

**A. INTRODUCTION**

This chapter considers the potential for the ~~Proposed Project~~previously proposed project to affect the urban design and visual resources of the Project Area, which is located in the South Street Seaport neighborhood, and the surrounding study area.<sup>1</sup> As described in Chapter 1, “Project Description,” the ~~Proposed Project~~previously proposed project would consist of the development of an approximately 680,500-gross-square-foot (gsf) mixed-use building containing market-rate and affordable housing, retail, office, and community facility spaces along with parking on the Development Site (Block 98, Lot 1), as well as facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum) on the Museum Site (Block 74, a portion of Lot 1). The ~~Proposed Project~~previously proposed project would also 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 also include streetscape, open space, or other improvements (e.g., planters) in the remainder of the Project Area.

As defined in the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian’s experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. The analysis provided below addresses the urban design and visual resources in a ¼-mile radius (the “study area”) for existing conditions, the future without the previously proposed project (the “No Action” condition), and the future with the ~~Proposed Project~~previously proposed project (the “With Action” condition) in the 2026 analysis year.

**B. PRINCIPAL CONCLUSIONS**

The ~~Proposed Project~~previously proposed project would not result in any significant adverse impacts to urban design and visual resources of the study area.

**URBAN DESIGN**

A detailed assessment was conducted and concluded that the ~~Proposed Project~~previously proposed project would not result in any significant adverse impacts to the urban design of the study area, but would improve the pedestrian experience.

The previously proposed building on the Development Site, like the No Action building, would enhance the pedestrian experience by redeveloping the large parking lot on the site with a new building that includes active ground floor retail, community facility, and residential uses. Those

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<sup>1</sup> 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.”

uses, along with the proposed office uses, would be compatible with the mix of uses that characterize the densely developed study area. Further, the previously proposed building, like the No Action building, would fill a large gap within the boundaries of the South Street Seaport Historic District. While the previously proposed building on the Development Site would be larger and taller than the No Action building, it would be compatible in terms of scale, height, massing, and materials with the urban design of the study area.

Unlike the No Action condition, the ~~Proposed Project~~previously proposed project would further enhance the pedestrian experience and urban design of the study area by restoring existing buildings on the Museum Site for continued Museum use, and by potentially redeveloping the vacant lot at the corner of John Street and South Street with an expansion to the Museum. The seven-story expansion building would be compatible with the scale, massing, and materials of the Schermerhorn Row block and with the historic district as a whole. It would create a consistent streetwall with the existing buildings on John and South Streets, and it would fill the existing gap in the Schermerhorn Block created by the vacant lot. The replacement of the vacant lot, which is currently used for parking and storage, with a museum use would also have beneficial effects on the adjacent Imagination Playground.

### VISUAL RESOURCES

A detailed assessment was conducted and concluded that the ~~Proposed Actions~~previously proposed project would not be expected to result in significant adverse impacts to visual resources of the study area. The restoration of the buildings on the Museum Site and the potential expansion, which would not occur in the No Action condition, would enhance the visual character of the Schermerhorn Row block, which is a visual resource, and study area views on Fulton, South, and John Streets around the Museum Site.

Constructed on an existing block and built to the lot lines, the previously proposed building on the Development Site, like the No Action building, would not block the view corridors along Pearl Street, Water Street, Beekman Street, or ~~Pike~~Peck Slip. Neither the previously proposed building on the Development Site nor the No Action building would block views toward the waterfront, of the lighthouse in Titanic Park, or of the Brooklyn Bridge. While the previously proposed building would block views from Pearl Street of historic district buildings on Water Street, Beekman Street, and Peck Slip, the No Action building would block those same views. Compared to the No Action building, the previously proposed building would partially block views west along Peck Slip of the New York by Gehry Building at 8 Spruce Street; however, views west of that building would continue to be unaffected on Beekman Street and views of the visual resource would continue to be available from other locations in the study area. On Peck Slip at South Street, the previously proposed building, compared to the No Action building, would block views west of the upper floors of One World Trade Center; however, those blocked views from a limited location in the study area would not result in a significant adverse impact, as One World Trade Center would continue to be visible from other locations in the study area.

The previously proposed building on the Development Site would be visible from Pier 17 and the Brooklyn Bridge. While the No Action building would also be visible from those locations, the taller previously proposed building would be more prominent, but it would not result in adverse effects on those views. From both locations, it would be seen in the background of the low-rise buildings comprising the South Street Seaport neighborhood, and it would fit in with the surrounding context of tall buildings in the Financial District and Civic Center. In addition, in

comparison to those existing buildings, the shorter previously proposed building would appear as a transition building from the waterfront to the Financial District.

## C. METHODOLOGY

### PRELIMINARY ASSESSMENT

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed “as-of-right” or in the future without the proposed project.

The ~~Proposed Project~~previously proposed project would require, among other actions, a special permit for bulk modifications within a large-scale general development (LSGD). Therefore, as the ~~Proposed Project~~previously proposed project would result in physical alterations beyond that allowed by existing zoning, it would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for area-wide re-zonings that include an increase in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource’s historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or when the project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The ~~Proposed Project~~previously proposed project would change bulk modifications in an LSGD and result in changes to the built environment of the South Street Seaport Historic District. Therefore, the ~~Proposed Project~~previously proposed project would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

As per Section 230 of the *CEQR Technical Manual*, an analysis of pedestrian wind conditions may be warranted for projects involving multiple, tall buildings at or in close proximity to waterfront sites that may result in an exacerbation of wind conditions due to ‘channelization’ or ‘downwash’ effects that may affect pedestrian comfort and safety. The ~~Proposed Project~~previously proposed project would not involve the construction of multiple tall buildings at locations or in proximity to the waterfront that experience high wind conditions, as the ~~Proposed Project~~previously proposed project involves construction of a single building more than 500 feet from the shoreline, and is not along an exposed west or northwest facing waterfront. Moreover,

the ~~Proposed Project~~previously proposed project would include deep setbacks above the waterfront-facing side of the building's base. Given these factors, the ~~Proposed Project~~previously proposed project does not warrant a pedestrian wind study.

## DETAILED ASSESSMENT

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

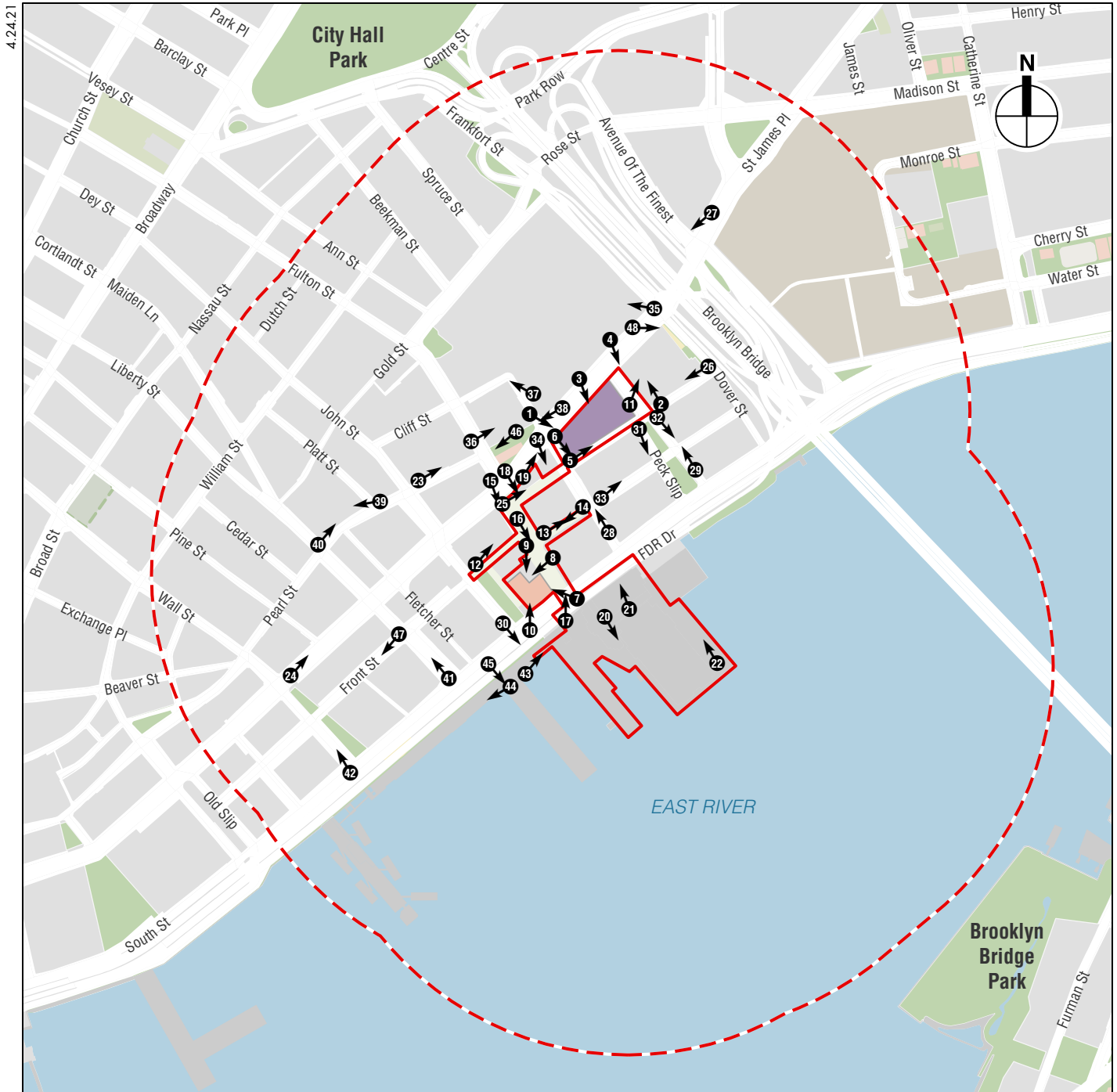
- *Streets*. For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks; and street furniture, grade, materials used, and permanent fixtures (including plantings, street lights, fire hydrants, curb cuts, or newsstands) contribute to the character of a streetscape.
- *Buildings*. A building's street walls form the most common backdrop in the City for public space. A building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, contributing to the visual character of an area.
- *Open Space*. Open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- *Natural Features*. Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *Visual Resources*. A visual resource is the connection from the public realm to significant natural or built features, including important view corridors, views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings (or groups of buildings), or natural resources.






According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The study area for the urban design and visual resources analysis has been defined as the area within a ¼-mile of the Project Area (see **Figure 7-1**).

## D. EXISTING CONDITIONS

### PROJECT AREA

The Project Area includes the Development Site, the Museum Site, existing Museum spaces located outside of the Museum Site, and several additional areas that may include streetscape, open space, or other improvements (e.g., planters) under the ~~Proposed Actions~~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 (see **Figure 7-1** for a location map and **Figure 7-2** for an aerial photograph of the Project Area and study area). As described in Chapter 6, "Historic and



-  Project Area
-  Study Area Boundary (1/4-mile perimeter)
-  Development Site
-  Museum Site
-  Photo View Direction and Reference Number

0 500 FEET



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

0 500 FEET

Cultural Resources,” the Project is located within the boundaries of the South Street Seaport Historic District. The urban design and visual resources of the Project Area are described below.

### *URBAN DESIGN*

#### *Development Site*

The approximately 48,000-square-foot (sf) Development Site occupies the full block bounded by Pearl Street, Water Street, Beekman Street, and Peck Slip. It currently contains a surface parking lot with approximately 400 parking spaces. Low metal guards and tall chain link fences enclose the parking lot. The entrance is on Pearl Street, and concrete curbs create two entrance lanes and one exit lane with swing arm gates and ticket dispensers. Tall, freestanding billboards advertising parking are located within the lot at the intersections of Pearl Street with Beekman Street and Peck Slip. Multiple tall wood poles mounted with lighting are located around the lot perimeter within the fencing. In the sidewalks around the Development Site, there are street trees on Water Street, Beekman Street, and Peck Slip, and a decorative bishop’s crook lamppost is located on Beekman Street and three decorative mast arm lampposts are located along Water Street (see **Figures 7-3 through 7-5** for photographs of the Development Site).

#### *Museum Site*

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) and includes the area in which the Museum is proposed to be renovated, reopened, and potentially expanded in the future as a result of the ~~Proposed Project~~ previously proposed project. The site includes the two buildings at 91 and 92-93 South Street/2 Fulton Street, one building at 4 Fulton Street, and the building at 167-171 John Street (the “AA Low Building”); all are part of the Schermerhorn Row block (see Chapter 6, “Historic and Cultural Resources”). The Museum Site also includes a vacant lot at the corner of South Street and John Street, the “John Street Lot” (89 South Street/175 John Street).

The Museum Site buildings on South and Fulton Streets, along with the seven adjacent buildings at 6-18 Fulton Street, form a distinct architectural entity and uniform streetscape of low 19th-century brick buildings with ground-floor storefronts. With the exception of 92-93 South Street, which is six stories, they are all four stories. They all have simply designed façades of punched windows with stone sills and lintels. 92-93 South Street, which also fronts on Fulton Street as 2 Fulton Street, has a Mansard roof with dormer windows and a wrap-around storefront on both frontages with a prominent, recessed corner entrance and a projecting cornice. The building at 4 Fulton Street has a steeply pitched roof with a tall brick chimney, as well as dormers. Like the building at 92-93 South Street/2 Fulton Street, the building at 4 Fulton Street has a storefront ornamented with pilasters, transom windows, and entablatures; entrances are recessed. The narrow building at 91 South Street has a pitched roof; on the ground floor, it has an off-set arched entrance and a large window (see **Figure 7-6** and view 9 of **Figure 7-7** for photographs of the Museum Site buildings at 91 and 92-93 South Street and 4 Fulton Street).

The 19th-century five-story AA Low Building at 167-171 John Street is a wide, eight-bay building with a raised first floor (see view 10 of **Figure 7-7**). The cast iron first floor is articulated with half-columns framing recessed windows and corner entrances, and there are windows below it at street level. The upper floors are faced in granite, and there is a simple cornice at the roofline.



View east at Pearl and Beekman Streets 1



View northwest at Water Street and Peck Slip 2





Parking lot entrance on Pearl Street 3



View south from Pearl Street at Peck Slip 4



View east on Water Street from Beekman Street 5



View south on Beekman Street from Pearl Street 6



View northwest at South and Fulton Streets 7



View southwest on Fulton Street 8



View southwest at Fulton and Front Streets 9



View northeast from South Street at John Street 10

A chain link fence with fabric sheeting encloses the John Street Lot, which is currently used for parking and storage (see view 10 of **Figure 7-7**). The blank party walls of the AA Low Building and 91 South Street face the lot. The metal and glass rear addition to the Museum also fronts on the lot.

### *Remainder of the Project Area*

The remainder of the Project Area includes the aforementioned 6-12 Fulton Street, Peck Slip between Pearl Street and Water Street, Water Street between Fulton Street and Peck Slip, Front Street between Imagination Playground and Beekman Street, Fulton Street between Water Street and South Street, Titanic Park, Pier 17, and Pier 16.

The section of Peck Slip is one-way north-bound. It has Belgian block pavers and concrete sidewalks. Street trees are located on both sides of the street. The Peck Slip School fronts on the street across from the Development Site, and the adjacent sidewalk also contains bike racks and a decorative mast arm lamppost (see view 11 of **Figure 7-8**). The section of Water Street adjacent to the Development site is one-way east bound, and it also has Belgian block pavers (see view 5 of **Figure 7-5**). As noted above, the concrete sidewalk along the Development Site has street trees and decorative lampposts. On the other side of the street, the sidewalk has granite slab pavers and there are no street trees or lampposts. Four- and five-story brick buildings, most of which have ground-floor storefronts, line the street across from the Development Site.

In the Project Area, Front Street is pedestrianized and bisected by Fulton Street, which is also pedestrianized and off-sets the alignment of the two sections of Front Street. Between the Imagination Playground (which is located outside the Project Area) and Fulton Street, the road bed of Front Street has Belgian block pavers and the sidewalks have granite slab pavers (see view 12 of **Figure 7-8**). The sidewalks are only slightly elevated above the road bed, and the granite curbs are sloped. Conical metal bollards block the western end of the street section by the playground. Some fire hydrants and lampposts with conical caps are located along the south sidewalk. The 35-story (approximately 442-foot-tall) granite-clad office building at 199 Water Street fronts the north side of Front Street between John and Fulton Streets, and it has a ground-floor storefront. Four- and five-story brick buildings within the Schermerhorn Row block line the south side of Front Street between the Imagination Playground and Fulton Street. Those buildings also have ground-floor storefronts, and two of the storefronts have metal stoops that extend into the sidewalks. The section of Front Street east of Fulton Street also has a roadbed with Belgian block pavers, granite sidewalks and crosswalks, and granite curbs (see **Figure 7-9**). Conical metal bollards are located across Front Street where it intersects with Beekman Street. On the north side of the street, lampposts with conical caps are located in the sidewalk and large granite blocks, which can be used for sitting, are located in the road bed. A four-story cast iron building and three- and four-story brick buildings line the north side of the street. Those buildings all have ground-floor storefronts. The three-story brick Fulton Market is on the south side of the street, and it has a metal wrap-around canopy that overhangs the sidewalk along Front Street. Restaurant seating is located along the Fulton Market frontage underneath the canopy. Restaurant seating for establishments across the street are located in the roadbed. Strings of lights are stretched across Front Street between the two blockfronts.

Fulton Street is pedestrianized between Water and South Streets. It is a wide street and, like Front Street in the Project Area, it has a roadbed with Belgian block pavers, sidewalks and crosswalks with granite slab pavers, and granite curbs. Metal bollards are located across Fulton Street at both Water and South Streets. Street furniture includes lampposts with conical caps, a flagpole in front of the South Street Seaport Museum entrance, a metal map and directory to the Seaport district,



View northeast from Water Street and Peck Slip 11



View east on Front Street adjacent to Imagination Playground 12



View east on Front Street from Fulton Street 13



View west on Front Street from Beekman Street 14

and removable sandwich boards set out by restaurants and shops. Along Fulton Street, the Fulton Market building has an enclosed ground floor that extends out under the canopy. In the roadbed at the intersection with Front Street, there is an outdoor bar underneath a tent roof, surrounded by planters with trees. The office tower at 199 Water Street fronts on Fulton Street, which is otherwise lined by three- and four-story brick buildings and the cast iron building that also fronts on Front Street. All of the buildings have storefronts (see **Figure 7-10** and view 17 of **Figure 7-11** for photographs of Fulton Street within the Project Area).

Titanic Park occupies part of the small triangular block bounded by Fulton, Water, Pearl, and Beekman Streets. It is a public park containing a small, concrete and metal lighthouse with a dome roof (see view 18 of **Figure 7-11**). The lighthouse is a memorial to the victims of the RMS Titanic disaster and acts a visual marker to the Fulton Street pedestrian mall. The park has paths with granite slab pavers, planted areas, trees, and benches (see view 19 of **Figure 7-12**).

The Project Area also includes Pier 17, the Tin Building, and Pier 16. Pier 17 contains a four-story building with cultural/entertainment and restaurant and retail uses surrounded by public waterfront space (see view 20 of **Figure 7-12** and **Figure 7-13**). Between the building and Pier 16, the wide waterfront space has two levels, surfaced in a mix of masonry blocks and wood boards. There are long, wood benches and wide steps that can also serve as seating. On the north side of the building, the waterfront space steps down to the water and there are long wood benches, shorter wood benches, and individual seats. Along the east side of the building, the narrow waterfront space has tall bar seats against the perimeter railing. The Pier 17 building is clad in metal and glass, and it has recessed ground-floor areas; on the south side of the building, these recessed areas are deep to create outdoor restaurant areas. In addition, sections of the ground floor can be opened to further integrate the ground floor spaces with the surrounding waterfront open spaces. The building also has publicly accessible space on the roof that also operates as an entertainment venue. There is a short access road from South Street to the north façade, which is used solely for loading. The three-story Tin Building, which is under construction, is located on South Street. It would also contain cultural/entertainment and restaurant and retail uses. Pier 16 is in use as public waterfront space and is where the historic ships of the South Street Seaport Museum are berthed.

### *VISUAL RESOURCES*

As defined in the *CEQR Technical Manual*, “a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.”

There are four visual resources located in the Project Area—the Museum Site/Schermerhorn Row, the historic ships moored at Pier 16, the lighthouse in Titanic Park, and the views from Pier 17.

As described above, the Schermerhorn Row block, as seen along Fulton Street, is a distinct architectural entity composed of early-19th-century brick commercial buildings, and most of the Fulton Street frontage includes the Museum Site. Surrounding buildings limit visibility of the low-rise Schermerhorn Row block to the immediate environs of Fulton Street, but along the wide, pedestrianized street, the block is a prominently visible and defining architectural feature of the South Street Seaport area.

The historic ships at Pier 16 are a visual resource, clearly seen from Piers 16 and 17 and from along the East River Esplanade from the southwest. Their tall masts are also visible from Fulton





View south on Fulton Street from Pearl Street 15



View southeast on Fulton Street from Water Street 16



View north on Fulton Street from South Street 17



Titanic Park – View southeast from Pearl Street 18



Titanic Park – View east 19



Pier 17 – View southeast 20



Tin Building – View north 21



Pier 17 north side waterfront space – View north 22

and Water Streets over the Schermerhorn Row block and in the John Street view corridor from at least as far north as Pearl Street.

The lighthouse in Titanic Park is a unique feature in the neighborhood and as such is a visual resource. It can be seen in long views southeast in the Fulton Street view corridor from as far northwest as Gold Street; northwest of the Gold Street, Fulton Street shifts alignment and the view of the lighthouse is lost. On Water Street, the lighthouse can be seen from as far southwest as John Street. From the northeast along Water Street, however, intervening buildings block views of the lighthouse.

The public waterfront spaces on Pier 17 provide immediate and expansive views of the East River, Brooklyn, the New York Harbor, skyscrapers in the Financial District, the Woolworth building, the Municipal Building, the stainless steel-clad New York by Gehry building, and the Brooklyn, Manhattan, and Williamsburg Bridges.

Due to the irregular street grid of the study area (discussed more below) and intervening buildings, views to the Development Site are largely limited to its immediate vicinity. However, there are some longer views to the Development Site. To the southwest, Pearl Street provides some northeastward views to the site from John Street, and in the Water Street view corridor the Development Site can be partially seen behind intervening buildings from as far southwest as Wall Street (see **Figure 7-14**). Within the South Street Seaport area, the section of Water Street between Fulton and Dover Streets provides views of the Development Site (see **Figure 7-15**). To the northeast, Pearl Street provides westward views to the Development Site; from the north of the Brooklyn Bridge, there are views to the Development Site from St. James Place (which continues the alignment of Pearl Street), although those views are partially obscured by the bridge ramp (see view 27 of **Figure 7-16**). Both Beekman Street and Peck Slip provide northwestward views through the South Street Seaport to the Development Site, but those views are only of the site's frontages on those streets (see view 28 of **Figure 7-16** and **Figure 7-17**). The pedestrian path on the Brooklyn Bridge provides views of the Development Site, seen within the larger context of the study area.

Views of the Museum Site are limited to its immediate vicinity on Fulton Street, South Street, and John Street. There are partial views underneath the FDR Drive to the Museum Site from the adjacent portions of Piers 16 and 17 and the East River Esplanade.

### 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 a northwestern border at Water Street and southeastern border at John Street, as well as portions of the Financial District neighborhood to the west and southwest, Civic Center neighborhood to the north, Two Bridges neighborhood to the northeast, and part of the East River to the south and southeast. The discussion below focuses first on the area's urban design—its basic layout and structures—and then describes its visual resources.

#### *URBAN DESIGN*

##### *Streets*

The Brooklyn Bridge, the FDR Drive, and the East River form strong northeastern and southeastern boundaries to the study area. South of the Brooklyn Bridge, the street pattern is roughly grid-like, with some interruptions and irregular block shapes created by the varying paths



View east on Pearl Street from John Street 23



View east on Water Street from Wall Street 24



View east on Water Street from Fulton Street 25



View west on Water Street from Dover Street 26



View west on St. James Place 27



View north on Beekman Street from South Street 28





View north on Peck Slip from South Street 29

of streets including Fulton Street, Pearl Street, Water Street, and Maiden Lane. For example, the sections of Pearl, Water, and Front Streets east of Fulton Street do not align with the sections of those streets to the west of Fulton Street. Across Pearl Street from the Development Site, the Southbridge Towers occupy a superblock bounded by Frankfort, Water, Fulton, and Gold Streets. North of the Brooklyn Bridge, the New York City Housing Authority (NYCHA) Governor Alfred E. Smith Houses occupy a large superblock bounded by Madison Street, Catherine Street/Slip, South Street, Robert F. Wagner Sr. Place, and St. James Place. Catherine Slip forms a loop road within this superblock.

South Street, Water Street, and Fulton Street are the main vehicular thoroughfares in the study area; the other streets in the study area are mainly one-way and narrower. South Street is a two-way, arterial roadway along Manhattan's East River shoreline, located beneath and immediately adjacent to the elevated portion of the FDR Drive between Whitehall Street to the southwest and Montgomery Street on the northeast. West of Fulton Street, Water Street is a four-lane two-way roadway that runs from Whitehall Street at a southwest-northeast alignment. East of Fulton Street, Water Street is narrow and pedestrianized for a block and then one-way for vehicular traffic between Beekman and Dover Streets. At Fulton Street, the traffic carried by Water Street continues on Pearl Street, which northeast of Fulton Street is a four-lane two-way roadway that runs under the Brooklyn Bridge to Madison Street. Southwest of Fulton Street, Pearl Street is a narrow one-way street with a shifting alignment. As described above, Fulton Street is pedestrianized within the Project Area, but northwest of Pearl Street, it has a travel lane in each direction to Gold Street, where it becomes a one-way street that runs one-way to the northwest. The FDR Drive, a four-lane limited-access highway runs on a viaduct along the Manhattan shoreline through the study area above Water Street, and the on- and off-ramps for the Brooklyn Bridge extend east-west into the study area, west to Gold Street. Several streets within the study area have been converted to pedestrian-only use, including Water Street, Front Street, Fulton Street, and Burling Slip within and adjacent to the South Street Seaport Historic District. Between Water and South Streets, Peck Slip consists of a traffic lane on each side of a wide, recently constructed public open space, and between Water and Pearl Streets, Peck Slip is one way and may be limited to traffic to accommodate school bus service at the Peck Slip School. The closest bus route to the Project Area runs north/south along Water Street/Pearl Street/St. James Place. The only bicycle path through the study area is the East River Greenway along the East River shoreline.

Within the South Street Seaport Historic District portion of the study area, most streets have Belgian block paving and granite sidewalks. Street furniture includes standard garbage cans, street parking signs, mailboxes, and fire hydrants, along with decorative lampposts, bollards preventing through traffic on the pedestrianized streets, sidewalk cafes, and masonry planters. Nautical themed bollards are located in the sidewalk along the northeast side of Peck Slip between South and Front Streets. Street trees are found on some of the streets in the historic district. The portions of the Financial District and Civic Center within the study area contain standard street furniture, but street trees are only found intermittently. In addition, there are benches within the Southbridge Towers site, at the Pearl Street Playground, along the southeastern end of Wall Street, and in front of 180 Maiden Lane.

The elevated FDR Drive is a defining streetscape element through the southeastern portion of the study area (see view 6 of **Figure 7-5** and view 30 of **Figure 7-18**). It overhangs the northeast-bound lane of South Street, and the structural supports extend down as two rows of fairly regularly spaced columns. The area under the elevated FDR Drive currently contains parking and storage uses, East River Greenway, and a portion of Pier 15 and the East River Esplanade at John Street.



View of Pier 16 from John Street 30



View southwest on Peck Slip from Water Street 31

### *Buildings*

As it incorporates portions of multiple distinct neighborhoods, the densely developed study area includes a range of building types constructed in different historical periods from 19th-century low-rise brick commercial buildings to mid-20th-century tower-in-the-park residential developments, late-20th-century office towers, and modern residential towers.

Within the portion of the study area that falls within the South Street Seaport Historic District, buildings are largely three- to six-story brick structures originally constructed as commercial buildings but that have been converted to residential use. Many of the buildings have ground-floor retail and restaurants, and some have fire escapes on their primary façades. Most buildings are constructed to the lot line on narrow lots, creating consistent streetwalls with a façade rhythm defined by the narrow lots; however, rooflines vary throughout the district. The historic district also includes modern infill buildings that conform to the height and scale of the surrounding buildings, as well as the approximately 442-foot-tall, 744,146-gsf office tower at 199 Water Street (see view 31 of **Figure 7-18** and **Figure 7-19** for views of the historic district outside of the Project Area).

The blockfront of Water Street across from the Development Site contains eight brick-faced buildings that range in height from two to six stories (see view 5 of **Figure 7-5**). They maintain a consistent street wall, but they have different base heights, rooflines, and fenestration patterns. Two of the buildings have projecting roof cornices. They all have ground-floor storefronts, five of which are granite. The Blue School occupies two buildings at 241 Water Street—a two-story building with a roof deck and a six-story building. The six-story building dates to 1989, and the façade has a recessed steel storefront and steel-framed windows, and the upper floors are setback from the street wall, clad in metal, and massed with rounded forms with a balcony.

The Peck Slip School occupies the east side of Peck Slip across from the Development Site between Water and Pearl Streets in a renovated former post office. It is a seven-story building with alternating metal strip windows and brick spandrels (see view 11 of **Figure 7-8**). A portion of the ground floor is ornamented with a mural depicting a steam ferry. A metal truss on the roof covers a rooftop playground.

A residential building that occupies the northeastern half of the small triangular block that includes Titanic Park within the Project Area faces the Development Site from across Beekman Street. This building consists of an older seven-story section at 117 Beekman Street that is a converted commercial building and a six-story addition that wraps around that building (see view 19 of **Figure 7-12** and view 34 of **Figure 7-20**). The seven-story building fronts on Beekman and Water Streets, and it has a stone-clad ground floor with a deeply recessed corner entrance, brick-clad upper floors, and a projecting roof cornice. The narrow six-story addition is clad in a darker brick, and it has a recessed ground floor facing the park and a rounded corner at Beekman and Pearl Streets.

As described above, the Museum Site includes a portion of the Schermerhorn Row block. The buildings of that block outside of the Museum Site are similar four- and five-story brick former commercial buildings with ground-floor storefronts (see **Figure 7-7** and view 12 of **Figure 7-8**). The Fulton Market building is located across Fulton Street from the Museum Site, and it occupies the block bounded by Fulton, Front, Beekman, and South Streets. Constructed in the 1980s, it is a two-story brick commercial building designed to resemble a 19th-century market building with canopies over the sidewalk and glass monitors on the roof (see view 14 of **Figure 7-9** and view 17 of **Figure 7-11**). As noted above, the ground floor on Fulton Street extends under the canopy.



View southeast at Peck Slip and Water Street 32



View east on Front Street from Beekman Street 33



View southwest on Beekman Street from Pearl Street 34



Southbridge Towers, view northwest on Pearl Street from Frankfort Street 35

The 442-foot-tall, approximately 744,146-gsf office building at 199 Water Street occupies the block bounded by Water, Fulton, Front, and John Streets, and it is located within the South Street Seaport Historic District. As described above, it fronts on the Project Area. It is clad in granite and massed with a three-story base along Fulton Street and vertical recesses on the tower portion of each façade to break up the bulk (see view 15 of **Figure 7-10**). On Front Street facing the Schermerhorn Row block, the vertical recessed are wide. The primary entrance is on Water Street, and there are ground-floor retail spaces on Water, Fulton, and Front Streets. Loading docks are located on the John Street frontage.

Southbridge Towers occupies the superblock across Pearl Street from the Development Site, and it is a large housing cooperative that includes four 27-story (approximately 240-foot-tall) towers and five low-rise buildings, with internal open space and a playground (see view 35 of **Figure 7-20**). The buildings are set back from the streets behind a mix of paved and landscaped areas, and along Pearl Street concrete walls enclose some of the landscaped areas. The towers and low rise buildings have a coherent design of brick façades with concrete spandrels marking the floors, vertical recesses, and projecting balconies. The ground floors of some of the buildings are slightly raised and accessed by low flights of stairs. Entrances to a parking garage in the center of the site are located on Pearl and Gold Streets. The southern corner of the block contains the 20-story (approximately 200-foot-tall) St. Margaret's House at 49 Fulton Street (see view 36 of **Figure 7-21**). A partially pedestrianized extension of Cliff Street and a pedestrian extension of Beekman Street separates this development from the rest of the superblock (see view 37 of **Figure 7-21**). This approximately 208,576-gsf senior housing building is set back from the street, faced in brick and concrete, and massed with upper floor setbacks at the northeast and southwest corners. An approximately three-story brick and concrete church is attached to the north side of the building, set well back from Fulton Street. North of Southbridge Towers, the study area also contains the New York-Presbyterian/Lower Manhattan Hospital and Pace University, both in buildings with large rectangular footprints along Spruce Street west of Gold Street, and the 76-story, approximately 900,000-gsf stainless steel-clad New York by Gehry residential tower at 8 Spruce Street.

The study area south of Fulton Street contains a portion of the high-density Financial District. This area includes large office towers upwards of 30 to 60 stories tall, generally along Water Street, South Street, and further inland (see **Figures 7-22 and 7-23** and view 42 of **Figure 7-24** for representative views through the Financial District portion of the study area). Examples of large office towers include the 41-story (approximately 596-foot-tall), approximately 1,079,761-gsf building at 180 Maiden Lane, the 30-story (approximately 407-foot-tall), approximately 462,377-gsf building at 175 Water Street, and the 38-story (approximately 491-foot-tall), approximately 1,104,184-gsf building at 110 Maiden Lane. The office buildings in the study area represent different periods of 20th-century architectural styles such as Beaux Arts, Art Deco, mid-century modern, and Postmodern. Façade materials include masonry cladding and metal and glass curtain walls. The Art Deco use of multiple setbacks to create slender towers contrasts with the large-floorplate massing of office buildings from the later 20th century. While this area contains some of the largest (and tallest) office buildings in the city, such as the 60-story (approximately 820-foot-tall), approximately 2,224,200-gsf 28 Liberty Street (the former One Chase Manhattan Plaza), and historic commercial buildings such as the Federal Reserve, many of the buildings originally constructed for office use have been converted in recent years to residential or hotel uses. In particular, the Art Deco 66-story (approximately 816-foot-tall), approximately 975,319-gsf 66 Pine Street (the former AIG Building) and the 31-story (approximately 417-foot-tall), approximately 541,000-gsf metal and glass 200 Water Street have been converted into residential



St. Margaret's House, view east on Fulton Street 36



Southbridge Towers, view north at Pearl and Beekman Streets 37





View west on Pearl Street from Beekman Street 38



View west on Pearl Street from John Street 39



View east on Pearl Street from Maiden Lane 40



View north on Maiden Lane from South Street 41



View north on Wall Street from South Street 42



East River Esplanade, view north from John Street 43

towers. 200 Water Street is located across the intersection of Fulton and Pearl Streets from Titanic Park. The area also contains several recently built towers for residential use, such as the 51-story (approximately 484-foot-tall), approximately 627,330-gsf 2 Gold Street and the 28-story (approximately 295-foot-tall), approximately 222,001-gsf 211 Pearl Street. Buildings in this portion of the study area generally have large, rectangular footprints, occupy their full site, and are built to the lot line, creating strong streetwalls. However, some buildings are set back from the street behind plazas, such as the office building at 180 Maiden Lane, and the building at 28 Liberty Street has an elevated public plaza with a large sculpture by the artist Jean Dubuffet. A number of the 20th-century office buildings have recessed ground floors such as 200 Water Street (at Fulton Street).

The portion of the study area to the north of the Brooklyn Bridge contains the Alfred E. Smith Houses. The complex contains twelve roughly X-shaped, 15- to 17-story buildings (approximately 140 to 150 feet tall), as well as open space and a public school on a nearly 22-acre site.

### *Natural Features and Open Space*

The East River is the study area's only natural resource. As described above, Piers 16 and 17 have public open spaces on the river, and the East River Esplanade, which has been undergoing recent resiliency infrastructure improvements that also include public realm improvements, runs along the shoreline through the study area. The esplanade includes benches, landscaping, a dog run (between Wall Street and Maiden Lane), the East River Greenway, a protected bike path marked by narrow bollards and painted pavement, and a comfort station and restaurant pavilion under the FDR Drive at Maiden Lane (see view 43 of **Figure 7-24** and view 44 of **Figure 7-25**). The bi-level Pier 15 near the foot of Maiden Lane provides grassy areas, seating, and observation points (see view 45 of **Figure 7-25**) Pier 11, located at the foot of Gouverneur Lane, contains an active ferry terminal that receives vessels from several commuter and sightseeing ferry services.

The study area also includes inland open spaces, which include a number of privately owned public spaces (POPS). On Peck Slip, the center portion of the wide street recently reopened with a reconstructed New York City Department of Parks and Recreation (NYC Parks) public open space. This paved space contains planted areas, decorative paving, benches, and an open area at the southern end. Nautical-themed metal bollards and granite blocks and benches ring the open space, protecting it from the adjacent travel lanes. Imagination Playground, a NYC Parks playground, is located on the east side of John Street adjacent to the Museum Site (see view 10 of **Figure 7-7**). Enclosed by a tall metal fence with a low, undulating wood wall around the southern end, the playground contains nautical-inspired play equipment and sand- and water-play areas. The NYC Parks Pearl Street Playground occupies the corner of the Southbridge Towers superblock in front of St. Margaret's House, directly across Pearl Street from Titanic Park. It includes play equipment, benches, and landscaping (see view 46 of **Figure 7-26**). A low metal fence encloses the play portion of the playground. A third NYC Parks open space in the study area is Manahatta Park. Located on the east side of Wall Street between South and Water Streets, this small park includes a fountain, benches, and plantings (see view 42 of **Figure 7-24**). An example of a POPS in the study area is found along the Front Street frontage of the office building at 180 Maiden Lane (see view 47 of **Figure 7-26**). That plaza contains benches and trees. Additional POPS are found at 200 Water Street and 175 Water Street; these POPS are largely unadorned plazas.



East River Esplanade, view south from John Street 44



Pier 15 45



Pearl Street Playground, view west 46



View west on Front Street from Maiden Lane 47

### *VISUAL RESOURCES*

Spanning above the study area near Dover Street and across the East River to Brooklyn, the Brooklyn Bridge is a prominent visual resource in the study area (see view 48 of **Figure 7-27**). The arched spans and granite abutments of the approach roadways are visible in views northeast on Pearl and Water Streets and from multiple locations within the South Street Seaport Historic District, while the stone towers and suspension cables of the span over the East River are visible in views northeast along South Street and the East River Esplanade and from Piers 15, 16, and 17. The upper portion of the Manhattan-side stone tower is also visible in views northeast from Peck Slip east of Water Street over low-rise historic district buildings. From Pearl Street, just south of Peck Slip, there is a limited view to the northeast of the upper portion of the Manhattan-side tower in the distance over the project site and intervening historic district buildings.

Views toward the waterfront from northwest of the FDR Drive are generally constrained by narrow street widths and the height of surrounding buildings, as well as the elevated FDR Drive itself. Several streets dead end at Gold Street due to the Southbridge Towers superblock, and Platt, Pine, and Cedar Streets dead end at Pearl and Water Streets, preventing views further southeast. Longer views to the waterfront are available on Fulton Street, leading toward Pier 17, and along Peck Slip (see view 9 of **Figure 7-7** and view 15 of **Figure 7-10**). Views southeast on Beekman Street end at the Tin Building (see view 6 of **Figure 7-5**). At the southeastern end of the study area, Wall Street provides a view corridor toward the waterfront, which includes Manahatta Park. Views of the East River are best seen from the East River Esplanade and Piers 15, 16, and 17 where views are close, expansive, and include the Brooklyn and Manhattan Bridges, Brooklyn, the skyscrapers of Lower Manhattan, and New York Harbor.

The historic buildings and streetscapes of the South Street Historic District are a visual resource, but they are best seen from within the historic district itself. There are also views of historic district buildings from multiple locations on Pearl Street, including over Titanic Park and the Development Site (see view 18 of **Figure 7-11**, view 1 of **Figure 7-3**, and view 4 of **Figure 7-4**).

Notable towers that can be seen from within the study include 66 Pine Street and New York by Gehry (8 Spruce Street), both of which are located in the study area, and One World Trade Center that is located beyond the study area to the northwest. Views of these buildings are variable due to the irregular street grid and intervening buildings (see view 2 of **Figure 7-3**, view 28 of **Figure 7-16**, view 29 of **Figure 7-17**, view 37 of **Figure 7-21**, and view 39 of **Figure 7-22**).

## **E. THE FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT**

### **PROJECT AREA**

#### *DEVELOPMENT SITE*

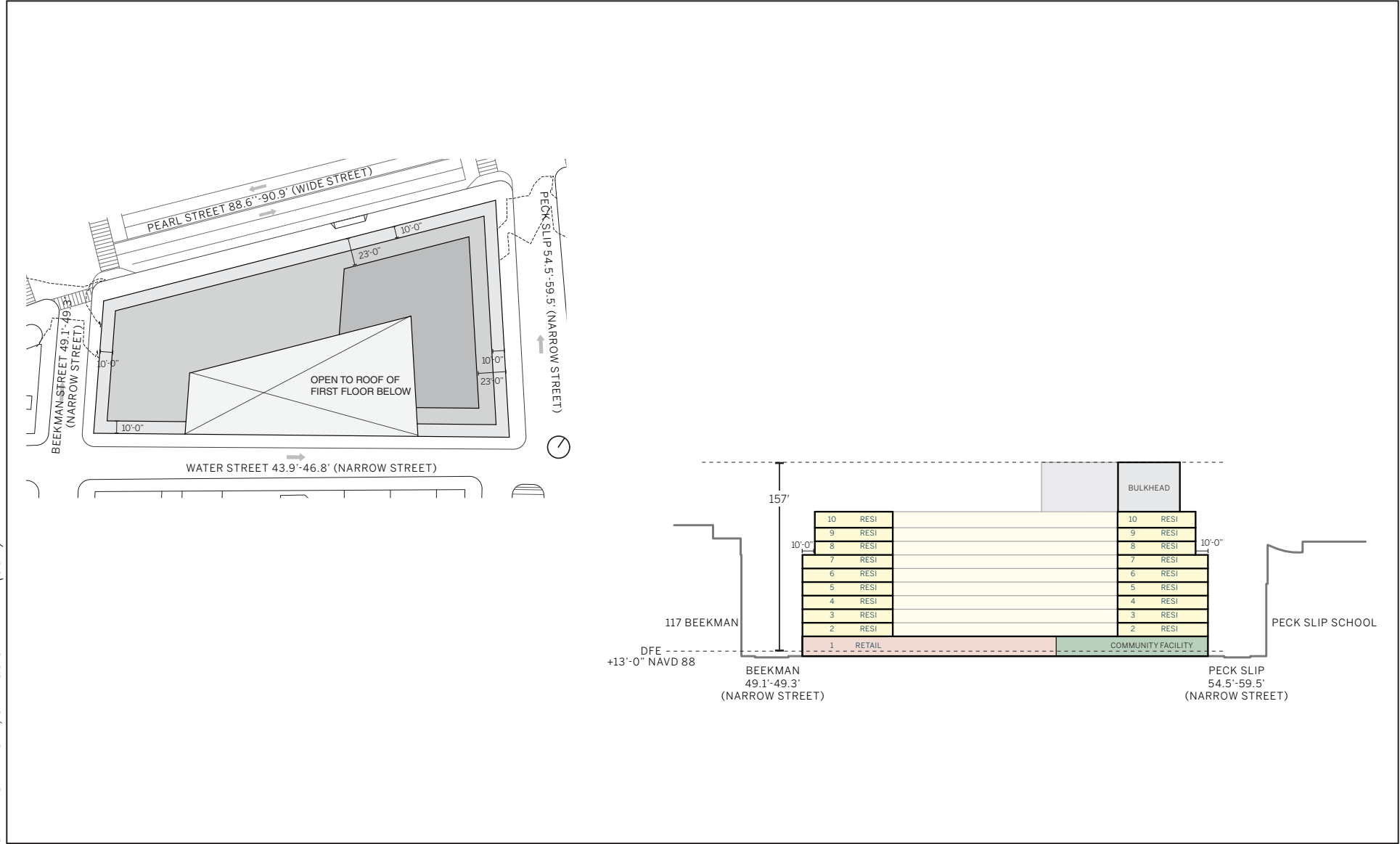
As described in Chapter 1, “Project Description,” in the No Action condition, the existing surface parking lot on the Development Site would be redeveloped with a new as-of-right building. This No Action building would be a 10-story (157 feet to the top of the bulkhead), approximately 327,400-gsf building with residential, retail, community facility spaces, and underground parking (see **Figure 7-28**). Above the first floor, the building would have a U-shaped footprint with the open center section fronting Water Street. Above the seventh floor, there would be a 10-foot setback on Water Street, Beekman Street, Pearl Street, and Peck Slip. The bulkhead would be



Brooklyn Bridge, view southeast from Pearl Street 48



Source: SKIDMORE, OWINGS & MERRILL (SOM)



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

positioned toward Peck Slip, and it would be set back 23 feet from Peck Slip, Water Street, and Pearl Street. On the ground floor, the No Action building would have retail spaces along Water, Beekman, and Pearl Streets (see **Figure 7-29**). The residential lobby would be located at the north corner with the primary entrance on Pearl Street. A community facility space would be located at the corner of Water Street and Peck Slip. The entrance to the underground parking facility would be located on Beekman Street, and a loading dock would be located on Pearl Street.

#### *MUSEUM SITE*

It is assumed that absent the ~~Proposed Project~~previously proposed project, the South Street Seaport 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, and the vacant John Street Lot would remain.

#### *REMAINDER OF THE PROJECT AREA*

Operational changes to the Pier 17 access drive or the minor improvements to the Pier 17 access area and building would not occur, and no streetscape, open space, or other improvements (e.g., planters) in the remainder of the Project Area would occur either.

#### **STUDY AREA**

As described in Chapter 2, “Land Use, Zoning and Public Policy,” nine development projects are expected to be completed within the study area by the 2026 analysis year. These include residential, mixed residential and commercial, hotel, and open space projects. As described above, the Tin Building, located within the Project Area on South Street, is currently undergoing reconstruction and will contain retail and entertainment uses when completed. The other six development projects will add tall residential and hotel uses to the densely developed Financial District, continuing the trend of constructing new residential and hotel uses in the area and converting office buildings to such uses. These buildings will also contribute to the evolving skyline of Lower Manhattan. Close to the Project Area, the building under construction at 161 Maiden Lane (at South Street) will be a 60-story, slender residential tower that will be visible along the waterfront, including from Piers 16 and 17.

The two open space projects are the reconstruction of the East River Esplanade on the waterfront between Peck Slip and Catherine Street and the construction of resiliency measures along the East River waterfront between the Brooklyn Bridge and Montgomery Street. In addition to introducing resiliency measures, the Brooklyn Bridge-Montgomery Coastal Resilience Project will also provide open space amenities and upgrades to the waterfront.

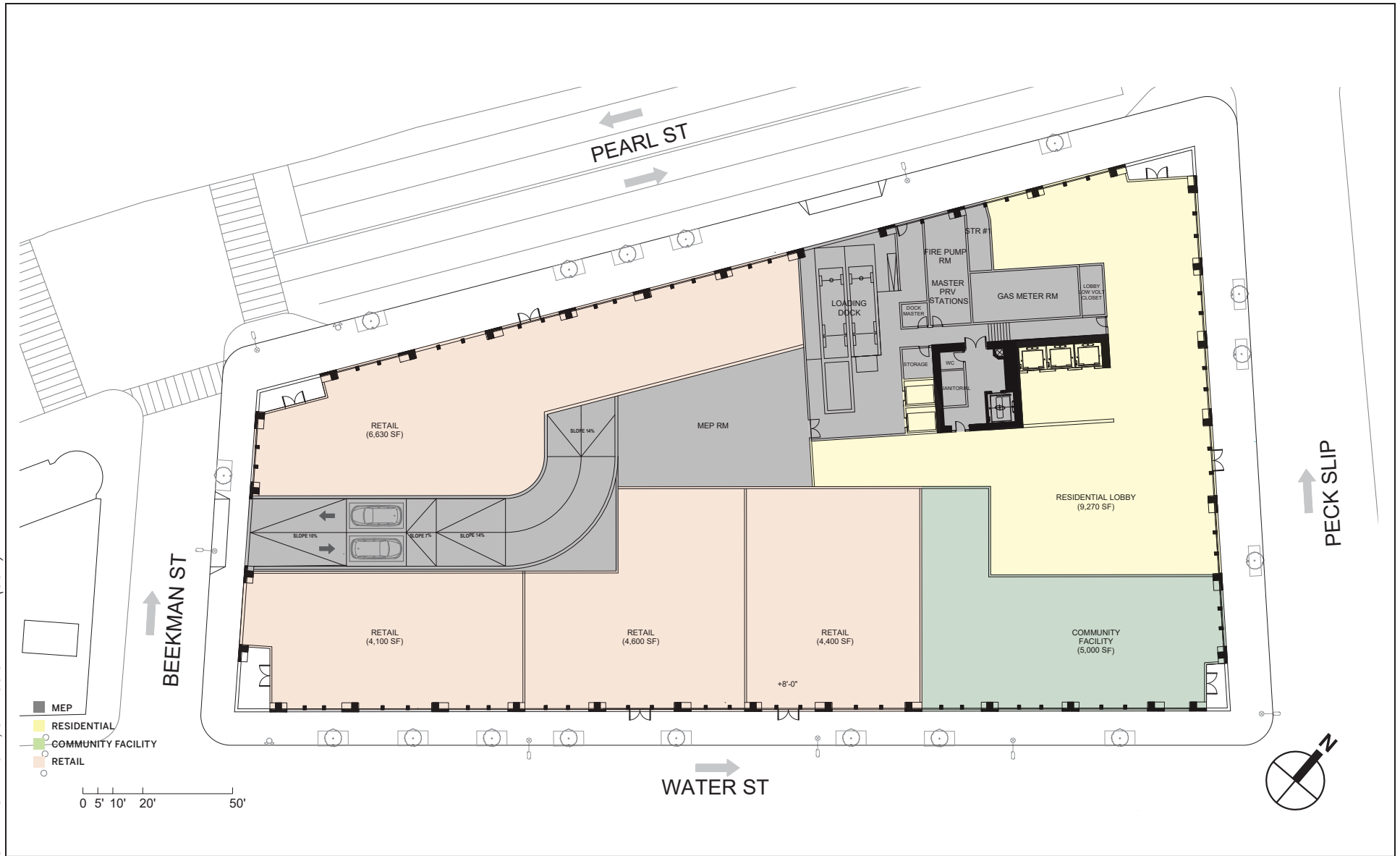
## **F. THE FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT**

### **PROJECT AREA**

As described in Chapter 1, “Project Description,” the ~~Proposed Project~~previously 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,

Source: SKIDMORE, OWINGS & MERRILL (SOM)



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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 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~~The previously proposed project would distribute unused floor area from the waterfront, helping to preserve and maintain its low-rise character, and facilitate the development of the previously proposed building 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 would facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum.

As the Project Area is located within the South Street Seaport Historic District, Certificates of Appropriateness would be required from the Landmarks Preservation Commission (LPC) for the designs of the new building at the Development Site and the renovation and potential Museum expansion on the Museum Site, as more fully described in Chapter 6, “Historic and Cultural Resources.” While the ~~Proposed Actions~~previously proposed project would establish a maximum bulk envelope for the Development Site, the LPC approvals will set the massing and height of the proposed building on the Development Site as well as other elements of the exterior design, including materials and fenestration. Therefore, an illustrative building design considered by LPC on April 6, 2021 is described and assessed below.<sup>2</sup>

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<sup>2</sup> On May 4, 2021, the Landmarks Preservation Commission voted to issue Certificates of Appropriateness for the 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 (LPC Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate

*DEVELOPMENT SITE*

In the With Action condition, the surface parking lot on the Development Site would be redeveloped with an approximately 680,500-gsf mixed-use building. This building would have the same uses as the No Action building, with the addition of office uses and affordable housing units, and would be 353,100-gsf larger. While the maximum bulk envelope established for the Development Site would have a maximum height of 395 feet, the illustrative building would be 345 feet tall to the top of the bulkhead, which would be 188 feet taller than the No Action building. (See **Figure 7-30** for a site plan and section, **Figure 7-31** for the ground-floor plan, and **Figure 7-32** for the maximum bulk envelope and the massing being analyzed in this ~~DEIS~~FEIS.)

The ~~new~~previously proposed building would have a six-story base that, like the base of the No Action building, would occupy the entirety of the Development Site. This base would be 90 feet tall with setbacks above the fifth floor of up to approximately 50 feet on Beekman Street. On Water Street, there would be a setback of approximately 13 feet, occurring intermittently above the third, fourth, or fifth floors to create a varied streetwall height along Water Street that references the varied roofline of the historic district buildings across the street. To further break-up the base into sections that reference the historic district blockfronts of multiple buildings seen along Water and Beekman Streets and throughout the district, the design of the base would use punched windows, tone-on-tone masonry, and architectural detailing, such as cast stone “lintels” and stone “posts.” Retail spaces would be located on each street frontage and the community facility space would be located at the corner of Water Street and Peck Slip, as with the No Action building. Residential entrances would be located on Peck Slip, Water Street, and Pearl Streets, and the office entrance would be located at the corner on Pearl Street. The entrance to the parking garage would be located on Pearl Street with the exit on Beekman Street, and a loading dock would also be located on Pearl Street in the approximate location of the loading dock in the No Action building.

Above the sixth floor, the building would rise as a 26-story tower with a height of 345 feet to the top of the bulkhead. The tower would be set back from Water and Beekman Streets and positioned on Pearl Street and Peck Slip away from the historic district buildings along Water and Beekman Streets. The massing of the tower would be articulated as four segments facing Water Street, including two segments that would further pull the tower massing back from Water Street. The four segments would ~~have~~ also have stepped heights as an additional design measure to break up the massing of the tower.

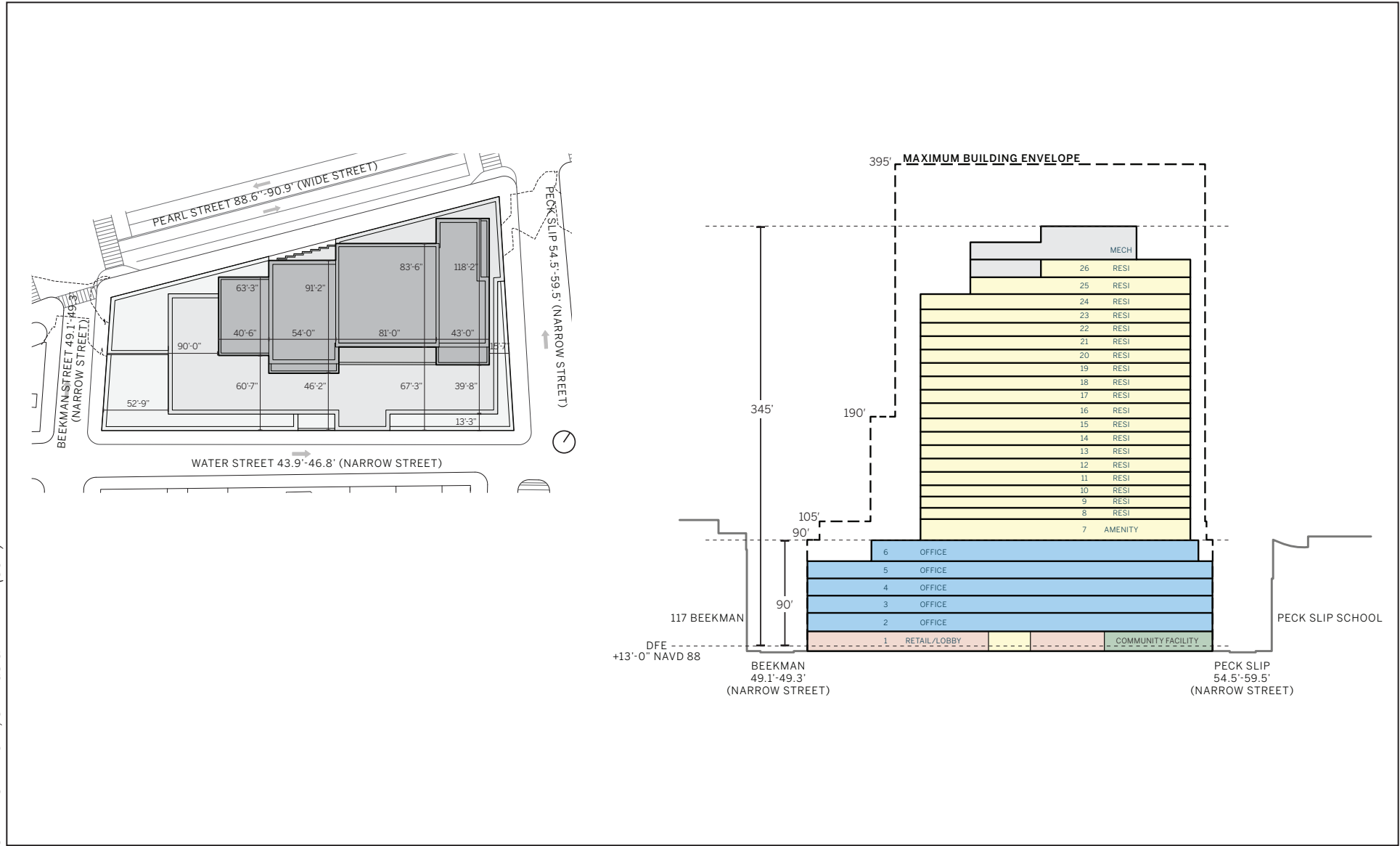
*MUSEUM SITE*

The existing buildings on the Museum Site at the corner of Fulton and South Streets (91-93 South Street and 2-4 Fulton Street) would undergo exterior restoration, including replacing

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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 Reasonable Worst Case Development Scenario that is analyzed as the proposed development on the Development Site and potential expansion of the Museum on the Museum Site for purposes of ~~the~~this DEIS and this FEIS. Since the publication of the DEIS, the Applicant has withdrawn the previously proposed project and submitted a modified application (Application Number C 210438(A) ZSM; the “A-Application”) reflecting changes to the project that result from 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.”

Source: SKIDMORE, OWINGS & MERRILL (SOM)

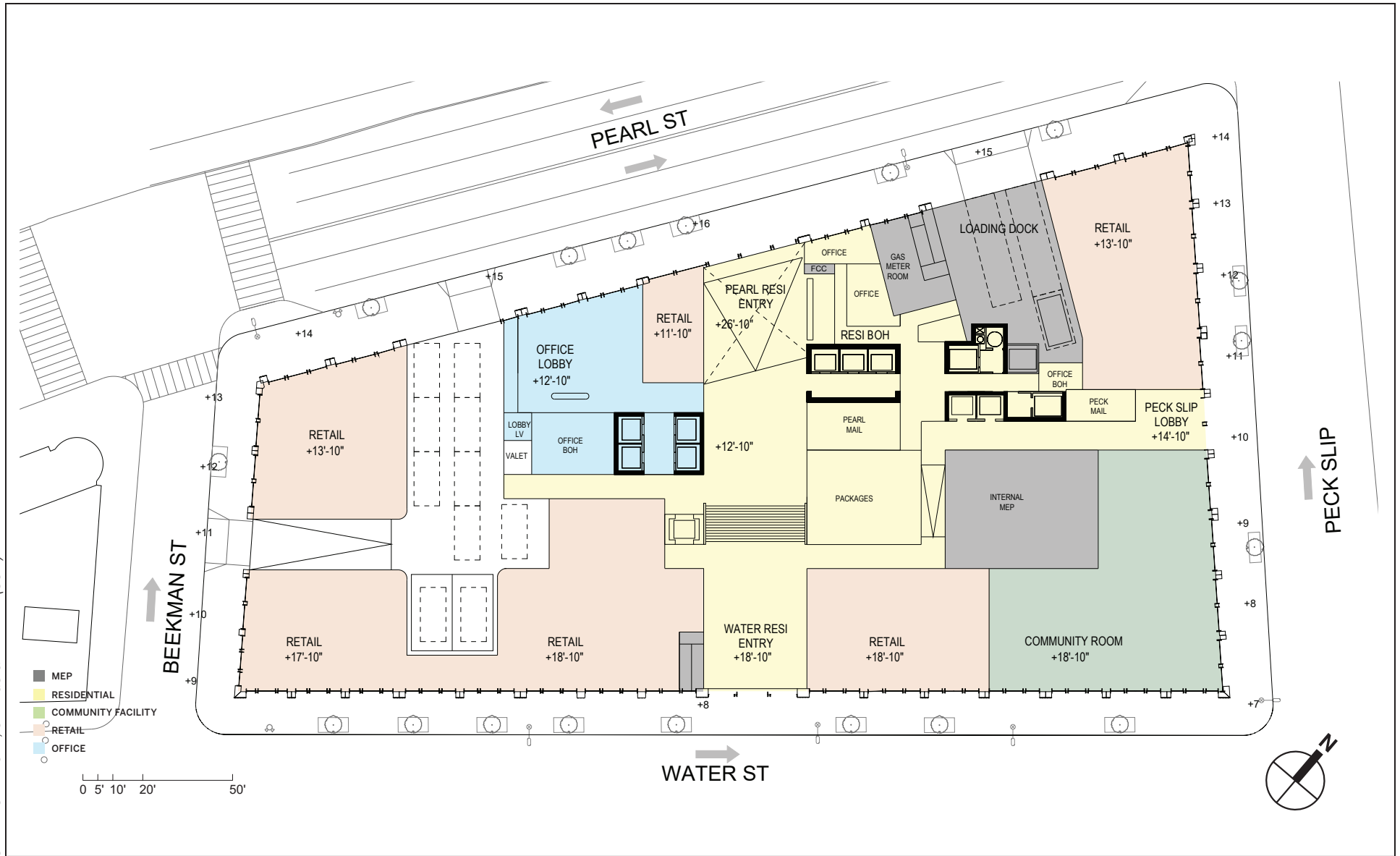


NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Development Site — Proposed Building Site Plan and Section

Figure 7-30

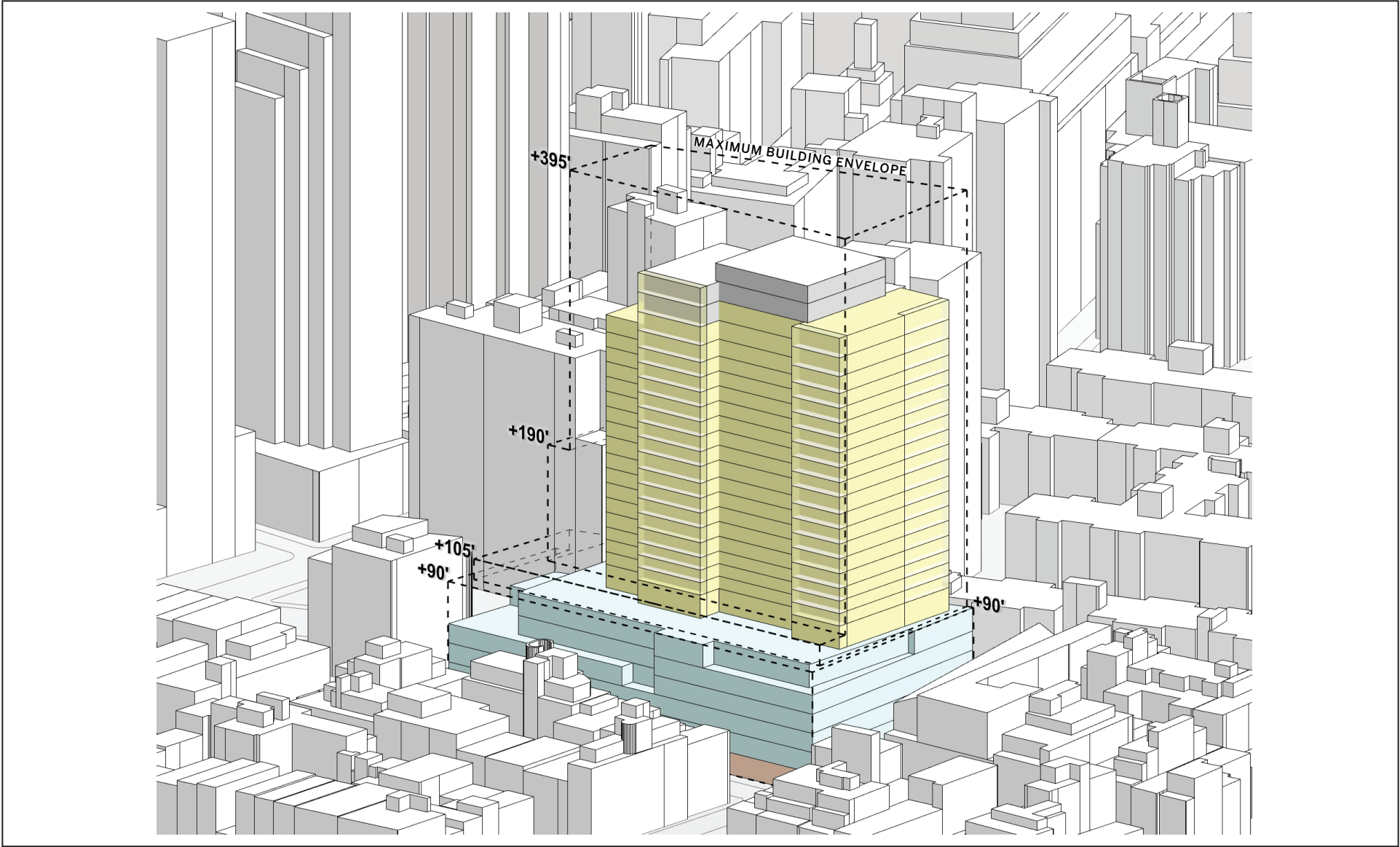
Source: SKIDMORE, OWINGS & MERRILL (SOM)



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Development Site — Proposed Building Ground Floor Plan

Source: SKIDMORE, OWINGS & MERRILL (SOM)



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Development Site — Proposed Building Massing - View from Northeast



cracked, spalled bricks in kind; undergoing brownstone and granite Dutchman repairs; retooling bluestone, Dutchman repairs at the base of the buildings; and removing and repointing existing mortar and tooling to match the historic work. Additionally, the renovations would include replacing broken or missing slate in kind; refurbishing existing historic windows; repairing existing historic shutters and placing new shutters where needed; and recreating the historic wood storefront of the building at the northwest corner of Fulton and South Streets. Any paint applied to the exterior of the buildings would reflect the colors often seen on buildings constructed from 1820 to 1920. The interiors of those buildings would also be renovated. No work would occur on the AA Low Building at 167-171 John Street.

The Museum Site would also potentially undergo an up to approximately 32,838-gsf expansion that would replace the vacant John Street Lot at the corner of South and John Streets (89 South Street/175 John Street) with a seven-story building. The expansion building would create a consistent streetwall with the existing Schermerhorn Row buildings along John and South Streets, and it would be connected internally to the renovated Museum spaces.

#### *REMAINDER OF THE PROJECT AREA*

Operational changes would be made to the Pier 17 access drive as well as the installation of three guard booths, the installation of security bollards 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. 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. However, specific locations or improvements have not been identified. As any additional project improvements would be located within the South Street Seaport Historic District, they would be subject to LPC review and approval and would be expected to be compatible with the character of the historic district streetscapes.

### **STUDY AREA**

#### *URBAN DESIGN*

It is not expected that the ~~Proposed Project~~previously proposed project would result in adverse impacts on the urban design of the study area and that it would provide numerous improvements to the pedestrian experience.

The previously proposed building on the Development Site, like the No Action building, would have beneficial effects on the pedestrian experience by redeveloping the large parking lot on the site with a new building with active ground floor retail, community facility, and residential uses. Those uses, along with the office use in the previously proposed building, would be compatible with the mix of uses that characterize the densely developed study area. Further, the previously proposed building, like the No Action building, would fill a large gap within the boundaries of the South Street Seaport Historic District. While the previously proposed building would have garage entrances on Beekman and Pearl Streets and a loading dock on Pearl Street, those features would not result in adverse urban design impacts as they are common features of large office and/or residential buildings throughout the study area (like Southbridge Towers and 199 John Street), and the No Action building would also have parking garage access on Beekman Street and a loading dock on Pearl Street. In addition, while the previously proposed building on the Development Site would be larger and taller than the No Action building, it would be compatible in terms of scale, height, massing, and materials with the urban design of the study area.

The design of the previously proposed building would place it contextually within the South Street Seaport Historic District. The overall six-story height of the base would be compatible with the heights of buildings within the historic district, such as such as the seven-story building at 117 Beekman Street and the seven-story Peck Slip School, both of which face the Development Site. The use of setbacks on the base along Water Street would create a varied streetwall height of three to six stories to reference the varied roofline of the buildings directly across Water Street that range in height from two to six stories. The façade materials and additional design measures described above would further break up the base into sections to reference the historic district streetscapes of mostly brick buildings located on narrow lots with different base heights and fenestration patterns. As described above, the tower would be pulled away from the historic district buildings along Water and Beekman Streets and positioned on Pearl Street, a wide street developed with large buildings that include the Southbridge Towers complex directly across from the Development Site. This massing would transition the previously proposed building from the low-rise buildings within the South Street Seaport Historic District to the larger-scaled buildings of the Civic Center and Financial District. Overall, the 345-foot-tall, approximately 680,500-gsf previously proposed building would fit contextually with the study area that includes numerous similarly scaled, and much larger, office, residential, and hotel buildings, which include: the approximately 295-foot-tall, 222,001-gsf building at 211 Maiden Lane; the approximately 407-foot-tall, 462,377-gsf building at 175 Water Street; the approximately 417-foot-tall, 541,100-gsf building at 200 Water Street; the approximately 442-foot-tall, 744,146-gsf building at 199 Water Street; the approximately 484-foot-tall, 627,300-gsf building at 2 Gold Street; the approximately 491-foot-tall, 1,104,184 building at 110 Maiden Lane; the approximately 596-foot-tall, 1,079,361-gsf building at 180 Maiden Lane; the approximately 816-foot-tall, 975,319-gsf building at 66 Pine Street; the approximately 820-foot-tall, 2,224,200-gsf building at 28 Liberty Street; the approximately 76-story, 900,000-gsf building at 8 Spruce Street; and the 60-story building currently under construction at 161 Maiden Lane.

Unlike the No Action condition, the ~~Proposed Project~~previously proposed project would further enhance the pedestrian experience and urban design of the study area by restoring buildings on the Museum Site for continued Museum use and by potentially redeveloping the vacant John Street Lot with an expansion to the Museum. The seven-story expansion building would be compatible with the scale, massing, and materials of the Schermerhorn Row block and with the historic district as a whole. It would create a consistent streetwall with the existing buildings on John and South Streets, and it would fill the existing gap in the Schermerhorn Row block created by the vacant lot. The replacement of the vacant lot, which is currently used for parking and storage, with a cultural use would also have beneficial effects on the adjacent Imagination Playground.

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 adjacent to the Pier 17 access drive to provide weather protection for traffic safety staff. These guard booths would be five feet wide, seven feet deep, and eight feet tall. One would be located west of the Tin Building, the second would be located at the top of the Pier 17 access drive loop, and the third would be located east of the Tin Building. Fixed and retractable bollards (approximately three feet tall with three feet of clearance between bollards) would also be placed along South Street in front of the Tin Building and Pier 17 providing protection to pedestrians. ~~;~~+The Pier 17 access drive would be slightly realigned, and a new permitted skylight would be added to ~~the top of the~~ the northern portion of the building on Pier 17. The skylight, spanning between the restaurant and escalator bulkhead, would rise up to four feet above the approved height of the Pier 17 building. These changes would be minimal in nature and are not anticipated to affect the pedestrian experience. ~~It is also expected~~

~~that the~~In additional any streetscape, open space, or other improvements (e.g., planters), which would not occur in the No Action condition, would enhance the streetscape of the Project Area and of the surrounding streets, further improving the pedestrian experience.

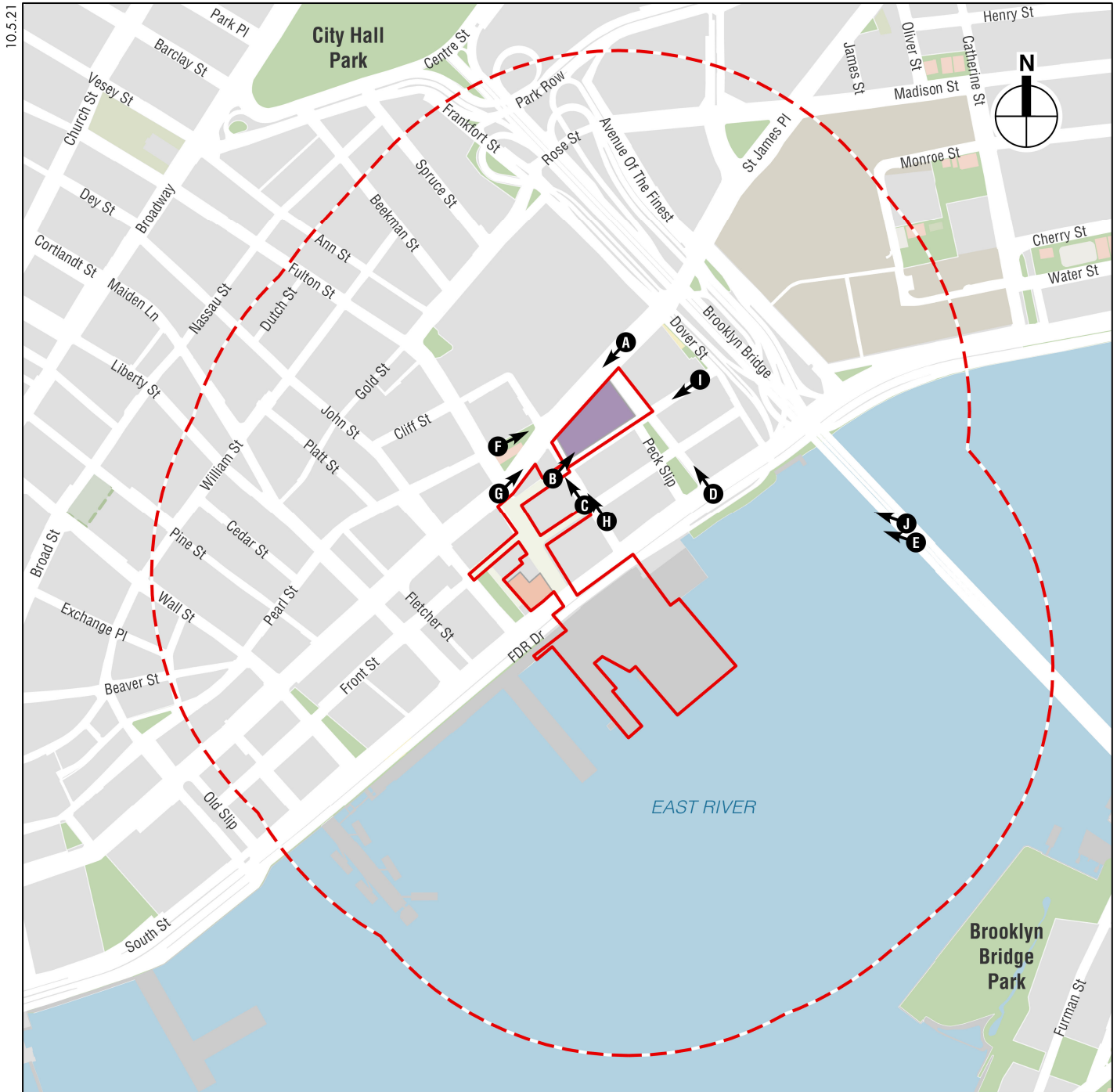
### *VISUAL RESOURCES*






The ~~Proposed Project~~previously proposed project would not be expected to result in significant adverse impacts on visual resources. The restoration of the buildings on the Museum Site and the potential Museum expansion, which would not occur in the No Action condition, would enhance the visual character of the Schermerhorn Row block, which is a visual resource. While the potential expansion on the Museum Site would obscure views of side façades of the AA Low Building and 91 South Street, those façades are blank party walls. The potential expansion building would also blocks views of the metal and glass rear addition to the Museum, but that addition is not part of the defining character of the visual resource. Overall, study area views on Fulton, South, and John Streets around the Museum Site would be enhanced by the renovation of the historic buildings on the site and the potential creation of a new, contextual structure on the vacant John Street lot. Figure 7-33 contains a keymap of views considered, Figures 7-34 through 7-38 show the previously proposed building compared to the No Action building, and Figures 7-39 through 7-43 show illustrative views of the previously proposed building.

Constructed on an existing block and built to the lot lines, the previously proposed building on the Development Site, like the No Action building, would not block the view corridors along Pearl Street, Water Street, Beekman Street, or ~~Pike~~Peck Slip. As shown on ~~Figures 7-3433 through 7-3635~~, street level views in the vicinity of the Development Site would be similar under the No Action and With Action conditions.

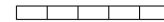
Neither the previously proposed building on the Development Site nor the No Action building would block views toward the waterfront (including of the historic ships at Pier 16) or of the lighthouse in Titanic Park, ~~or of the Brooklyn Bridge. From Pearl Street just south of Peck Slip, the previously proposed building would block the limited view over the Development Site of the upper portion of the Manhattan-side tower of the Brooklyn Bridge. However, this blocked view would not be a significant adverse impact, as the view is not from a significant public view corridor but over a privately owned parking lot. Further, the No Action building will block that same view. In addition, views of the Brooklyn Bridge from Peck Slip east of Water Street, along South Street and the East River Esplanade, and from Piers 15, 16, and 17 would remain unaffected by the previously proposed project.~~ While the previously proposed building would block views from Pearl Street of historic district buildings on Water Street, Beekman Street, and Peck Slip, the No Action building will block those same views (see ~~Figure 7-3433~~). Compared to the No Action building, the previously proposed building would partially block views west along Peck Slip of the New York by Gehry Building; however, views west of that building would continue to be unaffected on Beekman Street and views of the visual resource would continue to be available from other locations in the study area (see ~~Figures 7-3635 and 7-3736~~). On Peck Slip at South Street, the previously proposed building, compared to the No Action building, would block views west of the uppermost portion of One World Trade Center; however, those blocked views from a limited location in the study area would not result in a significant adverse impact, as One World Trade Center would continue to be visible from other locations in the study area. The proposed development would not block views of 66 Pine Street.

The previously proposed building on the Development Site would be visible from Pier 17 and the Brooklyn Bridge. While the No Action building would also be visible from those locations, the



-  Project Area
-  Study Area Boundary (1/4-mile perimeter)
-  Development Site
-  Museum Site
-  Illustrative View Direction and Reference Letter

0 500 FEET



Source: SKIDMORE, OWINGS & MERRILL (SOM)



NO ACTION



WITH ACTION

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

A

Development Site — View South From Pearl Street Looking South

250 WATER STREET

Figure 7-34

Source: SKIDMORE, OWINGS & MERRILL (SOM)



NO ACTION



WITH ACTION

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

B

Source: SKIDMORE, OWINGS & MERRILL (SOM)



NO ACTION



WITH ACTION

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

C

Development Site — View From Beekman Street Looking West

Source: SKIDMORE, OWINGS & MERRILL (SOM)



NO ACTION



WITH ACTION

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

D



Source: SKIDMORE, OWINGS & MERRILL (SOM)



NO ACTION



WITH ACTION

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

E

Source: SKIDMORE, OWINGS & MERRILL (SOM)



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F

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NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

J

## 250 Water Street

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taller previously proposed building would be more prominent (see **Figure 7-3837** for views of the No Action and previously proposed buildings from the Brooklyn Bridge). However, the previously proposed building would not result in adverse effects on those views. From both locations, it would be seen in the background of the low-rise buildings comprising the South Street Seaport neighborhood, and it would fit in with the surrounding context of tall buildings in the Financial District and Civic Center. In addition, in comparison to those existing buildings, the shorter previously proposed building would appear as a transition building from the waterfront to the Financial District. \*