Chapter 1: Project Description

A. INTRODUCTION

This Draft Environmental Impact Statement (DEIS) considers the series of discretionary actions (the proposed actions) proposed by the applicants, the New York City Department of City Planning (DCP) and SJC 33 Owner 2015 LLC, that would facilitate the redevelopment of St. John's Terminal Building at 550 Washington Street (Block 596, Lot 1) (the development site) with a mix of residential and commercial uses, and public open space (the proposed project) in Manhattan Community District 2. The development site is zoned M1-5 and M2-4 and is located along Route 9A, south of Clarkson Street and intersected by West Houston Street, directly across from Pier 40 (see **Figure 1-1**).

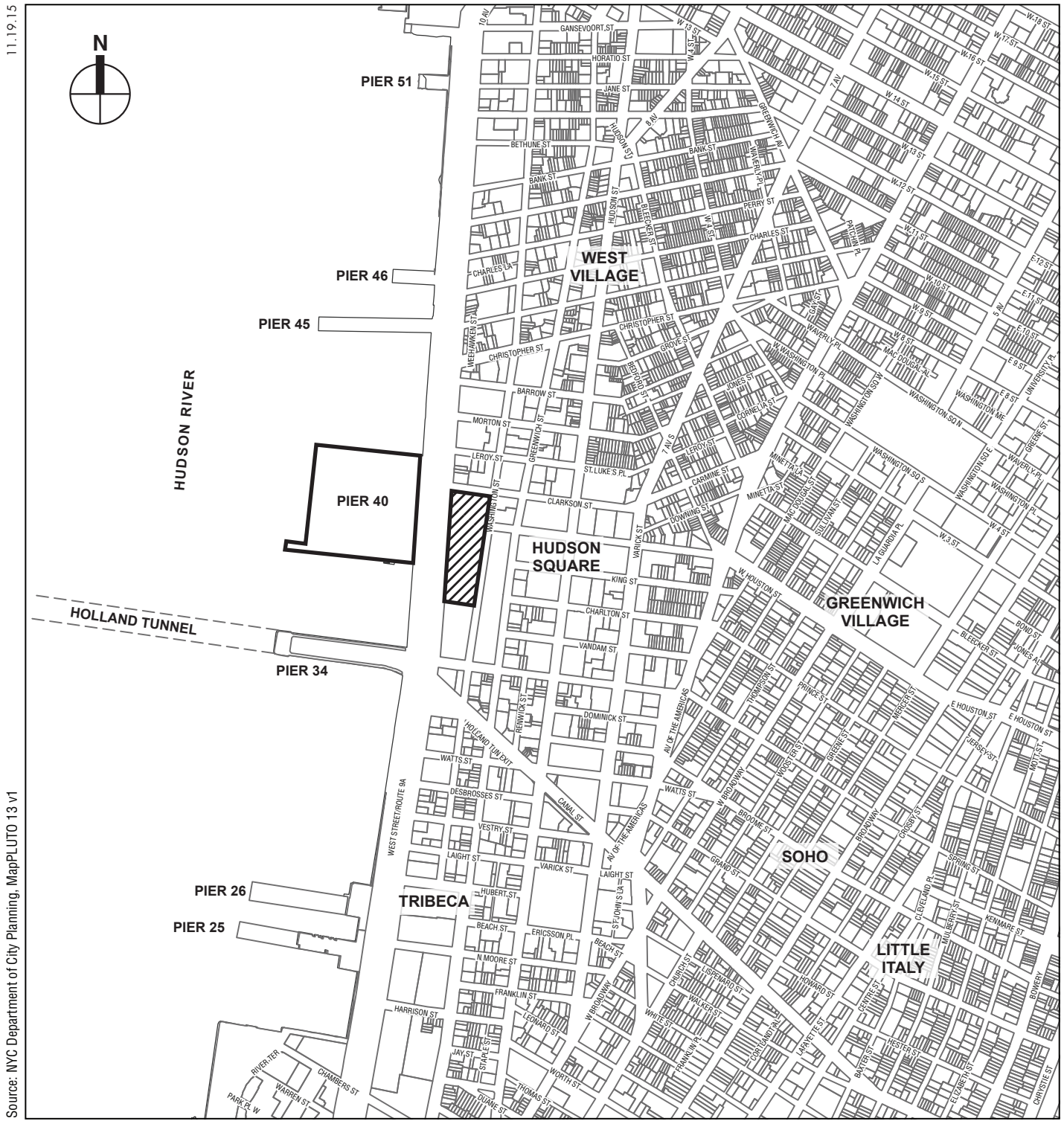
The proposed actions include a zoning text amendment, a zoning map amendment, four zoning special permits, authorizations, and a Chairperson's certification, as well as an action by the Hudson River Park Trust (HRPT). Additionally, an approval from the New York State Department of Transportation (NYSDOT) for the proposed curb cut changes on Route 9A would be required. New York City Department of Transportation (NYCDOT) approval would also be required for the proposed widening of the west sidewalk on Washington Street adjacent to the development site.

DCP is proposing the following action:

- A Zoning Text amendment to establish the Special Hudson River Park District, which would comprise Pier 40 and the development site. The text amendment would further define Pier 40 as the "granting site" and the development site as the "receiving site" in the special district. The special district would include provisions for a new special permit that, in accordance with a recent amendment to the Hudson River Park Act, would permit the transfer of floor area within the Special Hudson River Park District. The special permit would additionally allow specified bulk waivers and require that residences serve a variety of income levels on the development site. Under the proposed special district text, the uses and increased density permitted by the proposed zoning districts, described below, would not be applicable to the development site absent the grant of the special permit. The text amendment would also establish two Chairperson's Certifications to facilitate the transfer of floor area.

SJC 33 Owner 2015 LLC owns the development site and is proposing the following actions:

- A Zoning Map amendment to map the Special Hudson River Park District, which would comprise Pier 40 and the development site and to rezone the development site. The Zoning Map amendment would rezone the portion of the development site north of West Houston Street from an M1-5 manufacturing zoning district to a C6-4 commercial zoning district, which would permit residential use and increased density; rezone a portion of the development site south of West Houston Street from an M2-4 manufacturing zoning district to a C6-3 commercial zoning district, which would also permit residential use and increased



Project Location
Figure 1-1

density; and rezone the remainder of the development site south of West Houston Street from an M2-4 manufacturing zoning district to an M1-5 manufacturing zoning district, which would permit hotel use but leave the existing permitted density unchanged.

- A special permit pursuant to Zoning Resolution Section 89-21 of the proposed Special Hudson River Park District to permit the transfer of 200,000 square feet (sf) of floor area from Pier 40 to the development site and permit certain bulk waivers on the development site. Under the proposed special district text, the uses and increased density permitted by the proposed C6-4, C6-3 and M1-5 zoning districts would not be applicable to the development site absent the grant of the special permit.
- Three special permits pursuant to the Manhattan Core parking regulations (Zoning Resolution Section 13-45 and 13-451) for 772 accessory parking spaces in three separate parking facilities.
- Authorizations pursuant to Zoning Resolution Section 13-441 to allow three curb cuts for parking access on West Street, a wide street.
- A Chairperson's Certification pursuant to the proposed Special Hudson River Park District to allow a building permit for the proposed project to be issued, on the basis that the applicant and HRPT have agreed on payment terms for the transfer of floor area from Pier 40.

In addition to the approvals described above, the proposed project also requires an action by HRPT. HRPT must conduct a Significant Action process as required by the Hudson River Park Act, Chapter 592 of the Laws of 1998 before its Board of Directors can approve the sale of the defined amount of floor area. Further, before the Board can approve the sale, it must also comply with the State Environmental Quality Review Act (SEQRA) and adopt SEQRA Findings.

There would be a Restrictive Declaration in connection with the proposed project, which would govern the proposed project's development.

As described in greater detail below, the proposed actions would facilitate a proposal to redevelop the development site with a mix of uses, including up to approximately 1,586 residential units (including up to 476 permanently affordable units), retail uses (160-255,000 gsf), hotel or office space (229,700 gsf), an event space (41,400 gsf), new publicly accessible open space (20,750 sf), and accessory parking (412-830 spaces[1]). The transfer of floor area within the Special Hudson River Park District made possible by the proposed actions would enable the critical repair and rehabilitation of Pier 40's infrastructure in Hudson River Park as provided for in the Hudson River Park Act as amended in 2013.

The proposed actions are subject to the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR). DCP, acting on behalf of the City Planning Commission (CPC), is the lead agency for the environmental review. HRPT is an involved agency.

[1] Shortly before completion of the DEIS, the number of proposed parking spaces was reduced from 830 to 772. Because analyses based on the larger number of parking spaces are more "conservative" in terms of disclosing potential impacts, the DEIS analyses have not been updated to reflect the lower number. The FEIS analyses will be revised to reflect the actual, proposed number of parking spaces.

B. AREA AFFECTED BY THE PROPOSED ACTIONS

The area to be affected by the proposed actions includes the proposed development site (Manhattan Block 596, Lot 1) and the granting site, Pier 40 (Manhattan Block 656, Lot 1). The development site is the receiving site for the development rights that would be transferred from Pier 40.

DEVELOPMENT SITE

The existing St. John's Terminal Building is located along Route 9A south of Clarkson Street (Manhattan Block 596, Lot 1) and spans a portion of West Houston Street, across from Pier 40 of the Hudson River Park. While the portion of the building north of West Houston Street is largely vacant, the south building is occupied by commercial tenants (office, back office and communications) and is also used as temporary event space (fashion shows, exhibits, etc.). The existing buff-colored brick building is four stories tall, with three stories above West Houston Street. The ground floor is primarily a series of loading bays along both West Street and Washington Street. Originally built as a shipping terminal in the 1930s, the building is underutilized. While warehousing and industrial uses still characterize the blocks immediately surrounding the development site (including a recently completed New York City Department of Sanitation [DSNY] facility bordering the development site to the south and a United Parcel Service [UPS] facility across Washington Street), in recent years the area has transitioned toward increased residential development and a wider range of land uses (see Chapter 3, "Land Use, Zoning, and Public Policy").

Under New York City zoning, the portion of the development site north of West Houston Street (the North Site) is zoned M1-5 and the area south of West Houston Street is zoned M2-4 (including the Center Site and the South Site). The development site is currently treated as a single zoning lot, measuring approximately 213,654 sf, which allows permitted office and retail floor area to be distributed anywhere on the development site, and to be transferred back and forth across West Houston Street, although hotel uses are only permitted north of West Houston Street, in the M1-5 district. For commercial and manufacturing uses, these zoning districts allow a maximum floor area ratio (FAR) of 5.0. For the purpose of this analysis, the portion of the development site that spans West Houston Street is assumed not to generate floor area, which means that the development site is assumed to have an effective lot area of 196,410 sf and allowable development potential of up to 982,050 zoning square feet (zsf). The existing building has a total of 739,231 zsf; therefore, the development site is underbuilt by 242,819 zsf when compared to the permitted maximum of 982,050 zsf.

GRANTING SITE

Pier 40 is an approximately 15-acre structure located over the Hudson River, directly west of the development site across Route 9A. The pier is located within Hudson River Park, and is under the jurisdiction of HRPT, pursuant to the Hudson River Park Act. Originally used as a passenger ship terminal, Pier 40 currently contains a public parking facility, athletic fields and other recreational uses, maritime uses, offices for HRPT, and other operational functions. HRPT has reported that Pier 40 is in need of timely and critical infrastructure repairs to its supporting piles and deck. In addition, HRPT has reported that the building located on the pier is significantly deteriorated, needing repairs to its roof, electrical and plumbing systems, and façade. In recent years, HRPT has been forced to close portions of the public parking garage to ensure public

safety. According to HRPT, the balance of Pier 40's roof must be reconstructed, and the steel piles supporting the pier also need to be repaired.

C. BACKGROUND

HUDSON RIVER PARK ACT

The Hudson River Park Act created the Park in 1998 and established HRPT to continue the planning, construction, management, and operation of the Park. The Hudson River Park Act noted that the establishment of the Park was intended to enhance and protect the natural, cultural, and historic aspects of the Hudson River; provide and enhance public access to the River; allow for an array of cultural and recreational programs; and provide numerous other public benefits.

The Hudson River Park Act designated certain areas, including Pier 40, for commercial development that would generate revenue to support the operations of the Park. However, entertainment and retail proposals for the 15-acre pier have not been successful, leaving HRPT without a key source of revenue. In 2013, Governor Andrew M. Cuomo signed an amendment to the Hudson River Park Act in to law to help the Park address its ongoing financial constraints. Under the amended Act, HRPT can sell development rights for projects up to one block east of the park's boundaries, across West Street. However, the transfer of development rights could not occur without supporting provisions in the City's Zoning Resolution.

ST. JOHN'S TERMINAL BUILDING

As noted above, the development site is occupied by the St. John's Terminal Building, which was built in 1934 as a freight terminal and warehouse that served as the terminus for the High Line (also known as the West Side Line or the New York Central viaduct), an elevated freight rail line that ran along the west side of Manhattan. The High Line was an important route for the distribution of food and other goods in New York City, but with the decline of shipping uses on Manhattan's West Side and the ascendance of interstate freight trucking in the 1950s, the High Line and the St. John's Terminal Building became increasingly disused. The portion of the line from the St. John's Terminal Building to Bank Street was demolished in 1960, and all of the line below Gansevoort Street was demolished by 1991. Service on the line was completely discontinued in 1980. A 1.45-mile portion of the line was repurposed and reactivated as the eponymous public park, the first phase of which opened in 2009. Today, after decades of underutilization, according to the private applicant, the St. John's Terminal Building is outmoded for modern uses and remains only partially occupied.

D. PURPOSE AND NEED

DCP is proposing a zoning text amendment to create the new Special Hudson River Park District with the goal of facilitating repair, maintenance, and development of Hudson River Park through the transfer of development rights from Pier 40 to the receiving site within the Special Hudson River Park District. The special district is intended to promote appropriate uses on the receiving site that complement the Park and serve residents of varied income levels.

The establishment of the Special Hudson River Park District is intended to enable the repair of Pier 40, an important commercial property in Hudson River Park. Public parking and other uses on the pier currently fund approximately 40 percent of HRPT's annual operating budget.

However, Pier 40 is in need of critical repairs to its roof, supporting piles, and aging infrastructure including electrical systems. HRPT inherited the pier and a number of structural issues that came with it. HRPT has made emergency investments as needed, but the Pier has continued to deteriorate over time. In recent years sections of the roof have deteriorated significantly, forcing HRPT to close portions of the parking garage to ensure public safety. These closures have in turn reduced the Park's operating revenue. Pier 40's entire roof must be reconstructed and the thirteen miles of steel piles supporting the pier must also be repaired, according to an underwater inspection commissioned by HRPT in 2014. The transfer of floor area within the Special Hudson River Park District made possible by the proposed actions would support the critical repair and rehabilitation of Pier 40's infrastructure in Hudson River Park as provided for in the Hudson River Park Act as amended in 2013.

The proposed project is intended to transform an underutilized building into a mixed-use development with residences serving a variety of income levels, publicly accessible open space, office or hotel use, and retail.

The proposed project is intended to provide new market rate housing, permanently affordable housing, and senior housing. SJC 33 Owner 2015 LLC has committed to providing 25 percent of the residential floor area and 30 percent of the residential units as permanently affordable housing, including senior housing.

E. PROPOSED ACTIONS

In order to facilitate the proposed project, a series of discretionary approvals are needed. DCP is proposing the following action:

- A Zoning Text Amendment to establish the Special Hudson River Park District, which would comprise Pier 40 and the development site. The text amendment would further define Pier 40 as the "granting site" and the development site as the "receiving site" in the special district. The special district would include provisions for a new special permit that, in accordance with a recent amendment to the Hudson River Park Act, would permit the transfer of floor area within the Special Hudson River Park District. The special permit would additionally allow specified bulk waivers and require that residences serve a variety of income levels on the development site. Under the proposed special district text, the uses and increased density permitted by the proposed zoning districts, described below, would not be applicable to the development site absent the grant of the special permit. The text amendment would also establish two Chairperson's Certifications to facilitate the transfer of floor area. A draft of the proposed zoning text amendment is included as **Appendix A**.

SJC 33 Owner 2015 LLC owns the development site and is proposing the following actions:

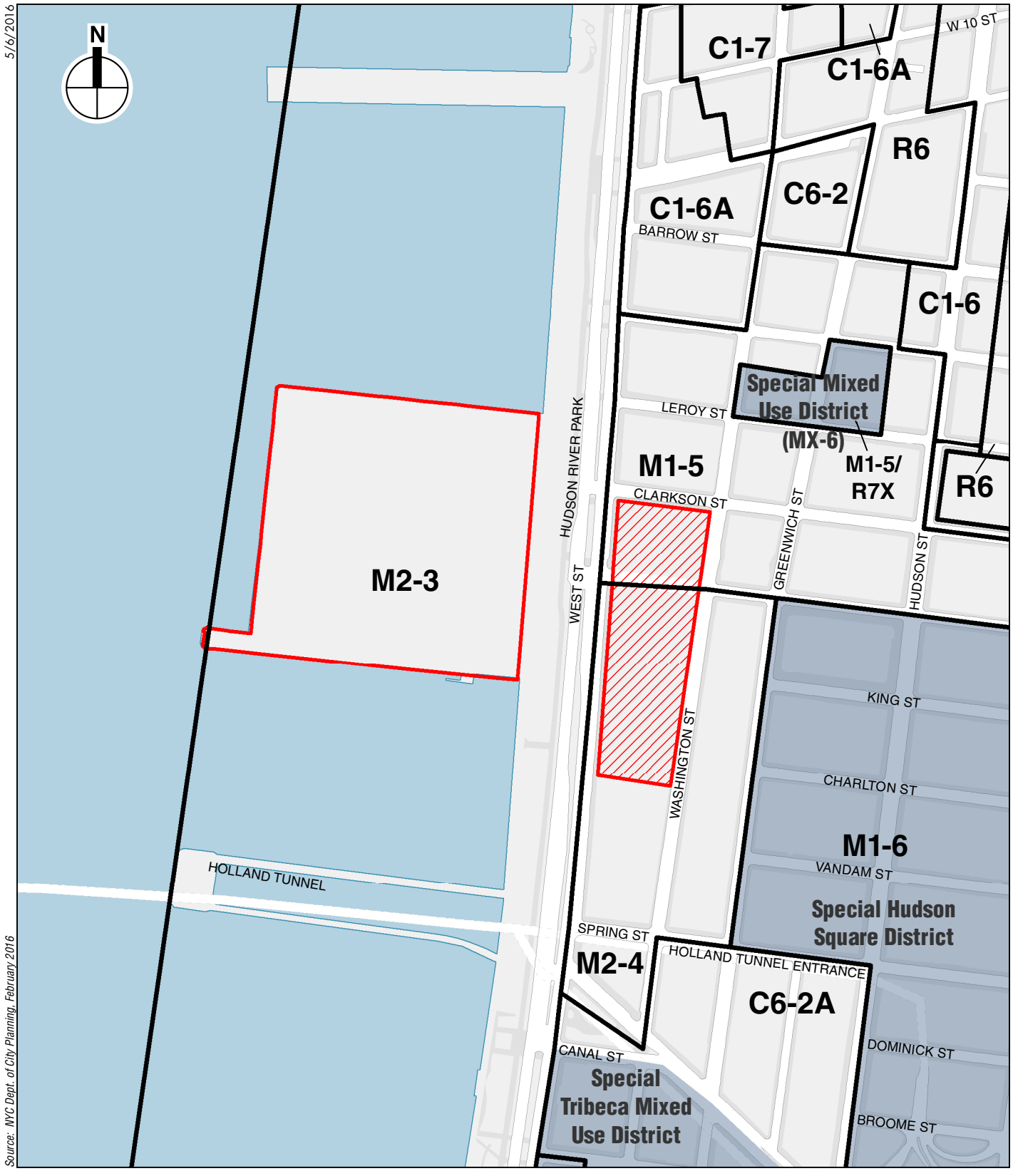
- A Zoning Map amendment to map the Special Hudson River Park District, which would comprise Pier 40 and the development site, and to rezone the development site.

  The Zoning Map amendment would rezone the North Site from an M1-5 manufacturing zoning district to a C6-4 commercial zoning district. M1-5 districts do not permit residential uses, restrict certain commercial uses, and allow a maximum floor area ratio (FAR) of 6.5 for community facility uses and 5.0 for commercial or manufacturing uses. The proposed C6-4 zoning district would allow residential uses, a wider range of commercial uses, and a basic FAR of 10.0 for residential, commercial, and community facility uses. The rezoning of the North Site is needed to permit residential use, a wider range of commercial uses, and increased density. The proposed Zoning Map amendment would rezone the Center Site from

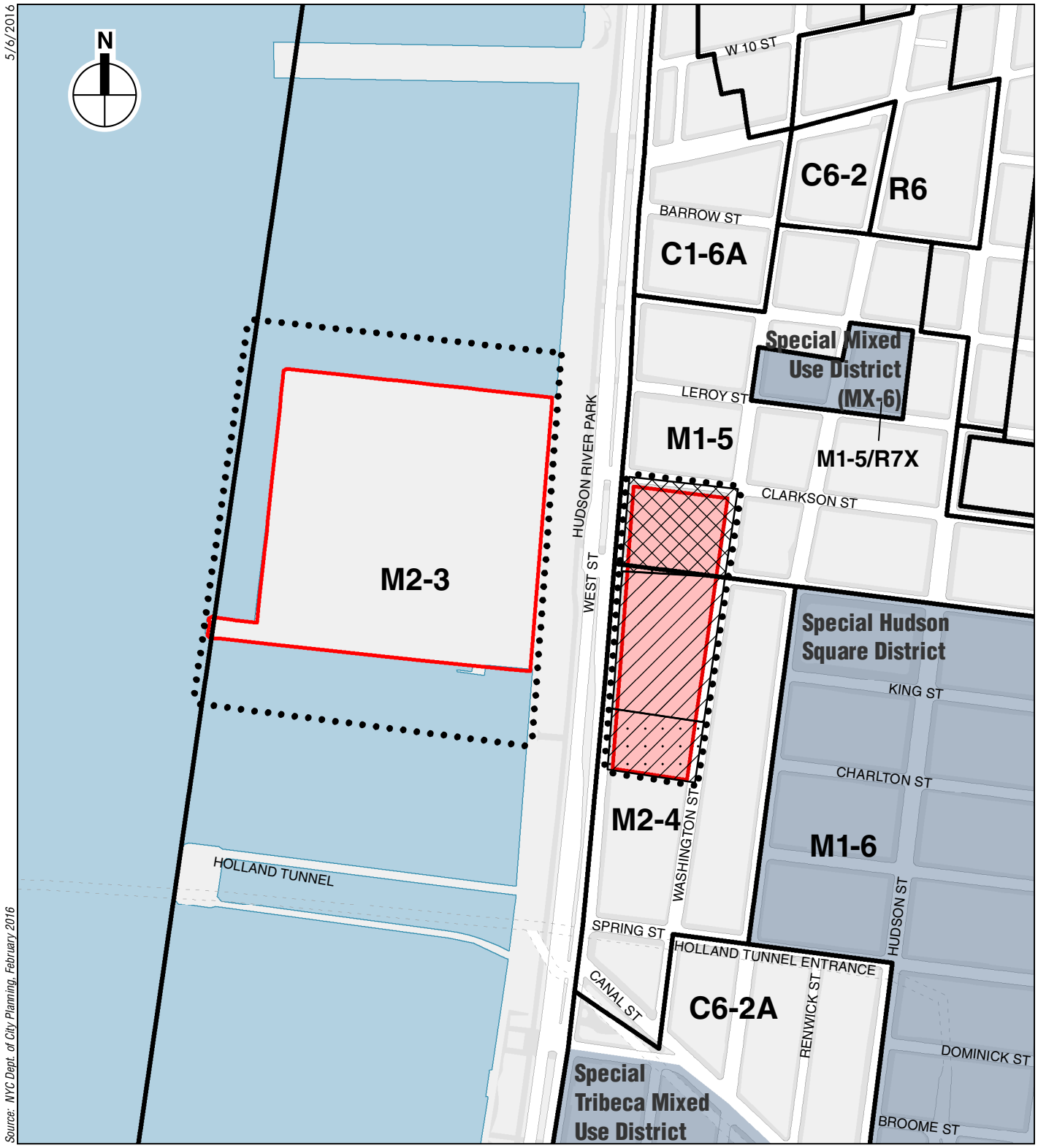
an M2-4 manufacturing zoning district to a C6-3 commercial zoning district. M2-4 districts do not permit residential uses, restrict certain commercial uses, and allow a maximum FAR of 5.0 for all permitted uses. The proposed C6-3 zoning would allow residential uses, a wider range of commercial uses, and a maximum FAR of 10.0 for community facility uses, 6.0 for commercial uses, and up to 7.52 for residential uses (using height-factor zoning). The rezoning of the Center Site is needed to permit residential use, a wider range of commercial uses, and increased density. Finally, the Zoning Map amendment would rezone the South Site from an M2-4 manufacturing zoning district to an M1-5 manufacturing zoning district. As noted above, M2-4 districts do not permit residential uses, restrict certain commercial uses, and allow a maximum FAR of 5.0 for all permitted uses. The proposed M1-5 zoning would permit hotel use or office use (but not residential use), and leave the existing permitted density unchanged. The existing zoning is shown on **Figure 1-2**, and the proposed zoning is shown on **Figure 1-3**.

- A special permit pursuant to Zoning Resolution Section 89-21 of the proposed Special Hudson River Park District to permit the transfer of 200,000 sf of floor area from Pier 40 to the development site and permit certain bulk waivers on the development site.

  The bulk waivers would allow: the proposed building heights that penetrate the applicable sky exposure plane; street walls higher than the maximum 85 feet; the maximum permitted residential FAR on the Center Site of 7.52 without regard lot coverage regulations; and encroachments of the South Site building into the rear yard equivalent area required by Section 43-28. The bulk waivers would permit the development of the development site with a varied mixture of buildings, with high street walls and stepped-back, articulated towers of different heights and widths, reflecting the context of the neighborhood. The tower heights and locations have been arranged to maintain sight lines through the site, and to graduate bulk vertically to reinforce the building bases that are consistent with the stock of buildings in the Hudson Square neighborhood. Overall, the bulk modifications would allow the proposed floor area and uses—including both the market-rate housing, affordable housing (including senior housing), and a variety of retail uses—to be accommodated on the development site with a context-sensitive design. Under the proposed special district text, the uses and increased density permitted by the proposed C6-4, C6-3 and M1-5 zoning districts would not be applicable to the development site absent the grant of the special permit.
- Three special permits pursuant to the Manhattan Core parking regulations (Zoning Resolution Section 13-45 and 13-451) for a total of 772 accessory parking spaces in three separate parking facilities, with one in each of the North, Center, and South sites.
- Authorizations pursuant to Zoning Resolution Section 13-441 to allow three curb cuts for parking access on West Street, a wide street. These authorizations are required to allow parking entrances for the North Site and South Site from West Street, and an entrance to a through-block private driveway between the Center and South Sites. The proposed curb cuts on West Street would represent a reduction in the number and size of curb cuts on West Street at present.
- A Chairperson's Certification pursuant to the proposed Special Hudson River Park District to allow a building permit for the proposed project to be issued, on the basis that the applicant and HRPT have agreed on payment terms for the transfer of floor area from Pier 40.



Existing Zoning
Figure 1-2



Proposed Zoning
Figure 1-3

In addition to the approvals described above, the proposed project also requires an action by HRPT. HRPT must conduct a Significant Action process as required by the Hudson River Park Act before its Board of Directors can approve the sale of the defined amount of floor area. Further, before the Board can approve the sale, it must also comply with SEQRA and adopt SEQRA Findings.

Additionally, an approval from NYSDOT for the proposed curb cut changes on Route 9A would be required. NYCDOT approval would also be required for the proposed widening of the west sidewalk on Washington Street adjacent to the development site.

There would be a Restrictive Declaration in connection with the proposed project, which would govern the proposed project's development. The Restrictive Declaration would, among other things:

- Require development in substantial conformance with the approved plans, which will establish an envelope within which the buildings must be constructed, including limitations on height, bulk, building envelopes, and floor area;
- Require development of 25 percent of the residential floor area and 30 percent of the residential units, across the project, as permanently affordable housing, within specified income bands;
- Require that the proposed project's development program be within the scope of the development scenario analyzed in the EIS;
- Provide for the implementation of "Project Components Related to the Environment" (PCREs) (i.e., certain project components which were material to the analysis of environmental impacts in the EIS); and
- Provide for measures necessary to mitigate significant adverse impacts, substantially consistent with the EIS.

In addition, as described in Chapter 15, "Air Quality," and Chapter 17, "Noise," an (E) designation (E-384) for air quality and noise will be placed on the development site. For hazardous materials, if the Subsurface (Phase II) Investigation Work Plan is not implemented, and the Remedial Action Plan/Construction Health and Safety Plan is not approved by the Department of Environmental Protection prior to the issuance of an FEIS, an (E) Designation for hazardous materials will be placed on the development site.

F. PROPOSED DEVELOPMENT

PROPOSED PROJECT

The development site comprises the North Site, Center Site, and South Site, as shown on **Figure 1-4**. See **Figures 1-5, 1-6, 1-7, and 1-8** for plans and a section of the proposed project.

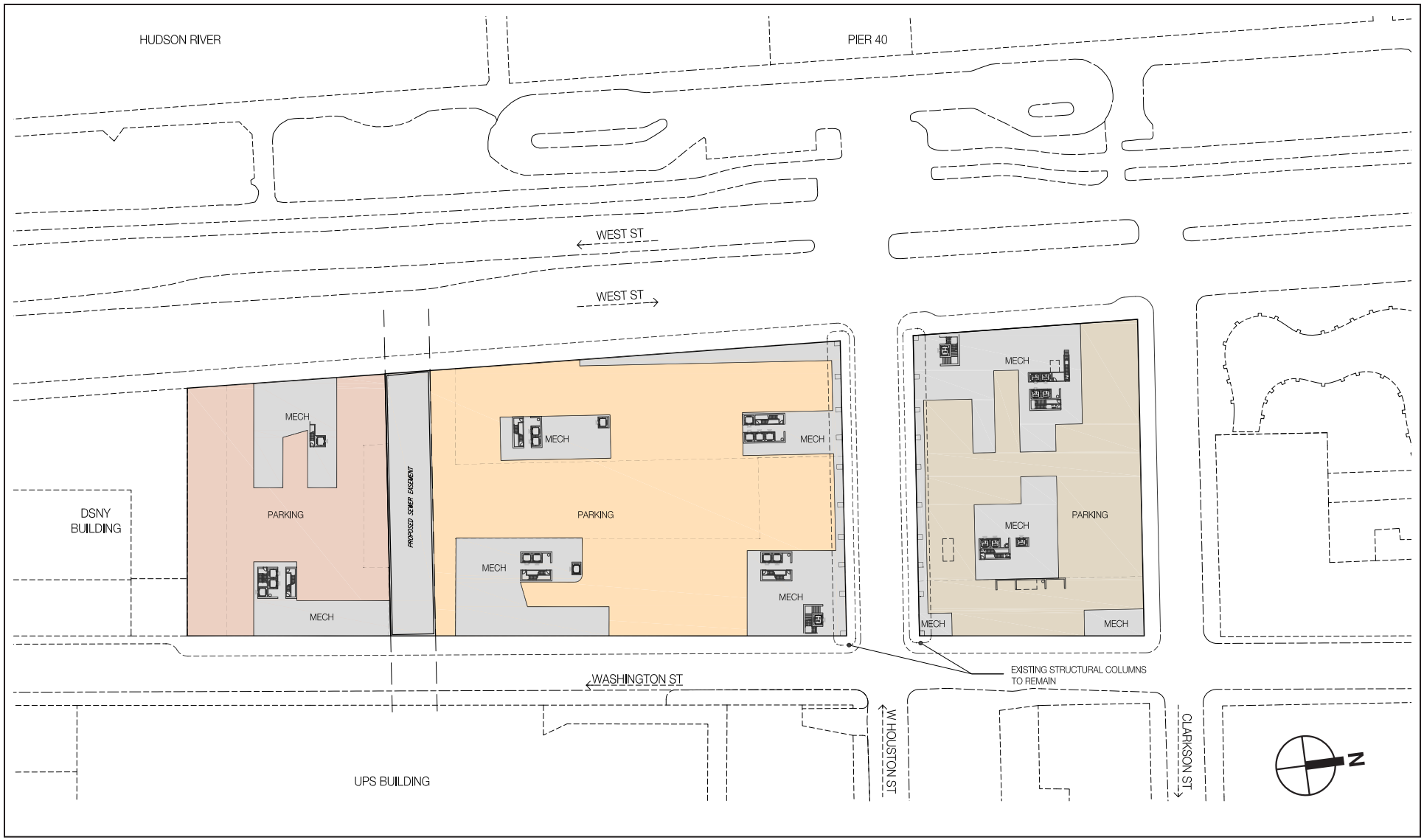
The North Site on the block north of West Houston Street would be rezoned from M1-5 to C6-4. With the proposed project, it is assumed to be redeveloped with two primarily residential towers: the North-West building and the North-East building. Based on current plans, the North Site development is expected to total approximately 734,600 gross square feet (gsf). Pursuant to Zoning Resolution Section 89-21, a special permit for a proposed development that includes residential floor area must provide affordable housing in accordance with the Inclusionary Housing Program. The private applicant has committed to providing 30 percent of total units and 25 percent of total residential floor area as permanently affordable. Based on these parameters,



Development Site Identification

Figure 1-4

5.4.16

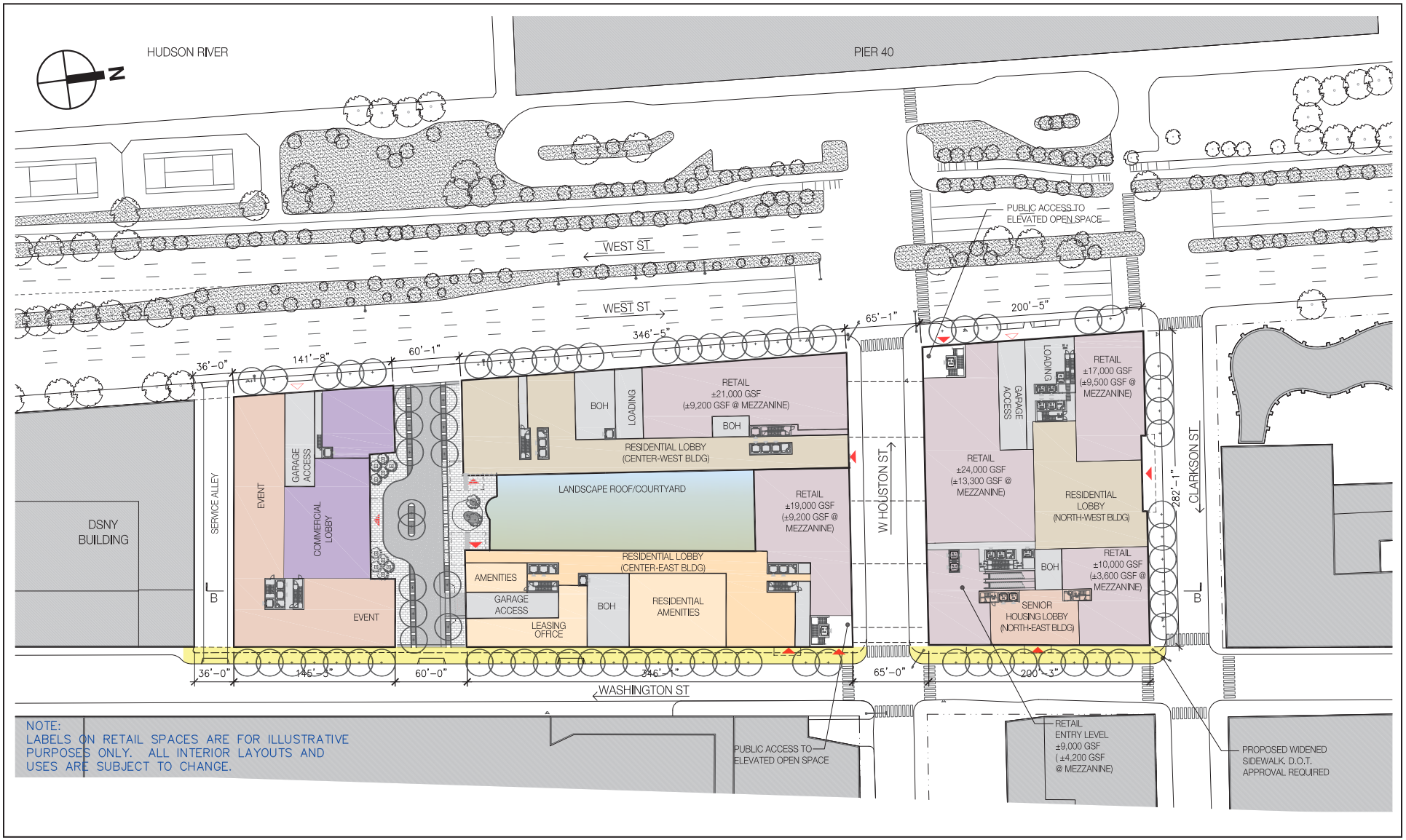


SOURCE: Cook Fox

550 WASHINGTON STREET

Proposed Cellar Floor Plan

Figure 1-5



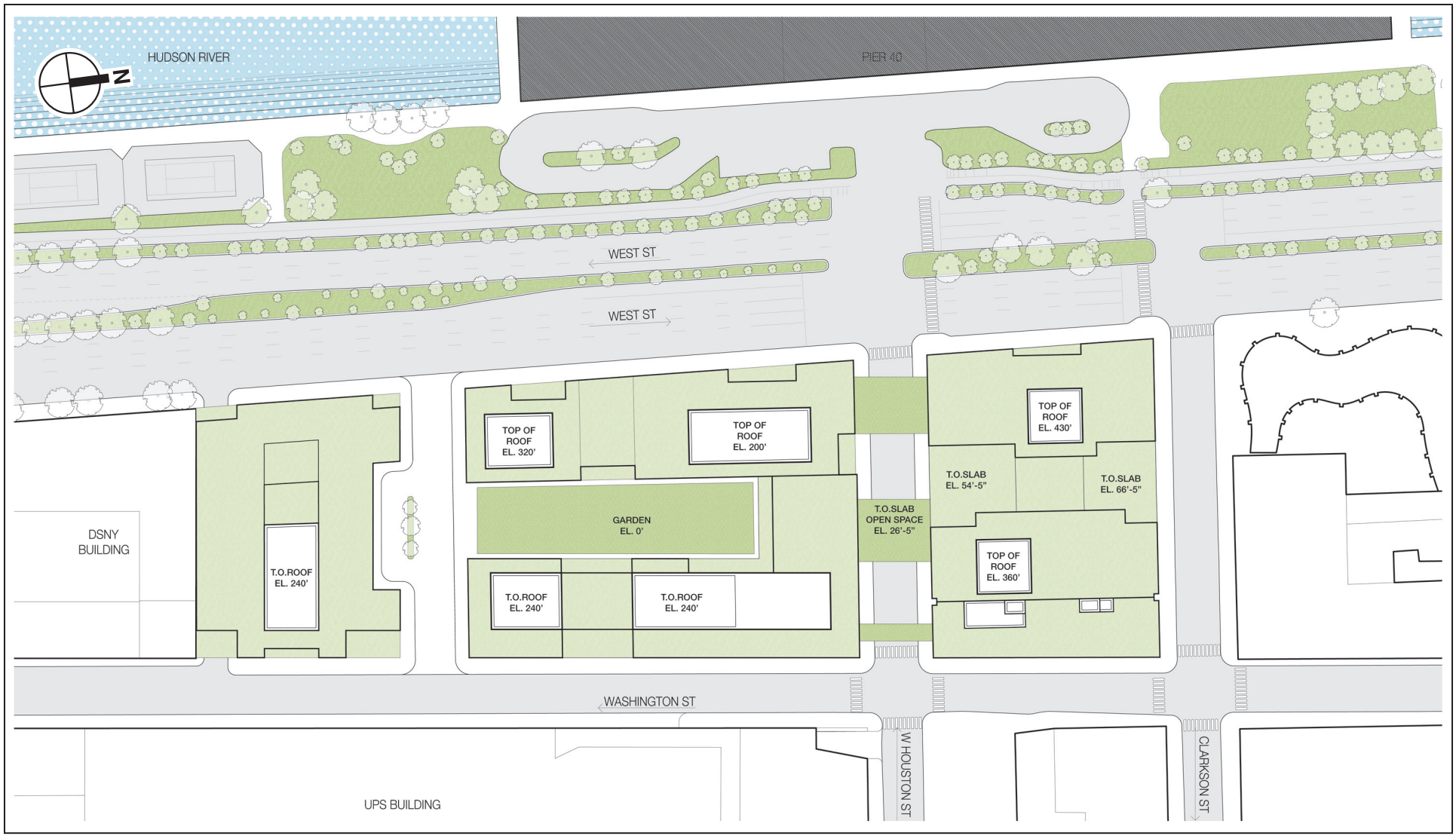
SOURCE: Cook Fox

Pedestrian Entrance
Vehicular Entrance
Street Trees
Widened Sidwalk

550 WASHINGTON STREET

Proposed Ground Floor Plan
Figure 1-6

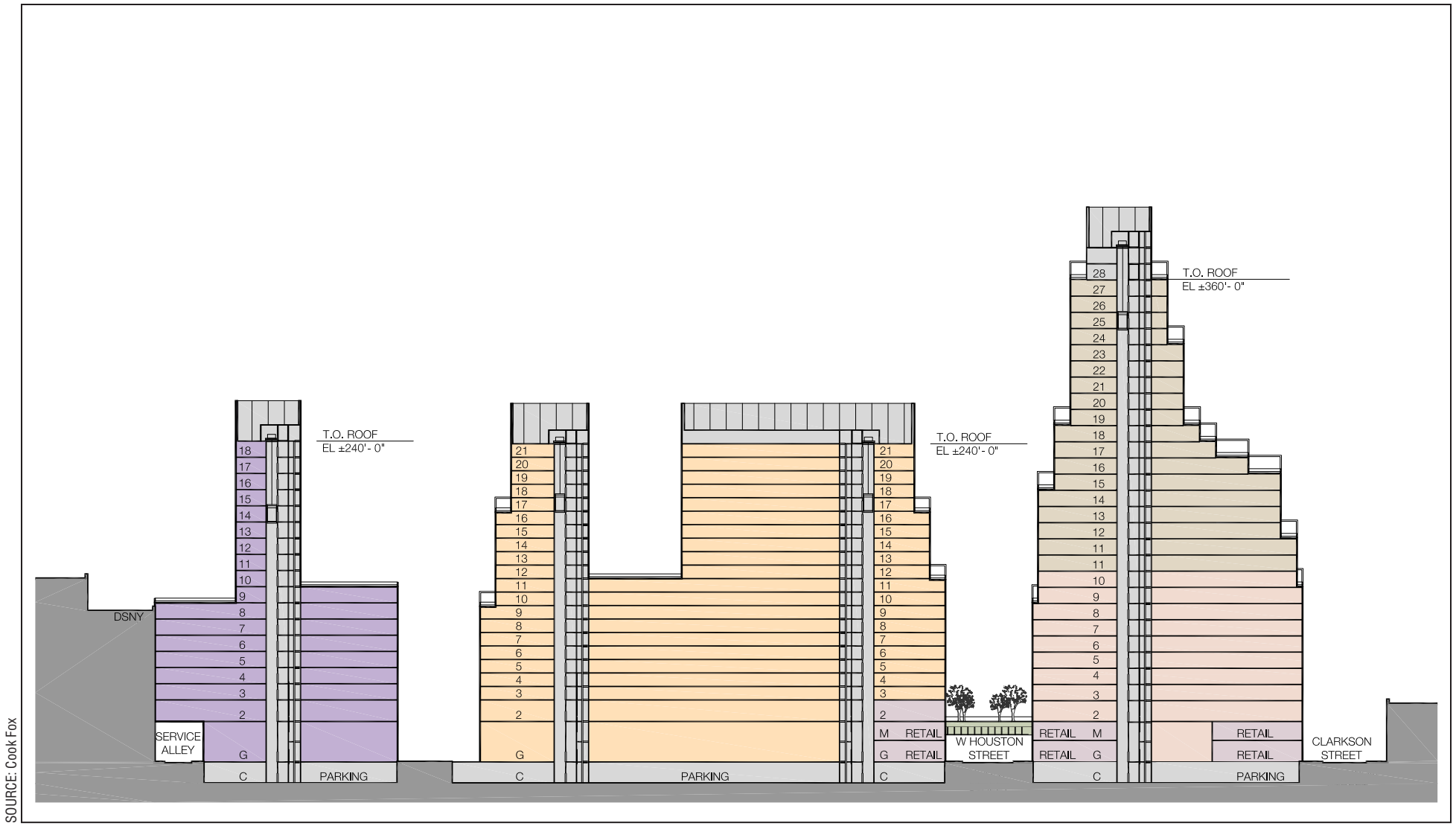
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SOURCE: Cook Fox

550 WASHINGTON STREET

Proposed Roof Plan
Figure 1-7



SOURCE: Cook Fox

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

550 WASHINGTON STREET

Proposed Section View Looking West

Figure 1-8

the North Site is assumed to contain up to 593 units (approximately 579,600 gsf of residential floor area), including up to approximately 415 market-rate units in the North-West building and 178 permanently affordable senior units (113,850 gsf) in the North-East building. The North Site is assumed to include approximately 100,000 gsf of retail uses on the ground, mezzanine, and second floors and approximately 55,000 gsf of parking uses (approximately 236 accessory parking spaces). Vehicular access to the North Site's parking garage would be provided via a new curb cut on West Street. The North-West building's residential entrance would be on Clarkson Street, and retail would be accessed from West Houston Street. The North-West building has been designed with two towers, with a maximum height of 430 feet to the roof of the west tower and 360 feet to the roof of the east tower (not including mechanical bulkheads). The North-East building would be an entirely separate building from the North-West building. It would rise approximately 175 feet to the roof, and the building's residential entrance would be on Washington Street. There would also be a new approximately 20,750-square-foot outdoor publicly accessible open space on the platform spanning West Houston Street (described in greater detail below).

The Center Site includes the portion of the development site that would be rezoned from M2-4 to C6-3. The C6-3 zoning district would extend from 596 feet north of Spring Street to the midline of West Houston Street. The Center Site is assumed to be redeveloped with two primarily residential buildings: the Center-East building and the Center-West building. Based on the private applicant's commitment to provide 30 percent of total units and 25 percent of total residential floor area in the project as permanently affordable housing, the Center Site is assumed to contain up to 993 residential units (approximately 754,500 gsf of residential floor area), including up to 695 market rate units and up to 298 affordable units (226,335 gsf). The affordable units could be located entirely with the Center-East or Center-West buildings, or may be distributed in both buildings. The Center Site is also assumed to include approximately 60,000 gsf of retail uses on the cellar, ground, mezzanine, and second floors and approximately 101,000 gsf of below grade parking (412 spaces). The Center-East building, fronting on Washington Street, would be up to 240 feet in height, and the Center-West building, fronting on West Street, would be up to 320 feet in height (not including mechanical bulkheads). Residential entrances would be provided on West Houston Street, Washington Street (just south of West Houston Street), and in a through-block driveway at the southern end of the buildings. The Center-East and Center-West buildings would be separated by a 60-foot wide interior landscaped area in the middle of the block. This elevated area would be landscaped as a visual amenity but physical access would not be provided, due to operational, maintenance, and security considerations.

The through-block driveway south of the Center Site buildings would be 60 feet wide. The vehicular entrance to the Center Site parking garage would be located on this driveway, which would also provide access to a vehicular drop-off area located in front of the South Site hotel or office building (described below). Vehicles using the driveway to access either the Center Site or South Site buildings would be able to both enter and exit the development site from either Washington Street or West Street.

The South Site is immediately south of the through-block driveway at the southern end of the Center Site and is the remainder of the development site, which would be rezoned from M2-4 to M1-5. The South Site would not include any residential uses, since they are not permitted under the proposed M1-5 zoning designation. The South Site's commercial space could include office or hotel use, since both uses are permitted under the proposed zoning and neither would be precluded by the proposed actions. The EIS analyses are generally based on hotel use as a more

conservative assumption. Where it has the potential for greater impact, office use is considered. The South Site building is assumed to be approximately 311,100 gsf, containing 229,700 gsf of hotel or office space, 41,400 gsf of event space, and 40,000 gsf of parking (182 parking spaces). Vehicular access to the South Site's parking garage would be via a new curb cut on West Street. The height of the South Site building is expected to be either 240 feet to the roof (hotel) or 144 feet to the roof (office). Pedestrian access to the south site building would be provided from the through-block driveway and vehicular access to the parking garage would be provided from West Street. On the southern boundary of the development site, there would be a 35-foot wide service alley, adjacent to the neighboring DSNY facility.

In addition, the proposed project would widen the west sidewalk of Washington Street from Clarkson Street to the southern end of the development site (subject to NYCDOT approval) to provide improved pedestrian circulation space and accommodate the increased pedestrian traffic generated by the proposed project.

As shown in **Table 1-1**, the full build out of the proposed project is assumed to include up to approximately 1,586 residential units (including up to approximately 476 permanently affordable units) and approximately 160,000 gsf of retail uses, 229,700 gsf of hotel (or office) space, 20,750 sf of publicly accessible open space, and 830 cellar-level parking spaces[1]. The three sites may be developed in any order. For analysis purposes it is assumed that full development would be complete by 2024.

Table 1-1
Development Program for Analysis (Approximate gsf)
Proposed Project

Use	North Site	Center Site	South Site	Total
Total Retail[1]:	100,000	60,000	—	160,000
Local Retail	*29,000*	*8,000*	—	*37,000*
Destination Retail	*71,000*	*52,000*	—	*123,000*
Residential	579,600 (593 units)	754,500 (993 units)	—	1,334,100 (1,586 units)
Hotel[2]	—	—	229,700 (353 rooms[3])	229,700
Event Space	—	—	41,400	41,400
Parking[4]	55,000 (236 parking spaces)	101,000 (412 parking spaces)	40,000 (182 parking spaces)	196,000 (830 parking spaces)
Total:	**734,600**	**915,500**	**311,100**	**1,961,200**

Notes: [1]The breakdown between local and destination uses is assumed for analysis purposes only.
[2]The proposed project may include either hotel or office space on the South Site. The EIS analyses are generally based on hotel use as a more conservative assumption. Where it has the potential for greater impact, office use is considered.
[3]Assumes 650 gsf per hotel room.
[4]A portion of the building mechanical space is also included.
Sources: CookFox Architects, SJC 33 Owner 2015 LLC

[1] Shortly before completion of the DEIS, the number of proposed parking spaces was reduced from 830 to 772. Because analyses based on the larger number of parking spaces are more "conservative" in terms of disclosing potential impacts, the DEIS analyses have not been updated to reflect the lower number. The FEIS analyses will be revised to reflect the actual, proposed number of parking spaces.

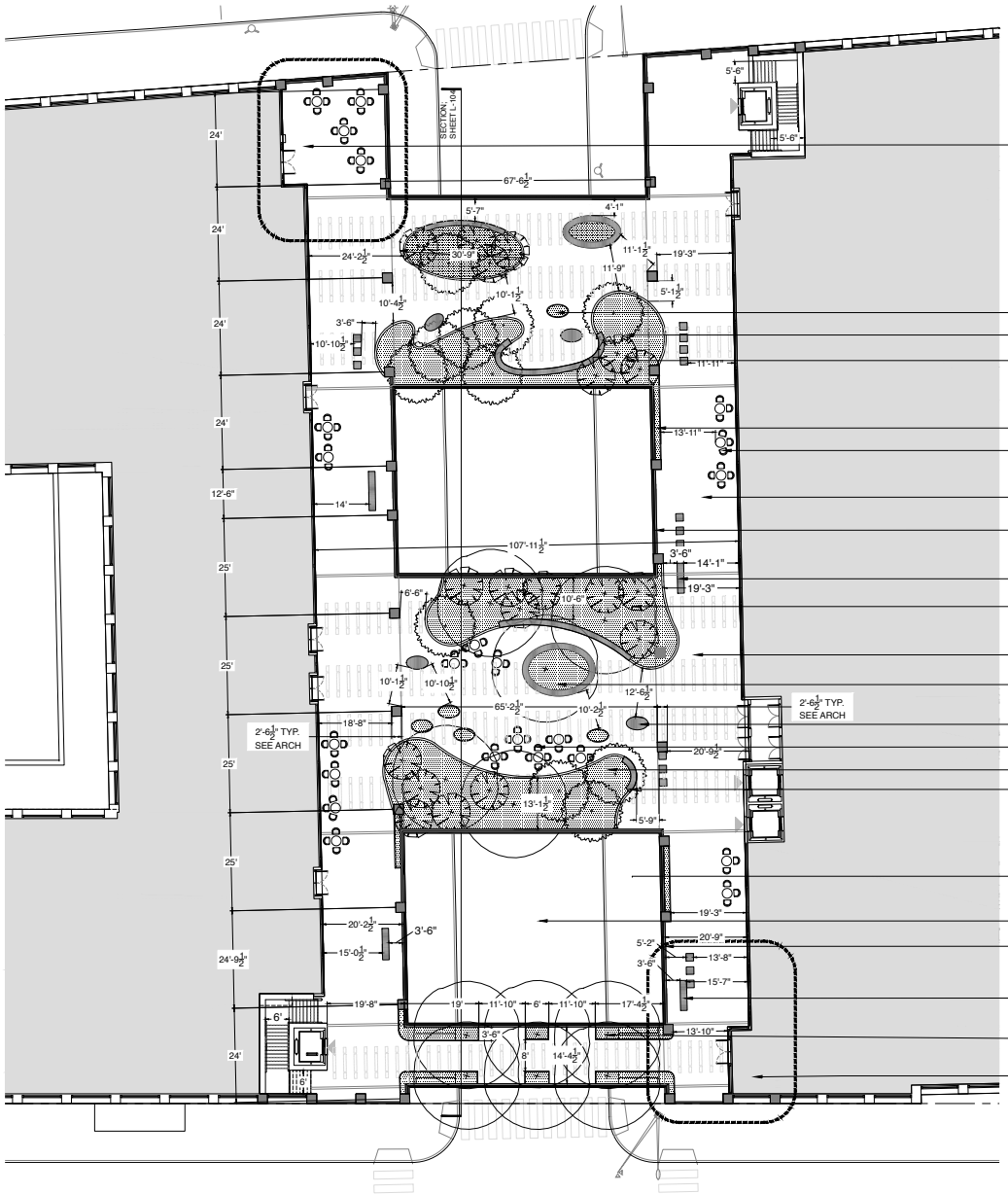
ELEVATED PUBLICLY ACCESSIBLE OPEN SPACE

The proposed project would include removal of the portion of the existing building over West Houston Street, and creation of an elevated 20,750-sf publicly accessible open space in its place. An illustrative plan for this new open space is provided as **Figure 1-9**. The new open space would include plantings, seating, and overlook locations, which would include space within adjacent arcades on the second floors of the North Site and Center Site buildings. Removing the portions of the existing building over West Houston Street would allow sunlight to reach the street, enhancing the safety and pedestrian experience of this area. The elevated public open space would have stair and elevator entrances on the south corner of Washington and West Houston Streets and on the north corner of West and West Houston Streets. The open space would be developed with the North Site or Center Site, whichever is developed first, and the respective access stairway and elevator would be built at the time the building in which it is located is also built. Alternative stair access locations would also be permitted, to accommodate any changes in crosswalk configurations on surrounding streets, and to ensure that there is always at least one entrance to the elevated open space, regardless of building phasing.

The design of the elevated publicly accessible open space would include a combination of planted and paved areas and a mixture of seating types to accommodate different users. Design elements within the new open space would evoke the original rail beds and the former use of the site. Established design guidelines would ensure that the new open space would be developed with: a mix of trees, seasonal plants, and plantings that are visible from street level; a combination of fixed and moveable seating, meeting standards for seat height, depth, and back height; adequate lighting; and clear paths for travel of at least 10 feet in width.

PROPOSED PROJECT WITH BIG BOX RETAIL

Due to the size, location, and proposed commercial zoning of the Center Site, it is possible that it could accommodate a big box retail use on its ground and cellar levels. Therefore, in order to ensure a conservative analysis, the EIS also considers the proposed project with a 104,000-gsf big box retail use. The proposed project with big box retail scenario would be similar to the proposed project, except that the amount of parking would decrease and the amount of retail would increase. As with the proposed project, full build out of the proposed project with big box retail scenario is assumed to provide up to approximately 1,586 residential units (including up to approximately 476 affordable units), 229,700 gsf of hotel (or office) space, and 20,750 sf of publicly accessible open space. The proposed project with big box retail would also provide approximately 255,000 gsf of retail uses (including a 104,800-gsf big box use) and 412 cellar-level parking spaces (see **Table 1-2**). The site plan elements of this scenario—including the new public open space, through-block driveway, pedestrian entrances, and vehicular entrances—would generally be the same as the proposed project (described above), except there would be an additional loading dock entrance on Washington Street. See **Figures 1-10**, **1-11**, **and 1-12** for plans and a section of the proposed project with big box retail scenario.



SOURCE: Cook Fox

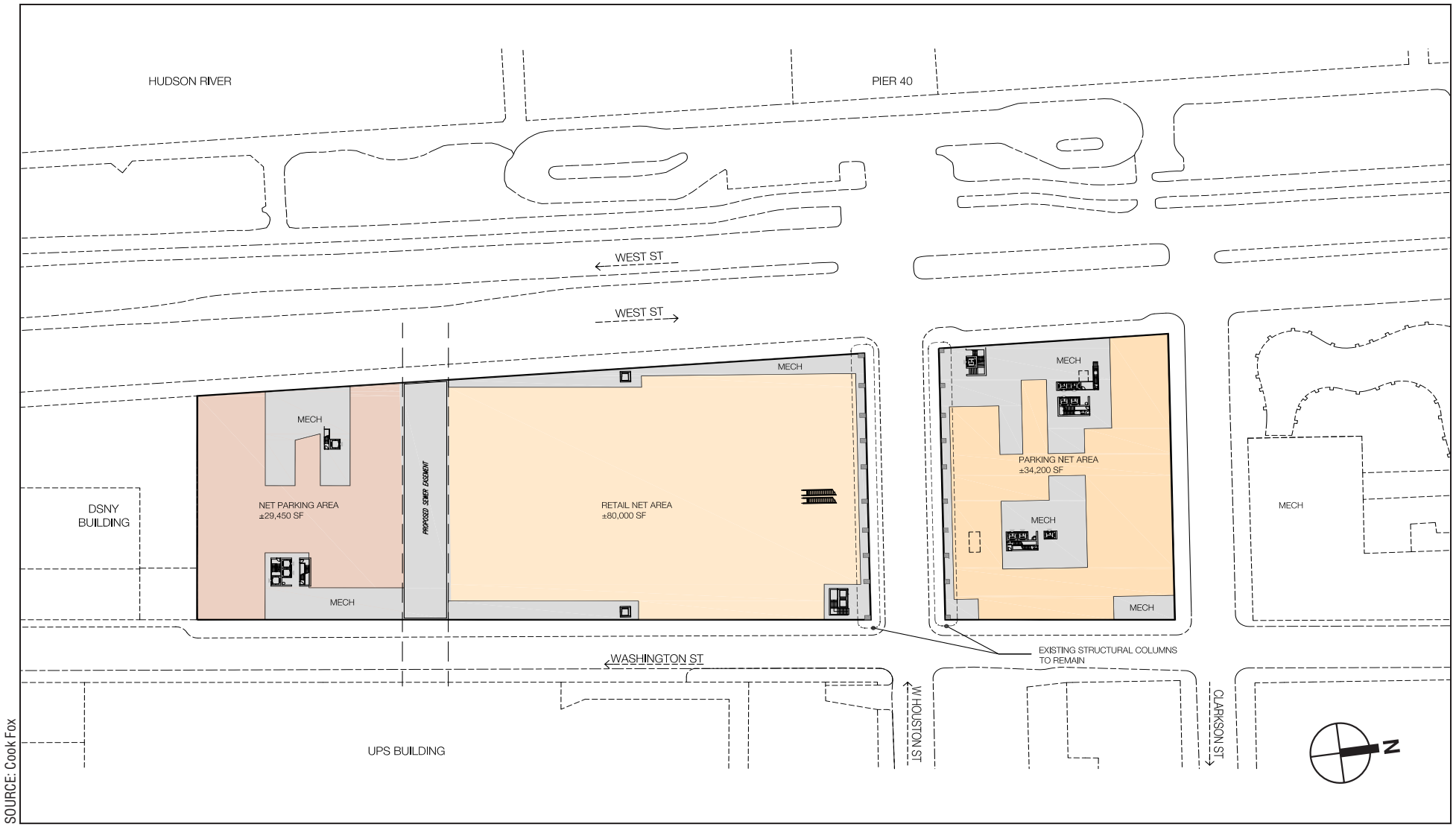
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

550 WASHINGTON STREET

Proposed Publicly Accessible Open Space

Figure 1-9

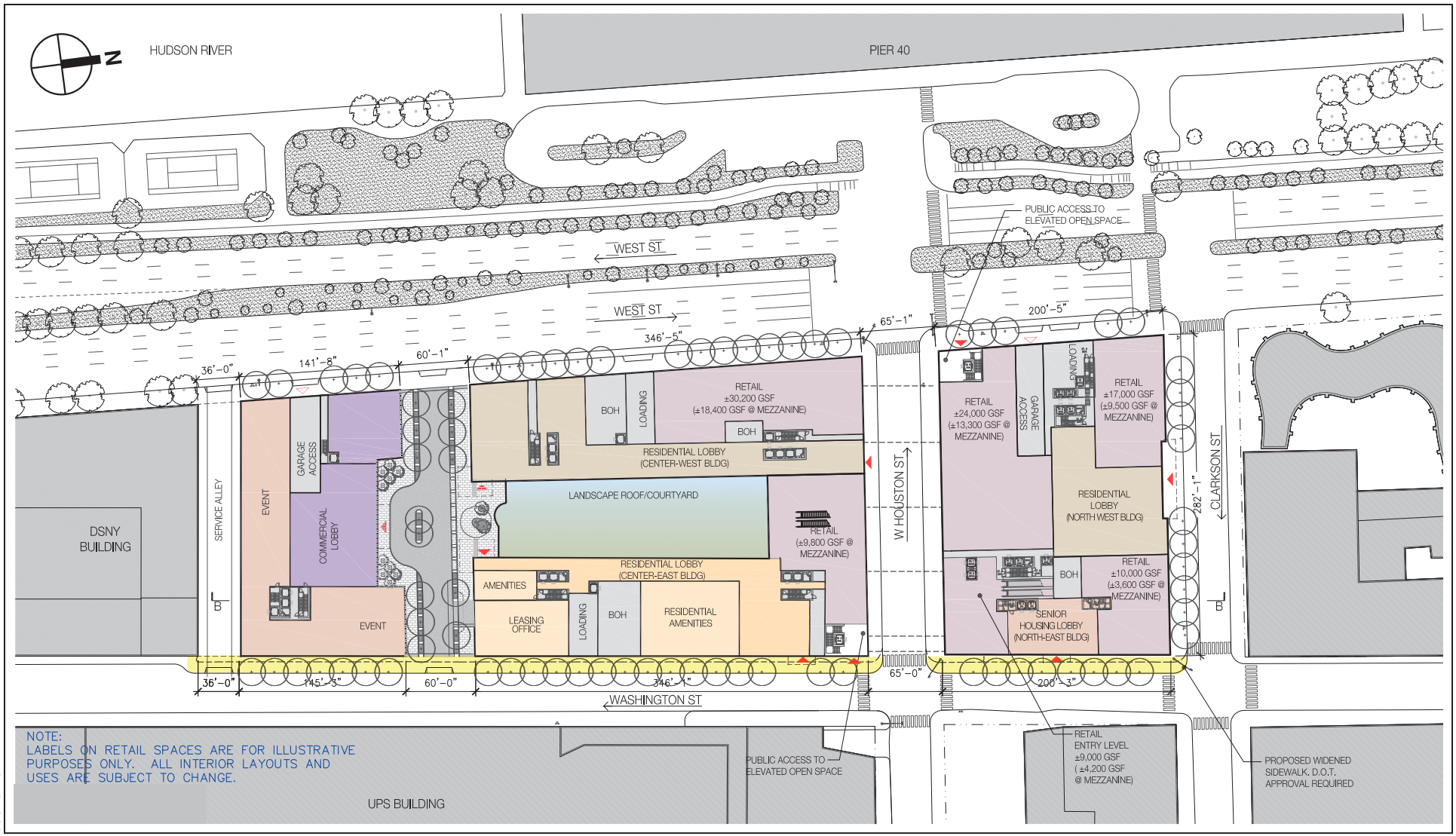
5.4.16



SOURCE: Cook Fox

Proposed Cellar Plan:
Proposed Project with Big Box Retail
Figure 1-10

5.4.16

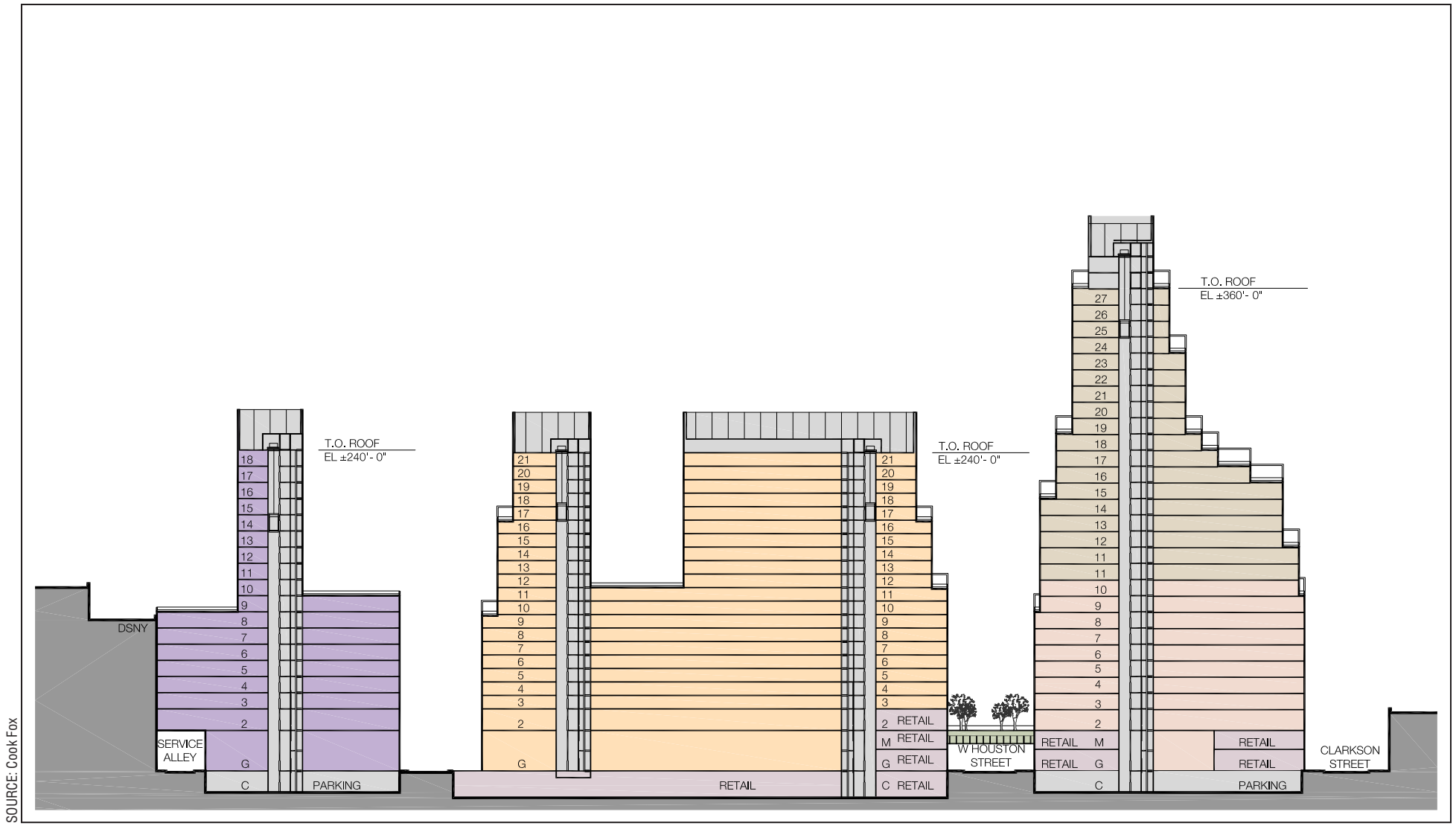


SOURCE: Cook Fox

Pedestrian Entrance
Vehicular Entrance
Street Trees
Widened Sidwalk

550 WASHINGTON STREET

Proposed Ground Floor Plan:
Proposed Project with Big Box Retail
Figure 1-11



SOURCE: Cook Fox

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Section View:
Proposed Project with Big Box Retail
Figure 1-12

Table 1-2
Development Program for Analysis (Approximate gsf)
Proposed Project with Big Box Retail

Use	North Site	Center Site	South Site	Total
Total Retail[1]:	100,000	155,000	—	255,000
Local Retail	*29,000*	*8,000*	—	*37,000*
Destination Retail	*71,000*	*42,200*	—	*113,200*
Big Box Retail	—	*104,800*	—	*104,800*
Residential[2]	579,600 (593 units)	754,500 (993 units)	—	1,334,100 (1,586 units)
Hotel[2]	—	—	229,700 (353 rooms[3])	229,700
Event Space	—	—	41,400	41,400
Parking[4]	55,000 (236 parking spaces)	6,000	40,000 (176 parking spaces)	101,000 (412 parking spaces)
Total:	**734,600**	**915,500**	**311,100**	**1,961,200**

Notes: [1]The breakdown between local, destination, and big box retail uses is assumed for analysis purposes only.
[2]The proposed project may include either hotel or office space on the South Site. The EIS analyses are generally based on hotel use as a more conservative assumption. Where it has the potential for greater impact, office use is considered.
[3]Assumes 650 gsf per hotel room.
[4]A portion of the building mechanical space is also included.
Sources: CookFox Architects, SJC 33 Owner 2015 LLC

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