

A. INTRODUCTION

This chapter examines the Proposed Project's effects on land use and development trends, its compatibility with surrounding land uses, and its consistency with public land use and zoning policies. The analysis updates changes in background conditions since the 1992 *Riverside South Final Environmental Impact Statement* (the 1992 FEIS) and assesses whether the changed background conditions and differences in program elements between the proposed development program and those assessed in the 1992 FEIS for Parcels L, M, and N (the project site) would alter the 1992 FEIS findings with respect to land use, zoning, or public policy.

The project site is located between Manhattan's Upper West Side and Clinton neighborhoods, bordered by West 59th and West 61st Streets, West End Avenue, and Route 9A (see **Figure 2-1**). The Proposed Project would substantially change land use on the project site, from an underutilized site with parking and transportation uses to a cluster of five mixed-use buildings of varying heights with residential, commercial, community facility, parking, and open space uses.

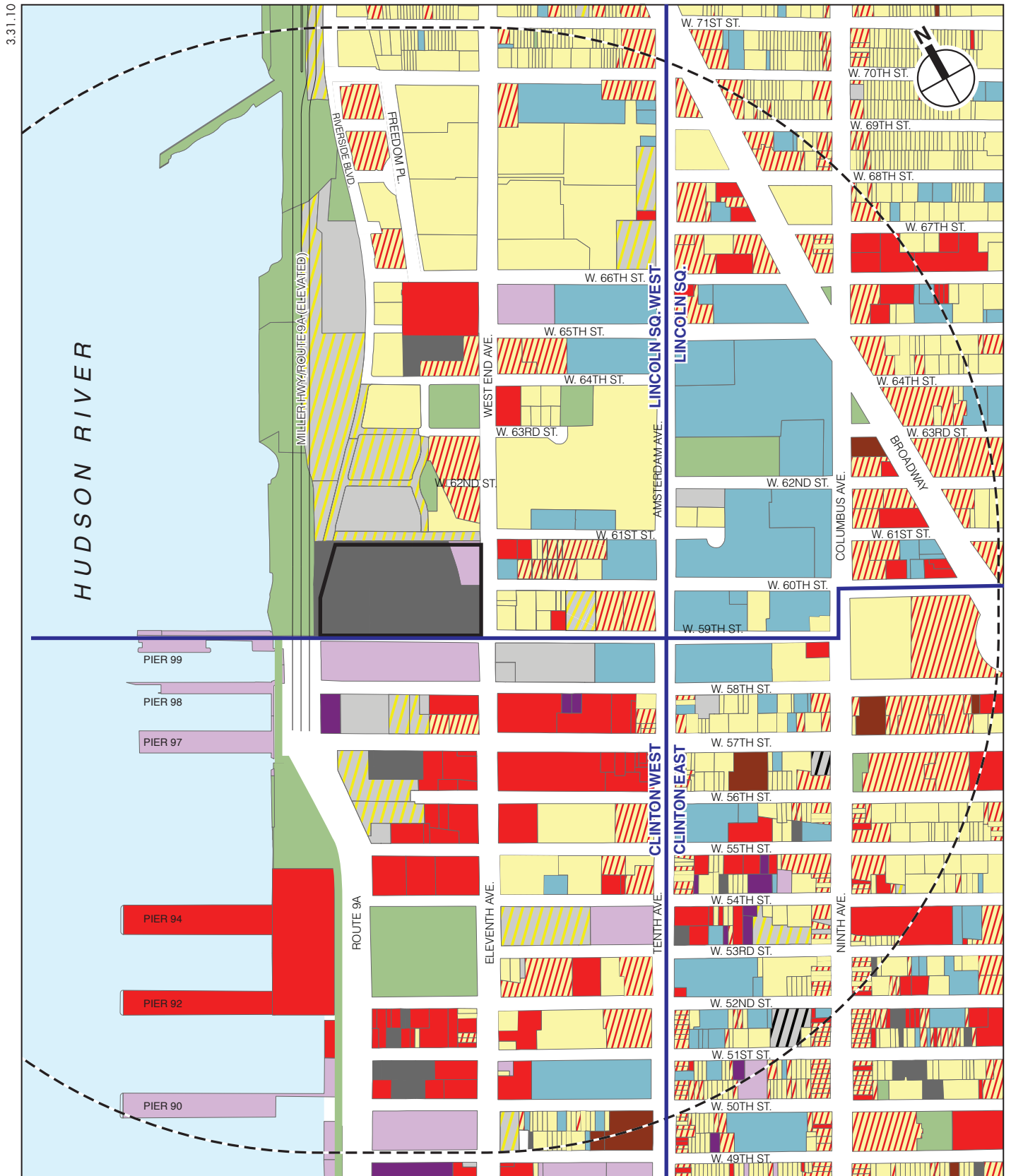
The land use analysis is based on the proposed program contemplated by the project sponsor, which assumes approximately 2,500 residential units, 250 hotel rooms, 151,598 gross square feet (gsf) of community facility (public school), 140,168 gsf of retail, 104,432 gsf of office, 181,677 gsf of automotive showroom/service space, 1,800 parking spaces, and 2.75 acres of publicly accessible open space.

PRINCIPAL CONCLUSIONS

This analysis finds that the Proposed Project would be compatible with, and supportive of, land use, zoning, and public policy initiatives in the area. Consistent with the findings in the 1992 FEIS, the Proposed Project would not result in significant adverse impacts related to land use, zoning, and public policy.

LAND USE

The change to the 1992 FEIS program for Parcels L, M, and N envisioned by the Proposed Project would not alter the 1992 FEIS findings that development of these parcels would not result in significant adverse impacts to land use on the project site or in the study area. The Proposed Project would result in a substantial land use change on the project site, transforming the site from an underutilized area containing mainly parking uses to a higher-density mixed-use development. Development with the Proposed Project would be consistent with the existing and anticipated land use patterns in the surrounding study area, including the residential development on the other Riverside South parcels and throughout the Lincoln Square area, and the commercial and mixed-use Clinton neighborhood south of the project site. The Proposed Project would also be consistent with the ongoing trend of new high-density residential development throughout the study area, particularly along West End Avenue/Eleventh Avenue.



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| Project Site Boundary | Hotels | Open Space and Outdoor Recreation |
| Study Area Boundary (1/2-Mile Perimeter) | Commercial and Office Buildings | Parking Facilities |
| Land Use Subareas | Industrial and Manufacturing | Vacant Land |
| Residential | Transportation and Utility | Vacant Building |
| Residential with Commercial Below | Public Facilities and Institutions | Under Construction |

Existing Land Use
Figure 2-1

ZONING AND PUBLIC POLICY

As with the 1992 FEIS program for Parcels L, M, and N, the Proposed Project's development program would not result in significant adverse impacts to zoning. The Proposed Project would also not result in a significant adverse impact on public policy. The Proposed Project would not change the zoning on the project site, but it would require two zoning text amendments, modification of the General Large-Scale Development (GLSD) Special Permit, and the granting of several new special permits, authorizations, and certifications. Overall, these discretionary actions would affect the site design, bulk, and allowable uses, but would not be incompatible with surrounding zoning. Furthermore, the Proposed Project would be consistent with the affordable housing, waterfront revitalization, and open space goals of other public policy initiatives governing land use in the study area, including the Clinton Urban Renewal Area, the Local Waterfront Revitalization Program, and Hudson River Park and Riverside Park South.

B. SUMMARY OF 1992 FEIS FINDINGS

The 1992 FEIS analyzed the potential impacts to land use and zoning resulting from the proposed redevelopment of the full Riverside South project site, which comprised 15 development parcels (Parcels A through O) in the area roughly bounded by West 72nd Street and Riverside Park on the north, Freedom Place and West End Avenue on the east, West 59th Street on the south, and the Hudson River to the west. The original 1992 FEIS Riverside South project sought a variety of discretionary approvals, including zoning map changes, to facilitate the mixed-use development of residential, community facility, office, cinema, public parking, retail, and studio uses, as well as publicly accessible open space. The 1992 FEIS assessed potential impacts to land use and zoning within two study areas—a primary study area covering the area west of Amsterdam Avenue between West 52nd and West 79th Streets, and a secondary study area covering the area between Amsterdam Avenue/Tenth Avenue and Central Park West/Eighth Avenue from West 52nd to West 79th Streets.

The 1992 FEIS concluded that redevelopment of Parcels A through O pursuant to the originally proposed Riverside South development program would not result in any significant adverse impacts to land use or zoning in either study area. In the portions of the study areas north and east of the Riverside South project site, the analysis found that the project would be consistent with prevailing development trends toward high-density residential and mixed-use development. The proposed residential zoning was found to be consistent with the medium- to high-density residential zoning in the Upper West Side, Lincoln Square, and parts of Clinton. The proposed commercial zoning would echo the commercial zoning in parts of Clinton, along Broadway near Lincoln Square, and near Columbus Circle.

In the Clinton area south of the Riverside South project site, the 1992 FEIS acknowledged that the proposed redevelopment of Riverside South Parcels A through O would not be consistent with the existing concentration of commercial and industrial uses or the existing low-density manufacturing zoning. However, the 1992 FEIS concluded that the proposed redevelopment would not affect development trends in the area because Clinton was relatively distant from the bulk of the Riverside South project site, was zoned for manufacturing at the time, and had a strong cluster of existing commercial and manufacturing uses (such as the Con Edison plant, the office building at 555 West 57th Street, the CBS broadcasting facility, and the auto showrooms on Eleventh Avenue). In addition, the 1992 FEIS found that the originally proposed development of the studio/office complex on Parcels L, M, and N at the southern end of the

Riverside South project site would be compatible with the established film/video/television uses south of West 59th Street.

Overall, the 1992 FEIS concluded that the redevelopment program for the entire Riverside South project site, stretching from West 72nd Street south to West 59th Street and comprised of Parcels A through O, would not result in any significant adverse impacts to land use or zoning on the project site or within the primary or secondary study areas. Specifically, the 1992 FEIS concluded that the redevelopment of Parcels L, M, and N—the project site for the Proposed Project in this Final Supplemental Environmental Impact Statement (SEIS)—would not result in significant adverse impacts to land use or zoning.

C. METHODOLOGY

The study area for this analysis of land use, zoning, and public policy encompasses the area within a ½-mile of the project site, because this is the area in which the Proposed Project could reasonably be expected to generate significant adverse impacts. The study area is bounded roughly by West 71st Street to the north, Central Park to the east, West 49th Street to the south, and the Hudson River to the west (see **Figure 2-1**). Within this study area, this analysis examines whether the Proposed Project would be compatible with surrounding land uses and consistent with zoning and public policy, or if it would alter land use patterns and trends to such an extent that significant adverse land use impacts would result.

The analysis first provides a summary of the development history of the project site and the surrounding area, followed by a description of the existing land use, zoning, and public policy conditions in the study area. The assessment of existing conditions establishes a baseline—not against which the Proposed Project is measured, but from which future conditions can be projected.

Next, the analysis projects land use, zoning, and public policy conditions out to 2018, the future analysis year, without the Proposed Project. This is the “No Build” or “Future Without the Proposed Project” condition, which is developed by identifying proposed developments and other relevant changes anticipated to occur within this time frame. The No Build condition describes the baseline conditions in the study area against which the Proposed Project’s incremental changes are measured. As discussed in Chapter 1, “Project Description,” and in greater detail in Section F, “The Future Without the Proposed Project” below, this analysis will consider two No Build scenarios.

Finally, the analysis projects land use, zoning, and public policy conditions in 2018 with the completion of the Proposed Project. This is the “Build” or “Future With the Proposed Project” condition. The potential for the Proposed Project to result in significant adverse land use, zoning, and public policy impacts is based on a comparison between the No Build condition and the incremental changes to land use, zoning, and public policy that would result from the Proposed Project in the Build condition. This assessment will compare conditions in the Future With the Proposed Project to baseline conditions established in each No Build scenario.

Because this is a Supplemental EIS, the findings of this analysis are then compared with the findings of the original 1992 Riverside South FEIS regarding the potential impacts of development of Parcels L, M, and N.

D. DEVELOPMENT HISTORY

PROJECT SITE

The majority of the Riverside Center project site was under water until the 1870s, when filling began offshore west of Eleventh Avenue. This area was filled to the present day shoreline in the late 1800s. Between West 60th and 61st Streets, the project site was part of the right-of-way for the Hudson River Railroad, which was completed in 1849 and ran from the lower tip of Manhattan to Albany. This railroad was served by the 60th Street Yards, a rail freight yard which included the project site and stretched north to West 72nd Street, and was part of the original Riverside South development site analyzed in the 1992 FEIS.

For much of the last century, the Riverside Center project site was part of the 60th Street Yards. Changes to the city's economy and the decreasing role of rail freight in Manhattan led to the phasing out of all rail freight traffic on the 60th Street Yards by 1983. All of the railroad tracks were removed from the site, although Conrail, the owner at the time, retained a right-of-way for two tracks along the yards' eastern border. Since 1991, Amtrak has used this right-of-way for long-distance passenger rail service along Manhattan's west side directly to Pennsylvania Station.

The Riverside Center project site has been included in a number of proposals for the large-scale redevelopment of the 60th Street Yards since the early 1960s. These have included: Litho City in 1962; the Educational Construction Fund plan in 1969; a Trump Organization proposal in 1975; the Lincoln West plan in 1981; and the proposal for Trump City (originally known as Television City) in 1987. Although none of these projects were built, the Lincoln West plan went through the City's Uniform Land Use Review Process (ULURP) and had a zoning map amendment approved, allowing residential uses for the first time on the former railyard.

In 1992, following completion of the FEIS, the City Council approved the plan to develop a GLSD known as Riverside South on the site of the 60th Street Yards. As described in Chapter 1, "Project Description," the Riverside South development included 15 development parcels (Parcels A through O) on eight zoning lots, and, as approved, would have produced a maximum of approximately 7.9 million zoning square feet of floor area consisting of a mix of residential, community facility, office, cinema, public parking, retail, and studio uses, as well as a new park adjoining the Hudson River. The Riverside Center project site consists of the southernmost parcels of the Riverside South project site (Parcels L, M, and N). As envisioned in the 1992 FEIS, the Riverside Center project site was to be developed with a mix of residential, office, and public parking uses on Parcels L and M and retail, office, entertainment production studios, a below-grade movie theater, and public parking on Parcel N.

Since 1992, most of the Riverside South project has been constructed. The development that has occurred has been consistent with the overall approvals granted following the 1992 FEIS. Parcels A through I and O have been developed with high-density residential uses and accessory retail, office, and parking uses. Parcel I is the most recently completed parcel, with occupancy beginning in the first quarter of 2009. Parcels J1 and J2 are under construction. Parcels K1 and K2 are in the planning stages.

STUDY AREA

The completion of the Hudson River Railroad line in 1849 initiated a robust period of development on the west side of Manhattan, allowing industrial uses to develop on the

waterfront alongside existing maritime uses. In the years that followed, tenement housing was built inland to accommodate the thousands of workers drawn to the new industrial waterfront. These tenements eventually formed a residential neighborhood that stretched unbroken from West 30th Street into the West 60s and extended as far east as Sixth Avenue. The area was dubbed “Hell’s Kitchen” for its reputation as one of the toughest parts of the city. As noted above, the Hudson River Railroad was served by the 60th Street Yards, a rail freight yard which stretched from approximately West 59th Street to West 72nd Street. The 60th Street Yards comprised the original Riverside South development site analyzed in the 1992 FEIS, including the current Riverside Center project site.

This mix of uses remained stable for several decades, until the emergence of the Midtown commercial and theater districts in the early 20th century initiated a gradual trend towards the demolition of residential structures east of Eighth Avenue. In the early 1930s, the construction of the Lincoln Tunnel south of the study area encouraged the growth of industrial and transportation uses along the west side of Manhattan and in the study area.

Due to the Great Depression and World War II, development effectively ceased in the study area between the years 1930 and 1945. Following the war, the shipping industry entered a decline that precipitated a worsening of housing conditions in the study area, particularly in the Hell’s Kitchen area. In 1949, one of New York City’s earliest urban renewal projects cleared several blocks of tenements, factories, and stores in an attempt to redress this deterioration. This initiative created the Amsterdam Houses, a 13-building public housing complex located between West 61st and West 64th Streets and Amsterdam and West End Avenues. In the 1950s and early 1960s, 12 more blocks west of Broadway between West 58th and 66th Streets were cleared for urban renewal projects, including: the now-demolished New York Coliseum, built in 1956; Fordham University’s Lincoln Center Campus, built in 1962; and Lincoln Center for the Performing Arts, constructed between 1962 and 1969. Together, these projects dramatically changed land use patterns and the character of the study area.

Little development occurred in the area during the 1970s, but several plans were proposed. With the dismantling of the dilapidated West Side Highway, the Department of City Planning (DCP) considered the design of a new transportation and open space corridor along the Hudson River waterfront. It was also during this time that a number of proposals were considered for the 60th Street Yards, which more than a century earlier had facilitated industrial and tenement development in the area.

The 1980s began a period of economic boom and development in New York City. New development projects were concentrated around Lincoln Center. The West Side experienced substantial investment in the form of tenement renovation and conversion of former hotels to residential apartments. The old Madison Square Garden block at Eighth Avenue and West 50th Street was redeveloped into Worldwide Plaza, a major office, residential, and retail project. The Alfred, a 36-story condominium building, opened in 1987 at West 61st Street off of Amsterdam Avenue on the parcel formerly occupied by Power Memorial Academy. Three Lincoln Center, a 45-story condominium building on West 66th Street and Amsterdam Avenue that was part of the expansion of the Lincoln Center complex, was started in 1989 and completed in the early 1990s.

A decline in the real estate market stalled significant construction during the early 1990s, but by the middle of the decade the study area experienced a resurgence of development that has continued to the present. Development that was concentrated along Broadway near Lincoln Center extended west and south. Several residential developments were constructed along West End Avenue, most notably the West End Towers complex at 55 West End Avenue between West 61st and West 63rd Streets in 1995 and 101 West End Avenue between West 64th and 65th Streets in 1999. South of the project site, at Eleventh Avenue and West 57th Street, the Helena, a high-rise luxury rental

Riverside Center FSEIS

residential building, was completed in 2002. North of the project site, Riverside South Parcel O (33 West End Avenue) was completed in 2006 and Riverside South Parcel H (The Avery) was completed in 2007. 10 West End Avenue, The Hudson, and the Element, new luxury condominium developments, were completed in 2007 and 2008 on the blocks immediately east of Parcels L, M, and N. New open spaces have been developed concurrently with residential development, most notably Riverside Park South, Clinton Cove Park, and the Hudson River Park.

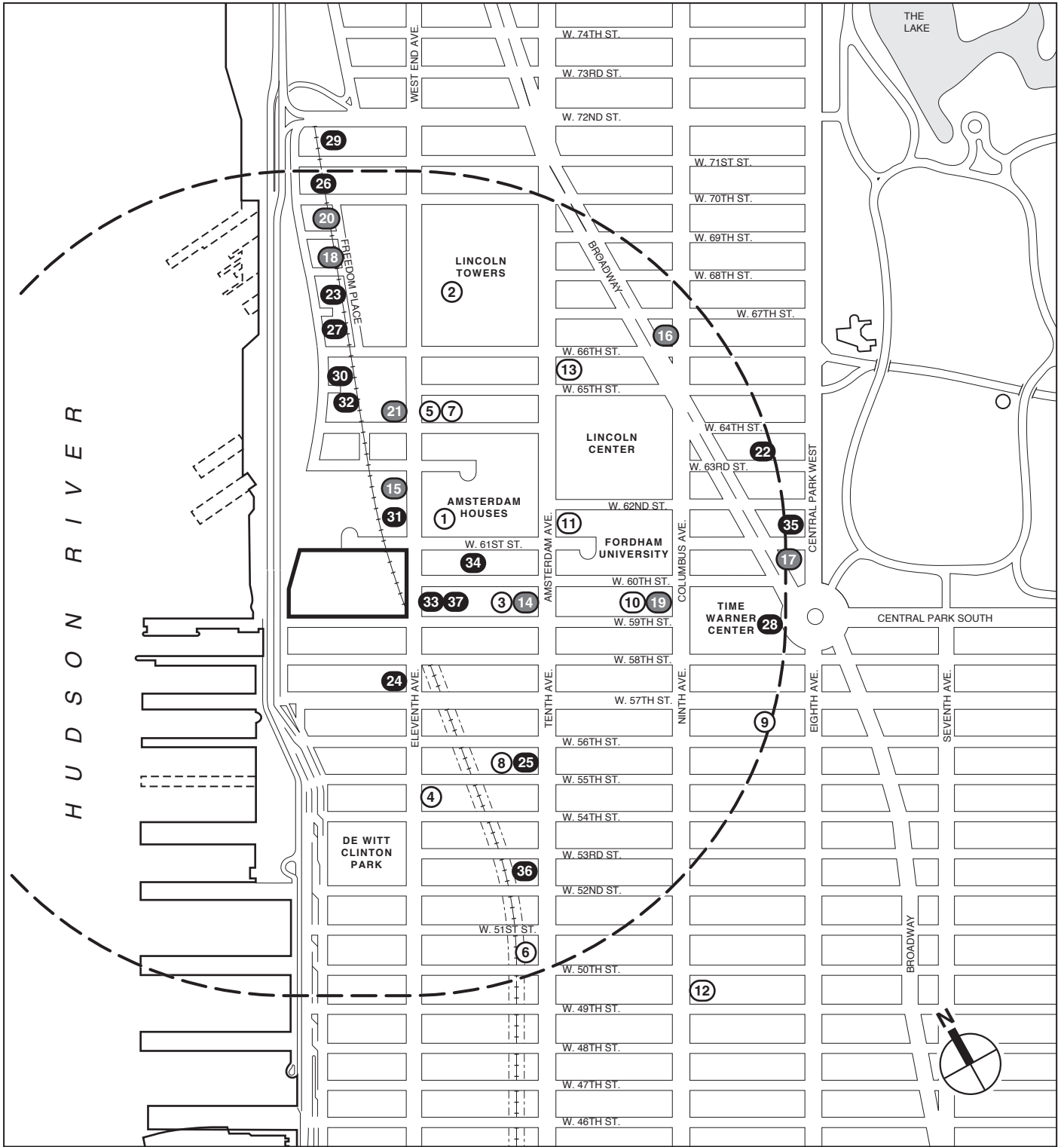
Development has also continued in the eastern portion of the study area along Broadway near Lincoln Square. Newer residential and mixed-use development projects in this area include One Lincoln Square at 150 Columbus Avenue in 1995, Trump International Hotel and Tower located at the north end of Columbus Circle at One Central Park West in 1997, and the Park Laurel at 15 West 63rd Street in 2000. The Time Warner Center, a 750-foot, twin-towered, mixed-use development on the former New York Coliseum site, was completed in 2004. In 2007, the luxury condominium at 15 Central Park West was completed on the former Mayflower Hotel site.






Table 2-1 summarizes the residential projects discussed above and **Figure 2-2** locates them on a map.

**Table 2-1
Residential Developments Discussed in the Land Use Analysis**

Map No.*	Residential Development	Approx. Year Completed
1	Amsterdam Houses	1949
2	Lincoln Towers	1965
3	Roosevelt Hospital Staff Residence	1974
4	Clinton Towers	1975
5	Lincoln-Amsterdam I	1976
6	Hudsonview Terrace	1976
7	Amsterdam Houses Addition	1977
8	Harborview Terrace	1977
9	The Sheffield	1978
10	South Park Tower	1986
11	The Alfred	1987
12	Worldwide Plaza	1989
13	Three Lincoln Center	1991
14	The Concerto	1991
15	West End Towers	1995
16	One Lincoln Square	1995
17	Trump International Hotel and Tower	1997
18	Riverside South Parcel D	1998
19	2 Columbus Place	1998
20	Riverside South Parcel C	1999
21	101 West End Avenue	1999
22	The Park Laurel	2000
23	Riverside South Parcel E	2001
24	The Helena	2002
25	The Westport	2002
26	Riverside South Parcel B	2003
27	Riverside South Parcel F	2003
28	Time Warner Center	2004
29	Riverside South Parcel A	2005
30	Riverside South Parcel G	2005
31	Riverside South Parcel O	2006
32	Riverside South Parcel H (The Avery)	2007
33	10 West End Avenue	2007
34	The Hudson	2007
35	15 Central Park West	2007
36	Archstone Clinton	2007
37	Element Condominium	2008

Notes: * See Figure 2-2.
Sources: 1992 *Riverside South FEIS*; NYC Real Property Assessment Data, New York City Housing Authority.



-  Project Site Boundary
-  Study Area Boundary (1/2-Mile Perimeter)
-  Residential Building Constructed Prior to 1990
-  Residential Building Constructed From to 1990 to 2000
-  Residential Building Constructed Since 2000



Residential Developments Discussed
in the Land Use Analysis
Figure 2-2

E. EXISTING CONDITIONS

LAND USE

PROJECT SITE

The majority of the project site is currently occupied by a surface automobile and truck parking lot operated by Central Parking with a capacity of 1,850 spaces. On the south side of the project site, MTP Parking operates a 537-space capacity parking garage within the building facing on West 59th Street. A parking lot for the United States Postal Service (USPS), which uses the lot for the storage of postal vehicles, is located in the southwest corner of the site. An Amtrak rail line is located within a sub-grade culvert, passing through the northeast corner of the project site and an active Amtrak pump house is located on the southeastern side of the project site (fronting West 59th Street) (see **Figure 2-1**).

SURROUNDING BLOCKS

The blocks surrounding the project site contain a mix of land uses and changing land use patterns. Several development projects are under construction or planned for adjacent vacant parcels (discussed in Section F, “The Future Without the Proposed Project,” below).

The area immediately west of the project site includes transportation, utility, and open space uses. Route 9A, which is elevated in this area, runs along the western edge of the project site and above the Hudson River bikeway. The waterfront portions of Riverside Park South—the open space created as part of the original Riverside South project—are now complete and stretch along the Hudson River from West 59th Street to West 72nd Street, where it connects to Riverside Park. West of the park and the highway is the West 59th Street Marine Transfer Station (MTS) on Pier 99. This MTS is currently operated as a recyclable paper transfer station.

The block immediately north of the project site—formed by the extension of West 61st and West 62nd Streets, West End Avenue, and Route 9A—includes Riverside South Parcels K and O, the West End Towers residential complex, and open spaces. Riverside South Parcel O and the West End Towers complex are developed with high-density residential uses with ground-floor retail. Riverside South Parcel O is developed with 331 rental units (220 affordable) and retail space, and West End Towers includes 1,000 residential units (80 percent market-rate and 20 percent for low- to moderate-income residents) and retail space. Riverside South Parcel K is currently vacant with development planned according to the original 1992 FEIS program. Open space uses include a small park located west of Parcel O near West 62nd Street, the Hudson River bikeway below Route 9A, and a recently completed phase of Riverside Park South along the Hudson River.

The blocks immediately east of the project site—bounded by West 61st Street, West 59th Street, West End Avenue, and Amsterdam Avenue—contain a mix of automotive, residential, and institutional uses, but are dominated by several residential development sites that are either recently completed or currently under construction (described in Section F, “The Future Without the Proposed Project,” below). Residential uses in these blocks are high-density and include the 35-story Concerto and the 33-story Roosevelt Hospital Staff Residence on the eastern portion of the block between West 59th and West 60th Streets. As discussed above, recently completed residential projects in these blocks include 10 West End Avenue, Element, The Hudson, and Adagio 60/Sessanta. Two schools are located in these blocks: the Heschel School, a private high

school located on the northeast corner of West End Avenue and West 60th Street; and the Amsterdam School (P.S. 191), a public elementary school on Amsterdam Avenue between West 60th and West 61st Streets. The New York City Department of Parks and Recreation (DPR) 59th Street Recreation Center, a public recreation center with an indoor pool, climbing wall, basketball court, fitness room, and non-functioning outdoor pool, is located in the midblock between West 59th and West 60th Streets.

The entire block south of the project site is occupied by the Consolidated Edison power generating station (the Consolidated Edison Power House).

STUDY AREA

The study area is bounded roughly by West 71st Street to the north, Central Park to the east, West 49th Street to the south, and the Hudson River to the west. Overall, the study area is characterized by a diverse mix of land uses, including residential, commercial, utility, industrial, transportation, institutional, and open space uses. In general, residential and institutional uses are concentrated in the north and east portions of the study area, while commercial, industrial, and utility uses are more prevalent in the southern portion of the study area. This wide mix of land uses is the result of the study area's ongoing change from its historic use as an industrial and commercial area to a mixed-use and residential neighborhood that is more closely aligned with the land use patterns of the Upper West Side neighborhood to the north and east.

The study area contains a wide range of building types, heights, and densities. Residential uses are predominantly high-density, owing to the recent vintage of most residential construction in the study area, although lower-density townhouses and walk-up buildings are common along the mid-blocks in the east and north portion of the study area. Ground-floor retail is the predominant commercial use, although there are also medium-density automotive-related uses in the southwest portion of the study area and higher-density office uses in the east, near Midtown and Columbus Circle. Large institutional uses are located to the east as well, and include Lincoln Center and Fordham University.

For the purposes of more detailed discussion below, the study area is divided into four subareas based on distinctions in land uses and traditional neighborhood boundaries: Lincoln Square West (north of West 59th Street/West of Amsterdam Avenue); Lincoln Square (north of West 59th Street/east of Amsterdam Avenue); Clinton West (south of West 59th Street/west of Tenth Avenue); and Clinton East (south of West 59th Street/east of Tenth Avenue) (see **Figure 2-1**). Amsterdam Avenue and Tenth Avenue is the same roadway; Amsterdam Avenue is the name for Tenth Avenue north of West 59th Street.

Lincoln Square West Subarea

The Lincoln Square West subarea covers the area north of West 59th Street and west of Amsterdam Avenue. The project site is located within this subarea and the land use characteristics of several of the blocks have already been discussed in detail in "Surrounding Blocks," above. Overall, this subarea is characterized by high-density residential development because of the large, contemporary residential complexes located throughout the area.

The Riverside South development extends north from the project site along Riverside Boulevard to West 72nd Street. Several other large-scale residential uses are located in this subarea. They include West End Towers and 101 West End Avenue—high-density residential developments with ground-floor retail—on the west side of West End Avenue between West 61st and West 65th Street. On the east side of West End Avenue are the Amsterdam Houses, a 1,077-unit

public housing complex of 10- and 13-story buildings that occupies most of a superblock between West 61st and West 64th Streets and Amsterdam and West End Avenues. South of the Amsterdam Houses, the blocks between West 59th and West 61st have seen extensive and ongoing residential development in recent years, including the completion of 10 West End Avenue, The Hudson, and Element, three luxury residential buildings. The northern portion of this subarea is dominated by the Lincoln Towers residential complex located on the superblock between West 66th and West 70th Streets between Amsterdam Avenue and Freedom Place. This development is composed of eight 28- to 29-story apartment buildings with nearly 4,000 housing units. Smaller residential developments in this subarea include the Amsterdam Houses Addition and Lincoln-Amsterdam I, located adjacent to one another on West End Avenue between West 64th and 65th Streets. North of Lincoln Towers, residential uses become more varied, with a mix of high-rise towers with ground-floor retail along Broadway and smaller, townhouse-style buildings along the mid-blocks.

Commercial uses in the Lincoln Square subarea are limited. The largest commercial use in the subarea is the ABC Television studio located on West End Avenue between West 65th and West 66th Streets. Most other commercial uses in the subarea are ground-floor retail uses serving the surrounding neighborhood.

Several institutional uses are located between Amsterdam and West End Avenues. Fiorello La Guardia High School for Music and the Arts is located on Amsterdam Avenue between West 64th and West 65th Streets. Martin Luther King Jr. Educational Campus is located on Amsterdam Avenue between West 65th and West 66th Streets. P.S. 199 and the Lincoln Square Synagogue are institutional uses that share the superblock with Lincoln Towers. The Beacon School and the mixed-use Design, Dance, and Drama Building front West 61st Street and share the superblock with Amsterdam Houses, and the Manhattan Movement and Arts Center is located in the Element Condominium building.

As discussed in Chapter 5, “Open Space,” there are several open space uses in the subarea. The most prominent is Riverside Park South, which runs along the Hudson River from West 72nd Street to West 59th Street. Other open spaces include West End Towers Park along West End Avenue between West 63rd and West 64th Streets, the West 59th Street Recreation Center, several active play spaces associated with schools, and several other smaller parks and playgrounds.

Clinton West Subarea

The Clinton West Subarea encompasses the portion of the study area south of West 59th Street and west of Tenth Avenue. This subarea retains the land use character that previously characterized much of Manhattan’s west side during much of the 20th century, and it has more commercial and utility-related uses than the areas north of West 59th Street. Overall, this subarea is characterized by a wide mix of uses. The subarea contains commercial uses, auto-related activities, parking lots, storage warehouses, utility uses, light industrial uses, and residences. The commercial land use pattern is stronger west of Eleventh Avenue, with the exception of the 5.8-acre De Witt Clinton Park. In general, residential and retail uses are most common east of Eleventh Avenue, while commercial and utility uses are located west of Eleventh Avenue. Some mid- to high-rise residential uses are found east of Eleventh Avenue and south of West 56th Street, most notably the 39-story Clinton Towers, which was developed in the Clinton Urban Renewal Area.

West 57th Street is a major east-west corridor through the subarea. The Ford Building, a 19-story office tower with BMW and Land Rover automotive dealerships, and the CBS studios and offices flank West 57th Street between Tenth and Eleventh Avenues. The Helena, a 37-story, 597-unit rental apartment building, was recently constructed on the northwest corner of West 57th Street and Eleventh Avenue.

De Witt Clinton Park and Clinton Cove Park are both located west of Eleventh Avenue. De Witt Clinton Park is a 5.8-acre park bounded by West 54th Street, Eleventh Avenue, West 52nd Street, and Route 9A. Clinton Cove Park is a recently completed 2-acre section of Hudson River Park located west of Route 9A between West 54th and West 57th Streets.

Commercial, auto-related, and utility uses are concentrated along Eleventh Avenue and to the west. Numerous automotive uses, including dealerships and repair businesses, line Eleventh Avenue south of West 58th Street. Large utility uses located west of Eleventh Avenue include the Consolidated Edison Power House and another Consolidated Edison facility between West 50th and West 49th Streets. There is also a New York City Department of Sanitation (DSNY) multi-story garage under construction on the western portion of two blocks between West 55th and 57th Streets, Eleventh to Twelfth Avenues, and straddling West 56th Street (described in Section F, “The Future Without the Proposed Project,” below). Sanitation trucks are currently parked on Pier 97 west of Route 9A.

Residential uses in this subarea are located primarily between Tenth and Eleventh Avenues. Some of the larger residential buildings are the 39-story Clinton Towers project at West 54th and Eleventh Avenue, Archstone Clinton at West 52nd and Tenth Avenue, and Hudsonview Terrace at Tenth Avenue and West 50th Street. Mid-rise residential developments include Harborview Terrace, located mid-block on the south side of West 56th Street between Tenth and Eleventh Avenues, and the Westport, a 24-story residential building with community facility space (occupied by John Jay College) and ground-floor retail.

Institutional use is limited in this subarea. They include John Jay College’s Haaren Hall and the construction site of its campus expansion in the block between West 58th and West 59th Streets, and Park West High School, which shares the lot with Hudsonview Terrace.

Clinton East Subarea

The Clinton East Subarea covers the area south of West 59th Street and east of Tenth Avenue. This subarea is predominantly residential and commercial with the avenues lined with walk-up rowhouses and tenement-type structures with ground-floor retail. The streetscape of this community, in many ways, reflects the old “Hell’s Kitchen” neighborhood. This area functions as a transition zone between the office district of Midtown Manhattan to the south and east, and the residential and institutional Upper West Side to the north.

Throughout this subarea, Ninth Avenue and the east side of Tenth Avenue host substantial ground-floor retail activity primarily serving the local neighborhood. The blocks between Ninth and Tenth Avenues to the south include smaller residential buildings, a hotel, and several institutional/cultural uses. The institutional uses include Independence High School and the High School for Environmental Studies, both on West 56th Street, as well as the Alvin Ailey Dance Foundation building at Ninth Avenue and West 55th Street. St. Luke’s-Roosevelt Hospital is located on Amsterdam Avenue between West 58th and West 59th Streets. A large mixed-use residential and office development, 2 Columbus Place, is located east of the hospital.

The blocks near Columbus Circle between Eighth and Ninth Avenues are predominantly residential with some ground-floor retail uses. The Time Warner Center, at the southwest corner of Central Park, dominates Columbus Circle and the surrounding blocks. This 2.1-million-square-foot, mixed-use development includes: the Time Warner headquarters; CNN studios; 200,000 square feet of Class A office space; the 251-room Mandarin Oriental luxury hotel; 198 luxury apartments; a high-end retail, restaurant, and entertainment mall; a 1,600-seat performance space for Jazz at Lincoln Center; and a 504-car parking garage. The two-tower structure is the largest mixed-use development to be built in New York City since Rockefeller Center. Large residential buildings, including the 849-unit Sheffield, are located along West 57th Street between Eighth and Ninth Avenues.

Lincoln Square Subarea

The Lincoln Square Subarea encompasses the area north of West 59th Street and east of Amsterdam Avenue. Institutional uses and high-density residential uses with ground-floor retail characterize this subarea.

A large cluster of institutional uses is located between Columbus and Amsterdam Avenues. Lincoln Center for the Performing Arts occupies the blocks bounded by West 62nd to West 66th Streets between Columbus and Amsterdam Avenues. Its facilities include the Metropolitan Opera House, the David H. Koch Theater (formerly the New York State Theater), Avery Fisher Hall, the Vivian Beaumont and Mitzi Newhouse Theaters, Alice Tully Hall, the Juilliard School of Music, the School of American Ballet, and the Performing Arts Library. Lincoln Center Plaza, which opens onto Columbus Avenue, and Damrosch Park, at the southwest corner of the Lincoln Center superblock, are sizable passive open spaces. As discussed in Section F, “The Future Without the Proposed Project” below, Lincoln Center is currently undertaking a major initiative to renovate and modernize its concert halls, streetscape, and public spaces.

To the south of Lincoln Center, the superblock between West 60th and 62nd Streets contains Fordham University’s Lincoln Center Campus. The campus contains three academic and dormitory buildings, passive and active open spaces, and vacant land. As discussed in Section F, “The Future Without the Proposed Project” below, Fordham University has received City land use approvals for an expansion of the Lincoln Center Campus. South of the Fordham Campus, the block between West 59th and West 60th Streets contains another building affiliated with John Jay College of Criminal Justice along Amsterdam Avenue, and St. Paul the Apostle Church and Parish Center on Columbus Avenue.

Residential uses include high-density structures along Broadway and Columbus Avenue with low-rise townhouses along the side streets. The Broadway corridor is dominated by high-rise residential buildings with ground-floor retail uses. Other notable residential uses include The Alfred, a 36-story residential building located in the Fordham Campus superblock, and the 49-story Roosevelt Hospital Physician Office Building/South Park Tower, a mixed-use residential and medical office building located on West 60th Street between Columbus and Amsterdam Avenues. Central Park West is lined with luxury apartment buildings and a number of institutional uses, including Holy Trinity Lutheran Church and the Ethical Culture Fieldston School.

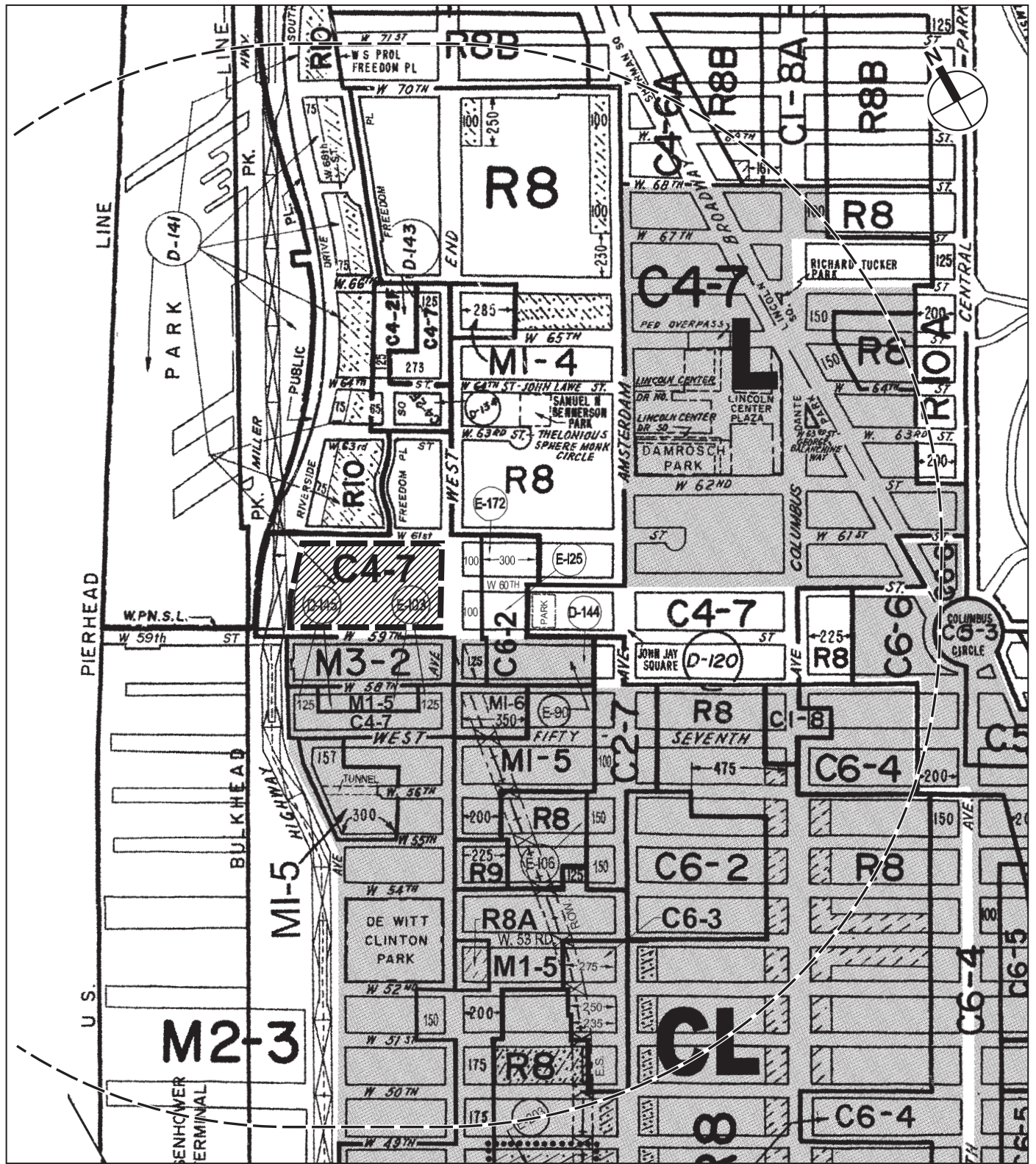
Most commercial uses in this subarea are ground-floor retail uses, with scattered, large commercial uses. These include commercial/office buildings along the Broadway corridor, most notably the ABC Studios buildings which occupy the majority of the block between West 66th and West 67th Streets, Columbus Avenue, and Central Park West.





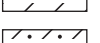

ZONING

The ½-mile study area contains a number of residential, commercial, and manufacturing zoning districts (see **Figure 2-3** and **Table 2-2**). There are also three overlying special zoning districts: the Special Lincoln Square District; the Special Clinton District; and the Special Midtown District. The zoning districts in the study area are described below.

**Table 2-2
Zoning Districts in the Study Area**

Zoning District	Permitted Uses/Bulk
Commercial Districts	
C1-5	Commercial overlay district accommodating retail and personal service shops needed in residential neighborhoods.
C2-5	Commercial overlay district accommodating retail and personal service shops needed in residential neighborhoods.
C1-8	Low-density commercial district accommodating retail and personal service shops needed in residential neighborhoods. High-density residential and community facility use.
C1-8A	Low-density contextual* commercial district accommodating retail and personal service shops needed in residential neighborhoods. High-density residential and community facility use.
C2-7	Low-density commercial district permitting a wide range of neighborhood retail and service establishments. High-density residential and community facility use.
C4-2F	Lower-density commercial district for major commercial centers located outside the central business district. Contains a special mapping restriction and allows development only by special permit of the City Planning Commission. Medium-density residential and community facility use.
C4-6A	Medium-density contextual commercial district mapped in densely built areas in Manhattan. High-density residential and community facility use.
C4-7	Higher-density general commercial (such as department stores and theaters). High-density residential and community facility.
C5-3	High-density restricted central commercial district intended for retail and large offices. High-density residential, community facility.
C6-2	Medium-density general central commercial outside the central business district. Higher-density residential and community facility.
C6-3	Medium-density general central commercial outside the central business district. Medium-density residential and community facility.
C6-4	High-density general central commercial intended for the central business district, allowing medium- to high-bulk offices. High-density residential, community facility.
C6-6	High bulk office district allowing a wide range of high bulk commercial uses requiring a central location. High-density residential and community facility use.
Residential Districts	
R8	General residence district. Higher-density residential, community facility.
R8A, R8B	Contextual residence districts. Higher-density residential, community facility.
R9	General residence district. High-density residential, community facility.
R10	General residence district. High-density residential, community facility.
R10A	Contextual residential district. High-density residential, community facility.
Manufacturing Districts**	
M1-4	Low-density light industrial uses (high performance) and certain community facilities.
M1-5	Medium-density light industrial uses (high performance) and certain community facilities (for loft areas).
M1-6	High-density light industrial uses (high performance) and certain community facilities (for loft areas).
M2-3	Low-density, moderate-performance industrial district.
M3-2	Low-density, low performance, heavy manufacturing district.
Special Purpose Districts	
L	Special Lincoln Square District
CL	Special Clinton District
MiD	Special Midtown District
Notes:	* Contextual districts mandate street wall heights, lot coverage and density requirements, which produce lower, bulkier buildings that maintain the scale and street space of the existing neighborhoods. ** Commercial uses (except use group 5 hotels) are allowed in manufacturing districts.
Sources:	Zoning Resolution of the City of New York.



-  Project Site Boundary
-  Study Area Boundary (1/2-Mile Perimeter)
-  Zoning District Boundary
-  Special Purpose District
-  C1-5 Overlay
-  C2-5 Overlay



PROJECT SITE

The project site is zoned C4-7, a mixed-use general commercial district. C4 districts are found in regional commercial centers outside Manhattan's central business district. C4 districts allow community facility, residential, and commercial uses; manufacturing and warehouse uses are not permitted in these districts. C4-7 districts allow commercial and residential uses with a maximum floor area ratio (FAR) of 10.0 or 12.0 with an inclusionary housing bonus (special regulations in Community Board 7 allow the 12.0 FAR bonus for inclusionary housing only). C4-7 districts also allow community facility buildings with a maximum floor area ratio (FAR) of 10.0. C4-7 districts located in the Manhattan Core,¹ such as this one, are exempt from parking requirements for commercial uses.

STUDY AREA

Commercial Mixed-Use Districts

In the study area, C1-5 districts are mapped along Ninth Avenue south of West 57th Street, while C2-5 districts are mapped along portions of West End Avenue, Amsterdam Avenue, and West 65th and West 66th Streets; Tenth Avenue south of West 53rd Street; and Freedom Place and Riverside Boulevard. C1 and C2 districts permit a range of local retail and service establishments that serve the surrounding neighborhood, with C2 districts allowing a slightly wider range of uses. C1-5 and C2-5 districts are mapped as overlays in residential districts and allow a maximum commercial FAR of 2.0, with the residential FAR governed by the underlying district.

A C1-8 district is mapped along Ninth Avenue between approximately West 57th and 58th Streets, and a C2-7 district is mapped along Tenth Avenue between West 54th and 59th Streets. These commercial districts often function as residential districts, as they allow a maximum commercial FAR of 2.0 and a maximum residential FAR of 7.52.

As noted above, C4 districts are found in the regional commercial centers outside the city's central business districts. C4 districts allow higher-density residential uses and commercial activities. Manufacturing and warehouse uses are not permitted in C4 zones. In addition to the C4-7 district that contains the project site, C4-7 districts are mapped along much of the west side of West End Avenue between West 57th and West 66th Streets. A large C4-7 district is mapped east of Amsterdam Avenue from West 58th Street to West 68th Street. This area includes the entire Lincoln Center for the Performing Arts superblock and the Fordham University superblock. The district also extends to the eastern side of Broadway north of West 60th Street. The west side of West End Avenue between West 63rd and West 64th Streets is mapped as a C4-2F district, which allows commercial uses to a maximum FAR of 3.4, and residential uses up to 6.02 FAR. The C4-2F district allows development only by special permit issued by the City Planning Commission (CPC). The C4-2F zoning designation was put in place in February 1990 to allow the development of West End Towers.

A C4-6A district is mapped along West 72nd Street and Broadway north of West 68th Street. C4-6A is a contextual district that permits commercial development to 3.4 FAR, community

¹ As defined by the NYC Zoning Resolution, the Manhattan Core extends from the southern tip of Manhattan at Battery Park to West 110th Street on the West Side and East 96th Street on the East Side.

facility development to 10.0 FAR, and residential development up to 12.0 FAR with an inclusionary housing bonus (maximum 10.0 FAR without bonus).

C5 is a high-density central commercial district intended for offices and retail establishments that serve the entire metropolitan region. A C5-3 district is mapped at Columbus Circle on the eastern edge of the study area. C5-3 districts permit a maximum commercial FAR of 15.0 (18.0 with a plaza bonus) and a maximum residential FAR of 10.0 (12.0 with an inclusionary housing bonus).

A C6-3 district is mapped along the west side of Tenth Avenue between West 50th and West 53rd Streets. C6 districts are typically located in Manhattan and permit a wide range of commercial, office, retail, entertainment, and residential uses. They are intended to serve high-bulk commercial uses that require a central location. C6-3 districts permit commercial development to 6.0 FAR, residential development up to 7.52 FAR, and community facility development to 10.0 FAR (with a plaza bonus increase of up to 20 percent for commercial and community facility uses). C6-2 and C6-4 districts are mapped south of West 61st Street in the study area. C6-2 districts permit a commercial FAR of 6.0 (7.2 with a plaza bonus) and an R8 equivalent residential FAR of 6.02. C6-4 districts permit a maximum commercial FAR of 10.0 (12.0 with a plaza bonus) and a maximum residential FAR of 10.0 (12.0 with bonus). The western half of the block bounded by West 61st Street, Amsterdam Avenue, West 60th Street, and West End Avenue was recently rezoned from an M1-6 district to a C6-2 district between 100 and 400 feet from West End Avenue, and a C4-7 district within 100 feet of West End Avenue.

A C6-6 district is mapped on the blocks immediately surrounding Columbus Circle. C6-6 districts permit a maximum commercial and community facility FAR of 15.0 (with a plaza bonus) and a maximum residential FAR of 10.0 (12.0 with an inclusionary housing bonus).

Residential Districts

The most frequently mapped residential district in the study area is R8, which can be found north and east of the project site in the vicinity of the Amsterdam Houses, in the southern and northeastern portions of the study area, and on the east side of Ninth/Columbus Avenue between West 58th and West 60th Streets. R8 is a general residence district with a maximum residential FAR of 6.02 and a maximum community facility FAR of 6.5.

R8A and R8B contextual districts are mapped extensively in the northern portion of the study area, as well as in a small area of the southern portion of the study area. Contextual districts are designed to be more compatible with older neighborhoods than non-contextual districts, by allowing greater lot coverage with modified height and setback regulations. R8A districts permit residential development up to a maximum FAR of 6.02, and community facility development to 6.5 FAR. R8B districts permit residential and community facility development to 4.0 FAR.

A small R9 district is mapped on the east side of Eleventh Avenue between West 54th and West 55th Streets. R9 is a general residence district that permits residential development up to a maximum of 7.52 FAR, and community facility development to 10.0 FAR.

North of the project site, an R10 district is mapped along Riverside Boulevard between West 61st and West 72nd Streets. R10 districts permit residential and community facility development to 10.0 FAR (12.0 FAR residential with inclusionary housing bonus). The district was mapped as a result of the Lincoln West project in 1982, and was expanded by the Riverside South project in 1992. An R10A contextual district is mapped along Central Park West from West 62nd to

66th Streets at the northeastern portion of the study area. R10A permits a maximum residential FAR of 10.0, or 12.0 with inclusionary housing.

Manufacturing Districts

M1 districts are found in the southern portion of the study area and on the east side of West End Avenue between West 65th and West 66th Streets. M1 districts serve as industrial buffers to commercial or residential districts and are regulated by strict performance standards. Light industry, such as warehouse and automotive service uses, are most typically found in these districts, but certain retail, office, and community facility uses also are permitted. The study area contains M1-4, M1-5, and M1-6 districts. M1-4 districts permit manufacturing and commercial uses up to 2.0 FAR and community facility uses up to 6.5 FAR. An M1-4 district is located on the east side of West End Avenue between West 65th and West 66th Streets. M1-5 districts permit manufacturing and commercial uses up to 5.0 FAR and community facility uses up to 6.5 FAR. M1-5 districts are located east and west of Eleventh Avenue south of West 59th Street. M1-6 districts permit a maximum 10.0 FAR for manufacturing, commercial, and community facilities uses. An M1-6 district is located on the east side of Eleventh Avenue between West 57th and West 58th Streets.

An M2-3 district is mapped along the Hudson River waterfront south of West 59th Street. Uses allowed in M2-3 districts include light manufacturing, automotive sales and servicing, and warehouse/storage. M2 districts have moderate performance standards. Although residential and community facilities are not allowed in M2 districts, most retail and commercial uses are allowed. M2-3 zones allow an FAR of 2.0 for manufacturing and commercial uses.

An M3-2 district covers the block west of Eleventh Avenue between West 59th and West 58th Streets. M3 districts have low performance standards and are intended for heavy industrial uses that have the potential to produce noise, traffic, and pollutants. M3-2 districts permit a maximum FAR of 2.0 for manufacturing and commercial uses.

Special Lincoln Square District

The Special Lincoln Square District covers much of the area around the Lincoln Center for the Performing Arts. It is generally bounded by West 68th and West 66th Streets to the north, 200 feet from Central Park West to the east, West 60th Street to the south, and Amsterdam Avenue to the west (see **Figure 2-3**). The purpose of this special zoning district is to preserve, protect, and promote the area immediately around Lincoln Center as the location of a unique cultural and architectural complex that helps the city to achieve preeminent status as a center for the performing arts. The special district's guidelines seek to improve transportation and circulation patterns in the area in order to avoid congestion arising from the movements of large numbers of people; to help attract a useful cluster of shops, restaurants, and related amusement activities to complement and enhance the area; to encourage a desirable urban design relationship between each building and its neighbors and to Broadway; and to promote the most desirable use of land in this area, thus conserving the value of the land and buildings and thereby protecting the city's tax revenues.

To achieve these goals, the district regulates the height of building walls along certain streets, ground-floor street wall transparency, and the types of commercial uses permitted at street level. The district also grants floor area bonuses for developments that provide subsurface concourse connections to subways or subway improvements, or to developments that provide lower-

income housing. The Special Lincoln Square District does not permit any accessory or public parking as-of-right; accessory parking facilities are allowed only by special permit.

Special Clinton District

The Special Clinton District comprises much of the west side of Manhattan south of West 59th Street. The Special District is bounded roughly by West 58th and West 59th Streets, Eighth Avenue, West 41st Street, and Twelfth Avenue and includes most of the southern portion of the study area. It was established in 1974 in response to concerns that development pressures would displace lower-income residents. The goals of this Special District are to preserve and strengthen the Clinton community, restrict the demolition of buildings suitable for redevelopment or rehabilitation, ensure that Clinton is not adversely affected by new development, and improve the physical environment by providing amenities such as street trees in connection with development.

Special Midtown District

The Special Midtown District encompasses Columbus Circle in the study area. The Special Midtown District articulates a broad city policy to strengthen the Midtown central business district by guiding growth towards the areas most able to accommodate development; preserving historic areas, landmarks, and the Theater District; protecting the Fifth Avenue shopping district; and fostering an improved pedestrian environment. The special district includes five subdistricts subject to additional regulation: the Theatre Subdistrict; the Preservation Subdistrict; the Fifth Avenue Subdistrict; the Grand Central Subdistrict; and the Penn Center Subdistrict. Depending on each subdistrict's planning objectives, the special district establishes differing bulk and density limits for avenue frontages and mid-blocks. Each subdistrict also allows different FAR bonuses for enhancements such as public plazas, subway station improvements, and theater retention and rehabilitation.

PUBLIC POLICY

CLINTON URBAN RENEWAL AREA

The Clinton Urban Renewal Area was established in 1969 and is bounded by West 56th Street to the north, Tenth Avenue to the east, West 50th Street to the south, and Eleventh Avenue to the west. Portions of the study area fall within this area. The objectives of this urban renewal area are to:

- Create low- and moderate-income housing;
- Retain existing tenants while allowing a mix of land uses;
- Provide a comprehensive plan for the distribution and quantity of new construction in the area;
- Provide open space in the form of a single public urban square;
- Recognize De Witt Clinton Park as a focus for high-density residential development; and
- Provide urban design guidelines for the bulk and distribution of new construction to reconcile the community's needs for more building with its preservation tradition.

Specifically, the plan proposes to develop only low-rise structures along Tenth Avenue to match the character of the Special Clinton District; to encourage higher-density development on

Eleventh Avenue; and to complete infill construction on the remaining available residential and retail sites.

LOCAL WATERFRONT REVITALIZATION PROGRAM

Portions of the study area that lie to the west of West End Avenue are within the city- and state-designated coastal zone. Pursuant to federal legislation, New York State and New York City have adopted policies aimed at protecting resources in the coastal zone. New York City's Waterfront Revitalization Program contains 10 major policies, each with several objectives focused on improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses. The City Planning Commission certifies whether a proposed action is in compliance with the city's Waterfront Revitalization Program. The New York State Department of State has this responsibility on the state level. Chapter 12, "Waterfront Revitalization Program," assesses the Proposed Project for its consistency with the New York City Waterfront Revitalization Program.

HUDSON RIVER PARK AND RIVERSIDE PARK SOUTH

Both Hudson River Park and Riverside Park South were created by a major public policy to change an underutilized industrial waterfront into a public open space amenity. The objective of both initiatives is to create continuous open space along the Hudson River with connections to upland parcels.

F. THE FUTURE WITHOUT THE PROPOSED PROJECT

This section projects land use, zoning, and public policy conditions out to 2018, the future analysis year, without the Proposed Project. These conditions are projected by considering the development that will occur on both the project site and in the study area independent of the Proposed Project. With regard to the project site, this section assumes that none of the discretionary approvals proposed as part of the Proposed Project, and the subject of this SEIS, would be adopted. Without these approvals, the analysis below considers two different scenarios for developing the site in the Future Without the Proposed Project. Conditions in the study area are projected by identifying proposed developments and other relevant changes anticipated to occur by 2018 independent of the Proposed Project.

As described in "Methodology" above, the land use, zoning, and public policy conditions described below form the "No Build" or "Future Without the Proposed Project" condition. This condition describes the baseline conditions in the study area against which the Proposed Project's incremental changes will be measured.

LAND USE

PROJECT SITE

No Build Scenario 1

Absent the Proposed Project under No Build Scenario 1, Parcels L, M, and N will be developed according to the original 1992 FEIS program. Parcels L and M will be developed with residential buildings with office space and public parking garages. Parcel N will be developed

with a mix of retail, office, entertainment studio production, cinema, and parking uses. The total development program for Parcels L, M, and N in this scenario includes approximately 577 market-rate residential units, 350,370 gsf of office space, 82,065 gsf of retail space, 1,962,554 gsf of entertainment production studio uses, and 743 parking spaces. In this scenario, all existing parking on the project site will be displaced, but the Amtrak passenger rail line will continue to operate.

No Build Scenario 2

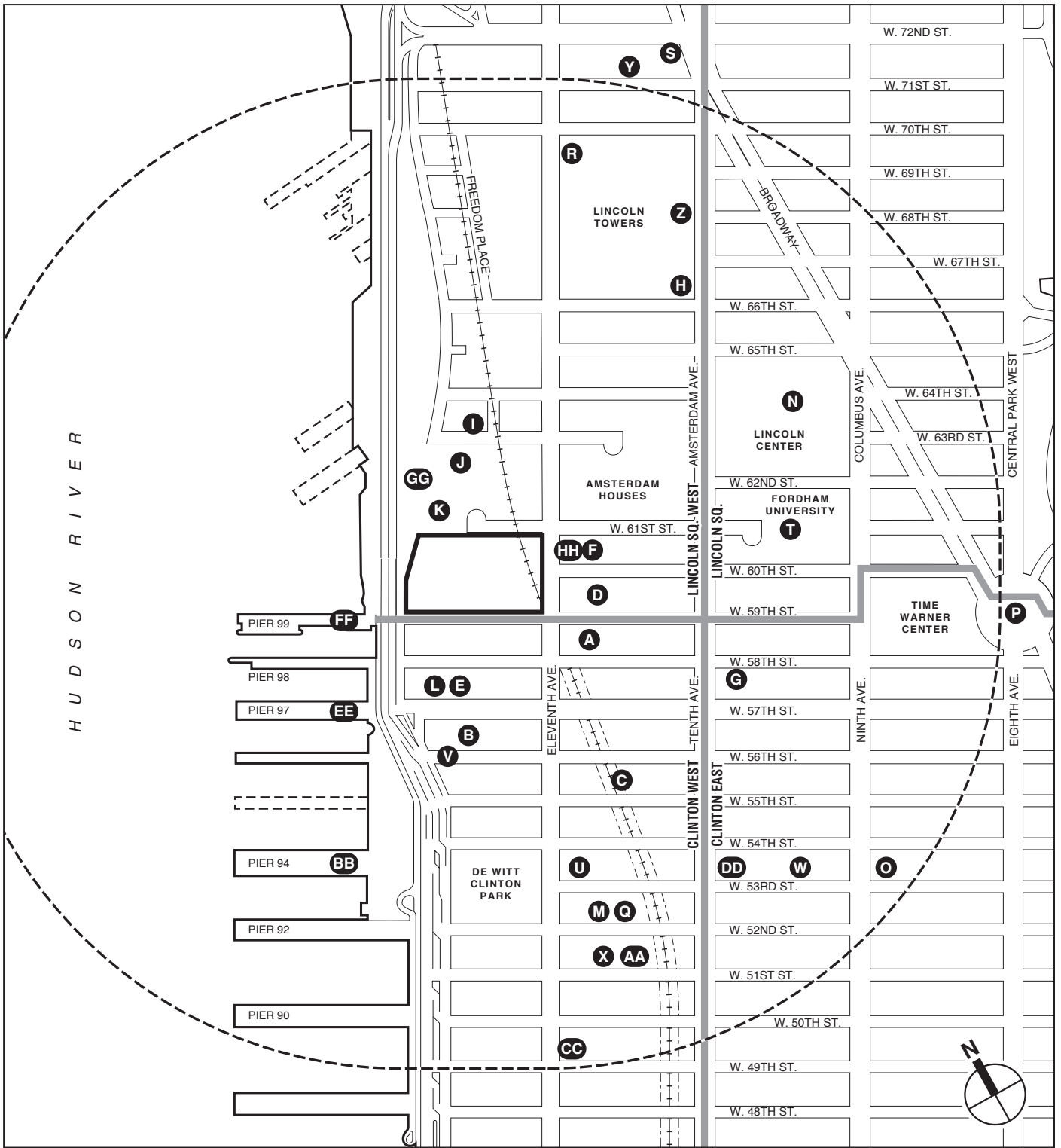
In No Build Scenario 2, the original 1992 FEIS program will be completed for Parcels L and M, but Parcel N will remain in its current parking use. As described above, the 1992 FEIS program envisions Parcels L and M developed with mixed-use residential and office buildings with accessory parking garages. This scenario would result in the construction of 577 market-rate residential units, 20,370 square feet devoted to office uses, and 301 parking spaces. The existing parking uses on Parcel N, as well as the Amtrak passenger rail line that passes beneath the site, will continue operations.




STUDY AREA

A number of new residential, cultural, utility, and mixed-use projects will be completed in the study area by the 2018 analysis year. These projects are in keeping with existing uses and recent development trends, particularly in the areas south of the project site, where formerly industrial and commercial parcels are being replaced with primarily residential developments. Anticipated projects are listed in **Table 2-3** and shown in **Figure 2-4**.

Overall, many of the development projects planned for the study area will either be entirely or predominantly residential. As shown in **Figure 2-4**, major residential projects are planned for all four of the subareas.

The Lincoln Square West subarea will continue to see an increase in residential development consistent with existing trends. North of the project site, the ongoing Riverside South development will continue between West End Avenue and Riverside Park South. By 2018, the full development of Parcels I, J, and K will add a total of approximately 1,300 residential units along with office, retail, and parking uses to the study area. In addition, Riverside Park South will be completed with the construction of phases 5 through 7, resulting in approximately 9.6 acres of new mapped parkland. East of the project site, development was recently completed on the Adagio 60/Sessanta project, a large mixed-use project on the block bounded by West 61st Street, Amsterdam Avenue, West 60th Street, and West End Avenue. The development consists of 384 residential units, medical offices, ground-floor retail, and public parking. In the same block, the Heschel School, a private K-12 school, is planning an expansion that will introduce a 138,850 square foot elementary and middle school. Along Amsterdam Avenue northeast of the project site, a large residential tower with retail and community facility space is under way for the northwest corner of West 66th Street, and the Lincoln Square Synagogue is building a new 5-story synagogue along with retail space at West 68th Street.



-  Project Site Boundary
-  Study Area Boundary (1/2-Mile Perimeter)
-  Subarea Boundary
-  No Build Project

0 500 1000 FEET
SCALE

**Table 2-3
Projects Under Construction or Proposed Within and Adjacent to the ½-Mile Study Area**

Ref. No.*	Project Name	Address	Development Proposal	Status/ Build Year
A	John Jay College Expansion	521 West 58th Street, between 10th and 11th Avenues	627,000 sf of community facility	2011
B	622 West 57th Street	622 West 57th Street, west side of Eleventh	750 residential units; 60,000 sf destination retail; 15,000 local retail; 50,000 sf supermarket; 225,000 sf auto dealership; 500 public parking spaces	2013
C	Harborview Terrace Houses Expansion (NYCHA and HPD)	525 West 55th Street (Block 1084, Lot 9)	Two 15-story buildings; 320 rentals (mixed income); 37 parking spaces (replacing existing spaces to be displaced by development)	2012
D	Recreation Center 59	533 West 59th Street	Renovation of existing facility and construction of 23,000 gsf addition with swimming pool, gymnasium, fitness center, aerobics studio, new lockers and multi-purpose community rooms	2011
E	Durst Site - Private School	623 West 57th Street	285,555 sf 6-story private school for grades Pre-K to 12; 1,750 school seats; 106 parking spaces	2010***
F	Adagio 60/Sessanta - Algin Management	243 West 60th Street	384 residential units; 4,420 gsf medical office; 10,340 gsf; 160 public parking spaces	2008**
G	Hudson Hill	462 West 58th Street	96,500 gsf residential (67 dwelling units)	2009
H	150 Amsterdam	150 Amsterdam Avenue	310 residential units; 13,000 gsf community facility; 25,000 gsf retail	2010
I	Riverside South Parcel I (Rushmore)	80 Riverside Boulevard	284 residential units; 4,577 gsf office; 326 parking spaces	2009**
J	Riverside South Parcel J1 / J2	60 Riverside Boulevard / 400 West 63rd Street	495 residential units; 4,569 gsf office; 7,953 gsf retail; 250 parking spaces	2010**
K	Riverside South Parcel K1 / K2	40 Riverside Boulevard / 401 West 61st Street	520 residential units (188 affordable); 4,581 gsf office; 7,168 gsf retail; 535 parking spaces	2012
L	Durst Site - 631 W. 57th Street	631 W. 57th Street between 11th and 12th Avenue	511,500 gsf office; 239 parking spaces	2015
M	533-541 W. 52nd St	Between 10th and 11th Avenues (Block 1081, portion Lot 1)	100 residential units (up to 100% affordable); retail	2013
N	Lincoln Center Redevelopment	Lincoln Center	45,000-sf expansion of Julliard School and Alice Tully Hall facilities; redesign/upgrading of streetscape and public spaces; demolition of Milstein Plaza bridge over West 65th Street and replacement with new pedestrian bridge	2009-2010
O	Western Rail Yard Additional Housing Site	Ninth Avenue and West 54th Street	108 affordable residential units; 6,750 gsf retail; 30,000 gsf office	2016
P	59th Street-Columbus Circle Station renovation	Broadway and West 60th Street	Addition of two new entrances to IRT station platform, widening of an existing stairway entrance, and reconfiguration of station control area for increased capacity	2010
Q	530-548 W. 53rd St	Between 10th and 11th Avenues (Block 1081, portion Lot 1)	100 residential units (up to 100% affordable); community garden	2013
R	200 WEA	200 West End Avenue	191 residential units; 27,000 gsf retail; 76 accessory parking spaces	2008**
S	200 West 72nd Street	200 West 72nd Street/2075 Broadway	196 residential units; 48,000 gsf retail	2010
T	Fordham Center Master Plan (Phase I)	West 60th to West 62nd Streets between Columbus and Amsterdam Avenues	736,504 gsf residential (approx. 876 units); 382,667gsf academic space; 695 dormitory beds; 205 parking spaces	2014
U	Two Trees Site (Clinton Park)	770 Eleventh Avenue	900 residential units (180 for low-income); 8,000 sf food market and 800 sf other local retail; 330,000 sf auto sales and repair, 20,000 sf health club, 36,000 sf NYPD mounted police, 225 parking spaces	2012

Table 2-3 (cont'd)

Projects Under Construction or Proposed Within and Adjacent to the 1/2-Mile Study Area

Ref. No.*	Project Name	Address	Development Proposal	Status/Build Year
V	DSNY Garage	Twelfth Avenue between West 55th and West 57th Streets	206,497 sf garage replacement to serve Manhattan Community Districts 4, 4A, and 7	2009
W	The Dillon	405-425 West 53rd Street	85 residential units, 37 accessory parking spaces	2010
X	501-505 W. 51st St. Phase I	Between 10th and 11th Avenues (Block 1080, portion Lot 25)	12 residential rental units (100% low-income); 1,315 sf retail	2008
Y	235 West 71st Street	235 West 71st Street	33 residential units	2008
Z	Lincoln Square Synagogue & Retail Development	166 Amsterdam Avenue	5-story synagogue, 51,000 gsf retail space	2010
AA	501-505 W. 51st St. Phase II	Between 10th and 11th Avenues (Block 1080, portion Lot 25)	10 rental units (100% low-income); 5 joint live-work artist units, integrated with first phase of project	2009
BB	Piers 92 and 94	Piers 92 and 94 on the Hudson River	Expand up to 40,000 sf of trade show facility; conversion of Pier 92 from passenger ship terminal to trade show space; new waterfront esplanade	2012
CC	Riverside Substation	700 Eleventh Avenue	42,655 sf Con Edison substation	2009
DD	Former Sony/BMG Studio – Griffin Court Condos	460 W. 54th Street (Block 1063, Lot 61)	96 residential units	2011
EE	Pier 97	Pier 97 on the Hudson River	1-acre addition to Hudson River Park; Active and passive recreation space; lawn and playground areas	NA
FF	Pier 99 – West 59th Street MTS	Pier 99 on the Hudson River	Conversion of existing facility to accept commercial waste	2012
GG	Riverside Park South Phases 5-7	Between Route 9A and Riverside Blvd from West 61st to West 65th Street	Approximately 9.6 acres of publicly accessible open space	2014
HH	Heschel School Expansion****	20 West End Avenue	138,850 gsf elementary and middle school	NA

Notes: * See Figure 2-4.
 ** Project has been completed and occupied.
 *** Development program based on information provided in New Building Application Job No. 120159602, New York City Department of Buildings.
 **** Analyzed based on the RWCDs from the *West 61st Street Rezoning and Citywide General Large-Scale Development Text Amendment FEIS*, December 2006, which includes a 100,000 gsf middle school and 253 residential units.

Sources: AKRF, Inc. site visit May and June 2008; *770 Eleventh Avenue Mixed-Use Rezoning, DEIS*, October 2008; *Fordham University Lincoln Center Master Plan FEIS*, April 2009; *West 57th Street Rezoning FEIS*, March 2001; *West 61st Street Rezoning and Citywide General Large-Scale Development Text Amendment FEIS*, December 2006; Manhattan Community Board 4; NYC Department of Buildings; Lincoln Center website; NYC Department of Finance, ACRIS Online City Register; media coverage of new residential developments; Hudson River Park Trust.

In the Lincoln Square subarea, the major institutional uses—Lincoln Center and Fordham University—are planning substantial redevelopment of their campuses. The Lincoln Center for the Performing Arts redevelopment project includes a 45,000-square-foot expansion of the Alice Tully Hall facilities and the Julliard School, a redesign and upgrading of streetscape and public spaces throughout Lincoln Center, the demolition of the Milstein Plaza Bridge over 65th Street and replacement with a new pedestrian bridge, and a new 23,000-square-foot black box theater on the roof of the Beaumont Theater. To date, certain portions of this project, most notably the renovation of Alice Tully Hall, the expansion of the Julliard School, and the demolition of Milstein Plaza, have been completed. South of the Lincoln Square redevelopment, Fordham University is planning a major expansion of its Lincoln Center campus. Only Phase I of the campus expansion will be complete by the 2018 analysis year. This phase will include new

academic space, new dormitories, and two private residential buildings with a maximum of 876 residential units. This development has received City land use approvals.

The Clinton East subarea will continue to attract residential and commercial development in the Future Without the Proposed Project. Four residential developments are under construction or planned in this subarea.

The Clinton West subarea will continue to see an expansion of residential uses alongside commercial and utility uses, and the continuation of automotive uses along Eleventh Avenue. At Eleventh Avenue and West 54th Street, a private developer has proposed to redevelop a vacant parcel with a mixed-use project containing up to 900 residential units, retail, an auto sales and repair facility, and an NYPD horse stables facility. This project recently received its land use approvals, and construction of the non-residential component has commenced. At Eleventh Avenue and West 57th Street, another project has been proposed to develop up to 750 residential units along with retail, automotive uses, and parking. This project requires discretionary actions and is therefore subject to environmental and public review. Several other residential developments between Tenth and Eleventh Avenues will introduce residential, retail, and auto-related uses. In keeping with existing land use patterns in the study area commercial, industrial, and utility-related projects are also planned for the area. Con Edison is constructing a new substation at West 49th Street and Eleventh Avenue. Along Twelfth Avenue between West 55th and West 57th Street, DSNY is building a new garage. On the block north of the DSNY garage, the Durst Organization is planning to build out the block with an office tower along Twelfth Avenue and a 1,750-seat private school for grades Pre-K through 12 in the midblock. To the east, John Jay College of Criminal Justice is expanding to occupy the full block between West 58th and West 59th Streets. Along the Hudson River waterfront, Pier 97 will be redeveloped with open space uses, and on Piers 92 and 94 new exhibition space and a waterfront esplanade will be constructed pursuant to land use approvals granted in 2009. On Pier 99, the West 59th Street MTS, which currently processes recyclable paper waste, is proposed to be converted to accept commercial waste, primarily construction and demolition debris. The proposed conversion of the West 59th Street MTS, which will require its own environmental review and approvals, will occur upon completion of the proposed conversion of the Gansevoort Street waste transfer station to a recyclable paper facility.

ZONING

PROJECT SITE

No Build Scenario 1 and No Build Scenario 2

In the Future Without the Proposed Project, under both No Build Scenario 1 and No Build Scenario 2 it is assumed that there would be no changes to zoning on the project site.

STUDY AREA

There are currently three proposed zoning changes in the study area that could be in place by 2018. At Eleventh Avenue and West 54th Street, a private developer recently received approval for a zoning map amendment to change the zoning of the site from M1-5 to C6-3X to facilitate the development of the mixed-use project described above. The developer also received approval for two zoning text amendments for the project site.

In addition, there is a proposal to rezone several lots in the block bounded by Eleventh Avenue, West 57th Street, Twelfth Avenue/West Side Highway, and West 56th Street from M1-5 and M2-3 to C4-7. This proposed rezoning would facilitate the development of 622 West 57th Street listed above in **Table 2-3**. As noted above, these approvals are subject to environmental and public review.

Aside from these potential changes, no other changes to zoning are expected in the study area in the Future Without the Proposed Project. However, additional areas may be rezoned in association with as yet unanticipated development projects.

PUBLIC POLICY

No changes affecting public policy on the project site or in study areas are anticipated in the 2018 Future Without the Proposed Project.

G. THE FUTURE WITH THE PROPOSED PROJECT

This section describes the land use, zoning, and public policy conditions that would result from the completion of the Proposed Project in 2018. This is the “Build” or “Future With the Proposed Project” condition. This section evaluates the potential for the Proposed Project to result in significant adverse land use, zoning, and public policy impacts based on a comparison of the two scenarios in the No Build condition, described above, with the incremental changes to land use, zoning, and public policy that would result from the completion of the Proposed Project in the Build condition.

LAND USE

PROJECT SITE

The Proposed Project would develop Parcels L, M, and N as one integrated site with five mixed-use buildings. The proposed development would introduce residential, commercial (including hotel, retail, office, cinema, and automotive showroom/service uses), community facility uses (anticipated to be developed as a public elementary and intermediate school), public parking, and public open space to the project site. Upon completion, the Proposed Project would include approximately 2,500 residential units (of which approximately 12 percent, or 300 units, would be affordable), 140,168 gsf of above-ground retail, 104,432 gsf of office, 181,677 gsf of automotive service use located below-grade, 249,240 gsf of hotel use, and 1,800 parking spaces. The proposed complex of buildings would be situated around a 2.75-acre publicly accessible open space. The project site would connect to the existing Manhattan street grid by extensions of Freedom Place and West 60th Street into the project site. Each of the five buildings would contain ground-floor retail intended to enliven the streetscape and the open space on the project site. In particular, non-auto showroom retail uses would be required in certain key locations along West 60th Street and fronting on the public open space west of Freedom Place South.

The Proposed Project would introduce a higher-density development and a different mix of uses compared with No Build Scenarios 1 and 2. As compared with No Build Scenario 1, the incremental increase in development with the Proposed Project would include 1,923 residential units, including approximately 300 more affordable units; 81,925 gsf retail; 151,598 gsf of community facility space; 249,240 gsf hotel use; 181,677 gsf automotive showroom and service use; and 2.75 acres of publicly accessible open space. The Proposed Project would develop

approximately 245,938 gsf less of office space than No Build Scenario 1. The Proposed Project would not develop any of the entertainment production studio uses that will be developed in No Build Scenario 1. Compared with No Build Scenario 2, the Proposed Project would result in the same incremental development increase as compared with No Build Scenario 1, except that the increase in retail development would be greater (140,168 gsf increment) and there would be an incremental increase in office space (84,062 gsf) rather than a decrease. In addition, the Proposed Project would construct Buildings 2 and 5, and portions of Buildings 1 and 4, on Parcel N, whereas No Build Scenario 2 would allow the current parking use to remain.

As noted above, unlike No Build Scenarios 1 and 2, the Proposed Project would introduce, in addition to residential uses, community facility and public open space uses to the project site. It is expected that a public school would be developed on the project site and would serve the project site and the surrounding community. The publicly accessible open space introduced by the Proposed Project would complement the adjacent Riverside Park South and would serve the surrounding neighborhoods. Furthermore, the Proposed Project would provide new retail services for the surrounding area that would not be provided under No Build Scenario 1 or 2. These uses would produce positive land use effects that would not occur with either No Build Scenario 1 or 2.

The Proposed Project would also open the site to the Hudson River waterfront more fully than would occur with either No Build Scenario 1 or 2. The view corridor along West 60th Street would be preserved. Connections would be made throughout the open space to adjacent streets. Most importantly, a path would be created to link the central plaza to a stair and ramp to Riverside Park South at the intersection of Riverside Boulevard and West 61st Street. This would become the most direct connection from Central Park and Columbus Circle to the Hudson River waterfront. With No Build Scenario 1 and 2, there would be no new connection to adjacent streets and the waterfront. In addition, Scenario 1 would result in partially blocked views of the waterfront due to development on Parcel N.

Like No Build Scenario 1 and, to a lesser extent No Build Scenario 2, the Proposed Project would transform the project site from an underutilized site containing mainly parking uses to a high density mixed-use development. This change would effect a substantial land use change on the project site by introducing residential, commercial, community facility, parking, and open space uses to the site. The Proposed Project would enliven the site with users of the additional ground-floor retail, the publicly accessible open space, and the new public school in its community facility space. Overall, the Proposed Project would create a higher-density development with more residential use compared with both No Build Scenarios 1 and 2. Furthermore, it would substantially reduce the amount of commercial space that would be created on the project site under No Build Scenario 1, which would develop a studio and office complex on Parcel N.

STUDY AREA

Although the Proposed Project would introduce a higher-density development and a different mix of uses compared with the 1992 FEIS programs of No Build Scenarios 1 and 2, these uses and densities would be compatible with the existing and anticipated land use patterns in the surrounding study area. Furthermore, as discussed in Chapter 8, "Urban Design and Visual Resources," the heights of the proposed buildings would be compatible with building heights and densities in the surrounding area.

As discussed above, the Proposed Project would introduce a substantial new residential component compared with existing conditions, and would introduce higher-density residential uses to the project site than either No Build Scenario 1 or No Build Scenario 2. The higher-density residential uses would be in keeping with the high-density residential uses located along Broadway and Amsterdam Avenue in the Lincoln Square subarea and throughout the Upper West Side. The density of the proposed residential uses on the project site would not be overly dense compared to the study area. Substantial portions of the study area, including the Broadway and Amsterdam Avenue corridors, the Columbus Circle area, and portions of Eleventh Avenue/West End Avenue near the project site, are zoned to allow residential uses to the same FAR (10.0 with a 20 percent inclusionary housing bonus) as the project site. In recent years, several projects have been developed pursuant to the high-density residential zoning, including the Helena at West 57th and Eleventh Avenue, the Time Warner Center at Columbus Circle, and 10 West End Avenue. As described above, in the Future Without the Proposed Project several other high-density residential projects were recently completed nearby the project site, including the developments known as Element Condominium at 555 West 59th Street and Adagio 60/Sessanta at 243 West 60th Street. In addition, the proposed residential uses would complement the ongoing residential development of the other Riverside South Parcels to the north.

Under the Proposed Project, development on Parcel N along West End Avenue would include residential, community facility, retail, auto sales and service, and hotel uses, instead of office, entertainment production studio, and retail uses under No Build Scenario 1 or parking uses under No Build Scenario 2. This change in uses along West End Avenue would be consistent with land use trends in the area. The construction of residential buildings on Parcel N would be in keeping with the trend toward residential development along West End Avenue. As discussed above, new residential buildings are being constructed along West End Avenue immediately east of the project site. In addition, the community facility use, which is intended to be a public elementary and intermediate school, would be compatible with other public facility and institutional uses east and south of the project site and would provide a much-needed school for the study area community. The hotel use proposed for the southeast corner of the project site, at West 59th Street and Eleventh Avenue, would complement the commercial development along Eleventh Avenue to the south and throughout the eastern portion of the study area near the Midtown Central Business District. The hotel use would also be consistent with the development of hotels in the wider study area, including the vicinity of Columbus Circle and along West 57th Street.

The Proposed Project's expanded retail uses would complement the retail uses that currently exist near the project site along Amsterdam Avenue/Tenth Avenue, Broadway, and Ninth Avenue. The retail uses would contribute to the creation of an active mixed-use development on the project site and would serve the growing Riverside South neighborhood and the surrounding area. Further, these uses would provide retail amenities along West End Avenue/Eleventh Avenue, a corridor where retail uses remain sparse despite increasing residential uses. The automotive showroom and service uses would be compatible with the auto-related uses along Eleventh Avenue south of West 58th Street. In general, the retail and other commercial uses created with the Proposed Project would allow the project site to function as a mixed-use transition zone between the primarily residential neighborhoods of Riverside South and the Upper West Side and the more mixed-use and commercial neighborhoods of Clinton to the south.

The Proposed Project would locate residential uses across the street from the Consolidated Edison Power House and the West 59th Street MTS. These utility uses are located immediately

south and west of the project site, respectively. Both No Build Scenarios 1 and 2 would also construct residential uses near the power house and the MTS. The proposed uses would not conflict with the Consolidated Edison Power House or with the West 59th Street MTS on Pier 99. Other residential uses are already located in close proximity, most notably the Helena immediately south of the power house, and 10 West End Avenue located diagonally across the intersection of West 59th Street and Eleventh Avenue from the power house. In addition, as discussed in Chapter 18, “Air Quality,” and Chapter 19, “Noise,” neither facility would result in significant adverse air quality or noise impacts on the residential uses nearby.

Overall, the Proposed Project would be compatible with the land uses and densities in the surrounding area and would be consistent with the neighborhood’s mixed-use character. It would continue existing trends of high-density mixed-use and residential development, and therefore would not alter the 1992 FEIS findings of no significant adverse impacts on land use in the surrounding study area.

ZONING

No changes are proposed to the zoning map, but the Proposed Project would require two Zoning Text Amendments to Section 74-74 of the Zoning Resolution (ZR) pertaining to a “general large-scale development” in a C4 District in Manhattan Community District 7. The amendment to ZR Section 74-743(a) would allow the New York City Planning Commission (CPC) to permit, within a general large-scale development, modification of Section 12-10 (Court, outer) to allow any open area surrounded on three sides by building walls to be treated as an “outer court”; The second would amend ZR Section 74-744(a) to allow the CPC to permit automotive sales and service establishments (UG 16) within a general large-scale development, provided certain findings are met. The zoning text amendment relating to automotive uses would be compatible with existing uses in the area. As discussed above, there are several other auto-related uses along Eleventh Avenue south of West 58th Street. Furthermore, while the proposed text amendments would apply to sites beyond the Riverside Center project site (specifically, Riverside South Building O, West End Towers and 101 West End/ABC Studios), these sites are currently built up and are unlikely to seek to utilize the provisions of the proposed text amendment in the foreseeable future (or by 2018, the Proposed Project’s build year).

The Proposed project would also require several special permits, a CPC authorization, several CPC certifications, and a modification of the 1992 GLSD Special Permit and restrictive declaration, as outlined below:

1. Zoning Text Changes:
 - A. **N 100294 ZRM**—An application for a Zoning Text Amendment to Section 74-743 of the Zoning Resolution to allow the City Planning Commission to permit, within a general large-scale development, modification of Section 12-10 (Court, outer) to allow any open area surrounded on three sides by building walls to be treated as an “outer court”; and
 - B. **N 100295 ZRM**—An application for a Zoning Text Amendment to Section 74-744(a) of the Zoning Resolution to allow the City Planning Commission to permit automotive sales and service establishments (UG 16) within a “general large-scale development” in a C4 District in Manhattan Community District 7 provided certain findings are met.

2. Special Permits¹:

A. **C 100296 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Sections:

- i) 74-743(a)(2) to permit location of buildings without regard for applicable:
 - a) “court” regulations found in ZR Section 23-84, and 23-851, to modify the minimum dimensions and areas of outer courts and inner courts and allow up to 5% of an inner court to be covered;
 - b) distance between “buildings” regulations found in ZR Sections 23-711 to permit less than the required distance; and
 - c) height and setback (including tower) regulations found in ZR Sections 23-634, 33-433, and 33-451 to allow the location of buildings without regard to street wall location requirements, maximum street wall height, initial setback distance and tower regulations; and
- ii) 74-743(a)(7), as amended, to modify Section 12-10 (Court, outer) to allow the open areas surrounded on three sides by building walls as designated on Drawing Z-113 to be treated as “outer courts.”

B. **C 100297 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Section 74-744 (a) (2), as amended, to allow automobile sales and service uses (Use Group 16B) without regard for the Use provision found in 32-00.

C. **C 100287 ZSM**—An application for a Special Permit from the City Planning Commission, within a “general large-scale development,” pursuant to Section:

- i) 74-681(a)(1) to allow that portion of a railroad or transit right-of-way to be completely covered over by a permanent platform to be included in the “lot area” for the “development”;
- ii) 74-681(a)(2) to allow the portion of the yard where railroad use has been permanently discontinued to be included in the “lot area” for the development;
- iii) 74-681(c)(4), to establish appropriate level (elevation + 24 above Manhattan Datum) instead of “curb level” as the reference plane for the development plus additional curb levels for streetscape purposes (26-00 and 37-30); and
- iv) 11-42(c), to provide that the special permit will not lapse if, within 10 years from the effective date of the special permit, substantial construction of at least one building has been completed.

¹ Special Permits D through I reflect two parking garage options described above. Under the first option, one special permit (item D) would be utilized for a single garage with a total of 1,800 parking spaces. Under the second option, five special permits (items E through I) would be utilized for five individual garages with a total of 1,800 parking spaces. Thus, the six special permits would not be utilized simultaneously.

- D. **C100288 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” with a maximum of 1,800 public parking spaces;
 - E. **C 100289 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 1 with a maximum of 460 public parking spaces;
 - F. **C 100290 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 2 with a maximum of 230 public parking spaces;
 - G. **C 100291 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 3 with a maximum of 290 public parking spaces;
 - H. **C 100292 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located beneath Parcel 4 with a maximum of 370 public parking spaces; and
 - I. **C 100293 ZSM**—An application for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a “public parking garage” to be located below beneath Parcel 5 with a maximum of 450 public parking spaces.
3. **Authorization: N 100298 ZAM**—An application for an Authorization, pursuant to Section 13-553, from the City Planning Commission, to permit a curb cut on West End Avenue (a wide street) to facilitate the extension of West 60 Street westward through a portion of the project site as a public access easement.

In addition, pursuant to Section 11-42(c), to provide that the special permit will not lapse if, within 10 years from the effective date of the special permit, substantial construction of at least one building has been completed.

4. **Certifications:**

- A. **N 100299 ZCM**—An application for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow additional curb cuts, in excess of one for each “narrow street” frontage, for “zoning lots” in excess of 30,000 square feet of “lot area”, to allow more than one curb cut on West 59th Street (a narrow street).
- B. **N 100286 ZCM**—An application for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow additional curb cuts, in excess of one for each “narrow street” frontage, for “zoning lots” in excess of 30,000 square feet of “lot area”, to allow more than one curb cut on West 61st Street (a narrow street).
- C. **N 100300 ZCM**—An application for a Certification, pursuant to Section 26-17, from the City Planning Commission to modify the provisions of:
 - i) 37-35 to modify the requirement that 50 percent of a front building wall fronting on a wide street shall be occupied by commercial uses; and
 - ii) 37-36 to permit signs to be located in a horizontal band not higher than three feet, the base of which is located not higher than 17 feet above curb level (established level); and

- iii) 37-37 to permit less than 50 percent of the total surface area of any building wall of a “development” between curb level (established level) and 12 feet above curb level or ground floor ceiling height shall be transparent.

5. **Modification: M 920358 D ZSM**—An application for the Fourth Modification of previously approved “general large-scale development” special permit and restrictive declaration to reflect the current proposal.

The Proposed Project would also require a CPC authorization and certification to allow additional curb cuts beyond what is allowed as-of-right on narrow streets and a curb cut on a wide street, as well as certifications waiving streetscape regulations pertaining to signage and ground-floor transparency.

In order to grant the requested special permits relating to bulk, the CPC must make findings regarding site design, design flexibility, access to light and air, street access, adequacy of public facilities and open space, and consistency with the purposes of the district. In order to grant to special permits relating to transit rights-of-way, the CPC must make findings related to adequate street access, appropriate density and uses, and the potential for the continued use of the right-of-way for a future transportation use or improvement, if necessary. In order to grant the special permits related to public parking, the CPC must make findings related to street access, effects on vehicular movement on local streets, and adequacy of reservoir space. In order to grant the requested special permit to allow the automotive service uses on the project site, the CPC must make findings relating to access to the commercial uses, their proximity to residential uses in the building, and the effect on other uses in the building. The receipt of these special permits would be contingent upon the CPC finding that no significant adverse impacts would result from their approval. Furthermore, if the proposed permits were granted, they would apply only to the project site, and would have no impact on zoning in the surrounding area. Therefore, the Proposed Project would not result in significant adverse impacts to zoning on the project site or in the surrounding study area.

PUBLIC POLICY

Land use changes anticipated as a result of the Proposed Project would be consistent with the public policies governing the project site and study area. The Proposed Project would not be incompatible with the goals of the Clinton Urban Renewal Area, as it would introduce the same mix of uses that are present and proposed in the study area, particularly along Eleventh Avenue, and it would further goals to provide affordable housing in the area. As discussed in Chapter 12, “Waterfront Revitalization Program,” the Proposed Project would be consistent with the goals of the program, providing waterfront public access and creating residential and commercial uses on a currently underused waterfront site. Furthermore, the Proposed Project would support the policy goals of Hudson River Park and Riverside Park South by creating new streets and public open space on the project site that would complement the waterfront parks. The site design and open space is intended to provide upland connections to both parks and to draw people through the complex to and from the Hudson River waterfront.

Overall, like the 1992 FEIS program, the Proposed Project would not result in any significant adverse impacts to public policy governing the project site or the study area.

H. FUTURE CONDITIONS WITH THE MILLER HIGHWAY RELOCATION

As described in Chapter 1, “Project Description,” for certain environmental issues—including land use—the 1992 FEIS analyzed an additional scenario in which the elevated portion of the Miller Highway (also known as Route 9A) between 59th Street and 72nd Street would be relocated to an inboard, below-grade location by 2002, the anticipated completion year for the Riverside South project.

At this time the Miller Highway has not been relocated, and there is no funding allocated toward advancing the project. However, since the highway may, in the future, be relocated, this section considers an additional future condition in which the highway relocation takes place by the Proposed Project’s Build year of 2018, in a manner similar to that described in the 1992 FEIS, and as analyzed in greater detail as part of the Preferred Alternative scenario in the *October 2000 Miller Highway Project FEIS*.

Under conditions with the Miller Highway relocated inboard under and next to Riverside Drive, the development of the upland portion of the Proposed Project would remain the same as with the Miller Highway in place. The relocation of the Miller Highway would eliminate the highway as a visual and physical barrier to the Hudson River waterfront, enhancing views west from the project site and the surrounding area. The relocation of the Miller Highway would not compromise the Proposed Project’s consistency with existing and anticipated land use patterns in the surrounding study area. With or without the relocation of the Miller Highway, the Proposed Project would be consistent with the ongoing trend of new high-density residential development throughout the study area, particular along West End Avenue/Eleventh Avenue.

Overall, the Miller Highway relocation would not alter the conclusion that the Proposed Project—compared with No Build Scenarios 1 and 2—would not result in significant adverse impacts to land use, zoning, and public policy. *