

A. INTRODUCTION

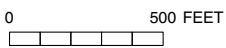
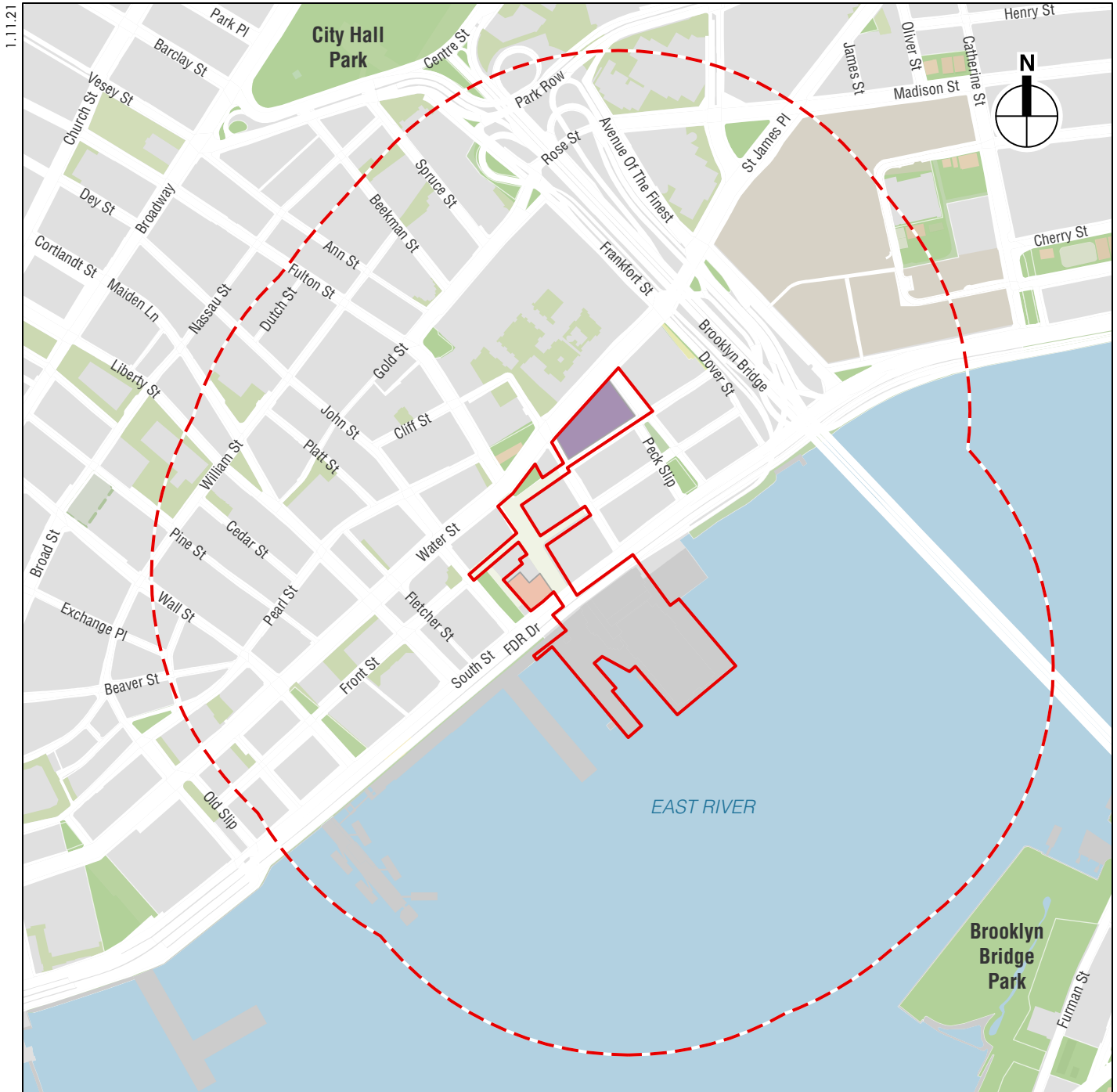
The Applicant, 250 Seaport District, LLC, seeks a special permit, modifications to a previously approved large-scale general development (LSGD), zoning text amendments, and authorizations (the Proposed Actions) from the City Planning Commission (CPC) to facilitate the development of ~~a n up to approximately 680,500 gross square foot (gsf), up to 395 foot tall~~ mixed-use building ~~(the Proposed Project)~~ containing market-rate and affordable housing, retail, office, and community facility spaces as well as parking at 250 Water Street (Block 98, Lot 1; the Development Site). Under the previously proposed project evaluated in the Draft Environmental Impact Statement (DEIS) and this Final Environmental Impact Statement (FEIS), the building would be up to 395 feet tall and include up to approximately 680,500 gross square feet (gsf).¹

~~The Proposed Project~~previously proposed project would also facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum) at 89-93 South Street, 2-4 Fulton Street, 167-175 John Street (Block 74, a portion of Lot 1; the Museum Site). ~~The Proposed Project~~previously proposed project would additionally include operational changes to facilitate passenger drop off on the Pier 17 access drive as well as minor improvements to the Pier 17 access drive area and building, and may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions within the Project Area.² The Project Area is located in the South Street Seaport neighborhood in Lower Manhattan, Community District 1 (see **Figure 1-1**).

The Applicant seeks the following discretionary actions in connection with the development of the ~~Proposed Project~~previously proposed project: (i) a special permit pursuant to Zoning Resolution (ZR) Section 74-743(a) to allow for bulk modifications within a LSGD to allow the distribution of total allowable floor area without regard to zoning lot lines or district boundaries,

¹ On May 4, 2021, the Landmarks Preservation Commission voted to issue Certificates of Appropriateness for a modified design of the previously proposed building on the Development Site (Docket #: LPC-21-03235; Document #: COFA-21-03235) and the potential expansion of the Museum on the Museum Site (Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval) with respect to the modified design of the previously proposed building on the Development Site. The program and bulk of the approved designs are within the RWCDs (defined below) that is analyzed as the proposed development on the Development Site and potential expansion of the Museum on the Museum Site for purposes of ~~this~~the DEIS and this FEIS. Since the publication of the DEIS, the Applicant has withdrawn the application (C 210438 ZSM) for the previously proposed project and filed a modified application (Application Number C 210438(A) ZSM; the “A-Application”) reflecting changes to the project that result from the LPC approval—this modified version of the project is described and considered in this FEIS as the Reduced Impact Alternative, as outlined in Chapter 18, “Alternatives.”

² Although the New York City Department of Transportation (DOT) has not approved the proposed operational changes to the Pier 17 access drive, the potential effects of these changes are analyzed in this FEIS. DOT reserves the right to maintain or modify the Traffic Management Plan established in 2016.



- Project Area
- 1/4-mile perimeter
- Development Site
- Museum Site



and the location of buildings without regard to applicable height, setback, or street wall regulations; (ii) modifications to the South Street Seaport/Pier 17 LSGD site plan, zoning calculations and boundaries; (iii) text amendments to the South Street Seaport Subdistrict zoning regulations; and (iv), authorizations to allow for a curb cut on Pearl Street (ZR Section 13-441) and security bollards within a pedestrian circulation path of a waterfront public access area (ZR Section 62-822[b]). In addition, the Applicant seeks certifications pursuant to ZR Section 91-95 to transfer development rights and pursuant to ZR Section 62-12(c) for design changes to the previously approved Pier 17 waterfront site plan. In conjunction with these actions, the Applicant is seeking a modification to the LSGD restrictive declaration to update the previously approved site plan and zoning calculations and to modify the Pier 17 Traffic Management Plan. Finally, the New York City Department of Small Business Services (SBS) is filing an application seeking approval of the disposition of leasehold and easement interests with respect to various city-owned properties located within the South Street Seaport area, which would allow for the renewal and extension of the term of an existing lease for 99 years, until 2120.³ Collectively, these actions would enable a mixed-use development at the Development Site with affordable units and improvements to the existing South Street Seaport/Pier 17 LSGD.

Additional actions to facilitate the ~~Proposed Project~~previously proposed project and effectuate other changes to the affected area may include, disposition actions relating to the Museum Site and the distribution of floor area to the Development Site, funding decisions and grant of an Article XI Tax Incentive by the Department of Housing Preservation and Development. The New York City Department of City Planning (DCP), acting on behalf of CPC, will be the lead agency for environmental review. Based on the Environmental Assessment Statement (EAS) that has been prepared, the lead agency has determined that the Proposed Actions have the potential to result in significant adverse environmental impacts, requiring that an Environmental Impact Statement (EIS) be prepared. This chapter includes a description of the Proposed Actions, the Development Site and Museum Site, the Project Area existing conditions, project purpose and need, ~~Proposed Project~~previously proposed project, reasonable worst-case development scenario (RWCDS) under the No Action and With Action Conditions, and public review process required for approval of the Proposed Actions. The 2020 *City Environmental Quality Review (CEQR) Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions' effects on the various areas of environmental analysis.

B. PROJECT DESCRIPTION

DESCRIPTION OF THE PROJECT AREA

The Project Area includes the Development Site, the Museum Site, existing museum spaces located outside boundaries of the Museum Site, as well as several additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions. The Project Area also includes the area of the Pier 17 LSGD, containing Pier 17 and the Tin Building (see **Figure 1-1**).

The Development Site on which the ~~Proposed Project~~previously proposed project would be constructed, is located at 250 Water Street (Block 98, Lot 1). The approximately 48,000-square-

³ The renewal and extension of the lease is a Type II action pursuant to 6 NYCRR Part 617.5(c)(32). To the extent required, capital improvements undertaken pursuant to improvement agreements as consideration for the lease shall be subject to environmental review.

foot (sf) Development Site is owned by the Applicant. It currently contains a surface parking lot with a kiosk and approximately 400 parking spaces. The Development Site occupies the full block bounded by Pearl Street, Water Street, Beekman Street, and Peck Slip. Low- and mid-rise buildings similar to the existing structures to the south and east were previously located on the Development Site, before being razed in the 1950s–1970s.

The Museum Site occupies a portion of the block located between John Street, South Street, Front Street, and Fulton Street (Block 74, a portion of Lot 1). The future renovation, reopening, and potential expansion of the Museum on the approximately 16,340-sf Museum Site would be facilitated as a result of the ~~Proposed Project~~previously proposed project. This includes existing spaces that would be renovated in the historic, approximately 200-year old Schermerhorn Row buildings at the corner of Fulton and South Streets (91-93 South Street and 2-4 Fulton Street), the Museum’s “Collections” spaces for which no work is proposed but which would reopen, located in the historic, approximately 170-year old AA Low Building on John Street (167-171 John Street), and a vacant lot currently used for parking and storage at the corner of South Street and John Street (89 South Street/175 John Street) that would be the site of a potential future expansion of the Museum (the John Street Lot). The Museum first opened in 1967, and it has been forced to close several times in the last two decades due to 9/11 in 2001, flooding from Hurricane Sandy in 2012, and the COVID-19 pandemic in 2020.

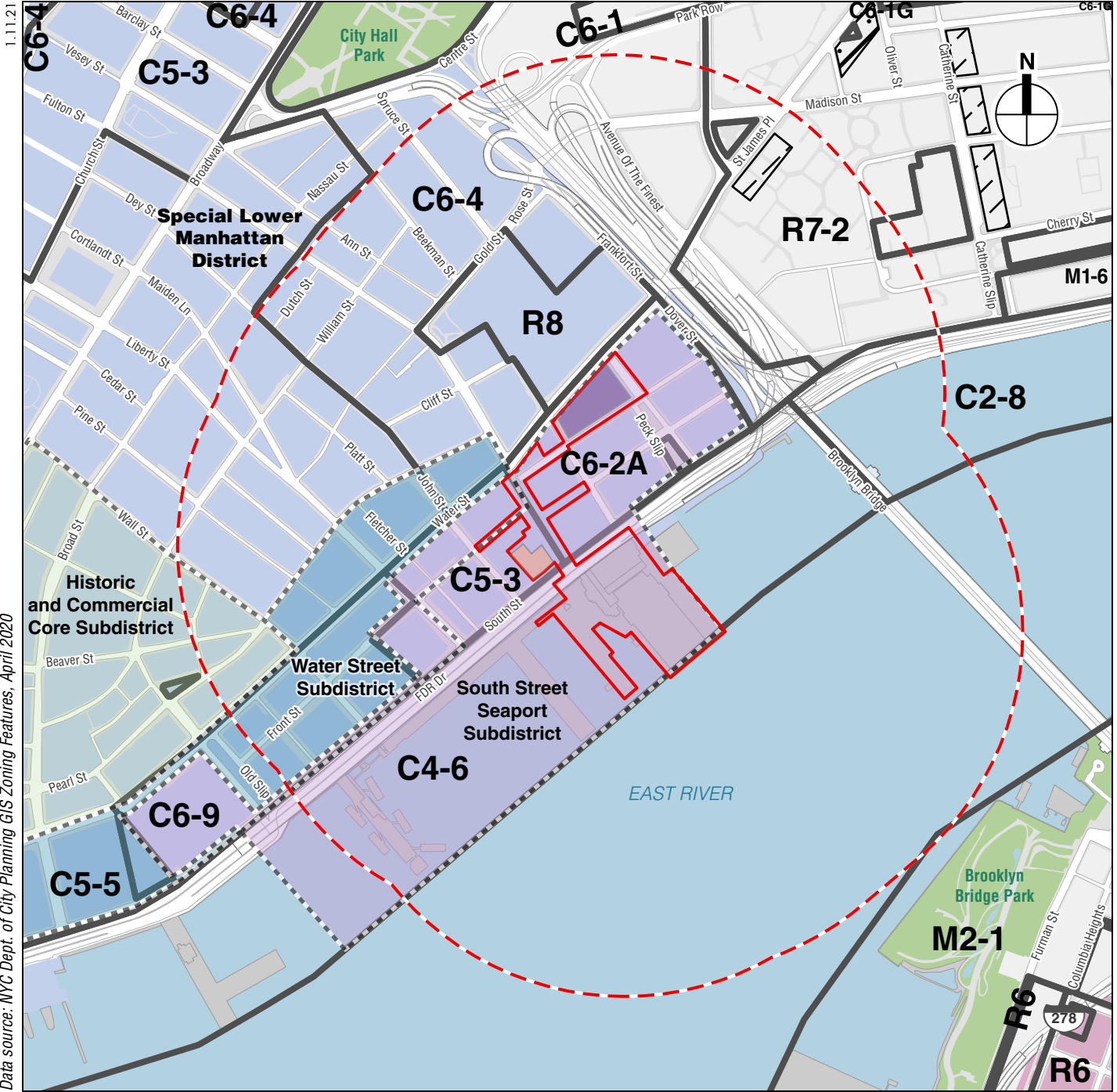
The remainder of the Project Area consists of existing Museum spaces outside the boundaries of the Museum Site that would be vacated in the future as well additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the ~~Proposed Project~~previously proposed project. The Project Area also includes the area of the Pier 17 Large-Scale General Development, containing Pier 17 and the Tin Building.

DESCRIPTION OF SURROUNDING AREA

The ¼-mile area surrounding the Project Area includes the South Street Seaport neighborhood, which is located to the south of the Brooklyn Bridge on the East River waterfront, as well as portions of the Financial District, Civic Center, and Two Bridges neighborhoods.

All of Lower Manhattan south of Murray Street and the Brooklyn Bridge falls within the Special Lower Manhattan District. This area primarily consists of various C5 and C6 commercial zoning districts. The Development Site and much of the surrounding neighborhood are located within a commercial C6-2A district within the South Street Seaport Subdistrict of the Special Lower Manhattan District (see **Figure 1-2**). The Museum Site and southern portion of the South Street Seaport neighborhood are located within a C5-3 district, and the waterfront is within a C4-6 district; these areas are also located within the South Street Seaport Subdistrict. Residential zoning districts near the Project Area include R7-2 and R8 residential districts, mapped in the Two Bridges neighborhood and at the Southbridge Towers, respectively. The Project Area and surrounding area of Lower Manhattan have good access to public transit, being located near numerous subway lines (the 1, 2, 3, 4, 5, 6, A, C, E, J, R, W, and Z), several bus lines, as well as the NYC and Staten Island Ferries.

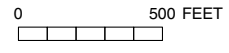
The South Street Seaport neighborhood, which the Project Area is located within, includes a range of land uses and building types. Schermerhorn Row and the other buildings on the Museum Site’s block include ground floor retail uses and other commercial uses as well as space for the existing Museum. Other blocks in the neighborhood include low-rise buildings, many historic, with residential uses and ground floor restaurant and retail uses. Other uses in the South Street Seaport neighborhood include hotel and community facility uses and a Con Edison substation along South



Data source: NYC Dept. of City Planning GIS Zoning Features, April 2020

- Project Area
- 1/4-mile perimeter
- Development Site
- Museum Site
- Zoning District Boundaries
- C1-5 Commercial Overlay District
- C2-3 Commercial Overlay District
- Park Boundary
- Limited Height District
- Special Purpose District

- Special Purpose Subdistricts**
- Historic and Commercial Core Subdistrict
 - Arcades Modification Area
 - South Street Seaport Subdistrict



250 WATER STREET

Existing Zoning
Figure 1-2

Street between Peck Slip and Dover Street. Across from the Development Site are two schools, the Blue School and P.S. 343. Along Fulton Street is the Fulton Market Building, with restaurant/retail and entertainment uses. The area along the waterfront across the FDR contains the East River Esplanade open space and piers (Piers 16 and 17) that are used for recreational, cultural/entertainment, restaurant, and retail uses. Pier 15, to the south of Piers 16 and 17, has been reconstructed as publicly accessible open space containing pier-level pavilions and a rooftop open space.

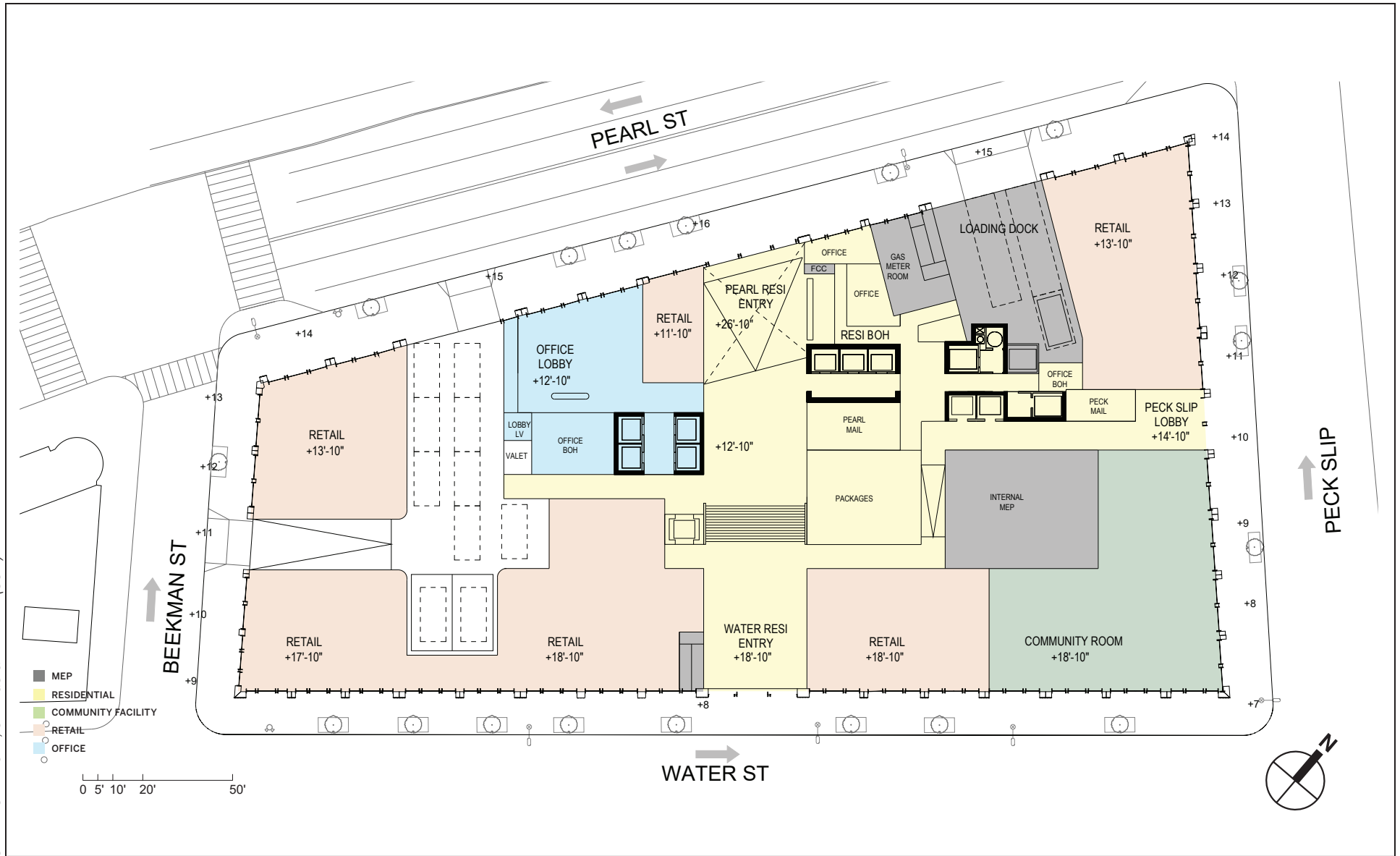
The Two Bridges neighborhood is located to the northeast of the Project Area, the Civic Center neighborhood is located to the north, and the Financial District neighborhood is located to the west and northwest. The Two Bridges neighborhood is a residential neighborhood with several high-rise housing developments, community facility uses, and open spaces. New York City Housing Authority (NYCHA) Governor Alfred E. Smith Houses, a public housing project, is located in the Two Bridges neighborhood near the Project Area to the north of Brooklyn Bridge. Open space (the Alfred E. Smith Playground) and a school (P.S. 126) are also located near the Project Area north of the Brooklyn Bridge. Several modern residential towers have also been constructed or are planned for construction in the northeastern portion of the Two Bridges neighborhood, more than ½-mile from the Project Area. The Civic Center neighborhood to the north of the Project Area features several prominent institutional uses including offices of the City of New York, Pace University, and New York Presbyterian, as well as residential, commercial, and open space uses. The portion of the Financial District north of Fulton Street and northwest of the Development Site contains Southbridge Towers, a large housing cooperative built under the Mitchell-Lama housing program that was completed in 1969 on a superblock between Gold and Pearl Streets. This portion of the neighborhood also contains the New York-Presbyterian/Lower Manhattan Hospital and the facilities of Pace University, both of which are located along Spruce Street west of Gold Street, as well as a modern residential tower with a school (P.S. 397) at 8 Spruce Street and other mid- and high-rise blocks with mixed uses further to the northwest including City agency offices at 100 Gold Street.

DESCRIPTION OF THE PREVIOUSLY PROPOSED PROJECT

The previously proposed project~~Proposed Project~~ is an approximately 680,500-gsf mixed-use building that would include approximately 394,400 gsf of residential uses, 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces. The previously proposed project~~Proposed Project~~ would include up to 394 dwelling units (DUs), of which approximately 25 percent (up to 99 DUs) would be affordable. The building would consist of a seven-story, full-block base occupying the entire Development Site with mixed uses (up to approximately 105 feet in height) on which a tower would be set. The tower, containing residential uses, would rise from the base to a total height of up to approximately 395 feet (see **Figure 1-3**).

The previously proposed project~~Proposed Project~~ would also facilitate the restoration, reopening, and potential expansion of the existing Museum on the Museum Site. Funding provided to the Museum would stabilize and strengthen its finances, setting the stage for its potential expansion. The restoration and reopening of the Museum would include approximately 27,996 gsf of renovated space for the Museum in several of the Schermerhorn Row Buildings at the corner of Fulton Street and South Street (91-93 South Street and 2-4 Fulton Street). The potential expansion of the Museum would result in a seven-story (approximately 62 feet in height), 32,383-gsf building to be constructed on the vacant John Street Lot at the corner of John Street and South Street (89 South Street/175 John Street). The expansion would contain additional exhibit and back office spaces for the Museum. The Museum's existing 26,312-gsf "Collections" building (167-171 John

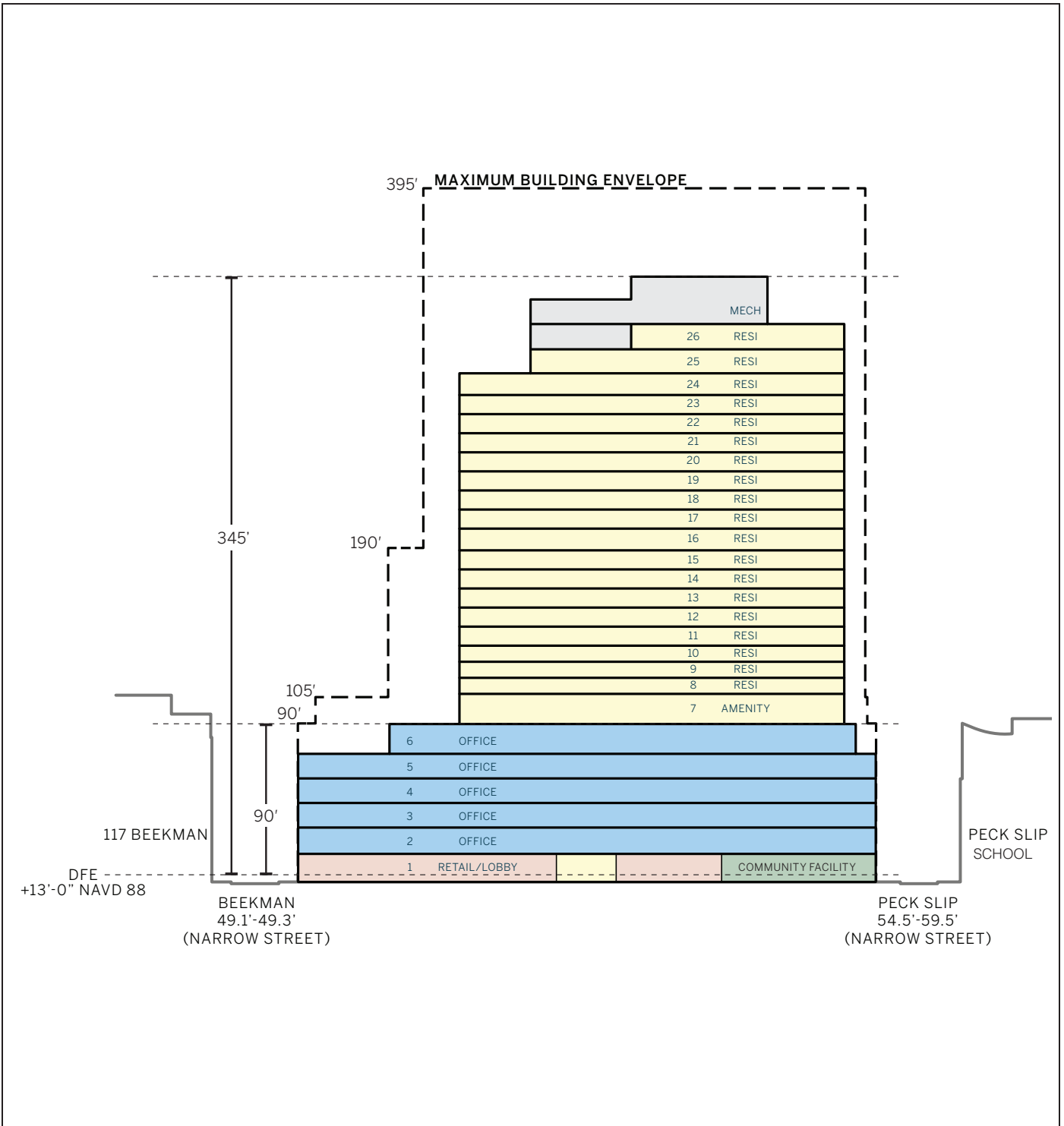
Source: SKIDMORE, OWINGS & MERRILL (SOM)



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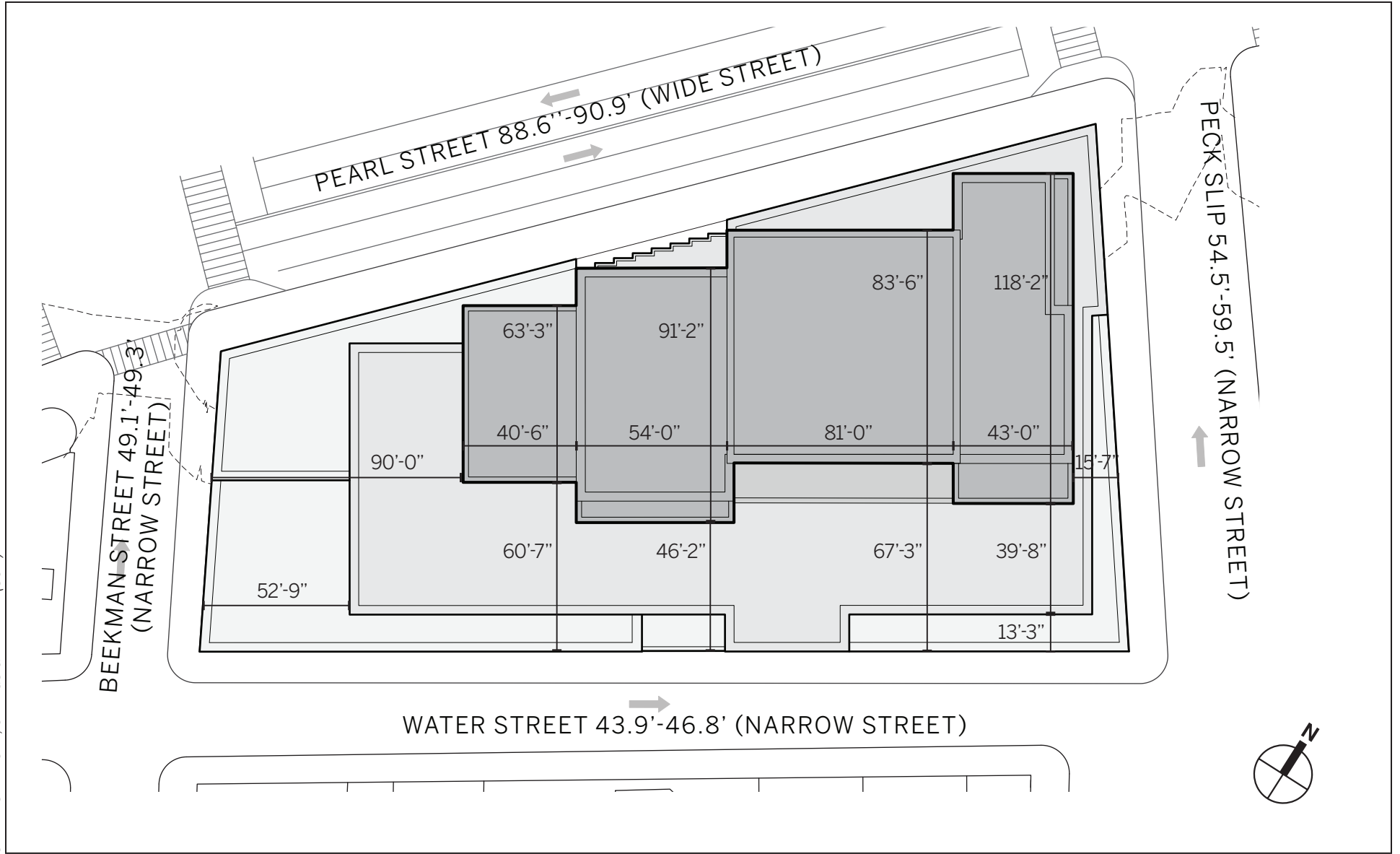
Proposed Development Ground Floor Plan

Figure 1-3a



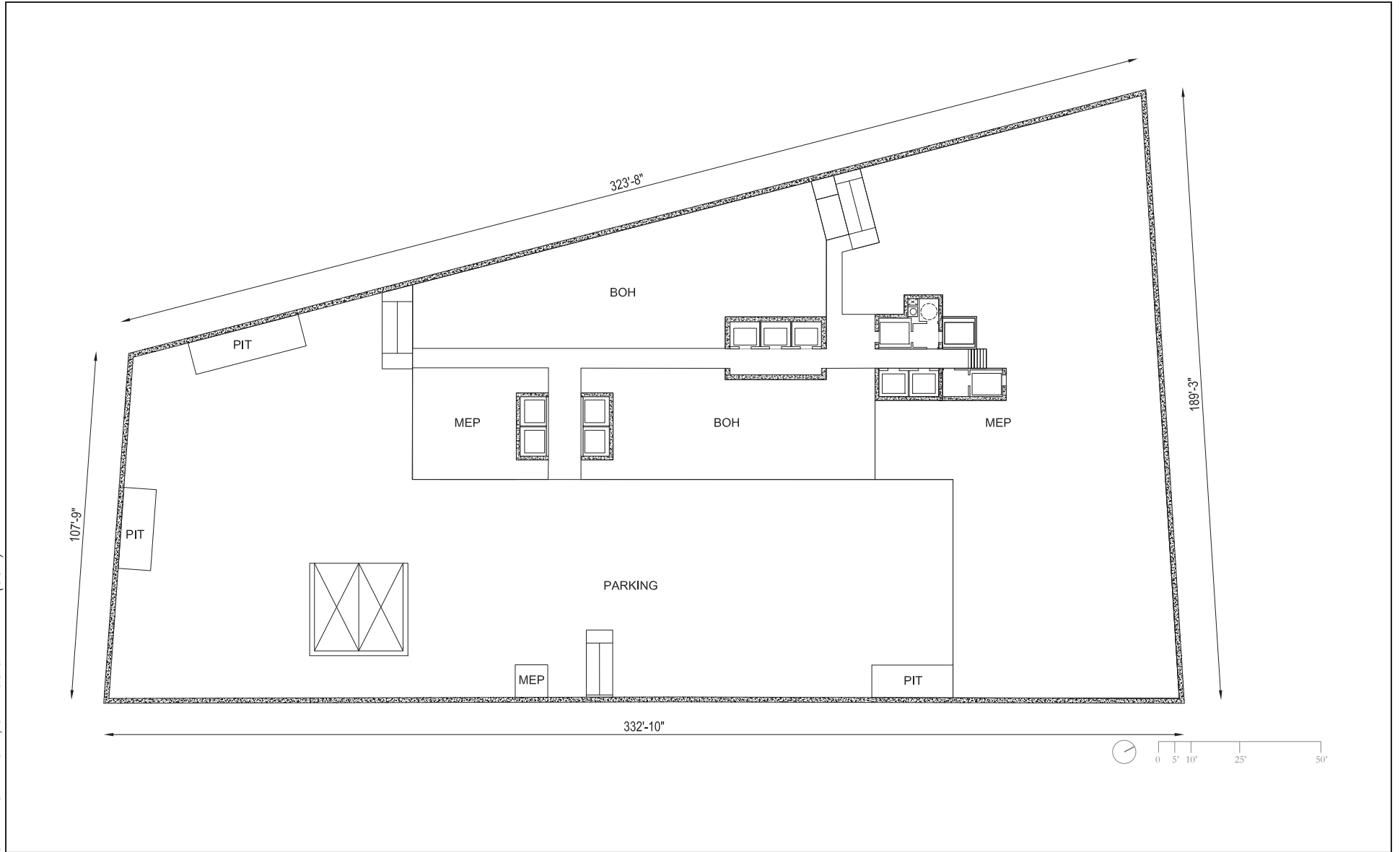
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Street) would not be modified under the previously proposed project~~Proposed Project~~, but would be reopened ~~as a result~~.

As part of the site plan modifications to the previously approved South Street Seaport/Pier 17 LSGD site plan, three guard booths would be installed, security bollards would be installed along South Street, the Pier 17 access drive would be slightly realigned, and a new skylight would be added to the top of the building on Pier 17. The previously proposed project~~Proposed Project~~ would also include operational changes to facilitate passenger drop off on the Pier 17 access drive, and may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions within the Project Area.

PROPOSED ACTIONS NECESSARY TO FACILITATE THE PREVIOUSLY PROPOSED PROJECT

The previously proposed project~~Proposed Project~~ requires the following discretionary land use actions:

- A special permit pursuant to ZR Section 74-743(a) for bulk modifications within a LSGD to allow (i) the distribution of total allowable floor area without regard to zoning lot lines or district boundaries, and (ii), the location of buildings without regard to applicable height, setback or streetwall regulations; and related adjustments to the boundaries of the South Street Seaport/Pier 17 LSGD;
- Modifications to the South Street Seaport/Pier 17 LSGD site plan, zoning calculations, and boundaries;
- Text amendments to the South Street Seaport Subdistrict regulations (ZR Article IX, Chapter 1); and
- Authorizations to allow: (i) a curb cut accessing an accessory off-street parking facility to be located on Pearl Street (ZR Section 13-441); and (ii) security bollards to be located within a pedestrian circulation path of a waterfront public access area (ZR Section 62-811) that exceed the maximum permitted height and provide less than the required minimum clearance between bollards.

In addition, other actions will include certifications pursuant to ZR Section 91-65 to transfer development rights and pursuant to ZR Section 62-12(c) for design changes to the previously approved Pier 17 waterfront site plan. In conjunction with these actions, the Applicant is seeking a modification to the LSGD restrictive declaration to update the previously approved site plan and zoning calculations and to modify the Pier 17 Traffic Management Plan. Finally, the SBS is filing an application seeking approval of the disposition of leasehold and easement interests with respect to various city-owned properties located within the South Street Seaport area, which would allow for the renewal and extension of the term of an existing lease for 99 years, until 2120. In addition, other actions may include, as necessary, disposition actions, funding decisions, and the grant of an Article XI Tax Incentive by the Department of Housing Preservation and Development to facilitate the previously proposed project~~Proposed Project~~ and effectuate other changes to the affected area.

Since the Project Area is located within the South Street Seaport Historic District, construction and design of the previously proposed buildings on the Development Site and proposed expansion on the Museum Site are also subject to LPC review and approval. Public hearings were held on January 5 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the previously proposed building on the Development

Site (Docket #: LPC-21-3235; Document #: COFA-21-03235) and the potential expansion of the Museum (LPC Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval) with respect to the modified design of the previously proposed building on the Development Site.

The Project Area is also located within the City’s Coastal Zone and will require review by the CPC, in its capacity as the City Coastal Commission, to determine consistency with the relevant WRP policies.

C. PURPOSE AND NEED

The Proposed Actions would distribute unused floor area from the waterfront, helping to preserve and maintain its low-scale character, and facilitate the development of the previously proposed project~~Proposed Project~~ further inland on the currently underutilized Development Site, introducing new mixed-uses and affordable housing on a previously contaminated site that would undergo remediation.

The distribution of development rights from the Pier 17/Tin Building zoning lot to the Development Site would support ongoing efforts to revitalize and activate the South Street Seaport area. The distribution of unused floor area away from the waterfront would help maintain the low scale of the area’s waterfront by moving new development inland near more similarly scaled buildings. The proposed bulk modifications sought in connection with the Special permit would allow for a building massing and design consistent with a Certificate of Appropriateness under consideration by LPC. The proposed mixed-use development would be consistent with existing commercial and residential towers to the south and west of the Development Site and would increase the amount of residential (including affordable units), office, retail, and community facility space in the South Street Seaport neighborhood. The introduction of new affordable units would create a more diverse mix of residents within the area and allow less affluent New Yorkers to live closer to job centers such as the nearby Financial District, furthering the De Blasio Administration’s affordable housing goals detailed in *Housing New York* and *Housing New York 2.0*. Development of the previously proposed project~~Proposed Project~~ would involve remediation of any contaminants on the Development Site, ensuring that any contaminants are safely addressed and allowing for future use of the site.

In addition, the previously proposed project~~Proposed Project~~ would also facilitate the restoration, reopening, and potential expansion of the Museum on the Museum Site. The Museum, a key part of the South Street Seaport neighborhood, first opened in 1967. The Museum has experienced recent financial hardships, including several closures (in 2001 due to 9/11, in 2012 due to flooding from Hurricane Sandy, and in 2020 due to the COVID-19 pandemic). The previously proposed project~~Proposed Project~~ would facilitate the Museum’s restoration, reopening, and potential expansion and ensure its continued role as a key part of the neighborhood and draw for tourists, furthering the preservation and revitalization of the neighborhood.

D. ANALYSIS FRAMEWORK

The Proposed Actions would change the regulatory controls governing development within the Project Area. The *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions’ potential impacts to the environment. The lead agency is required to take a “hard look” at the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts

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on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

This section outlines the conditions to be examined in this ~~FEIS~~ Draft Environmental Impact Statement (DEIS).

ANALYSIS YEAR

The ~~previously proposed project~~ Proposed Project would be constructed on the Development Site in a single phase and is anticipated to begin construction in early 2022. Construction is anticipated to be completed by 2026. Construction of the ~~previously proposed building~~ on the Development Site would consist of the following stages: excavation and foundation (approximately 13 months), superstructure (approximately 11 months), exteriors (approximately 12 months), interiors and finishing (approximately 18 months), and site work (approximately 4 months). The total anticipated construction duration is approximately 36 months.

The restoration, reopening, and potential expansion of the Museum is also expected to be completed by the 2026 analysis year and would occur in two phases. The first phase would consist of the renovation of existing Schermerhorn Row buildings to contain Museum uses (11 months). Although no work would occur on them, Museum's "Collections" spaces would also be assumed to reopen upon completion of the renovations. The second phase, the potential expansion of the Museum, would include the following stages: excavation and foundation (approximately 3 months), superstructure (approximately 4 months), exteriors (approximately 6 months) and interiors and finishing (approximately 12 months). The total anticipated construction duration for the renovation and potential expansion of the Museum is approximately 31 months.

As the ~~previously proposed project~~ Proposed Project would be complete and operational in 2026, the environmental setting for analysis is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess the current conditions and forecast these conditions to the 2026 Analysis Year for the purposes of determining potential impacts. Each chapter of the ~~DEIS~~ FEIS will provide a description of the Existing Condition and assessment of conditions in the future without the ~~Proposed Actions~~ previously proposed project (the No Action condition) and the future with the ~~Proposed Actions~~ previously proposed project (the With Action condition).

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, a Reasonable Worst-Case Development Scenario (RWCDS) was developed to compare the future without the ~~previously proposed project~~ Proposed Project (the No Action condition) to the future with the ~~Proposed Project~~ previously proposed project (the With Action condition). The incremental difference between the future No Action condition and future With Action condition serves as the basis for identifying potential environmental impacts, as described below. The requested Special Permit would require the submission of drawings reflecting the ~~previously proposed project~~ Proposed Project's development program to the CPC. Therefore, the ~~previously proposed project~~ Proposed Project would represent the upper bounds of potential development and the impact of the Proposed Actions would be no worse than those assessed in the ~~DEIS~~ FEIS.

DEVELOPMENT ASSUMPTIONS

The RWCDS assumes that no new development is anticipated to occur as a result of the Proposed Actions outside of the Development Site and, potentially, the Museum Site; no sites within the Project Area meet the *CEQR Technical Manual* criteria for soft sites (i.e., substantially underbuilt buildings and lots larger than 5,000 sf). While the future of the Museum remains uncertain, for purposes of analysis, it is conservatively assumed that absent the Proposed Actions, the Museum would be forced to close. The proposed program for the Development Site in the No Action condition is assumed to maximize the potential development program that can be constructed as-of-right on the Development Site. An average unit size of 1,000 gsf of residential space per DU was assumed in both the With Action condition and No Action condition. The previously proposed project~~Proposed Project~~ would include affordable DUs, and, for purposes of environmental review, it is assumed that up to 99 DUs would be affordable, approximately 25 percent of the 394 DUs being evaluated.⁴ No affordable units would be provided in the No Action condition.

FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT (NO ACTION CONDITION)

In the No Action condition, the Development Site is anticipated to be redeveloped with a new as-of-right building that would not require any discretionary approvals requiring environmental review. Development under the No Action condition would be a 120-foot tall, approximately 327,400-gsf building containing approximately 302,670 gsf of residential uses (approximately 302 DU, all market-rate), 19,730 gsf of retail uses, 5,000 gsf of community facility uses, and 65 parking spaces (see **Figure 1-4**).

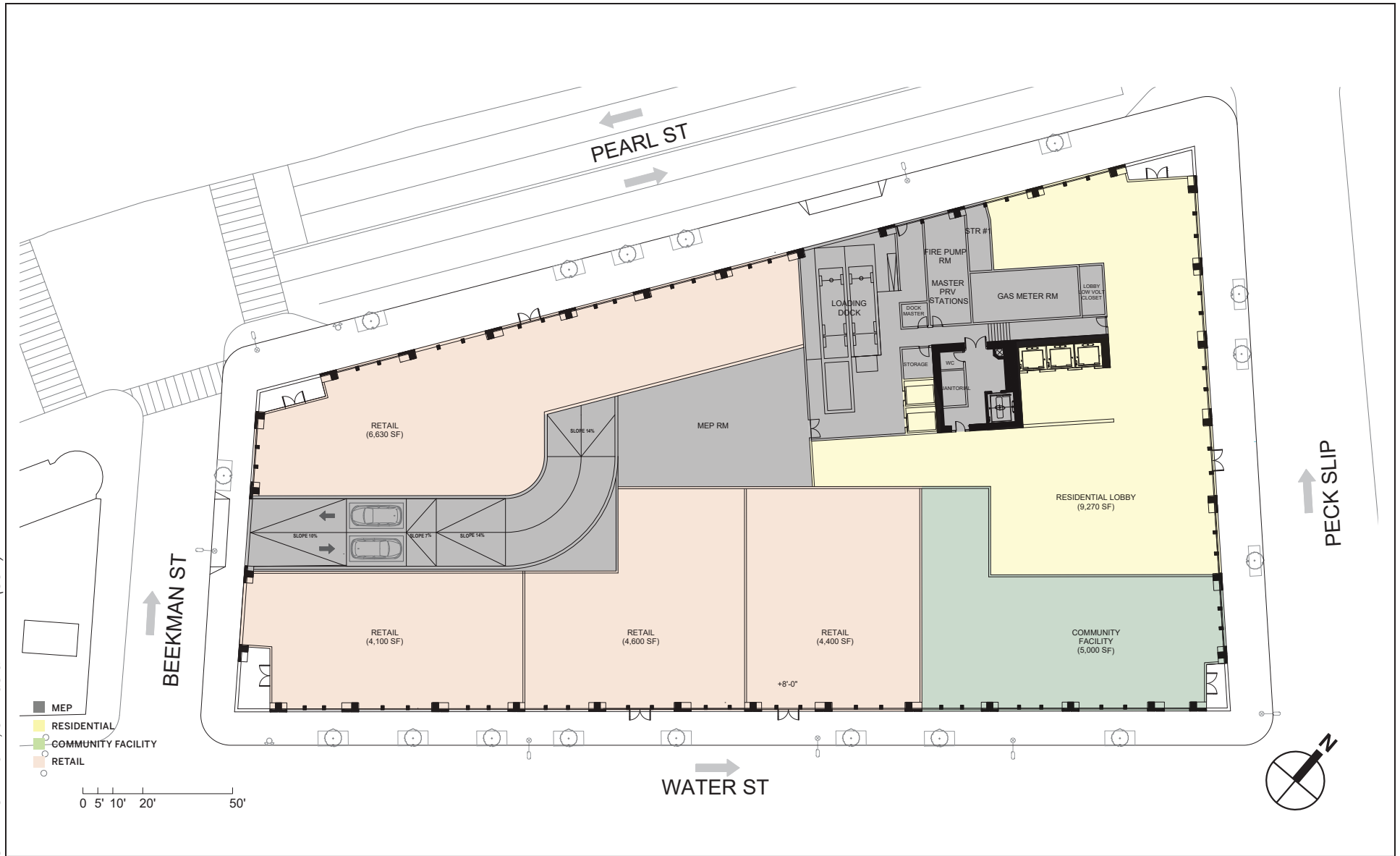
While the future of the Museum remains uncertain, for purposes of analysis, it is conservatively assumed that absent the previously proposed project~~Proposed Project~~, the Museum would permanently close. As such, there would be no renovated spaces for the Museum, nor would there be a potential expansion of the Museum.

FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT (WITH ACTION CONDITION)

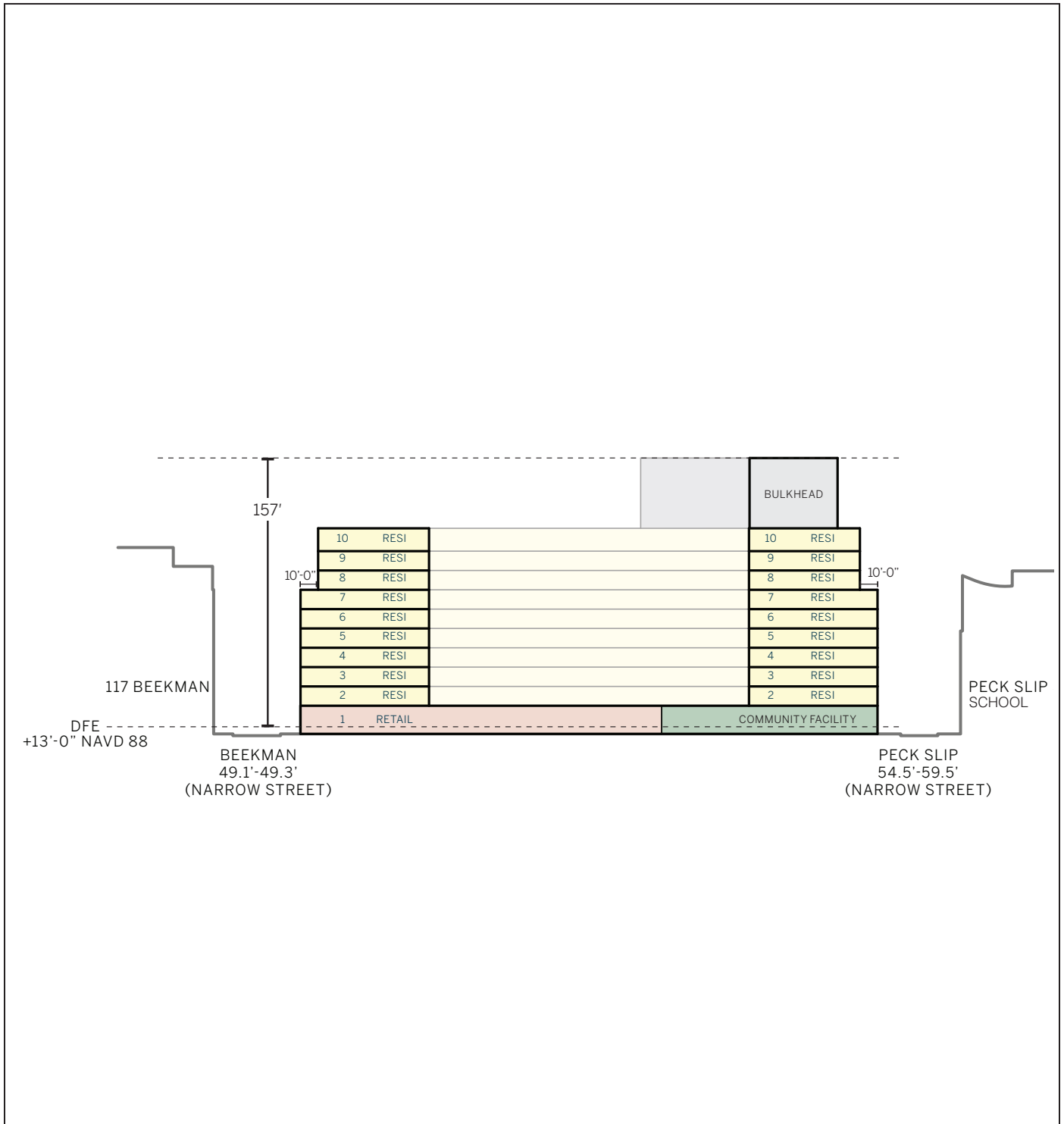
The With Action condition would see the construction of the previously proposed project~~Proposed Project~~ on the Development Site. As described above, the previously proposed project~~Proposed Project~~ would consist of an approximately 680,500-gsf building including approximately 394,400 gsf of residential uses (in order to ensure a conservative analysis, the environmental review assumes approximately 394 total DU, of which approximately 25 percent, or 99 DU, are assumed to be affordable), 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces in an underground garage. The building would consist of a seven-story, full-block base with mixed-uses (up to approximately 105 feet in height) on which a tower would be set. The tower, containing residential uses, would rise from the base to reach a total height of up to approximately 395 feet (see **Figure 1-3**).

⁴ While the Applicant intends to construct larger DUs resulting in a lower DU count, a higher DU count is being conservatively analyzed for the purposes of environmental review in order to most fully assess the potential impacts of a larger residential population. Similarly, the environmental review will assess a higher affordable DU count than planned in order to assess the potential impacts of a larger residential population living in affordable DUs that may impose new burdens on technical areas such as City-funded childcare services.

Source: SKIDMORE, OWINGS & MERRILL (SOM)

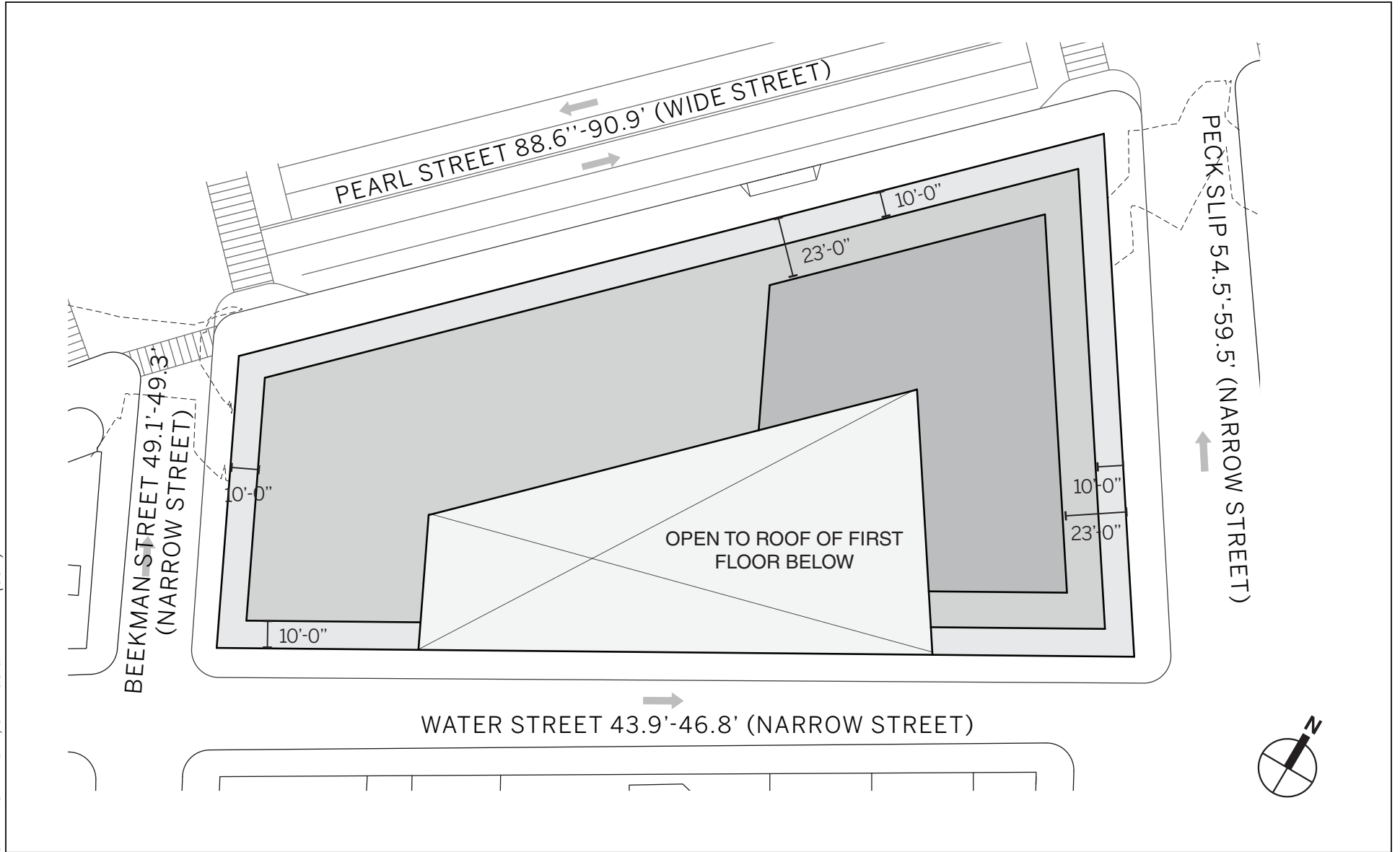


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The With Action condition would also include the restoration and reopening of the existing Museum on the Museum Site, as well as the potential development of a new Museum expansion. The restoration and reopening of the Museum would consolidate its spaces within approximately 27,996 gsf of renovated space at the corner of Fulton Street and South Street (91-93 South Street and 2-4 Fulton Street) and provide a new, more prominent entrance at the street corner. No work would occur in the approximately 26,312-gsf AA Low Building at 167-171 John Street, but the Museum’s “Collections” spaces located within would also reopen in the With Action condition. The potential expansion of the Museum would result in a seven-story, approximately 62-foot tall, 32,383-gsf building on the John Street Lot that would be integrated with other museum areas and include gallery spaces and a multi-use auditorium space on the ground level. The Museum is an important part of the neighborhood, and its continued operation educating the public about the City’s maritime history would be of great benefit to the neighborhood, City, and region.

As part of the site plan modifications to the previously approved South Street Seaport/Pier 17 LSGD site plan, three guard booths would be installed, the Pier 17 access drive would be slightly realigned, and a new skylight would be added to the top of the building on Pier 17. Operational changes would be made to the Pier 17 access drive to facilitate passenger drop off in the With Action condition, and additional streetscape, open space, or other improvements (e.g., planters) may also occur in the remainder of the Project Area under the With Action condition.

Table 1-1
Reasonable Worst Case Development Scenario

Use	Existing Condition	No Action Condition	With Action Condition	Increment
Development Site				
Residential (gsf)	0	302,670	394,400	+ 91,730
DU	0	302	394	+ 92
Affordable DU	0	0	99	+ 99
Office (gsf)	0	0	267,747	+ 267,747
Retail (gsf)	0	19,730	13,353	- 6,377
Community Facility (gsf)	0	5,000	5,000	0
Parking Spaces	400	65	108	+ 43
<i>Development Site Totals (gsf)</i>	<i>0</i>	<i>327,400</i>	<i>680,500</i>	<i>+ 353,100</i>
Museum Site				
Potential Museum Expansion (gsf)	0	0	32,383	+ 32,383
Existing/Renovated Space for Museum (gsf)	44,231	0 ¹	27,996	+ 27,996
“Collections” Space (gsf)	26,312	0 ¹	26,312	+ 26,312
<i>Museum Site Totals (gsf)</i>	<i>66,543</i>	<i>0¹</i>	<i>86,691</i>	<i>+86,691</i>
Note:				
¹ While the existing Museum buildings would remain in the No Action condition, it is conservatively assumed that the Museum spaces themselves would be closed in the No Action condition.				
² Large mechanical spaces (e.g., bulkheads and mechanical rooms) are not included in the total GSF provided above.				
³ In both the No Action and With Action conditions, the cellar of the Development Site building would include 46,895 gsf of accessory residential space and 1,025 gsf of accessory commercial space.				
Source: Skidmore, Owings, & Merrill (SOM)				

E. PUBLIC REVIEW PROCESS

The Proposed Actions are subject to the City’s Uniform Land Use Review Procedure and City Environmental Quality Review.⁵ These review processes are described below.

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process especially designed to allow public review of a ~~proposed project~~Proposed Project at four levels: the Community Board, the Borough President and (if applicable) Borough Board, the CPC, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). If the particular application is subject to environmental review (see below), a negative declaration, conditional negative declaration, or a notice of completion of a DEIS must be issued before an application can be certified.

The application is then forwarded to the Community Board (in this case, Manhattan CB 1), which has 60 days to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing and made in writing within 10 days after the hearing are incorporated into an ~~Final Environmental Impact Statement~~ (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application.

If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council does not automatically review all ULURP actions that are approved by CPC. Zoning text changes (not subject to ULURP) nevertheless must be reviewed by the City Council; the Council may elect to review certain other actions. The City Council, through the Land Use Committee, has 50 days to review the application and, during this time, will hold a public hearing on the ~~proposed project~~Proposed Project. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the ~~Proposed Project~~proposed project, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if it is not, then the Council may only vote on the project as approved by CPC. Following the Council’s vote, the Mayor has five days in which to veto the Council’s actions. The City Council may override a Mayoral veto within 10 days.

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)

The Proposed Actions are classified as Type 1 as defined under 6 NYCRR 617.4 and NYC Executive Order 91 or 1977, as amended, and are subject to environmental review in accordance

⁵ The proposed zoning text amendment is not subject to ULURP; however, a zoning text amendment may be approved pursuant to Section 200 of the New York City Charter under a procedure that is generally similar to ULURP. For convenience, references to ULURP will be deemed to include the zoning text amendment in addition to the special permit.

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with CEQR guidelines. Under CEQR, the “lead agency” is the public entity responsible for conducting environmental review. In accordance with CEQR rules (62 RCNY §5-03), DCP, acting on behalf of the CPC, is serving as the CEQR lead agency for environmental review and will coordinate the review of the Proposed Actions.

An EAS was completed on November 12, 2020. The EAS analyzes the Proposed Actions’ potential to generate significant adverse environmental impacts. A Positive Declaration, issued on November 16, 2020, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, CB 1, and elected officials were invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting held on December 17, 2020. In support of the City’s efforts to contain the spread of COVID-19, DCP is holding public scoping meetings remotely. Comments received during the Draft Scope’s public meeting and written comments received by January 11, 2020 were considered and incorporated as appropriate into the Final Scope of Work (the Final Scope). The lead agency oversaw preparation of the Final Scope, which incorporated all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping.⁶ The DEIS ~~has~~ and FEIS have been prepared in accordance with the Final Scope and in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

Once the lead agency is satisfied that the DEIS is complete, the document is made available for public review and comment. The DEIS was made available for public review and comment on May 17, 2021. A public hearing ~~was~~ will be held on the DEIS in conjunction with the CPC hearing on the land use applications on September 1, 2021, to afford all interested parties the opportunity to submit oral and written comments. The record ~~will~~ remained open for 10 days after the public hearing through September 13, 2021, to allow additional written comments on the DEIS. ~~This An~~ FEIS will be ~~has been~~ prepared that will responding to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. ~~This~~ The FEIS will ~~then~~ be used by decision makers to evaluate CEQR findings, which will address project impacts and proposed mitigation measures in deciding whether to approve the requested discretionary actions with or without modifications. *

⁶ As noted in the ~~Draft~~ Final Scope of Work, the CEQR technical areas of community facilities, solid waste and sanitation services, and energy were screened out based on the guidance of the *CEQR Technical Manual* and do not require further analysis in ~~this~~ the DEIS or this FEIS. Informational updates regarding these technical areas have been included in the Final Scope of Work, Appendix A, “Response to Scoping Comments.”