

This document is the Final Environmental Impact Statement (FEIS) for the proposed 550 Washington Street/ Special Hudson River Park District project. The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), issued a Notice of Completion for the Draft Environmental Impact Statement (DEIS) on May 6, 2016. CPC held a duly noticed public hearing on the DEIS on August 24, 2016, in Spector Hall at 22 Reade Street in Manhattan. Public comments were accepted at that hearing and throughout the comment period, which remained open until September 6, 2016.

This FEIS addresses all substantive comments made on the DEIS since its publication, during the public hearing and subsequent comment period. Those comments are summarized and responded to in Chapter 26, “Response to Comments on the DEIS.” Changes to the text and graphics from the DEIS were made in this FEIS, as necessary, in response to these comments.

In addition to Chapter 26, the principal changes between the DEIS and FEIS include the following:

- Shortly before the completion of the FEIS, the private applicant agreed, in a letter submitted to CPC on September 30, 2016, to revise the project to include certain commitments, which would provide an approximately 10,000 sf of multi-purpose indoor active recreation space on the development site; require that there be four retail establishments on each side of West Houston Street; modify the design of the through-block driveway between the Center and South Sites to make the driveway more pedestrian-friendly; remove the structure and public open space over West Houston Street and instead provide at-grade public open space in the through-block driveway, as well as some combination of open space in the Center Site courtyard and/or the South Site; redesign the West Houston Street streetscape to be more pedestrian-friendly; and adhere to other design guidelines for the proposed buildings. This alternative would not include big box retail. These revisions are considered in this FEIS in Chapter 21, “Alternatives to the Proposed Actions,” as described below.
- As noted in Chapter 1, “Project Description,” Chapter 14, “Transportation,” and other chapters in the FEIS, shortly before the issuance of the DEIS, the number of parking spaces analyzed for the proposed 550 Washington Street project was reduced from 830 to 772. This is the number requested in the Special Permit applications pursuant to the Manhattan Core parking regulations. The transportation analyses have been updated to reflect this parking space number in the FEIS.
- Chapter 1, “Project Description,” has been revised to reflect additional details regarding the proposed actions and the Restrictive Declaration.

¹ This Foreword is new to the FEIS.

- Chapter 5, “Community Facilities and Services,” has been revised to reflect new information and guidance from School Construction Authority (see Appendix C, “Agency Correspondence”) on public schools serving the project site.
- Chapter 11, “Hazardous Materials” has been revised to summarize Phase II findings and the approved Remedial Action Plan/Construction Health and Safety Plan. Appendix C, “Agency Correspondence,” has been updated to include the New York City Department of Environmental Protection approval letter dated July 21, 2016.
- In Chapter 14, “Transportation,” the analysis of traffic generated by the proposed project has been revised to further consider an office use on the South Site, and to reflect the reduction in the proposed parking and the vehicular traffic associated with the parking.
- Chapter 15, “Air Quality” and Chapter 17, “Noise” have been revised to reflect changes to the traffic analysis.
- Chapter 17, “Noise,” has been revised to reflect noise measurements taken since publication of the DEIS and the inclusion of a detailed mobile source noise analysis.
- Chapter 18, “Public Health,” has been revised to include a consideration of significant adverse noise impacts during construction as they relate to public health.
- Chapter 20, “Construction,” has been revised reflect additional construction air quality and noise analyses. The chapter has also been revised to describe in more detail the significant adverse noise impacts on 354-361 West Street during project construction and on completed portions of project buildings if the construction is phased.
- In Chapter 21, “Alternatives to the Proposed Actions,” text has been added to indicate that the No Unmitigated Significant Adverse Traffic Impacts Alternative—proposed project is no longer required because, with the reduction in parking spaces analyzed in the FEIS, the proposed project does not result in unmitigated significant adverse traffic impacts.
- In Chapter 21, “Alternatives to the Proposed Actions,” two new alternatives have been added: the Revised Proposed Project Alternative and the Revised Proposed Project with Reduced Parking Alternative. Neither of these alternatives would include big box retail.

The Revised Proposed Project Alternative would provide approximately 10,000 sf of multi-purpose indoor active recreation space on the development site; require that there be four retail establishments on each side of West Houston Street; modify the design of the through-block driveway between the Center and South Sites to make the driveway more pedestrian-friendly; remove the structure and public open space over West Houston Street and instead provide at-grade public open space in the through-block driveway, as well as some combination of open space in the Center Site courtyard and/or the South Site; redesign the West Houston Street streetscape to be more pedestrian-friendly; and adhere to other design guidelines for the proposed buildings.

The Revised Proposed Project with Reduced Parking Alternative would provide all of the changes listed in the Revised Proposed Project Alternative above and also reduce the amount of parking on the development site. This below-grade area would instead be back of house uses, building support space, or amenity space for building residents. None of the other program elements would change, including the number of residential units and the amount of commercial space. The private applicant has not committed to this alternative.

- Chapter 22, “Mitigation,” has been revised to reflect changes made to the transportation and construction analyses and to include a discussion of potential open space mitigation measures.

- Chapter 23, “Unavoidable Adverse Impacts,” has been revised to acknowledge that there is no practicable way to mitigate the significant adverse noise impacts during construction.
- Appendix A, “Proposed Zoning Text Amendment,” has been updated to include the current version of the proposed zoning text. Appendix A in the DEIS did not include the most up-to-date language at the time the DEIS was issued; however, at certification, the correct version was included in the Uniform Land Use Review Procedure (ULURP) application.
- New appendices have been added for construction noise, a potential change to the analysis year due to the potential for an existing tenant to leave earlier than previously expected, and comments received on the DEIS.

Substantive text changes or additions to the FEIS are indicated by double-underlining. Text that has been removed for the FEIS has been identified by ~~strikethroughs~~. However, neither underlining nor strikethroughs are used for chapters presented for the first time in this FEIS, such as this Foreword and Chapter 26, “Response to Comments on the DEIS.” For the sake of clarity, underlining and strikethroughs are also not used in tables with extensive changes; such tables are identified using footnotes. *