APPENDIX B
WATERFRONT REVITALIZATION PROGRAM
CONSISTENCY ASSESSMENT

FOR INTERNAL USE ONLY	WRP No. 21-056
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 250 Seaport District, LLC

Name of Applicant Representative: Saul Scherl

Address: 199 Water Street

Telephone: 646-762-4755 Email: saul.scherl@howardhughes.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicant, 250 Seaport District, LLC, proposes the construction of an approximately 680,500-gsf mixed-use building containing residential spaces (including affordable units) as well as retail, office, and community facility spaces, as well as parking (the previously proposed project) at 250 Water Street (the Development Site) in the South Street Seaport neighborhood of Manhattan, Community District 1. To facilitate the previously proposed project, the Applicant is seeking a special permit, modifications to a previously approved large-scale general development (LSGD), zoning text amendments, and authorizations (the proposed actions), to enable a mixed-use development with affordable units. The previously proposed project would also facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum), would include operational changes to facilitate passenger drop off on the Pier 17 access drive as well as minor improvements to the Pier 17 access drive area and building, and may include streetscape, open space, or other improvements (e.g., planters) in within the Project Area. The Project Area includes the Development Site at 250 Water Street (Block 98, Lot 1), the Museum Site occupying the southern portion of the block located between Burling Slip/John Street, South Street, Front Street, and Fulton Street at 89-91 South Street, 2-4 Fulton Street, and 167-175 John Street (a portion of Block 74, Lot 1), existing Museum spaces located outside the boundaries of the Museum Site, and several additional areas that may include streetscape, open space or other improvements (e.g. planters) under the previously proposed actions. The Project Area also includes the area of the Pier 17 Large-Scale General Development, containing Pier 17 and the Tin Building.

2. Purpose of activity

The proposed actions would distribute unused floor area from the waterfront, helping to preserve and maintain its low-scale character, and facilitate the development of the previously proposed project further inland on the currently underutilized Development Site, introducing new mixed-uses and affordable housing on a previously contaminated site that would undergo remediation. The proposed mixed-use development would be consistent with existing commercial and residential towers to the south and west of the Development Site and would increase the amount of residential (including affordable units), office, retail, and community facility space in the South Street Seaport neighborhood.

In addition, the previously proposed project would also facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum on the Museum Site, which is assumed to close absent the previously proposed project. Finally, the previously proposed project 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) within the Project Area, which would further contribute to the revitalization and activation of the South Street Seaport area and enhance the visitor experience.

C. PROJECT LOCATION

Borough: Manhattan Tax Block/Lot(s): Block 98, Lot 1; Block 74, a portion of Lot 1

Street Address: 250 Water Street (Development Site); 89-93 South Street, 2-4 Fulton Street, 167-175 John

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☑ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☑ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☑ Other, explain: Disposition
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☑ Permits, specify: DOT OCMC, LPC Approval

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☑ Other, explain: Brownfield Cleanup Program

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☑ Yes	☐ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☑ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☑	☐	☐
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☑	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☑	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☑	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☑	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☑	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☑	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☑	☐	☐
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☑	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☑	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☑	☐	☐
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☑	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☑	☐	☐

G. CERTIFICATION

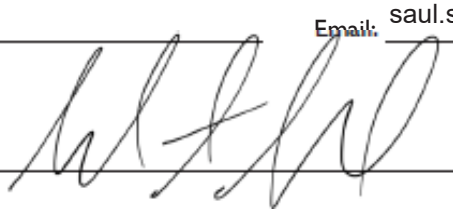
The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Saul Scherl

Address: 199 Water Street

Telephone: 646-762-4755 Email: saul.scherl@howardhughes.com

Applicant/Agent's Signature: 

Date: 10/7/21

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Appendix B: NYC Waterfront Revitalization Program

A. NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

The ~~Proposed Project~~previously proposed project is located within the City's designated Coastal Zone Boundary.[1] Therefore, in accordance with the guidelines of the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, an evaluation of the proposed project's consistency with the revised WRP policies was undertaken.

B. WRP POLICY DISCUSSIONS

New York City's Waterfront Revitalization Program (WRP) includes 10 principal policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. Assessments of the ~~Proposed Project~~previously proposed project's conformity with the City's WRP policies are provided below for all policy questions answered "Promote" or "Hinder" on the 2016 Coastal Assessment Form.

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

The ~~Proposed Action~~previously proposed actions include a special permit, modifications to a previously approved large-scale general development (LSGD), zoning text amendments, and authorizations to facilitate the ~~Proposed Project~~previously proposed project. The ~~Proposed Project~~previously proposed project would activate an underused site at 250 Water Street (the Development Site) and create a more pedestrian-friendly environment in the area by developing ground-floor retail and community facility spaces. The new, up to 395-foot-tall, mixed-use building that would be constructed on Development Site would contain up to 680,500 gsf, including up to 394 Dwelling Units (99 of which would be affordable), ~~27~~67,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces. The restoration, reopening, and potential expansion of the South Street Seaport Museum, including up to 86,691 gsf of restored, reopened, and expanded space at 89-93 South Street, 2-4 Fulton Street, and 167-175 John Street (the Museum Site), would ensure its continued role as a key part of the neighborhood and draw for tourists, furthering the preservation and revitalization of 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."

neighborhood. Although the Development Site is located within the Coastal Zone, it is not located on the waterfront, and the redevelopment of the Museum Site would not displace any waterfront use or affect public access to the waterfront. The ~~Proposed Project~~previously proposed project would be consistent with surrounding land uses and in an area suitable for continued residential and commercial development. Therefore, the ~~Proposed Project~~previously proposed project would be consistent with Policy 1.1.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The ~~Proposed Project~~previously proposed project is located in an already established neighborhood with adequate existing public facilities and infrastructure, including water and sewer, community facility, and transportation services. The project would facilitate redevelopment consistent with existing development in the surrounding neighborhood, and at an appropriate density. Therefore, the ~~Proposed Project~~previously proposed project would promote Policy 1.3.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

As described further below under Policy 6.2, the ~~Proposed Project~~previously proposed project would incorporate measures to provide resiliency from climate change and sea level rise. Therefore, the ~~Proposed Project~~previously proposed project would promote Policy 1.5.

Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

Policy 4.7: Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

As discussed in Chapter 8, "Natural Resources," the peregrine falcon (*Falco peregrinus*; state-listed endangered), has the potential to occur within a half-mile of the ~~Proposed Project~~previously proposed project. Peregrine falcons are known to nest on the buildings at 55 Water Street and 48 Wall Street, and on the Williamsburg Bridge. These locations are 0.3 miles, 0.2 miles and about 1.5 miles away from the Development Site. At the distances to these nesting sites, there is no potential for the construction or operation of the ~~Proposed Project~~previously proposed project to impact peregrine falcons. Similarly, the ~~Proposed Project~~previously proposed project would have no effect on the abundance of pigeons or other birds in the project area, and therefore would have no potential to impact the prey base of the peregrine falcons associated with these nesting territories. Additionally, the ~~Proposed Project~~previously proposed project would be built in compliance with New York City building code requirements for the use "bird friendly glass" for the portion of the exterior wall envelope, and any associated openings, up to 75 feet above grade and as such, to reduce the potential for daytime bird collisions. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

The ~~Proposed Project~~previously proposed project would require certification from the New York City Department of Environmental Protection (DEP) to connect to the City's sewer system. The Development Site and the potential expansion on the Museum Site would incorporate low-flow plumbing fixtures to reduce sanitary flow as required by the New York City Plumbing Code. In

addition, stormwater detention would be required as part of the DEP site connection approval process for new construction that connects to the City's sewer system. This is intended to reduce peak discharges to the City's sewer system during rain events by requiring greater onsite storage of stormwater runoff and slower release to the sewer system. Stormwater detention would be required as part of the DEP site connection approval process for new construction that connects to the City's sewer system. Specific Best Management Practice (BMP) measures would be determined in the future in consultation with DEP when specific designs for the proposed developments are advanced, and may include green roofs, stormwater detention tanks, and rainwater reclamation systems. With these measures in place, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

See response to Policy 5.1. Specific Best Management Practice (BMP) measures would be determined in the future in consultation with DEP when specific designs for the proposed developments are advanced, and may include green roofs, stormwater detention tanks, and rainwater reclamation systems. With these measures in place, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 5.4: Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

The permanent placement of the below-grade structures associated with the ~~Proposed Project~~previously proposed project would not adversely affect the overall direction of groundwater flow. Proper handling of hazardous materials would be ensured, including any contaminated groundwater encountered. Any groundwater recovered during dewatering would be treated in accordance with DEP requirements prior to discharge to the sewer system. With these measures in place, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 5.5: Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.

See response to Policy 5.1. Stormwater detention would be required as part of the DEP site connection approval process for new construction in order to reduce peak discharges to the City's sewer system during rain events by requiring greater onsite storage of stormwater runoff and slower release to the sewer system. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase in magnitude and frequency due to climate change and sea level rise. The Development Site is located partially within the 1-percent annual chance floodplain (Zone AE) based on the 2015 Preliminary Flood Insurance Rate Map (FIRM), with a base flood elevation (BFE) of +12 feet North American Vertical Datum of 1988 (NAVD88). Part of the Development Site is also located in the 0.2-percent

annual chance (500-year) floodplain. The Museum Site is also within the 1-percent annual chance floodplain (Zone AE), with a base flood elevation (BFE) of +12 feet (see **Figure 1**). The potential Museum expansion building and the Development Site would be constructed in accordance with the Flood Resistant Construction requirements of Appendix G of the NYC Building Code, and could incorporate additional measures to minimize losses due to flooding in the future with sea level rise, as discussed in detail under Policy 6.2 below. Additionally, the renovation and reopening of 91-93 South Street and 2-4 Fulton Street would include dry floodproofing wherever necessary. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

Guidance provided by the Department of City Planning (DCP)[2] recommends a detailed methodology to determine a project's consistency with Policy 6.2. A summary of this process is provided below.

1. Identify vulnerabilities and consequences: assess the project's vulnerabilities to future coastal hazards and identify what the potential consequences may be.

1(a). Complete the Flood Elevation Worksheet.

The information in the following subsections is based on the results of the completed worksheet, which is attached.

1(b). Identify any project features that may be located below the elevation of the 1% floodplain over the lifespan of the project under any sea level rise scenario.

The lifespan of buildings is generally at least 80 years, and the lifespan of critical equipment, such as mechanical and electrical equipment, is 50 years. The ~~Proposed Project~~previously proposed project involves the construction of an approximately 680,500-gross-square-foot (gsf) mixed-use building that would include approximately 394,400 gsf of residential uses, 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces. The Development Site is currently partly within the 1-percent annual chance flood zone (Zone AE), based on the 2015 Preliminary FIRM, with a BFE of +12 feet NAVD88.[3]

On the basis of the NPCC projections, the 1-percent annual chance flood elevation under the High Scenario for the Development Site could increase to +14.50 feet by the 2050s, +16.83 feet by the 2080s, and up to +18.25 feet by 2100. The ~~Proposed Project~~previously proposed project has a lifespan of at least 80 years and is evaluated through 2100. The ~~Proposed Project~~previously proposed project's mechanical equipment has a lifespan of 50 years and is evaluated through the 2080s.

The Development Site's ground floor would be constructed at a design flood elevation (DFE) of +13 feet NAVD88, which is 1 foot above the BFE at this location. Some mechanical equipment would be located in the cellar of the building, at an elevation of -2.2 feet NAVD88.

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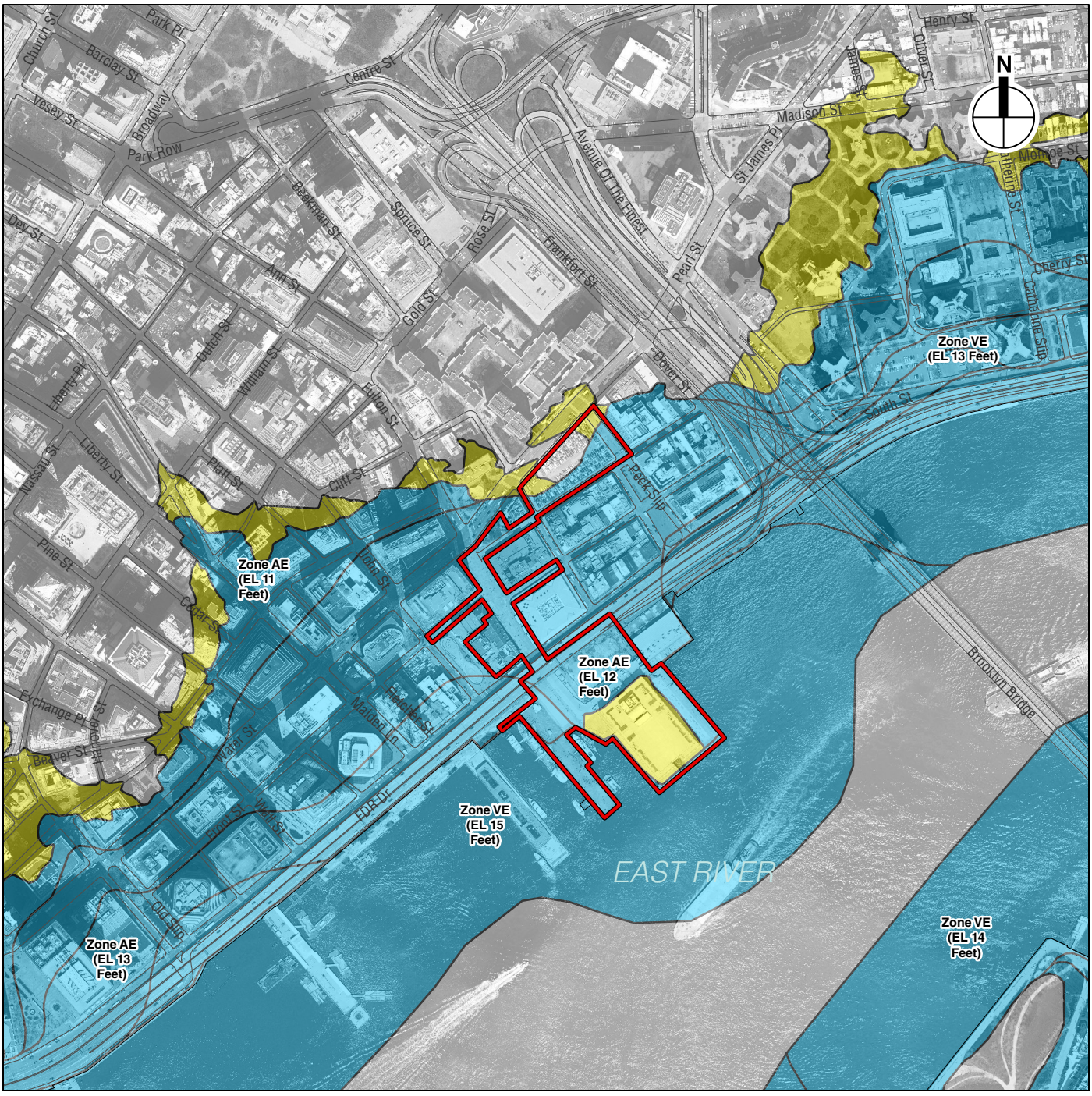
[2] NYC Planning. *The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance.* March 2017.

[3] All elevations provided are in NAVD88.



FEMA Preliminary FIRM 2015

250 WATER STREET

Figure 1

The ground floor would be located below the projected 1-percent annual chance flood elevation by the 2050s under the NPCC Mid-Scenario projections.

The ground floor of the existing buildings on the Museum Site at 91-93 South Street and 2-4 Fulton Street is located at 3.8 feet NAVD88, which is below the BFE of +12 feet NAVD88, and would remain below the 1-percent annual chance flood elevation under all scenarios. The second floor of this building is located at 14.3 feet NAVD88 and would be below the 1-percent annual chance flood elevation by the 2080s under the NPCC Mid-Scenario projections. The first floor of the potential new Museum building on the vacant John Street Lot at the corner of South Street and John Street would be located at +3.8 feet NAVD88 and would remain below the 1-percent annual chance flood elevation under all scenarios. The second floor of this building would be at +14.3 feet NAVD88 and would be below the 1-percent annual chance flood elevation by the 2080s under the NPCC Mid-Scenario projections.

1(c). Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water (MHHW) over the lifespan of the project under any sea level rise scenario.

Based on the range of sea level rise predictions described above, MHHW at the NOAA Station nearest the Development Site (currently +2.61 feet at NOAA Station #8518750 at the Battery) could range up to +5.11 feet by the 2050s, +7.44 feet by the 2080s, and +8.86 feet by 2100. The Development Site's cellar parking, mechanical, and office space, which would be constructed at -2.2 feet NAVD88, would be remain below MHHW over the entire life span of the project under all scenarios. The first floor of the building at 91-93 South Street and 2-4 Fulton Street on the Museum Site would be below the MHHW elevation by the 2050s under the NPCC Mid-Scenario projections. The first floor of the potential new building on the vacant John Street Lot at the corner of South Street and John Street would also be below the MHHW elevation by the 2050s under the NPCC Mid-Scenario projections.

1(d). Describe how any additional coastal hazards are likely to affect the project, both currently and in the future, such as waves, high winds, or debris.

The Development Site and Museum Site are located in FEMA Flood Zone AE, outside the Wave action hazards (i.e., Zone VE or Coastal A Zone indicated by the Limit of Moderate Wave Action). Therefore, storm impacts due to waves, high winds, or debris would not be expected to affect the ~~Proposed Project~~previously proposed project.

2. Identify adaptive strategies: assess how the vulnerabilities and consequences identified in Step 1 are addressed through the project's design and planning.

2(a). For any features identified in Step 1(b), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?

The ground floor of the Development Site would be below the 1-percent annual chance flood elevation by the 2050s under the Mid-Scenario sea level rise projections. As an initial flood protection measure, the building would be constructed at a DFE of +13 feet, which is 1 foot above the BFE, in accordance with the Flood Resistant Construction requirements of Appendix G of the NYC Building Code. The cellar would be dry floodproofed per Appendix G of the NYC Building Code. Flood glazing would be used for all fixed storefront windows

that exist at +13 feet NAVD88 or below. Additionally, flood logs would be placed along doors at the time of a flood event.

Renovations of the building at 91-93 South Street and 2-4 Fulton Street on the Museum Site would incorporate dry floodproofing where necessary within the basement and first floors, such as for electrical closets and restrooms. The remainder of these spaces, such as the front lobby areas, would be wet floodproofed and allowed to flood. The DFE for the potential new Museum building on the John Street Lot would be +13 feet NAVD88, which is 1 foot above the BFE, and the building would be constructed to conform with all requirements of Appendix G of the NYC Building Code; the ground floor would be wet floodproofed, and would contain waterproof interior material that complies with the requirements of Appendix G of the NYC Building Code.

If required in the future, each building could be retrofitted with flood protection features (e.g., flood gates, aluminum shielding, etc.), with specific measures determined at a later date.

> *2(b). For any features identified in Step 1(c), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?*

If required in the future, the ground floor could be retrofitted with flood protection features (e.g., aluminum shielding, etc.), with specific measures determined at a later date.

> *2(c). Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.*

As noted in 1(d), the Development Site and Museum Site are not within a wave impact zone in the City's designated flood hazard area. Therefore, no specific measures are required.

> *2(d). Describe how the project would affect the flood protection of adjacent sites, if relevant.*

Because the floodplain within New York City is controlled by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) and not by fluvial flooding, the ~~Proposed Project~~previously proposed project would not have the potential to adversely affect the floodplain or result in increased coastal flooding at adjacent sites or within the study area. The ~~Proposed Project~~previously proposed project would not significantly alter the existing site elevation, and would not encroach into adjacent areas. During and following construction, activities at the Development Site and Museum Site would be in accordance with applicable stormwater regulations.

> *3. Assess policy consistency: conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.*

The Development Site is located within the current 1-percent annual chance floodplain and the ~~Proposed Project~~previously proposed project would be constructed to conform with all requirements of Appendix G of the NYC Building Code. The ground floor of the building would be constructed at a DFE of +13 feet, one foot above the current BFE of +12 feet, as indicated by the 2015 Preliminary FIRM. The cellar parking level would be constructed below grade, and would be dry floodproofed. The ground floor of the ~~Proposed Project~~previously proposed project would remain above MHHW but would be below the 1-percent annual

chance flood elevation by the 2050s under the Mid-Scenario sea level rise projections, and would remain below the flood elevation through the building's lifespan out to 2100.

The building at 91-93 South Street and 2-4 Fulton Street on the Museum Site would incorporate dry floodproofing within the basement and first floors, where necessary, to protect mechanical equipment. The potential new Museum building on the John Street Lot would be constructed to conform with all requirements of Appendix G of the NYC Building Code; the ground floor of this building would be wet floodproofed, and would contain waterproof interior material that complies with the requirements of Appendix G of the NYC Building Code.

If required in the future, all buildings could be retrofitted with dry flood proofing measures, such as flood gates and aluminum shielding; specific measures appropriate for the site would be determined at a later date. Therefore, the ~~Proposed Project~~previously proposed project would promote Policy 6.2.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

The ~~Proposed Project~~previously proposed project at the Development Site would result in subsurface disturbance on a site that is enrolled in the NYSDEC Brownfield Cleanup Program (BCP) (Site #C231127). A Brownfield site is one where subsurface contamination is present at levels exceeding Soil Cleanup Objectives (SCOs) or other health-based or environmental standards, criteria or guidance adopted by NYSDEC that are applicable based on the reasonably anticipated use of the site. Phase I Environmental Site Assessments (ESAs) of the Development Site, dated September 2015 and June 2018 and a Phase II Environmental Site Investigation (ESI), dated November 2015, were completed. These assessment revealed a number of Recognized Environmental Conditions (RECs). RECs are "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property…" A Remedial Investigation (RI) was performed at the Development Site in accordance with an approved Remedial Investigation Work Plan. The RI is summarized in the February 2021 Draft Remedial Investigation Report (RIR).

Additionally, a Phase 1 ESA was prepared in February 2021 for the Museum Site that identified RECs associated with a filling station with eight gasoline Underground Storage Tanks (USTs) formerly located on the John Street Lot (the location of the potential Museum expansion). RECs were also identified relating to other historical uses both at and near the Museum Site.

The ~~Proposed Project~~previously proposed project at the Development Site would be required to comply with existing regulatory requirements and conform to NYSDEC BCP requirements. In June 2021, the RIR was approved by NYSDEC and a Draft Remedial Action Work Plan (Draft RAWP) was prepared in accordance with the NYSDEC Program Policy DER-10: Technical Guidance for Site Investigation and Remediation. A 45-day public comment period for the Draft RAWP began on June 25, 2021. The Draft RAWP ~~Under the BCP program, a Remedial Action Work Plan (RAWP), which would include a site-specific Construction Health and Safety Plan (CHASP), is being prepared based upon the results of the RIR for implementation during the subsurface disturbance. The RAWP would be subject to NYSDEC review and approved through issuance of a Decision Document. The conceptual remedial elements summarized in the RIR have~~

~~been refined during the development of the draft RAWP. The RAWP is proposed to~~ includes the following remedial elements:

- Implementation of a Construction Health and Safety Plan (CHASP) and Community Air Monitoring Plan (CAMP), including air monitoring for volatile particulates and mercury vapor, for the protection of site workers, the community, and the environment during the remediation phase of development;
- A remedial design investigation including at minimum a waste characterization study;
- Decommissioning and removal of USTs);
- Site-wide excavation and off-site disposal of impacted soil to approximately 0 to -8 NAVD88 (subject to change based on final foundation design);
- Hotspot excavation to about el -7 to -8 NAVD88 to remove material that is a source of groundwater contamination;
- Screening for indications of contamination source areas during any intrusive site work by visual, olfactory, or instrumental methods;
- Appropriate off-site disposal of historic fill and soil removed from the site in accordance with federal, state, and local rules and regulations for handling, transport, and disposal;
- Dewatering and treatment of groundwater to allow for excavation below the water table and remediation of groundwater impacts;
- Installation of support of excavation necessary to facilitate remedial excavation;
- Collection and analysis of conformational soil and groundwater samples at the completion of the remedial excavation to document post-remediation soil and groundwater quality;
- Import of materials for backfill, where required, in compliance with NYSDEC requirements
- Completion of a soil vapor intrusion evaluation in future Development Site buildings;
- Establishment of use restrictions, as necessary;
- If required, recording of an environmental easement to memorialize the remedial action and the institutional controls (ICs) to prevent future exposure to remaining contamination at the Development Site. If engineering controls (ECs) are part of the final remedy, the ECs will be memorialized in the environmental easement; and
- If required, development of a Site Management Plan for long-term management of remaining contamination as may be required by the environmental easement, including plans for: (1) ECs and/or ICs, (2) monitoring, (3) operation and maintenance, and (4) reporting; and

The purpose of the RAWP and CHASP would be to present a hazard evaluation and to provide a plan for work zone and community air monitoring during remedial activities. A Certificate of Completion (COC) would be issued once NYSDEC received documentation, in the form of a Final Engineering Report prepared by a New York-licensed Professional Engineer, that the RAWP was properly implemented. Any groundwater recovered during dewatering of excavation sites will be pumped, tested, and treated before disposal to the New York City stormwater or combined sewer system under an NYCDEP Discharge Permit from the Bureau of Wastewater Treatment and in conformance with applicable discharge limits. Discharge of groundwater exceeding 10,000 gallons of groundwater per day would require additional approval from NYCDEP's Bureau of Water and Sewer Operations, Division of Connections and Permitting.

Because the BCP is a voluntary program, should the developer not perform the remediation under the BCP (due to program withdrawal or other reasons), the developer would be required to perform

these activities (including preparation and implementation of a RAWP and CHASP including the associated Community Air Monitoring) under the oversight of the NYC Department of Environmental Protection (DEP) and/or the NYC Office of Environmental Remediation (OER). To ensure that this would occur an (E) Designation for hazardous materials would be placed on the Development Site. An (E) Designation would require that before issuance of a permit for construction involving subsurface disturbance, a RAWP and CHASP would need to be approved in conformance with requirements of the NYC Office of Environmental Remediation.

For the Museum Site, renovation of the existing building at 91-93 South Street and 2-4 Fulton Street would be conducted in accordance with applicable regulatory requirements, including those applicable to building materials such as asbestos and lead-based paint, which based on the Phase I ESA could be present. Based on the Phase I ESA, prior to starting construction additional investigation would be required in accordance with the NYSDEC Stipulation Agreement and a Remediation Plan to address the residual contamination prior to and/or during construction would need to be prepared (and submitted to NYSDEC for approval) for implementation during construction. Remediation proposed would include additional soil investigation and installation of vapor controls beneath the new construction. Since the investigations at the site to date were limited to petroleum-related contamination, further investigation would include non-petroleum-related contaminants (e.g., metals and PCBs) and the RAWP would also need to address these findings (but it is likely that no additional remediation beyond that required for the petroleum contamination would be required). As such, the investigation work plan and RAWP would also be subject to NYCDEP review and approval. To ensure compliance with this requirement, an mechanism equivalent to an (E) Designation for hazardous materials would be placed on the Museum Site. The mechanism would require that before issuance of a permit for construction involving subsurface disturbance, a RAWP and CHASP would need to be approved in conformance with requirements of the NYC Office of Environmental Remediation.

With the implementation of the measures described above, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products.

Petroleum impacts were observed in four borings on the eastern portion of the Development Site, and a geophysical survey identified an anomaly consistent with a UST inside the eastern boundary of the Development Site along Peck Slip. Additionally, based on the field observations and sampling results conducted as part of the Phase II ESI, a petroleum spill was reported to the NYSDEC on October 13, 2015, and Spill No. 1507371 was assigned. As discussed above in Policy 7.1, the ~~Proposed Project~~previously proposed project would be required to comply with existing regulatory requirements and conform to NYSDEC BCP requirements. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 7.3: Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

Any solid waste and hazardous materials would be disposed of off-site at appropriate facilities in accordance with applicable regulatory requirements. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

Policy 8.1: Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.

The area along the waterfront below and adjacent to the FDR contains the East River Esplanade open space and two piers (Piers 16 and 17) that are used for recreational, cultural/entertainment, restaurant, and retail uses. Pier 15, another pier to the south of Piers 16 and 17, has been reconstructed as publicly accessible open space containing pier-level pavilions and a rooftop open space. The ~~Proposed Project~~previously proposed project requires certain discretionary land use actions, including modifications to the South Street Seaport/Pier 17 LSGD site plan. The ~~Proposed Project~~previously proposed project would not block views toward the waterfront (including of the historic ships at Pier 16) of the lighthouse in Titanic Park, or of the Brooklyn Bridge.

The ~~Proposed Project~~previously proposed project would additionally include operational changes to facilitate passenger drop off and enhance flexibility on the Pier 17 access drive as well as minor improvements to the Pier 17 access drive area and building. The minor improvements would include the installation of three guard booths and 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.

Under the currently approved Traffic Management Plan (TMP), the access road is limited to 30-foot long delivery trucks, is open to those vehicles from 10 PM to 4 PM daily, and when fully completed would be one-way with vehicles entering at Fulton Street and exiting at Beekman Street with traffic signals controlling all movements at both intersections on South Street. The proposed operational changes would reduce restrictions on deliveries to loading docks for the Pier 17 and Tin Buildings and facilitate passenger pickup and drop-off by taxis and livery vehicles to Pier 17. The current vehicle use restrictions for taxis and livery vehicles would be eliminated. The delivery truck restrictions would be modified to allow deliveries by vehicles exceeding 30 feet between the hours of 1- PM and 10 AM, maintaining the existing hours of access for delivery trucks 30-feet long and shorter. Parallel to South Street and crossing the entrance and exit of the access road is the East River Greenway, which consists of a two-way bike path and pedestrian walkway.

According to the Modified TMP Memorandum, there would be multiple safety treatments and personnel to manage the access road at its crossings with the East River Greenway. First, at all times, the access road would be under continuous monitoring by South Street Seaport security staff via closed circuit television (CCTV), as well as periodic patrol. A guard booth would be located along the access road adjacent to the Pier 17 Building and would be staffed by security personnel tasked with enhancing pedestrian safety and managing traffic movements associated with passenger drop-off/pickup activity. At the entrance to the access road, signs would be installed directing vehicles turning from South Street to yield to northbound and southbound pedestrians and cyclists. There would be moveable bollards operated by staff to control vehicular access at the entrance and exit to the access road. A flagger certified by the American Traffic Safety Services Association would be stationed at the access road entrance daily from 7 AM to 4 PM to escort trucks and large service vehicles to enhance pedestrian and cyclist safety. During special events, the flagger may be replaced with personnel from the NYPD Paid Detail Unit. In advance of the traffic signal at South Street and Beekman Street, there would be a warning sign and stop bar at the access road exit to control vehicles crossing the East River Greenway. The stop bar on the access road approach to South Street would be accompanied by a "Stop Here on Red" sign, subject to approval by the DOT Borough Engineer. Bicycle signals and stop bars would also be installed on the bike path to stop cyclists when exiting (westbound) vehicles receive a green indication at the traffic signal on South Street.

These modifications are anticipated to be in place upon completion of the Pier 17 and Tin Building construction in 2022. The proposed changes to the TMP would not have noticeable effects on

safety at the crossings of the East River Greenway, and the ~~Proposed Project~~previously proposed project would maintain protect, maintain, and enhance the infrastructure providing access to the waterfront and would not block views of the waterfront. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

See response to Policy 8.1. The proposed changes to the TMP would not have noticeable effects on safety at the crossings of the East River Greenway. The ~~Proposed Project~~previously proposed project would maintain the connection of existing waterfront public access spaces at the East River Esplanade. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 8.3: Provide visual access to the waterfront where physically practical.

The ~~Proposed Project~~previously proposed project would not block views toward the waterfront (including of the historic ships at Pier 16) of the lighthouse in Titanic Park, or of the Brooklyn Bridge. Therefore, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The ~~Proposed Project~~previously proposed project would not cast significant shadow on or obstruct views to any architectural resource. As the Project Area is located within the NYCL South Street Seaport Historic District, construction and design of the previously proposed buildings on the Development Site and the potential expansion on the Museum Site are subject to LPC review and approval. Public hearings were held on January 5, April 6, 2021, and on May 4th, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the previously proposed building on the Development Site (Docket #: LPC-21-03235; Document #: COFA-21-03235) and the potential expansion of the Museum on the Museum Site (Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval, the "COFA") 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 (RWCDS) that is analyzed in ~~this~~ the DEIS and this FEIS for the previously proposed building on 250 Water Street and potential expansion of the Museum.

For the purposes of the DEIS and this F~~D~~EIS, a new building on the Development Site that would be developed to the maximum building envelope (e.g., up to a maximum height of 395 feet) would have the potential to result in significant adverse contextual impacts to historic resources. The height, proportion, and massing of the building on the Development Site ~~will~~ was ~~be~~ refined between the publication of this DEIS and ~~the Final Environmental Impact Statement (~~FEIS~~)~~ consistent with a revised Land Use Application the Applicant ~~intends to~~ submitted; the FEIS ~~will~~ identifies~~y~~ changes to the maximum building envelope and reflects a building massing that is consistent with the LPC-approved design. The changes are considered in Chapter 18, "Alternatives," as the Reduced Impact Alternative. The incorporation of these changes ~~is anticipated to~~has eliminated potential contextual impacts on the surrounding historic district under the Reduced Impact Alternative.

Policy 9.2: Protect and enhance scenic values associated with natural resources.

The Development Site and Museum Site are not located within or adjacent to a Special Natural Waterfront Area or Recognized Ecological Complex. Redevelopment of these sites would not block significant views of open waters from public vantage points.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.

The Development Site and the Museum Site are located within the NYCL South Street Seaport Historic District, so the New York City Landmarks Preservation Commission (LPC) must approve the design of any new buildings. LPC is in the process of considering the proposed designs for both the Development Site and Museum Site for Certificates of Appropriateness. Public hearings were held on January 5 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the previously proposed building on the Development Site and the potential expansion of the Museum on the Museum Site (LPC Docket #: LPC-21-03235; Document #: COFA-21-03235). The program and bulk of the approved designs are within the RWCDS that is analyzed in ~~this~~ the DEIS and this FEIS for the proposed building on 250 Water Street and potential expansion of the Museum. In order to avoid construction related impacts to nearby architectural resources located within 90 feet of construction activities, a Construction Protection Plan (CPP) would be developed and implemented in consultation with LPC. With these measures in place, the ~~Proposed Project~~previously proposed project would promote this policy.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

A Topic Intensive Archaeological Documentary Study has been prepared to identify areas of archaeological sensitivity and to refine sensitivity determinations that were made in previous archaeological investigations.

For any areas that have been identified as archaeologically sensitive that could potentially be impacted by the ~~Proposed Project~~previously proposed project, additional archaeological analysis in the form of Phase 1B testing before construction and/or monitoring during construction would be required in consultation with LPC. Upon the finalization of the project design, the project plans and specific depths of impacts would be reviewed by a qualified archaeologist to determine if the ~~Proposed Project~~previously proposed project would impact archaeologically sensitive soil levels. For any areas that would require additional archaeological analysis in the form of either archaeological monitoring or archaeological testing, a Work Plan describing the protocols that would be followed during the Phase 1B analysis would be submitted to LPC for review and concurrence prior to the start of the Phase 1B field effort. In the event that potentially significant archaeological resources are encountered during the Phase 1B work, then additional archaeological analysis in the form of a Phase 2 archaeological survey/evaluation and possibly Phase 3 data recovery/mitigation would be required. With the completion of all necessary phases of work, and continued consultation with LPC—including the review and approval of all submitted work plans and final technical reports—the ~~Proposed Project~~previously proposed project would not result in significant adverse impacts on archaeological resources and would promote this policy. ✷

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	
Location	250 Water Street
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	Development of a mixed-use building at 250 Water Street.
Planned Completion Date	2026
Expected Project Lifespan	2100

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.61	**2.61**	**NAVD88**	
1% flood height	12.00	**12.00**	**NAVD88**	
Design flood elevation	13.00	**13.00**	**NAVD88**	
As relevant:				
0.2% flood height	-->			

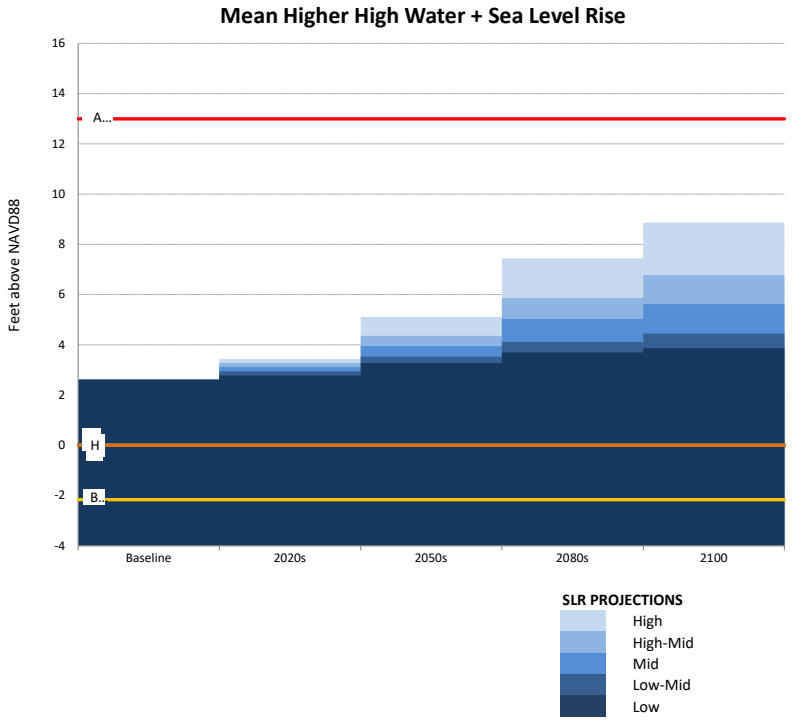
Data will be converted based on the following datums:

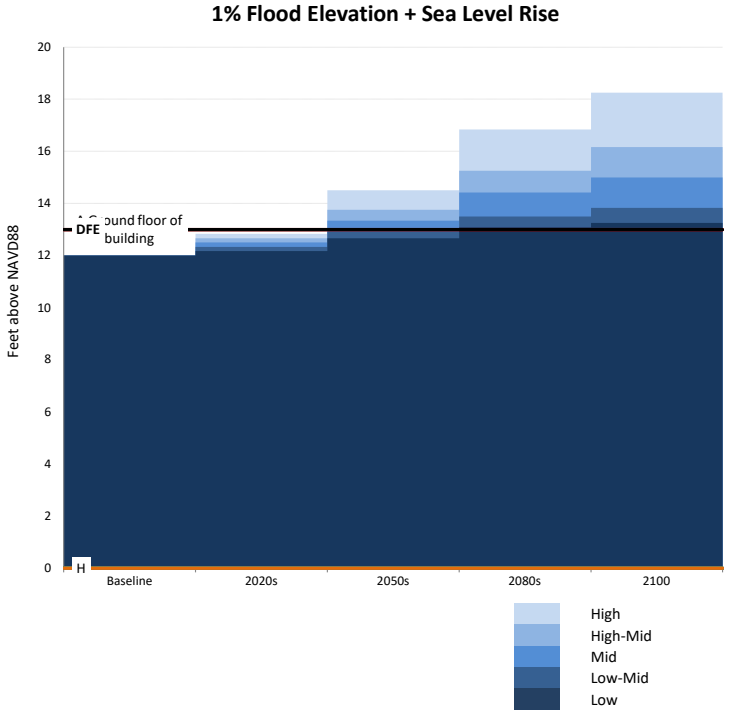
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

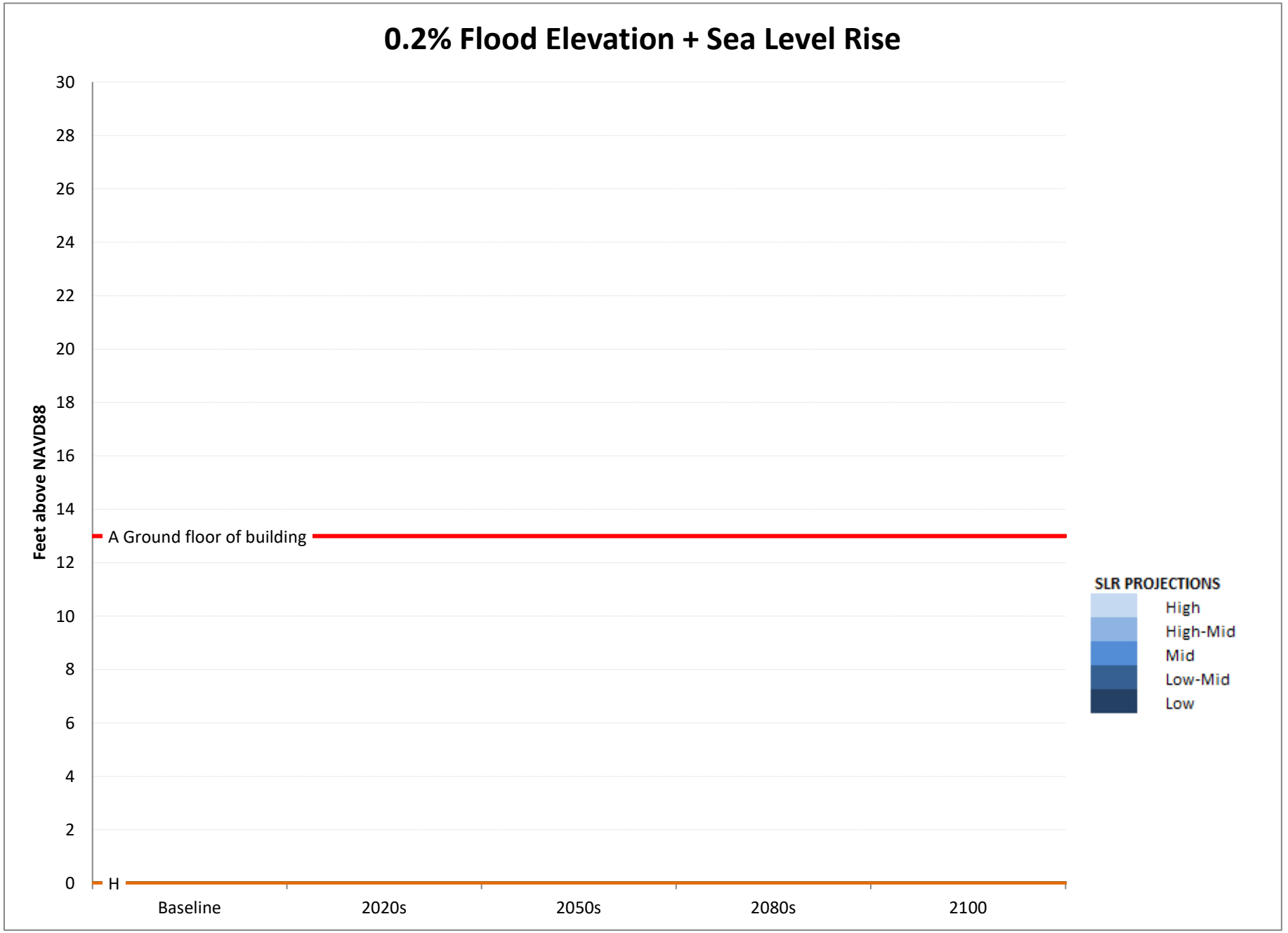
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A Ground floor of building	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2100	13.0	Feet	NAVD88	*13.0*	*13.0*	*10.4*	*#VALUE!*
Ground floor of the mixed-use building containing retail uses, a lobby, elevators, and community space. Ground floor also includes some mechanical.									
B Cellar	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	-2.2	Feet	NAVD88	*-2.2*	*-2.2*	*-4.8*	*#VALUE!*
Cellar parking and mechanical, containing stormwater traps, sewage sumps, office space.									
C	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
A Ground floor of building
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.61	2.61	2.61	2.61	2.61
2020s	2.78	2.94	3.11	3.28	3.44
2050s	3.28	3.53	3.94	4.36	5.11
2080s	3.69	4.11	5.03	5.86	7.44
2100	3.86	4.44	5.61	6.78	8.86

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	12.00	12.00	12.00	12.00	12.00
2020s	12.17	12.33	12.50	12.67	12.83
2050s	12.67	12.92	13.33	13.75	14.50
2080s	13.08	13.50	14.42	15.25	16.83
2100	13.25	13.83	15.00	16.17	18.25

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A Ground floor of building	13	13
B Cellar	-2	-2.16
C	0	0
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	13.00	13.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

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Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	
Location	Existing building to be renovated on the Museum Site at 91-93 South Street and 2-4 Fulton Street
Type(s)	☑ Residential, Commercial, Community Facility; ☐ Parkland, Open Space, and Natural Areas; ☐ Tidal Wetland Restoration; ☐ Critical Infrastructure or Facility; ☐ Industrial Uses; ☐ Over-water Structures; ☐ Shoreline Structures; ☐ Transportation; ☑ Wastewater Treatment/Drainage; ☐ Coastal Protection
Description	The restoration and reopening of the existing South Street Seaport Museum at 91-93 South Street and 2-4 Fulton Street
Planned Completion Date	2026
Expected Project Lifespan	2100

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For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.61	**2.61**	**NAVD88**	
1% flood height	12.00	**12.00**	**NAVD88**	
Design flood elevation	13.00	**13.00**	**NAVD88**	
As relevant:				
0.2% flood height	-->			

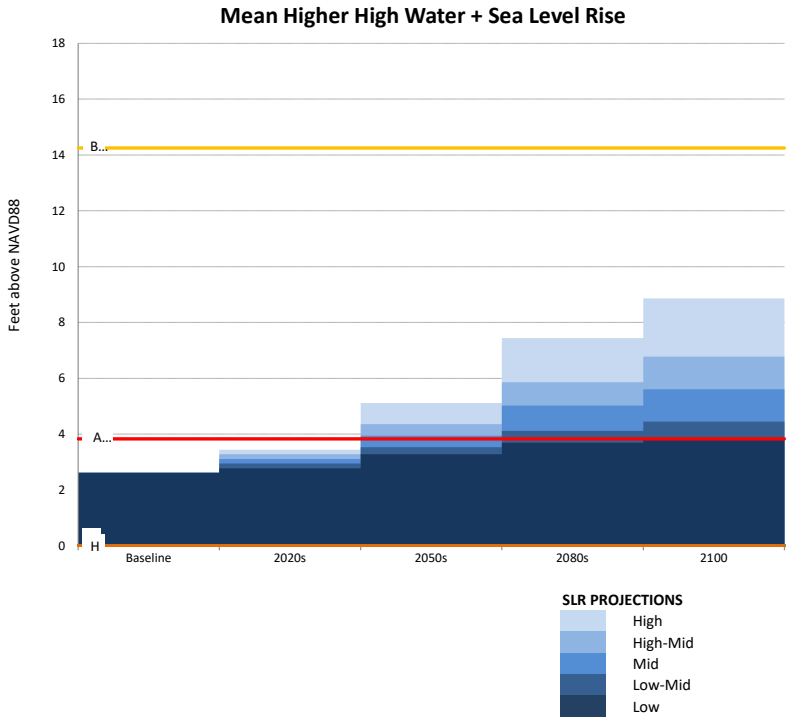
Data will be converted based on the following datums:

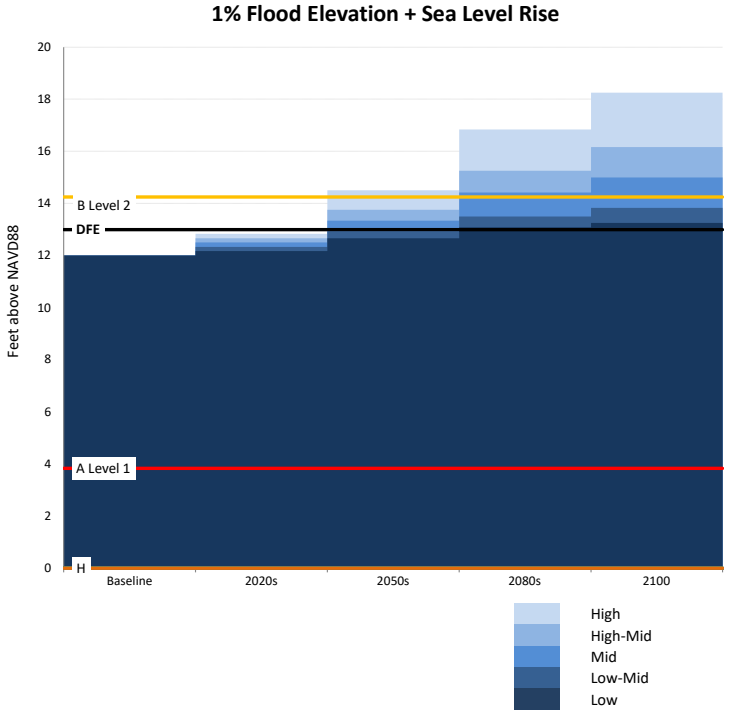
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

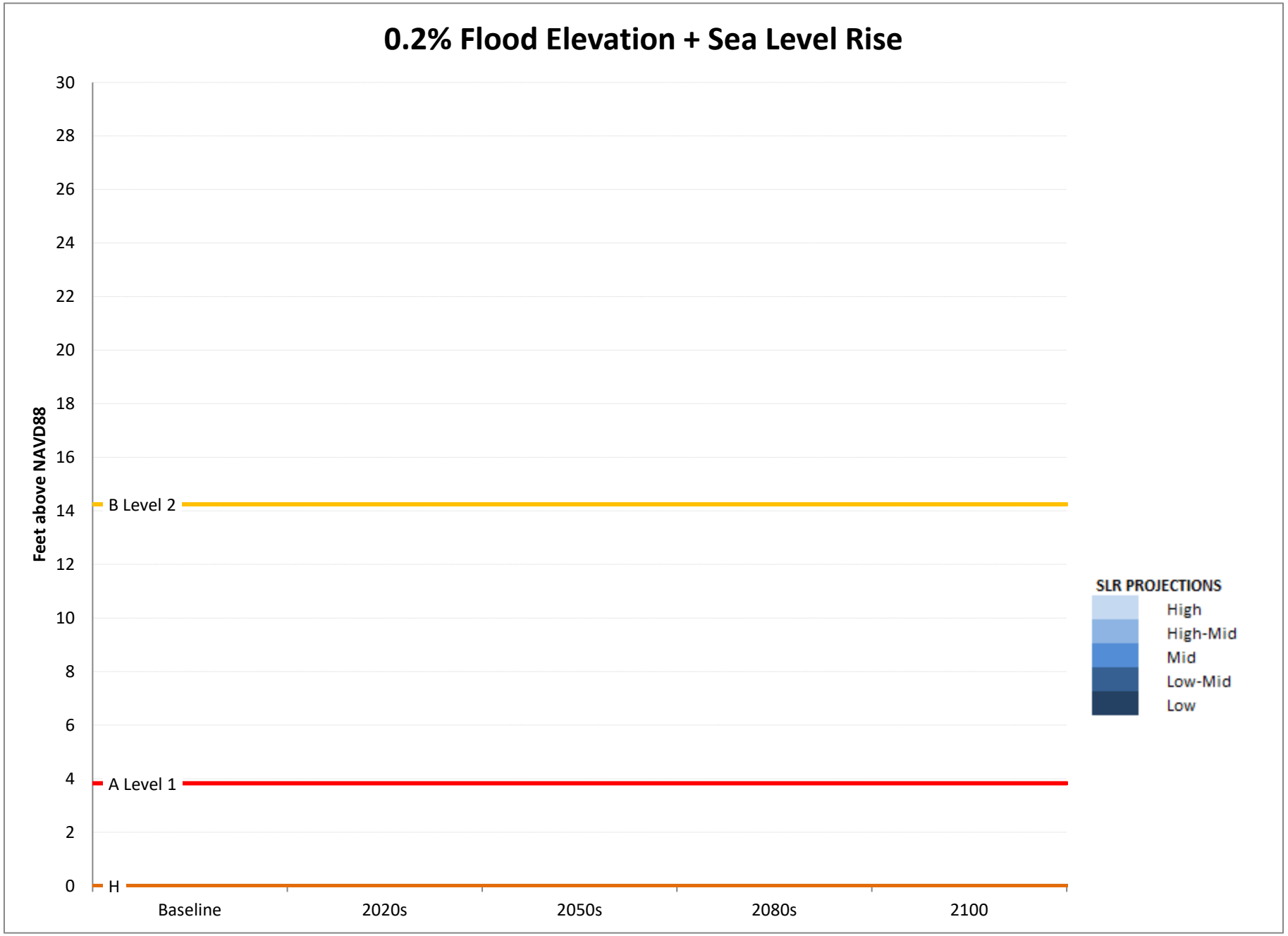
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A Level 1	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2100	3.8	Feet	NAVD88	*3.8*	*3.8*	*1.2*	*#VALUE!*
Reopening of the existing building, which would include approximately 27,996 gross square feet of renovated space for the Museum in several of the Schermerhorn Row Buildings at the corner of Fulton Street and South Street (91-93 South Street and 2-4 Fulton Street). Level 1 contains electrical/IT closets, a cafe, gift shop, tickets and kiosks, lobby support office, and restrooms.									
B Level 2	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	14.3	Feet	NAVD88	*14.3*	*14.3*	*11.6*	*#VALUE!*
Reopening of the existing building, which would include approximately 27,996 gross square feet of renovated space for the Museum in several of the Schermerhorn Row Buildings at the corner of Fulton Street and South Street (91-93 South Street and 2-4 Fulton Street). Level 2 contains electrical/IT closets.									
C	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
B Level 2
A Level 1
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

MHHW+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.61	2.61	2.61	2.61	2.61
2020s	2.78	2.94	3.11	3.28	3.44
2050s	3.28	3.53	3.94	4.36	5.11
2080s	3.69	4.11	5.03	5.86	7.44
2100	3.86	4.44	5.61	6.78	8.86

1%+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	12.00	12.00	12.00	12.00	12.00
2020s	12.17	12.33	12.50	12.67	12.83
2050s	12.67	12.92	13.33	13.75	14.50
2080s	13.08	13.50	14.42	15.25	16.83
2100	13.25	13.83	15.00	16.17	18.25

0.2%+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A Level 1	4	3.83
B Level 2	14	14.25
C	0	0
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	13.00	13.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
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8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
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8519483	Bergen Point	2.56	2.89	NOAA VDATUM
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8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

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Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	
Location	The John Street Lot (vacant lot at the corner of John Street and South Street)
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☑ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The potential new Museum Site building on the vacant John Street Lot at the corner of South Street and John Street (89 South Street/175 John Street).
Planned Completion Date	2026
Expected Project Lifespan	2100

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Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.61	**2.61**	**NAVD88**	
1% flood height	12.00	**12.00**	**NAVD88**	
Design flood elevation	13.00	**13.00**	**NAVD88**	
As relevant:				
0.2% flood height	-->			

Data will be converted based on the following datums:

Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
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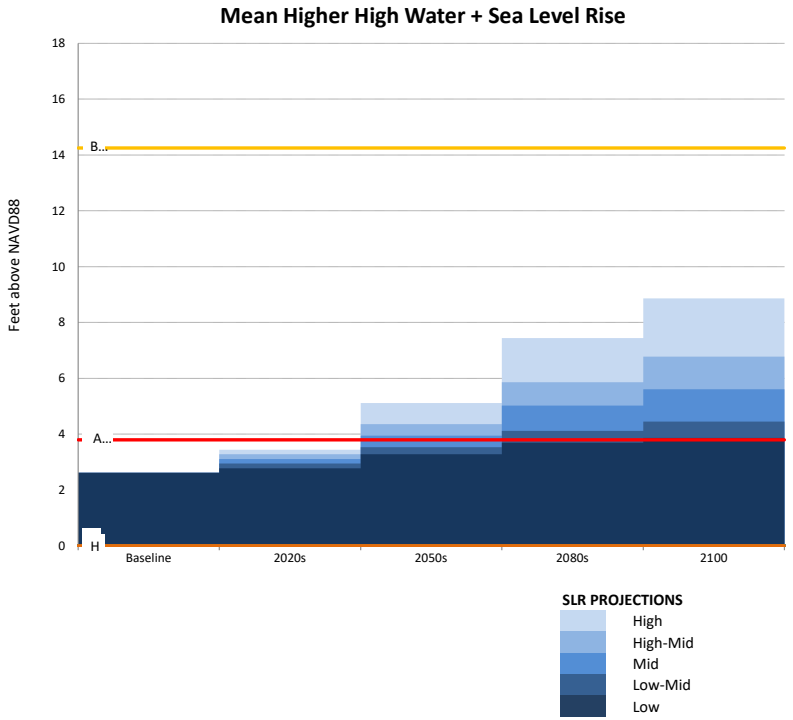
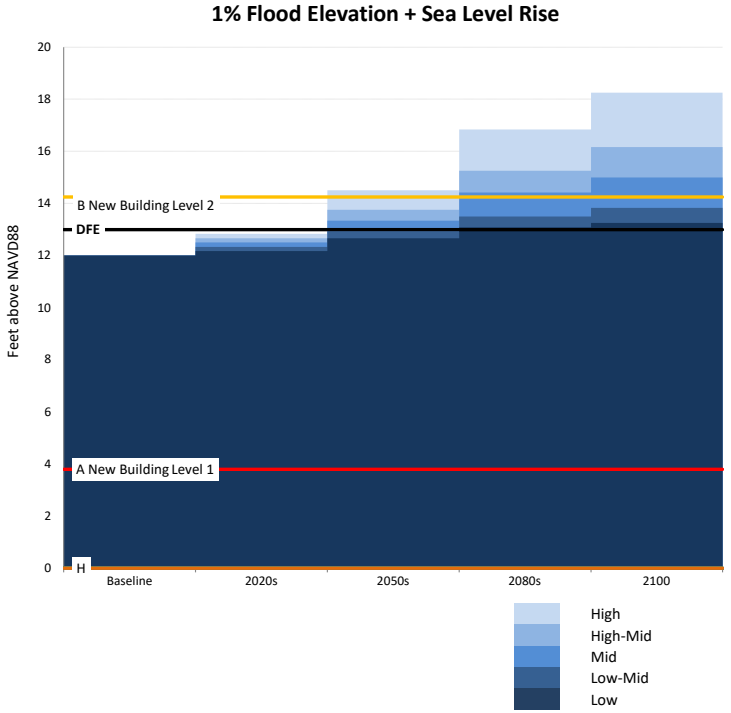
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

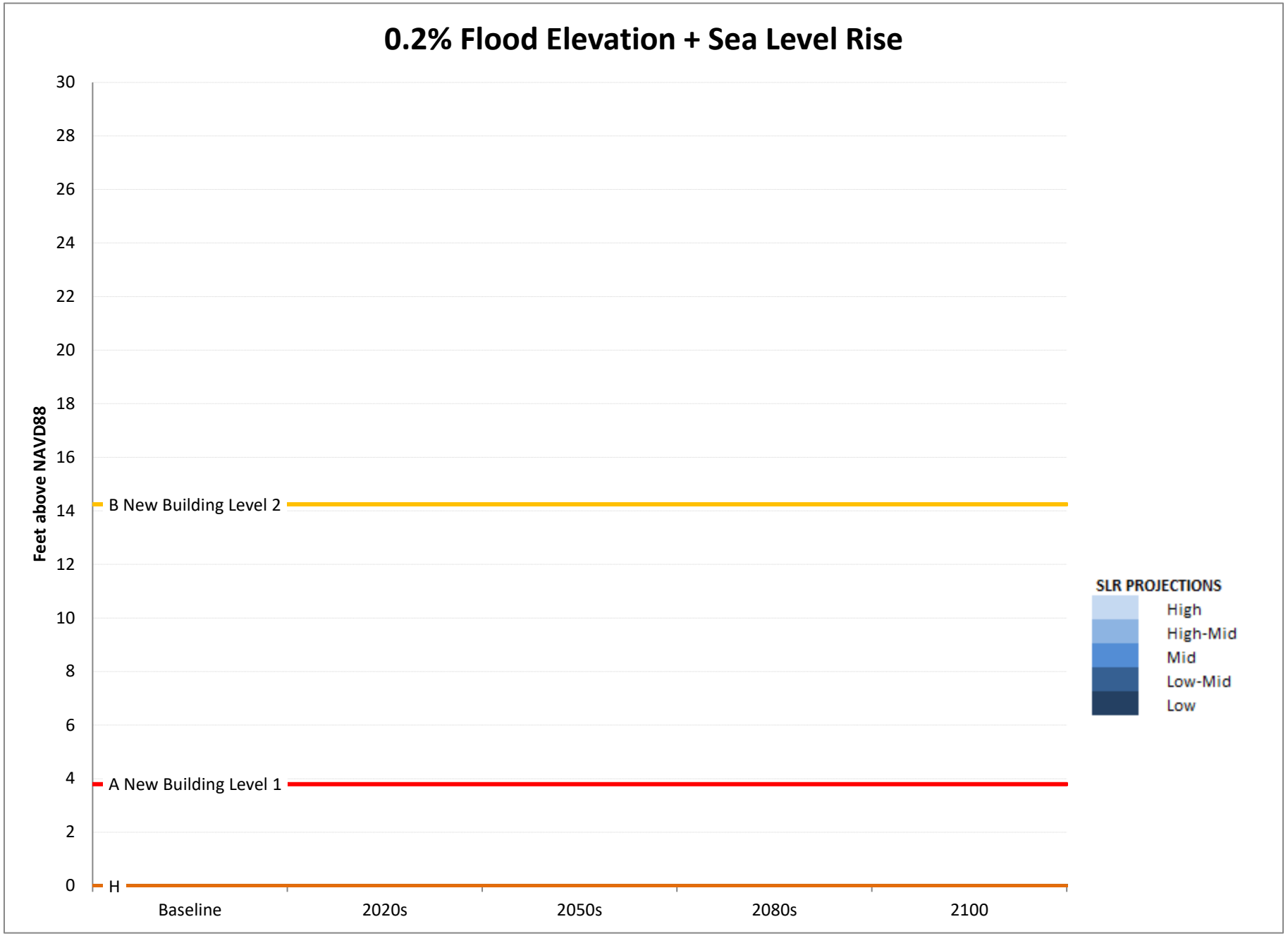
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A New Building Level 1	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	3.8	Feet	NAVD88	*3.8*	*3.8*	*1.2*	*#VALUE!*
Entrance to the new building, storage, restrooms									
B New Building Level 2	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	14.3	Feet	NAVD88	*14.3*	*14.3*	*11.6*	*#VALUE!*
Fire pump, fuel storage, and electrical room located on Level 2									
C	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
B New Building Level 2
A New Building Level 1
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
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2100	15	22	36	50	75

MHHW+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
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2080s	3.69	4.11	5.03	5.86	7.44
2100	3.86	4.44	5.61	6.78	8.86

1%+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	12.00	12.00	12.00	12.00	12.00
2020s	12.17	12.33	12.50	12.67	12.83
2050s	12.67	12.92	13.33	13.75	14.50
2080s	13.08	13.50	14.42	15.25	16.83
2100	13.25	13.83	15.00	16.17	18.25

0.2%+SLR (ft above NAVD88)

	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A New Building Level 1	4	3.8
B New Building Level 2	14	14.25
C	0	0
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	13.00	13.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
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8519436	Great Kills	2.22	2.55	NOAA VDATUM
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8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.