



LMDC
Remember Rebuild Renew

LOWER MANHATTAN DEVELOPMENT CORPORATION

East River Waterfront Access

**Environmental Assessment for
Peck Slip**

September 2008

A. INTRODUCTION

The New York City Department of Parks and Recreation (DPR) has requested funds from the Lower Manhattan Development Corporation (LMDC) for a project involving the reconstruction of Peck Slip in Lower Manhattan (Proposed Action). The project site runs along Peck Slip and is bordered by Water Street to the west and South Street to the east (see Figure 1-1).

DESCRIPTION OF PROPOSED ACTION

The project site is owned by the City of New York and contains a paved median currently used as a parking lot. The Proposed Action would reconstruct the median along Peck Slip between Water and South Streets as an open space for recreation. It would close Front Street to traffic where it traverses Peck Slip, and would remove the parking lot that currently occupies the Peck Slip median.

The Proposed Action aims to provide pedestrian connections to the waterfront in order to enhance the quality of life in Lower Manhattan and contribute toward the restoration, stabilization and enhancement of the community. It would replace surface parking with a much-needed open space for the burgeoning residential population of Lower Manhattan. Not only would the Proposed Action provide for recreational space and amenities, it would improve the overall visual character of Peck Slip and would serve as a gateway to the East River Esplanade from interior blocks.

The Proposed Action would be coordinated with New York City Department of Transportation's (NYCDOT's) planned streetbed reconstruction project at Peck Slip, which is a separate action being approved and funded by the Federal Highway Administration (FHWA). The Proposed Action would close the portion of Front Street that crosses Peck Slip and would remove the existing Belgian block- and asphalt-paved centrally-oriented surface parking from the project site. As part of the Proposed Action, Peck Slip's street geometry would be formalized by creating a median in Peck Slip with a paved and landscaped open space and installing new granite slab curbs that would define the north and south extent of the proposed open space. The granite Belgian block pavers at the project site's existing surface parking area would be salvaged and re-used in the proposed open space design. Salvaged pavers would also be used for the reconfigured streetbeds and crosswalks with additional salvaged pavers to be laid to contrast the streetbed pattern and demarcate the extent of the crosswalk boundaries.

The landscaped open space has been designed in consultation with State Historic Preservation Office (SHPO) and New York City Landmarks Preservation Commission (LPC) to be contextually appropriate to the South Street Seaport Historic District and Extension. The project site has two distinct areas. As currently planned, the portion of the project site between Water and Front Streets would be redeveloped as an open space paved with salvaged Belgian block pavers. This area would have walkways, benches and granite block seating, trees, and other landscaping elements. Trees and other plantings would be located near the project site's southern

boundary and would be spaced so as to not obstruct important views to nearby and more distant architectural resources. A vertical stone element with a mast light would be located near Water Street.

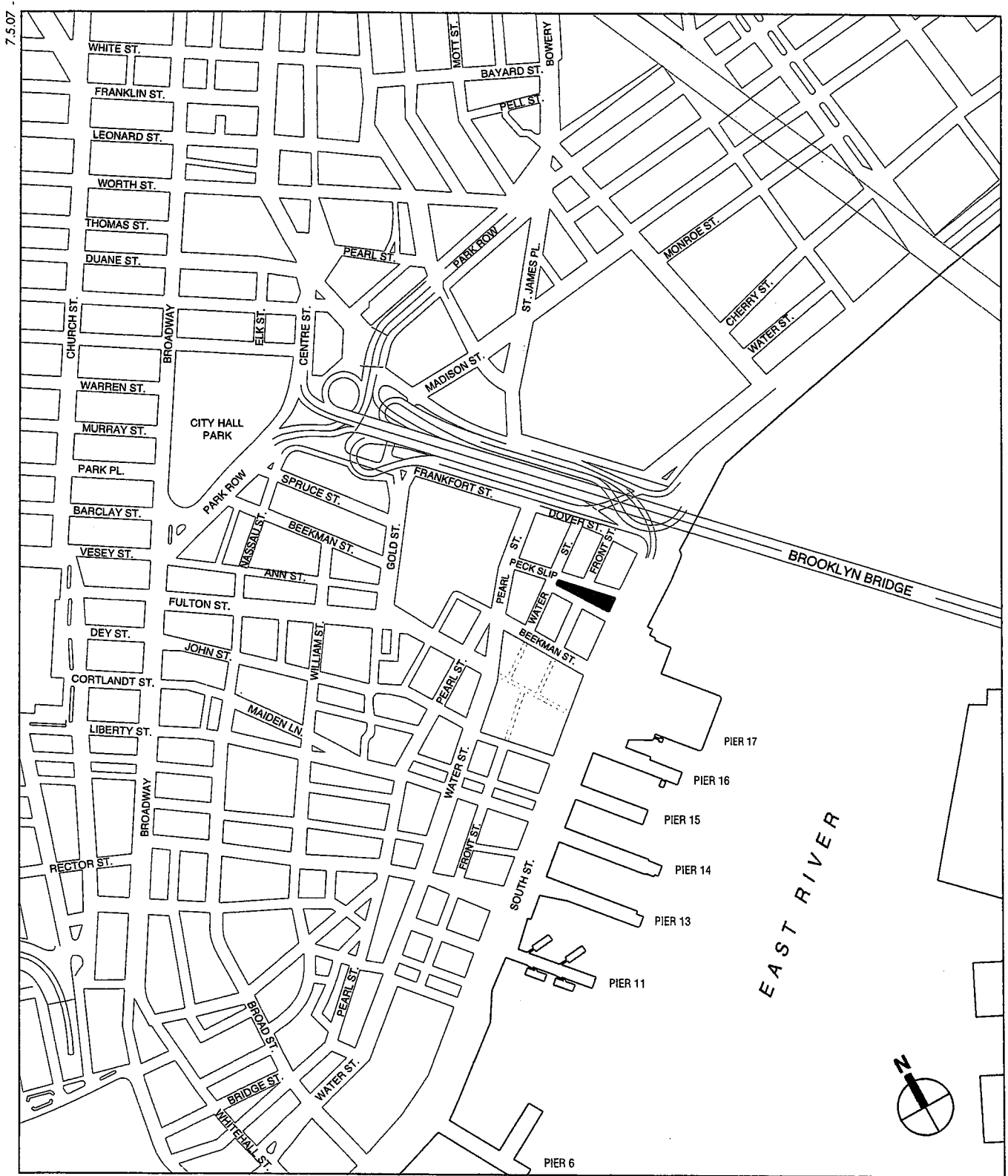
The eastern portion of the project site—from Front Street to the west side of South Street—would also be redeveloped as an open space using salvaged pavers and landscaping elements. It would include an area demarcated by granite steps in a shape reminiscent of a ship. The pavers within this ship-like area would be laid in a ripple pattern symbolizing water movement. Americans with Disabilities Act (ADA)-compliant pavers would be integrated into the ripple design. The granite steps at this part of the project site's northern boundary would be accented with slender vertical steel and wood rib-like elements with granite bases. They would range in height from 9 to 16 feet. These rib-like elements would be similar to the ribs of a ship, further evoking this area of Manhattan's waterfront history which included shipbuilding. Spaced at approximately 8-foot intervals, the rib-like vertical elements would maintain views to and across the project site to architectural resources within the surrounding historic district, and more distant views to architectural resources, including the Woolworth Building and the Brooklyn Bridge. An additional vertical, rib-like element with a mast light and a water feature would be located near the intersection of Front Street and Peck Slip. The southern boundary of this area of the project site would have granite elements spaced at the same interval as the bases of the rib-like elements at the northern boundary. These design components could be used as seating and would be supplemented by granite block seating and moveable wood crate seating. The eastern open space would also have trees and other plantings located near its southern boundary that would not obstruct important views to nearby and more distant architectural resources.


Construction would begin in 2009 and be completed by 2010. The City of New York would coordinate construction activities with the Lower Manhattan Construction Command Center. Furthermore, the City would comply with the requirements of New York City Local Law 77, the New York City Noise Control Code, and the Lower Manhattan Development Corporation's Environmental Performance Commitments.

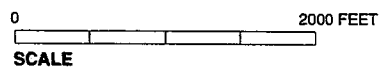
LMDC would provide a portion of the funding for the proposed reconstruction of Peck Slip. Established in the aftermath of September 11, 2001, LMDC coordinates the rebuilding and revitalization efforts in Lower Manhattan. LMDC is a subsidiary of the New York State Urban Development Corporation, doing business as Empire State Development Corporation (ESDC), a political subdivision and public benefit corporation of the State of New York. The Proposed Action would create a new public open space at Peck Slip and contribute to the continued revitalization of Lower Manhattan.

B. ENVIRONMENTAL REVIEW

LMDC is responsible, pursuant to federal statute 42 U.S.C. § 5304(g) as the recipient of United States Department of Housing and Development (HUD) Community Development Block Grant program funds, for conducting environmental reviews of projects receiving HUD funds in accordance with 24 Code of Federal Regulations (CFR) Part 58, as well as other laws and regulations. LMDC is serving as lead agency for the environmental review of the Proposed Action under the National Environmental Policy Act (NEPA) and the New York State Environmental Quality Review Act (SEQRA). New York City Environmental Quality Review (CEQR) and its implementing regulations are referenced as appropriate. Because the Proposed Action is located in New York City and will involve actions by the City, the *CEQR Technical Manual* (Mayor's Office of Environmental Coordination, 2001) generally serves as a guide with



 Peck Slip Project Area



This chapter assesses the potential environmental effects of the Proposed Action, consistent with National Environmental Policy Act (NEPA), State Environmental Quality Review Act (SEQRA), and the methodology set forth in the *New York City Environmental Quality Review (CEQR) Technical Manual* (Mayor's Office of Environmental Coordination, 2001).

A. LAND USE, ZONING AND PUBLIC POLICY

See Chapter 2, Section A, "Land Use, Zoning, and Public Policy."

B. SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if any action may reasonably be expected to create substantial socioeconomic changes within the area affected by the action that would not occur in the absence of the action. Actions that would trigger a CEQR analysis include the following:

- Direct displacement of a residential population so that the socioeconomic profile of the neighborhood would be substantially altered.
- The displacement of substantial numbers of businesses or employees; or the direct displacement of a business or institution that is unusually important because of its critical social or economic role in the community, that would have unusual difficulty in relocating successfully; because it is of a type or in a location that makes it the subject of other regulations or publicly adopted plans aimed at its preservation; because it serves a population uniquely dependent on its services in its present location; or because it is particularly important to neighborhood character.
- Introduction of substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Such an action could lead to indirect displacement of residential populations. Residential development of 200 units or fewer would typically not result in significant socioeconomic impacts.

The proposed reconstruction of Peck Slip would not displace residential populations or businesses, nor would it introduce development different from existing uses in the surrounding area. The project site is currently leased to a parking operator, which would be removed. The entirety of the project site is owned by the City of New York, and therefore, the removal of the parking tenant would not be considered a significant impact.

The Proposed Action would have beneficial impacts to the project site and study area by creating additional passive open space and enlivening the area. Consequently, the Proposed Action would not result in any significant adverse impacts to socioeconomic conditions, and no further analysis is required.

C. COMMUNITY FACILITIES AND SERVICES

The proposed reconstruction of Peck Slip would not physically alter or displace community facilities nor would they directly affect the delivery of public services. In addition, the project would not add residential units to the area; therefore, the proposed actions would not result in significant indirect effects on public schools, libraries, hospitals, or daycare centers.

The police department regularly reviews its operations for each precinct. Based on the geographic area, population change, and crime statistics, it will adjust staffing in order to maintain adequate community protection. The fire department similarly adjusts its operations as needed. The Proposed Action is not expected to impact the delivery of local police or fire protection nor would it directly displace a police or fire station. Therefore, no further analysis is necessary and the proposed actions would not result in significant adverse impacts to community facilities.

D. OPEN SPACE

The *CEQR Technical Manual* recommends conducting a detailed open space assessment if a proposed action will add 200 residents or 500 employees to an area.

The Proposed Action would not add any new residents or employees to the area. In addition, the project would have a beneficial impact on open space ratios by providing increased open space for passive recreation. Lower Manhattan is currently underserved in this respect according to New York City Department of City Planning (DCP) open space guidelines. Therefore, the Proposed Action would not result in significant adverse impacts to open space.

E. SHADOWS

Under *CEQR*, a shadows analysis is required if a proposed action would result in shadows long enough to reach a publicly-accessible open space or sun-sensitive historic resource (except within an hour and a half of sunrise and sunset). Therefore, assessments are only required if the action would result in a new structure or a substantial addition to an existing structure.

With the Proposed Action, only benches, trees, a water feature, and other design elements would be added to the project site, and all structures would be less than 50 feet tall. Consequently, the Proposed Action would not result in any significant adverse impacts by casting shadows on publicly-accessible open space or sun-sensitive historic resources, and no further analysis is required.

F. HISTORIC RESOURCES

See Chapter 2, Section B, "Historic Resources".

G. URBAN DESIGN/VISUAL RESOURCES

See Chapter 2, Section C, "Urban Design and Visual Resources".

H. NEIGHBORHOOD CHARACTER

Neighborhood character is considered to be an amalgam of the various elements that define a community's distinct personality. These elements include land use, urban design, visual and

historic resources, socioeconomics, traffic, air quality, and noise. As discussed elsewhere in this Environmental Assessment, the proposed reconstruction of Peck Slip would not have any significant adverse impacts on any of these categories. Therefore, the Proposed Action would not result in significant adverse impacts to neighborhood character.

I. NATURAL RESOURCES AND FLOODPLAINS

A natural resources assessment is conducted when a natural resource is present on or near the project site and when an action involves the disturbance of that resource. The identification and evaluation of threatened or endangered species includes an area with a radius of at least ½-mile from the project site.

Requests for information on rare, threatened or endangered species within the vicinity of Peck Slip were submitted to U.S. Fish and Wildlife Service (USFWS), and the New York Natural Heritage Program (NYNHP). In addition, a request for information on Significant Coastal Fish and Wildlife Habitats within the vicinity of the project site was submitted to the New York State Department of State (NYSDOS).

The East River is not considered Significant Coastal Fish and Wildlife Habitat by NYSDOS (Welsch 2006). No records of rare, threatened or endangered species or sensitive habitats were reported by the USFWS (Olin 2006). The NYNHP records indicated three potential nest sites for peregrine falcon (*Falco peregrinus*) (New York State endangered) in the Lower Manhattan area. Since 1999, a pair of peregrine falcons has been located in a nest on Water Street, in the Wall Street area of lower Manhattan. Since 1995, an eyrie has been located on the Brooklyn Bridge that connects Manhattan Island and Brooklyn across the East River. The third recorded peregrine falcon nest is located on the Williamsburg Bridge (Ketcham 2006), however, the Endangered Species Unit of NYNHP does not anticipate any adverse impacts to the nest sites (Loucks 2006). Because of the distance between the nesting locations and the project site, as well as the nature of the proposed plans for Peck Slip, the Proposed Action would not be expected to adversely affect future use of these nesting locations (Loucks 2006). Therefore, the Proposed Action is not expected to result in significant adverse impacts to any federally or state-listed endangered species.

While the project site is in the 100-year floodplain, the Proposed Action would not have an adverse effect on flooding conditions within the project site and the surrounding area. The project would not substantially raise ground level and would not include any habitable structures that would require flood proofing. Although the Proposed Action is located within the floodplain, there are no alternative locations for the improvements; moreover, the Proposed Action will improve Peck Slip's ability to absorb stormwater through the addition of new pervious surfaces. Therefore, the Proposed Action is not expected to result in significant adverse impacts to floodplains.

J. HAZARDOUS MATERIALS

See Chapter 2, Section D, "Hazardous Materials".

K. WATERFRONT REVITALIZATION PROGRAM

The project site is located within New York City's coastal zone boundary as outlined in the Department of City Planning's DCP's coastal zone boundary of New York City, and therefore, the project requires a Chairperson certification for consistency with the Local Waterfront

Revitalization Program (LWRP). See Appendix A, "Waterfront Revitalization Program," for a New York City Waterfront Revitalization Program Consistency Assessment Form. The Proposed Action is consistent with LWRP.

L. INFRASTRUCTURE AND ENERGY

The Proposed Action space would involve only minimal infrastructure and energy demands within the overall context of New York City's infrastructure usage. Therefore, the Proposed Action would not create any significant adverse impacts on infrastructure.

M. SOLID WASTE AND SANITATION SERVICES

The Proposed Action would involve only minimal demands for solid waste removal and sanitation services. Therefore, the Proposed Action would not create any significant adverse impacts on solid waste and sanitation services.

N. ENERGY

The Proposed Action would involve only minimal infrastructure and energy demands within the overall context of New York City's energy usage. Therefore, the Proposed Action would not create any significant adverse impacts on energy.

O. TRAFFIC AND PARKING

See Chapter 2, Section E, "Traffic and Parking".

P. TRANSIT AND PEDESTRIANS

The Proposed Action is not expected to result in more than 200 peak hour rail or transit riders, nor is it expected to result in an increase of more than 200 peak hour pedestrian trips at any pedestrian elements in the vicinity of the project site. Therefore, transit and pedestrian trips would not exceed the 200-trip threshold specified in the *CEQR Technical Manual*, and quantified transit and pedestrian analyses are not warranted. No significant adverse impacts to transit or pedestrian conditions would occur as a result of the Proposed Action.

As described in Chapter 2, Section E, "Traffic and Parking," high accident locations were not identified near the project site. Therefore, the introduction of a new park at this location is not expected to result in significant adverse impacts on pedestrian safety.

Q. AIR QUALITY

STATIONARY AND MOBILE SOURCES

According to the *CEQR Technical Manual*, an air quality analysis is necessary if a project would result in direct or indirect impacts on ambient air quality. Direct impacts stem from emissions generated by stationary sources on a project, such as emissions from fuel burned on site for heating, ventilation or air conditioning (HVAC) systems. Indirect impacts stem from emissions generated by motor vehicles traveling to and from the project site.

Since the Proposed Action is the reconstruction of Peck Slip as an open space, it would not contain any structures that need heating, ventilation, or air conditioning. Furthermore, the project

would not be expected to generate additional motor vehicle trips to and from the project site. Therefore, the project will not create any significant adverse impacts to air quality and no further analysis is needed.

CLIMATE CHANGE

The Proposed Action is not expected to substantially contribute to the release of greenhouse gases except minor amounts attributed to manufacturing of construction materials and air emissions during construction. By adding vegetation to the existing paved plaza and through the reuse of existing cobblestones, the Proposed Action would mitigate any release of greenhouse gases to the maximum extent practicable.

R. NOISE

CEQR NOISE CRITERIA

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if an action would result in a playground or cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high noise levels resulting from stationary sources.

The Proposed Action will not generate any new vehicular trips, nor will it contain any unenclosed mechanical equipment. Therefore, the project will not create any significant adverse impacts to noise levels in the area and no further analysis is needed.

DEPARTMENT OF HUD NOISE CRITERIA

The potential noise impacts of the Proposed Action were also evaluated relative to United States United States Department of Housing and Development (HUD) noise criteria. Table 2-1 summarizes HUD site-acceptability standards based on external noise levels. HUD assistance for the construction of new noise sensitive land uses is generally prohibited for projects with “unacceptable” noise exposure and is discouraged for projects with “normally unacceptable” noise exposure without suitable mitigation measures. However, the Proposed Action is not considered a noise sensitive land use, and as such, no impact with regard to HUD noise criteria would result from the Proposed Action.

**Table 2-1
HUD Site Acceptability Standards (dBA)**

	Exterior Day-Night Average Noise Level (Ldn)
Acceptable	Not exceeding 65 dBA
Normally Unacceptable	Above 65 dBA but not exceeding 75 dBA
Unacceptable	Above 75 dBA
Source: Title 24, Code of Federal Regulations (CFR), Part 51.103(c), Exterior Standards.	

S. CONSTRUCTION IMPACTS

The Proposed Action would result in demolition and construction activities. Like all construction projects, work at the project site would result in temporary disruptions to the surrounding community. These activities would occur over approximately 24 months. These effects would be temporary and are not considered significant.

Construction activities for the Proposed Action would normally take place Monday through Friday, although the delivery or installation of certain critical equipment could occur on weekend days. The permitted hours of construction are regulated by the New York City Department of Buildings, apply in all areas of the city, and are reflected in the collective bargaining agreements with major construction trade unions. In accordance with those regulations, work would begin at 7 AM on weekdays, although some workers would arrive and begin the prepare work areas between 6 and 7 AM. Normally, work would end by 6 PM.

The construction of the Proposed Action would be required to comply with applicable control measures for construction noise. Construction noise is regulated by the New York City Noise Control Code and by noise emission standards for construction equipment issued by the U.S. Environmental Protection Agency. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7 AM and 6 PM; and that construction material be handled and transported in such a manner as to not create unnecessary noise. Compliance with those noise control measures would be ensured by including them in the contract documents as materials specification and by directives to the construction contractors. No significant noise impacts are expected to occur as a result of the construction.

Dust emissions can occur from hauling debris and traffic over unpaved areas. All necessary measures would be implemented to ensure that the New York City Air Pollution Control Code regulating construction-related dust emissions is followed. As a result, no significant air quality impacts from dust emissions would be expected.

The City of New York would coordinate construction activities with the Lower Manhattan Construction Command Center. Furthermore, the City would comply with the requirements of New York City Local Law 77, the New York City Noise Control Code, and the Lower Manhattan Development Corporation's Environmental Performance Commitments.

T. PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health comprises the activities that society undertakes to create and promote a community's wellness. Public health may be jeopardized by poor air quality resulting from traffic or stationary sources, hazardous materials in soil or groundwater used for drinking water, significant adverse impacts related to noise or odors, solid waste management practices that attract vermin and pest populations, and actions that result in exceedances in city, state, or federal standards.

As described previously, the proposed action would not result in significant adverse impacts to air quality or noise. No exceedances of city, state, or federal standards would occur. The project would not involve solid waste management practices that would attract vermin or pest populations. Therefore, the Proposed Action would not result in any significant adverse impacts to public health, and no further analysis is necessary. *

Chapter 2: Environmental Analysis

respect to methodologies and impact criteria for evaluating the Proposed Action. In addition to NEPA and SEQRA, the review of the Proposed Action has been coordinated with review pursuant to other applicable laws and regulations, such as Section 106 of the National Historic Preservation Act of 1966 (NHPA). The City is serving as a cooperating/involved agency through relevant departments including DPR, NYCDOT, and New York City Department of Design and Construction (DDC). *

A. INTRODUCTION

The project site runs along Peck Slip in the Borough of Manhattan, and is bordered by Water Street to the west and South Street to the east. Peck Slip is currently bisected by Front Street (see Figure A-1). The Proposed Action would provide funding for the reconstruction of Peck Slip as an urban open space for passive recreation.

This section considers existing land use, zoning, and public land use policies for the project site and to the surrounding 400-foot study area. Land use issues associated with the Proposed Action include potential changes in local land uses and neighborhood land use patterns. Zoning and public policy issues include the compatibility of the proposed modifications to Peck Slip and resulting development with existing public policies. As described below, this analysis concludes that the Proposed Action would be in keeping with and supportive of existing land uses in the study area, and that it would be consistent with zoning and public policy for the area. Overall, the Proposed Action would not result in any significant adverse impacts to land use, zoning or public policy.

B. EXISTING CONDITIONS

LAND USE

PROJECT SITE

The project site includes a large open space with parking in two segments in the median of a cobblestone street.

STUDY AREA

There are a variety of land uses in the study area (see Figure A-2). To the west, the study area comprises numerous residential buildings, both with and without ground floor retail, as well as some manufacturing uses and a large parking lot. The Seamen's Church Institute is also located in the western portion of the study area. There is a large post office directly to the north of the project site, and as a Holiday Inn hotel that fronts Peck Slip to the east. The eastern portion of the study area includes a vacant building and a large Consolidated Edison facility that fronts Peck Slip to the east. Pier 19 is in the southeastern portion of the study area.

ZONING

PROJECT SITE

The project site falls within a C6-2A commercial zoning district, however, the site itself is in the existing street bed, and as such, does not carry a zoning designation (see Figure A-3).

STUDY AREA

The majority of the study area also falls within a C6-2 district. The areas beneath and adjacent to the Brooklyn Bridge are zoned C6-4. The land east of South Street is zoned C2-8, and the area east of Pearl Street is C6-4 and R8.

PUBLIC POLICY

Public policy at multiple levels of government supports the expedited redevelopment of Lower Manhattan. Public policies that affect the project site and study area by encouraging development and revitalization are outlined below.

LOWER MANHATTAN DEVELOPMENT CORPORATION (LMDC)

Lower Manhattan Development Corporation (LMDC) was created in November 2001 as a subsidiary of Empire State Development Corporation (ESDC) to help plan and coordinate the rebuilding of Lower Manhattan south of Houston Street. LMDC is charged with assisting New York City in recovering from the terrorist attacks on the World Trade Center (WTC), and ensuring that Lower Manhattan emerges as a strong and vibrant 24-hour community. The centerpiece of LMDC's efforts is the creation of a permanent Memorial for WTC site. In addition, several advisory councils provide input on such issues as transportation and infrastructure, residential and commuter concerns, economic development, and tourism and the arts.

NEW YORK CITY'S VISION FOR LOWER MANHATTAN

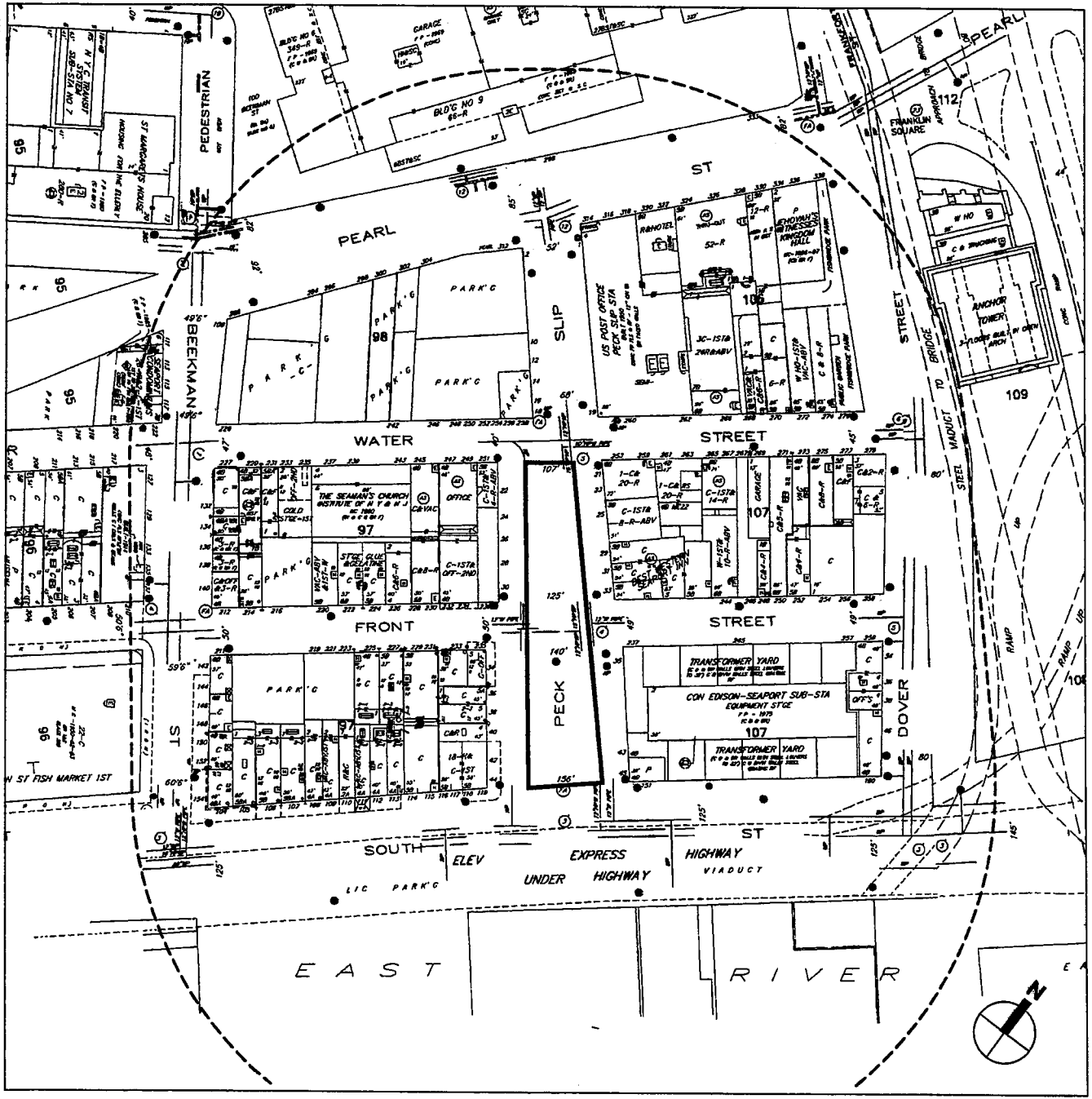
On December 12, 2002, Mayor Michael Bloomberg released New York City's Vision for Lower Manhattan with the stated purpose of connecting Lower Manhattan to the world around it, building new neighborhoods, and creating public places that make Lower Manhattan one of the most appealing places in the world. The Vision discusses various recommendations to help revitalize and improve Lower Manhattan as a global center of business by creating new regional transportation links. Other goals include improvements to streetscapes, the expansion and creation of public plazas and parks, and the continued revitalization of the waterfront. The Vision aims to spark private market reactions from these public investments.

THE ALLIANCE FOR DOWNTOWN NEW YORK

The Alliance for Downtown New York (ADNY), the City's largest Business Improvement District (BID), was established in 1995. Prior to September 11, 2001, the ADNY's mission was to transform downtown into a 24-hour neighborhood and to create a safe, clean, live-work, wired community for the 21st century. The BID covers the area from City Hall to the Battery, and from the East River to West Street (Route 9A). After September 11, 2001, the ADNY is continuing its efforts to aid downtown redevelopment. ADNY has partnered with Seedco and Asian Americans for Equality to offer combination grants/loans and workforce subsidies to small retailers south of Canal Street.

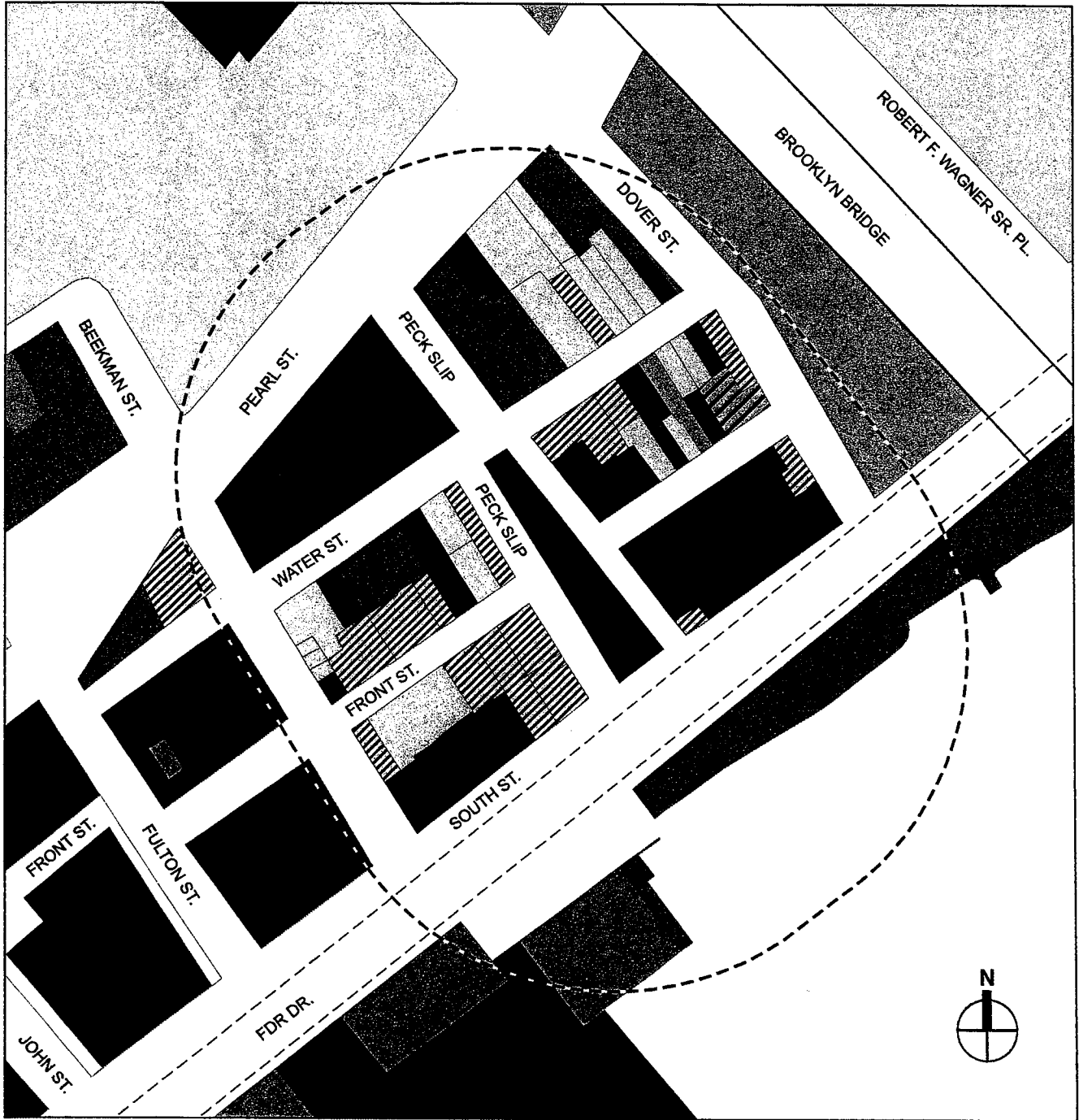
NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM

Because the Proposed Action would occur within the City's Coastal Zone, it is subject to the policies of the *New York City Waterfront Revitalization Program* (WRP). The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYS DOS) for inclusion in the New York State Coastal Management Program. The WRP

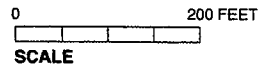


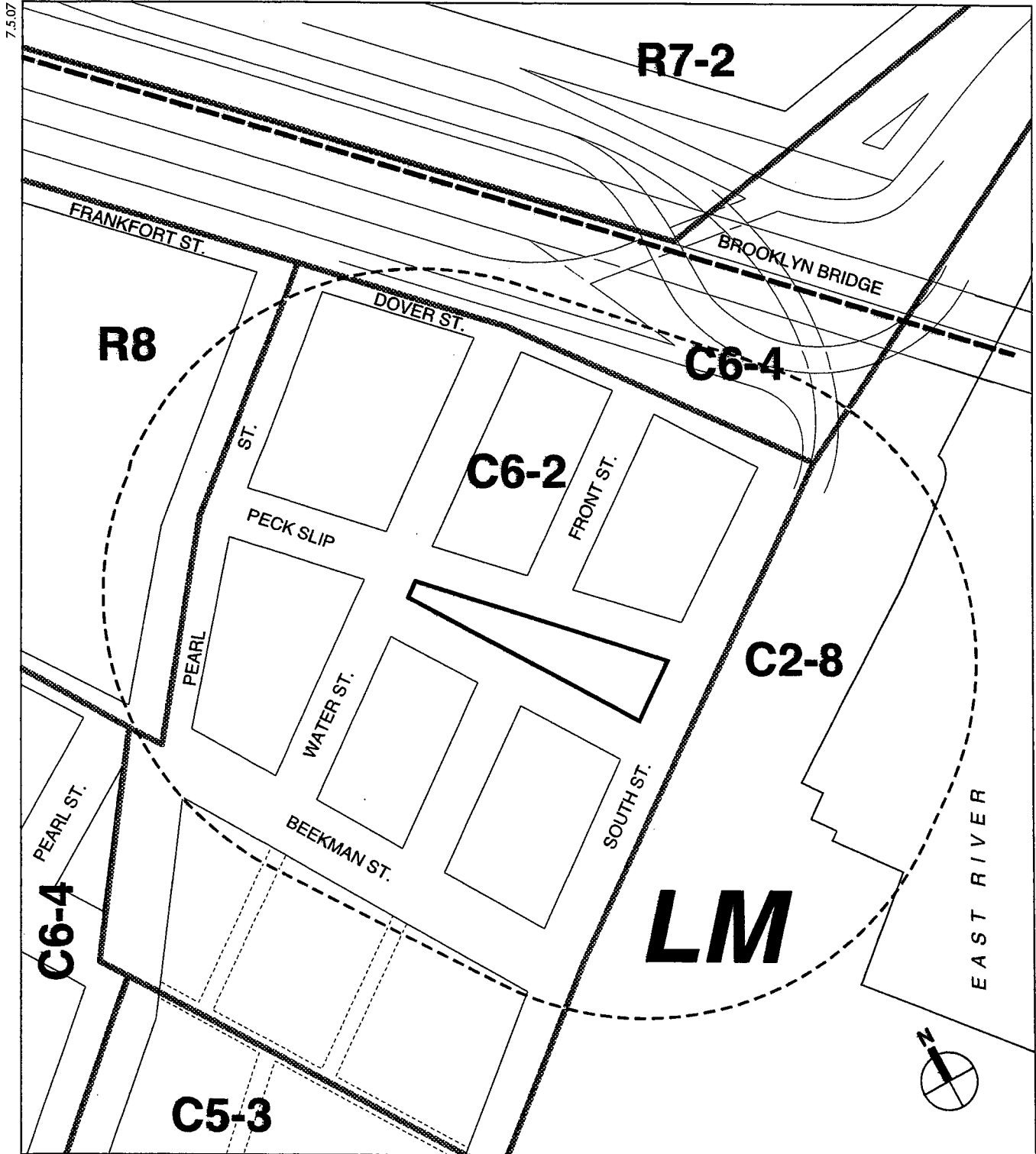
- Peck Slip Project Boundary
- - - Study Area Boundary (400-Foot Perimeter)







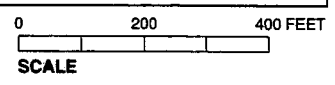


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|--|--|--|------------------------------------|
| | Peck Slip Project Area | | Transportation and Utility |
| | Study Area Boundary (400-Foot Perimeter) | | Public Facilities and Institutions |
| | Residential | | Open Space and Outdoor Recreation |
| | Residential with Commercial Below | | Parking Facilities |
| | Hotels | | Vacant Land |
| | Commercial and Office Buildings | | Vacant Building |
| | Industrial and Manufacturing | | |





-  Peck Slip Project Boundary
-  Study Area Boundary (400-Foot Perimeter)
-  Zoning District Boundary
-  Lower Manhattan Special District



establishes the City's policies for development and use of the waterfront and provides a framework for evaluating activities proposed in the Coastal Zone. The City's WRP was revised to include 10 consolidated policies and adopted by the City Council in October 1999. In May 2002, NYSDOS approved the City's new WRP, and the United States Department of Commerce concurred in August 2002.

C. FUTURE WITHOUT THE PROJECT

LAND USE

A ¼-mile study area was used for the identification of future development projects in order to provide a future baseline for traffic analysis (see Chapter 2, Section E: Traffic and Parking). In addition, a number of projects located outside of the ¼-mile study area were included in the traffic analysis and listed in Table 2-A-1 below to conservatively account for future trip generation in the area.

As shown in Table 2-A-1 below, there are a number of projects expected to be built in—and just outside of—the study area by the 2010 build year.

ZONING AND PUBLIC POLICY

There are no known changes to zoning or public policy currently being contemplated in the study area.

D. PROBABLE IMPACTS OF THE PROPOSED ACTION

LAND USE

The Proposed action would fund the reconstruction of Peck Slip as an urban open space, and would be consistent with surrounding residential, retail, and institutional uses. It would provide an expanded and reconstructed passive open space for the enjoyment of the area's many workers visitors, and increasing residents.

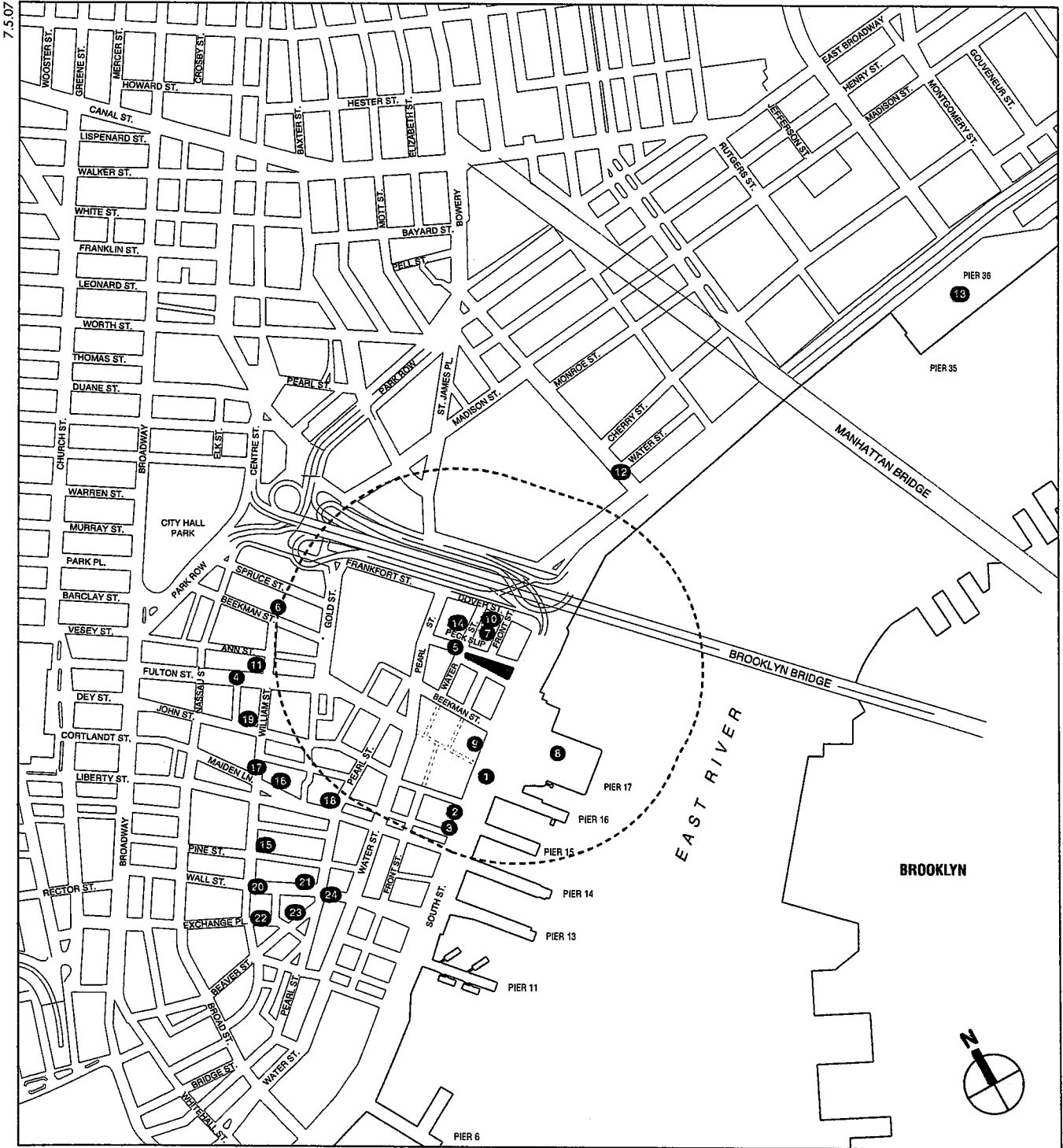
ZONING AND PUBLIC POLICY

The Proposed Action would not entail any changes to zoning or public policy on the project site or in the study area, and is consistent with initiatives to improve the quality of life in Lower Manhattan. As such, the Proposed Action would not result in any significant adverse impacts to zoning or public policy.

Table 2-A-1
Future Development Projects in the Study Area to be Completed by 2010

Map No.	Name / Address	Use
1	East River Esplanade/ South Street from Battery Park To Montgomery Street	Linear park with pavilions
2	85 South Street	50 DU
3	80 South Street	24 DU
4	119 Fulton Street	19 DU
5	250 Water Street	300 DU, 175,000 sf institutional
6	NYU Downtown Hospital/ Between Spruce and Beekman Streets	720 DU, 24,000 ambulatory care facility, 2,400 sf retail, 630-Seat K-8 School
7	246 Front Street	9 DU, 3,000 sf Retail
8	Pier 17 Tin Building	Additional 25,000 sf retail space
9	Former Fulton Market fish stalls/ North side of South Street between Fulton and Beekman Streets	40,000 sf retail
10	254 Front Street	Approx. 20 DU and approx. 4,200 sf retail
11	151 William Street	163 DU
North of Project Area		
12	New York Post/ Catherine Slip on Water Street	650 DU
13	Basketball City/Part of Pier 36	6 indoor basketball courts, workout room, locker room, administrative offices
South of Project Area		
14	276 Water Street	3 DU
15	50 Pine Street	20 DU
16	79 Maiden Lane	400 DU
17	90 William Street	128 DU
18	201 Pearl St.	315 DU, 30,000 sf retail
19	Five Nine John Lofts 59 John Street	74 DU (Conversion)
20	Cipriani Residences / Wall Street Regent Hotel 55 Wall Street	200 DU (Conversion)
21	67 Wall Street	357 DU (Conversion)
22	20 Exchange Place	369 DU (Conversion); 133,000 sf retail; 335,000 sf office (office already exists)
23	Cocoa Exchange/1 Wall St Court (82 Beaver St)	124 DU (conversion)
24	75 Wall Street	347 DU, 300 hotel rooms
<p>Note: See Figure A-4. DU = Dwelling Unit</p>		

*



A. INTRODUCTION

This attachment considers the potential of the Proposed Action (providing funding) for construction of a proposed public open space in Peck Slip on historic resources. The project site is the portion of Peck Slip between Water and South Streets in Lower Manhattan (see Figure 2B-1).

Cultural resources include archaeological and architectural resources. This assessment of cultural resources was conducted pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) because funds from a federal agency, the United States Department of Housing and Urban Development (HUD), are being sought to undertake the Proposed Action. The Lower Manhattan Development Corporation (LMDC) informed the New York State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation of its intent to coordinate the environmental reviews and Section 106 reviews and consultation. LMDC consulted with both SHPO and the City of New York, through the New York City Landmarks Preservation Commission (LPC), throughout the coordinated review process, including sharing designs, holding in-person meetings, and providing archaeological information. LMDC will also provide opportunities for public comment on the environmental assessment through publication and distribution of a notice of NEPA, SEQRA, and Section 106 findings. The City independently held several meetings with members of the community, including members of the local community board, to receive input on the proposed project design.

In accordance with Section 106 regulations, archaeological and architectural resource areas of potential affect (APEs) were defined. The archaeological APE is the area of planned construction and disturbance—the project site itself (see Figure 2B-1). In addition, based on consultation with SHPO and LPC, it was determined that the adjacent streetbeds (Water Street between Beekman and Dover Streets, Front Street between Peck Slip and Dover Street, Beekman Street between Water and South Streets, and Peck Slip between Pearl and Water Streets) should be included in the archaeological APE because these streetbeds will be affected by the New York City Department of Transportation (NYCDOT) street reconstruction project, a separate project, which will be in construction simultaneously with the proposed open space (see Figure 2B-2).

Based on a preliminary evaluation of the site, LPC recommended that an “archaeological documentary study be prepared to determine whether or not the project has the potential to impact potentially significant 18th-19th century historic resources”(letter dated December 18, 2006). SHPO also commented that “given the National Register Status of the surrounding historic district any future changes to the scope in these areas should also lead to additional archaeological consideration” (letter dated February 13, 2007). The Phase IA Archaeological Assessment Report reflects the comments of SHPO and LPC, and its findings are summarized below in “Existing Conditions” and its recommendations are described below in “Probable Impacts of the Proposed Action.”

To account for potential effects due to on-site construction activities and the project's potential visual and/or contextual impacts, the architectural resources APE was defined as the area within 90 feet of the project site to account for potential construction-related impacts to architectural resources (see Figure 2B-1). The architectural resources APE does not include the NYCDOT street reconstruction because that project will be undertaken as a separate project regardless of the Proposed Action. Within the architectural resources APE, the architectural resources considered include properties listed on the State and National Registers of Historic Places (S/NR) or determined eligible for such listing, New York City Landmarks (NYCLs), New York City Historic Districts (NYCHDs) and properties determined eligible for NYCL status.

As discussed below, the entire project site is within the boundaries of the South Street Seaport Historic District (S/NR, NYCL) and Extension. As such, LMDC would make a final selection of street furniture and improvements in consultation with SHPO and LPC. The consultation process is designed to avoid any potential adverse impacts on the historic district. As described more fully below, the following cultural resources assessment finds that the Proposed Action would not be expected to have any significant adverse effects on archaeological or architectural resources on the project site or in the surrounding area.

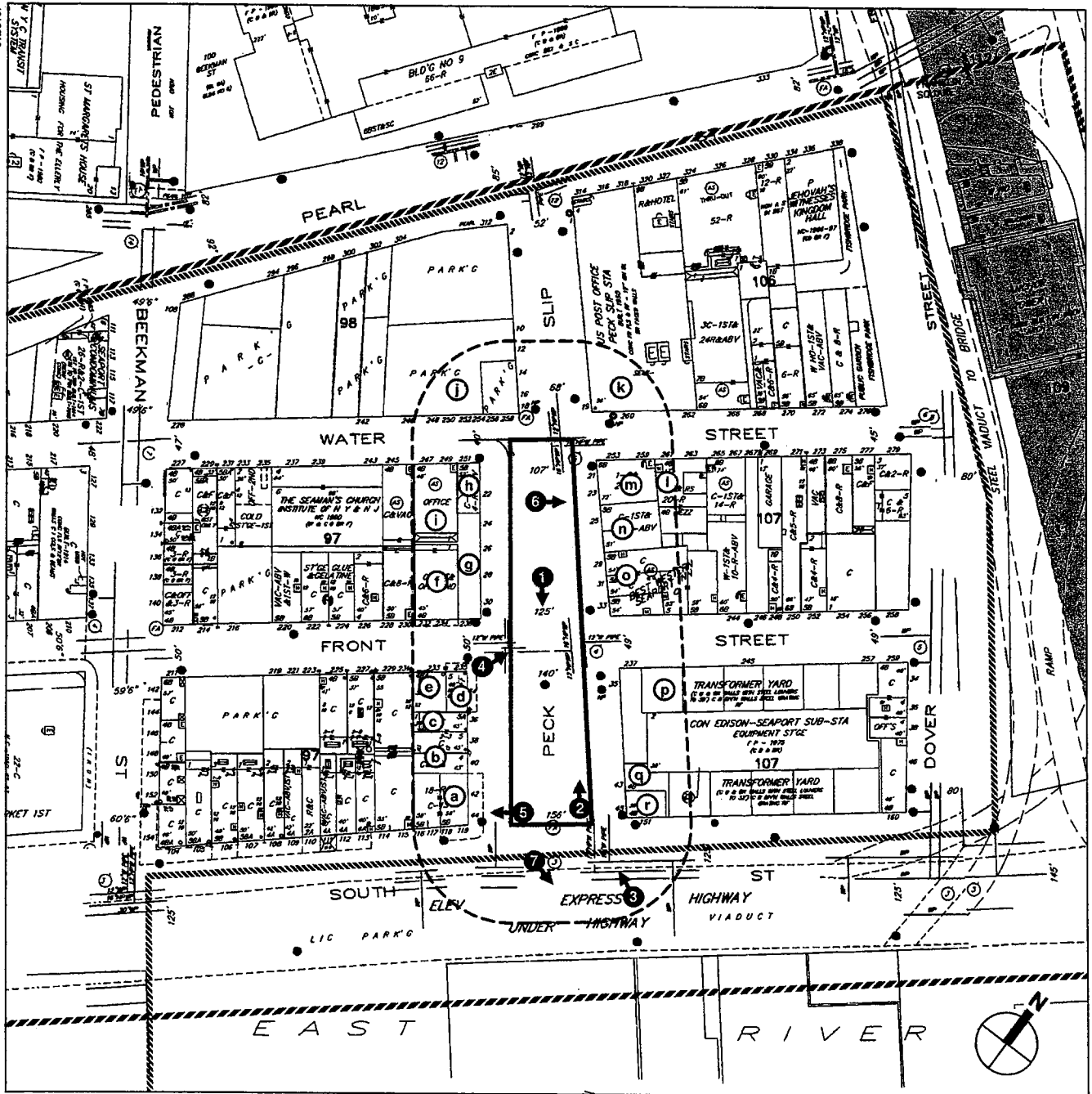
B. BACKGROUND HISTORY¹

In 1621, the States-General in the Netherlands chartered the Dutch West India Company (WIC) to consolidate Dutch activities in the Atlantic World. New Amsterdam, situated at the tip of Manhattan at the confluence of the East and North (Hudson) Rivers, was an ideal company town with one of the finest harbors in all of North America. In 1626, the Dutch WIC purchased Manhattan from the Munsee for 60 guilders. In exchange for furs, entrepreneurs and government officials supplied Native Americans with a wide range of goods. Trade was the lifeblood of this settlement and merchandise from around the world arrived in New Amsterdam destined for Europeans and Native Americans alike.

In an era of speculation and opportunity, private traders converged on Manhattan after 1640, motivated by personal gain. After the English conquest of New Amsterdam in 1664, the colony was renamed New York and development of the waterfront continued. The Dongan Charter of 1680 had the most profound effect upon the transformation of the waterfront. This charter permitted the city government to raise money by selling water lots, "or the right to build wharves and 'make land' out into the rivers between the low and high watermarks, a distance of 200 feet" (Cantwell and Wall 2001: 225). These lots would be sold in the same manner as lots on solid ground. The Montgomery Charter of 1731 extended the range to 400 feet, well beyond the low water mark. The new owners of these lots were charged not only with filling them in, but also with building wharves, piers, and/or bulkheads along the shore to prevent further erosion caused by the swift river currents (Historical Perspectives 2001b). Landfilling activities in the APE are described below.

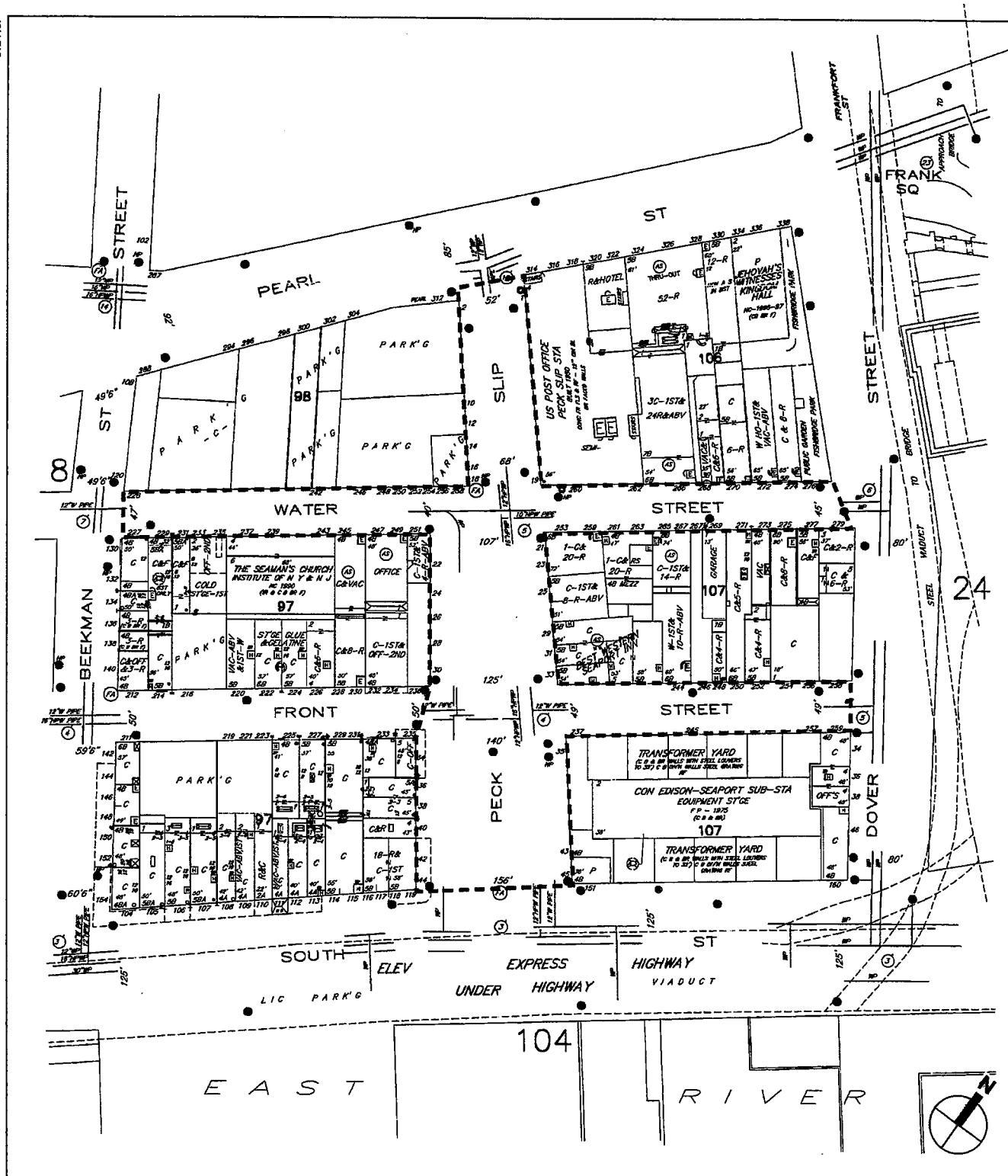
Land-making accomplished two goals. First, it extended the shoreline beyond the shallow water near the natural shore so that ships could dock at landside wharves instead of anchoring out in the East River. Second, the waterfront's close proximity to the trade ships led to the construction

¹ This section includes text from the *Phase 1A Archaeological Documentary Study of Peck Slip between Pearl and South Streets; Water Street between Beekman and Dover Streets; and Front Street between Peck Slip and Dover Street* prepared by AKRF, Inc. in April 2007.

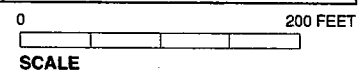


- Peck Slip Project Boundary
- Architectural APE Boundary (90-Foot Perimeter)
- Photo View Direction and Reference Number
- Architectural Resources
- South Street Seaport Historic District S/NR Boundary
- South Street Seaport Historic District NYCL Boundary
- Historic Resource





--- Archaeological APE



of markets, storefronts, warehouses, and other commercial structures. In this way, the landfill had a crucial impact on the development of New York's burgeoning economy.

17TH CENTURY SITE HISTORY

In the 17th century, the East River shoreline was located between Pearl and Water Streets (often referred to as the high water mark), and therefore, most of the Peck Slip APE was beneath the East River. The original shoreline passed through the APE along Peck Slip and continued through Dover Street to the north. The low water mark—the location of the shoreline when tides are low and the shoreline expands—was at Water Street, and was marsh land that was likely inundated by the tides. A stream flowed out of Beekman's Swamp and emptied into the East River near the intersection of Peck Slip and Water Street.

A small portion of the APE on the eastern side of Peck Slip between Pearl (former Queen[e] Street) and Water Streets was within an approximately 35-acre plantation that changed hands several times in the early 1600s. In the 1650s, a house and several lots were sold in the area near Ferry Street, the branch of Peck Slip that ran north of Pearl Street. Pearl Street was the only extant street in the vicinity of the APE in the 17th century and was approximately 30 feet wide. It was either laid out or widened by 1689 and ran along the shore with a beach on one side and a bluff on the other.

Early landfilling projects dating to 1656 were intended to protect the shoreline from the river's currents with a wall of wooden planks and soil. The gradual extension of the shoreline ultimately resulted in the creation of Water Street which was laid out in the older parts of the city in the early 1690s. However, it was not constructed in the vicinity of the APE until the early 18th century.

A small marshy area known as Beekman's Swamp was located directly north of Peck Slip. It drained out into the East River via a small channel that ran directly through Ferry Street and into the northern portion of the APE. A small portion of the APE on the western side of Peck Slip between Pearl and Water Streets was occupied by a farm known as Beekman's Pasture. By the 1660s a "pier or roundout" extended into the portion of the APE along Water Street, west of Peck Slip. This pier may have been involved with the Ferry to Long Island, established between 1638 and 1642, providing service to Brooklyn. The exact location of the ferry is unknown. It was likely located at the foot of Pearl Street—much of which ran along Manhattan's original East River shoreline in the mid-17th century—and probably ran from what is now Peck Slip. However, the ferry landing may also have been located at the intersection of Pearl and Dover Streets. Because of the location of the original shoreline relative to the project area, it is likely that the ferry landing was situated within the APE regardless of the street from which it operated. A slaughterhouse was located along the waterfront east of Beekman Street from 1697 until 1721. The exact location of this slaughterhouse is unknown, although it may have been located within the APE.

18TH CENTURY SITE HISTORY

In the early 18th century, the city began its slow growth northward. The newly created land south of Pearl and Cherry Streets was at lower elevations, and a steep slope separated the natural ground from the landfill in some locations. A bulkhead or wharf ran parallel to the new shoreline in the approximate location of modern Water Street (which had not yet been created in this area). In other areas, buildings were constructed atop wooden pilings, including Beekman's slaughterhouse, described above.

East River Waterfront Access: Peck Slip

In 1728 Peck Slip began just south of Pearl Street with the land on either side filled out nearly to the line of present Water Street. As noted above, the portion of Peck Slip north of Water Street was known as Ferry Street. It was laid out as early as 1744 and it contained a drain, as early as 1764, that presumably emptied into the East River. Ferry Street was widened at the end of the 18th century and a brick drain was installed in the street in 1806. Several structures were located in this area of Peck Slip including two structures adjacent to either side of the slip; structures along the north side of Pearl Street; a wharf along the approximate line of Water Street west of Beekman Street; "Dally's Ship Yard" located between Pearl and Water Streets, just east of Beekman Street, which had not yet been continued south of Pearl Street. Further development along both sides of Pearl Street had occurred by 1731 extending to Peck Slip whose western side was identified as "Pek's W," meaning Peck's Wharf, and the eastern side as "Rosevelt's W," Roosevelt's Wharf. Other ship yards were located east of Roosevelt's Wharf. A 1749 map shows water lot grants along either side of Peck Slip south of Pearl Street and continuing to modern Front Street suggesting that these piers and wharves were likely located within the APE.

Peck's Wharf, now Peck Slip, was named after Benjamin Peck, a local landowner who purchased water lots in 1737 contiguous to his houses on Pearl Street. His property included fast land south of Pearl Street and water lot Number 6 immediately south of the future Water and Front Streets along the western side of Peck Slip. Roosevelt's Wharf was presumably named after Jacobus Roosevelt who was granted water lot Number 1 on the eastern side of Peck Slip between future Water and Front Streets (within modern Block 107N) in 1751. Roosevelt had acquired Beekman's Swamp in 1732 or 1734 and the swamp was likely filled in and converted to solid ground the following year. A 1754 map depicts Roosevelt's Wharf as running along the east side of "Peck's Slip" between Pearl and Front Streets.

Peck Slip was officially laid out and graded in 1755 from Pearl Street to the high water mark, which was at that time located between Water and Front Streets. The street was filled out in 1759 using dirt and gravel; around 1765 a drain near Peck Slip was enlarged. The location of this drain is unknown but it is likely that it emptied into the East River somewhere near Peck Slip between Pearl and Water Streets and is probably located within the APE.

By the 1760s Water Street had been filled in throughout the entire APE with the exception of the opening to allow boats access to Peck Slip. Many wharves and piers extended into the East River from Water Street on either side of Peck Slip. A new ferry to Brooklyn was established at Peck Slip in 1774. By 1776 landfilling had occurred at Peck Slip between Water and Front Streets. Water Street itself was almost entirely continuous across the APE, with the exception of the northernmost portion of the Peck Slip inlet, which jutted into the southern half of the street. Additional piers west of the slip extended the shoreline almost down to the location of future Front Street while the area east of the slip was almost completely filled in to Front Street. A large pier had also been constructed along the length of the eastern side of Peck Slip extending all the way to Front Street. In the 1780s Peck Slip was widened by two feet on each side. In 1793 Peck Slip and its neighboring streets were regulated, making them level with each other. The southern end of Pearl Street was leveled out during the mid-18th century and Queen Street was formally merged with Pearl Street in 1794.

The Peck Slip Market, officially established in 1763, was the city's first brick market. It was located within the APE, along the eastern side of Peck Slip in the area north of Water Street, for approximately 30 years. No maps or plans of this market are extant, and its exact location is unclear. It has been documented that it stood on the "westerly side [of the street], at the head of Peck Slip," although some 18th century maps locate it in the center of the slip. Markets were

generally confined to the East River waterfront during most of New York City's early development. Until the mid-18th century, all of the City's markets were located along the East River and were constructed directly on the slips and piers that jutted out into the water. As shipping technologies improved and landfill extended the shoreline into deeper waters, the markets increased in size and extent as greater amounts of produce and other goods were being imported. Markets were influential in triggering the development of the waterfront and their close proximity to the trade ships led to the construction of storefronts, warehouses, and other commercial structures along the new waterfront. During the Revolutionary War, the Peck Slip Market was used as a warehouse, and in 1783 it was used as a meat market. After the war, the market was used by butchers but by 1786 the market was nearly deserted as a result of the construction of a new market at Catherine Slip, approximately five blocks away. The Peck Slip Market last appears on a 1789 map.

By 1797 Peck Slip was almost entirely filled in to Front Street. Front Street did not yet exist east of the slip. Buildings located in the path of Front Street became a problem for development. At that time, one or more stores obstructing the path of Front Street at Peck Slip were to be moved. Other buildings along Front Street partially extended into the streetbed.

Although the northern portion of Peck Slip had been filled in, additional piers were constructed on the eastern and western sides, extending south of Front Street, creating a new slip. Those piers were approved in 1797, at which time the City had resolved to "dig out" Peck Slip and clean it of "filth." The removal of the "filth" at Peck Slip in 1797 coincided with the passing of a regulation requiring the use of clean fill which arose in response to society's increasing concerns about the spread of disease throughout the late 1790s.

Water Street was continued through to the western side of Peck Slip in 1719 and was extended again in 1737. Water lot grant maps from 1749 and 1772 show that Water Street was 30 feet wide. Water lots granted in the 1750s included the stipulation that 15 feet would be reserved for the future extension of Water Street. Similar to Water Street, water lot grants from the 1750s reserved 40 feet for the future extension of Front Street. In 1772, Front Street was 40 feet wide and in 1780, portions of Front Street were filled out, although it was not yet a continuous thoroughfare. Front Street extended to the western side of Peck Slip by 1797. The streets in the APE were paved in the late 18th century.

19TH CENTURY SITE HISTORY

Development along the East River began to change in the 19th century. In 1801 the construction of buildings along the wharves projecting into the river was no longer allowed and contributed to more buildings being built along the waterfront and around the slips. Creating land within the East River continued at a rapid pace. By 1804, all bulkheads at Peck Slip were to extend beyond the line of Front Street, which had been extended past Dover Street, east of Peck Slip, by that time. Several of the wharves adjacent to Peck Slip may have been incorporated into the Peck Slip streetbed, including "Farmer's Wharf" on the west side of the slip and "Walton's Wharf" on the east.

A public dumping ground may have been located at Peck Slip and Water Street in 1809 where garbage from the marketplace and the area's residents would be discarded into the water. It was probably used throughout the 18th and 19th centuries.

In 1809, the Common Council approved the construction of two additional piers. Because Front Street was interrupted by Peck Slip, it was determined that a bulkhead was necessary between

East River Waterfront Access: Peck Slip

the piers on the east and west sides of Peck Slip. A pier on the west side of the slip was completed in 1810, before the land was divided into lots, sold, and developed with new buildings. By 1824 Peck Slip extended to Front Street. The areas on either side of the slip had been filled in with the exception of the Peck Slip inlet between Front and South Streets.

Peck Slip itself was raised and paved around 1816. A pier "in the middle of the basin" was constructed between 1816 and 1828 by which time the remainder of the western side of the slip had also been filled, making the slip much narrower. Because of the changing nature of the East River waterfront and the relocation of markets to elsewhere in the City, the need to maneuver ships in and out of Peck Slip decreased throughout the early 19th century. Peck Slip had been completely filled in to South Street by 1836.

The increase in the use of water-based transportation in the first half of the 19th century was brought about by the opening of the Erie Canal in upstate New York in 1825. However, this surge also forced the advancement of shipping technology, which ultimately contributed to the decline of the East River Waterfront. The relatively shallow waters of the East River were not conducive to new steamboat technology, and New York's shipping industry was soon relocated to the much deeper Hudson River. However, the area surrounding Peck Slip continued to be a hub for shallow-draft vessels, including barges and ferries, and also for fish markets. With its commercial decline, the slip had become a major hub for passenger ships starting in 1818 and ferries continued to run between Peck Slip and Brooklyn until the mid-19th century.

By the 1850s the city blocks bordering the streetbeds in the APE were almost entirely developed with brick and stone buildings. Dwellings with ground-floor stores were mostly concentrated on the eastern side of Peck Slip on either side of Water Street. In the early 1860s, buildings adjacent to the APE included churches, schools, and business and tenant houses, liquor stores, and boarding houses, especially along Pearl and Water Streets. The areas closer to the East River remained more industrial with iron and coppersmiths, lead pipe makers, stove makers, provisions dealers, merchants and ship chandleries, and boat makers.

By 1867 the ferries running from Peck Slip were no longer in use though the New Haven Steamboat and the Hartford and New Haven ferry lines were still in operation in 1897. Street cars became increasingly prominent in the area throughout the 19th century. Near the end of the century, a network of street car lines had been established with lines running through the APE down the eastern side of Peck Slip south of Pearl Street, along Water Street west of Peck Slip, and along Front and South Streets west of Dover Street, with additional lines added by 1879 that ran the length of Peck Slip. By 1912 these tracks and lines were no longer in use.

In 1857 Peck Slip was approximately 62 feet wide at Pearl Street and gradually widened to approximately 150 wide feet at the north side of South Street. The street widths remain the same throughout the remainder of the century. Pearl Street was widened in 1825 and in 1891 it was 43 feet wide west of Peck Slip and approximately 48 feet wide to the east. Throughout the mid- to late-18th century, Water Street was 30 feet wide. By 1857 it had been widened to approximately 40 feet and by 1891 it was 43 feet wide west of Peck Slip and approximately 48 feet wide east of Peck Slip. The street remained at that width for the remainder of the century. In 1807 the lots surrounding Front Street were raised to be even with the streetbed. In 1810 Front Street was extended across Peck Slip and by 1857 Front Street had been widened to approximately 45 feet on both sides of Peck Slip. By 1879 the street was widened to 49 feet at Dover Street and 50 feet near Peck Slip and by 1891, it was approximately 50 feet wide on the western side of Peck Slip and approximately 49 feet wide on the eastern side.

Utilities were first installed within the streetbeds of Peck Slip and Pearl, Water, Front Streets during the 19th century. New York did not have running water or a network of sewers until the mid-19th century. Therefore, utilities were not installed in the APE until several years after the area was filled out to South Street. Instead, water was obtained from public water pumps. The first water pipes in New York City were installed by the Manhattan Company, the precursor to the Chase Manhattan Bank. These wooden pipes carried water from local sources (i.e., the Collect Pond) to other areas of lower Manhattan. In the 1840s sewer networks had not yet been developed, and the use of privies continued until the 1850s. After the mid-19th century, as clean water was pumped in and waste was carried away, the city's sanitation efforts were greatly improved. In general, early water pipes were installed relatively close to the surface, at only two or three feet below grade, so that they were easily accessible to firemen.

20TH CENTURY SITE HISTORY

There were few alterations to the APE during the 20th century. Around 1912, Block 107, Lot 60 at the southern end of Peck Slip was created. This trapezoidal area, located in the middle of Peck Slip approximately 40 feet from the curb on either side, has its northern and southern boundaries at Front and South Streets, respectively. The Peck Slip streetbed was not significantly altered during the 20th century. In 1976 the area of Peck Slip near the south side of Pearl Street was two feet narrower than it was in 1951. The streetbed is now 52 feet wide near the southern side of Pearl Street. The parts of Peck Slip south of this area do not appear to have been altered.

Pearl Street was widened between 1951 and 1976 for the first time since the early 19th century. Approximately 20 feet were truncated from the lot at the southwest corner of Peck Slip and Pearl Street. Therefore a small part of what is now part of Pearl Street may originally have been adjacent to and possibly part of the Peck Slip streetbed.

In 1923 Water Street measured 47 feet wide near Beekman Street, 45 feet wide at Dover Street, and 45 feet wide at the west side of Peck Slip, one foot wider than it appears on 19th century maps. In 1951, Water Street had the same dimensions except that the western side of Peck Slip Water Street was one foot wider at 46 feet wide. Current maps indicate that the area is now 40 feet wide, while the rest of the streetbed has remained unchanged.

In 1923 Front Street measured 49 feet near Dover Street, 50 feet at the west side of Peck Slip, and 49 feet on the eastern side, as it appears on 19th century maps. These dimensions have remained largely unchanged.

The construction of Franklin Delano Roosevelt (FDR) Drive on the south side of South Street in the 1930s-1940s led to the demolition of the piers and ferry slips that once jutted into the East River.

Twentieth century alterations to the APE include the installation of new utilities in the 1930s. Additional alterations include the installation of more recent water lines, usually installed at a depth of five feet, while sewer lines are placed at a depth of 10 feet or more. Twentieth century utilities—such as telecommunications and gas lines—are usually found at depths of 2-3 feet and electrical utilities are usually found 1-2 feet below grade, although they are occasionally as deep as 6 feet.

C. EXISTING CONDITIONS

ARCHAEOLOGICAL RESOURCES¹

GEOLOGICAL HISTORY

The island of Manhattan is located within the geographic bedrock region known as the Manhattan Prong of the New England (Upland) Physiographic Province. This region comprises heavily metamorphic and sedimentary rocks (including quartzite, dolomitic marble, marble, schist, and gneiss) that date to the Cambrian and Ordovician ages. The bedrock slopes downward from north to south and has been found to be approximately 100 feet below the earth's surface at the southern end of Manhattan. There were four major glacial periods that affected Manhattan until roughly 12,000 years ago when the Wisconsin period, the last glacial period, ended. The glacial movements brought about the creation of hundreds of sand hills, some of which were nearly 100 feet tall, that contrasted with the many small streams, rivers, and lakes which were fed by the glacial runoff. Most of the archaeological APE was originally within the East River and/or inundated by the river's changing tides.

Manhattan had a much narrower and more irregular shape prior to systematic landfilling that created a more uniform shoreline of piers and promenades that now exists. The southern tip of Manhattan was a rocky point jutting out into the harbor forming a small cove that was possibly used by Native Americans. In the immediate vicinity of the APE, the area that is now Water Street was the original, natural shoreline in the area between Fulton and Dover Streets. A small pond located directly north of the project site, near the northeast corner of Peck Slip and Pearl Street, was known as Beekman's Swamp. It drained into the East River via a small stream or brook that ran the length of Peck Slip between Cliff and Pearl Streets.

The glacial period left the Northeast blanketed in thick ice sheets for thousands of years. Human habitation of the area did not begin until approximately 11,000 years ago. Archaeologists have divided the time between the arrival of the first humans in northeastern North America and the arrival of Europeans more than 10,000 years later into three periods: Paleo-Indian (11,000-10,000 BP), Archaic (10,000-2,700 BP), and Woodland (2,700 BP-AD 1500) based on certain changes in environmental conditions, technological advancements, and cultural adaptations. The Woodland period ended with the arrival of the first Europeans in the early 1500s. With the introduction of European culture into the indigenous society, the way of life once maintained by the Native Americans was thoroughly and rapidly altered. Most of the Native Americans left lower Manhattan soon after the island was sold to the Dutch in 1626.

PRE-CONTACT PERIOD ARCHAEOLOGICAL RESOURCES

At the time of European contact, a portion of the archaeological APE was partially submerged by tidal marsh along the East River shoreline and a small stream which ran between the East River and a large swamp to the north. The remainder of the APE was underwater well into the historic period. Although there might have been periods of time when the water table was lower and the APE exposed, documentary research suggests that much of the coastal area of Lower

¹ This section includes text from the *Phase 1A Archaeological Documentary Study of Peck Slip between Pearl and South Streets; Water Street between Beekman and Dover Streets; and Front Street between Peck Slip and Dover Street* prepared by AKRF, Inc. in April 2007.

Manhattan was rocky and not ideally suited for pre-contact habitation. Furthermore, inundation, tidal action, and waterfront dredging along the APE's submerged shoreline and within the slips could have impacted any fragile pre-contact remains. It is highly unlikely that any pre-contact archaeological resources which may at one point have been located within the APE would have survived subsequent tidal action and dredging episodes. Therefore, the Phase 1A archaeological documentary study concluded that the archaeological APE has a low potential for the recovery of pre-contact period resources that would have research potential and would meet the criteria necessary for inclusion on the National Register of Historic Places.

HISTORIC PERIOD ARCHAEOLOGICAL RESOURCES

Peck Slip Streetbed

With the exception of the marketplace located on Peck Slip between 1763 and 1792, it does not appear that buildings were constructed within the modern Peck Slip streetbed, parts of which remained an active waterway until the 19th century. Structural remnants of the marketplace may still be extant beneath the modern streetbed. Other 18th and 19th century markets in Manhattan, including the Catherine Slip Market to the east, were constructed over cellars. Although there is no documentary evidence suggesting that such cellars may have existed at the Peck Slip Market, it is possible that cellars or vaults may have been located at the site. In addition, it is also possible that through time, small sheds and buildings—related to either the market or other commercial enterprises—were constructed and demolished on the various docks and piers within the APE. However, these structures would have been built on the surface of the docks and would not have included basements. Their dockside locations and commercial nature also significantly reduce the likelihood that any such buildings would have had associated domestic shaft features including privies, cisterns, and wells.

The Minutes of the Common Council make multiple references to buildings which impeded the continuation of Front Street near Peck Slip, although they do not indicate exactly where such buildings were located. Because Peck Slip remained an open water way, it is unlikely that these structures would have been located within the Peck Slip streetbed and it is probable that the structures were located on the side streets of Peck Slip or atop the many docks and wharves on either side.

However, it is also possible that 18th century buildings or shipyards which pre-date the filling in of Peck Slip in the area between Pearl and Water Streets may have been located in the Peck Slip streetbed. The Burgis View illustration shows such features to have been constructed at significantly lower elevations than the streetbed of Pearl Street at the time, and it is likely that subsequent landfilling episodes which evened out the landscape would have served to protect such resources, should they exist within the APE.

The practice of dredging in the 18th and 19th centuries coupled with the subsequent rapid extension of the East River shoreline could have significantly disturbed earlier historic-period archaeological resources within Peck Slip. However, oftentimes dredging did not clear the slip completely, and it is possible that some earlier archaeological resources survived within the APE. As Peck Slip featured a public market on its north side and a dumping board on its south side, it is possible that collections of debris, including animal bones and commercial and domestic refuse, are present below the surface. Because legislation that banned the practice of public dumping and required the use of clean fill in landfilling endeavors was passed after the project area had been filled out as far as Front Street, these resources—dating between the late 18th and early 19th centuries—are most likely to be found within the northerly portion of the

East River Waterfront Access: Peck Slip

Peck Slip APE between the original high water line, just south of modern Pearl Street, and Front Street to the south. Clean fill is expected to have been used south of Front Street, which is reflected in soil boring logs from locations in the vicinity of the APE.

Although the archaeological APE has been disturbed by utility installations to varying depths, throughout the Peck Slip streetbed, the depth of the landfill and landfill retaining devices—which soil borings indicate extends to 20 to 35 feet throughout the site—far exceeds the depth of the disturbed soil. Furthermore, the relatively shallow depth of the utilities in Peck Slip—including the 5 by 4 foot sewer that runs down the center to depths of approximately 14 feet near Pearl Street, 10 feet below ground surface in the vicinity of Front Street and 6.5 feet below ground surface at South Street could have caused less disturbance of deeper soils than usually occurs in such instances.

Recent utility work in Beekman Street (immediately west of the APE) conducted by the New York City Department of Design and Construction (DDC) has resulted in the discovery of wooden water pipes located approximately 3.5 to 4 feet below the ground surface. The pipes were found within the streetbed of Beekman Street near its intersection with Water Street. It is important to note that these pipes and the other archaeological resources recovered at the site were found in an area that had been “disturbed” several times in the past.

In addition to the water pipes, the remains of the foundation of an old storeroom that contained a primary artifact deposit dating from the late 18th through the turn of the 19th century was found in the excavation of Beekman Street. The artifacts were located approximately 7.5 to 8 feet below the ground surface of Beekman Street, between Pearl and Water Streets. It was estimated that there were approximately 4,000 artifact fragments in the deposit. The remnants of an old pier were found approximately 7 to 8 feet below the ground surface at the intersection of Beekman and Water Streets, as well as an undisturbed pocket of pottery “wasters¹” in Beekman Street between Water and Front Streets approximately 4 feet below the ground surface (Alyssa Loorya, personal communication: November 11, 2006). Therefore, because wooden water pipes and other 19th century archaeological resources have been identified in areas which have also been thought to be disturbed, the presence of similar resources in the APE cannot be ruled out.

Therefore, the Peck Slip streetbed, including the median currently used for parking, is believed to have moderate to high potential for the recovery of historic period archaeological resources in areas which have not been affected by the installation of subsurface utilities. These resources could include historic landfill and landfill retaining devices, wharves (possibly including Peck’s, Roosevelt’s, and Walton’s wharves), docks, piers (possibly including those related to the original ferry to Brooklyn), bulkheads, structural remnants and refuse from the 18th century Peck Slip Market, early 19th century infrastructure (wooden water pipes, wells, pumps, and early brick sewers), and possibly derelict wooden ships, such as those found at other landfill sites in Lower Manhattan. Such resources could extend to depths of 20 to 35 feet throughout the APE.

Water Street Streetbed

The Burgis View illustration, depicting the project area in the early 18th century, indicates that many buildings and shipyards were located along Manhattan’s waterfront in the vicinity of

¹ Pottery “wasters” are ceramic dishes, cups, saucers, etc. that have been discarded because they cannot be sold due to gross imperfections. Potteries and/or merchants often discarded these pieces in the landfill.

modern Water Street, which at that time was occupied by a series of docks, wharves, and piers. These buildings would have included Beekman's slaughterhouse, which appears to have been located near Water Street, east of Beekman Street, although it is unclear if this building would have entered the modern streetbed of Water Street. Because Water Street was widened in the 19th century, buildings which were adjacent to the historic streetbed may now be located beneath the modern streetbed.

Because of the nature of early 18th century landfilling practices, it is likely that Water Street was constructed atop a large network of landfilling devices which were filled with historic landfill deposits. Because Water Street was filled in before sanitary legislation required the use of clean fill, it is also likely that the landfill deposits within the Water Street streetbed contain domestic and commercial refuse. Although the area has been disturbed by utility installations to varying depths of up to approximately 10 feet throughout the Water Street streetbed, the depth of the landfill and landfill retaining devices—which soil borings indicate extends to a depth of approximately 20 to 35 feet throughout the site—far exceeds the depth of modern disturbance/the disturbed soil.

Therefore, the Water Street streetbed is considered to have moderate to high potential for the recovery of historic period archaeological resources in all areas not disturbed by the installation of utilities. The resources include historic landfill and landfill retaining devices, wharves (possibly including portions of Peck's, Roosevelt's, and Walton's wharves), docks, piers bulkheads, domestic and commercial refuse, early 19th century infrastructure (wooden water pipes, wells, pumps, and early brick sewers), and possibly derelict wooden ships, such as those found at other landfill sites in Lower Manhattan. In addition, remnants of shipyards and/or warehouses dating to the early 18th century may also be present. Such resources could extend to depths of 20 to 35 feet throughout the APE.

Front Street Streetbed

The Minutes of the Common Council make several references to buildings impeding the continuation of Front Street near Peck Slip although it is not immediately clear where these buildings were located. However, it is likely that structures were constructed in the area that has since become the modern Front Street streetbed when the area was still the waterfront in the mid-18th century. These buildings were probably stores and warehouses and may have been constructed on piers that stretched out into the East River as well as on the fast land south of Water Street. The widening of Front Street in the 19th century could have resulted in a small portion of some of these buildings being included within the archaeological APE.

Because of the nature of late-18th and early-19th century landfilling practices, it is likely that Front Street was constructed atop a large network of landfilling devices filled in with historic landfill deposits. Because Front Street was filled in after sanitary legislation required the use of clean fill, it is less likely that the landfill deposits within the Front Street streetbed contain domestic and commercial refuse and it is possible, as confirmed by soil borings, that this area was filled with clean fill. Although the area has been disturbed by utility installations to varying depths of between 4.5 feet and 8.5 feet below ground surface throughout the Front Street streetbed, the depth of the landfill and landfill retaining devices—which soil borings indicate extends to depth of 20 to 35 feet throughout the site—far exceeds the depth of the disturbed soil.

Therefore, the Front Street streetbed is considered to have moderate to high potential for the recovery of historic period archaeological resources. The resources include historic landfill and landfill retaining devices, wharves (possibly including portions of Peck's, Roosevelt's, and

East River Waterfront Access: Peck Slip

Walton's wharves), docks, piers bulkheads, domestic and commercial refuse, early 19th century infrastructure (wooden water pipes, wells, pumps, and early brick sewers), and possibly derelict wooden ships, such as those found at other landfill sites in Lower Manhattan. In addition, remnants of shipyards and/or warehouses dating to the early 18th century may also be present. Such resources could extend to depths of 20 to 35 feet throughout the APE.

ARCHITECTURAL RESOURCES

The known architectural resources located on the project site and in the study area are discussed below. There are no potential architectural resources on the project site or in the study area.

PROJECT SITE

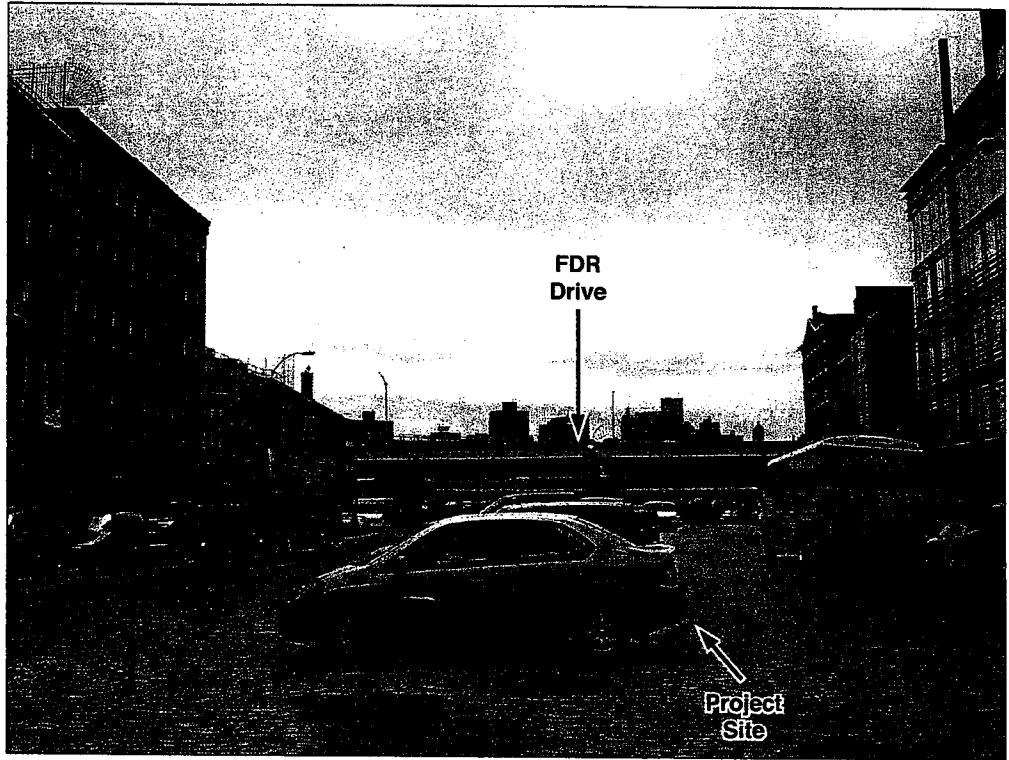
The project site is the central area of Peck Slip between Water and South Streets (see Figures 2B-1 and 2B-3). This section of Peck Slip is a wide, Belgian block- and asphalt-paved corridor whose central area (the project site) is occupied by surface parking. The only differentiation between the project site and the adjacent Peck Slip roadbed is the presence of parked cars on the project site. The only structure on the project site is a small, non-historic parking attendant kiosk in the area northwest of South Street. Atop and alongside the kiosk are billboards advertising the project site's parking. A segment of Front Street extends northeast-southwest through the project site (see Figure 2B-1). The Belgian block pavers on the project site have been removed and re-laid multiple times in relation to on-going utility work in this area of Manhattan and are irregularly spaced.

The entire project site lies within the boundaries of the **South Street Seaport Historic District (S/NR, NYCL) and Extension (S/NR)** (see Figure 2B-1). The boundaries of the S/NR historic district and the NYCL historic district are slightly different. The S/NR historic district and extension boundaries are Pearl and Front Streets on the northwest, the East River and Piers 13 and 15 through 18 on the southeast, the Brooklyn Bridge on the northeast, and Fletcher and John Streets on the southwest. The boundaries of the NYCL historic district are Pearl and Front Streets on the northwest, Peck Slip between Pearl and Water Streets and Dover Street on the northeast, South Street and Piers 15 through 17 on the southeast, and Fulton Street and the area mid-block between John and Fletcher Streets on the southwest. The South Street Seaport Historic District and Extension contains the largest concentration of early 19th century commercial buildings in New York City (see Figures 2B-4 and 2B-5). The district includes Greek Revival counting houses from the 1830s, most built with first stories of granite and post-and-lintel construction, with brick above. A few of the counting houses have stone fronts. By the second half of the 19th century, when the South Street area had lost its prominence in New York's commercial life, many buildings were converted for the wholesale Fulton Fish market. In addition, a few structures were built later, including 116-119 South Street, which became the Meyers Hotel in 1881, and Richard Morris Hunt's 1873 red brick building with black brick decorative trim, at 21-23 Peck Slip (see Views 5 and 6 of Figure 2B-6).

AREA OF POTENTIAL EFFECT

All of the buildings in the APE are within the South Street Seaport Historic District and Extension. These buildings are described briefly below and are identified on Figure 2B-1.

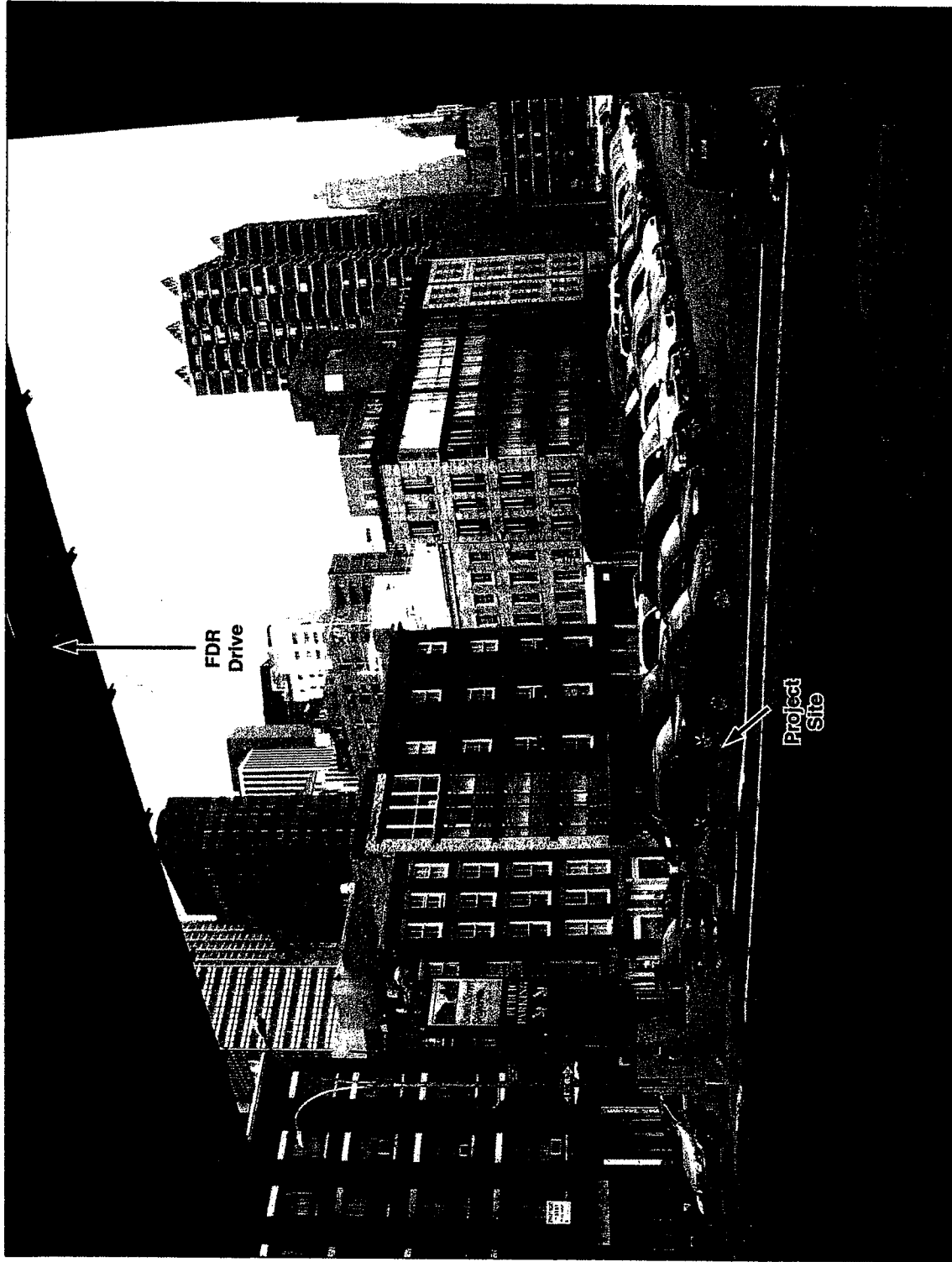
- a. The 1873 corner building at *42-44 Peck Slip/118-119 South Street*, designed by architect John B. Snook, has a chamfered corner entrance and a metal awning supported by wooden columns. Its ground floor has cast iron squared columns of varying widths.



View southeast across project site 1



View northwest across project site 2

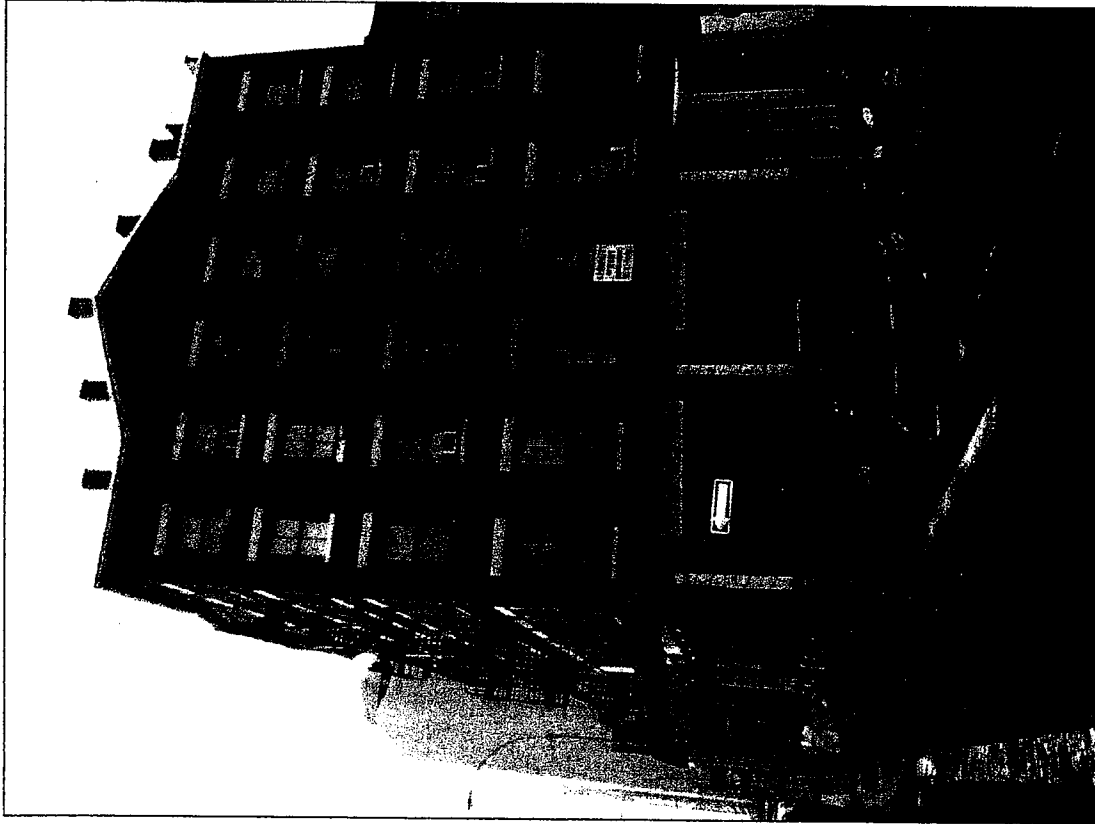


South Street Seaport Historic District and Extension - southwest side of Peck Slip 3



South Street Seaport Historic District and Extension - northeast side of Peck Slip 4

Architectural Resources
Figure 2B-5



116-119 South Street 5



21-23 Peck Slip 6

Architectural Resources
Figure 2B-6

Each façade has a large pediment with the date “1873” at its center. It became Meyer’s Hotel in 1881.

- b. The buildings at *38 and 40 Peck Slip* were built in 1813 as part of a group of three brick buildings (the third building was at 36 Peck Slip but it has since been demolished.). These buildings originally had three stories, each with a pitched roof. In 1872, an additional floor was added to 40 Peck Slip. 38 Peck Slip was also altered, increasing its height to five stories.
- c. The five-story building at *36 Peck Slip* was designed by architect Cook + Fox and was built in 2007. The building is faced in tan brick although though most of its façade is characterized by large glass windows. It has an awning at the ground floor.
- d. The five-story corner building at *34 Peck Slip/235 Front Street* was built in 1828-1829. It is faced in reddish brown brick and its Peck Slip façade has a filled in arched doorway. The building was altered in 1892 with the addition of cast iron square columns, sheet metal window lintels, and a sheet metal cornice. The building’s peaked roof was lowered and a fifth floor was added.
- e. The four-story building at *233 Front Street* was built in 1828-1829 on a water lot. The building’s ground floor has a cast iron shopfront that was a later addition. The building’s upper floors are faced in brick and its roof is pitched and has two pedimented dormers.
- f. The four-story building at *232-234 Front Street*, built in 1816, has a cast iron ground floor façade and a corrugated metal awning. The building’s upper floors are faced in brick with few decorative elements.
- g. The five-story building at *24-30 Peck Slip/236 Front Street*, designed by Cook + Fox and completed in 2007, has a design similar to that of 36 Peck Slip. This building’s southern portion is mostly faced in glass and exposed steel beams. A wide, flat awning extends along most of the building’s Peck Slip and Front Street façades. The building’s two northern bays are faced in tan brick like the building at 24-30 Peck Slip. A one- and two-story rooftop component is visible from the street.
- h. The five-story tenement building faced in orange brick at *22 Peck Slip/251 Water Street*, designed by architect Carl F. Eisenbach in 1888, has arched ground floor entrances.
- i. The Greek Revival warehouse at *247-259 Water Street*, built in 1837, has six large granite piers that support a deep architrave capped by a cornice. Diamond-shaped tie rod plates on the façade at the third and fourth floors identify where the floor meets the façade.
- j. *2-18 Peck Slip/246-258 Water Street* is a surface parking lot. There are no structures on this lot.
- k. The Peck Slip Station of the U.S. Post Office, located at *1-19 Peck Slip/260-262 Water Street*, is a four-story, orange brick-faced building designed by Charles M. Spindler and built in 1950. It has banded windows along its Peck Slip façade that wrap around the corner to its Water Street façade. The Water Street façade also has wide, multi-paned windows set above garage entrances.
- l. The four-story Greek Revival building at *261-263 Water Street* was built in 1847. It is faced in brick and has large granite piers that support a smooth granite lintel.

East River Waterfront Access: Peck Slip

- m. The six-story orange brick building at *21-23 Peck Slip/253-259 Water Street* was designed by the Paris-trained architect Richard Morris Hunt and was built in 1873 to house “first class stores.” The building has ground floor arched entrances and similarly arched windows on the upper floors.
- n. The paired five-story buildings at *25-27 Peck Slip* were built in 1835-1836. The Greek Revival building’s ground floor has been altered and its upper floors are faced in Flemish bond brickwork.
- o. The buildings at *29-33 Peck Slip/240-242 Front Street* have been combined into one building. The paired five-story brick-faced buildings at *29 and 31 Peck Slip* date from the early 1850s and have large star-shaped tie rod washers on its façade. The five-story brick building at *33 Peck Slip* dates from 1856. Its upper floors align with the floors of the buildings at 29 and 31 Peck Slip. A corbelled roof spans all three buildings and extends around the corner to Front Street. The five-story building at *240 Front Street* was built in 1851-1852 and has a ground floor cast iron storefront. The building is connected to the rear of 29 Peck Slip.
- p. The Con Edison substation building at *35 Peck Slip/237-257 Front Street*, designed by architecture firm of Edward L. Barnes and built in 1974, occupies most of the block but is set back from the Peck Slip streetwall by a fence-enclosed area. The building’s façade along Peck Slip has a decorative mural depicting two building facades and the Brooklyn Bridge.
- q. The four-story red brick building at *43 Peck Slip*, designed by the firm of Edward L. Barnes, was built in 1974 as part of the adjacent Con Edison substation project. It has few decorative elements and most of its windows have louvers instead of glass.
- r. The four-story red brick building at *45 Peck Slip/151 South Street* was built in 1806-1807. It was built, along with three adjacent buildings with a common hipped roof, on newly filled land.

KNOWN RESOURCES VISIBLE FROM THE APE

Some buildings in the South Street Seaport Historic District and Extension that are outside the APE are also visible from some vantage points in the APE.

Portions of the **Brooklyn Bridge** (NHL, S/NR, NYCL) are visible in views northeast along Water, Front, and South Streets. The Brooklyn Bridge spans the East River between City Hall Park in Manhattan and Cadman Plaza in Brooklyn. Construction of the steel suspension bridge was originally conceived in 1867 by John A. Roebling, a German immigrant engineer who invented wire cable and was an accomplished bridge builder. The Brooklyn Bridge was the first physical link between Brooklyn and Manhattan. It opened in 1883 and was the longest suspension bridge at the time of its completion, spanning 1,595.5 feet between towers. The bridge was described as the “new eighth wonder of the world” and is considered one of the greatest engineering feats of the 19th century. It is characterized by two massive granite-clad towers with Gothic arches and a network of steel cables and vertical wires (see View 7 of Figure 2B-7).

The **Woolworth Building** (NHL, S/NR, NYCL) is also outside the study area and is at a greater distance from the project site. This 60-story neo-Gothic skyscraper at 233 Broadway is visible in views north from the project site. The Woolworth Building was built in 1910-13 to house the



View northeast toward the Brooklyn Bridge 7

Architectural Resources
Figure 2B-7

headquarters of the Woolworth variety store chain. F.W. Woolworth intended it to be the world's tallest building and it was for a short time. It was designed by Cass Gilbert and is faced in terra cotta (see View 2 of Figure 2B-3).

D. NO ACTION ALTERNATIVE

PROJECT SITE

The No Action Alternative assumes that there would be no construction activity on the project site and the site would remain in its current condition, thus there would be no changes to the areas of the South Street Seaport Historic District and Extension on the project site.

AREA OF POTENTIAL EFFECT

Absent the Proposed Action, NYCDOT will upgrade utilities below the streetbeds of Water Street between Beekman and Dover Streets, Front Street between Peck Slip and Dover Street, Beekman Street between Water and South Streets, and Peck Slip between Pearl and Water Streets (see Figure 2B-2). The NYCDOT project will involve repaving the streetbeds of the affected streets.

At 250 Water Street, a 175,000-square-foot institutional building with 300 dwelling units will be developed northwest of the project site on a lot currently used as surface parking.

OUTSIDE THE APE

Outside the APE southeast of the project site, the East River Esplanade and Piers project will improve a two-mile segment of the East River waterfront between Whitehall Ferry Terminal and East River Park. Physical improvements will generally consist of pavement, street furniture, landscaping, and some small structures.

Cultural resources such as the South Street Historic District that are listed on the S/NR or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act (NHPA) from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must undertake a notice, review, and consultation process prior to affecting these resources. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act (SHPA). Thus, while cultural resources in the study area are protected by federal, state, and local regulations, it is possible that they may be altered in the future. Privately owned sites that are NYCLs, within NYCHDs, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

The status of cultural resources could change in the future without the Proposed Action. It is possible that some cultural resources in the study area could deteriorate, while others could be restored. In addition, future projects could affect the settings of cultural resources, or accidentally damage such resources through adjacent construction.

E. PROBABLE IMPACTS OF THE PROPOSED ACTION

ARCHAEOLOGICAL RESOURCES

PRE-CONTACT PERIOD ARCHAEOLOGICAL RESOURCES

As described in “Existing Conditions,” the project site has a low potential for the recovery of pre-contact period archaeological resources. Therefore, creation of the proposed open space and reconstruction of the surrounding streets is not expected to adversely affect any such resources.

HISTORIC PERIOD ARCHAEOLOGICAL RESOURCES

According to the Phase 1A archaeological documentary study, several types of potential archaeological resources could be impacted by the Proposed Action, depending upon the location, size, and depth of subsurface impacts. Adverse impacts could occur if construction disturbance extends into potentially sensitive levels. Conversely, adverse impacts may be avoided if disturbance is restricted to depths above potentially sensitive areas. Based on an analysis of the proposed depth and location of proposed new work in Peck Slip, as well as the depth and location of existing utilities, the proposed project has the potential to impact archaeological resources in several locations:

- Excavation for a proposed “water feature” with a manhole/catch basin would take place in a small area of the streetbed at the intersection of Peck Slip and Front Street to a depth of approximately 4 feet. A valve box for the water feature would involve the excavation of an approximately 2-foot area to a depth of approximately 2 feet. The construction of this water feature would also require some excavation for water and drainage pipes at a depth of approximately 18 inches. Both the valve box and pipes would be constructed in the immediate vicinity of the water feature. To date, the exact locations of the water feature and associated pipes and manhole have not yet been finalized. Once the locations are finalized, plans should be reviewed by an archaeologist to determine if they could impact potentially sensitive levels.
- The planting of new trees on the project site could result in disturbance to a depth of approximately 3 feet. This has the potential to impact archaeological resources and final plans should be reviewed by an archaeologist to determine if new trees would be located in sensitive areas.
- The installation of the north and south boundaries of the ship feature would require excavation to a depth of approximately 2 to 3 feet in certain locations. In the center of the ship feature, excavation would occur to a depth of approximately 2 feet. A post footing would be constructed near the intersection of Peck Slip and Water Street which would require excavation to a depth of approximately 4 feet.
- Installation of proposed utilities could take place in all streetbeds within the archaeological APE. If such installations are in-kind replacements of existing lines, it is not expected that archaeological resources would be affected. However, if the utilities would be constructed in areas that have not been previously disturbed or have had minimal disturbance, historic period archaeological resources could be affected.

The Phase 1A archaeological documentary study recommends that once plans for the proposed work at the project site—including the water feature, tree plantings, the ship feature components, and utility installations, and the adjacent NYCDOT streetbed reconstruction areas—are

finalized, these plans should be reviewed by an archaeologist to determine if they could impact potentially sensitive levels of the project site. Though the proposed work has been designed to avoid adverse impacts to historic resources, including archaeological resources, if such impacts could occur, Phase 1B archaeological testing would be undertaken for those areas. This testing should occur in all areas that have not been previously disturbed by the installation of modern utilities and that would be excavated or disturbed by the Proposed Action. If the scope of work changes in any way, all changes should be reviewed by an archaeologist. The goal of the testing would be to determine if any significant archaeological resources are present. All archaeological testing would be designed and conducted in consultation with SHPO and LPC, including preparation of a testing protocol to be submitted to SHPO and LPC for approval prior to testing. With this testing and compliance with any SHPO and/or LPC directive based on the results of such testing, no significant adverse impacts to archaeological resources are expected to occur with the proposed actions. As such, LMD C finds that the Proposed Action is not likely to adversely affect archaeological resources as Phase 1B testing would be undertaken in consultation with SHPO and LPC to avoid adverse impacts to potential archaeological resources.

Because there is a slight chance that archaeological resources may be present in areas that were not identified as sensitive in the Phase 1A, an unanticipated discovery plan will be prepared in consultation with SHPO and LPC to address any such resources.

Therefore, overall, the Proposed Action is not expected to have significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

PROJECT SITE

The Proposed Action would be coordinated with NYCDOT's planned streetbed reconstruction project at Peck Slip, which is a separate undertaking being approved and funded by the Federal Highway Administration (FHWA). The Proposed Action would close the portion of Front Street that crosses Peck Slip and would remove the existing Belgian block- and asphalt-paved centrally-oriented surface parking from the project site. As part of the Proposed Action, Peck Slip's street geometry would be formalized by creating a median in Peck Slip with a paved and landscaped open space and installing new granite slab curbs that would define the north and south extent of the proposed open space. The granite Belgian block pavers at the project site's existing surface parking area would be salvaged and re-used in the proposed open space design (see Figures 2B-8 through 2B-11). Salvaged pavers would also be used for the reconfigured streetbeds and crosswalks with additional salvaged pavers to be laid to contrast the streetbed pattern and demarcate the extent of the crosswalk boundaries.

The landscaped open space has been designed in consultation with SHPO and LPC to be contextually appropriate to the South Street Seaport Historic District and Extension. The project site has two distinct areas. As currently planned, the portion of the project site between Water and Front Streets would be redeveloped as an open space paved with salvaged Belgian block pavers. This area would have walkways, benches and granite block seating, trees, and other landscaping elements (see Figures 2B-9). Trees and other plantings would be located near the project site's southern boundary and would be spaced so as to not obstruct important views to nearby and more distant architectural resources. A vertical stone element with a mast light would be located near Water Street.

East River Waterfront Access: Peck Slip

The eastern portion of the project site—from Front Street to the west side of South Street—would also be redeveloped as an open space using salvaged pavers and landscaping elements. It would include an area demarcated by granite steps in a shape reminiscent of a ship. The pavers within this ship-like area would be laid in a ripple pattern symbolizing water movement (see Figure 2B-10). Americans with Disabilities Act (ADA)-compliant pavers would be integrated into the ripple design. The granite steps at this part of the project site's northern boundary would be accented with slender vertical steel and wood rib-like elements with granite bases. They would range in height from 9 to 16 feet. These rib-like elements would be similar to the ribs of a ship, further evoking this area of Manhattan's waterfront history which included shipbuilding. Spaced at approximately 15-foot intervals, the rib-like vertical elements would maintain views to and across the project site to architectural resources within the surrounding historic district, and more distant views to architectural resources, including the Woolworth Building and the Brooklyn Bridge. An additional vertical, rib-like element with a mast light and a water feature would be located near the intersection of Front Street and Peck Slip. The southern boundary of this area of the project site would have granite elements spaced at the same interval as the bases of the rib-like elements at the northern boundary. These design components could be used as seating and would be supplemented by granite block seating and moveable wood crate seating. The eastern open space would also have trees and other plantings located near its southern boundary that would not obstruct important views to nearby and more distant architectural resources.

As described in "Existing Conditions," the project site, although part of the South Street Seaport Historic District and Extension, does not include any buildings apart from the single-story parking attendant kiosk. The Belgian block pavers that characterize the project site have been removed and re-laid many times and are not identified in the South Street Seaport Historic District designation report as contributing features to the historic district. As described above, the existing Belgian block pavers on the project site would be salvaged and reused in the proposed design. As there are no architectural resources on the project site, there would be no adverse physical impacts to architectural resources on the project site.

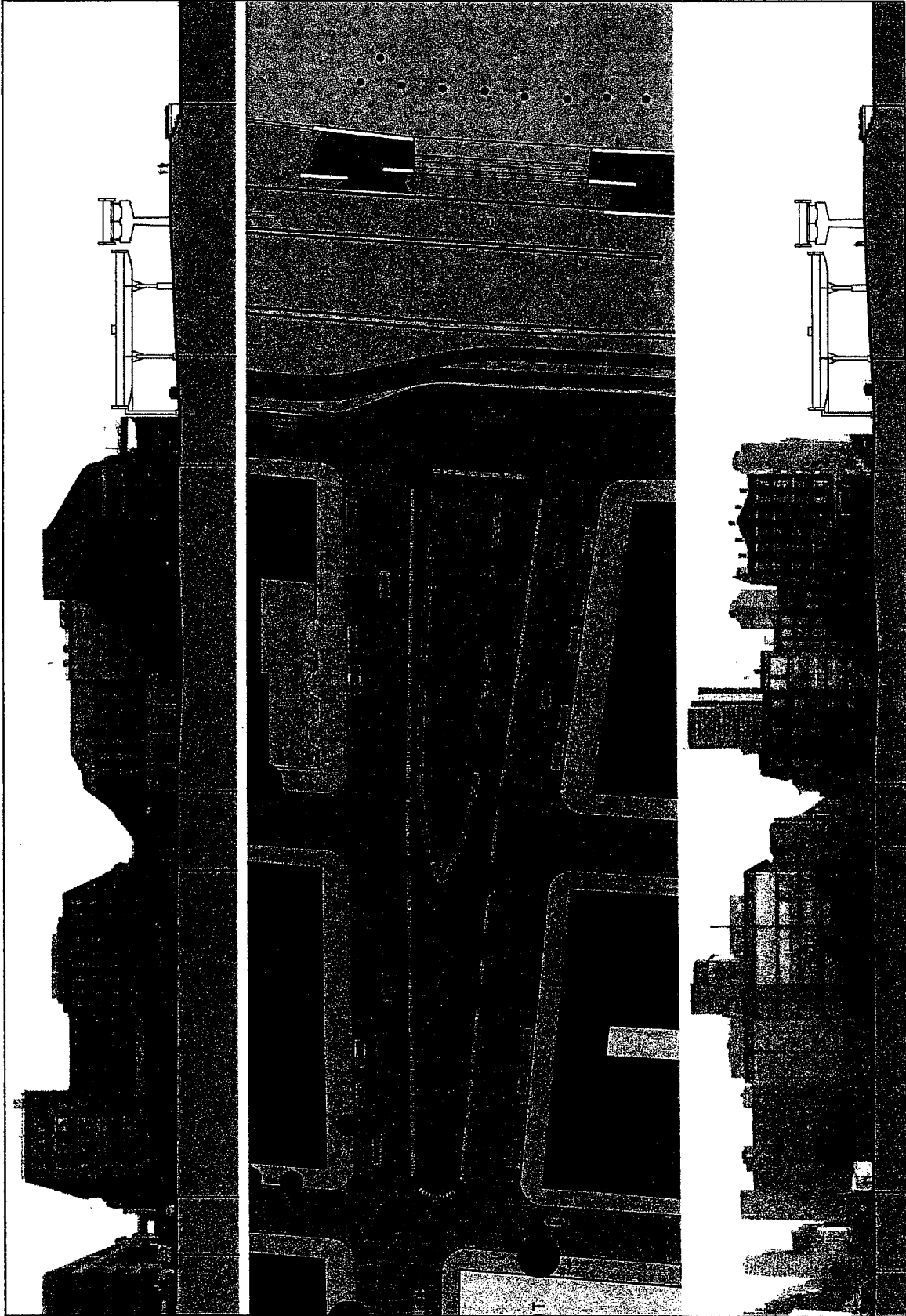
The proposed closure of the portion of Front Street that extends through Peck Slip would allow a larger open space to be developed on the project site. Although this portion of Front Street would be closed to automobile traffic, the design of the open space would maintain views and would provide pedestrian access to and across this area of the project site. Further, Peck Slip has a long history of changes to its physical form, as it has undergone extensive landfilling episodes through its history related to the changing needs of the surrounding area. The Proposed Action reflects the area's changing character that includes residential and commercial uses while improving physical and visual access to the East River waterfront.

STUDY AREA

In general, the Proposed Action would be expected to enhance the context of surrounding architectural resources in the South Street Seaport Historic District and Extension by replacing a surface parking area with a new open space that would be designed to be appropriate to the context of the surrounding historic district.

The closure of the portion of Front Street where it extends through the project site would not be expected to adversely alter the physical, visual, or contextual character of the historic district as the proposed open space design in the area of Front Street would maintain existing views to and through the project site and into study area. Further, the proposed design would provide

7.31.08



SOURCE: QUENNEL, ROTHCHILD & PARTNERS, LLP

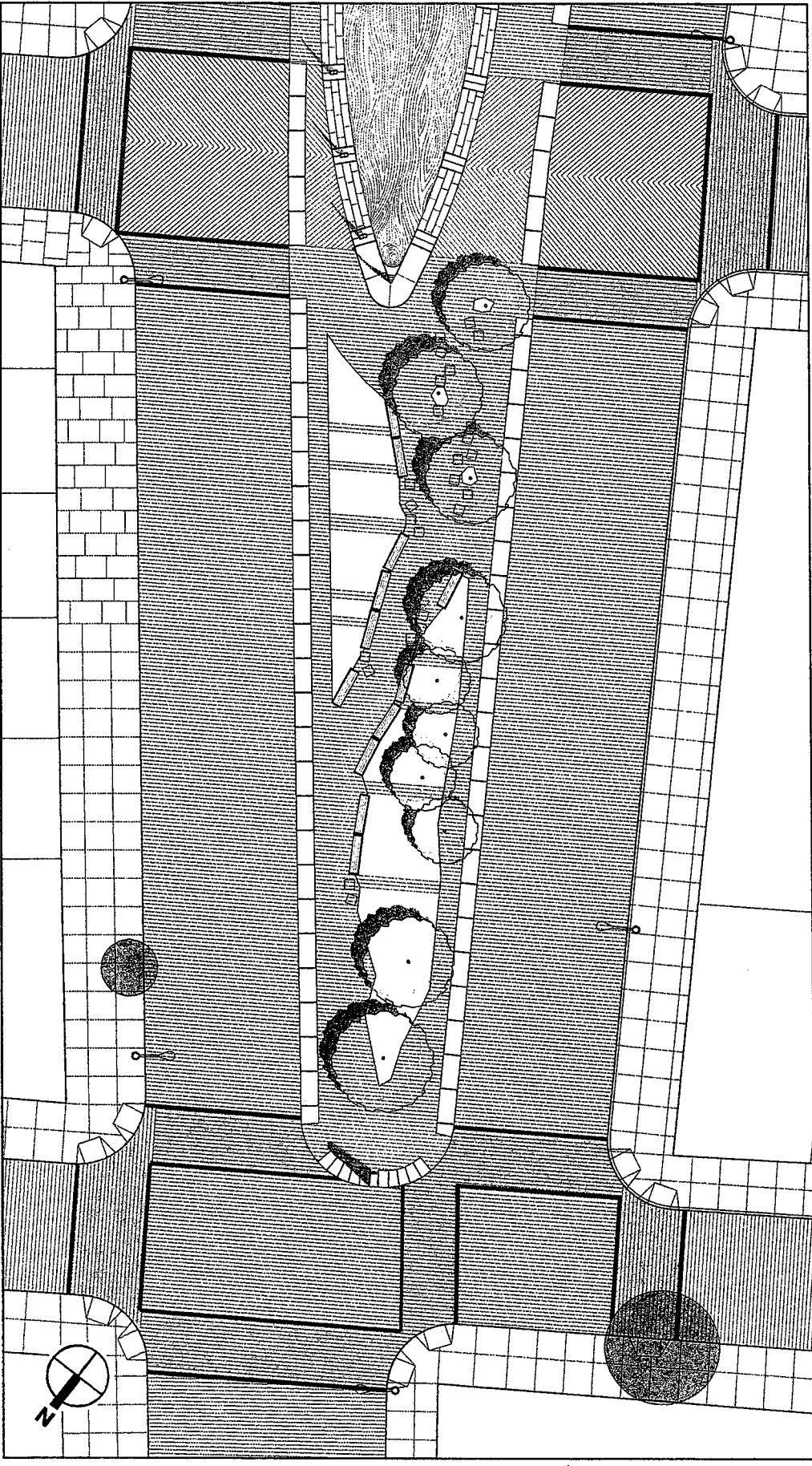
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan and Sectionals

Figure 2B-8

EAST RIVER Waterfront Access Project • Peck Slip

8.6.08



0 30 FEET
SCALE

- Crosswalk Edging Header Course
- Crosswalk Edging Basketweave Pattern
- ADA Accessible Granite Block Crosswalk Paving

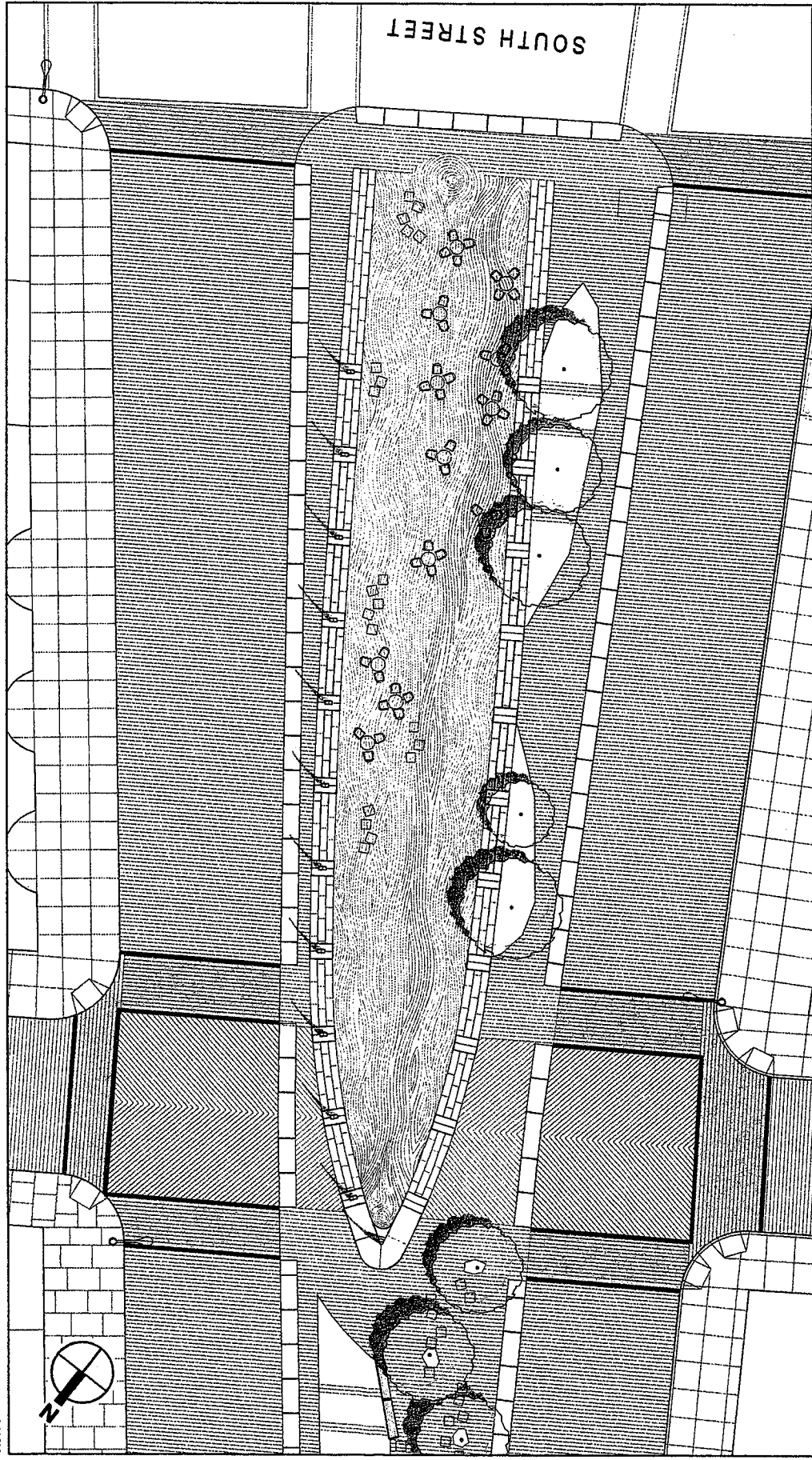
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

**Proposed Site Plan
Western Area**
Figure 2B-9

EAST RIVER Waterfront Access Project • Peck Slip

SOURCE: QUENNEL ROTHSCHILD & PARTNERS, LLP

8.5.08



0 30 FEET
SCALE

- Crosswalk Edging Header Course
- Crosswalk Edging Basketweave Pattern
- ADA Accessible Granite Block Crosswalk Paving

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan
Eastern Area
Figure 2B-10

EAST RIVER Waterfront Access Project • Peck Slip

SOURCE: QUENNEL FORTSCHILD & PARTNERS, LLP



SOURCE: QUENNEL ROTHSCHILD & PARTNERS, LLP

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

**Proposed Site Plan
View East**
Figure 2B-11

EAST RIVER Waterfront Access Project • Peck Slip

pedestrian access to the project site where access is currently limited to automobile parking. The closure of this section of Front Street and its replacement with a new open space area would be expected to improve the physical and visual context of the nearby historic resources.

The proposed project elements would not compete visually with the historic resources in the historic district since existing views to historic resources would largely be maintained across the project site to other areas of the historic district. Views to the Woolworth Building and the Brooklyn Bridge would not be adversely affected by the proposed changes to the project site.

Within the 90-foot architectural APE, there are a number of contributing architectural resources within the South Street Seaport Historic District and Extension. These buildings could potentially be inadvertently adversely affected by ground-borne construction-period vibrations, falling objects, damage from heavy machinery, or other unanticipated potential construction-related impacts unless proper protection measures are put in place. Therefore, to avoid potential adverse physical impacts on these buildings, the Proposed Action would develop and implement a CPP in consultation with SHPO and LPC prior to the commencement of any demolition or construction activities on the project site. The CPP would follow the New York City Department of Buildings *Technical Policy and Procedure Notice (TPPN) #10/88*. With a CPP in place, it is not expected that there would be any adverse physical impacts to architectural resources.

Overall, the Proposed Action would be expected to enhance the context of surrounding architectural resources by creating a new public open space that would maintain and improve physical and visual access to the East River waterfront and eliminate unsightly street parking. The project components are being designed in consultation with SHPO and LPC to complement the historic character of the historic district's buildings and the area's ship building past and would add a new open space that would enhance pedestrian activity in this historically residential and commercial waterfront area. The project would not be expected to have adverse physical, visual, or contextual effects on architectural resources located in the surrounding study area. Therefore, it is not expected that the Proposed Action would result in any adverse impacts to cultural resources. *

A. INTRODUCTION

This attachment considers the potential of the proposed East River Waterfront Access Project at Peck Slip to effect urban design and visual resources on the project site and in the surrounding area. The Proposed Action would remove the existing Belgian block- and asphalt-paved centrally-oriented surface parking from the project site, close Front Street through Peck Slip, and formalize Peck Slip's street geometry by creating a landscaped open space on a median in the slip.

Since views to the project site are generally limited to the immediately surrounding streets, and the elements of the proposed plaza would be small scale and relatively low to the ground, the study area has been defined as the block fronts facing Peck Slip between Water and South Streets (see Figure 2C-1).

As defined in the *City Environmental Quality Review (CEQR) Technical Manual*, urban design and visual resources determine the "look" of a neighborhood—its physical appearance, including the size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character. The following analysis addresses each of these characteristics for the project site and study area by describing the existing conditions and future conditions without the proposed actions and assessing probable impacts of the proposed actions for the year 2010, when the project is to be completed.

As discussed below, this analysis concludes that the Proposed Action would not be expected to have any adverse impacts on the urban design or visual resources of the study area. The Proposed Action would improve the urban design of the project site and study area by replacing an unattractive surface parking area with a new publicly accessible open space with landscaping and a seating area that would improve physical and visual access to the East River waterfront and the surrounding South Street Seaport, a visual resource. The Proposed Action would not change any natural features, block shapes, building uses, bulk, or arrangements in the study area. The Proposed Action would de-map a short segment of Front Street that extends through the project site. This would alter the street pattern in the study area closest to the project site, however, the proposed project design would maintain views to and through the project site and would not be considered adverse. The Proposed Action would involve the removal and reinstallation of the existing granite Belgian block pavers into the proposed project design. The proposed project components would change some aspects of the urban design of the project site and study area but these changes would not be considered adverse as they would improve the appearance of the project site and study area and would relate to the urban design of the project site and surrounding study area. Overall, the Proposed Action is not expected to adversely affect urban design or visual resources.

B. EXISTING CONDITIONS

PROJECT SITE

URBAN DESIGN

The project site is the central area of Peck Slip between Water and South Streets (see Figure 2C-1). This section of Peck Slip is a wide, Belgian block- and asphalt-paved corridor whose central area is occupied by surface parking. The only differentiation between the project site and the adjacent Peck Slip roadbed is the presence of parked cars on the project site (see Views 1 and 2 of Figure 2C-2). The only structure on the project site is a small parking attendant kiosk in the area northwest of South Street. Atop and alongside the kiosk are billboards advertising the project site's parking. A segment of Front Street extends northeast-southwest through the project site (see Figure 2C-1). The entire Peck Slip project site is within the South Street Seaport, an area characterized by four- to six-story early 19th century commercial buildings, most of which have masonry facades.

VISUAL RESOURCES

As the project site is characterized by a Belgian block- and asphalt-paved area with parked automobiles, there are no visual resources on the project site.

STUDY AREA

The discussion below focuses first on the area's urban design—basic layout and structures—and then describes its visual resources.

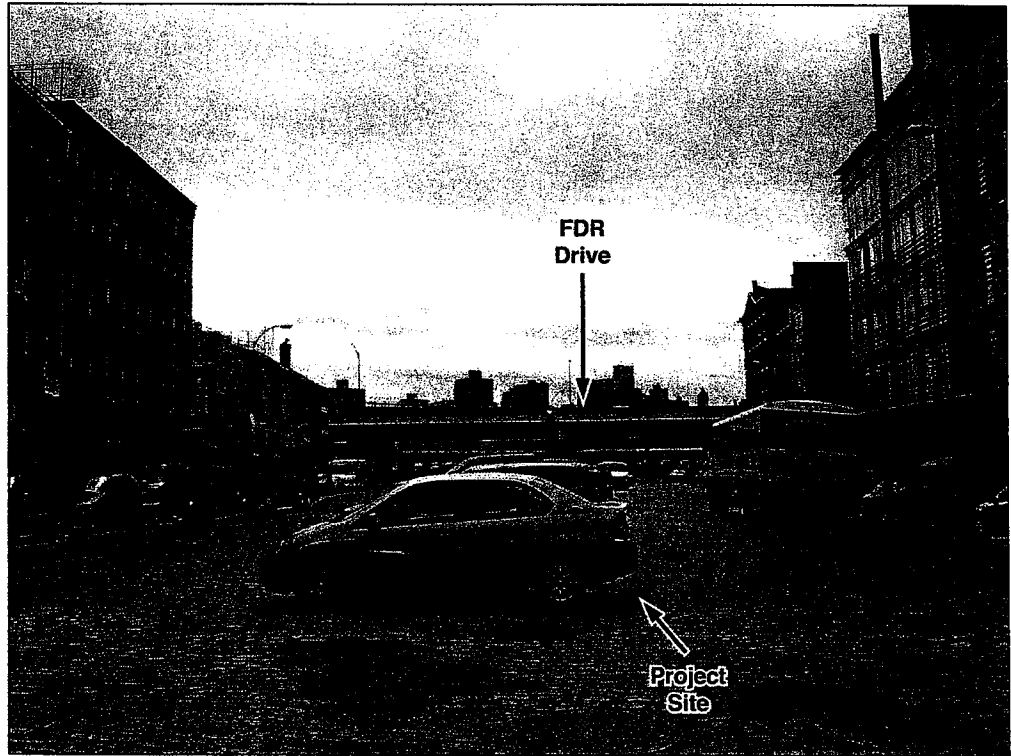
URBAN DESIGN

There are no natural features in the study area. Just outside the study area to the southeast is the East River, a natural feature that defines the eastern shoreline of Manhattan.

The project site is flanked by two roadways that abut the project site (see Figures 2C-1 and 2C-2). There is no distinction between the boundary of the project site's surface parking area and the adjacent Peck Slip roadbeds. The roadbed abutting the northeast edge of the project site carries one-way traffic traveling northwest; the roadbed flanking the project site's southwest edge carries one-way traffic traveling southeast.

The portions of Water, Front, and South Streets in the study area follow a grid-like pattern but the streets have varying widths. Water and Front Streets are both approximately 50 feet wide. The portion of the Peck Slip roadway that extends northwest of the project site between Water and Pearl Streets is approximately 68 feet wide. The section of South Street in the study area is approximately 125 feet wide and extends below the elevated FDR Drive. The FDR Drive is an elevated roadway that is perpendicular to the project site. It extends above the southeastern portion of the study area, with some of its footings extending onto this area of South Street.

Water and Front Streets are both one-way streets whereas both South Street and the portion of Peck Slip northeast of the project site carry two-way traffic. The portion of Peck Slip between Water and South Streets carries one-way traffic divided by the centrally-located surface parking area whereas the section of Peck Slip between Pearl and Water Streets carries two-way traffic.



View southeast across project site 1



View northwest across project site 2

The blocks northeast and southwest of the project site are rectangular with their narrow ends along Peck Slip. The blocks northwest of Water Street are irregularly shaped by the curve of Pearl Street that creates their northwest boundary.

The streetscape in the study area is generally characterized by a mix of older and newer four- to six-story buildings that are built to the streetwall (see View 3 of Figure C2-3 and Views 4 and 5 of Figure C2-4). The buildings in the study area include commercial and residential buildings with ground floor restaurants and commercial space, a hotel, a Con Edison substation building, and a post office.

The southwestern blockfront between South and Front Streets includes five four- and five-story buildings (see View 3 of Figure C2-3). These buildings, except the building at 36 Peck Slip, are older buildings faced in red brick. The building at 36 Peck Slip is a newer building faced in tan brick, though most of its façade is characterized by large glass windows. It has an awning at the ground floor. The buildings at each corner of this block have wide awnings that extend over the sidewalks.

Two buildings comprise the southwestern blockfront between Front and Water Streets (see View 2 of Figure 2C-2 and View 3 of Figure 2C-3). The building at 24-30 Peck Slip is a newer five-story building that has a similar appearance to 36 Peck Slip. 24-30 Peck Slip's southern portion is mostly faced in glass and exposed steel beams. A wide, flat awning extends along most of the building's Peck Slip façade. A similar awning extends along the building's Front Street façade. The building's two northern bays are faced in tan brick like the building at 24-30 Peck Slip. This building has a one- and two-story rooftop component that is visible from the street. Northeast of this building is an orange brick, older five-story building with arched entrances at the ground floor.

The blockfront northwest of the project site is a surface parking lot with parked automobiles (see View 4 of Figure 2C-4). The blockfront facing the project site to the northeast is occupied by a modern four-story orange brick-faced post office building with banded windows along its Peck Slip façade and wide, multi-paned windows along its Water Street façade set above garage entrances (see View 5 of Figure 2C-4).

Facing the project site on the northeast blockfront between Water and Front Streets are three older red brick-faced five- and six-story buildings (see View 6 of Figure 2C-5). They are all built to the streetwall. The tallest of these buildings, at 21-23 Peck Slip located at the corner of Peck Slip and Water Street, has ground floor arched entrances and similarly arched windows on the upper floors. Next to this building is a five-story building with ground floor garage entrances with metal screens. The building's southeastern bay has fire escapes extending from the second through the fifth floor. The building at the corner of Peck Slip and Front Street has five floors and has elevations on both Peck Slip and Front Street. This building, now occupied by a hotel, has regularly spaced windows on the upper floors. The ground floor windows and entrances have green awnings contributing to the building's uniform appearance.

The buildings facing the project site in the block between Front and South Streets include the Con Edison substation at the corner of Front Street and Peck Slip. This building occupies most of the block but is set back from the Peck Slip streetwall by a fence-enclosed area. The building's southwestern wall, the façade along Peck Slip, has a decorative mural depicting two building facades and the Brooklyn Bridge (see View 7 of Figure 2C-5). The other two buildings on this blockfront are both four-story red brick buildings. The building at 43 Peck Slip has few decorative elements and most of its windows have louvers instead of glass (see View 8 of Figure

East River Waterfront Access: Peck Slip

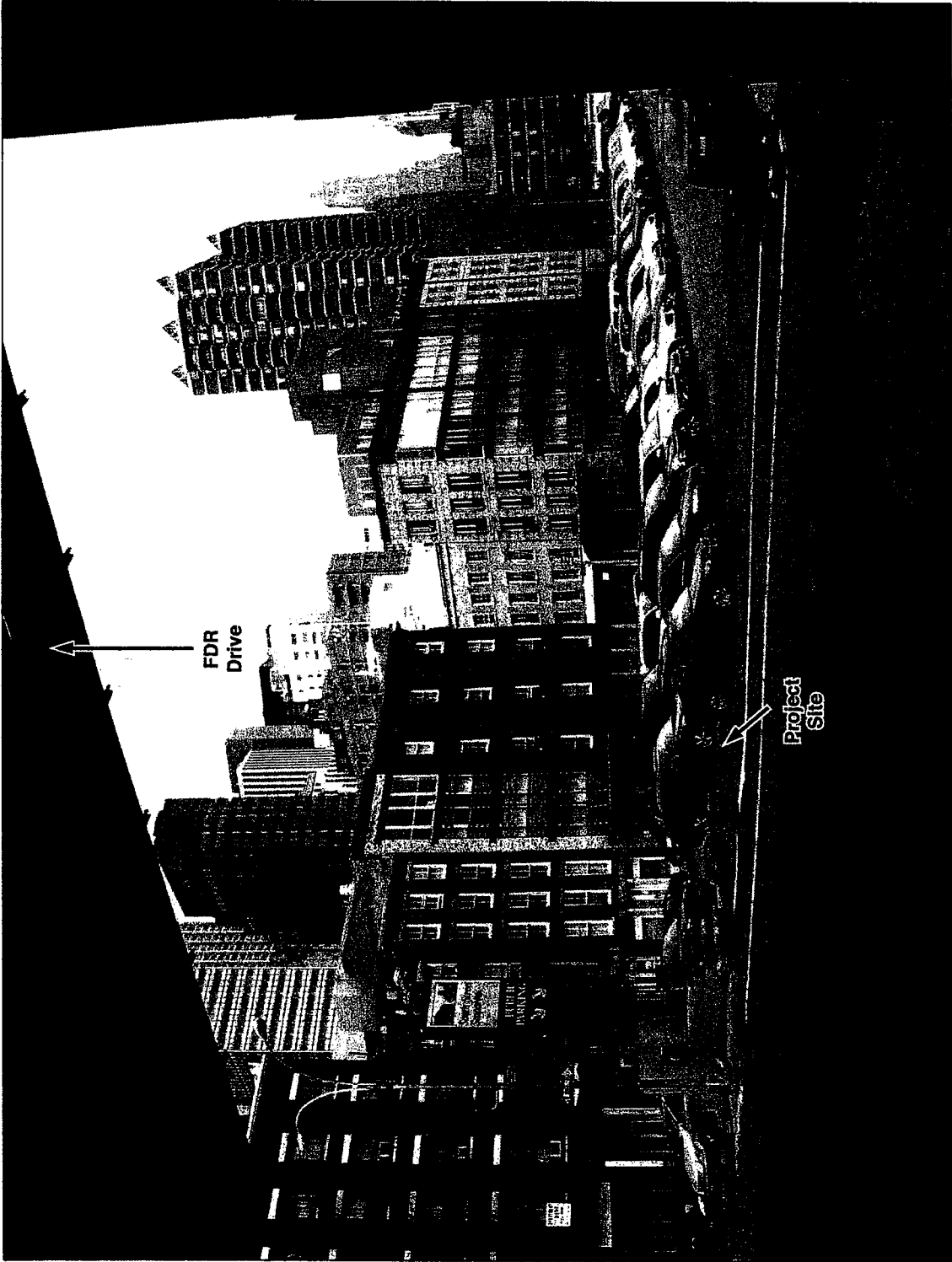
2C-6). The building 45 Peck Slip, at the corner of South Street, has a pitched roof and a ground floor restaurant with banners and signage painted onto the building. The building's South Street elevation has fire escapes on the second through fourth floors (see View 9 of Figure 2C-6).

Some buildings in the study area, both older and newer buildings, have wide awnings that extend over the sidewalk. The awnings of other buildings are visible in views along Front, Water, and South Streets (see Views 10 and 11 of Figure C2-7). In addition to the surface parking lot in the study area northwest of the project site, this is also a surface parking lot in the area below the FDR Drive southeast of the project site (see View 12 of Figure C2-8). Sidewalks line both sides of the streets in the study area, and there are parked cars along the streets. There are cobra head street lights and fire hydrants. The street furniture in the study area is limited. There are three benches and a row of black bollards on the sidewalk along Peck Slip near the Con Edison substation building. Some of the restaurants in the study area have seasonal outdoor seating areas on the sidewalks.

VISUAL RESOURCES

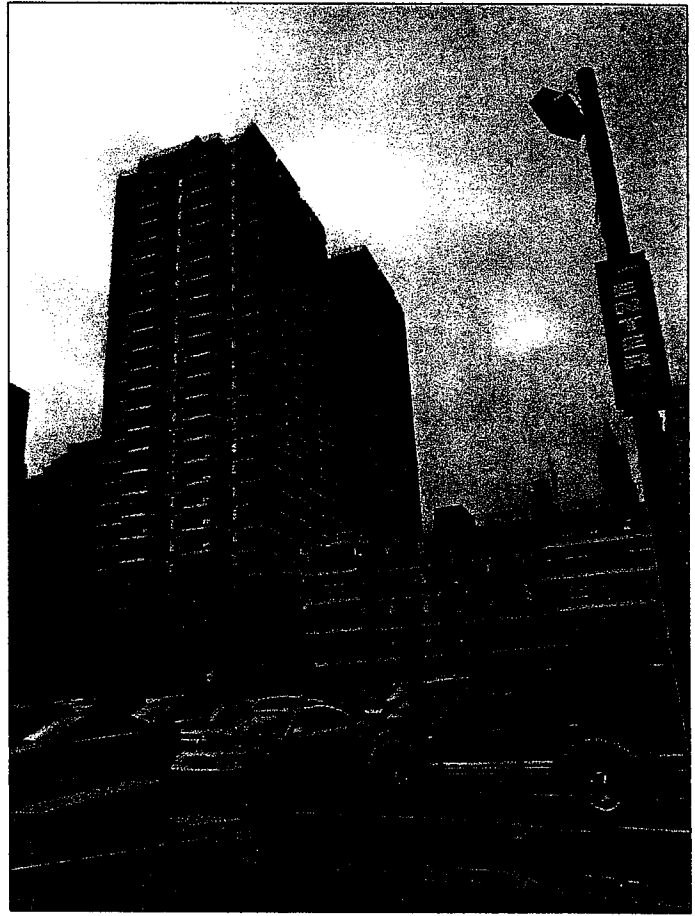
Views northwest from the project site include the portion of Peck Slip that is in the study area, a 68-foot-wide roadway paved in Belgian block and asphalt with two-way traffic and curbside parked cars. West of this roadway is a surface parking lot. Because there are no buildings in these sections of the study area, views northwest from the project site include views to a wide, six-story brown brick residential building perpendicular to Peck Slip and other taller buildings in Lower Manhattan, including the Woolworth Building, a visual resource described below (see View 2 of Figure C2-2). Views from South Street toward the project site include the parked automobiles that characterize the project site. Some views to the northwest and northeast from the project site and the study area include some of the taller buildings in Lower Manhattan that are at a greater distance from the project site but are visible because they are much taller than most of the buildings in the study area and other buildings closest to the project site. Views southeast from the project site are partially obstructed by a portion of the elevated FDR Drive that extends along Manhattan's East River waterfront. At street level, views southeast include surface parking and, depending on proximity to the FDR Drive, views from closer to this structure extend beyond the FDR Drive and include the Brooklyn skyline (see View 1 of Figure C2-2). These structures and views are not considered visual resources.

There are three visual resources in the study area—the collection of buildings at the South Street Seaport, the Brooklyn Bridge, and the Woolworth Building. The section of the South Street Seaport within the study area includes four- to six-story masonry-faced 19th century commercial buildings. Views along Water, Front, and South Streets include views to other areas of the visual resource (see Views 10 and 11 of Figure C2-7). Sections of the Brooklyn Bridge's elevated approach ramps are visible in views northeast along Water, Front, and South Streets (see View 7 of Figure C2-5). The bridge's expanse across the East River is visible from vantage points in the study area closest to South Street (see View 12 of Figure C2-8). The Woolworth Building, a 60-story terra cotta-faced skyscraper at 233 Broadway, is a visual resource that can be seen in views northwest from the study area (see View 2 of Figure C2-2).

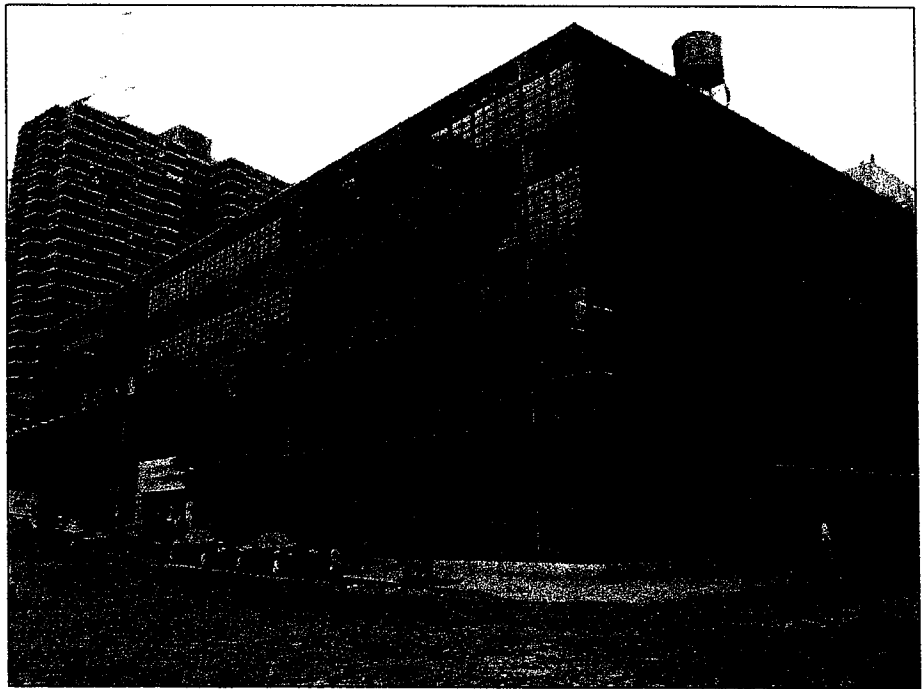


South Street Seaport Historic District and Extension - southwest side of Peck Slip 3

Study Area
Figure 2C-3



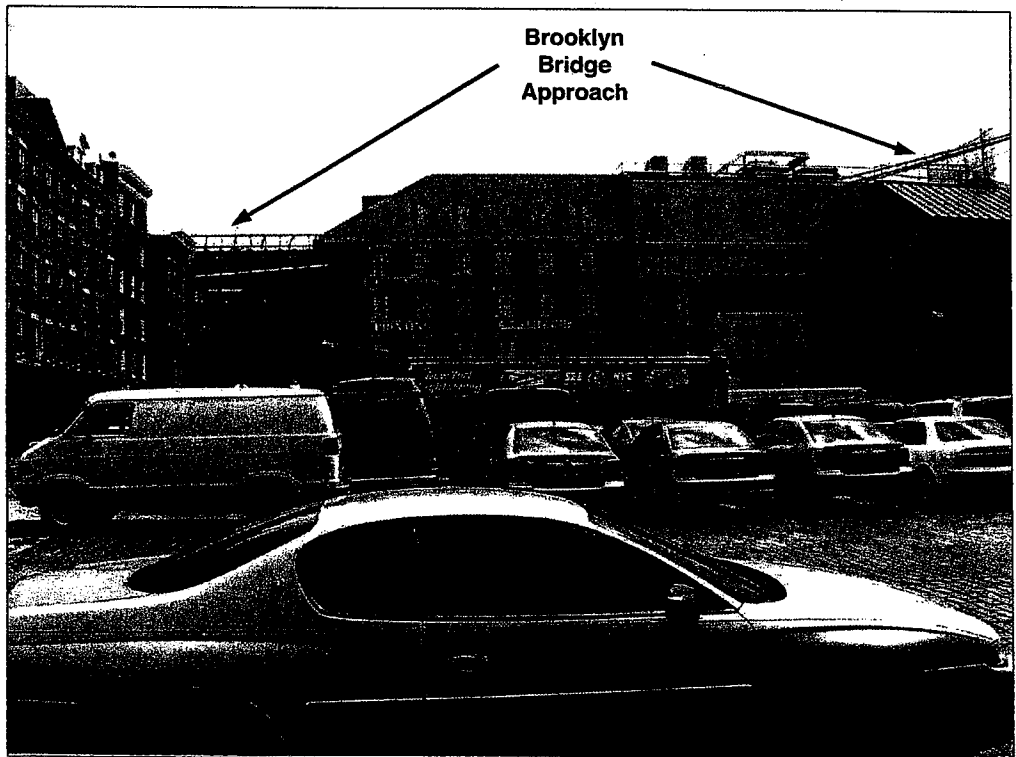
Parking lot northwest of the project site 4



Post Office northeast of the project site 5

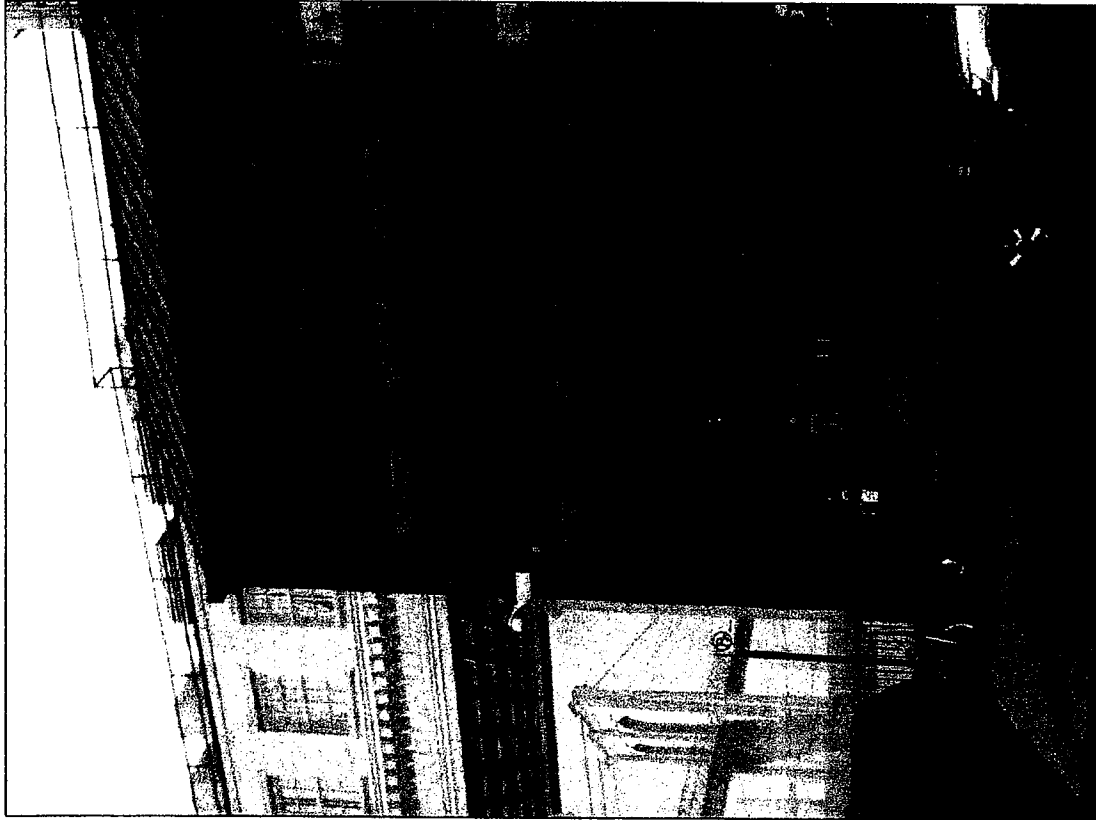


Northeast side of Peck Slip 6

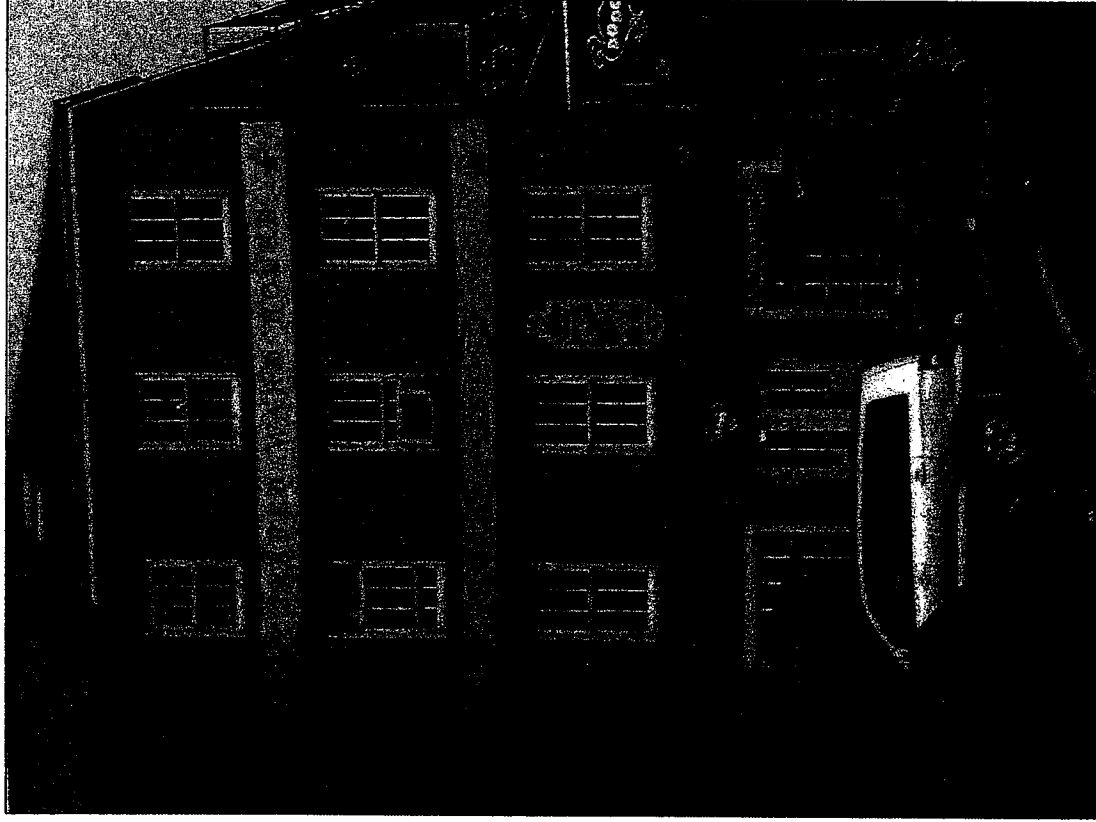


Northeast side of Peck Slip near Front Street 7

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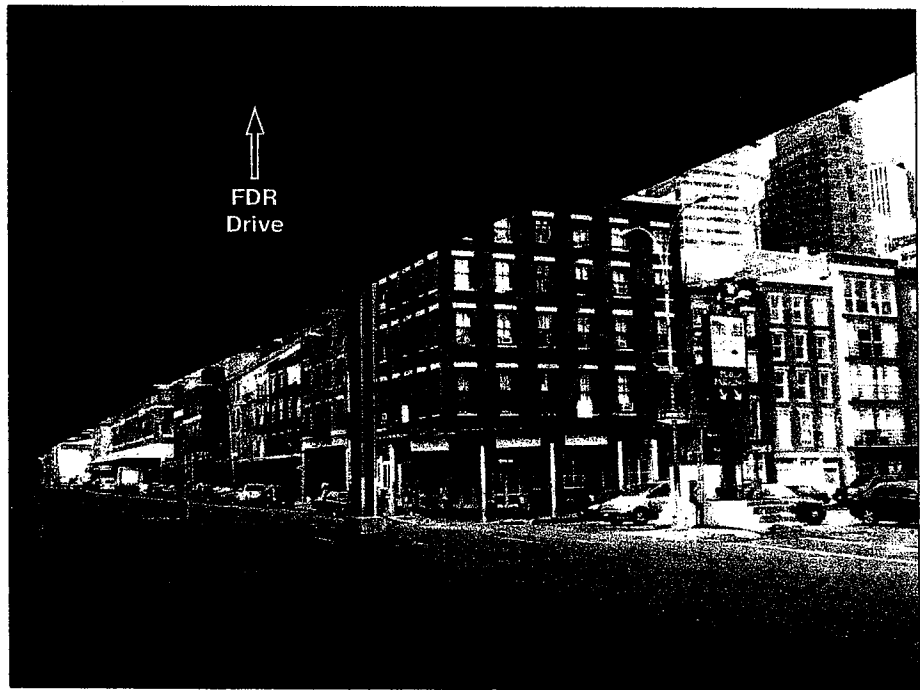
43 Peck Slip 8



45 Peck Slip 9



View southwest along Front Street 10



View southwest along South Street 11



View toward the Brooklyn Bridge across surface parking lot 12

Study Area
Figure 2C-8

C. FUTURE WITHOUT THE PROPOSED ACTION

PROJECT SITE

Absent the Proposed Action it is assumed that NYCDOT would remove the Belgian block pavers, reconstruct the site, and upgrade utilities.

STUDY AREA

Absent the Proposed Action, the New York City Department of Transportation (NYCDOT) will upgrade utilities below the streetbeds of Peck Slip between Water and South Streets in the areas immediately adjacent to the project site. NYCDOT will also undertake utility upgrades in Water Street between Beekman and Dover Streets, Front Street between Peck Slip and Dover Street, Beekman Street between Water and South Streets, and Peck Slip between Pearl and Water Streets (see Figure 2B-2). The NYCDOT project will involve repaving the streetbeds of the affected streets.

At 250 Water Street, a 175,000 square foot institutional building with 300 dwelling units will be developed northwest of the project site on a lot currently used as surface parking.

OUTSIDE THE STUDY AREA

Southeast of the project site, the East River Esplanade project will involve physical improvements to a two-mile segment of the East River waterfront comprising both the riverside esplanade and several piers between Whitehall Ferry Terminal and East River Park. As part of this project the surface parking areas below some sections of the FDR Drive, including the area adjacent to the current project's study area, will be removed and will provide unobstructed views from points northwest of this area. Physical improvements will generally consist of pavers, street furniture, landscaping, and some small structures. These structures will be located so as not to obstruct views along existing streets northwest of the East River Esplanade project site.

D. PROBABLE IMPACTS OF THE PROPOSED ACTION

PROJECT SITE

URBAN DESIGN

The Proposed Action would remove the existing Belgian block- and asphalt-paved centrally-located surface parking from the project site and would formalize Peck Slip's street geometry by creating a median that would be an open space at the same elevation as the surrounding street and defined by new, low granite slab curbs. Since the project site is within the boundaries of the South Street Seaport Historic District, the project's design is being developed in consultation with the New York City Landmarks Preservation Commission (LPC) and the New York State Historic Preservation Office (SHPO) to be appropriate to the context of the historic district.

As currently planned, the project site would have two distinct areas. The portion of the project site between Water and Front Streets would be redeveloped as a landscaped open space paved with salvaged Belgian block. It would have metal benches and granite block seating areas, trees and other landscaped design components, and a vertical stone element with a mast light near Water Street (see Figures 2C-9 and 2C-10). The portion of the project site from Front Street to South Street would also be redeveloped with a Belgian block-paved open area, landscaping, and

East River Waterfront Access: Peck Slip

trees. It would have moveable granite block and wood crate seating and metal café tables and chairs. This section of the open space would include an oblong-shaped area reminiscent of the shape of a ship. This area would have salvaged granite pavers that laid in a ripple pattern reminiscent of the flow of water. The northern edge of the boat-like feature would be outlined with granite slabs punctuated with vertical steel and wood rib-like elements similar to the ribs of a ship, thereby evoking the waterfront history of this area of Manhattan. These vertical design elements would range in height from 16 feet near Front Street and would incrementally decrease in height to 9 feet near South Street. The southern edge of this boat-like feature would have granite elements spaced at the same interval as the bases of the rib-like elements at the northern edge. These design components could be used as seating. A water feature with a vertical granite rib-like element with a water feature would be located within the intersection of Front Street and Peck Slip.

VISUAL RESOURCES

The proposed project components would not affect any visual resources on the project site as the project site does not include any such resources.

STUDY AREA

URBAN DESIGN

The Proposed Action would not change any natural features, block shapes, building uses, building bulk, or building arrangements in the study area. It would alter the street pattern by closing the portion of Front Street across Peck Slip, however, this change would not be considered adverse since this is not a major roadway through the study area. Further, the proposed project components would visually maintain Front Street's route across this portion of the project site.

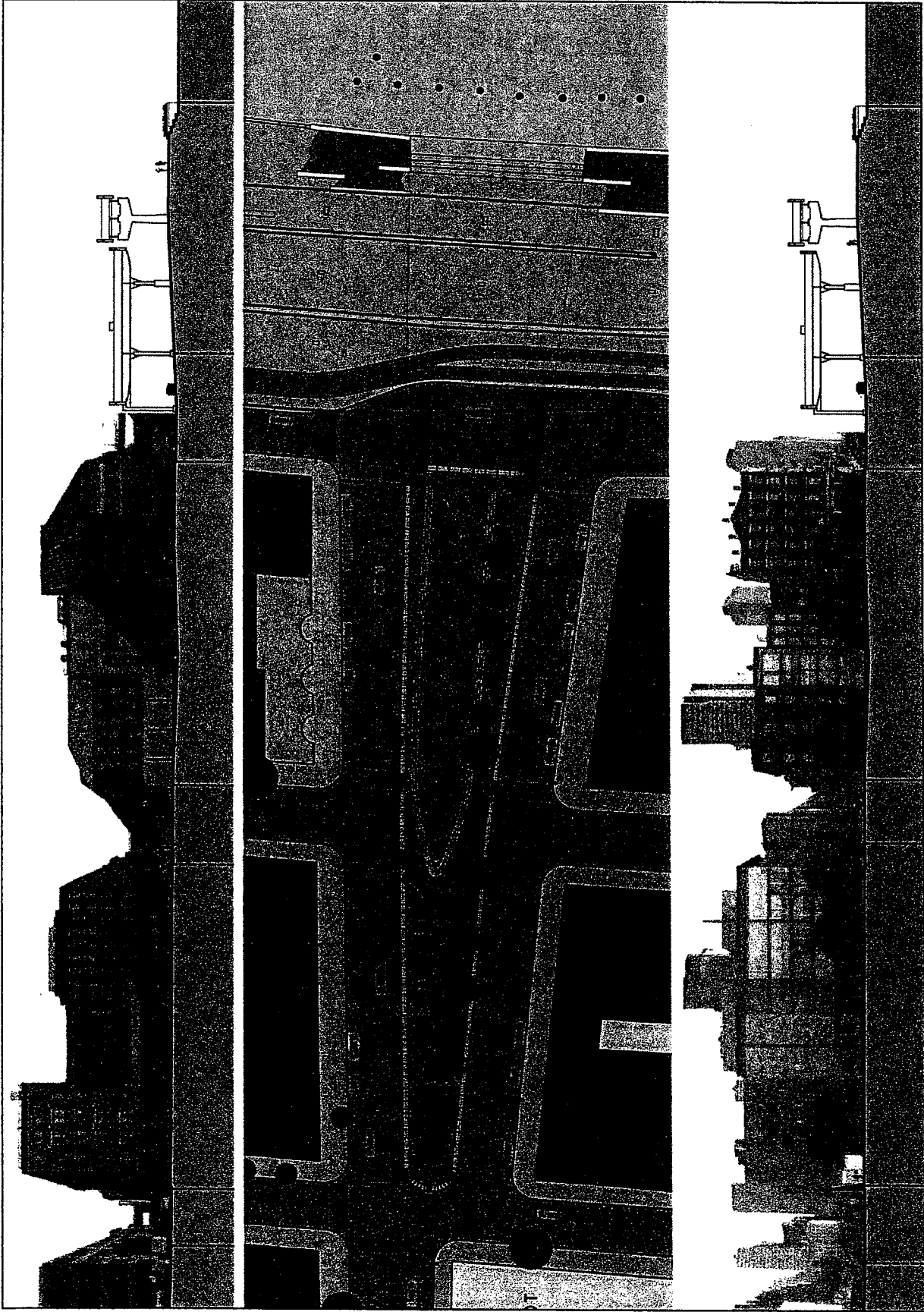
The Proposed Action would affect the streetscape of the study area by removing a surface parking area and replacing it with a new landscaped open space, as described above. The proposed project components—including landscaping and trees, a water feature, seating areas, vertical granite rib-like elements, and Belgian blocks pavers arranged in a ripple pattern—would improve the context of the study area.

The Proposed Action would be coordinated with NYCDOT's planned streetbed reconstruction project at Peck Slip, further improving the context of the project site and the urban design of the study area. The project site would also be developed in the context of the improvements that will be made to the East River Esplanade and Piers southeast of the project site, a portion of which would be within the project site's study area.

The Proposed Action would change some aspects of the urban design of the study area but these changes would not be considered adverse, as they would improve accessibility to the East River waterfront and would relate to the urban design of the surrounding study area, including the South Street Seaport Historic District and Extension.

VISUAL RESOURCES

The Proposed Action would improve the context of the South Street Seaport Historic District and Extension, a visual resource, by replacing an unattractive surface parking area with a new, landscaped open space that would be designed to be appropriate within the context of this



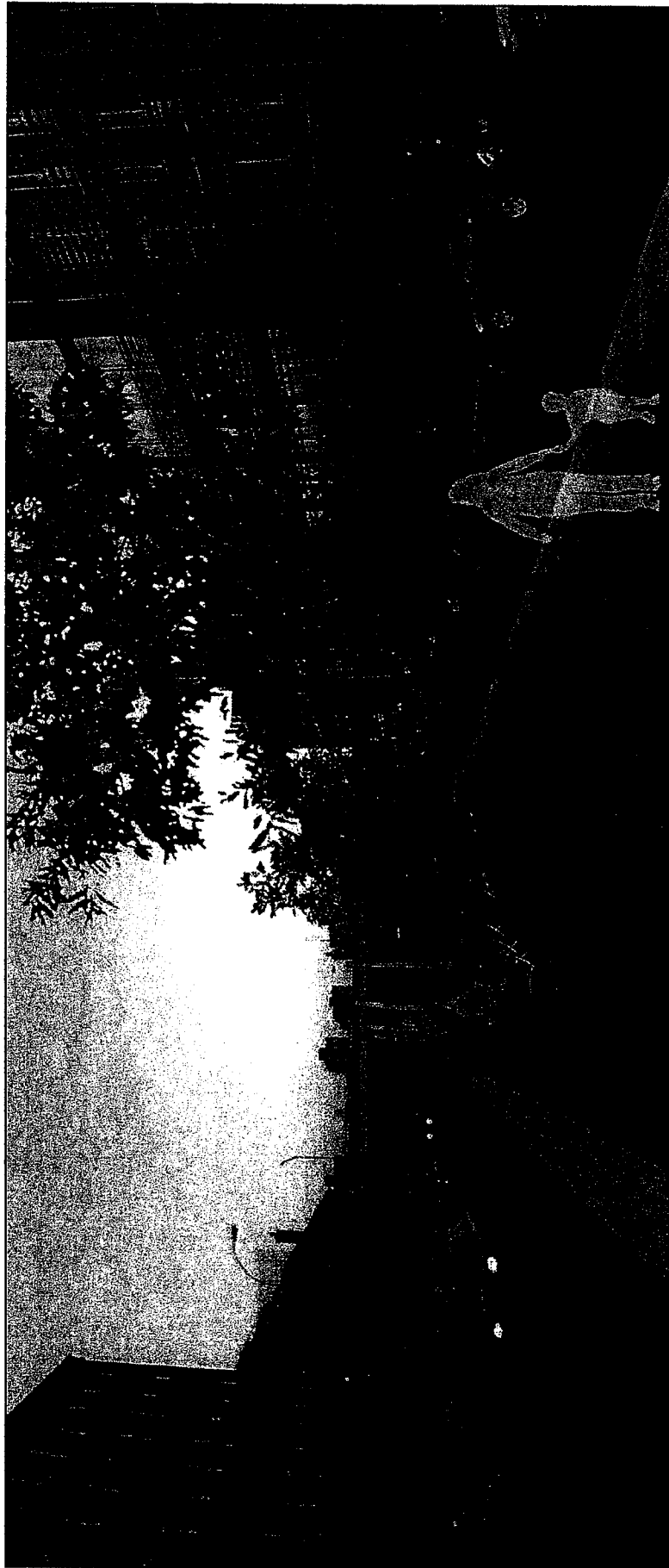
SOURCE: QUENNELL ROTHCHILD & PARTNERS, LLP

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

EAST RIVER Waterfront Access Project • Peck Slip

Proposed Site Plan and Sections
Figure 2C-9

8.5.08



SOURCE: QUENNELL ROTHCHILD & PARTNERS, LLP

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan – View East
Figure 2C-10

EAST RIVER Waterfront Access Project • Peck Slip

Chapter 2, Section C: Urban Design and Visual Resources

resource. The proposed project design would incorporate a boat-like form for a portion of the proposed open space and would use Belgian block granite pavers, a water feature, seating areas, and vertical rib-like components using steel and wood. These design elements would complement the context of the study area.

Because of their distance from the project site and the small scale of the proposed project components, the context of the Brooklyn Bridge and the Woolworth Building would not be affected by the proposed project. Therefore, the Proposed Action would not be expected to result in any adverse impacts to these visual resources.

Overall, the proposed redevelopment of the project site with a new attractive landscaped open space would improve the urban design of the project site and study area. The proposed project design would improve physical and visual access to the East River waterfront. Although the proposed project components would alter some views in the South Street Seaport Historic District and Extension, a visual resource, the project would improve many such views with new landscaping elements and would maintain views to the study area's other visual resources, the Brooklyn Bridge and the Woolworth Building. Therefore, the Proposed Action would not be expected to have any adverse effects on urban design or visual resources.

A. INTRODUCTION

This section presents the findings of the hazardous materials assessment conducted in February 2007, and identifies potential issues of concern that could pose a hazard to workers and others and/or the environment associated with the Proposed Action. The Proposed Action would involve the reconstruction of the median along Peck Slip between Water and South Streets as an open space for recreation with benches, trees, lighting, water features, and other design elements.

The project site currently consists of an approximately 400-foot-long section of road paved with Belgian blocks, with a central section used for parking. Environmental conditions resulting from previous and existing uses, both onsite and in the surrounding area, were assessed by review of the *Phase I Environmental Site Assessment Report – Peck Slip* (AKRF, Inc., February 2007).

B. EXISTING CONDITIONS**SUBSURFACE CONDITIONS**

The project site is located at approximately five feet above mean sea level. Groundwater is estimated to be approximately five feet below grade and would be expected to flow in a generally southeasterly direction, toward the East River, but flow may be affected by past filling activities, underground utilities and other subsurface openings or obstructions, tidal fluctuations, and other factors beyond the scope of the study. Bedrock is expected approximately 120 feet below grade. Groundwater in Manhattan is not used as a source of drinking water.

PHASE I STUDY

The Phase I reviewed a variety of information sources including: Sanborn™ Fire Insurance maps; environmental regulatory agency databases identifying state and/or federally listed sites; and City databases and records (Department of Buildings and Fire Department) to assist in identifying prior uses. In addition, the Phase I included reconnaissance of the site and surrounding neighborhood. The Phase I research indicated that prior to 1928, the northern portion of the subject site was developed with a road, while the southern portion was occupied by an inlet of East River. The entire subject site was occupied by a road by 1894 and remained unchanged until the present time.

The Phase I identified potential sources of contamination on- and off-site, including an on-site spill of unknown oil, an adjacent transformer substation and transformer vault, and historically adjacent buried gasoline tanks and a dye shop.

C. THE FUTURE WITHOUT THE PROPOSED ACTION

Absent the Proposed Action, subsurface disturbance would not occur, and the materials of concern identified above would remain on site.

D. PROBABLE IMPACTS OF THE PROPOSED ACTION

For most of the site, there is little potential for adverse impacts during construction activities resulting from the potential presence of subsurface contamination, because subsurface disturbance for the proposed improvements is anticipated to be limited. However, potential for adverse impacts exists in areas of the site where deeper soil disturbance is anticipated. Although excavation and construction activities could increase pathways for human exposure, impacts would be avoided by performing construction activities in accordance with the following:

- Prior to any soil disturbance on the site, a Phase II Subsurface Investigation of the site would be conducted in areas where deeper excavation is planned as part of the proposed improvements to determine the extent of any on-site contamination. The Phase II would include the collection of soil samples.
- All activities involving disturbance of existing soils would be conducted in accordance with a Health and Safety Plan (HASP) that would detail measures to reduce the potential for exposure (e.g., dust control) and measures to identify and manage known contamination (e.g., contaminated soil) and unexpectedly encountered contamination.
- All material that needs to be disposed of (e.g., both contaminated soil and excess fill) would be properly handled and disposed of off-site in accordance with all applicable federal, state and local regulations.
- If planned construction would create the potential of disturbing on-site electrical manholes, these manholes would be assessed for the presence of asbestos-containing materials (ACMs), lead waste and polychlorinated biphenyls (PCBs) and any such materials would be managed and disposed of in accordance with applicable federal, state and local regulations.

With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from the Proposed Action's construction or operation. *

A. INTRODUCTION

This chapter examines the potential for impacts of the proposed project on the study area's roadway network. To facilitate street improvements at Peck Slip, the New York City Department of Transportation (NYCDOT) has proposed a directional change for Peck Slip between Water and Pearl Streets from a two-way street to a westbound only street. In addition, NYCDOT proposes to change the direction of Beekman Street, one block south of Peck Slip, from a westbound to an eastbound street.

The primary purpose of the proposed changes at Peck Slip is to simplify vehicular operations in the South Street Seaport area. The directional change on Beekman Street will serve to accommodate traffic displaced by the elimination of eastbound Peck Slip between Water and Pearl Streets. The Proposed Action would also close Peck Slip to through traffic along Front Street. This would split Front Street into two one block segments, between Dover Street and Peck Slip, westbound, and between Peck Slip eastbound and Beekman Street. These measures would result in the redistribution of vehicle trips at the study area intersections, rather than inducing new trips to the area.

In addition to the directional changes the Proposed Action would eliminate 58 off-street parking spaces currently occupying the median of Peck Slip between South and Water Streets. The elimination of this parking on local parking conditions was also examined.

B. METHODOLOGY

In accordance with the *New York City Environmental Quality Review (CEQR) Technical Manual*, the operation of the signalized and unsignalized intersections in the study area were assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)*. A description of the principles of each of these methodologies is provided below.

SIGNALIZED INTERSECTIONS

The level-of-service (LOS) for a signalized intersection is based on the average control delay per vehicle for the various lane groups (grouping of movements in one or more travel lanes). The levels of service are defined below:

Although the HCM methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good

operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle failures are frequent. The *HCM* methodology provides for a summary of the total intersection operating conditions by identifying the two critical movements (the worst case from each roadway) and calculating a summary of critical v/c ratio, delay, and LOS.

LOS Criteria for Signalized Intersections

Level-of-Service (LOS)	Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 20.0 seconds
C	> 20.0 and ≤ 35.0 seconds
D	> 35.0 and ≤ 55.0 seconds
E	> 55.0 and ≤ 80.0 seconds
F	> 80.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual, 2000.*

UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, the total delay is defined as the total elapsed time from which a vehicle stops at the end of the queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The LOS criteria for unsignalized intersections are summarized as follows:

LOS Criteria for Unsignalized Intersections

LOS	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual, 2000.*

The LOS thresholds for unsignalized intersections are different from those for signalized intersections. The primary reason is that drivers expect different levels of performance from different types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. In addition, certain driver behavioral considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on minor approaches to unsignalized intersections must remain attentive to identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized

intersections. For these reasons, the total overall scale of delay thresholds for unsignalized intersections is lower than that of signalized intersections.

C. EXISTING CONDITIONS

ROADWAY NETWORK

To assess potential traffic impacts associated with the Proposed Action, thirteen intersections were identified that would most likely be affected by the project-related roadway changes (see Figure 2E-1). These include the signalized intersections of: Pearl Street at Frankfort/Dover Streets, Pearl Street at Peck Slip, Pearl/Water Streets at Beekman Street, Water Street at John Street and South Street at Dover Street. Unsignalized intersections included in the analysis are: Water Street at Peck Slip; Front Street at Peck Slip Westbound, Peck Slip Eastbound and Beekman Street; and South Street at Peck Slip Westbound, Peck Slip Eastbound, Beekman Street and John Street.

The following describes the characteristics and operation of the roadways within the study area.

- **South Street:** South Street is a two-way north-south arterial located beneath and immediately adjacent to the elevated portion of the FDR Drive between Whitehall Street in the south and Montgomery Street in the north. There are signalized intersections at most of the major cross streets while the less traveled locations are unsignalized. Within the study area, South Street features two northbound lanes and one southbound lane. Parking and pedestrian areas are located under the FDR Drive bordering the northbound lanes, and there is parallel parking adjacent to the southbound lane.
- **Pearl Street** within the study area functions primarily as a two-way, north-south roadway, with two lanes and adjacent parking in each direction. The two-directional section of Pearl Street extends from north of the Brooklyn Bridge, where it meets St. James Place, to Beekman Street, where it joins with the southern section of Water Street. At the Pearl/Water/Beekman intersection Pearl Street veers right and continues as a southbound-only street to Battery Park.
- **Water Street** is a north-south street that is also split into two sections while traversing the study area. The southern section serves as a continuation of Pearl Street from Beekman Street to Battery Park, and generally contains two travel lanes and an adjacent parking lane in each direction. The Water/Pearl Street corridor, which provides access to the Brooklyn Bridge and FDR Drive at Frankfort/Dover Streets, functions as a main access route to the eastern section of Lower Manhattan. The northern section of Water Street is a one-way northbound bound roadway carrying a single lane of traffic with parking on both sides between Beekman and Dover Streets. This section of Water Street is stop-controlled at Peck Slip. South of Beekman Street, Water Street is closed to traffic and serves as part of the Fulton Street pedestrian network.
- **Front Street** is a one-way southbound street which extends from Dover Street in the north to Old Slip in the south. The section between Beekman and John Streets is, however closed to traffic and serves as part of the Fulton street pedestrian network. Front Street operates in the study area with a single lane of traffic and with parking on both sides, and is stop-controlled at Peck Slip and Beekman Streets.

East River Waterfront Access: Peck Slip

- Peck Slip is a two-way, local, cobble-stone paved street which extends from Pearl Street on the west to South Street on the east. Between Water and Pearl Streets the roadway operates as a two-way street, with a single traffic lane and an adjacent parking lane in each direction. East of Water Street, Peck Slip is divided with a 30 to 40 foot wide roadway in each direction, separated by one or two rows of right angle parking. Although the roadway is wide enough for several lanes, field observations indicate it operates with a single traffic lane in each direction due to light traffic volumes and double parking. Peck Slip is controlled by a traffic signal at Pearl Street and a stop sign at South Street.
- Beekman Street is a one-way westbound street, approximately 28 feet wide, which extends from South Street to Pearl/Water Streets, and operates with a single traffic lane and truck loading on the north curb. The intersections at South, Front and Water Streets are unsignalized, while the intersection at Pearl/Water Streets is signalized.

TRAFFIC CONDITIONS

Existing traffic volumes in the study area were established based on field counts conducted during the weekday morning (7:30 to 9:30 AM) and evening (4:30 to 6:30 PM) time periods in October 2006. In addition to the manual counts, Automatic Traffic Recorder (ATR) counts and vehicle classification counts were performed on Pearl and South Streets to supplement the field data. Field inventories of roadway geometry, traffic control, bus stop presence, and parking regulations/activities were also conducted to provide the appropriate inputs to the operational analyses. Official signal timings obtained from NYCDOT were used in the analysis for all of the signalized intersections. Figures 2E-2 and 2E-3 show the existing traffic volumes for the weekday peak hours, which were determined to be 8:30 to 9:30 AM and 5 PM to 6 PM.

LEVELS OF SERVICE

Tables 2E-1 and 2E-2 present the service conditions for the study area intersections at signalized and unsignalized intersections respectively. The analysis results indicate that all intersections but one operate at acceptable Levels of Service during both peak hours. Intersection approaches/lane groups which experience congested conditions during the two peak hours include:

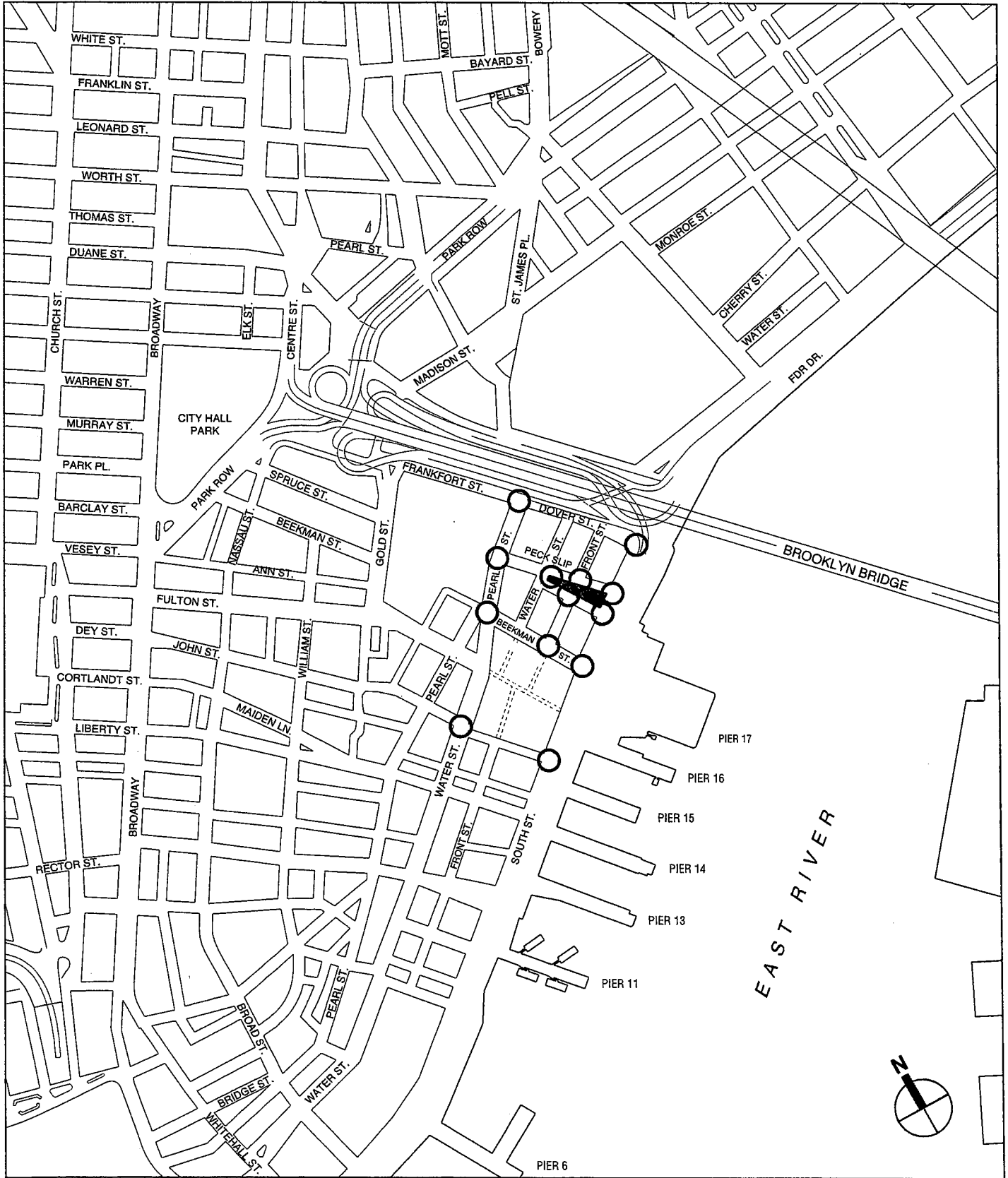
Pearl Street and Dover/Frankfort Streets

- The eastbound defacto left-turn movement, which operates at LOS F in the AM and PM peak hours:
- The northbound defacto left-turn movement, which operates at LOS F in the PM peak hour;

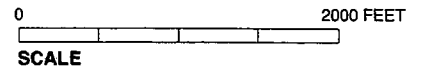
It should be noted that Traffic Enforcement Agents are stationed at this location during the AM and PM peak hours, and allocate additional time to specific movements where necessary. As a result, delays on the intersection's constrained movements tend to be lower than indicated by HCS analysis.

PARKING

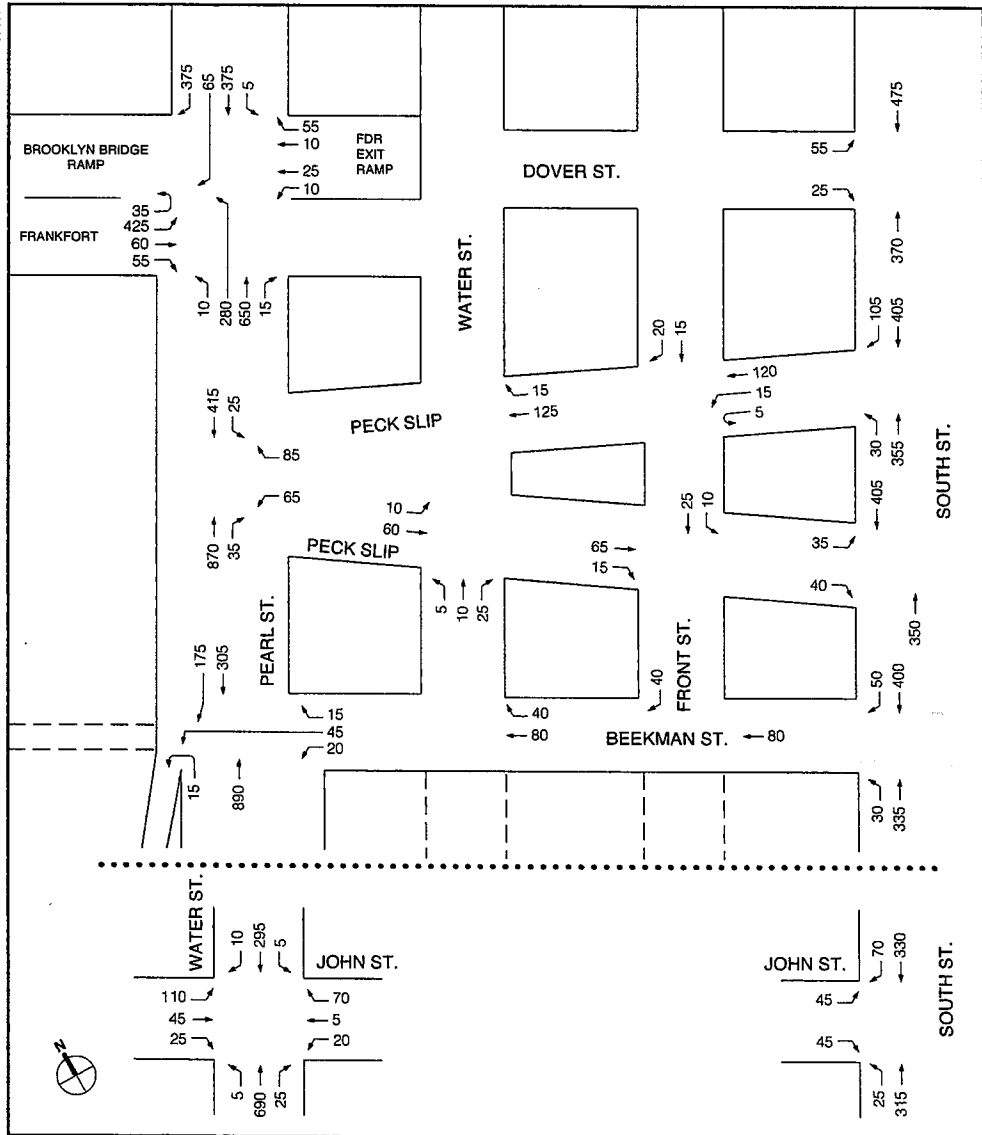
For off-street parking, a study area was developed for the area within ¼-mile of the project. As shown in Figure 2E-4, this study area includes a total of 24 parking lots and garages with a total capacity of 2,839 spaces. Table 2E-3 shows the capacity and utilization of these parking lots and garages. Presently, these facilities are 64, 80 and 63, per cent occupied during the AM, midday, and PM peak periods, respectively.



- Peck Slip Project Area
- Intersection Analyzed
- Pedestrian Routes



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NOT TO SCALE

Existing Traffic Volumes PM Peak Hour

Figure 2E-3

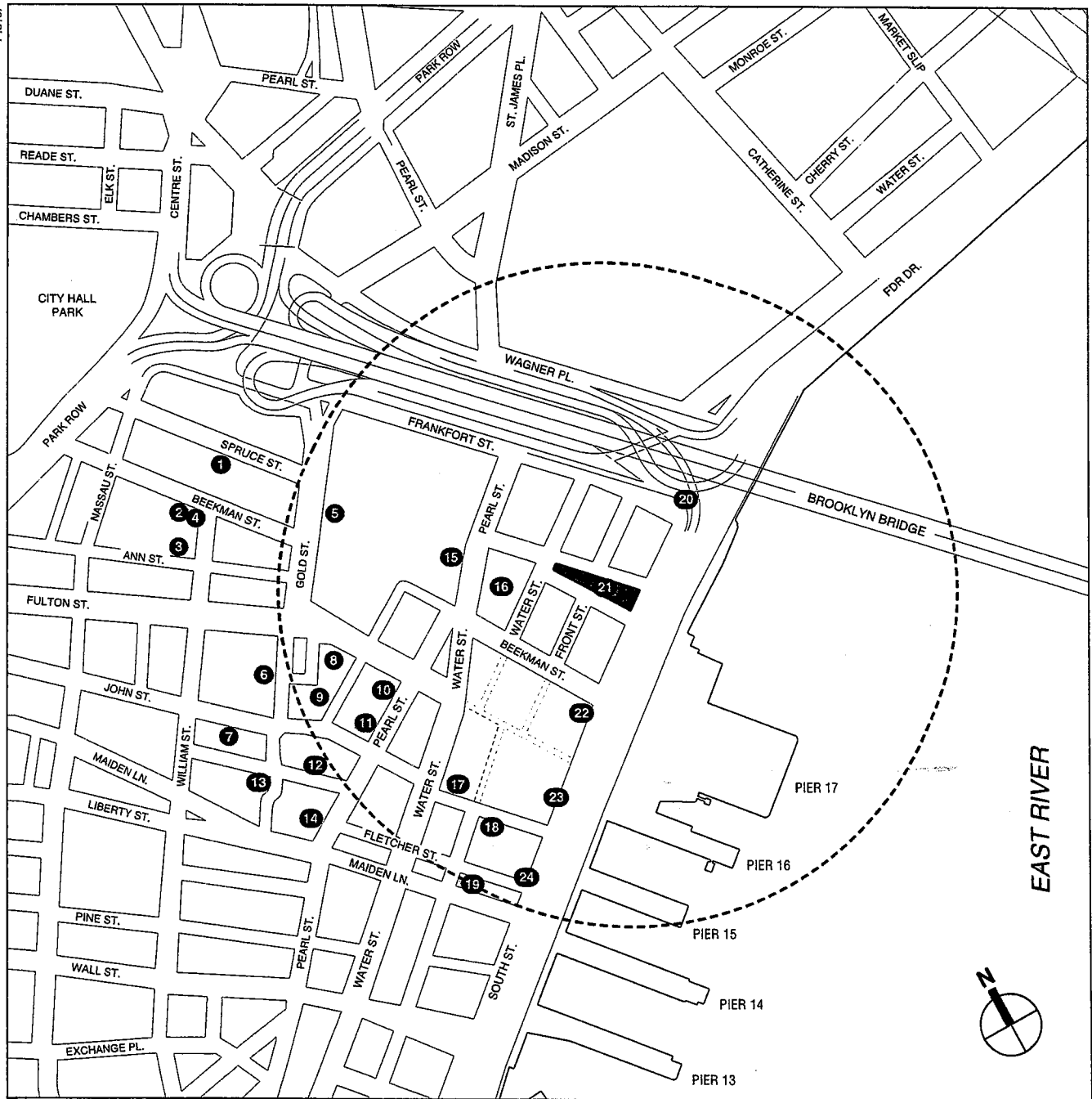
Table 2E-1

2006 Existing Level of Service for Signalized Intersections

Intersections	AM Peak Hour				PM Peak Hour			
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS
Pearl & Dover/Frankfort/BB								
Eastbound	DefL	1.05	100.1	F	DefL	1.05	87.1	F
	TR	0.54	33.4	C	TR	0.45	31.0	C
Westbound	LTR	0.55	31.9	C	LTR	0.32	26.8	C
Northbound					DefL	1.05	84.8	F
	LTR	0.80	20.3	C	TR	0.76	19.1	B
Southbound	LTR	0.67	14.4	B	LTR	0.69	15.5	B
	Intersection		29.5	C	Intersection		39.7	D
Pearl Street / Peck Slip								
Westbound	LR	0.51	35.0+	D	LR	0.57	36.9	D
Northbound	TR	0.42	8.5	A	TR	0.47	8.9	A
Southbound	LT	0.56	10.4	B	LT	0.32	7.7	A
	Intersection		11.8	B	Intersection		11.8	B
Pearl & Water Streets / Beekman St.								
Westbound	LR	0.24	28.9	C	LR	0.37	30.9	C
Northbound	LT	0.47	9.2	A	LT	0.63	11.3	B
Southbound	T	0.60	10.9	B	T	0.35	8.0	A
	Intersection		11.0	B	Intersection		11.8	B
Water Street / John Street								
Eastbound	LTR	0.53	30.0	C	LTR	0.59	31.1	C
Westbound	LTR	0.25	22.7	C	LTR	0.26	22.7	C
Northbound	LTR	0.47	13.6	B	LTR	0.48	13.7	B
Southbound	LTR	0.39	12.6	B	LTR	0.22	11.0	B
	Intersection		15.7	B	Intersection		16.4	B
South St. / Dover St.								
Eastbound	LR	0.34	24.1	C	LR	0.28	23.1	C
Northbound	T	0.35	12.2	B	T	0.30	11.7	B
Southbound	T	0.73	21.0	C	T	0.62	17.5	B
	Intersection		17.9	B	Intersection		15.8	B
Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service.								

Table 2E-2
2006 Existing Level of Service for Unsignalized Intersections

Intersections	AM Peak Hour				PM Peak Hour			
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS
Water St. / Peck Slip								
Eastbound	LT	0.02	8.2	A	LT	0.01	8.2	A
Northbound	LTR	0.06	13.0	B	LTR	0.11	13.2	B
Front St. / Beekman St.								
Southbound	R	0.08	11.3	B	R	0.12	12.9	B
Front St. / Peck Slip EB								
Southbound	LT	0.15	13.3	B	LT	0.12	13.9	B
Front St. / Peck Slip WB								
Westbound	LT	0.01	7.7	A	LT	0.02	7.8	A
Southbound	TR	0.19	14.2	B	TR	0.12	14.1	B
South St. / Peck Slip EB								
Eastbound	LR	0.23	18.5	C	LR	0.32	22.0	C
South St. / Peck Slip WB								
Northbound	LT	0.04	9.8	A	LT	0.04	9.4	A
South St. / Beekman St.								
Northbound	LT	0.03	10.0-	A	LT	0.04	9.9	A
South St. / John St.								
Eastbound	LR	0.34	25.0-	C	LR	0.37	24.5	C
Northbound	LT	0.06	9.4	A	LT	0.03	9.4	A
Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service.								



- Peck Slip Project Area
- Study Area Boundary (1/4-Mile Perimeter)
- Pedestrian Routes
- 1 Off-Street Parking Facility (see Table 2E-3 for reference)

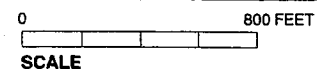


Table 2E-3
2006 Existing Off-Street Parking Utilization

Map #	Name/Operator and Address/Location	License #	Licensed Capacity	Utilization Rate			Utilized Spaces			Available Spaces		
				AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
1	Spruce Street Garage	1182276	25	65%	80%	65%	16	20	16	9	5	9
2	Rapid Park Industries / 25 Beekman Street	367147	149	20%	70%	50%	30	104	75	119	45	74
3	Ann Park LLC / 57 Ann Street	1154973	276	40%	70%	70%	110	193	193	166	83	83
4	CPS / 169 William Street	958863	52	10%	67%	25%	5	35	13	47	17	39
5	Ropetmar Garage Inc. / 80 Gold Street	692160	351	50%	50%	50%	176	176	176	175	175	175
6	GMC / 85 John Street	1192299	32	100%	10%	40%	32	3	13	0	29	19
7	100 William Garage Corporation / 72 John Street	1197266	25	100%	100%	100%	25	25	25	0	0	0
8	Marlo Towers Garage Corporation / 56 Fulton Street	1098937	280	60%	85%	85%	168	238	238	112	42	42
9	Cliff Parking LLC / 99 John Street	178641	87	50%	75%	33%	44	65	29	43	22	58
10	GMC / 251 Pearl Street	1102765	92	80%	80%	50%	74	74	46	18	18	46
11	Pearl Parking LLC	1068098	80	100%	80%	75%	80	64	60	0	16	20
12	Central Parking Systems / 100 John Street	1104794	41	100%	100%	100%	41	41	41	0	0	0
13	McParking LLC / 13 Gold Street	1040786	19	25%	75%	75%	5	14	14	14	5	5
14	Imperial Parking Systems / 2 Gold Street	198215	98	100%	100%	100%	98	98	98	0	0	0
15	Ropetmar Garage Inc. / 299 Pearl Street	693022	30	100%	100%	100%	30	30	30	0	0	0
16	Central Parking Systems / 288 - 294 Pearl Street	367803	36	100%	90%	70%	36	32	25	0	4	11
		367802	25	100%	90%	70%	25	23	18	0	2	7
		978091	105	100%	90%	70%	105	95	74	0	10	31
		693811	120	100%	90%	70%	120	108	84	0	12	36
17	Central Parking Systems / 199 Water Street	1099611	99	100%	100%	80%	99	99	79	0	0	20
18	Edison NY Parkfast LLC / 165-175 Front Street	926763	72	50%	100%	50%	36	72	36	36	0	36
19	Edison Park Fast	369121	70	68%	80%	70%	48	56	49	22	14	21
20	Propark Lot 5 / Columns 33 - 43	1213666	315	50%	90%	30%	158	284	95	157	31	220
21	Propark Lot 4 / Peck Slip Front Street to South Street	1213660	58	100%	95%	75%	58	55	44	0	3	14
22	Propark Lot 3 / Columns 26 - 32	1213663	194	50%	95%	70%	97	184	136	97	10	58
23	Propark Lot 2 / Columns 26 - 32		48	85%	85%	75%	41	41	36	7	7	12
24	Propark Lot 1 / Columns 19 - 21	1213656	60	85%	75%	65%	51	45	39	9	15	21
			2839	64%	80%	63%	1808	2274	1782	1031	565	1057

Notes:
Italics denote facilities scheduled for removal during the No Build Condition
Bold denotes a facility to be removed by the Proposed Action

D. THE FUTURE WITHOUT THE PROPOSED ACTION

Vehicular traffic and parking conditions in the future without the Proposed Action (No Build condition) were assessed to establish a baseline against which to evaluate the potential impacts of the Proposed Action.

TRAFFIC CONDITIONS

Local projects scheduled for completion before 2010 (the build year for the Proposed Action) and which have the potential to generate vehicle trips at the study area intersections were identified. All traffic generated by projects within ¼ mile of the Proposed Action was distributed on the local roadway network. In addition, given the importance of the Pearl/Water Street corridor in accessing the east side of Lower Manhattan, twenty percent of the trips generated by projects located south of the study area, east of William Street and north of Old Slip were added to the corridor volumes, while 5% of these project's trips were added to volumes at the South Street intersections. To the north of the study area, ten percent of the trips generated by No Build projects on South Street between the Brooklyn Bridge and Montgomery Street were also added to the South Street corridor's volumes. No Build projects used in trip generation estimates are shown in Table 2E-4. The future without the Proposed Action also includes general background traffic growth of 0.5 percent per year, as specified in the *CEQR Technical Manual*.

**Table 2E-4
Projects to be Completed by 2010**

Map Number	Name	Address	Use
1	East River Esplanade	South Street from Battery Park To Montgomery Street	Linear park with pavilions
31		85 South Street	50 DU
32		80 South Street	24 DU
42		119 Fulton Street	19 DU
44		250 Water Street	300 DU, 175,000 SF institutional
45	NYU Downtown Hospital	Between Spruce and Beekman Streets	720 DU, 24,000 ambulatory care facility, 2,400 sf retail, 630-Seat K-8 School
47		246 Front Street	9 DU, 3,000 SF Retail
51	Pier 17 Tin Building		additional 25,000 sf retail space
52	Former Fulton Market fish stalls	North side of South Street between Fulton and Beekman Streets	40,000 sf retail
56		254 Front Street	Approx. 20 DU and approx. 4,200 sf retail
North of Project Area			
48	New York Post	Catherine Slip on Water Street	650 DU
50	Basketball City	Part of Pier 36	6 indoor basketball courts, workout room, locker room, administrative offices
South of Project Area			
21		50 Pine Street	20 DU
27		79 Maiden Lane	400 DU
28		90 William Street	128 DU
30		201 Pearl St.	315 DU, 30,000 SF retail
33	Five Nine John Lofts	59 John Street	74 DU (Conversion)
10	Cipriani Residences / Wall Street Regent Hotel	55 Wall Street	200 DU (Conversion)
12		67 Wall Street	357 DU (Conversion)
13		20 Exchange Place	369 DU (Conversion); 133,000 sf retail; 335,000 sf office (office already exists)
14	Cocoa Exchange	1 Wall St Court (82 Beaver St)	124 DU (conversion)
18		75 Wall Street	347 DU, 300 hotel rooms

Projects anticipated for the No Build condition will also replace several parking lots in the study area. Peak hour in/out volumes at these locations were re-distributed to locations with available parking. Details regarding parking utilization under No Build conditions are discussed below. In addition, the No Build analysis reflects geometric changes to the intersections along South Street that would be implemented during the East River Esplanade project. Within the project area, South Street would operate with one traffic lane in each direction, separated by a stripped median with left turn pockets where appropriate, and parking or drop-off/pick-up areas along the eastern curb.

LEVELS OF SERVICE

Traffic volumes from general background growth and trips associated with new developments were overlaid onto the existing conditions traffic networks to project 2010 volumes absent the Proposed Action (see Figures 2E-5 and 2E-6). As shown in Tables 2E-5 and 2E-6, most traffic movements within the study area will operate at mid-LOS D or better (45.0 seconds of delay or less) in the future without the Proposed Action. The following intersections will operate with delays exceeding mid-LOS D, and experience service level declines under No Build conditions:

Pearl Street and Dover/Frankfort Streets

- The westbound approach, which would deteriorate from LOS C to F during the AM peak hour;
- The northbound approach, which would deteriorate from LOS C to E during the AM peak hour;

Pearl Street and Peck Slip

- The westbound approach, which would continue to operate at LOS D during the AM peak hour, with delays increasing from 35.0+ seconds per vehicle (spv) to 46.0 spv;

South Street and Peck Slip (Eastbound)

- The eastbound approach, which would deteriorate from LOS C to E during the PM peak hour, and;

South Street and John Street

- The eastbound approach, which would deteriorate from LOS C to D and E during the AM and PM peak hours, respectively.

PARKING

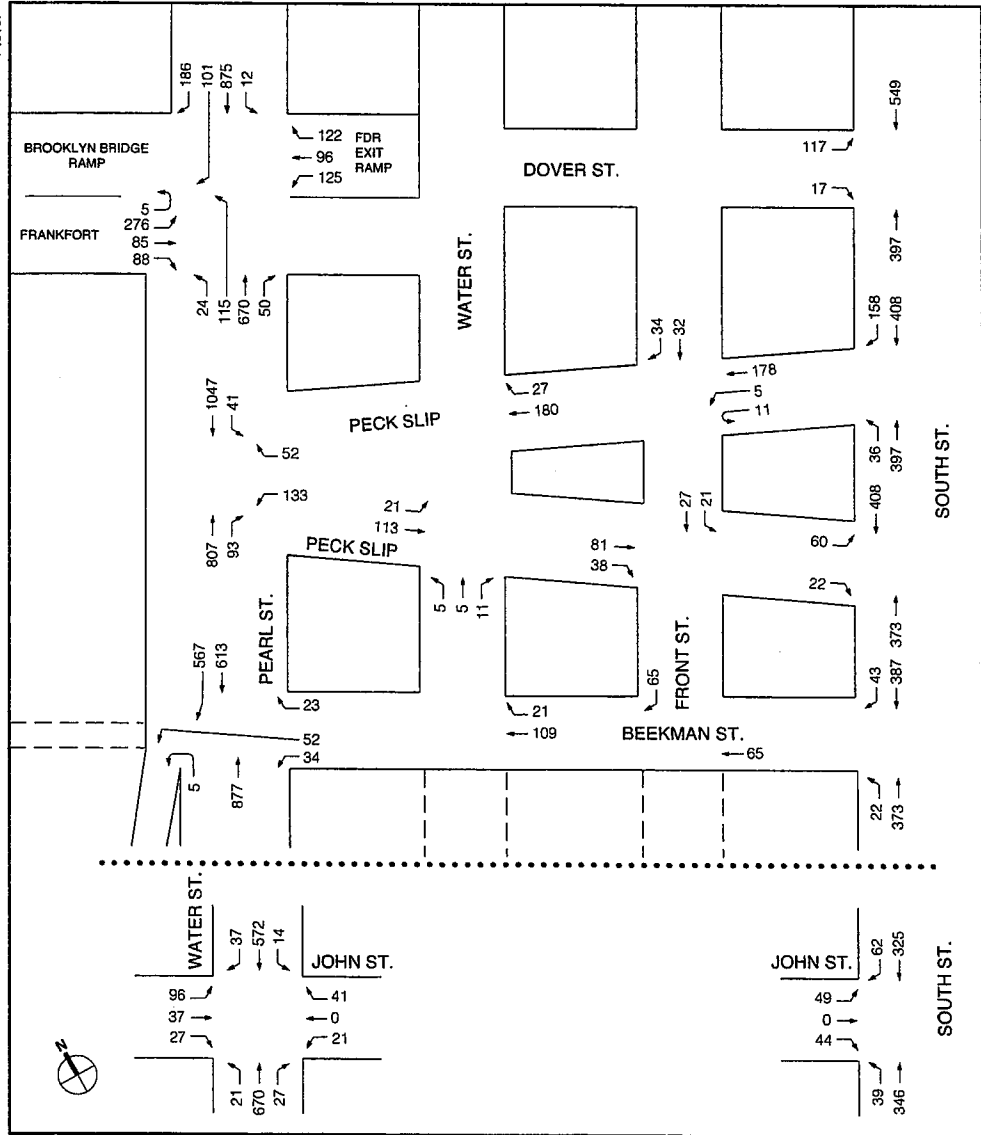
In the No Build condition, approximately 900 existing off-street spaces would be removed from within ¼ mile of the project. It is unclear at this point how many new spaces would be provided by the proposed No Build projects. Table 2E-7 shows the projected off-street parking utilization in the study area under No Build conditions if no new spaces are provided. As shown, there would be unmet parking demands of approximately 250, 760 and 190 spaces within a ¼ mile radius during the AM, Midday and PM peak periods under No Build conditions. Drivers unable to secure parking in the immediate area would either: (1) use facilities outside the study area with excess capacity or (2) shift their mode of travel in the future.

Table 2E-5
2006 Existing and 2010 No Build Level of Service for Signalized Intersections

Intersections	AM Peak Hour										PM Peak Hour										
	2006 Existing					2010 No Build					2006 Existing					2010 No Build					
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	
Pearl & Dover/Frankfort/BB																					
Eastbound	Defl	1.05	100.1	F	Defl	1.32	200.8	F	Defl	1.05	87.1	F	Defl	1.12	108.5	F	Defl	1.12	108.5	F	
	TR	0.54	33.4	C	TR	0.64	37.8	D	TR	0.45	31.0	C	TR	0.49	32.4	C	TR	0.49	32.4	C	
	LTR	0.55	31.9	C	LTR	1.13	117.1	F	LTR	0.32	26.8	C	LTR	0.74	39.7	D	LTR	0.74	39.7	D	
Westbound																					
Northbound	LTR	0.80	20.3	C	LTR	1.09	74.2	E	TR	0.76	19.1	B	TR	0.94	34.6	C	TR	0.94	34.6	C	
Southbound	LTR	0.67	14.4	B	LTR	0.78	17.8	B	LTR	0.69	15.5	B	LTR	0.80	19.4	B	LTR	0.80	19.4	B	
	Intersection		29.5	C	Intersection		69.8	E	Intersection		39.7	D	Intersection		68.5	E	Intersection		68.5	E	
Pearl Street / Peck Slip																					
Westbound	LR	0.51	35.0+	D	LR	0.75	46.0	D	LR	0.57	36.9	D	LR	0.64	39.5	D	LR	0.64	39.5	D	
Northbound	TR	0.42	8.5	A	TR	0.54	9.8	A	TR	0.47	8.9	A	TR	0.60	10.6	B	TR	0.60	10.6	B	
Southbound	LT	0.56	10.4	B	LT	0.71	13.3	B	LT	0.32	7.7	A	LT	0.48	9.4	A	LT	0.48	9.4	A	
	Intersection		11.8	B	Intersection		15.2	B	Intersection		11.8	B	Intersection		13.2	B	Intersection		13.2	B	
Pearl & Water Streets / Beekman St.																					
Westbound	LR	0.24	28.9	C	LR	0.40	32.0	C	LR	0.37	30.9	C	LR	0.50	33.9	C	LR	0.50	33.9	C	
Northbound	LT	0.47	9.2	A	LT	0.59	10.7	B	LT	0.63	11.3	B	LT	0.80	15.6	B	LT	0.80	15.6	B	
Southbound	T	0.60	10.9	B	T	0.81	16.5	B	T	0.35	8.0	A	T	0.48	9.2	A	T	0.48	9.2	A	
	Intersection		11.0	B	Intersection		15.1	B	Intersection		11.8	B	Intersection		15.0	B	Intersection		15.0	B	
Water Street / John Street																					
Eastbound	LTR	0.53	30.0	C	LTR	0.57	31.5	C	LTR	0.59	31.1	C	LTR	0.66	34.1	C	LTR	0.66	34.1	C	
Westbound	LTR	0.25	22.7	C	LTR	0.27	23.2	C	LTR	0.26	22.7	C	LTR	0.30	23.2	C	LTR	0.30	23.2	C	
Northbound	LTR	0.47	13.6	B	LTR	0.54	14.7	B	LTR	0.48	13.7	B	LTR	0.54	14.6	B	LTR	0.54	14.6	B	
Southbound	LTR	0.39	12.6	B	LTR	0.47	13.6	B	LTR	0.22	11.0	B	LTR	0.30	11.7	B	LTR	0.30	11.7	B	
	Intersection		15.7	B	Intersection		16.5	B	Intersection		16.4	B	Intersection		17.3	B	Intersection		17.3	B	
South St. / Dover St.																					
Eastbound	LR	0.34	24.1	C	LR	0.36	24.5	C	LR	0.28	23.1	C	LR	0.25	22.7	C	LR	0.25	22.7	C	
Northbound	T	0.35	12.2	B	T	0.68	20.1	C	T	0.30	11.7	B	T	0.65	18.9	B	T	0.65	18.9	B	
Southbound	T	0.73	21.0	C	T	0.78	23.2	C	T	0.62	17.5	B	T	0.73	21.3	C	T	0.73	21.3	C	
	Intersection		17.9	B	Intersection		22.2	C	Intersection		15.8	B	Intersection		20.5	C	Intersection		20.5	C	

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service.

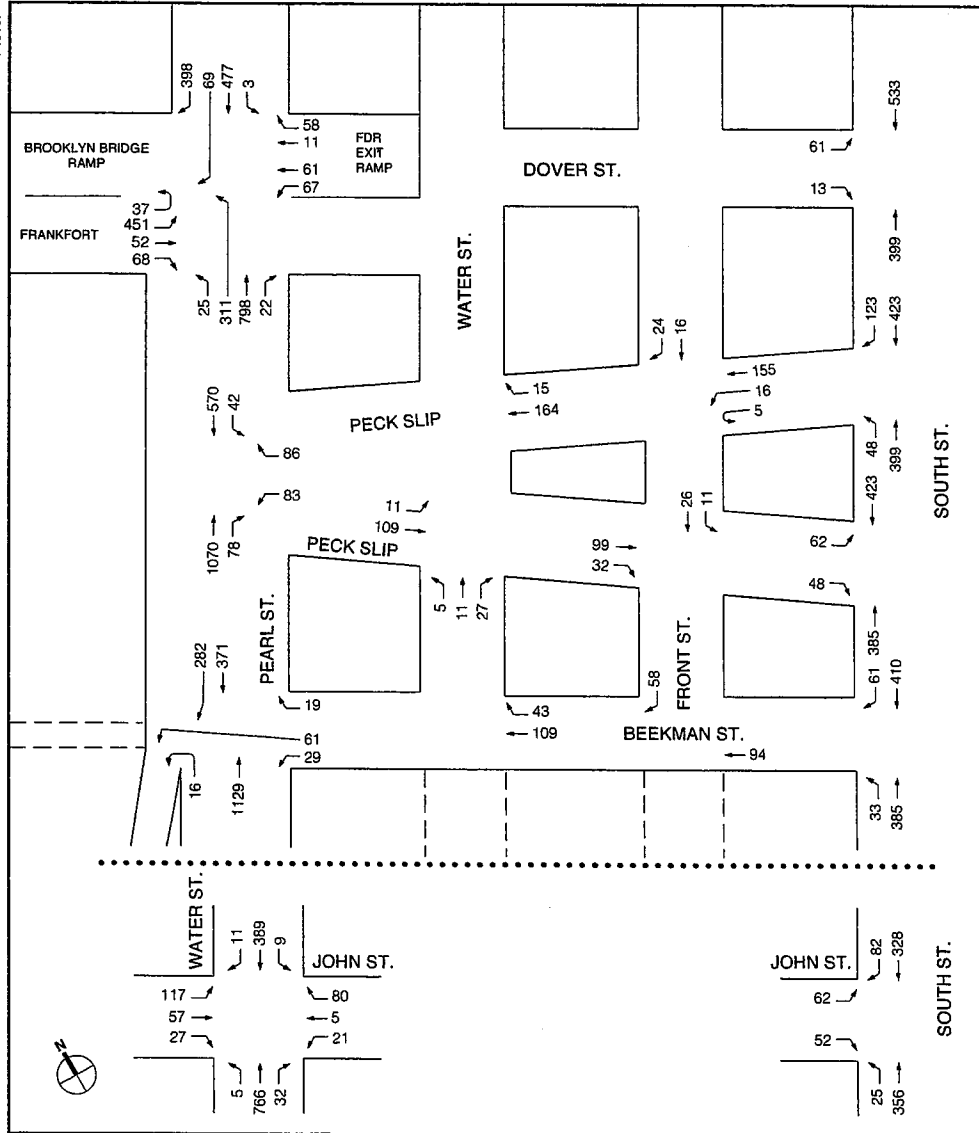
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NOT TO SCALE

**No Build Traffic Volumes
AM Peak Hour**
Figure 2E-5

7.5.07



NOT TO SCALE

**No Build Traffic Volumes
PM Peak Hour**
Figure 2E-6

Table 2E-6
2006 Existing and 2010 No Build Level of Service for Unsignalized Intersections

Intersections	AM Peak Hour						PM Peak Hour					
	2006 Existing			2010 No Build			2006 Existing			2010 No Build		
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS
Water St. / Peck Slip												
Eastbound	LT	0.02	8.2	A	LT	0.02	8.4	A	LT	0.01	8.2	A
Northbound	LTR	0.06	13.0	B	LTR	0.07	13.9	B	LTR	0.11	13.2	B
Front St. / Beekman St.												
Southbound	R	0.08	11.3	B	R	0.18	12.2	B	R	0.12	12.9	B
Front St. / Peck Slip EB												
Southbound	LT	0.15	13.3	B	LT	0.16	14.0	B	LT	0.12	13.9	B
Front St. / Peck Slip WB												
Westbound	LT	0.01	7.7	A	LT	0.01	7.7	A	LT	0.02	7.8	A
Southbound	TR	0.19	14.2	B	TR	0.24	15.5	C	TR	0.12	14.1	B
South St. / Peck Slip EB												
Eastbound	LR	0.23	18.5	C	LR	0.34	25.9	D	LR	0.32	22.0	C
South St. / Peck Slip WB												
Northbound	LT	0.04	9.8	A	L	0.05	10.1	B	LT	0.04	9.4	A
South St. / Beekman St.												
Northbound	LT	0.03	10.0-	A	L	0.04	9.9	A	LT	0.04	9.9	A
South St. / John St.												
Eastbound	LR	0.33	24.7	C	LR	0.42	31.0	D	LR	0.36	24.3	C
Northbound	LT	0.06	9.4	A	L	0.06	9.4	A	LT	0.03	9.3	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service.

**Table 2E-7
Off-Street Parking Utilization in the 2010 No Build Condition**

	AM Peak	Midday Peak	PM Peak
2010 No Build Parking Supply	1,936	1,936	1,936
2010 No Build Parking Demand			
2006 Existing Parking Demand	1,808	2,274	1,782
Background Growth	36	45	36
Demand from New Development	342	375	309
Total Parking Demand	2,186	2,649	2,127
2010 No Build Parking Utilization	113%	139%	110%
2010 No Build Parking Surplus/(Shortfall)	(250)	(758)	(191)

E. PROBABLE IMPACTS OF THE PROPOSED ACTION

The Proposed Action, including proposed roadway changes, would result in changes in the local traffic pattern. The action would also eliminate 58 parking spaces located in the median of Peck Slip. This section evaluates whether the combination of these changes would result in significant adverse impacts.

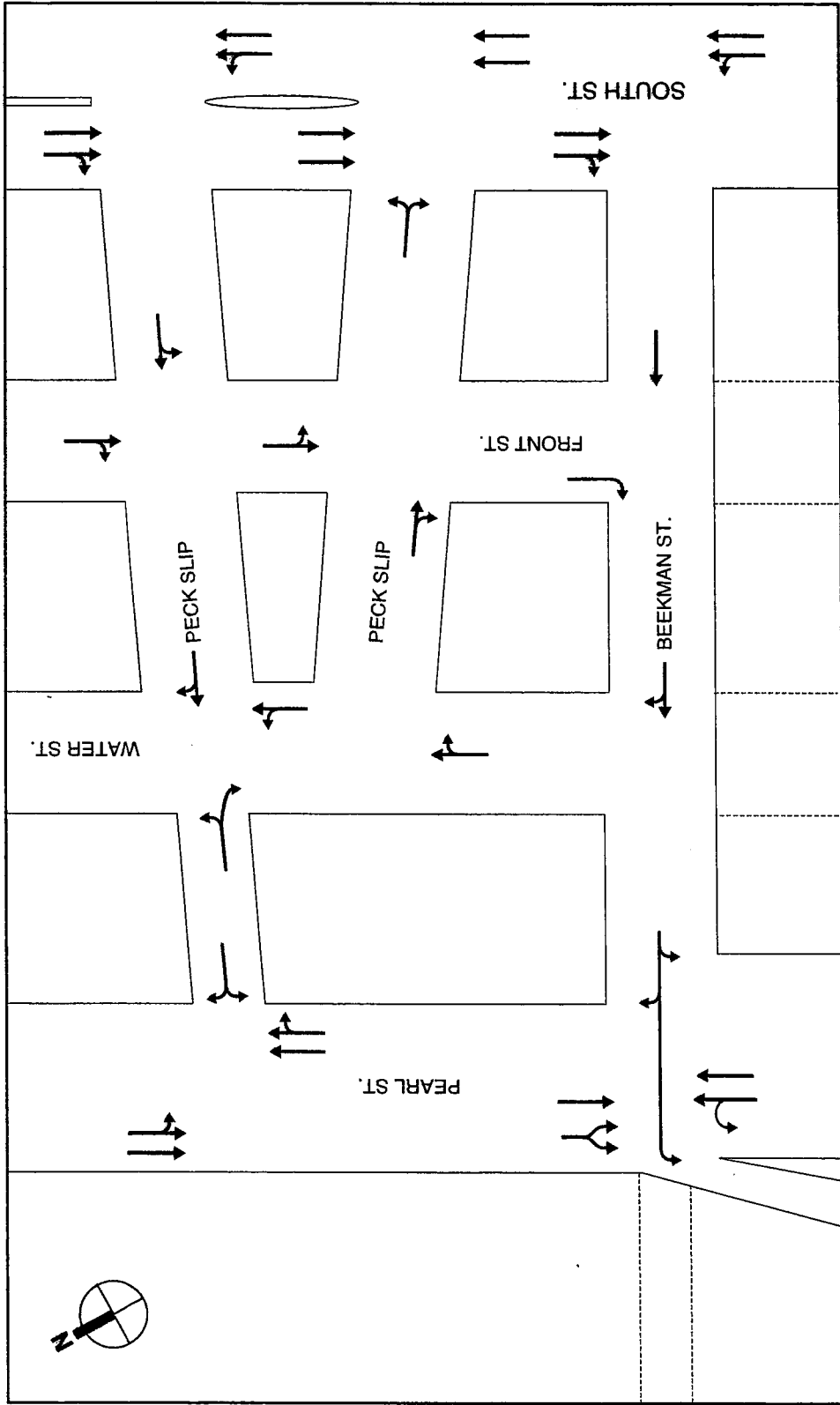
ROADWAY CHANGES

Currently, the eastbound and westbound directional flows on Peck Slip are separated by a median of varying widths between Water and South Streets, on which is located a licensed off-street parking facility with two rows of cars on the eastern block and a single row of parked cars on the western block. The directional flows merge for the one-block section between Pearl and Water Streets and Peck Slip carries two-way traffic, with a single travel lane and curbside parking in both directions. Parking in the westbound lane is reserved for U.S. Postal Service vehicles, and, although there are No Parking regulations posted on the eastbound lane, the curb here is also occupied by parked vehicles, most with U.S. Postal Service permits displayed. The intersection of Peck Slip and Pearl Street is signalized, and Peck Slip eastbound is stop-controlled at South Street. Front and Water Streets are both stop-controlled at Peck Slip.

Beekman Street is currently a single-lane one-way westbound street. On-street parking is, in general, either restricted or reserved for truck loading activities. The intersection of Beekman Street and Pearl Street is signalized, and Front Street is stop-controlled at Beekman Street. The intersections of Beekman Street with Water and South Streets are not controlled. The existing roadway configuration is illustrated in Figure 2E-7.

With the proposed Action, the following Street changes would be implemented.

- Convert Peck Slip between Pearl and Water Streets to a one-way westbound street. The 36.5-foot-wide roadway in this section was assumed, for analysis purposes, to provide two 11 foot-wide travel lanes, with parking along both sides of the street.
- Retain the existing configuration on Peck Slip between Water and South Streets. In order to provide a conservative analysis, Peck Slip was analyzed with one travel lane in each direction through this section. The intersection of Pearl Street and Peck Slip remains signalized, while the intersections of Peck Slip at Water, Front and South Streets remain



7.5.07

Existing Configuration
Figure 2E-7

unsignalized, with Water and Front Streets stop-controlled at Peck Slip, and Peck Slip stop-controlled at South Street.

- Convert Beekman Street to a one-way eastbound configuration to accommodate some of the diverted eastbound traffic currently using Peck Slip. For analysis purposes Beekman Street was assumed to remain a single lane-street with the same parking and truck loading restrictions as currently exist. The intersection at Pearl/Water Streets remains signalized, while the intersections at Front and South Streets remain unsignalized, with Front Street stop-controlled at Beekman Street. South Street at Beekman Street was analyzed under Build conditions as a one-lane unsignalized intersection with a stop-control on Beekman Street.
- Eliminate through movements on Front Street across the Peck Slip median.

TRIP ASSIGNMENT

Traffic turning onto eastbound Peck Slip was removed from the network and re-assigned based on destination and roadway direction changes. Most eastbound Peck Slip vehicles were re-assigned to Beekman Street, except for those currently turning left at Water Street. These were routed via Dover Street, as was 25 per cent of the traffic currently traveling through Peck Slip without turning to South Street. The remaining 75 per cent of through vehicles from Peck Slip were routed to Beekman Street.

All Beekman Street traffic was removed from the network and re-assigned to either Peck Slip or John Street, depending on the trip destinations. Northbound South Street traffic currently using Beekman Street to access Water Street or destined for Beekman Street west of Front Street was routed via John and Pearl Streets. Northbound South Street traffic destined for Beekman Street east of Front Street was routed to Peck Slip. Traffic approaching Beekman from the north was also routed to Peck Slip.

With Front Street closed through the Peck Slip median, all southbound traffic approaching Peck Slip along Front Street would, therefore, turn right onto Peck Slip westbound. Traffic that currently crosses the median was reassigned based on the above configuration.

Figure 2E-8 shows the proposed roadway network. Figures 2E-9 and 2E-10 show the traffic increments during the AM and PM peak hours respectively, while Figures 2E-11 and 2E-12 show the total Build condition volumes during the same time periods.

LEVEL OF SERVICE

Level of service was calculated and the results for the No Build and Build conditions displayed in Tables 2E-8 and 2E-9. Based on the criteria previously mentioned, the following four study area intersections would experience traffic impacts due to the Proposed Action.

Pearl Street and Dover/Frankfort Streets/Brooklyn Bridge entrance

- The northbound de-facto left turn movement during the PM peak hour.

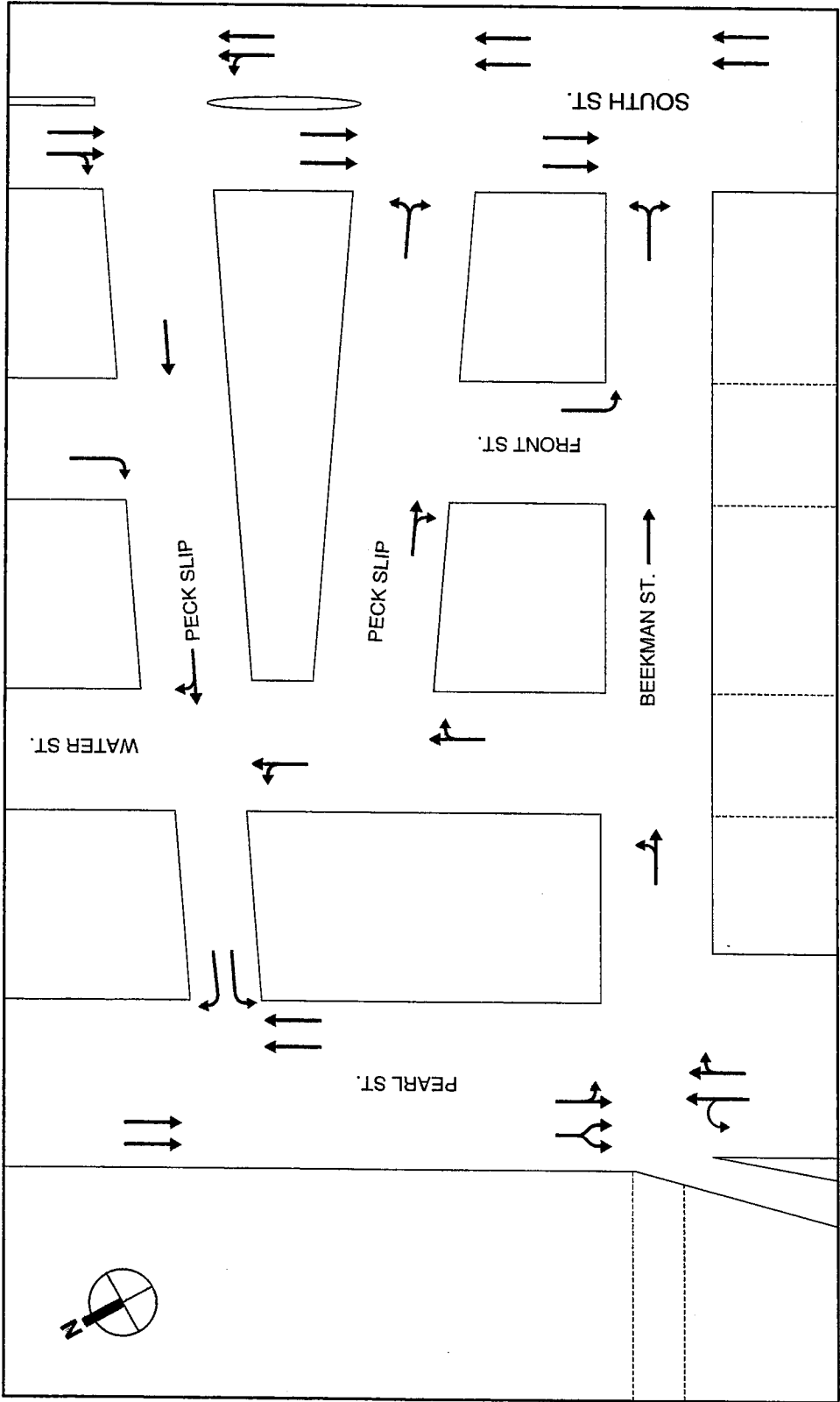
Pearl Street and Peck Slip

- The westbound left turn movement during the AM peak hour.

Table 2E-8
2010 No Build and Build Level of Service for Signalized Intersections

Intersections	AM Peak Hour										PM Peak Hour									
	2010 No Build					2010 Build					2010 No Build					2010 Build				
	Lane Group	v/c Ratio	Delay (spv)	LOS		Lane Group	v/c Ratio	Delay (spv)	LOS		Lane Group	v/c Ratio	Delay (spv)	LOS		Lane Group	v/c Ratio	Delay (spv)	LOS	
Pearl & Dover/Frankfort/BB	Defl	1.32	200.8	F	Defl	1.32	200.8	F	Defl	1.12	108.5	F	Defl	1.12	108.5	F	Defl	1.12	108.5	F
	TR	0.64	37.8	D	TR	0.67	40.0	D	TR	0.49	32.4	C	TR	0.51	33.6	C	TR	0.51	33.6	C
	LTR	1.13	117.1	F	LTR	1.13	117.1	F	LTR	0.74	39.7	D	LTR	0.74	39.7	D	LTR	0.74	39.7	D
	LTR	1.09	74.2	E	LTR	1.09	74.2	E	TR	0.94	34.6	C	TR	0.94	34.6	C	TR	0.94	34.6	C
	LTR	0.78	17.8	B	LTR	0.79	17.9	B	LTR	0.80	19.4	B	LTR	0.81	19.5	B	LTR	0.81	19.5	B
	Intersection		69.8	E	Intersection		70.0	E	Intersection		68.5	E	Intersection		68.8	E	Intersection		68.8	E
Pearl Street / Peck Slip	LR	0.75	46.0	D	L	1.10	121.4	F	LR	0.64	39.5	D	L	0.58	37.0	D	R	0.37	31.8	C
	TR	0.54	9.8	A	R	0.35	31.6	C	TR	0.60	10.6	B	T	0.54	9.8	A	T	0.54	9.8	A
	LT	0.71	13.3	B	T	0.64	11.4	B	LT	0.48	9.4	A	T	0.39	8.3	A	T	0.39	8.3	A
	Intersection		15.2	B	Intersection		23.2	C	Intersection		13.2	B	Intersection		13.0	B	Intersection		13.0	B
Pearl & WaterStreets / Beekman St.	LR	0.40	32.0	C	LTR	0.61	11.2	B	LR	0.50	33.9	C	LTR	0.85	18.2	B	LT	0.96	35.3	D
	LT	0.59	10.7	B	LT	1.09	69.5	E	LT	0.48	9.2	A	LT	0.96	35.3	D	Intersection		24.9	C
	T	0.81	16.5	B	Intersection		46.7	D	Intersection		15.0	B	Intersection		24.9	C	Intersection		24.9	C
	Intersection		15.1	B	Intersection		46.7	D	Intersection		15.0	B	Intersection		24.9	C	Intersection		24.9	C
Water Street / John Street	LTR	0.57	31.5	C	LTR	0.59	32.5	C	LTR	0.66	34.1	C	LTR	0.77	43.9	D	LTR	0.56	28.9	C
	LTR	0.27	23.2	C	LTR	0.50	28.0	C	LTR	0.30	23.2	C	LTR	0.56	28.9	C	LTR	0.54	14.6	B
	LTR	0.54	14.7	B	LTR	0.54	14.6	B	LTR	0.54	14.6	B	LTR	0.54	14.6	B	LTR	0.54	14.6	B
	LTR	0.47	13.6	B	LTR	0.45	13.4	B	LTR	0.30	11.7	B	LTR	0.28	11.5	B	LTR	0.28	11.5	B
	Intersection		16.5	B	Intersection		17.4	B	Intersection		17.3	B	Intersection		19.9	B	Intersection		19.9	B
South St. / Dover St.	LR	0.36	24.5	C	LR	0.37	24.7	C	LR	0.25	22.7	C	LR	0.25	22.6	C	LR	0.65	19.0	B
	T	0.68	20.1	C	T	0.68	20.2	C	T	0.65	18.9	B	T	0.65	19.0	B	T	0.73	21.1	C
	T	0.78	23.2	C	T	0.78	23.1	C	T	0.73	21.3	C	T	0.73	21.1	C	T	0.73	21.1	C
	Intersection		22.2	C	Intersection		22.2	C	Intersection		20.5	C	Intersection		20.4	C	Intersection		20.4	C

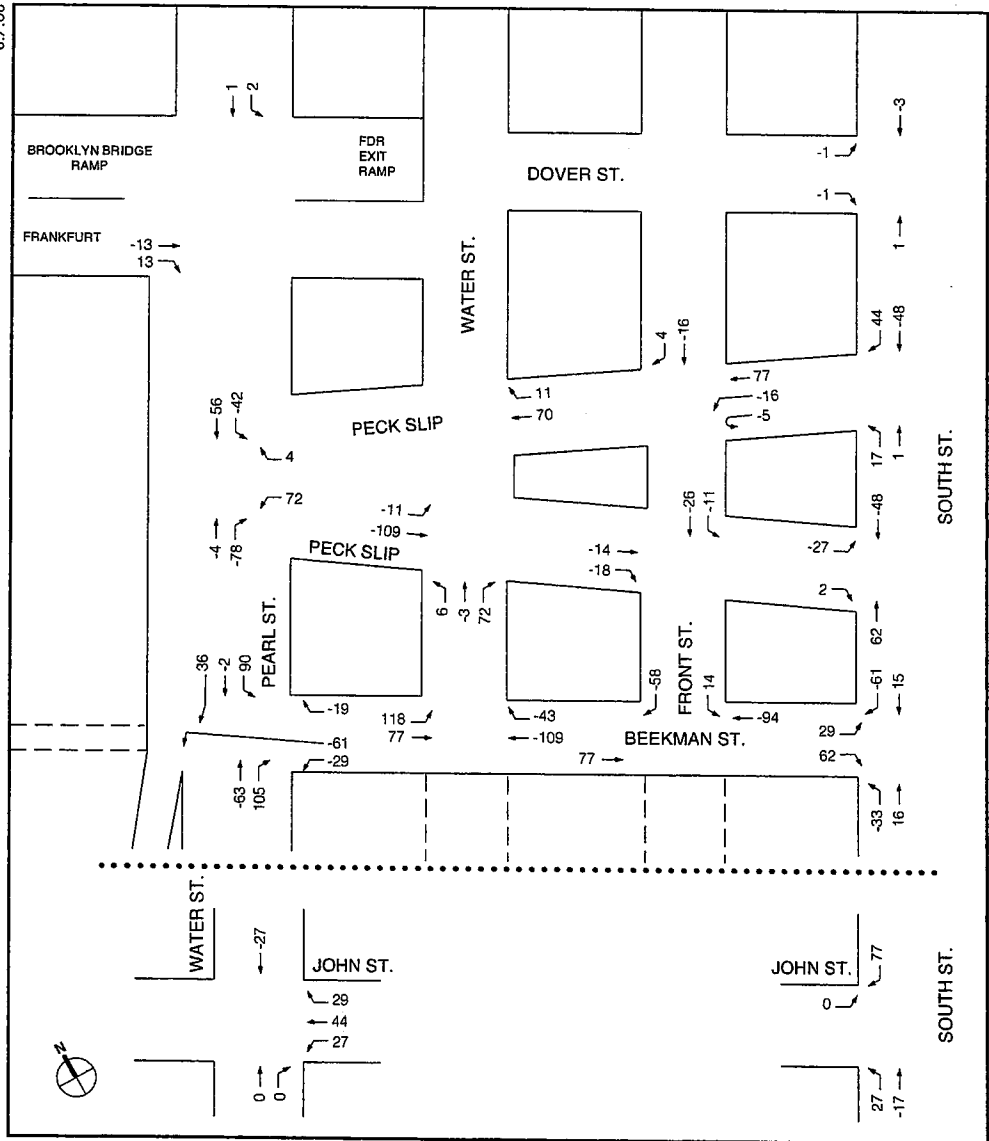
Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, + = Impact requiring improvements



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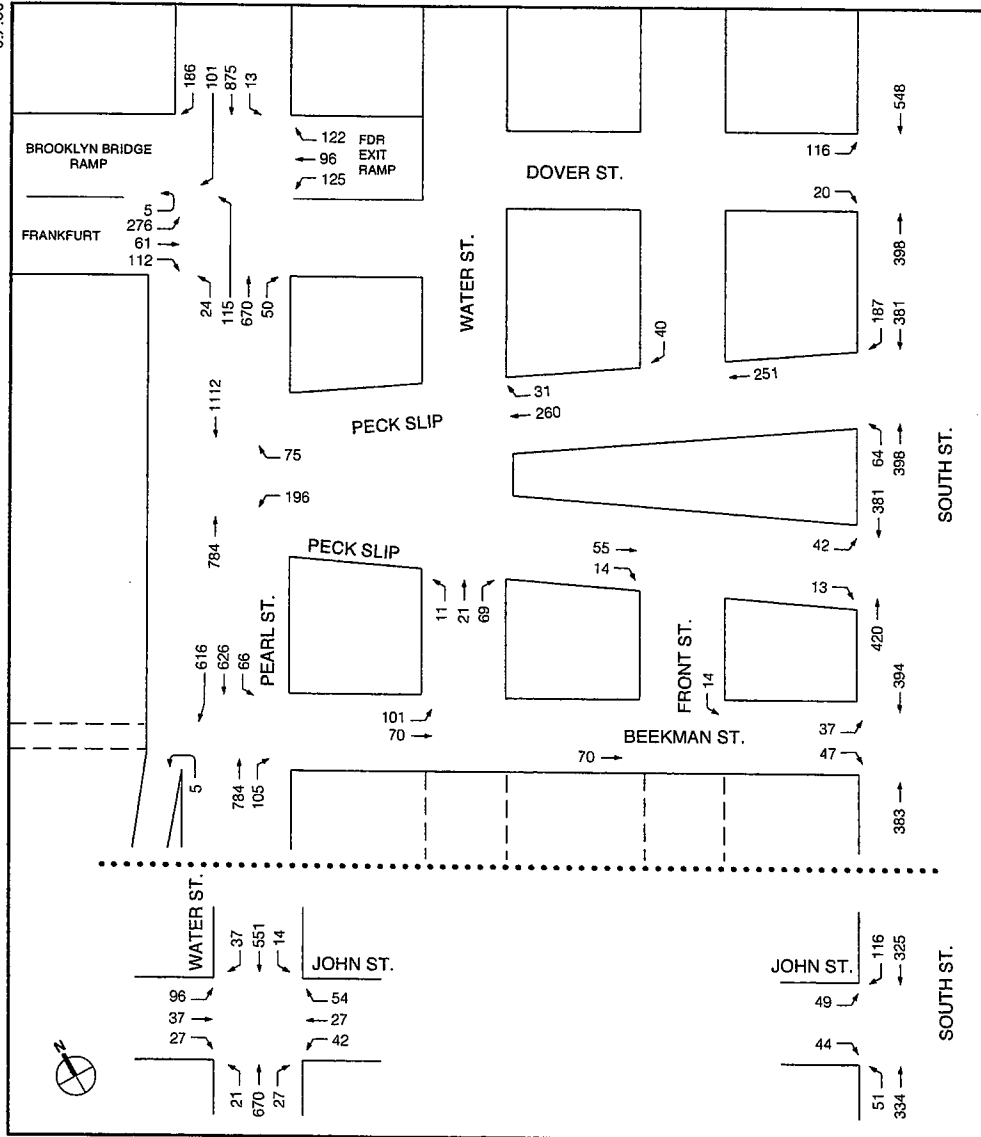
Proposed Configuration
Figure 2E-8

8.7.08



**Total Project Increment Traffic Volumes
PM Peak Hour**
Figure 2E-10

8.7.08



NOT TO SCALE

Table 2E-9
2010 No Build and Build Level of Service for Unsignalized Intersections

Intersections	AM Peak Hour						PM Peak Hour									
	2010 No Build			2010 Build			2010 No Build			2010 Build						
	Lane Group	v/c Ratio	Delay (spv)	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	
Water St. / Peck Slip																
Eastbound	LT	0.02	8.4	A				LT	0.01	8.4	A					
Northbound	LTR	0.07	13.9	B	LTR	0.29	14.4	B	LTR	0.13	14.2	B	LTR	0.29	13.9	B
Front St. / Beekman St.																
Southbound					L	0.04	11.7	B					L	0.04	12.5	B
Eastbound	R	0.18	12.2	B				R	0.18	13.7	B					
Front St. / Peck Slip EB																
Southbound	LT	0.16	14.0	B	No Opposing Traffic Movements			LT	0.14	14.9	B	No Opposing Traffic Movements				
Front St. / Peck Slip WB																
Westbound	LT	0.01	7.7	A				LT	0.02	7.8	A					
Southbound	TR	0.24	15.5	C	R	0.15	14.6	B	TR	0.15	14.9	B	R	0.11	14.9	B
South St. / Peck Slip EB																
Eastbound	LR	0.34	25.9	C	LR	0.24	24.1	C	LR	0.67	48.7	E	LR	0.45	29.9	D
South St. / Peck Slip WB																
Northbound	L	0.05	10.1	B	L	0.10	10.4	B	L	0.06	9.7	A	L	0.09	9.8	A
South St. / Beekman St.																
Eastbound					LR	0.36	26.9	D					LR	0.51	35.0+	E +
Northbound	L	0.04	9.9	A				L	0.05	9.9	A					
South St. / John St.																
Eastbound	LR	0.42	31.0	D	LR	0.45	34.3	D	LR	0.54	35.1	E	LR	0.62	45.1	E +
Northbound	L	0.06	9.4	A	L	0.08	9.7	A	L	0.03	9.3	A	L	0.07	9.9	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service.

East River Waterfront Access: Peck Slip

South Street and Beekman Street

- The eastbound approach during the PM peak hour. (This movement did not exist under No Build conditions)

South Street and John Street

- The eastbound approach during the PM peak hour.

In order to avoid these impacts the Proposed Action includes the traffic improvement plan shown in Table 2E-10

**Table 2E-10
Proposed Improvements**

Intersections	Proposed Improvement Measures							
	AM Peak Hour				PM Peak Hour			
Pearl Street and Dover/Frankfort Streets/Brooklyn Bridge Entrance (Note: AM changes instituted to conform to required PM improvements).	Add a leading northbound phase to develop the following phasing plan.				Add a leading northbound phase to develop the following phasing plan.			
	Phase	G	A	R	Phase	G	A	R
	Pearl Street NB	26	3	2	Pearl Street NB	26	3	2
	Pearl Street NB and SB	5	3	0	Pearl Street NB and SB	5	3	0
	Dover/Frankfort/BB EB and WB	46	3	2	Dover/Frankfort/BB EB and WB	46	3	2
Cycle Length	90			Cycle Length	90			
Pearl Street and Peck Slip	Shift 7 seconds of green time from the NB/SB phase to the WB phase.				No improvements necessary.			
Pearl/Water Streets and Beekman Street	Shift 4 seconds of green time from the pedestrian phase to the NB/SB phase.				No improvements necessary.			
South Street and Beekman Street	No improvements necessary.				Restrict parking for 50 feet along the south curb of Beekman Street, to allow operation of the eastbound approach as a flared approach.			
South Street and John Street	Provide a signalized intersection at this location with the following phasing plan.				Provide a signalized intersection at this location with the following phasing plan.			
	Phase	G	A	R	Phase	G	A	R
	South Street NB and SB	49	3	2	South Street NB and SB	49	3	2
	Beekman Street WB	31	3	2	Beekman Street WB	31	3	2
Cycle Length	90			Cycle Length	90			
Note: G = Green; A = Amber; R = Red								

The improvement at the Pearl/Dover/Frankfort Street intersection involves the creation of a leading northbound phase during the PM peak to facilitate northbound left turns. Although this change is not required during the AM peak, the change would be instituted at all times. The improvement at Pearl Street and Peck Slip consists of signal retiming during the AM peak hour, but no change is needed during the PM peak. Changes in parking regulations are proposed for the PM peak hour at the intersections on South Street at Beekman Street, and at South Street and John Streets, signal timing modifications are proposed/ Creation of a flared approach at Beekman Street during the PM peak period would allow more efficient processing of traffic on this intersection's eastbound approach. A signalized intersection is proposed at South and John

Streets due to an anticipated playground at Burling Slip, which will result in the narrowing of John Street.

Tables 2E-11 and 2E-12 present the comparison of No Build, Build and Build with Improvements conditions for the AM and PM peak hours, respectively. With the improvement plan in place, all of the intersection approaches and lane groups presented above that exist under current conditions would operate at the same or at better service conditions than during the No Build conditions and new movements would operate at acceptable service levels.

PARKING

The Proposed Action would result in the removal of 58 off-street parking spaces currently located in the central area of Peck Slip, between South and Water Streets (see Table 2E-13). Removal of these spaces would increase the study area's parking shortfall to 308, 816 and 249 spaces during the AM, Midday and PM periods, assuming no new parking accommodations are built during the No Build period. As under No Build conditions, drivers unable to find parking in the immediate area would have to either park farther away or shift their mode of travel.

PEDESTRIAN SAFETY

The *CEQR Technical Manual* considers a location to be a high-pedestrian-accident location if it has 5 or more pedestrian accidents in any 12 months within the most recent three year period. Data on reportable traffic accidents at the study area intersections were compiled from New York State Department of Transportation (NYSDOT) records for the period of January 2003 through December 2005. Table 2E-14 presents a summary of the number of reportable accidents, fatalities, and injuries as well as a yearly breakdown of pedestrian-related accidents at each intersection in the study area. Based on this information, no high-pedestrian-accident locations were identified within the study area.

Table 2E-11

2010 No Build, Build, and Build with Improvements Level of Service for Signalized Intersections

AM Peak Hour													
Intersections	2010 No Build				2010 Build				2010 Build with Improvements				
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	
Pearl & Dover/Frankfort/BB													
Eastbound	DefL	1.32	200.8	F	DefL	1.32	200.8	F	DefL	1.32	200.8	F	
	TR	0.64	37.8	D	TR	0.67	40	D	TR	0.67	40.0	D	
Westbound	LTR	1.13	117.1	F	LTR	1.13	117.1	F	LTR	1.13	117.1	F	
Northbound													
	LTR	1.09	74.2	E	LTR	1.09	74.2	E	LTR	1.07	67.5	E	
Southbound	LTR	0.78	17.8	B	LTR	0.79	17.9	B	LTR	0.93	33.5	C	
	Intersection		69.8	E	Intersection		70	E	Intersection		73.6	E	
Pearl Street / Peck Slip													
Westbound	LR	0.75	46.0	D	L	1.10	121.4	F +	L	0.79	44.9	D	
Northbound					R	0.35	31.6	C	R	0.26	24.3	C	
Southbound	TR	0.54	9.8	A	T	0.46	8.9	A	T	0.52	13.2	B	
	LT	0.71	13.3	B	T	0.64	11.4	B	T	0.73	17.3	B	
	Intersection		15.2	B	Intersection		23.2	C	Intersection		19.1	B	
Pearl & WaterStreets / Beekman St.													
Westbound	LR	0.4	32.0	C									
Northbound	LT	0.59	10.7	B	LTR	0.61	11.2	B	LTR	0.57	8.6	A	
Southbound	T	0.81	16.5	B	LT	1.09	69.5	E +	LT	1.02	42.9	D	
	Intersection		15.1	B	Intersection		46.7	D	Intersection		29.5	C	
South Street / John Street													
Eastbound	Unsignalized under No Build conditions				Unsignalized under Build conditions				LR	0.20	21.7	C	
Northbound									L	0.21	12.1	B	
									T	0.60	17.7	B	
Southbound									TR	0.63	18.1	B	
									Intersection		17.9	B	
PM Peak Hour													
Intersections	2010 No Build				2010 Build				2010 Build with Improvements				
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	
Pearl & Dover/Frankfort/BB													
Eastbound	DefL	1.12	108.5	F	DefL	1.12	108.5	F	DefL	1.12	108.5	F	
	TR	0.49	32.4	C	TR	0.51	33.6	C	TR	0.51	33.6	C	
Westbound	LTR	0.74	39.7	D	LTR	0.74	39.7	D	LTR	0.74	39.7	D	
Northbound	DefL	1.51	267	F	DefL	1.51	269.8	F +	DefL	1.40	231.1	F	
	TR	0.94	34.6	C	TR	0.94	34.6	C	TR	0.94	34.7	C	
Southbound	LTR	0.8	19.4	B	LTR	0.81	19.5	B	LTR	0.97	42.9	D	
	Intersection		68.5	E	Intersection		68.8	E	Intersection		71.6	E	
Pearl Street / Peck Slip													
Westbound	No Improvement Required During PM Peak Period												
Northbound	No Improvement Required During PM Peak Period												
Southbound	No Improvement Required During PM Peak Period												
Pearl & WaterStreets / Beekman St.													
Westbound	No Improvement Required During PM Peak Period												
Northbound	No Improvement Required During PM Peak Period												
Southbound	No Improvement Required During PM Peak Period												
South Street / John Street													
Eastbound	Unsignalized under No Build conditions				Unsignalized under Build conditions				LR	0.30	23.1	C	
Northbound									L	0.23	12.6	B	
									T	0.53	16.1	B	
Southbound									TR	0.70	20.0+	C	
									Intersection		18.7	B	
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn; LOS = Level of Service. + = Impact requiring improvements													

Table 2E-12
2010 No Build, Build and Build with Improvements Level of Service for Unsignalized Intersections

AM Peak Hour												
Intersections	2010 No Build				2010 Build				2010 Build with Improvements			
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS
South St. / Beekman St.												
Eastbound					LR	0.36	26.9	D	No Improvement Required During AM Peak Period			
Northbound	L	0.04	9.9	A								
South St. / John St.												
Eastbound	LR	0.42	31.0	D	LR	0.45	34.3	D	Signalized under Build conditions with Improvements			
Northbound	L	0.06	9.4	A	L	0.08	9.7	A				
PM Peak Hour												
Intersections	2010 No Build				2010 Build				2010 Build with Improvements			
	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS	Lane Group	v/c Ratio	Delay (spv)	LOS
South St. / Beekman St.												
Eastbound					LR	0.51	35.0+	E+	LR	0.27	26.0	D
Northbound	L	0.05	9.9	A								
South St. / John St.												
Eastbound	LR	0.54	35.1	E	LR	0.62	45.1	E+	Signalized under Build conditions with Improvements			
Northbound	L	0.03	9.3	A	L	0.07	9.9	A				
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn; LOS = Level of Service. + = Impact requiring improvements												

Table 2E-13
Off-Street Parking Supply and Demand in the 2010 Build Condition

	AM Peak	Midday Peak	PM Peak
2010 Build Parking Supply	1,878	1,878	1,878
2010 Build Parking Demand	2,186	2,694	2,127
2010 No Build Parking Utilization	113%	139%	110%
2010 No Build Parking Surplus/(Shortfall)	(308)	(816)	(249)

Table 2E-14
Pedestrian-Related Accidents by Year and Location

Intersection		Number of Reportable Accidents						
North-South Roadway	East-West Roadway	Total Reportable	Fatalities	Injuries	Pedestrian - Related			
					Total	2003	2004	2005
Pearl Street.	Dover/Frankfort Sts.	17		14	4	2	2	
Pearl Street	Peck Slip	5		8	1			1
Pearl /Water Streets	Beekman Street	3		5	0			
Water Street	John Street	4		4	2	1		1
South Street	Dover Street	1		1	1		1	
South Street	Peck Slip	2		1	1		1	
South Street	Beekman Street	0						
South Street	John Street	2		2	1			1
Water Street	Peck Slip	0						
Front Street	Peck Slip	3		5	1	1		
Front Street	Beekman Street	0						

Source: NYCDOT

*

A. INTRODUCTION

The New York City Department of Parks and Recreation (DPR), in cooperation with the Mayor's Office, the Department of Transportation, and the Department of Design and Construction, plans to revitalize existing and create new public open spaces throughout Lower Manhattan. The goal is to enhance public open space and recreational amenities in an area where public open space is lacking.

Lower Manhattan Development Corporation (LMDC) intends to provide U.S. Department of Housing and Urban Development United States Department of Housing and Development (HUD) Community Development Block Grant (CDBG) program funds under Title I of the Housing and Community Development Act of 1974 for many of these proposed projects. These projects will provide public facilities that add to the quality of life for all communities in lower Manhattan and draw residents and visitors to the area, contributing toward the restoration, stabilization and enhancement of the Lower Manhattan communities that were severely impacted by the September 11, 2001 attacks on the World Trade Center (WTC).

The projects include neighborhood parks and plazas, East River waterfront spaces, gateway parks, and roadway and streetscape improvements. Each of the park projects has independent utility—i.e., each would proceed in the absence of the others. None of the projects is related in a way that would foreclose options or require LMDC to commit funding for the others. However, although they are separate projects, LMDC considered the cumulative impacts of these projects to determine whether they might collectively result in any significant adverse impacts.

B. CUMULATIVE EFFECTS ANALYSIS

The Peck Slip project would be implemented concurrently with the East River Esplanade and Piers project, the open space improvements on Catherine Slip, Montgomery Slip, and Rutgers Slip, enhancements to the East River Park connector, and street reconstruction projects. The park and open space improvements are to be funded in full or in part by LMDC. The street reconstruction projects are being funded by the Federal Highway Administration (FHWA).

No significant adverse environmental or socioeconomic impacts are expected to result from the construction of the open space and infrastructure projects, considered individually or cumulatively. Construction activities will take place primarily over a period of 18 month period, and activities will be coordinated through the Lower Manhattan Construction Command Center.

The distribution of the projects over a wide geographic area is expected to minimize the possibility of additive or cumulative construction impacts, such as effects on historic resources, economic conditions, access and circulation, air quality, and noise. During the construction period, plans for maintenance and protection of local traffic will be instituted where necessary. Other area-wide impacts during the construction period, such as noise and air quality are unlikely because the projects are separated by significant distances and their peak construction

East River Waterfront Access: Peck Slip

activities are unlikely to occur simultaneously. The intensity of construction activity for all projects is expected to be low, with the majority and longest duration of work involving installation of park furniture, plantings and other landscaping activities. At some locations, pavement and sidewalk repair, drainage improvements and installation of water features will be undertaken, resulting in slightly higher but still moderate construction intensity.

No significant adverse environmental impacts are expected to result from the operation of the proposed open space and infrastructure projects, considered individually or cumulatively. The potential for individual project impacts has been addressed in the environmental documentation for each project. Furthermore, the planned roadway improvements would not adversely impact access and circulation. The distribution of the projects over a wide geographic area is expected to result in minimal additive or cumulative impacts following completion of the projects.

Upon completion, the park and waterfront access projects are expected to improve the quality of life for Lower Manhattan's growing residential population and to provide new destinations for visitors to New York City by capitalizing on Lower Manhattan's waterfront setting and its significant architectural and historic resources. The roadway projects will replace deteriorated pavement and streetscape elements with new infrastructure, which would improve access and circulation in Lower Manhattan. The cumulative effect of the proposed parks and infrastructure projects on Lower Manhattan's urban fabric is expected to be beneficial.

Overall, these projects would not result in any significant adverse environmental or socioeconomic impacts, during their respective construction or operational phases. *

A. INTRODUCTION AND BACKGROUND

To satisfy Executive Order 12898 (EO 12898), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), this environmental justice analysis has been prepared to identify and address any disproportionate and adverse impacts on minority or low-income populations that could result from the Proposed Action. In addition, this environmental justice analysis was prepared pursuant to the U.S. Department of Housing and Urban Development (HUD) regulations found at 24 CFR Parts 50 and 58, which mandate compliance with EO 12898 for HUD and/or HUD applicants.

EO 12898 also requires federal agencies to work to ensure greater public participation in the decision-making process. For the Proposed Action, this requirement has been satisfied by the review process for this Environmental Assessment (EA) under the National Environmental Policy Act (NEPA).

This chapter analyzes the Proposed Action's potential effects on minority and low-income populations, to determine if disproportionately high and adverse impacts on those populations would result. This environmental justice analysis assesses the potential effects of the Proposed Action over the full range of environmental and health effects on minority and low-income populations.

In summary, the principal conclusion of the analysis is that the Proposed Action is not expected to result in any disproportionately high and adverse effects on minority and low-income populations and no environmental justice concerns are expected with the Proposed Action.

B. METHODOLOGY

The environmental justice analysis for the Proposed Action follows the guidance and methodologies recommended in the federal Council on Environmental Quality (CEQ)'s *Environmental Justice Guidance under the National Environmental Policy Act* (December 1997), as summarized below.

CEQ GUIDANCE

The CEQ, which has oversight of the federal government's compliance with EO 12898 and NEPA, developed its guidance to assist federal agencies with their NEPA procedures so that environmental justice concerns are effectively identified and addressed.

The CEQ methodology involves collecting demographic information on the area where the project may cause significant adverse effects; identifying low-income and minority populations in that area using census data; and identifying whether the project's adverse effects are disproportionately high on the low-income and minority populations in comparison with those on other populations. Mitigation measures should be developed and implemented for any

disproportionately high and adverse effects. Under NEPA, the potential for disproportionately high and adverse effects on minority and/or low-income populations should then be one of the factors the federal agency considers in making its finding on a project and issuing a Finding of No Significant Impact or a Record of Decision.

METHODOLOGY USED FOR THIS ASSESSMENT

The assessment of environmental justice for the Proposed Action was based on CEQ guidance, as described above. It involved four basic steps:

1. Identify the area where the project may cause significant and adverse effects (i.e., the study area);
2. Compile population and economic characteristics for the study area and identify potential environmental justice areas (i.e., minority or low-income communities);
3. Identify the Proposed Action's potential adverse effects on minority and low-income communities; and
4. Evaluate the Proposed Action's potential adverse effects on minority and low-income communities relative to its overall effects to determine whether any potential adverse impacts on those communities would be disproportionate.

DELINEATION OF STUDY AREA

The study area for environmental justice encompasses the area most likely to be affected by the Proposed Action and considers the area where potential impacts resulting from construction and operation of the Proposed Action could occur. The study area for environmental justice includes the census block groups that are at least 50 percent within the area of potential effect, which is generally the area within ½ mile of the Proposed Action site, based on the other impact analyses included in this EA. As shown in Figure 4-1, the study area includes 20 census block groups.

IDENTIFICATION OF POTENTIAL ENVIRONMENTAL JUSTICE AREAS

Data on race, ethnicity, and poverty status were gathered from the U.S. Census Bureau's *Census 2000* for the census block groups within the study area, and then aggregated for the study area as a whole. For comparison purposes, data for Manhattan and New York City were also compiled. Based on census data and CEQ guidance (described above), potential environmental justice areas were identified as follows:

- *Minority communities:* CEQ guidance defines minorities to include American Indians or Alaskan Natives, Asian and Pacific Islanders, African Americans or Black persons, and Hispanic persons. This environmental justice analysis also considers minority populations to include persons who identified themselves as being either "some other race" or "two or more races" in the *Census 2000*. Following CEQ guidance, minority communities were identified where the minority population of the affected area exceeds 50 percent.
- *Low-income communities:* The percent of individuals living below the poverty level in each census block group, also available in *Census 2000*, was used to identify low-income populations. Because CEQ guidance does not specify a threshold for identifying low-income communities, all census block groups with a low-income population percentage that is meaningfully greater than in Manhattan—the Proposed Action's primary statistical reference area—were considered low-income communities. In Manhattan, approximately 20 percent

of the total population is living below the federal poverty threshold, so any block group with a low-income population equal to or greater than 25 percent was considered a low-income community.

C. ENVIRONMENTAL JUSTICE POPULATIONS IN THE STUDY AREA

The environmental justice study area includes 20 census block groups (see Figure 4-1). Table 4-1 shows population and economic characteristics in terms of race, ethnicity, and poverty status. The study area had a population of 39,358 in 2000, or approximately 2.5 percent of the total population of Manhattan. About half of the study area's population identified themselves as Asian, making up the largest racial or ethnic group. Approximately 71 percent of the residents of this study area are minority—a substantially larger proportion than in Manhattan (54 percent) and the City as a whole (65 percent). Because the study area's total minority percentage exceeds CEQ's 50 percent threshold, the study area as a whole is considered a minority community. Moreover, 11 of the individual block groups in the study area have minority populations that exceed the 50 percent threshold, ranging from 76 percent to 100 percent.

In addition, five of the block groups in the study area have low-income population percentages that are meaningfully greater than in Manhattan and the City as a whole, ranging from 27 percent to 40 percent. Overall, the study area has a low income population of 20 percent; therefore, although individual block groups have greater than 25 percent low-income residents, the study area as a whole is not considered a low-income community.

Minority representation in the study area exceeds the 50 percent minority threshold, and certain block groups in the study area have low-income population exceeding 25 percent. Therefore, the entire study area is considered a potential environmental justice area. Further, more than half of the study area's block groups are considered potential environmental justice communities. It should also be noted that construction of the Proposed Action will occur in Census Tract 15.1, Block Group 1, which was not been identified as an environmental justice community.

D. PUBLIC PARTICIPATION

EO 12898 requires federal agencies to work to ensure greater public participation in the decision-making process. In addition, CEQ guidance suggests that federal agencies should acknowledge and seek to overcome linguistic, cultural, institutional, geographic, and other barriers to meaningful participation.

The Proposed Action's public outreach and participation component required by EO 12898 has been satisfied by the review process for this EA under NEPA. Under NEPA, federal agencies are required to encourage early and meaningful public participation in the decision-making process.

To this end, the Lower Manhattan Development Corporation (LMDC) and the New York City Department of Parks and Recreation have held a number of meetings with the local community board, local preservation groups, and other local stakeholder groups.

The public will have the opportunity to comment on this EA during the 15-day public review period. LMDC has circulated a notice of the availability of this EA to community groups in the affected area, and will consider any public comments that are received prior to issuing a statement of findings for the project.

E. IDENTIFICATION OF DISPROPORTIONATE ADVERSE IMPACTS

As discussed throughout this EA, the Proposed Action would produce beneficial effects for the local community, including improved access to the waterfront and enhancement of the visual quality of the project area. At the same time, the Proposed Action could not result in any significant adverse impacts. Therefore, the Proposed Action is not expected to result in any disproportionately high and adverse effects on minority and low-income populations. Overall, the Proposed Action would have a positive effect on the neighboring communities by creating and enhancing public open space and providing new waterfront access. In addition, the Proposed Action would be in compliance with all applicable NEPA and HUD regulations related to environmental justice protections. Therefore, there are no environmental justice concerns expected with the Proposed Action.

Table 4-1
Study Area Population and Economic Characteristics

Census Tract (CT)/Block Group (BG)	2000 Total	Population										Economic Profile	
		Race and Ethnicity*										Total Minority (%)	Individuals Below Poverty Level (%)**
		White	%	Black	%	Asian	%	Other	%	Hispanic	%		
CT 7 BG 2	225	135	60	20	9	40	18	20	9	10	4	40	9
CT 7 BG 3	785	465	59	10	150	19	105	13	55	7	41	41	8
CT 8 BG 1	1520	25	0	0	0	1420	93	50	3	25	2	98	32
CT 8 BG 2	3940	1000	25	100	3	2525	64	95	2	220	6	75	17
CT 8 BG 3	5765	155	3	0	0	5405	94	140	2	65	1	97	27
CT 9 BG 1	1160	790	68	40	3	125	11	120	10	85	7	32	11
CT 13 BG 1	19	4	21	0	0	0	0	15	79	0	0	79	0
CT 13 BG 2	3740	2450	66	235	6	760	20	65	2	230	6	34	9
CT 15.1 BG 1	1075	560	52	145	13	230	21	80	7	60	6	48	2
CT 15.1 BG 2	2345	1655	71	55	2	415	18	90	4	130	6	29	9
CT 15.2 BG 1	1810	1325	73	25	1	260	14	105	6	95	5	27	7
CT 15.2 BG 2	1099	815	74	4	0	110	10	90	8	80	7	26	5
CT 21 BG 1	7380	1045	14	960	13	2085	28	1125	15	2165	29	86	31
CT 25 BG 1	1565	300	19	15	1	1180	75	45	3	25	2	81	24
CT 27 BG 1	2570	35	1	0	0	2455	96	65	3	15	1	99	42
CT 29 BG 1	1570	175	11	10	1	1345	86	30	2	10	1	89	30
CT 29 BG 2	1240	120	10	600	48	125	10	170	14	225	18	90	4
CT 29 BG 4	1435	510	36	385	27	35	2	0	0	505	35	64	0
CT 29 BG 5	115	0	0	30	26	0	0	40	35	45	39	100	3
CT 31 BG 2	225	135	60	20	9	40	18	20	9	10	4	40	9
Study Area	39,358	11,564	29	2,634	7	18,665	47	2,450	6	4,045	10	71	20
Manhattan	1,537,195	703,873	46	234,698	15	143,291	9	37,517	2	417,816	27	54	20
New York City	8,008,278	2,801,267	35	1,962,154	25	780,229	10	304,074	4	2,160,554	27	65	21

Notes:

* The racial and ethnic categories provided are further defined as: White (White alone, not Hispanic or Latino); Black (Black or African American alone, not Hispanic or Latino); Asian (Asian alone, not Hispanic or Latino); Other (American Indian and Alaska Native alone, not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino; Some other race alone, not Hispanic or Latino); Two or more races, not Hispanic or Latino); Hispanic (Hispanic or Latino); Persons of Hispanic origin may be of any race).

** Percent of individuals with incomes below established poverty level. The U.S. Census Bureau's established income thresholds for poverty level defines poverty level.

*** Percentages in bold were identified as minority or low-income communities.

*

This document was prepared by the Lower Manhattan Development Corporation in conjunction with the New York City Department of Parks and Recreation, the New York City Department of Transportation, and the New York City Department of Design and Construction. Key individuals and firms involved in the preparation of this Environmental Assessment are indicated below.

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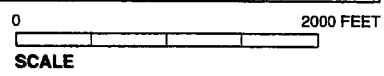
Appendix A:**Waterfront Revitalization Program**

A. INTRODUCTION

The project site is located within New York City's coastal zone boundary (see Figure A-1) as outlined in the Department of City Planning's (DCP) coastal zone boundary of New York City, and therefore, the project requires a Chairperson certification for consistency with New York City's Local Waterfront Revitalization Program. This attachment includes a New York City Waterfront Revitalization Program Consistency Assessment Form and provides additional information for the policies that have been checked "yes" in the Consistency Assessment Form.



- Peck Slip Project Area
- Coastal Zone Boundary



For Internal Use Only:

WRP no. _____

Date Received: _____

DOS no. _____

**NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form**

Proposed action subject to CEQR, ULURP, or other Local, State or Federal Agency Discretionary Actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and approved in coordination with local, state and Federal laws and regulations, including the State's Coastal Management Program (Executive Law, Article 42) and the Federal Coastal Zone Management Act of 1972 (P.L. 92-583). As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

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, other State Agency or the New York City Department of City Planning in its review of the applicant's certification of consistency.

A. APPLICANT

1. Name:

New York City Department of Parks and Recreation

Address:

The Arsenal, Central Park, New York, NY 10021

3. Telephone:

Fax:

(212) 360-3402

E-mail Address:

4. Project site owner:

New York City Department of Parks and Recreation

B. PROPOSED ACTIVITY

1. Brief description of activity:

The proposed action would create a new public space at Peck Slip, located between Water and South Streets to the north and south. The project would comprise the installation of a landscaped median with seating and a water feature. The improvements at Peck Slip would be coordinated with the New York City Department of Transportation's (NYCDOT) work at Peck Slip, which is a separate undertaking and would include formalizing the street geometry of the Slip, creating a median in the Slip, installing new curbs, and removing existing parking from the median.

2. Purpose of activity:

The purpose of the project is to provide a new public space in Lower Manhattan and improve pedestrian connections between the East River waterfront and the adjacent Lower Manhattan neighborhoods of Chinatown and the Lower East Side.

3. Location of activity:

Borough:

Peck Slip

Manhattan

Street Address or Site Description:

Peck Slip, between Water and South Streets

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

N/A

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

United States Department of Housing and Urban Development Community Development Block Grant funding will be used to finance the project. This funding is being provided by the Lower Manhattan Development Corporation.

6. Will the proposed project result in any large physical change to a site within the coastal area that will require the preparation of an environmental impact statement? Yes No

If yes, identify Lead Agency: _____ X

7. Identify City discretionary actions, such as zoning amendment or adoption of an urban renewal plan, required for the proposed project.

N/A

C. COASTAL ASSESSMENT

The following questions represent, in a broad sense, the policy of the WRP. The number in the parentheses after each question indicated the policy or policies that are the focus of the question. A detailed explanation of the Waterfront Revitalization Program and its policies are contained in the publication the *New York City Waterfront Revitalization Program*.

Check either "Yes" or "No" for each of the following questions. Once the checklist is completed, assess how the proposed project affects the policy or standards indicated in "()" after each question with a Yes response. Explain how the action is consistent with the goals of the policy or standard.

Location Questions:

	Yes	No
1. Is the project site on the waterfront or at the water's edge?	_____	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	_____	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	_____	<input checked="" type="checkbox"/>

Policy Questions:

	Yes	No
--	-----	----

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each questions indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under- used waterfront site? (1)	_____	<input checked="" type="checkbox"/>
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	<input checked="" type="checkbox"/>	_____
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	_____	<input checked="" type="checkbox"/>
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	_____	<input checked="" type="checkbox"/>

Policy Questions cont'd:		Yes	No
8.	Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	_____	<u> X </u>
9.	Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	_____	<u> X </u>
10.	Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	_____	<u> X </u>
11.	Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	_____	<u> X </u>
12.	Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	_____	<u> X </u>
13.	Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	_____	<u> X </u>
14.	Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	_____	<u> X </u>
15.	Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	_____	<u> X </u>
16.	Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	_____	<u> X </u>
17.	Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	_____	<u> X </u>
18.	Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound-East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	_____	<u> X </u>
19.	Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitats? (4.1)	_____	<u> X </u>
20.	Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1 and 9.2)	_____	<u> X </u>
21.	Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	_____	<u> X </u>
22.	Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	_____	<u> X </u>
23.	Would the action have any effects on commercial or recreational use of fish resources? (4.4)	_____	<u> X </u>
24.	Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	_____	<u> X </u>
25.	Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	_____	<u> X </u>
26.	Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	_____	<u> X </u>
27.	Will any activity associated with the project generate nonpoint source pollution? (5.2)	_____	<u> X </u>

Policy Questions cont'd:

	Yes	No
28. Would the action cause violations of the National or State air quality standards? (5.2)	_____	X
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	_____	X
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	_____	X
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	_____	X
32. Would the action result in any activities within a Federally designated flood hazard area or State designated erosion hazards area? (6)	X	_____
33. Would the action result in any construction activities that would lead to erosion? (6)	_____	X
34. Would the action involve construction or reconstruction of flood or erosion control structure? (6.1)	_____	X
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	_____	X
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	_____	X
37. Would the proposed project affect a non-renewable source of sand? (6.3)	_____	X
38. Would the action result in shipping, handling, or storing of solid wastes; hazardous materials, or other pollutants? (7)	_____	X
39. Would the action affect any sites that have been used as landfills? (7.1)	_____	X
40. Would the action result in development of a site that may contain contamination or has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	_____	X
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	_____	X
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	_____	X
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	_____	X
44. Would the action result in the provision of open space without the provision for its maintenance? (8.1)	_____	X
45. Would the action result in any development along the shoreline but NOT include new water enhanced or water dependent recreational space? (8.2)	_____	X
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	_____	X
47. Does the proposed project involve publically owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	_____	X
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	X	_____
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	_____	X

Policy Questions cont'd:

Yes

No

50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)

 X

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

 X

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

 X

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The Proposed Action would improve the quality of an important public space in lower Manhattan, enhancing a valuable existing amenity for the area's many residents, workers, and tourists. The Proposed Action would create a new public space at Peck Slip, located between Water and South Streets to the north and south. The project would comprise the installation of a landscaped median with riparian trees and vegetation, new pavers, and new benches at the north end of the slip. The improvements at Peck Slip would be coordinated with NYCDOT's reconstruction of the streets in Peck Slip, which is a separate undertaking and would include formalizing the street geometry of the Slip, creating a median in the Slip, installing new curbs, removing existing parking from the media, and re-cobbling the road bed. The Proposed Action would be in keeping with the development appropriate to the area, and would be consistent with this policy.

Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.

While the Proposed Action is in the 100-year floodplain, it would not have an adverse effect on flooding conditions in the project area and surrounding vicinity. The Proposed Action would not substantially raise ground level and would not have a significant adverse impact on floodplains. Also, the Proposed Action would not include any habitable structures that would require flood proofing. Therefore, the Proposed Action supports this policy

Policy 8.5: Preserve the public interest in and use of lands and waters held in public trust by the state and city.

The Proposed Action would not hinder current accessibility to the waterfront nor interfere with the continued use or ownership of land and waters held in the public trust. The project would improve movement of residents, workers, and visitors to the waterfront. Thus, the public interest in the use of lands and water held in public trust would be encouraged and preserved. Therefore, the Proposed Action would be consistent with this policy.

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

The Proposed Action would make this waterfront area more visually appealing, thus contributing positively to the visual quality of the New York City Coastal Area. Therefore, the Proposed Action is consistent with this policy.

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

Peck Slip is part of the South Street Seaport Historic District and Extension (NYCL, S/NR). The potential effects of the Proposed Action on historic and archaeological resources have been evaluated in consultation with SHPO in accordance with Section 106 of the National Historic Preservation Act.

D. CERTIFICATION

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

"The proposed activity complies with New York State's 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 Name: Lower Manhattan Development Corp
Address: One Liberty Plaza, 20th Fl., NY NY 10006
Telephone

Applicant/Agent Signature: *Anna Chang* Date: 2/17/07
General Counsel



STATE OF NEW YORK
DEPARTMENT OF STATE
41 STATE STREET
ALBANY, NY 12231-0001

ELIOT SPITZER
GOVERNOR

LORRAINE A. CORTÉS-VÁZQUEZ
SECRETARY OF STATE

August 22, 2007

Irene Chang
General Counsel
Lower Manhattan Development Corporation
One Liberty Plaza, 20th Floor
New York, NY 10006

Re: F-2007-0527 (FA)
F-2007-0528 (FA)
U.S. Department of Urban Housing (HUD)
NYC Parks and Recreation - Enhance historic slips of Catherine,
Montgomery, and Rutgers. Create new public space at Peck Slip
East River, City of New York, New York County
General Concurrence - No Objection To Funding

Dear Ms. Chang:

The Department of State received the information you submitted regarding the above activities on July 20, 2007.

The Department of State has determined that this proposal meets the Department's general consistency concurrence criteria. Therefore, the Department of State has no objection to the use of HUD Community Development Block Grant funds for either of the above mentioned financial assistance activities. This concurrence pertains to the financial assistance activity for these projects only. If a federal permit or other form of federal agency authorization is required for this activity, the Department of State will conduct a separate review for those permit activities. In such a case, please forward a copy of the federal application for authorization, a completed Federal Consistency Assessment Form, and all supporting information to the Department at the same time it is submitted to the federal agency from which the necessary authorization is requested.

When communicating with us regarding this matter, please contact Bridget R. Sasko at (518) 486-7670 (email: bridget.sasko@dos.state.ny.us) and refer to our file numbers #F-2007-0527 (FA) and F-2007-0528 (FA).

Sincerely,

Jeff Zappieri
Supervisor of Consistency Review
Division of Coastal Resources

c: NYC Parks and Recreation
NYC WRP - Eddie Greenfield

Appendix B:

Environmental Assessment Form

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE — Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation-measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**

* A Conditioned Negative Declaration is only valid for Unlisted Actions.

East River Waterfront Access Project — Peck Slip

Name of Action

Lower Manhattan Development Corporation

Name of Lead Agency

David Emil

President

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

August 25, 2008

Date

PART I — PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION East River Waterfront Access — Peck Slip		
LOCATION OF ACTION (INCLUDE STREET ADDRESS, MUNICIPALITY AND COUNTY) Peck Slip, between Water Street and South Street, borough of Manhattan		
NAME OF APPLICANT/SPONSOR New York City Department of Parks and Recreation		BUSINESS TELEPHONE (212) 360-3402
ADDRESS The Arsenal, 830 Fifth Avenue		
CITY/PO New York	STATE NY	ZIP CODE 10021
NAME OF OWNER (IF DIFFERENT)		BUSINESS TELEPHONE ()
ADDRESS		
CITY/PO	STATE	ZIP CODE
DESCRIPTION OF ACTION The proposed action would create a new public space at Peck Slip, located between Water and South Streets to the north and south. The project would comprise the installation of a landscaped median with seating and a water feature. The improvements at Peck Slip would be coordinated with the New York City Department of Transportation's (NYCDOT) work at Peck Slip, which is a separate undertaking and would include formalizing the street geometry of the Slip, creating a median in the Slip, installing new curbs, and removing existing parking from the median.		

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other

2. Total acreage of project area: <u>Approx. 0.83</u> acres.	PRESENTLY	AFTER COMPLETION
APPROXIMATE ACREAGE		
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	Approx. 0.83 acres	_____ acres
Other (Indicate type) <u>Public open space</u>	_____ acres	Approx. 0.83 acres

3. What is predominant soil type(s) on the project site? Paved surfaces
- a. Soil drainage: Well drained 100 % of site Moderately well drained _____ % of site.
 Poorly drained _____ % of site
- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? N/A Acres (see 1NYCRR 370)

4. Are there bedrock outcroppings on project site? Yes No
- What is the depth to bedrock? (in feet) Approximately 120 feet

5. Approximate percentage of proposed project site with slopes: 0-10% 100 % 10-15% _____ %
 15% or greater _____ %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No
8. What is the depth of the water table? Approx. 5 feet (in feet)
9. Is site located over a primary, principal, or sole source aquifer? Yes No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to: New York State Department of State (letter dated February 21, 2006); New York State Department of Environmental Conservation (letter dated February 21, 2006), and U.S. Fish and Wildlife Service (letter dated February 3, 2006)

Identify each species: _____

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes or other geological formations?) Yes No

Describe: _____

13. Is the project site presently used by the community or neighborhood as an open space or recreation area? Yes No

If yes, explain: _____

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area? None

a. Name of Stream and name of River to which it is tributary: _____

16. Lakes, ponds, wetland areas within or contiguous to project area:

a. Name: None

b. Size (in acres): _____

17. Is the site served by existing public utilities? Yes No
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous waste? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).

a. Total contiguous acreage owned or controlled by project sponsor Approx. 0.83 acres.

b. Project acreage to be developed: 0.83 acres initially; 0.83 acres ultimately.

c. Project acreage to remain undeveloped 0 acres.

d. Length of project, in miles: N/A (If appropriate)

e. If the project is an expansion, indicate percent of expansion proposed N/A %

f. Number of off-street parking spaces existing Approx. 70; proposed 0

g. Maximum vehicular trips generated per hour 0 (upon completion of project)?

h. If residential: Number and type of housing units? N/A

	One Family	Two Family	Multiple Family	Condominium
Initially	_____	_____	_____	_____
Ultimately	_____	_____	_____	_____

i. Dimensions (in feet) of largest proposed structure N/A* height; N/A* width; N/A* length.

j. Linear feet of frontage along a public thoroughfare project will occupy is? 86' on Water St.
103' on South St.
334' on Peck Slip East
334' on Peck Slip West ft.

2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? 16,025 cubic yards.
3. Will disturbed areas be reclaimed? N/A Yes No
- a. If yes, for what intended purpose is the site being reclaimed? _____
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? Yes No
6. If single phase project: Anticipated period of construction 12 months, (including demolition)
7. If multi-phased: N/A
- a. Total number of phases anticipated _____ (number)
- b. Anticipated date of commencement phase 1 _____ month _____ year, including (demolition)
- c. Approximate completion date of final phase _____ month _____ year.
- d. Is phase 1 functionally dependent of subsequent phases? Yes No
8. Will blasting occur during construction? Yes No
9. Number of jobs generated: during construction 25 ; after project is complete 0
10. Number of jobs eliminated by this project 2 (parking attendants on Peck Slip median)
11. Will project require relocation of any projects or facilities? Yes No
- If yes, explain: _____
12. Is surface liquid waste disposal involved? Yes No
- a. If yes, indicate type of waste (sewage, industrial, etc) and amount _____
- b. Name of water body into which effluent will be discharged _____
13. Is subsurface liquid waste disposal involved? Type _____ Yes No
14. Will surface area of an existing water body increase or decrease by proposal? Yes No
- If yes, explain: _____
15. Is project or any portion of project located in a 100 year flood plain? Yes No
16. Will the project generate solid waste? **Negligible amount from park users** Yes No
- a. If yes, what is the amount per month? Negligible tons
- b. If yes, will an existing solid waste facility be used? Yes No
- c. If yes, give name DSNY-licensed haulers ; location Permitted sanitary landfill
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No
- e. If yes, explain: _____
17. Will the project involve the disposal of solid waste? Yes No
- a. If yes, what is the anticipated rate of disposal? _____ tons/month
- b. If yes, what is the anticipated site life? _____ years

* Proposed project would result in the construction of an open space with park features.

18. Will project use herbicides or pesticides? Yes No
19. Will project routinely produce odors (more than one hour per day)? Yes No
20. Will project produce operating noise exceeding the local ambient noise levels? Yes No
21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s): Electricity for water feature

22. If water supply is from wells, indicate pumping capacity N/A gallons/minute
23. Total anticipated water usage per day (make-up water for proposed fountain) Approximately 200 gallons/day
24. Does project involve Local, State, or Federal funding? Yes No

If yes, explain: U.S. Dept. of Housing and Urban Development, Community Block Grant Development funds

25. Approvals Required:

	Yes	No	Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, Town, Village Planning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, Town, Village Zoning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, County Health Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Other Local Agencies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NYCDOT- Permit NYCDDC- Permit NYC Art Commission - Approval NYCLPC- Approval	
Other Regional Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
State Agencies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	LMDC- Certification SHPO- Review	
Federal Agencies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	HUD- Release of funds	

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No
 If Yes, indicate decision required:
 Zoning amendment Zoning variance New/revision of master plan Subdivision
 Site plan Special use permit Resource management plan Other _____
2. What is the zoning classification(s) of the site? C6-2A
3. What is the maximum potential development of the site if developed as permitted by the present zoning?
N/A: any further development of the site would require a separate City action.
4. What is the proposed zoning of the site? No zoning changes proposed.
5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
No zoning changes proposed.
6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No
7. What are the predominant land use(s) and zoning classifications within a ¼-mile radius of proposed action?
8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No
9. If the proposed action is the subdivision of land, how many lots are proposed? N/A
 a. What is the minimum lot size proposed? N/A
10. Will the proposed action require authorization(s) for the formation of sewer of water districts? Yes No
11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No
 a. If yes, is existing capacity sufficient to handle projected demand? Yes No
12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No
 a. If yes, is the existing road network adequate to handle the additional traffic? Yes No

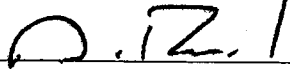
D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be an adverse impacts associated with your proposal, please discuss such impacts and the measures which you proposed to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name David Emil Date Aug 25, 08
Lower Manhattan Development Corporation

Signature  Title President

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

IMPACT ON WATER

IMPACT ON WATER	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
<p>3. Will Proposed Action affect any water body designated? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Developable area of site contains a protected water body.</p> <p>Dredging more than 100 cubic yards of material from channel of a protected stream.</p> <p>Extension of utility distribution facilities through a protected water body.</p> <p>Construction in a designated freshwater or tidal wetland.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
<p>4. Will Proposed Action affect any non-protected existing or new body of water? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>A 10% increase or decrease in the surface area of any body of water or more than a 10-acre increase or decrease.</p> <p>Construction of a body of water that exceeds 10 acres of surface area.</p> <p>ther impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
<p>5. Will Proposed Action affect surface or ground water quality or quantity? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Proposed Action will require a discharge permit.</p> <p>Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.</p> <p>Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.</p> <p>Construction or operation causing any contamination of a water supply system.</p> <p>Proposed Action will adversely affect groundwater.</p> <p>Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.</p> <p>Proposed Action would use water in excess of 20,000 gallons per day.</p> <p>Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.</p> <p>Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.</p> <p>Proposed Action will allow residential uses in areas without water and/or sewer services.</p> <p>Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
<p>6. Will Proposed Action alter drainage flow or patterns, or surface water runoff? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Proposed Action would change flood water flows.</p> <p>Proposed Action may cause substantial erosion.</p> <p>Proposed Action is incompatible with existing drainage patterns.</p> <p>Proposed Action will allow development in a designated floodway.</p> <p>Other impacts _____</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON AIR

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
<p>7. Will Proposed Action affect air quality? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Proposed Action will induce 1,000 or more vehicle trips in any given hour.</p> <p>Proposed Action will result in the incineration of more than 1 ton of refuse per hour.</p> <p>Emission rate of total contaminants will exceed 5 lbs. Per hour or a heat source producing more than 10 million BTU's per hour.</p> <p>Proposed Action will allow an increase in the amount of land committed to industrial use.</p> <p>Proposed Action will allow an increase in the density of industrial development within existing industrial areas.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON PLANTS AND ANIMALS

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
<p>8. Will Proposed Action affect threatened or endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site.</p> <p>Removal or any portion of a critical or significant wildlife habitat.</p> <p>Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
<p>Will Proposed Action substantially affect non-threatened or non-endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>Proposed Action would substantially interfere with any resident or migratory fish, shellfish, or wildlife species.</p> <p>Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON AGRICULTURAL LAND RESOURCES

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
<p>10. Will Proposed Action affect agricultural land resources? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <p>The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)</p> <p>Construction activity would excavate or compact the soil profile of agricultural land.</p> <p>The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.</p> <p>The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g. subsurface drain lines, outlet ditches, strip cropping) or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? NO YES

Examples that would apply to column 2

Alteration of present patterns of movement of people and/or goods.

Proposed Action would result in major traffic problems.

Other impacts _____

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

YES NO
 YES NO
 YES NO

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply? NO YES

Examples that would apply to column 2

Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.

Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.

Other impacts _____

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

YES NO
 YES NO
 YES NO

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? NO YES

Examples that would apply to column 2

Blasting within 1,500 feet of a hospital, school or other sensitive facility.

Odors will occur routinely (more than one hour per day).

Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.

Proposed Action will remove natural barriers that would act as a noise screen.

Other impacts _____

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

YES NO
 YES NO
 YES NO
 YES NO
 YES NO

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety? NO YES

Examples that would apply to column 2

Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.

Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)

Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.

Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.

Other impacts _____

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

YES NO
 YES NO
 YES NO
 YES NO

