

A. INTRODUCTION

This ~~attachment chapter~~ assesses the potential impacts of the ~~Proposed Project~~previously proposed project on land use, zoning, and public policy in the future with the ~~Proposed Project~~previously proposed project (the “With Action” condition), as compared to conditions in the future without the ~~Proposed Project~~previously proposed project (the “No Action” condition).¹ According to the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is compatible with those conditions or may affect them. The analysis also considers a proposed action’s compliance with, and effect on, the area’s zoning and other applicable public policies.

As described in Chapter 1, “Project Description,” the Applicant 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 ~~Proposed Project~~previously proposed project in the South Street Seaport neighborhood of Lower Manhattan, Community District 1. The ~~Proposed Project~~previously proposed project would consist of the development of a mixed-use building of up to approximately 680,500 gross square feet (gsf), 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), as well as 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 also include operation 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 under the Proposed Actions within the Project Area.

According to the *CEQR Technical Manual*, a land use and zoning analysis is warranted for projects involving a change in land use or zoning. As the Proposed Actions involve a number of zoning actions including zoning text amendments, and a special permit that would result in changes in density and bulk, an analysis is warranted.

PRINCIPAL CONCLUSIONS

The ~~Proposed Project~~previously proposed project would not result in significant adverse impacts on land use, zoning, or public policy. As described below, this assessment concludes that the

¹ Since the publication of the DEIS, the Applicant has withdrawn the application for the previously proposed project and submitted a modified application (Application Number C 210438(A) ZSM; the “A-Application”) with proposed changes to the project—this modified version of the project is described and considered in this FEIS as the Reduced Impact Alternative, as outlined in Chapter 18, “Alternatives.”

~~Proposed Project~~previously proposed project would be compatible with existing land uses in the surrounding area and would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with surrounding land uses, zoning, or public policies. As discussed in Chapter 1, “Project Description,” the ~~Proposed Project~~previously proposed project would introduce up to 394 DUs on the Development Site, of which up to approximately 99 DUs would be affordable. It would also introduce approximately 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces, as well as facilitating the restoration, reopening, and potential expansion of the Museum.

The new uses introduced by the ~~Proposed Project~~previously proposed project would be compatible with and enhance the surrounding area, which already includes similar uses, and the ~~proposed~~ building would be of a comparable scale to other buildings in the study area while being respectful of smaller-scale buildings nearby. The continued operation and potential expansion of the Museum in the With Action condition would be of great benefit to the neighborhood, City, and region. Overall, the ~~Proposed Project~~previously proposed project would not result in any significant adverse land use impacts.

These 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 ~~Proposed Project~~previously proposed project on the currently underutilized Development Site, introducing new mixed-uses and affordable housing on a previously contaminated site that is undergoing remediation. The Proposed Actions would only modify the zoning regulations applicable to the Development Site and Project Area and would not affect zoning regulations applicable to the remainder of the study area. The ~~Proposed Project~~previously proposed project would not adversely affect zoning policies or regulations in the study area, and it would be consistent with the residential and commercial zoning districts in the study area. Overall, the ~~Proposed Project~~previously proposed project would not result in significant adverse zoning impacts.

The ~~Proposed Project~~previously proposed project would be consistent with, and support of, the public policies applicable to the Project Area and the study area including *Housing New York* and *Housing New York 2.0*, OneNYC/PlaNYC, New York Works, Vision Zero, the New York City Landmarks Law, and the Waterfront Revitalization Program. Overall, the ~~Proposed Project~~previously proposed project would not result in any significant adverse impacts to public policy.

B. METHODOLOGY

The purpose of this chapter is to examine the effects of the Proposed Actions and determine whether or not the ~~Proposed Project~~previously proposed project would result in any significant adverse impacts on land use, zoning, or public policy. The analysis methodology is based on the guidelines of the *CEQR Technical Manual* and examines the ~~Proposed Project~~previously proposed project's consistency with land use patterns and development trends, zoning regulations, and other applicable public policies.

According to the *CEQR Technical Manual*, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. As the Proposed Actions involve zoning actions that would result in changes to permitted density and bulk in the Project Area, a detailed land use and zoning assessment is warranted. A

project that would be located within areas governed by public policies guiding land use, or with the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If a project could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary; a detailed assessment of public policy has been included.

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study areas are often delineated by distance from the area directly affected by an action. In accordance with the *CEQR Technical Manual*, the analysis of land use, zoning, and public policy assesses the area within ¼-mile feet of the Project Area, which is where the ~~Proposed Project~~previously proposed project could reasonably be expected to cause potential effects. The land use study area is generally bounded by the Brooklyn Bridge to the northeast, the East River to the southeast, Old Slip and Wall Street to the southwest, and Nassau Street to the northwest (see **Figure 2-1**). The analysis characterizes existing conditions in the study area in terms of land use, zoning, and public policy and evaluates land use, zoning, and public policy in the No Action condition and in the With Action condition. The detailed analysis assesses any changes to these conditions that could be created by the Proposed Actions, and identifies those changes, if any, that could be significant or adverse.

Various sources were used to comprehensively analyze the land use, zoning, and public policy characteristics of the study area, including land use and zoning maps, field visits, and online sources from the New York City Department of City Planning (DCP) and the New York City Department of Buildings (DOB).

C. EXISTING CONDITIONS

LAND USE

PROJECT AREA

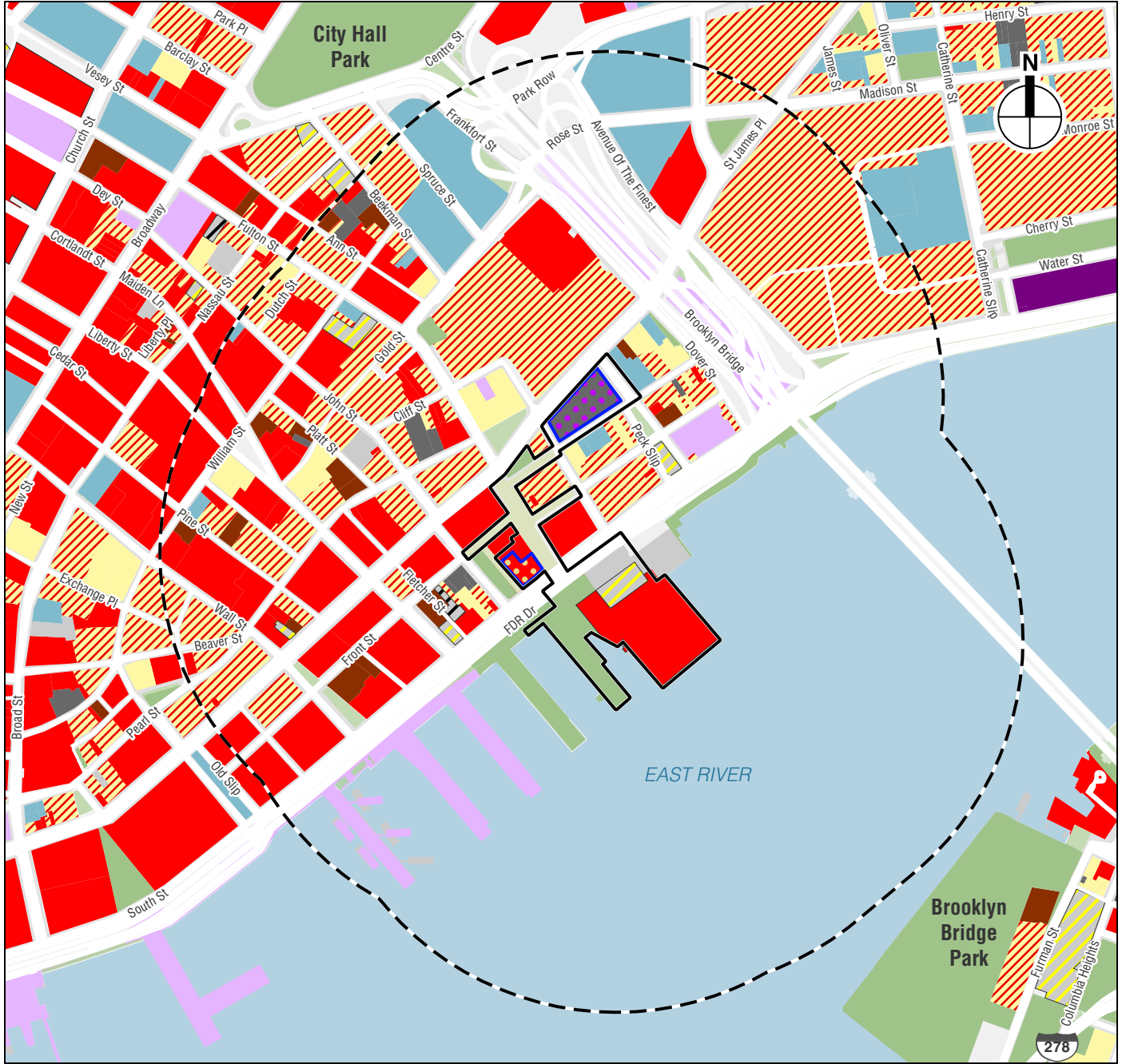
The Project Area includes the Development Site, the Museum Site, existing Museum spaces located outside of the Museum Site, as well as several additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions (see **Figure 2-1**).

















The approximately 48,000-square-foot (sf) Development Site (Block 98, Lot 1) 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. The Development Site previously contained low- and mid-rise buildings similar to other existing structures in the South Street Seaport neighborhood to the south and east, with uses such as factories, printers, metal works, chemical companies, and auto shops amongst others. The buildings on the site were razed between the 1950s and 1970s, and the site has been in use as a parking lot for the last half-century.

The approximately 16,340-sf 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 Museum Site would be

4.2.4.2.1

Data source: NYC Dept. of City Planning MapLUTO 2013 and AKRF study area survey



- | | | | |
|---|---|---|---|
|  | <i>Project Area</i> |  | <i>Parking Facilities</i> |
|  | <i>Study Area Boundary (1/4-mile perimeter)</i> |  | <i>Public Facilities and Institutions</i> |
|  | <i>Development Site</i> |  | <i>Residential</i> |
|  | <i>Museum Site</i> |  | <i>Residential with Commercial Below</i> |
|  | <i>Commercial and Office Buildings</i> |  | <i>Transportation and Utility</i> |
|  | <i>Hotels</i> |  | <i>Vacant Land</i> |
|  | <i>Industrial and Manufacturing</i> |  | <i>Under Construction</i> |
|  | <i>Open Space and Outdoor Recreation</i> |  | <i>Pedestrian Streets</i> |

0 500 FEET

250 WATER STREET

Existing Land Use
Figure 2-1

facilitated as a result of the ~~Proposed Project~~ previously proposed project. The Museum Site includes existing spaces that would be renovated in the historic, approximately 200-year old Schermerhorn Row buildings at the corner of Fulton and South Street (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 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"). Both the Schermerhorn Row buildings and AA Low Building are New York City Landmarks. Museum uses occupy the entirety of the AA Low Building and the majority of the Schermerhorn Row spaces, with local retail uses located on the 1st and 2nd floors of Schermerhorn Row along Fulton Street and South Street. The John Street Lot is currently used for parking and storage.

The remainder of the Project Area includes existing Museum spaces not located within the Museum Site's boundaries that would be vacated in both the No Action and With Action conditions, as well as the additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions. The existing Museum spaces that would be vacated in the future are located within Schermerhorn Row at 6-14 Fulton Street and adjacent to the AA Low Building at 165 John Street. The additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions consist of Titanic Park, Pier 16, Peck Slip between Pearl Street and Water Street, Water Street between Fulton Street and Peck Slip, Front Street between John Street and Beekman Street, and Fulton Street between Water Street and South Street. The Project Area also includes the area of the Pier 17 Large-Scale General Development, containing Pier 17 and the Tin Building. The streets in the Project Area are pedestrianized, with the exception of Peck Slip, South Street, Beekman Street, and Water Street between Beekman Street and Peck Slip. Titanic Park is a public park containing a small lighthouse as a memorial to the victims of the RMS Titanic disaster. Pier 16 is in use as public waterfront space and is where the historic ships of the Museum are berthed. Pier 17 has recently been reconstructed with a four-story building containing cultural/entertainment and restaurant and retail uses, surrounded by public waterfront space. The Tin Building, which will contain similar uses, is under construction in the area between Pier 17 and the FDR.

STUDY AREA

The ¼-mile area surrounding the Project Area includes the South Street Seaport neighborhood, which is generally located south of the Brooklyn Bridge with an eastern border at Water Street and southern border at Maiden Lane/Pine Street, as well as portions of the Financial District neighborhood to the west and northwest, Civic Center neighborhood to the north, Two Bridges neighborhood to the northeast, and part of the East River to the east and south. The study area contains a diverse mix of uses, including residential, mixed residential and commercial, commercial and office, hotel, community facility, open space and outdoor recreation, transportation and utility, and parking uses as well as vacant land and sites that are under construction.

The South Street Seaport neighborhood surrounding the Project Area is generally composed of smaller-scale, often historic, buildings that were formerly part of Manhattan's working waterfront and are now the core of the South Street Seaport Historic District. There has been some modern infill construction of a similar scale, and there are also several larger buildings in the area. The smaller-scale, four- to six-story buildings are generally located on the blocks to the north of Fulton Street and east of Water Street, and contain residential, residential with commercial below

(generally ground-floor retail/restaurant), hotel, and community facility uses, including a school directly across Water Street from the Development Site (the Blue School). Four larger buildings are also located in the area, a modern seven-story school (P.S. 343) across Peck Slip from the Development Site, the seven-story mixed-use 117 Beekman Street across Beekman Street from the Development Site, a Con Edison utility substation along South Street between Peck Slip and Dover Street, and the renovated Fulton Market Building across Fulton Street from the Museum Site which now contains retail, restaurant, and entertainment uses.

To the south of Fulton Street, the remainder of the block containing the Museum Site includes the rest of Schermerhorn Row and other smaller-scale historic buildings containing commercial uses. South of Schermerhorn Row is Imagination Playground, an open space resource, and the block to the south of this, at the edge of the South Street Seaport Historic District, contains a mix of one- to ten-story buildings containing residential, mixed residential with commercial below, and commercial uses, as well as vacant space and a surface parking lot. Buildings increase greatly in scale to the south and west of these two blocks, as the neighborhood transitions to the Financial District and high-density commercial uses. High-rises at the periphery of the South Street Seaport neighborhood include the 35-story 199 Water Street and 30-story 175 Water Street, both commercial towers, the 33-story 151 Maiden Lane, a hotel, and the under-construction 57-story 161 Maiden Lane which will contain residential uses. The elevated FDR highway runs above South Street along the waterfront and separates the inland portions of the South Street Seaport neighborhood from the East River, the East River Esplanade running along it, and several in-use piers. Active piers include Piers 15 and the aforementioned Piers 16 and 17. Pier 15 is in use as an area for public recreation and contains pier-level pavilions and a rooftop open space.

The western and northwestern portions of the study area include portions of the Financial District, historically the City's primary commercial center largely made up of high-density office and other commercial uses. Buildings in the Financial District are generally much larger than in the South Street Seaport neighborhood, and the area contains many high-rises, such as the 47-story 60 Wall Street and 66-story 70 Pine Street. The Financial District has recently undergone significant redevelopment with residential, retail, hotel, and entertainment uses, and many of the older office spaces in the neighborhood are being converted to residential use (such as 70 Pine Street and 200 Water Street). Pier 11, at the foot of Gouverneur Lane on the East River, is an active ferry terminal controlled by the New York City Department of Transportation (DOT), serving vessels from several commuter and sightseeing ferry services.

To the north of the Project Area across Pearl Street are the Southbridge Towers, a large housing cooperative built under the Mitchell-Lama housing program that was completed in 1969. The Southbridge Towers comprise a superblock between Gold and Pearl Streets and include 1,641 residential units within four 27-story buildings and five low-rise buildings. The portion of the study area to the north of the Southbridge Towers is the border of the Financial District and Civic Center neighborhoods, an area which includes 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, City agency offices at 100 Gold Street, and other mid- and large-scale buildings with mixed uses closer to City Hall Park. The Brooklyn Bridge bisects this part of the study area, to the north of which is One Police Plaza, the Murray Bergtraum High School, and 375 Pearl Street, a 32-story commercial tower.

Portions of the Two Bridges neighborhood are located in the study area to the northeast of the Project Area on the north side of the Brooklyn Bridge. The Two Bridges neighborhood is generally

a residential neighborhood with several mid to high-rise housing developments as well as several smaller commercial, community facility, and storage uses and open spaces. The portion of the neighborhood in the study area contains New York City Housing Authority's (NYCHA) Governor Alfred E. Smith. Completed in 1953, the complex contains 1,931 residential units within 12 buildings that are between 15 and 17 stories tall, as well as open space and a school (P.S. 126).

ZONING

PROJECT AREA

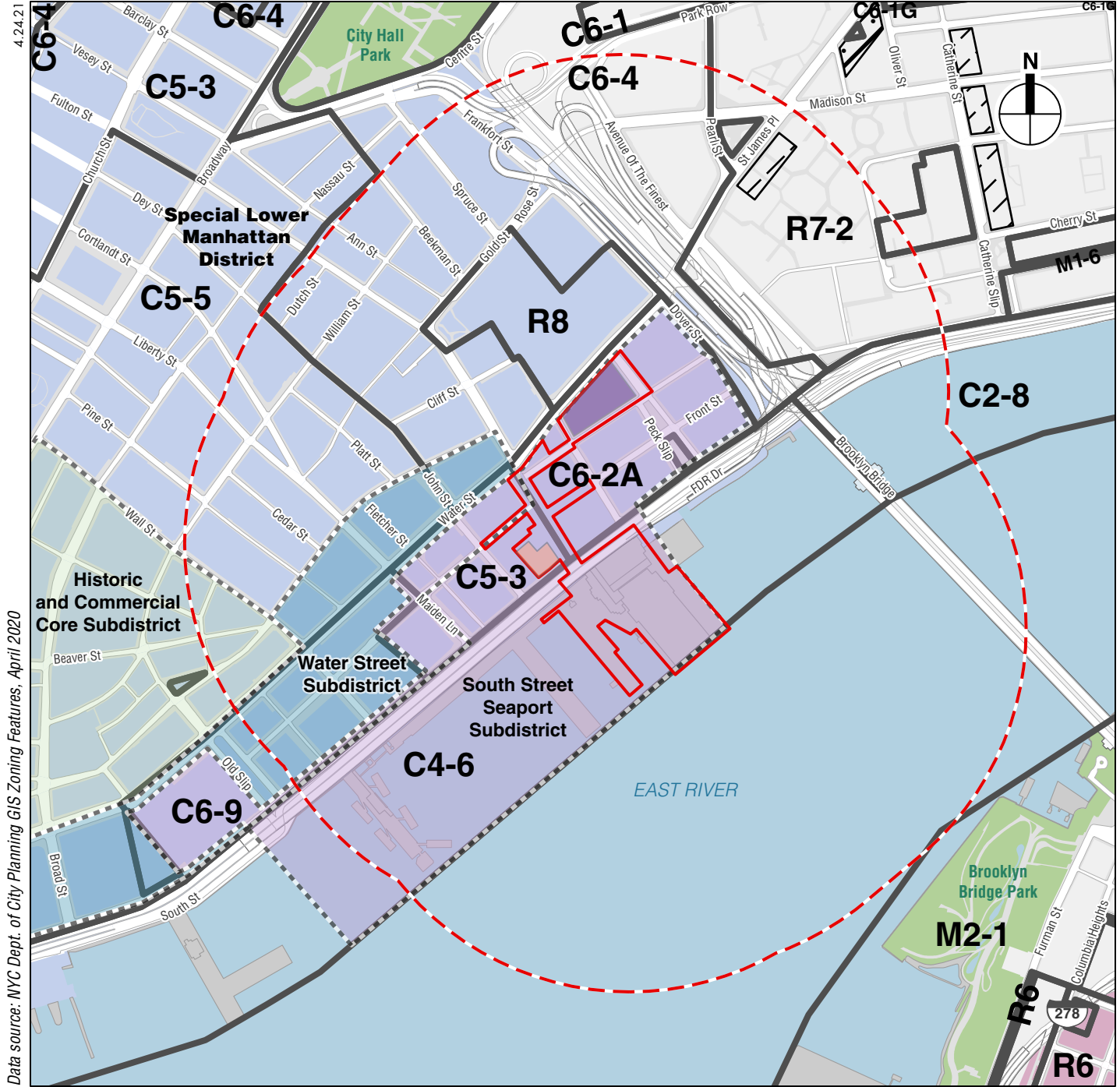
The Project Area is located in C4-6, C5-3, and C6-2A commercial zoning districts, and is within the boundaries of the Special Lower Manhattan District's South Street Seaport Subdistrict. The Development Site and portions of the Project Area are located in a C6-2A district that is mapped from Fulton Street to the Brooklyn Bridge, between Pearl Street and South Street/the FDR, which includes the smaller-scale buildings of the South Street Seaport neighborhood (see **Figure 2-2**). C6-2A districts are medium- to high-density commercial districts, with maximum Floor to Area Ratios (FARs) of 6.0 for commercial uses, 6.02 for residential uses, and 6.5 for community facility uses. C6-2A districts often include large hotels, office buildings, department stores, and entertainment facilities. C6-2A districts are contextual zoning district, which includes height and setback controls to ensure new development is consistent with existing neighborhood character and scale. Buildings in C6-2A districts are regulated under the height and setback controls of its residential equivalent, R8A, which specifies that buildings may not rise above 120 feet (or 125 feet with a qualifying ground floor) and the building's street wall must rise to a minimum of 60 feet or maximum of 85 feet before setting back (its "base height"). The provisions of the South Street Seaport Subdistrict, which is described below, modify these bulk regulations such that the maximum building height is capped at 120 feet and remove the minimum base height.

The Museum Site and portions of the Project Area are located in a C5-3 district that is mapped from Fulton Street south to Maiden Lane/Pine Street between the Water Street and South Street/the FDR, covering a mix of smaller- and mid-scale historic buildings as well as the high-rises at the periphery of the South Street Seaport neighborhood described above. C5-3 districts are high-density central commercial districts that allow maximum FARs of 15.0 for commercial uses, 10.0 for residential uses, and 15.0 for community facility uses, the highest possible densities. C5-3 districts often include large buildings containing retail, office, hotel, and residential uses. Bulk and heights are governed by the sky exposure plane, which inclines inwards from the street beginning at 85 feet. Towers may penetrate the sky exposure plane provided they are setback from 10 and 15 feet from wide and narrow streets respectively.

Piers 15, 16, and 17 and the Tin Building are located in a C4-6 district that is mapped on the East River Waterfront from the Brooklyn Bridge to Whitehall Street. C4-6 districts often contain regional commercial facilities that serve a larger area than neighborhood shopping areas, including such uses as large retail facilities, department stores, and entertainment facilities. C4-6 zoning districts permit up to 3.4 FAR of commercial uses, and 10.0 of residential uses or community facility uses (including an up to 20 percent increase through a plaza bonus). Heights are also controlled by a sky exposure plane that begins at 85 feet with setback distances of 15 and 20 feet on wide and narrow streets respectively.

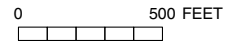
Special Lower Manhattan District

The Project Area is entirely located within the South Street Seaport Subdistrict of the Special Lower Manhattan District. The Special Lower Manhattan District, which modifies the underlying



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

- Project Area
 - Study Area Boundary (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
 - Water Street Subdistrict
 - South Street Seaport Subdistrict



250 WATER STREET

Existing Zoning
Figure 2-2

zoning regulations covering most of Lower Manhattan south of the Brooklyn Bridge and Murray Street, was created in 1998. It was created to simplify and consolidate the overlapping regulations previously governing Lower Manhattan, allowing the area to grow while reinforcing its historic character and built fabric, and facilitating its development into a mixed-use community. Creation of the Special Lower Manhattan District revised strict use controls that had previously inhibited the retail, entertainment, and services establishments that are needed to support a 24-hour mixed-use community. The Special District also includes height and setback controls intended to encourage new development consistent with the historic character of Lower Manhattan while allowing design flexibility. There are three subdistricts within the Special Lower Manhattan District, the South Street Seaport Subdistrict, the Historic and Commercial Core.

Special Lower Manhattan District—South Street Seaport Subdistrict

The South Street Seaport Subdistrict was originally created as a special district in 1972, and was then incorporated as a subdistrict into the consolidated Special Lower Manhattan District in 1998. The South Street Seaport Subdistrict includes the C5-3 and C6-2A districts as well as a portion of the C4-6 district described above. An additional piece of the South Street Seaport Subdistrict, mapped as a C6-9 district, is located outside of the study area south of Old Slip. The South Street Seaport Subdistrict was created as a means of ensuring the historic character of the area, preserving Schermerhorn Row and other historic buildings in the area, and facilitating the transfer of development rights within the subdistrict.

Waterfront Zoning

A portion of the Project Area is considered a waterfront zoning lot as defined by Article VI, Chapter 2 of the Zoning Resolution (“Waterfront Zoning”), and is subject to Waterfront Zoning regulations. These regulations, among other policy objectives, encourage active water dependent uses and assure access to the city’s waterfront. Waterfront zoning regulations mandate that most developments on waterfront zoning lots provide public open space along the water’s edge with pedestrian links to upland communities. Waterfront zoning also applies rules governing the location, minimum size, proportion, and design elements for waterfront public access areas. In addition, waterfront zoning regulations provide for visual corridors (unobstructed views of the shoreline from upland public areas) through special urban design rules.

STUDY AREA

In addition to the districts described above, the remainder of the study area includes R7-2 and R8 residential zoning districts and C2-8, C5-5, C6-4, and C6-9 commercial zoning districts. The portions south of the Brooklyn Bridge are also within the boundaries of the Special Lower Manhattan District (see **Figure 2-2**).

To the west of the C5-3 district described above is a C5-5 district that covers most of Lower Manhattan and to the south of it is a C6-9 district spanning the area between Water Street and South Street. Like the C5-3 district, C5-5 and C6-9 districts are central commercial districts intended for offices and other commercial uses that service the entire metropolitan area while also providing for mixed-use buildings, and therefore allow the highest possible densities, permitting maximum FARs of 15.0 for commercial uses, 10.0 for residential uses, and 15.0 for community facility uses with an up to 20 percent increase through a plaza bonus. Similar to C5-3 districts, heights are governed by a sky exposure plane that begins at 85 feet after which the building must set back, and towers may penetrate the sky exposure plane provided they are setback 20 feet on a narrow street or 15 feet on a wide street. North of the C5-5 district is a C6-4 district that covers

the areas around the foot of the Brooklyn Bridge, extending to the west of the Project Area. C6-4 districts are also intended for offices and other commercial uses while also permitting mixed-use buildings, and typically feature large buildings, though at lower densities than in C5-3, C5-5, and C6-9 districts. The maximum permitted FARs are 10.0 for commercial uses, 10.0 for residential uses, and 10.0 for community facility uses with an up to 20 percent increase through a plaza bonus.

The Southbridge Towers to the north of the Project Area are mapped as an R8 residential zoning district, and another R7-2 residential district is mapped north of the Brooklyn Bridge on the portions of the Two Bridges neighborhood within the study area. R7-2 districts are medium-density residential districts that typically feature mid-rise buildings with lower lot coverage. The maximum FARs in R7-2 districts under standard Height Factor bulk rules are 0.87-3.44 for residential uses and 6.5 for community facility uses; under Quality Housing bulk rules the permitted residential FAR remains up to 3.44 and the community facility FAR decreases to 5.0 in the Manhattan core. Under Height Factor rules, heights are governed by the sky exposure plane while under Quality Housing rules, base heights of 40-60 feet and a maximum height of 75 feet are allowed. R8 districts are medium- to high-density residential districts that typically contain eight- to ten-story built to the lot line or much taller buildings set back from the street. Maximum FARs in R8 districts under Height Factor rules are 0.94-6.02 for residential uses and 6.5 for community facility uses, with heights governed by the sky exposure plane. Maximum FARs are the same under Quality Housing rules in the Manhattan Core, with base heights of 60-85 feet and maximum heights of 120 feet on wide streets and 105 feet on narrow streets being permitted.

A C2-8 commercial zoning district is mapped on the East River waterfront north of the Brooklyn Bridge. C2-8 districts are medium- to high-density districts that are predominantly residential in character, but which permit commercial uses. The maximum FARs are 2.0 for commercial uses, 10.0 for residential uses, and 10.0 for community facility uses with an up to 20 percent increase through a plaza bonus permitted for community facility uses. Heights are governed by the sky exposure plane beginning at 85 feet, with setback distances of 20 feet on narrow streets and 15 feet on wide streets.

Special Lower Manhattan District—Historic and Commercial Core and Water Street Subdistricts

In addition to the C5-3, C4-6, and C6-2A described earlier, the C5-5, C6-9, and R8 districts and portions of the C6-4 district are also within the boundaries of the Special Lower Manhattan District. As described above, the Special Lower Manhattan District was created to simplify and consolidate the overlapping regulations previously governing Lower Manhattan and allow the area to grow into a mixed-use 24-hour neighborhood. It includes special height and setback controls as well as other provisions such as special use regulations and mandatory district plan elements that are intended to encourage new development consistent with the historic character of Lower Manhattan while allowing design flexibility.

The area to the south of Wall Street and west of Water Street contains the Special Lower Manhattan District's Historic and Commercial Core Subdistrict. The Historic and Commercial Core Subdistrict is mapped around the Street Plan of New Amsterdam and Colonial New York, a New York City Landmark, and includes provisions intended to ensure new development in the area will be compatible with existing buildings lining the streets laid out in the aforementioned plan. The area to the north and south of Water Street south of the Project Area is the location of the Water Street Subdistrict, which was established to improve the street's pedestrian experience, provide useful services and amenities for residents and employees, and to improve the quality of

the public spaces. The subdistrict contains special provisions such as ground floor use and design requirements intended to facilitate these goals.

**Table 2-1
Zoning Districts in the 1/4-Mile Study Area**

Zoning District	Maximum FAR ¹	Uses/Zone Type
Commercial Districts		
C2-8	2.0 commercial; 10.0 residential and community facility	Medium- to high-density commercial districts, predominantly residential in character
C4-6	3.4 commercial, residential, and community facility	General commercial district outside central business district, allowing a wide range of commercial uses, residential and community facility uses allowed
C5-3	15.0 commercial; 10.0 residential; 15.0 community facility	Centrally located high-density general central commercial district; residential and community facility uses allowed
C6-2A	6.0 commercial; 6.02 residential; 6.5 community facility	Contextual commercial district, allowing a wide range of commercial uses; residential and community facility uses allowed
C6-4	10.0 commercial, residential, and community facility	Medium- to high-density in central business commercial districts; residential and community facility uses allowed
C6-9	15.0 commercial, community facility; 10.0 residential	Centrally located high density commercial district permitting such uses as corporate headquarters, large hotels, department stores, and entertainment facilities
Residential Districts		
R7-2	0.87 to 3.44 residential; 6.5 community facility	Medium- to high-density residential district
R8	0.94-6.02 residential; 6.5 community facility	High-density residential district
<p>Note: ¹ Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.</p> <p>Sources: <i>New York City Zoning Resolution.</i></p>		

PUBLIC POLICY

Public policy initiatives applicable to the Project Area and study area are generally aimed at promoting economic development, encouraging residential development and the amenities and services needed to support a residential neighborhood, and improving public access to the waterfront. A discussion of the policies applicable to the project site and surrounding study area is presented below.

HOUSING NEW YORK

On May 5, 2014, the de Blasio administration released *Housing New York*, a plan intended to build and preserve 200,000 affordable homes over the coming decade to support New Yorkers with a range of incomes. To achieve this goal, the plan aimed to double New York City Department of Housing Preservation and Development (HPD)’s capital budget, target vacant and underused land

for new development, protect tenants in rent-regulated apartments, streamline rules and processes to unlock new development opportunities, contain costs, and accelerate affordable construction. In 2017, the de Blasio administration released *Housing New York 2.0*, an updated and expanded plan that increased the city's goal to 300,000 affordable homes by 2026 and introduced new initiatives to achieve this goal. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private sites, facilitating homeownership, preventing displacement, creating more homes for seniors, protecting Mitchell-Lama moderate- and middle-income buildings, and utilizing innovative design techniques, such as modular building and micro-units. In calendar year 2019, the City financed 25,889 affordable dwelling units (DUs). This includes 15,692 preserved affordable DUs and 10,197 new affordable DUs—a record for new construction. This brings the total number of affordable DUs financed under *Housing New York* to 147,933. In 2019, the City financed a record-breaking 3,030 affordable DUs for people experiencing homelessness and 1,482 affordable DUs of supportive housing. Nearly 85 percent of all homes financed through Mayor de Blasio's housing plan are affordable to low-income New Yorkers; more than 40 percent of these homes will serve families earning less than 50 percent AMI.

ONENYC/PLANYC

In 2007, the City of New York released *PlaNYC – A Greener, Greater New York*, a groundbreaking policy framework that became the model sustainability plan for some of the world's largest cities. PlaNYC delineated 127 initiatives in the areas of housing and neighborhoods, parks and public spaces, brownfields, waterways, water supply, transportation, energy, and climate change with detailed implementation roadmaps and milestones for each one. The Plan's purpose was to manage the City's economic and population growth in ways guided by the principles of long-term sustainability. In 2011, the Mayor's Office of Long Term Planning and Sustainability released an update to PlaNYC that included policies to address three key challenges that the City would face over the next twenty years: population growth, aging infrastructure, and global climate change. In the 2011 update, elements of the plan were organized into 10 categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. As stated in the *CEQR Technical Manual*, a project is generally considered consistent with PlaNYC's goals if it includes one or more of the following elements:

- Land Use: pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim underutilized waterfronts; adapt outdated buildings to new uses; develop underused areas to knit neighborhoods together; deck over rail yards, rail lines, and highways; extend the IH Program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.
- Open Space: complete underdeveloped destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into parkland; increase opportunities for water-based recreation; and conserve natural areas.
- Water Quality: expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use green infrastructure to manage stormwater; be consistent with the

- Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water-efficient fixtures; and adopt a water conservation program.
- Transportation: promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; provide new commuter rail access to Manhattan; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.
 - Air Quality: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.
 - Energy: exceed the Energy Code standards; improve energy efficiency in historic buildings; use energy-efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-city power plants; build distributed generation power units; expand natural gas infrastructure; use renewable energy; use natural gas; install solar panels; use digester gas for sewage treatments plants; use energy from solid waste; and reinforce the electrical grid.
 - Natural Resources: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.
 - Solid Waste: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste systems on communities; and remove toxic materials from the general waste system.

In April 2015, PlaNYC was updated and released as OneNYC, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced by the City. Growth, sustainability, and resiliency remain at the core of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio Administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth, aging infrastructure, and global climate change, OneNYC brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts.

OneNYC included updates on previous sustainability and resiliency initiatives and also set additional goals and initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.

250 Water Street

- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

Part of the Sustainable City goal of OneNYC is a commitment to reduce greenhouse gas emissions by 80 percent from 2005 levels by 2050, with an interim goal of a 40 percent reduction by 2030. The *Roadmap to 80 x 50* outlines key strategies to achieve this goal in the areas of energy, buildings, transportation, and waste. Specific strategies include: making walking and biking safer, more convenient options for all New Yorkers; ensuring that the City's policies prioritize walking, biking, and transit; achieving exceptional energy performance for new buildings and substantial renovations; and a commitment to promote clean, distributed energy resources.

NEW YORK WORKS

New York Works is a plan released by the de Blasio administration in June 2017 consisting of 25 initiatives to spur the creation of 100,000 jobs with good wages over the coming decade. These initiatives are divided into five strategies: Tech, Life Sciences and Healthcare, Industrial and Manufacturing, Creative and Cultural Sectors, and Space for Jobs of the Future. The Spaces for Jobs of the Future strategy of the plan anticipates the future need for high quality office space across the city and would create 25,000 jobs through investments in existing and proposed commercial centers across the city. These investments will serve to support jobs closer to where New Yorkers live and to strengthen core job markets and global competitiveness.

VISION ZERO

The City's *Vision Zero* initiative seeks to eliminate all fatalities from vehicular, bicycle, and pedestrian traffic crashes. DOT and the New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. The plans identify specific conditions and characteristics of pedestrian fatalities and severe injuries and identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions consisting of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatalities and injuries.

NEW YORK CITY LANDMARKS LAW

The Project Area and portions of the study area are within the New York City Landmarks Preservation Commission (LPC) South Street Seaport Historic District and Extension. Pursuant to the Landmarks Law, all alterations and new construction in the historic district are subject to LPC approval.

WATERFRONT REVITALIZATION POLICY

The WRP is the City's principal coastal zone management tool. Originally adopted in 1982 and revised in 2016, it establishes the City's policies for development and use of the waterfront. Revisions to the WRP were adopted by the City Council in 2013, and were then approved by the New York State Secretary of State in February 2016. All Proposed Actions subject to CEQR, ULURP, or other local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the WRP. The Project Area and corresponding study area is within the coastal zone (see **Figure 2-3**). The WRP contains 10 major policies, each with several objectives focused on the following: 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.

D. THE FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT

LAND USE

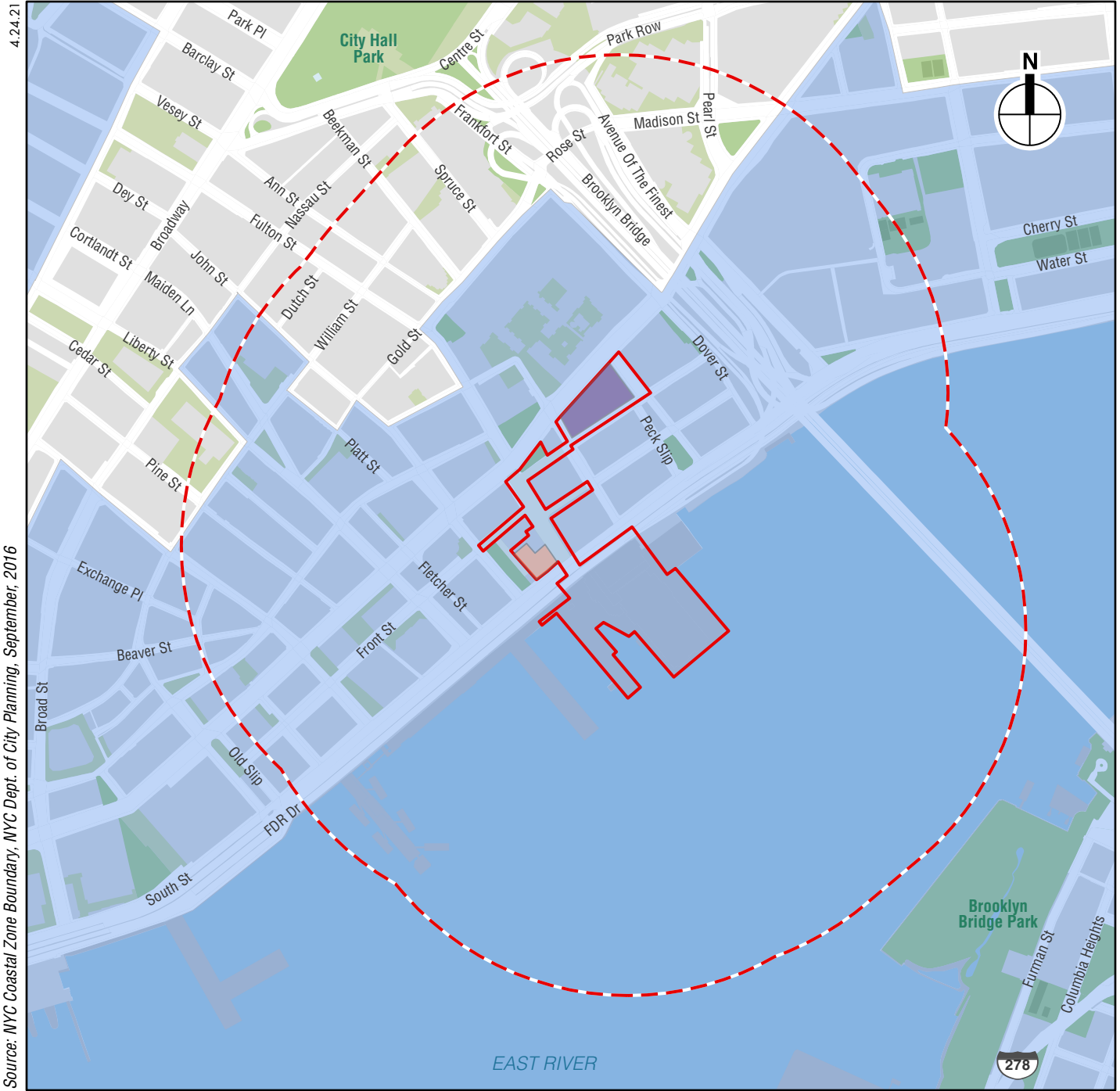
PROJECT AREA






In the 2026 No Action condition, the Development Site would be redeveloped with a new as-of-right building that would not require any discretionary approvals requiring environmental review. This as-of-right development would be an approximately 327,400-gsf building that is 120-feet in height, containing approximately 302,670 gsf of residential uses (approximately 302 DUs, all market-rate), 19,730 gsf of retail uses, 5,000 gsf of community facility uses, and 65 parking spaces (see Figure 1-4).

It is assumed that absent the ~~Proposed Project~~previously 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.

STUDY AREA

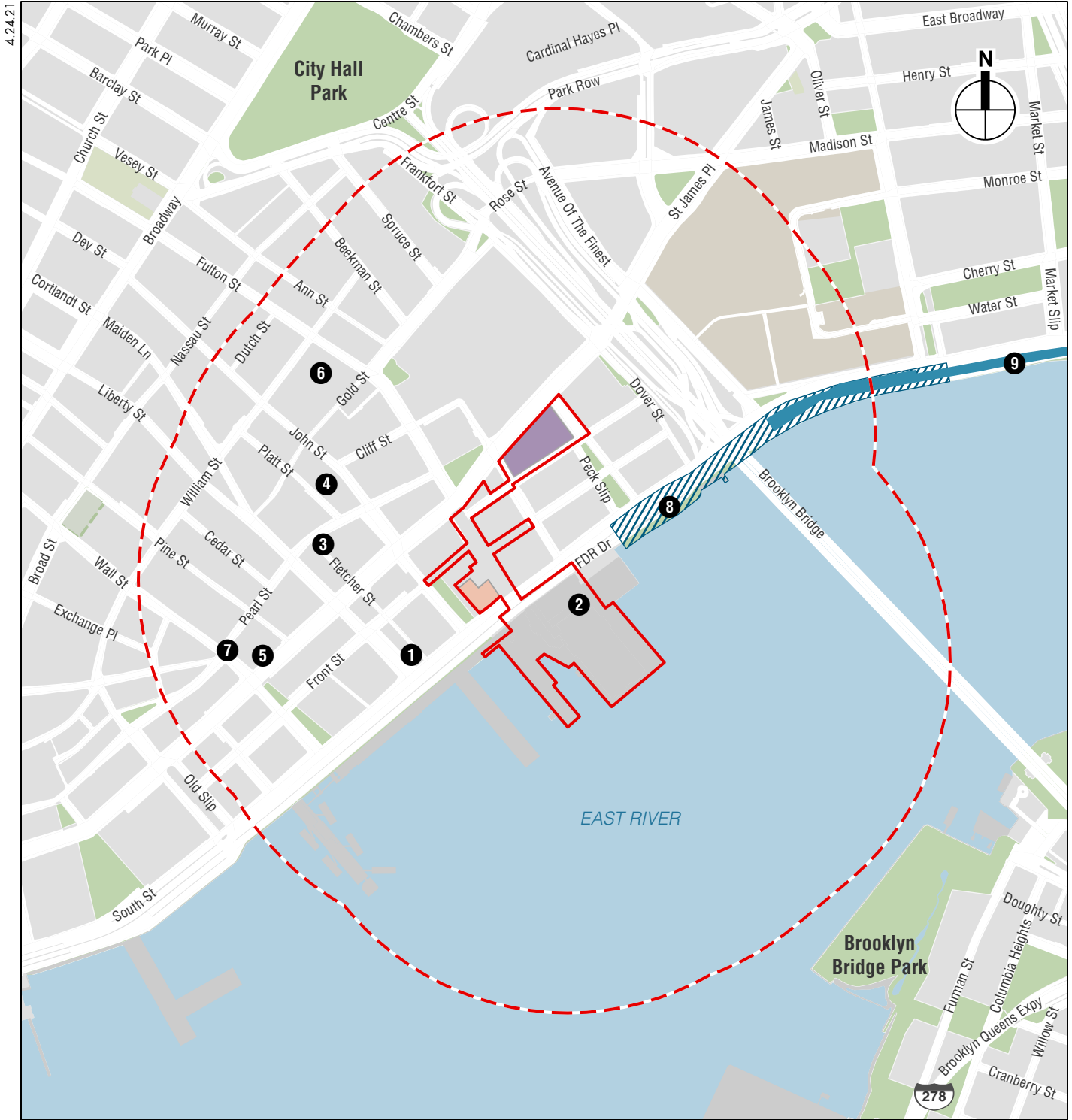
Within the study area, nine projects are anticipated to be completed by the 2026 analysis year. These include residential, mixed residential and commercial, hotel, and open space projects, see **Table 2-2** and **Figure 2-4**.



-  Project Area
-  Study Area Boundary (1/4-mile perimeter)
-  Development Site
-  Museum Site
-  Coastal Zone Boundary



NYC Coastal Zone Boundary
Figure 2-3



- Project Area
- Study Area Boundary (1/4-mile perimeter)
- Development Site
- Museum Site
- 1 No Build

0 1,000 FEET

**Table 2-2
No Action Projects**

Map ID No. ¹	Project Name / Address	Development Program	Development Type	Build Year
1	161 Maiden Lane	98 DUs	New Construction	2021
2	Tin Building / 96 South Street	67,428 gsf of retail/entertainment uses	New Construction	2021
3	212 Pearl Street	24,288 gsf of hotel uses (48 rooms)	New Construction	2026 ²
4	120 Water Street	250 DUs and 49,569 gsf of hotel uses (172 rooms)	New Construction	2026 ²
5	Hotel Indigo / 215 Pearl Street	50,339 gsf of hotel uses (128 rooms)	New Construction	2021
6	130 William Street	242 DUs and 17,641 gsf of retail uses	New Construction	2021
7	88 Wall Street	126,783 gsf of hotel uses (181 rooms)	Conversion and Vertical Expansion	2021
8	Brooklyn Bridge Esplanade	Reconstruction of waterfront open space on the East River between Peck Slip and Catherine Slip	Open Space Reconstruction	2021
9	Brooklyn Bridge – Montgomery Coastal Resilience Project	Project introducing resiliency measures on the East River Waterfront between Montgomery Street and the Brooklyn Bridge	Installation of Resiliency Features	2022

Notes:
¹ See **Figure 2-4**.
² Projects for which the build year is unknown are assumed to be completed by the ~~Proposed Project~~ previously proposed project's analysis year of 2026.

Sources:
DCP, DOB, CEQR Access, ZAP Search, Field Checks Oct 2020, <https://newyorkyimby.com>

ZONING

PROJECT AREA

In the No Action condition, the Project Area’s zoning is expected to remain unchanged in the 2026 analysis year. Without the zoning changes proposed, the Development Site would be developed as-of-right under the existing C6-2A zoning and it is not anticipated that the Museum would be restored, reopened, or expanded.

STUDY AREA

Like the Project Area, no changes are expected to occur in the study area by 2026.

PUBLIC POLICY

Public policies that affect the Project Area and study area in the Existing Condition would remain unchanged through 2026. There are no anticipated changes to public policies affecting either study area. For this reason, please refer to Section C, “Existing Conditions,” for all relevant public policies.

E. THE FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT

LAND USE

PROJECT AREA

In the With Action condition, the existing surface parking lot on the Development Site would be redeveloped with the ~~Proposed Project~~previously proposed project, an approximately 680,500-gsf mixed-use building. The building would include approximately 394,400 gsf of residential uses with 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's design consists of a seven-story, up to approximately 105-foot-tall base occupying the entire Development Site that would contain the building's office, retail, and community facility uses as well as a residential lobby and garage entrance. A tower containing residential uses would rise from this base to a total height of up to approximately 395 feet (see Figure 1-3).

The ~~Proposed Project~~previously proposed project's residential, commercial, and community facility uses would be compatible with and enhance the surrounding area, which already includes similar uses. The ~~Proposed Project~~previously proposed project would activate an underused site and create a more pedestrian-friendly environment in the area by developing ground-floor retail and community facility spaces. Given the Development Site's location in a high-density area with mixed commercial, residential, and community facility uses, the ~~Proposed Project~~previously proposed project's mixed uses would better activate the site with a continuous population and support the surrounding mixed uses than the development that would be constructed absent the ~~Proposed Project~~previously proposed project and would be compatible with the surrounding area. 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. Located at the periphery of the South Street Seaport neighborhood, its height is consistent with other nearby buildings such as the 35-story 199 Water Street and 30-story 175 Water Street while its full-block base would be respectful of the smaller-scale buildings of the neighborhood to the south and east.

The With Action condition would also facilitate the restoration and reopening of the existing 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 27,886 gsf of renovated space at 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 at 89 South Street/175 John Street 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.

Operational changes would be made to the Pier 17 access drive to facilitate passenger drop off in the With Action condition, as well as minor improvements to the Pier 17 access drive area and building. 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.

STUDY AREA

The ~~Proposed Project~~previously proposed project, which would include residential, commercial, and community facility uses, would be consistent with other similar uses found in the vicinity. Overall, the ~~Proposed Project~~previously proposed project would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts in the study area. The ~~Proposed Project~~previously proposed project would activate an underutilized brownfield site, further tying the neighborhood together and enhancing its vitality. The restoration, reopening, and potential expansion of the Museum would also ensure its continued operation as an important regional attraction in the neighborhood. Overall, the ~~Proposed Project~~previously proposed project would not result in significant adverse land use impacts on the within the Project Area or the surrounding study area.

ZONING

PROJECT AREA

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

- A special permit pursuant to ZR Section 74-743 for bulk modifications within a Large Scale General Development (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, the ~~Proposed Project~~previously proposed project requires a 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 ~~Proposed Project~~previously proposed project and effectuate other changes to the affected area.

These 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 ~~Proposed~~

~~Project~~previously proposed project on the currently underutilized Development Site, introducing new mixed-uses and affordable housing on a previously contaminated site that is undergoing remediation. The new uses facilitated by the proposed zoning actions on the Development Site would support ongoing efforts to revitalize and activate the South Street Seaport area and the ~~Proposed Project~~previously proposed project would facilitate the restoration, reopening, and potential expansion of the Museum.

STUDY AREA

The Proposed Actions would only modify the zoning regulations applicable to the Development Site and Project Area and would not affect zoning regulations applicable to the remainder of the study area. Moreover, consistent with other sites within the Special South Street Seaport Historic District and Extension that have been designated as receiving sites for transfers of development rights (i.e., Lots 1 and 21 on Map 6, Appendix A of Article IX, Chapter 1 of the Zoning Resolution), the Development Site is located at the periphery of the district in an area where the surrounding context is characterized by taller buildings. The ~~Proposed Project~~previously proposed project would not adversely affect zoning policies or regulations in the study area, and it would be consistent with the residential and commercial zoning districts in the study area. Overall, the ~~Proposed Project~~previously proposed project would not result in significant adverse zoning impacts.

PUBLIC POLICY

The ~~Proposed Project~~previously proposed project would be consistent with, and support of, the public policies applicable to the Project Area and the study area. Overall, the ~~Proposed Project~~previously proposed project would not result in any significant adverse impacts to public policy.

HOUSING NEW YORK

The ~~Proposed Project~~previously proposed project directly support the goals and principles outlined in *Housing New York* and *Housing New York 2.0* through its creation affordable housing on an underused private site. Approximately 25 percent of the ~~Proposed Project~~previously proposed project's DUs, 99 DU, are assumed for the purposes of environmental review to be affordable for lower-income New Yorkers.

ONENYC/PLANYC

The ~~Proposed Project~~previously proposed project is consistent with the following goals of PlaNYC:

- Land Use: The ~~Proposed Project~~previously proposed project would support the land use goals of PlaNYC by creating a transit-oriented mixed-use development in an area of the City with excellent access to public transit, developing an underused brownfield site further knitting the South Street Seaport neighborhood together, promoting walkable destinations for retail, and by creating affordable DUs further promoting a diverse and inclusive mixed-income neighborhood.
- Open Space: The ~~Proposed Project~~previously proposed project would support the open space goals of PlaNYC by facilitating potential streetscape, open space, or other improvements (e.g.,

planters). These improvements could further enhance Titanic Park and the other pedestrianized streets within the Project Area.

- **Water Quality:** The ~~Proposed Project~~previously proposed project would support the water quality goals of PlaNYC by incorporating stormwater management systems into its design to meet New York City requirements, its possible use of water-efficient fixtures, and its likely use of green roof features (see Chapter 13, “Greenhouse Gas Emissions and Climate Change”).
- **Transportation:** The ~~Proposed Project~~previously proposed project would support the transportation goals of PlaNYC through its creation of transit-oriented mixed-use development in a transit-rich area with easy access to the 2, 3, 4, 5, 6, A, C, J, and Z subway lines, the M15 and M22 bus line, and NYC ferry within ¼-mile, as well as its possible enhancement of pedestrian access and safety through the potential street improvements in the Project Area.
- **Air Quality:** The ~~Proposed Project~~previously proposed project will meet PlaNYC/OneNYC’s air quality goals by promoting the use of mass transit through encouraging development in close proximity to substantial existing public transportation. The ~~Proposed Project~~previously proposed project would support the air quality goals of PlaNYC by using cleaner-burning heating fuels and potential streetscape, open space, or other improvements (e.g., planters) in the Project Area.
- **Energy:** The ~~Proposed Project~~previously proposed project would support the energy goals of PlaNYC by committing to achieve energy efficiencies requirements for LEED Gold Certification, the use of energy-efficient appliances, fixtures, and building systems, and use of natural gas for heating and hot water. The ~~Proposed Project~~previously proposed project’s renovation of historic buildings to contain the reopened Museum would also improve their energy efficiency, consistent with PlaNYC. As with all new developments in New York City, the ~~Proposed Project~~previously proposed project would be required to meet the green building practices established in the 2010 update to the New York City Building Code as part of the Greener, Greater Buildings Law. The updated Building Code requires energy audits and benchmarking for larger buildings.
- **Natural Resources:** The ~~Proposed Project~~previously proposed project would support the natural resources goals of PlaNYC by redeveloping a brownfield site currently undergoing remediation, incorporating stormwater management systems into its design to meet New York City requirements.

The ~~Proposed Project~~previously proposed project is also consistent with goals of OneNYC:

- **A Growing, Thriving City:** The ~~Proposed Project~~previously proposed project would promote this goal through its creation of jobs and affordable housing and its activation of an underutilized brownfield site, which would support the development of the neighborhood.
- **A Just and Equitable City:** The ~~Proposed Project~~previously proposed project would promote this goal through its creation of community facility space, which may be a healthcare use, and by possibly making the streets in the neighborhood safer through the potential streetscape, open space, or other improvements (e.g., planters).
- **A Sustainable City:** The ~~Proposed Project~~previously proposed project would promote this goal by remediating the contaminated Development Site and developing a building with energy-efficient features reducing greenhouse gas emissions (see Chapter 13, “Greenhouse Gas Emissions and Climate Change”)

- A Resilient City: The ~~Proposed Project~~previously proposed project would promote this goal by developing an energy efficient building and resilient to the effects of climate change and potential flooding (see Chapter 13, “Greenhouse Gas Emissions and Climate Change,” and **Appendix B, “Waterfront Revitalization Program Consistency Assessment”**).

The ~~Proposed Project~~previously proposed project supports OneNYC’s 80 x 50 plan through its development of new housing, including affordable housing, near sustainable modes of transportation such as public transit and its development of an energy efficient building. The ~~Proposed Project~~previously proposed project would also create a safe and pedestrian-friendly environment by creating ground-floor uses on the Development Site. The ~~Proposed Project~~previously proposed project would comply with the NYCECC and likely exceed the energy requirements as part of achieving LEED Gold certification.

NEW YORK WORKS

The ~~Proposed Project~~previously proposed project supports the goals of New York Works through its facilitation of job-generating uses in the Project Area, including office, retail, and community facility uses. The ~~Proposed Project~~previously proposed project would also generate residential staff jobs and facilitate the restoration, reopening, and potential expansion of the Museum, protecting Museum-related jobs and potentially creating more. The ~~Proposed Project~~previously proposed project directly supports New York Work’s goal of creating 100,000 jobs with good wages and support jobs closer to where New Yorkers live through its creation of a mixed-use development where New Yorkers both live and work. The new DUs, including affordable DUs, would also be located in close proximity to the Financial District, a major regional employment center.

VISION ZERO

The ~~Proposed Project~~previously proposed project supports the goals outlined in Vision Zero by further encouraging a pedestrian-friendly environment in the neighborhood. This would include potential streetscape, open space, or other improvements (e.g., planters) in the Project Area and the conversion of Peck Slip between Pearl Street and Water Street to a play street. Overall, the ~~Proposed Project~~previously proposed project would enhance the safety and walkability of the Project Area, which includes major pedestrian corridors and has two schools located nearby, and therefore, the ~~Proposed Project~~previously proposed project would be compatible with and support this policy.

NEW YORK CITY LANDMARKS LAW

As the Project Area and portions of the study area are within the New York City Landmarks Preservation Commission (LPC) South Street Seaport Historic District and Extension, the ~~Proposed Project~~previously proposed project would undergo LPC review and approval consistent with the Landmarks Law.

WATERFRONT REVITALIZATION POLICY

The Project Area is within the coastal zone; therefore, the ~~Proposed Project~~previously proposed project must be reviewed by CPC, in its capacity as the City Coastal Commission, to determine whether the ~~Proposed Project~~previously proposed project is consistent with WRP policies (see **Appendix B**). As discussed in the WRP assessment (WRP #21-056), the ~~Proposed Project~~previously proposed project is consistent with the City’s WRP policies. *