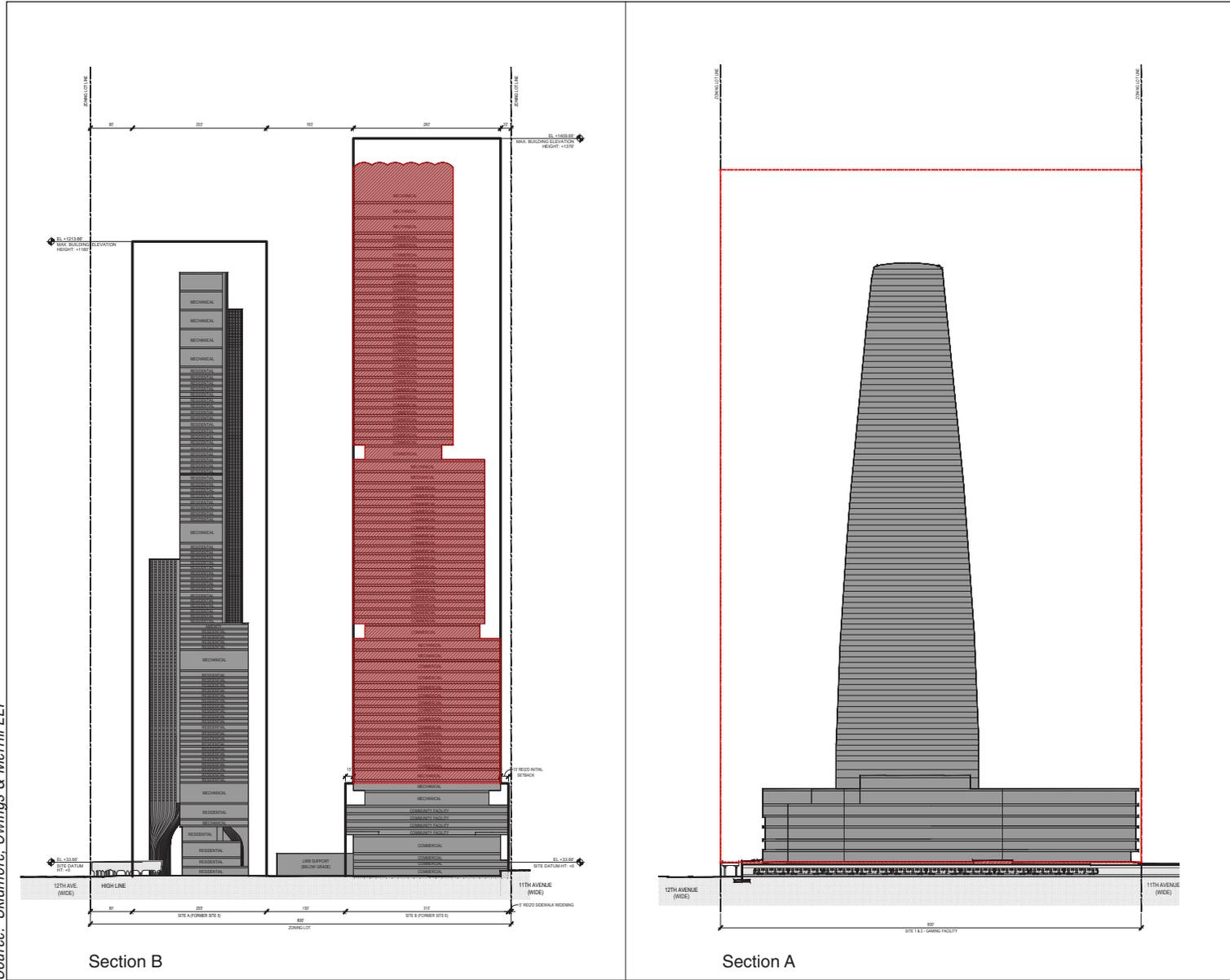
The development of Site A and Site B would be the same in the Proposed Project and in the Alternative Scenario. Site A, located in the southwestern portion of the Site, would be developed with an approximately 80 story (1,172-foot-tall), 1.2 million gsf building containing residential units and ground floor retail (Building A). Site B, at West 30th Street and Eleventh Avenue, would be developed with a 74-story (approximately 1,366-foot-tall) office tower on a podium with a height up to 200 feet (Building B). Building B would be approximately 2.3 million gsf in size and would contain office space, space for a local cultural institution, ground floor retail, a day care center, a public school, and accessory parking spaces and LIRR parking spaces. Along Eleventh Avenue, a setback of 15 feet would be required for Building B above a maximum base height of 150 feet. Along West 30th Street, a setback of 10 feet would be required above a maximum base height of 150 feet.

With the Proposed Project, Site C would be developed with a 2,667,400-gsf hotel resort with gaming along West 33rd Street. It would contain a hotel, gaming space, ballroom and meeting space, amenity space, retail, and food and beverage facilities, lobbies for the proposed hotel and resort, and parking. The proposed building would contain a 5-story (up to 200-foot-tall) podium; development above the podium on Site C would reach a maximum height of 80 stories (approximately 1,189 feet). LIRR infrastructure would be located in the podium. Approximately 500 accessory parking spaces for commercial uses would be provided on Site C. The design of the Site C development under the Proposed Project would be subject to a separate state public review procedure required under the state approval process for the gaming facility license.

Under the Alternative Scenario, Site C would be developed with up to three buildings with abutting bases (Sites C-1, C-2, and C-3). Site C-1 would contain an approximately 53-story office tower (up to 1,194 feet tall, including mechanical bulkhead) on an approximately 200-foot-tall podium at West 33rd Street and Eleventh Avenue. The building on Site C-1 would contain approximately 1.5 million gsf of office, ground-floor retail, and commercial amenity space. Sites C-2 and C-3 would be developed on a shared podium of up to 200 feet in height farther west along 33rd Street toward Twelfth Avenue. Site C-2 would contain an approximately 34-story hotel building (up to 835 feet tall, including mechanical bulkhead) approximately 850,000 gsf in size. Building C-3 would contain an approximately 21-story (up to 835-foot-tall, including mechanical bulkhead), 274,000 gsf residential tower. LIRR infrastructure would be located in the podium of the hotel and office buildings. A 450-space garage providing accessory parking to commercial and hotel uses along West 33rd Street would also be developed on Site C.

See Figures 1-5a, 1-5b, 1-8a, and 1-8b from Chapter 1, "Project Description," for site plans and illustrative massings of the Proposed Project and the Alternative Scenario. **Figures 8-23 and 8-24** provide maximum building envelope sections of the Proposed Project and the Alternative Scenario.

Source: Skidmore, Owings & Merrill LLP

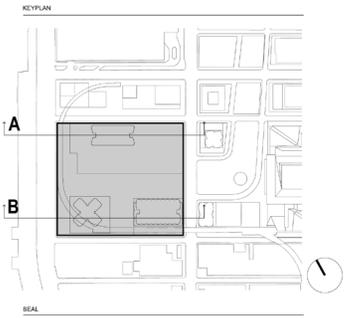


WAIVER LEGEND

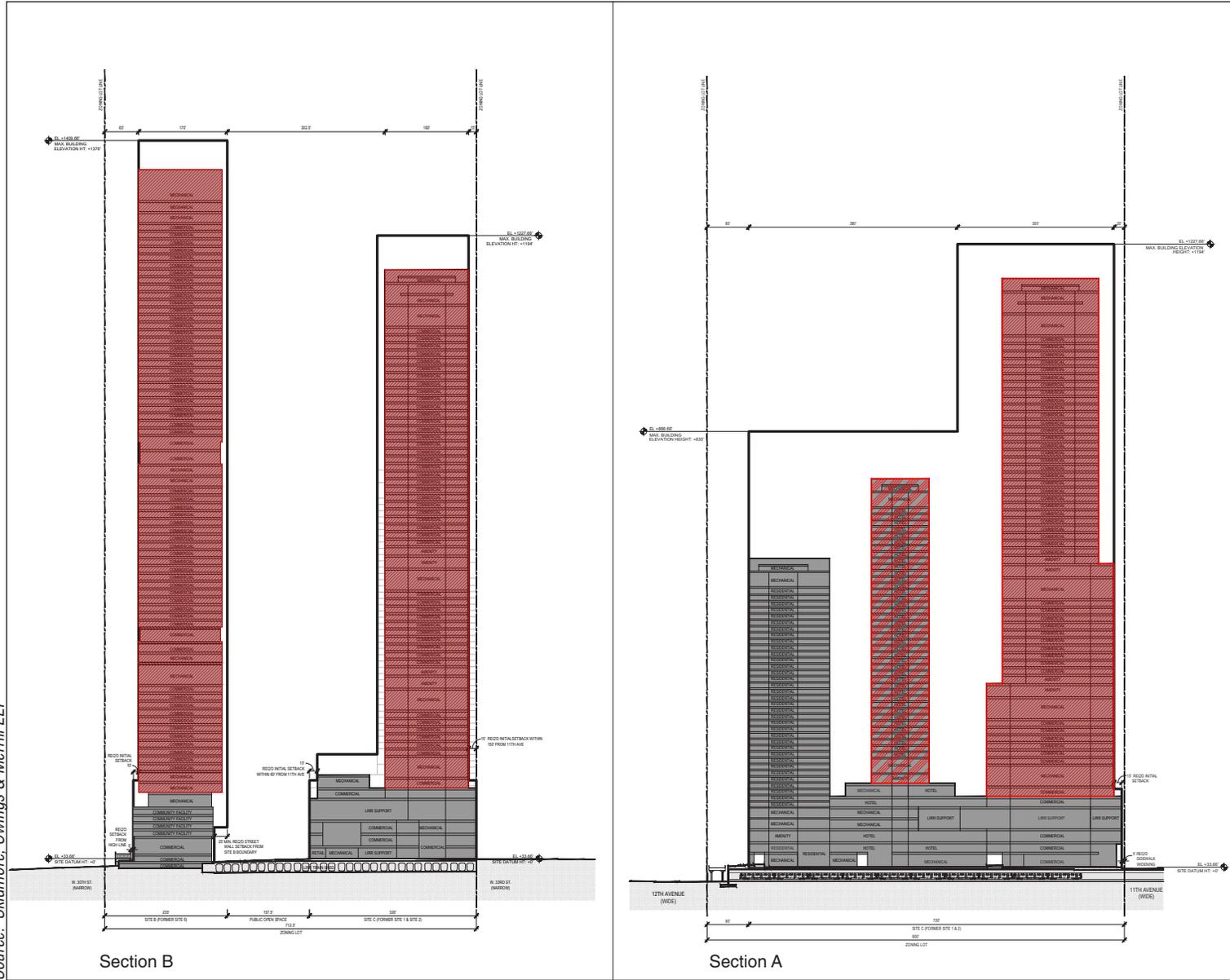
-  SPECIAL PERMIT PURSUANT TO ZR SECTION 93-58 TO WAIVE MAXIMUM LENGTH OF TOWER FLOOR PLATE.
- SITE B (FORMER SITE 6)**
- EAST-WEST MAXIMUM LENGTH: 292'
- NORTH-SOUTH MAXIMUM LENGTH: 170'

LEGEND

-  ZONING LOT LINE
-  MAXIMUM BUILDING ENVELOPE
-  ILLUSTRATIVE BUILDING
-  ELEVATION LEVEL BASED ON NAVD 88
-  HEIGHT OF BUILDING FROM SITE BASE DATUM
-  GAMING FACILITY BOUNDARY



Source: Skidmore, Owings & Merrill LLP

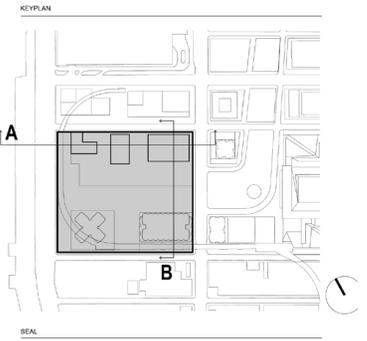


WAIVER LEGEND

- SPECIAL PERMIT PURSUANT TO ZR SECTION 93-58 TO WAIVE MAXIMUM LENGTH OF TOWER FLOOR PLATE
- SITE B (FORMER SITE 6)**
- EAST-WEST MAXIMUM LENGTH: 280'
- NORTH-SOUTH MAXIMUM LENGTH: 170'
- SITE C (FORMER SITE 1 & 2)**
- EAST-WEST MAXIMUM LENGTH: 260'
- NORTH-SOUTH MAXIMUM LENGTH: 170'
- SPECIAL PERMIT PURSUANT TO ZR SECTION 74-802 TO PERMIT TRANSIENT HOTEL USE (UOS) ON SITE C (FORMER SITE 1 & 2)

LEGEND

- ZONING LOT LINE
- MAXIMUM BUILDING ENVELOPE
- ILLUSTRATIVE BUILDING
- ELEVATION LEVEL BASED ON NAVD 88
- HEIGHT OF BUILDING FROM SITE BASE DATUM



Maximum Building Envelope Sections - Alternative Scenario **Figure 8-24**

Western Rail Yard Modifications

In total, the Proposed Project and the Alternative Scenario would result in less residential development than the No Action condition in lieu of hotel and gaming uses. The overall density of either With Action scenario would be just under 10.0 FAR, consistent with the FAR allowed under the existing zoning regulations; while the overall density of the No Action scenario would be approximately 7.9 FAR by the 2031 build year, less than the FAR allowed under the existing zoning regulations, the No Action condition conservatively assumes less development than permitted under zoning because residential condominium developments need to be built sequentially to account for market absorption, and several of the residential buildings assumed in the 2009 FEIS will not be completed by the 2031 build year.

The building on Site B in the With Action condition would be approximately 556 feet taller and approximately 800,000 gsf larger than the No Action building on the site. The buildings on Site C would be between 239 to 379 feet taller with the Proposed Project and between 25 to 384 feet taller with the Alternative Scenario, compared to the No Action development. The Proposed Project building on Site C would be approximately 724,600 gsf smaller than the No Action Site C buildings in total, while the Alternative Scenario buildings on Site C would be approximately 768,000 gsf smaller than the No Action Site C buildings in total. While the current No Action condition assumes that Site A would not be developed before 2031, the 2009 FEIS accounted for new development on this site, including the potential that the development on this site could cantilever over a portion of the adjacent High Line.

Five new curb cuts are proposed under the Proposed Project. Two curb cuts would be located along West 33rd Street to provide access to a drop-off zone located within the property line for the hotel resort with gaming; in addition, a single curb cut would be located within the property line off the proposed cul-de-sac at the western end of the grade-adjusted West 33rd Street, to provide an entrance and exit to the northern parking garage. One curb cut would be located along Eleventh Avenue for a two-way driveway to access on-site loading, and two curb cuts would be located along West 30th Street for parking/drop-off and loading. An existing curb cut along Twelfth Avenue that provides LIRR access would remain. Under the Alternative Scenario, loading would be accessed from West 33rd Street. The separate location of the parking garages on the northern and southern sides of the Development Site, and the distribution of parking entrances, would help separate vehicular activity from the open space network and pedestrian areas on the Development Site.

The Proposed Project and the Alternative Scenario both assume the adoption of a City Map amendment, which would adjust the grade of West 33rd Street to align with the level of the proposed development and enhance public access to the Development Site. This grade adjustment would be constructed by the Applicant for the northern portion of the Development Site and would maintain public access to West 33rd Street from Eleventh Avenue and eliminate vehicular access from West 33rd Street to Twelfth Avenue. A separate at-grade connection would be maintained at Twelfth Avenue to provide access to the LIRR service gate on the Development Site and to the Javits Marshalling Yard parking lot on the north side of West 33rd Street. The proposed grade adjustment would enhance the streetscape adjacent to the Development Site and would promote public access, including ADA-compliant access, to the new public open space on the Development Site and to the High Line. The proposed grade adjustment of West 33rd Street would enhance the pedestrian experience by avoiding a long, blank wall at

the street level in front of the train tracks that would be present if the street were not raised. This grade adjustment would not occur in the No Action condition. See Figure 1-6 in Chapter 1, "Project Description," for an illustration of the proposed West 33rd Street grade adjustment and new elevator and High Line access point at this location.

In the With Action condition, there would be 5.63 acres of public open space across the Development Site, inclusive of 1.05 acres on the High Line. The size and configuration of the new open space would be the same in both With Action scenarios, and the With Action condition would create an additional 1.32 acres of new open space in comparison to the No Action condition. The proposed open space would comprise a cohesive network of spaces that would vary in character and purpose, including lawns, landscaped areas, walking paths, seating areas, plazas, and a dog run. The open space would provide a new location from which to view the Hudson River, the High Line, and the New Jersey waterfront, and would provide a direct connection to the High Line. See Figure 1-7 in Chapter 1, "Project Description," for an illustration of the proposed open space.

Unlike the open space design required under the existing zoning and assumed for the No Action condition, which is interrupted by private streets and punctuated by multiple building footprints, the design of the proposed open space is intended to concentrate the open space in a single, cohesive public space oriented in the middle of the Development Site. In either With Action scenario, the specific design elements for the public open space would be guided by the design requirements set forth in the zoning for Subdistrict F and the modified Restrictive Declaration.

As in the No Action condition, in the With Action scenarios it is anticipated that a portion of the eastern railing of the High Line would be removed along its Twelfth Avenue section on the Development Site to provide direct access from the High Line to the new public space on the Development Site. In addition, the Applicant intends to construct a public staircase and elevator at the northwest corner of the Development Site to provide an additional access point from Twelfth Avenue up to the High Line and the new open space on the Development Site; which would be at the grade of the reconfigured West 33rd Street. The proposed elevator, which would facilitate access for persons with disabilities and would generally provide for greater pedestrian accessibility to other public open spaces in the surrounding area, would not be created in the No Action scenario. Furthermore, both the Proposed Project and the Alternative Scenario would create an approximately 40-foot setback between the High Line and the Site C podium; in comparison, the existing zoning regulations only require a setback of five feet from the High Line at this location, and in the No Action development, the west façade of Building C-1 would be set back five feet from the High Line.

The zoning regulations applicable to the Development Site require retail continuity and ground-floor transparent glazing along designated streets and set forth detailed height and setback requirements. With the Proposed Actions, the minimum retail requirement would be decreased, the allowed lobby area would be increased, and the transparency requirements would be modified. The existing bulk requirements are based on a six-parcel site plan for the Development Site geared primarily toward residential condominium development; however, since the Applicant now intends to build on three parcels, a modification of these requirements is sought to facilitate the current design.

Western Rail Yard Modifications

The zoning regulations applicable to the Development Site also require publicly accessible private streets and pedestrian ways through the site; however, since the Applicant's proposed design is intended to create a single, continuous open space oriented in the middle of the Site to maximize the public experience, modifications of these requirements are being sought. A pedestrian way mandated under the existing zoning regulations, consisting of a corridor along the northerly sidewalk of West 30th Street adjacent to the area below the High Line, would be provided. The proposed design of the new open space would largely meet or exceed the design standards for public access areas in Subdistrict F of the Special Hudson Yards District (the Development Site), some of the standards make specific reference to elements of the previous design for the open space that would not be part of the Proposed Project or the Alternative Scenario. Therefore, minor technical modifications are necessary in order to link the design standards to the Applicant's current design for the publicly accessible open space.

As with the No Action condition, in the With Action condition the context of the portion of the High Line located on the Development Site would be altered due to the added bulk and height of the proposed buildings; however, the development would be in keeping with the bulk, height, and modern design of the Hudson Yards buildings that have been constructed since the 2009 FEIS, as well as other projects that are planned and under construction for the surrounding area. Since the High Line runs adjacent to and sometimes through large buildings constructed both recently and contemporary to the High Line, the construction of new buildings adjacent to or cantilevering over the structure would not change the context of the High Line as a visual resource. In comparison to the No Action condition, by 2031 the With Action condition would include development at the southwest corner of the Development Site that would extend over a portion of the High Line; however, such development was previously contemplated in the 2009 FEIS, and it was anticipated that views along the West 30th Street section of the High Line would be framed through this new structure. Furthermore, any alterations to the structure, including new exits/entrances and connections, would be planned to enhance public access to and preserve the historic and visual integrity of the structure. As with the No Action condition, in the With Action condition it is anticipated that consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) would be undertaken regarding aspects of the Proposed Project and Alternative Scenario's design that could affect the High Line (see Chapter 7, "Historic and Cultural Resources").

VISUAL RESOURCES AND VIEW CORRIDORS

The Proposed Project and the Alternative Scenario, like the No Action scenario, would change the context of the High Line on the Development Site as described above. The High Line on the Development Site would continue to provide views of the city skyline to the north and south, the Hudson River and Hudson River Park to the west, and Hudson Yards to the east; it would also provide views to the new publicly accessible open spaces on the Development Site. Views west to the Hudson River, Hudson River Park, and the New Jersey waterfront from the portion of the High Line that runs along Twelfth Avenue would be west of the new development in the With Action and No Action conditions, and thus views west to the Hudson River, Hudson River Park, and the New Jersey waterfront would be maintained from this area.

As both With Action developments would occur on the Development Site, the development would not obstruct views along adjacent sidewalks, which would continue to include the High Line crossings above West 33rd Street and Eleventh Avenue, and the Hudson River, Hudson River Park, and the New Jersey waterfront to the west from West 30th and 33rd Streets and Twelfth Avenue. The new development would add density to these views, in the With Action scenarios or the No Action condition. The Proposed Project and the Alternative Scenario, like the No Action condition, would limit some existing views from Eleventh Avenue; however, through the creation of the new public open space at the center of the Site, either With Action scenario would also provide a location for new, elevated views to the High Line, Hudson River, Hudson River Park, and the New Jersey waterfront from within the Development Site. The new development would also add more density to the view corridors along Eleventh and Twelfth Avenues. As in the No Action condition, views east from the Eleventh Avenue sidewalk adjacent to the Development Site would still include the Vessel and Shed on the Eastern Rail Yard. Views from Twelfth Avenue and Hudson River Park would not be obstructed in either With Action scenario, but as in the No Action scenario, these views would not include the tall new buildings and public open space on the Development Site.

PEDESTRIAN WIND CONDITIONS

In the With Action condition (the Proposed Project scenario), the proposed Building C would have a low podium, the roof of which would act as a horizontal break for downwashing flows, thereby reducing the wind impact of the tower on grade level areas. The proposed deciduous trees/shrubs within the proposed open space are expected to help reduce wind speeds around the Development Site during the summer and fall when the trees are in full foliage. Increased wind speeds are expected, however, at the western building corners as well as high elevation areas between the buildings even in the presence of the trees.

During the spring and winter, when the deciduous trees have lost their leaves and therefore would provide little to no wind control benefit, wind speeds are predicted to be similar to the No Action condition, with conditions comfortable for walking in some areas close to the building perimeters and areas along the sidewalks of Twelfth Avenue, West 30th Street, and West 33rd Street, and uncomfortable for pedestrian use around other areas of the site.

During the summer and fall, when the proposed open spaces on the Development Site would be frequented and the proposed trees would be in full foliage, wind conditions at most areas at the ground level of the Development Site are expected to be appropriate for pedestrian usage and better than the No Action condition, with wind conditions in the proposed open space more comfortable for sitting and standing (i.e., for passive use). Higher winds predicted to be comfortable for strolling or waking are observed in a few areas between the proposed buildings and around the northwest corners of Building A and Building B.

The Applicant will investigate strategies to achieve appropriate levels of wind comfort at the Development Site as the project's design advances. To address downwashing winds and winds accelerating around corners, building massing changes, in the form of additional setbacks of the towers from the podium edges and façade articulation

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(including modified corner massing for the podiums and at lower levels of the towers to streamline wind flows) could be implemented. Large canopies wrapping around the podium corners could be strategically placed to address downwashing flows near corners, and vertical wind control elements in the form of coniferous trees or tall screens (perforated to a porosity of approximately 30 percent) could be added near the windy corners to address corner acceleration flows. Evergreen trees afford wind control benefits in the winter and shoulder seasons and would be beneficial in the areas between buildings and around building corners. Additionally, overhead trellises and vertical wind control features such as windscreens, planters and art features could be used to improve local wind conditions between buildings, on sidewalks, and within the proposed open space. Wind screens, partitions, and planters could be interspersed throughout the terraces or used to surround designated gathering or seating areas.

STUDY AREA

PRIMARY STUDY AREA

Urban Design

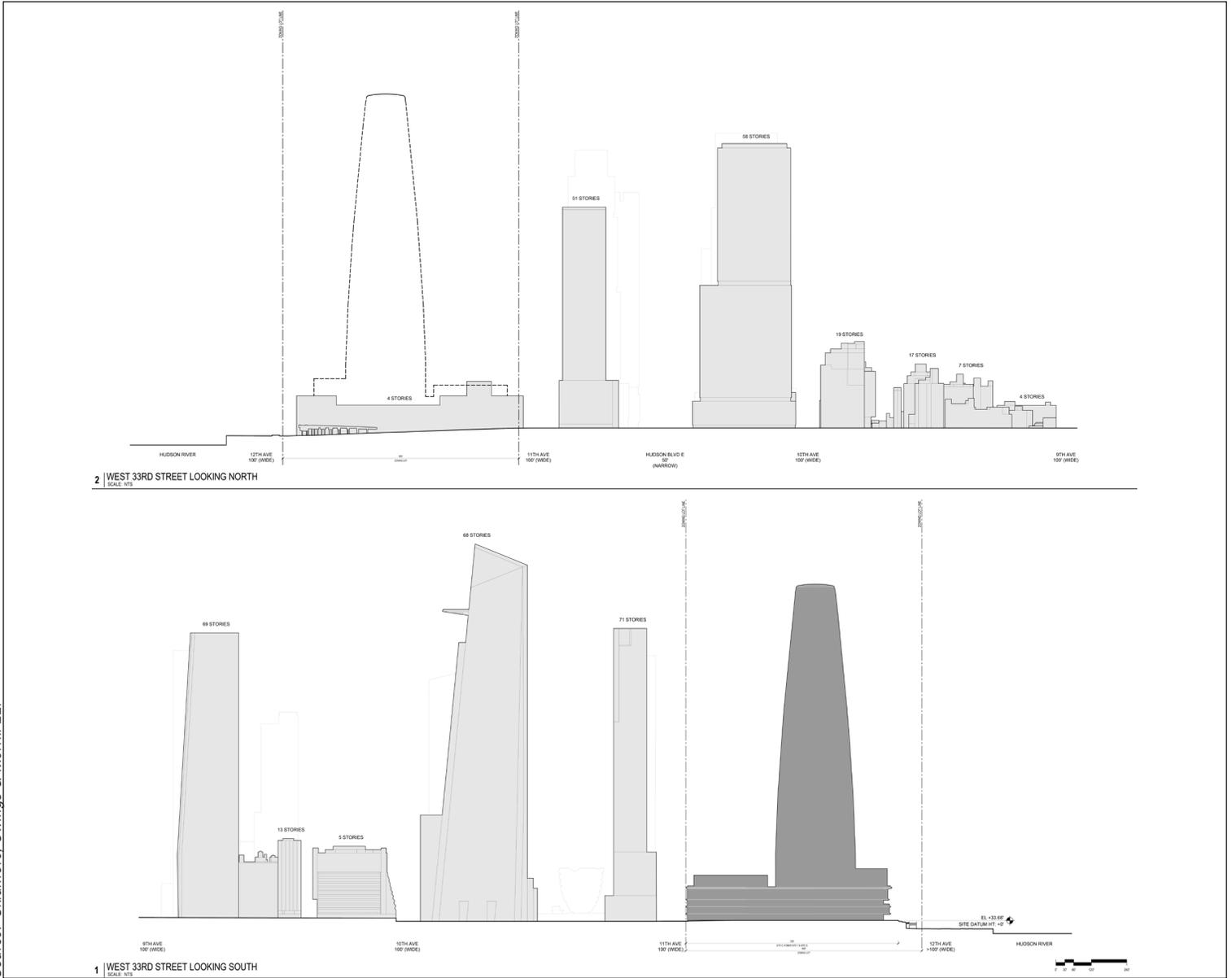
There would be no changes to streets, streetscape elements, open spaces, natural features, buildings, or building uses in the primary study area in the future with either With Action scenario. In either With Action scenario, the proposed buildings on the Development Site, like the No Action buildings, would have beneficial effects on the pedestrian experience of the surrounding area by redeveloping the LIRR rail yard with new buildings with active uses that would complement and support the civic, commercial, residential, and open space uses in the primary study area. The Proposed Project would create a new hotel resort with gaming, and the Alternative Scenario would create a new hotel use; these new hotel uses would further enliven the streetscape, particularly given the adjacency of the Javits Center and the expected use of the proposed hotel by convention attendees. The proposed curb cuts for loading and parking garage access would be consistent with the use of curb cuts for loading and parking at other locations within the primary study area.

While the proposed buildings would be taller than the No Action buildings in either With Action scenario, they would be consistent in terms of scale, height, and bulk with the tower developments on the Eastern Rail Yard and others recently completed and under construction in the surrounding area. See **Figures 8-25 through 8-27** illustrating the Proposed Project and the Alternative Scenario within the context of the surrounding area.

In either With Action scenario, the proposed buildings would have large footprints and their bases would be built to the lot line on Eleventh Avenue and West 33rd Street, creating strong streetwalls consistent with the street walls created by the Hudson Yards buildings on the east side of Eleventh Avenue and at West 30th Street and Eleventh Avenue opposite the Development Site.

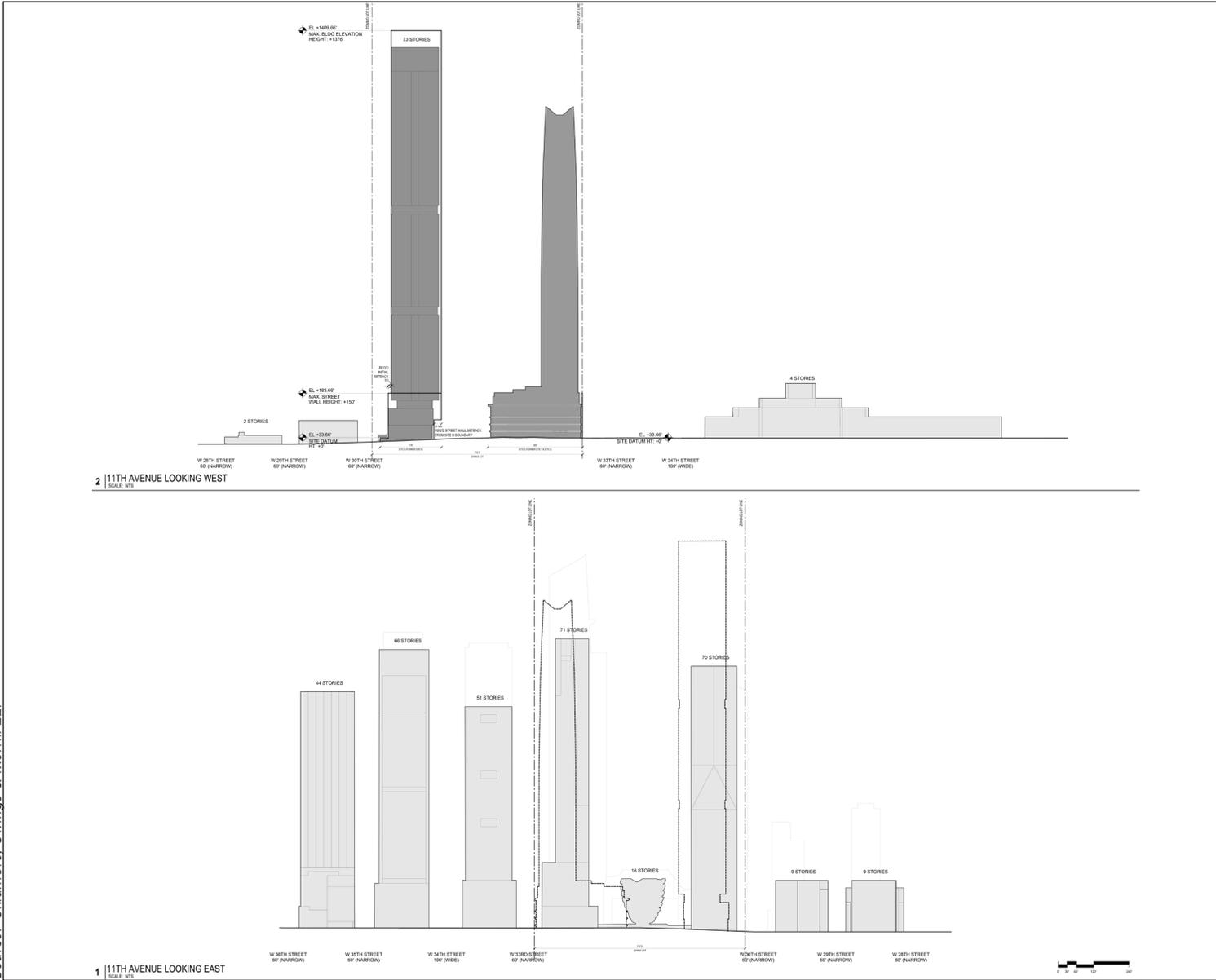
The proposed open space would enhance the existing network of open spaces in the primary study area, creating an amenity for residents and visitors. As detailed above, the Development Site is proximate to multiple open spaces including the High Line and Hudson River Park, and would introduce connections to the existing network of publicly accessible open spaces within Hudson Yards, including the Hudson Yards Public

Source: Skidmore, Owings & Merrill LLP



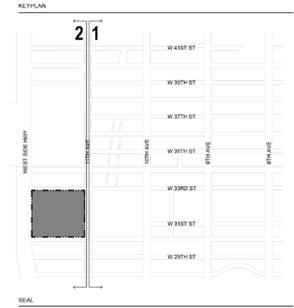
Neighborhood Character Diagrams - Proposed Project
West 33rd Street
Figure 8-25a

Source: Skidmore, Owings & Merrill LLP



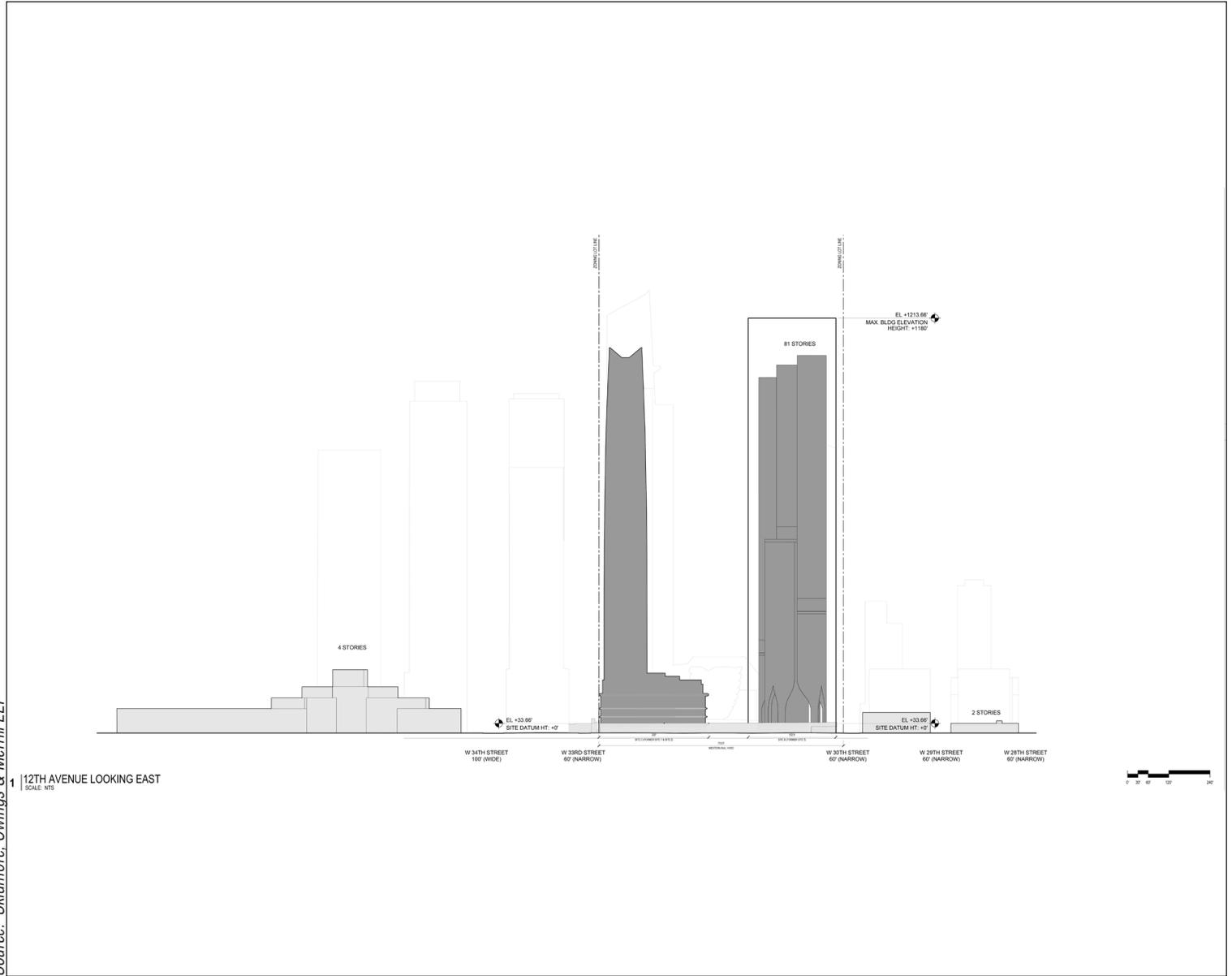
LEGEND

- ZONING LOT LINE
- MAXIMUM BUILDING ENVELOPE
- EXISTING BUILDING
- ILLUSTRATIVE BUILDING
- ELEVATION LEVEL BASED ON NAVD 88
- HEIGHT OF BUILDING FROM SITE BASE DATUM



Neighborhood Character Diagrams - Proposed Project
Eleventh Avenue
Figure 8-25b

Source: Skidmore, Owings & Merrill LLP



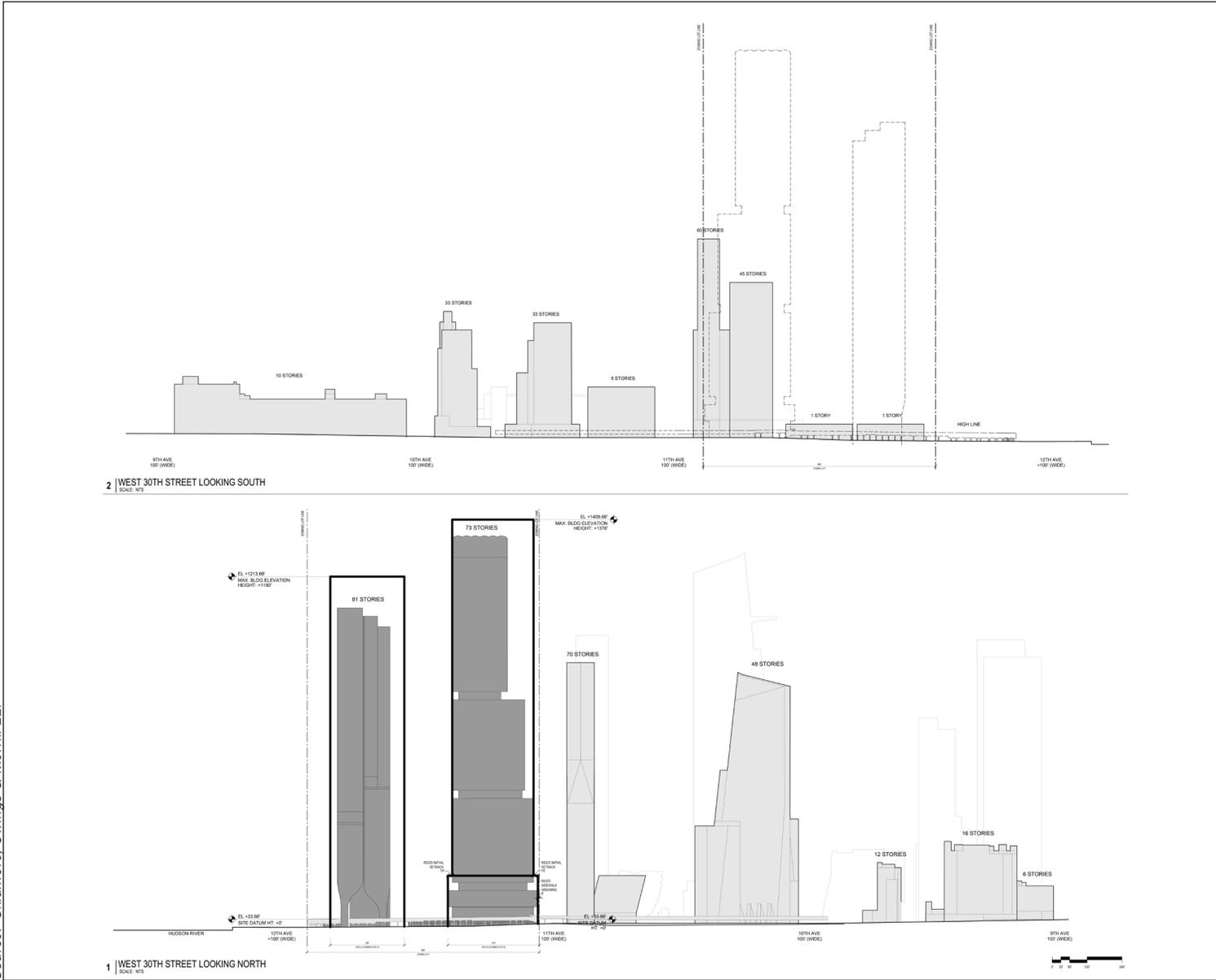
LEGEND

- ZONING LOT LINE
- MAXIMUM BUILDING ENVELOPE
- EXISTING BUILDING
- ILLUSTRATIVE BUILDING
- HT: ELEVATION LEVEL BASED ON NAVD 88
- HT: HEIGHT OF BUILDING FROM SITE BASE DATUM



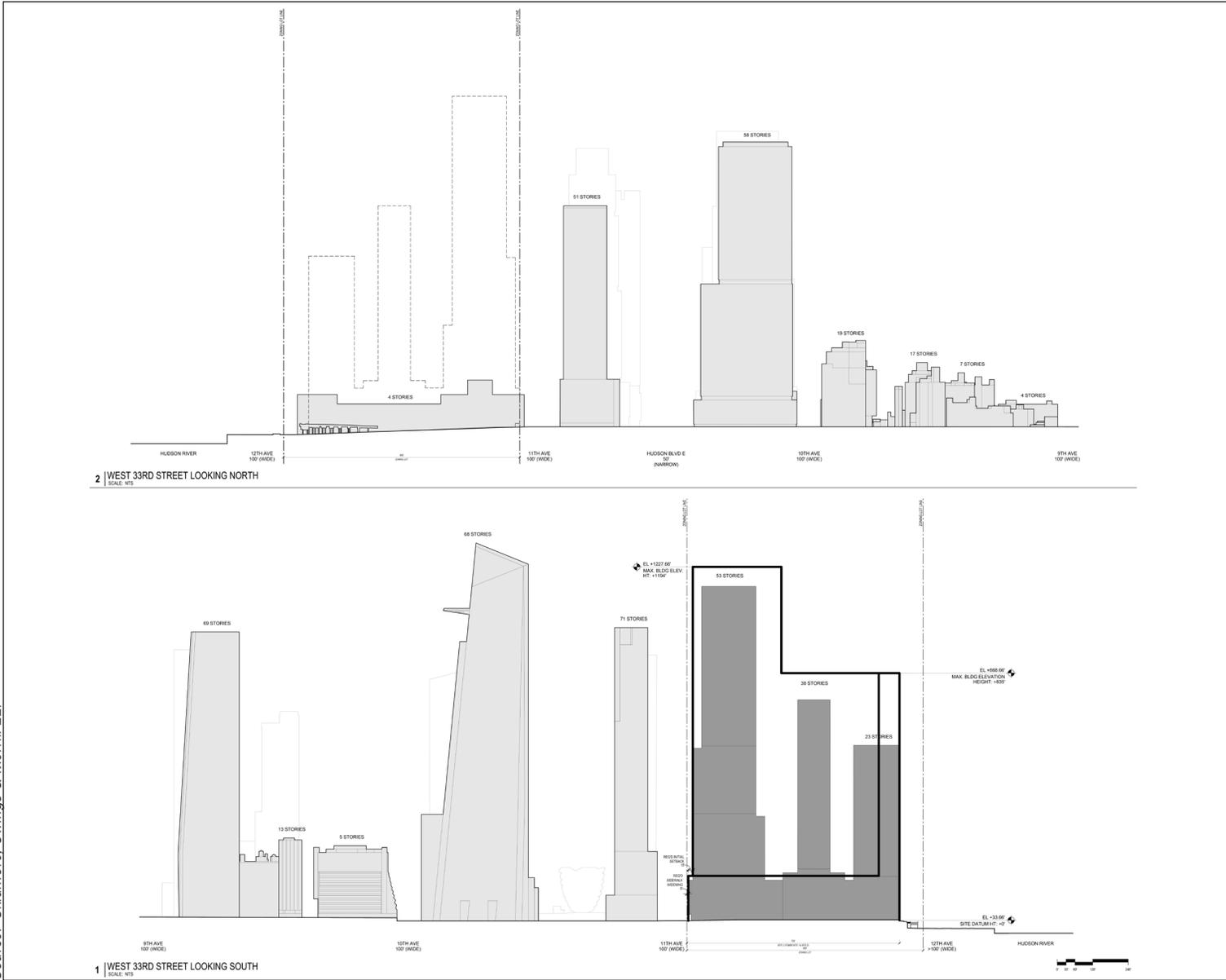
Neighborhood Character Diagrams - Proposed Project
Twelfth Avenue
Figure 8-25c

Source: Skidmore, Owings & Merrill LLP



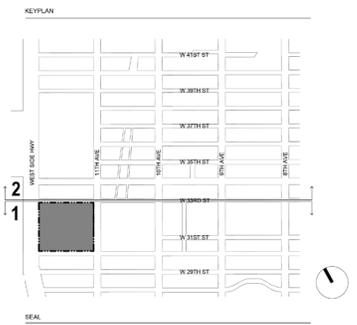
Neighborhood Character Diagrams - Proposed Project/Alternative Scenario
West 30th Street
Figure 8-25d

Source: Skidmore, Owings & Merrill LLP



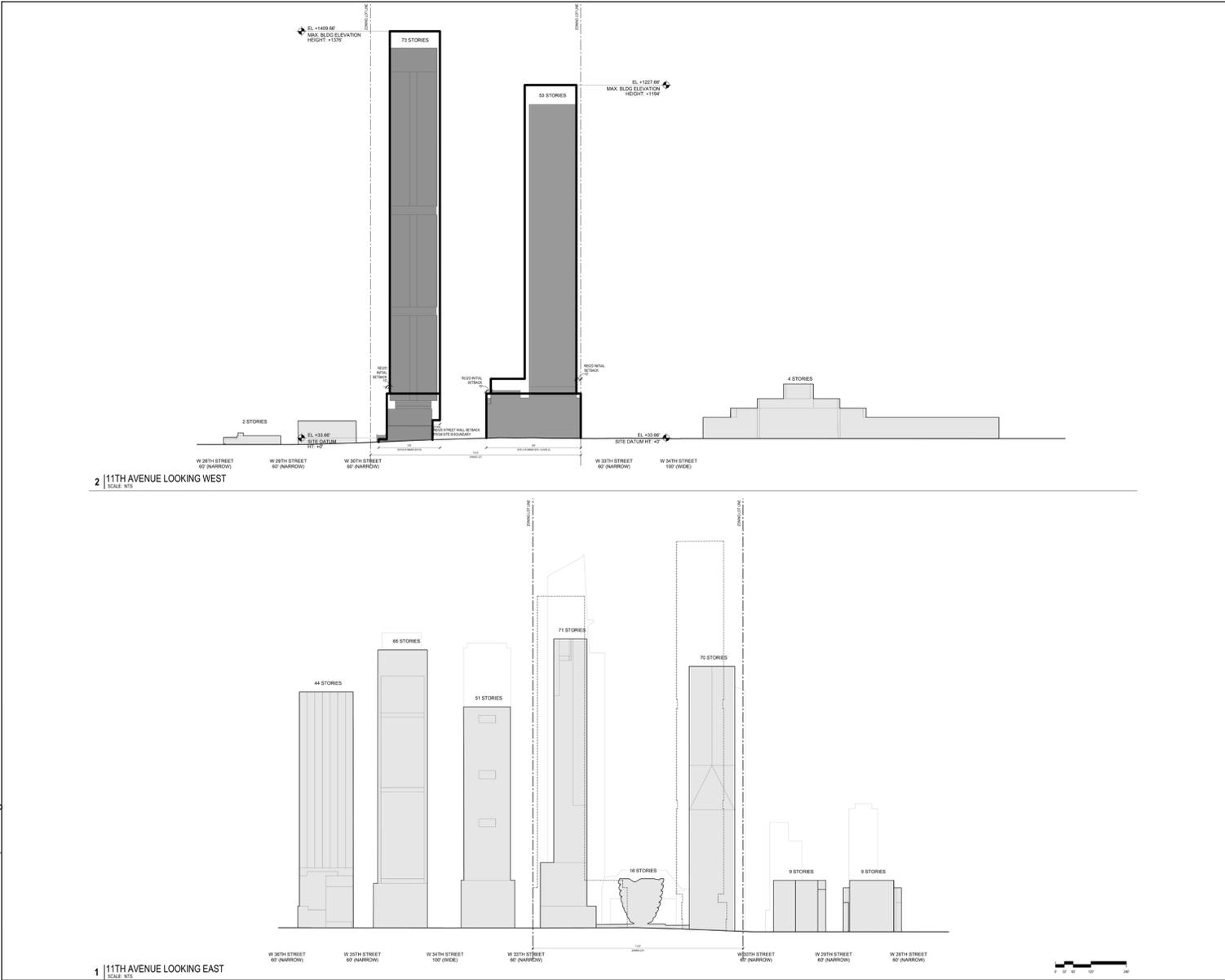
LEGEND

- ZONING LOT LINE
- MAXIMUM BUILDING ENVELOPE
- EXISTING BUILDING
- ILLUSTRATIVE BUILDING
- ELEVATION LEVEL BASED ON NAVD 88
- HEIGHT OF BUILDING FROM SITE BASE DATUM



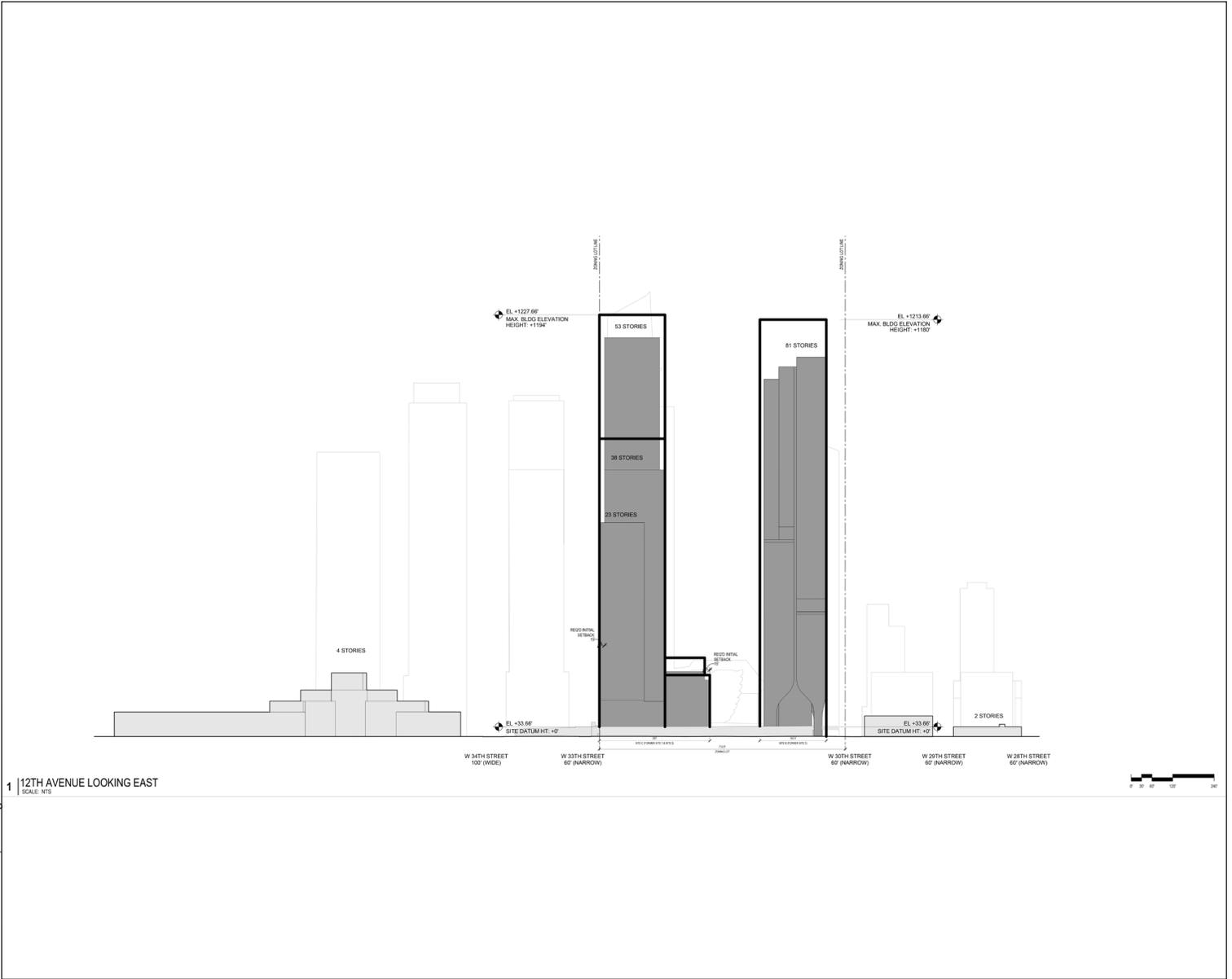
Neighborhood Character Diagrams - Alternative Scenario
 West 33rd Street
Figure 8-26a

Source: Skidmore, Owings & Merrill LLP

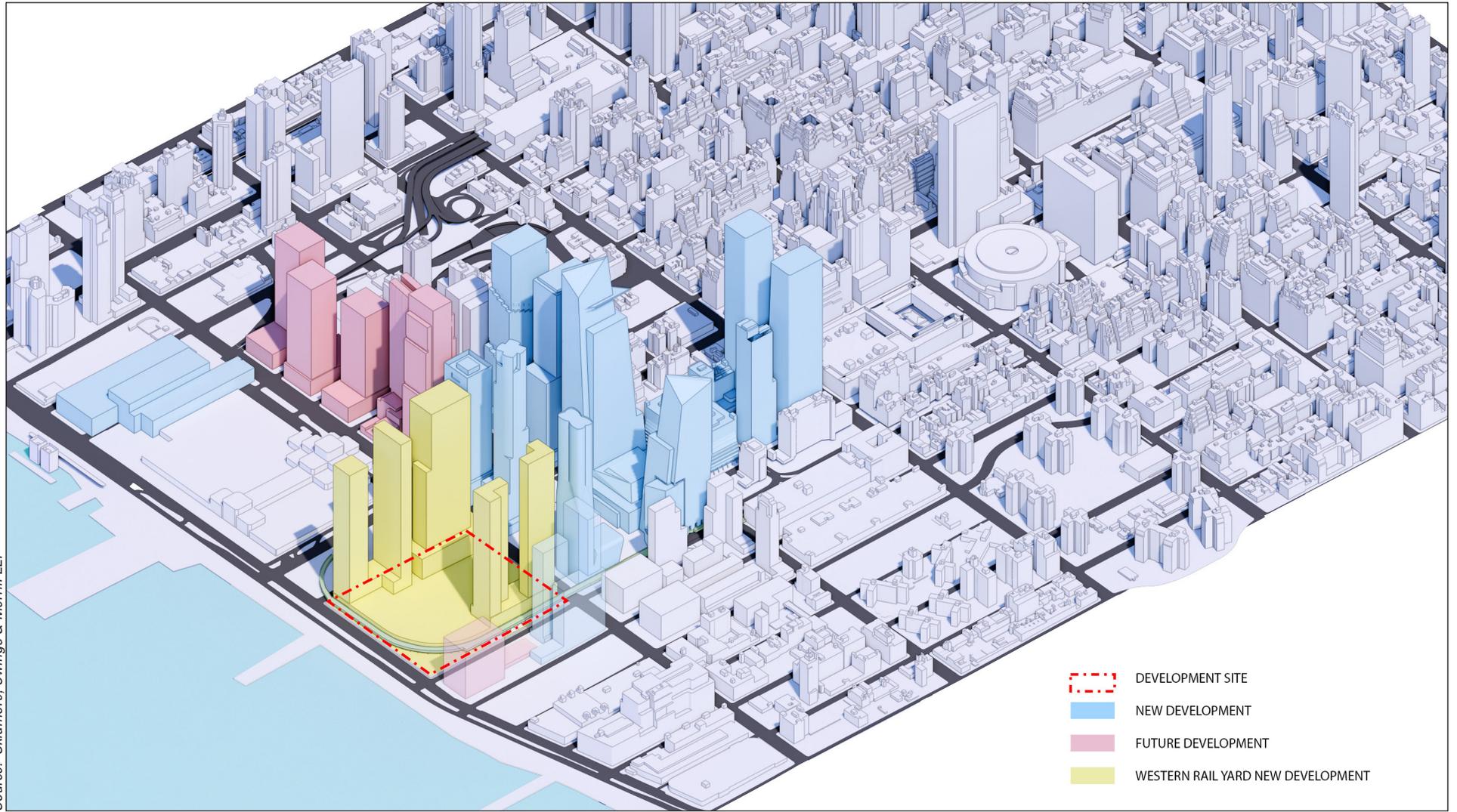


Neighborhood Character Diagrams - Alternative Scenario
Eleventh Avenue
Figure 8-26b

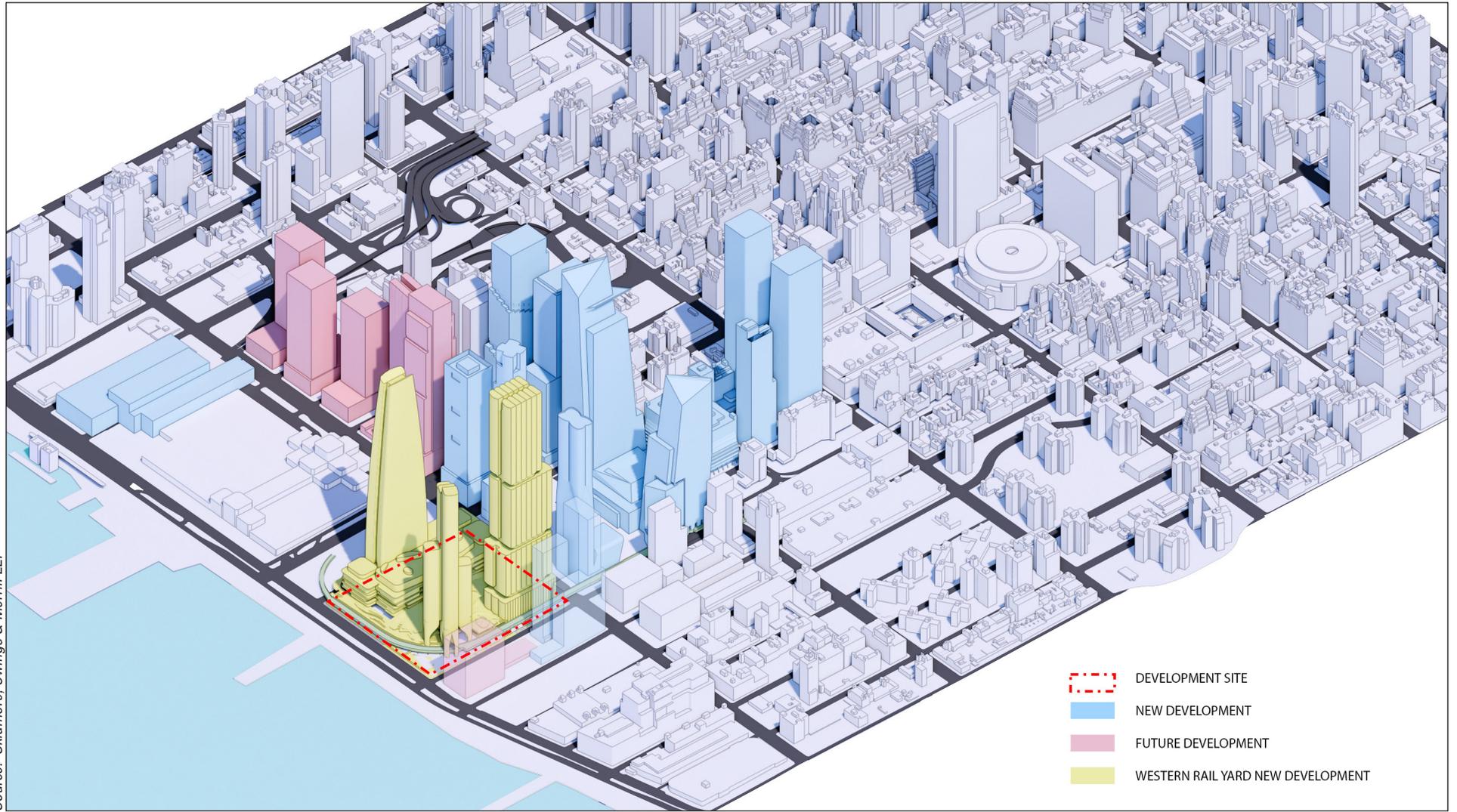
Source: Skidmore, Owings & Merrill LLP



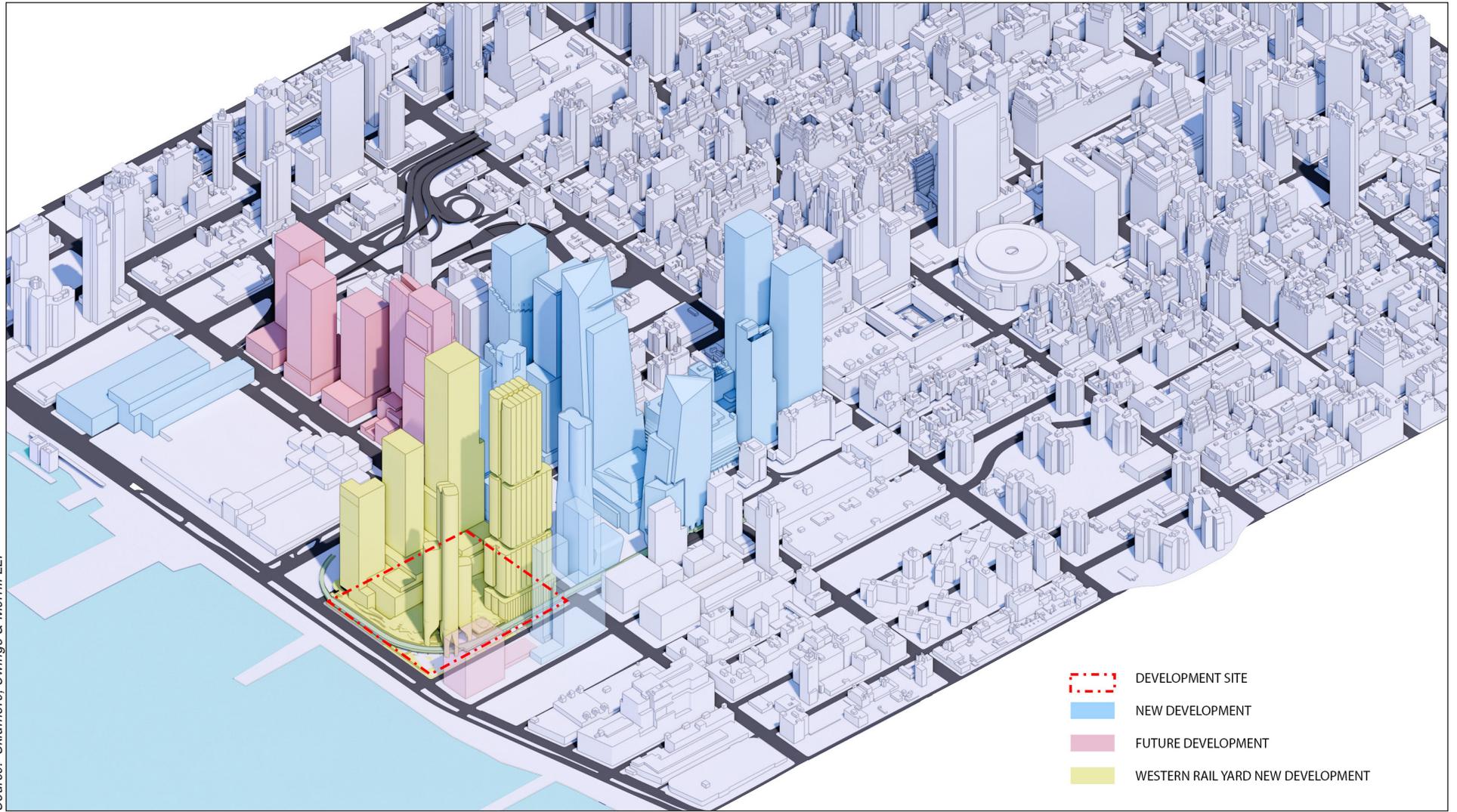
Neighborhood Character Diagrams - Alternative Scenario
 Twelfth Avenue
Figure 8-26c



New Development in Study Area
No Action Condition
Figure 8-27a



New Development in Study Area
Proposed Project
Figure 8-27b



New Development in Study Area
Alternative Scenario
Figure 8-27c



Existing Conditions



No Action Condition



Proposed Project

Source:



Alternative Scenario



Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:



Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:

Comparison Rendering
View from Hudson River Park near West 30th Street
Figure 8-27f



Existing Conditions



No Action Condition



Proposed Project

Source:



Alternative Scenario



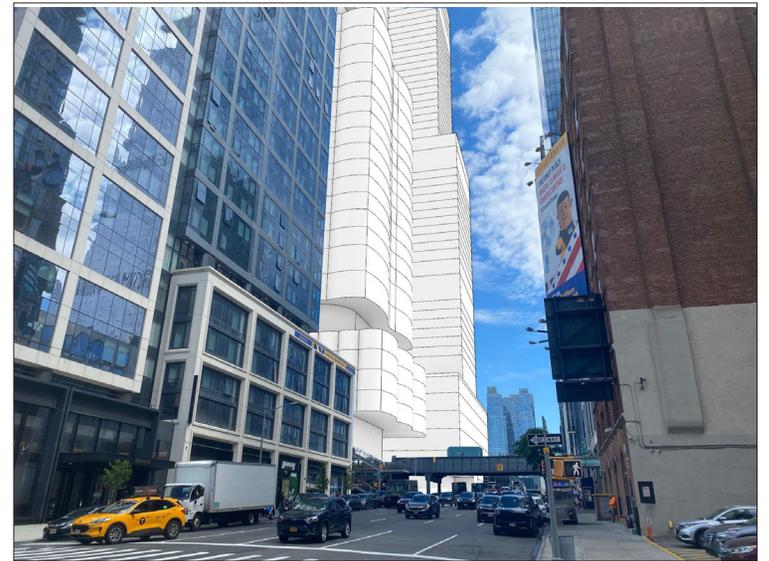
Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:



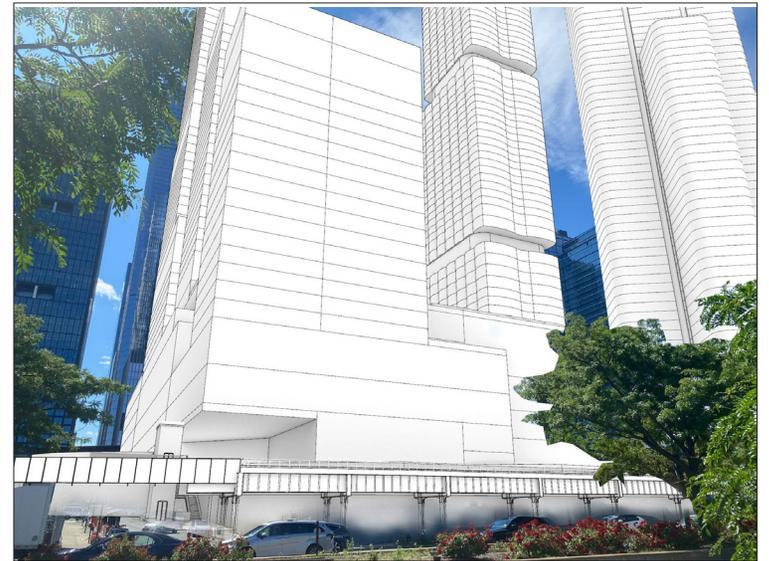
Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:

Space and Gardens and Bella Abzug Park. Unlike the open space design required under the existing zoning and assumed for the No Action condition, which is interrupted by private streets and punctuated by multiple building footprints, the design of the proposed open space is intended to concentrate the open space in a single, cohesive public space oriented in the middle of the Development Site, and the installation of an elevator and staircase on the northwest corner of the Site (at a realigned West 33rd Street) would improve access to and linkages between the High Line and Hudson River Park.

Visual Resources and View Corridors

The Proposed Actions would not result in the elimination or screening of significant publicly accessible views of any visual resources in the primary study area. As in the No Action condition, views to the High Line crossings on Eleventh Avenue and on West 30th Street east of Eleventh Avenue would remain in either With Action scenario. Views from within Hudson River Park would remain expansive and would include the Hudson River, the New Jersey waterfront in the distance to the west and the Manhattan skyline, now including the new towers on the Development Site, to the east. Views within and adjacent to Bella Abzug Park at the northeast corner of the primary study area would continue to comprise a densely landscaped visual break from the surrounding development. The Javits Center's low, massive form and dark glass would continue to provide a contrast to the new tower developments, including those on the Development Site, in the Eleventh Avenue view corridor.

See **Figures 8-28 through 8-33** for renderings illustrating study area views in the With Action condition compared to existing conditions and the No Action condition.

SECONDARY STUDY AREA

Urban Design

There would be no changes to streets, streetscape elements, open spaces, natural features, buildings, or building uses in the secondary study area in the future with either With Action scenario. As in the primary study area, the proposed buildings on the Development Site, like the No Action buildings, would have beneficial effects on the pedestrian experience of the secondary study area by redeveloping the LIRR rail yard with new buildings with active uses that would complement and support commercial, residential, and open spaces uses in the surrounding area. The proposed curb cuts for loading and parking garage access would be consistent with the use of curb cuts for loading and parking at other locations within the secondary study area.

While the proposed buildings would be taller than the No Action buildings in either With Action scenario, they would be consistent in terms of scale, height, and bulk with the tower developments within the secondary study area and new developments anticipated to be completed by the 2031 build year. In either With Action scenario, the footprints of the proposed buildings would be somewhat larger than the No Action building footprints but would be consistent with those of recently constructed buildings in the secondary study area, including on the Eastern Rail Yard and Manhattan West.



Existing Conditions



No Action Condition



Proposed Project

Source:



Alternative Scenario



Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:



Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:

Comparison Rendering
View from Hudson River Park near West 30th Street
Figure 8-30



Existing Conditions



No Action Condition



Proposed Project

Source:



Alternative Scenario

Comparison Rendering
View from Pier 66

Figure 8-31



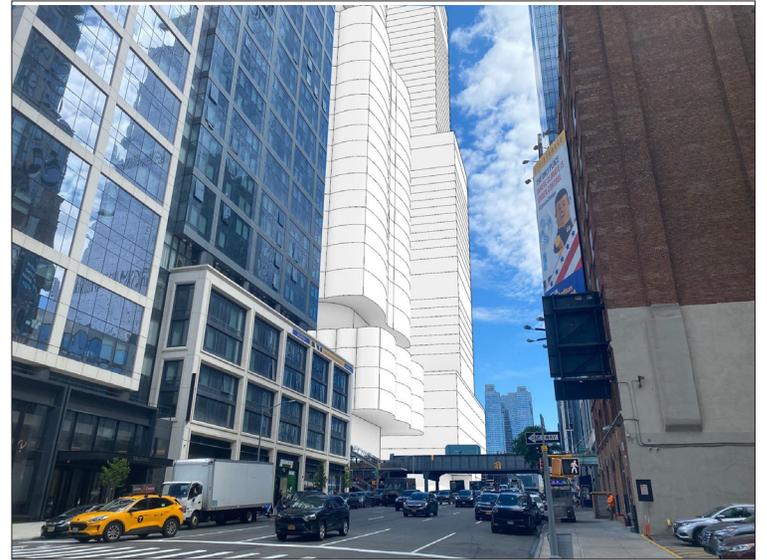
Existing Conditions



No Action Condition



Proposed Project



Alternative Scenario

Source:



Existing Conditions



No Action Condition



Proposed Project

Source:



Alternative Scenario

Western Rail Yard Modifications

Visual Resources and View Corridors

As detailed above, view corridors and views to visual resources in the secondary study area will continue to evolve in the future without the Proposed Actions due to new developments currently under construction or planned for the area. Due to the density of development surrounding the Development Site, it is not anticipated that view corridors in the secondary study area would be notably altered in the future with the Proposed Project or the Alternative Scenario. The Proposed Project or the Alternative Scenario would not be expected to notably change views from Bella Abzug Park and Hudson Boulevard toward the Development Site, or views west from the new High Line-Moynihan Train Hall Connector, in comparison to the No Action scenario. As in the primary study area, views from Twelfth Avenue and Hudson River Park in the secondary study area would not be obstructed but would include the various additions to the Manhattan skyline that would exist by 2031. Views north toward the Development Site from portions of the High Line south of West 30th Street already include the towers of Hudson Yards and Manhattan West; to the extent that the Proposed Project or Alternative Scenario buildings would be visible in these views, they would be consistent with this existing development. The distant views of the Empire State Building that are available from the High Line—including near West 27th Street where Chelsea Park provides a break from surrounding development—and from Eleventh Avenue at West 41st Street would not be affected by the Proposed Project or the Alternative Scenario. The Proposed Actions would not result in the elimination or screening of significant publicly accessible views of any visual resources in the secondary study area.

In summary, the Proposed Actions would not result in a significant adverse impact on urban design and visual resources. *