DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Carl Weisbrod, *Director*
Department of City Planning

August 3, 2016

NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 16DCP031M)

550 Washington Street/ Special Hudson River Park District

Project Identification
CEQR No. 16DCP031M
ULURP Nos:
N 160308 ZRM- Text Amendment
160309 ZMM- Zoning Map Amendment
160310 ZSM- Special Permit (89-21)
160311 ZSM- Special Permit (13-45 & 13-451, North Site)
160312 ZSM- Special Permit (13-45 & 13-451, Center Site)
160313 ZSM- Special Permit (13-45 & 13-451, South Site)
N 160314 ZAM- Zoning Authorization (13-441)
N 160315 ZAM- Zoning Authorization (13-441)
N 160316 ZAM- Zoning Authorization (13-441)
N 160317 ZCM- Chairperson's Cert. (89-21(d)(i))
SEQRA Classification: Type I

Lead Agency
City Planning Commission
120 Broadway, 31st Floor
New York, NY 10271

Contact Person
Robert Dobruskin, AICP, Director, 212-720-3423
Environmental Assessment and Review Division
New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on May 6, 2016 for a Draft Environmental Impact Statement (DEIS) for the proposed 550 Washington Street/Special Hudson River Park District proposal in accordance with City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617. **A public hearing on the DEIS will be held on Wednesday, August 24, 2016, at 10:00 am at Spector Hall, 22 Reade Street, New York, New York, in Manhattan, in conjunction with the**

Robert Dobruskin, AICP, *Director*
Olga Abinader, *Deputy Director*
120 Broadway, 31st Floor
New York, NY 10271
(212) 720-3423
rdobrus@planning.nyc.gov

CPC's citywide public hearing pursuant to ULURP. Comments are requested on the DEIS and will be accepted until 5 pm on Tuesday, September 6, 2016.

The DEIS analyzes the potential environmental impacts of a series of discretionary actions proposed by the applicants, the New York City Department of City Planning (DCP), and SJC 33 Owner 2015 LLC (a private applicant). The proposed discretionary actions would facilitate the redevelopment of St. John's Terminal Building (the proposed actions) at 550 Washington Street (Block 596, Lot 1; the development site) and would result in a mix of residential and commercial uses, and public open space, (collectively, 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.

The proposed actions include a zoning text amendment, a zoning map amendment, 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, and an approval from the New York City Department of Transportation (NYCDOT) for the proposed widening of the west sidewalk on Washington Street adjacent to the development site would be required.

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 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 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 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. 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.

- A special permit pursuant to ZR Section 89-20 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 (ZR 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 ZR 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.

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. 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.

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 (consisting of 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 (772 spaces). 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. The anticipated build year is 2024 for the full build out.

The DEIS identifies potential significant adverse impacts with respect to transportation (traffic only), open space (indirect impacts only), and construction air quality and noise. The DEIS identifies measures to reduce or eliminate the significant adverse transportation impacts but some impacts would remain unmitigated and additional measures will be explored between the DEIS and FEIS.

Mitigation measures for open space impacts will also be explored between the DEIS and FEIS. If the proposed mitigation measures are determined to be infeasible, the significant adverse impacts would remain unmitigated. In addition, the potential construction air quality and noise impacts will be explored between the DEIS and FEIS.

The DEIS considered the following alternatives to the proposed actions:

- A No Action Alternative, which is mandated by SEQRA and CEQR, and is intended to provide the lead and involved agencies with an assessment of the consequences of not selecting the proposed actions. In this case, the zoning text amendments and zoning map changes would not be made. There would be no special permits requested, no transfer of floor area, and no increase in floor area beyond what is allowed by current zoning. In addition, under the No Action Alternative there would be no funding to support the repair of Pier 40 infrastructure.

- A No Unmitigated Significant Adverse Traffic Impacts Alternative—proposed project, which avoids the significant adverse impacts anticipated with the proposed project (without big box retail).

- A No Unmitigated Significant Adverse Traffic Impacts Alternative—proposed project with big box retail, which avoids the significant adverse impacts of the proposed project with big box retail.

- A No Significant Adverse Open Space Impact Alternative, which would reduce the number of residential units such that there would not be a significant adverse open space impact during operation.

- A Lesser Density Alternative, which would reduce the number of residential units such that the significant adverse open space impact would be reduced.

Electronic copies of the DEIS may be obtained from the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Robert Dobruskin, Director (212) 720-3423; or from the Mayor's Office of Sustainability, 253 Broadway, 14th Floor, New York, New York 10007, Esther Brunner, Deputy Director (212) 676-3293; and on the New York City Department of City Planning's website located at http://www.nyc.gov/html/dcp/html/env_review/eis.shtml.