

A. INTRODUCTION

The project sites are located in the Borough of Manhattan and run along Catherine Slip between Madison and South Streets; Rutgers Slip between Cherry and South Streets; and Montgomery Slip between Madison and South Streets (see Figures 2A-1 through 2A-3). The Proposed Action would provide funding for the reconstruction of the Slips to provide for recreational space and amenities, would improve the overall visual character of the Slips, and would serve as a gateway to the East River Esplanade from interior blocks.

This section considers existing land use, zoning, and public land use policies for the project site and 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 the three Slips with existing zoning and public policies.

PRINCIPAL CONCLUSIONS

As described below, this analysis concludes that the Proposed Action would be in keeping with and supportive of existing land uses in the three study areas, 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***CATHERINE SLIP PROJECT SITE*

The Catherine Slip project site extends along Catherine Slip and Catherine Street between Madison Street to the north and South Street to the south (see Figure 2A-4). Between South and Cherry Streets, the project site includes a Greenstreet with plantings, and between Water and Cherry Streets, the project site includes the Catherine Mall, also a Greenstreet with plantings. There is a northbound lane of traffic dividing Catherine Slip from Tanahey Park and the Manhattan Mini-Storage building to the east, and there are two southbound lanes of traffic to the west of the Greenstreets. These southbound lanes continue the entire length of the project site to Madison Street, however, northbound lanes end at Cherry Street.

CATHERINE SLIP STUDY AREA

The Catherine Slip study area is largely residential and institutional in character. Knickerbocker Village, a large residential complex, is located along the east side of Catherine Street between Cherry and Monroe Streets. The Hamilton Madison Houses, a large New York City Housing Authority complex, is west of the project site between South and Madison Streets.

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There are also several open spaces within the study area. Tanahey Playground, the Reverend Joseph Moffo Rink, and basketball courts take up the entire block bounded by Catherine Slip and Market, Cherry, and Water Streets to the east of the project site. A portion of East River Park, extending along the East River just south of the FDR Drive, is located within the study area. The Alfred E. Smith Playground is west of the project site on the superblock bounded by Catherine, Madison, and South Streets, and the western continuation of Catherine Slip. Playground One is located north of the project site on Madison Street between Catherine and Oliver Streets, and is south adjacent to Grammar School Number One.

Additional institutional uses within the study area include Public School 126, located west of the project site, which is currently under scaffolding and undergoing roof repairs, a child care center and a community center on the Hamilton Madison Houses superblock, and a number of churches.

Finally, there is a large Manhattan Mini-Storage facility located to the west of the project site, occupying the entire block bounded by Catherine Slip, and Water, South, and Market Streets.

RUTGERS SLIP PROJECT SITE

The Rutgers Slip project site extends along Rutgers Slip between Cherry Street to the north and South Street to the south (see Figure 2A-5). It includes two lanes of northbound traffic.

RUTGERS SLIP STUDY AREA

The Rutgers Slip study area is largely residential in nature, but it also contains commercial and utility uses. Utility uses include a Consolidated Edison facility on Cherry Street between Rutgers and Pike Streets, and a New York City Department of Sanitation (DSNY) facility on Pier 36. Commercial uses include a Pathmark supermarket west of the project site, as well as a Pathmark Pharmacy. There are also a number of smaller commercial uses on the ground floors of the larger residential uses in the study area. These residential developments include the LaGuardia Houses along the north side of Cherry Street, as well as both east and west of the project site along Rutgers Slip.

There is a private playground open to the residents of the residential building on the west side of Rutgers Slip between South and Cherry Streets. In addition, a portion of East River Park is located within the study area, running along the East River just south of the FDR Drive until it is bisected by the DSNY facility noted above.

MONTGOMERY SLIP PROJECT SITE

The Montgomery Slip project site extends along Montgomery Street between Madison Street to the north and South Street to the south (see Figure 2A-6). It includes one lane each of north and southbound traffic, one bike lane in either direction, and a parking lane on both sides of the street.

MONTGOMERY SLIP STUDY AREA

The Montgomery Slip study area contains a variety of uses, but is largely residential and institutional in nature. A portion of the LaGuardia Houses complex is located along Montgomery Street between Madison and Cherry Streets. Several residential buildings belonging to the Gouverneur Gardens housing development line the eastern side of Montgomery Street between Henry and South Streets.

Institutional uses include Public School 184 and Public School 137, which share a site west of the project site along Montgomery Street between Cherry and South Streets; the University Neighborhood High School, located at 200 Monroe Street between Gouverneur and Montgomery Streets (Monroe Street is mapped here but does not carry through-traffic); and the Henry Street School for International Studies, the Collaborative Academy of Science and Technology, and the University Neighborhood Middle School along with its outdoor play area, which share the full block bounded by Henry, Montgomery, Madison, and Clinton Streets.

ZONING

CATHERINE SLIP PROJECT SITE

The Catherine Slip project site is located in an R7-2 residential zoning district (see Figure 2A-7). R7 districts are medium-density residential districts. The maximum allowable floor area ratio (FAR) in R7-2 districts ranges from 0.87 to 3.44. Parking is required for 50 percent of the dwelling units. The parking requirement is waived if 15 or fewer spaces would be required or if the zoning lot is 10,000 square feet or less, and it is decreased to 30 percent on zoning lots between 10,001 and 15,000 square feet.

CATHERINE SLIP STUDY AREA

The study area includes an M1-6 manufacturing district, an R7-2 residential district, a C2-8 commercial district, a C6-1G commercial district, and a C1-5 commercial overlay. R7-2 districts are described above.

M1 manufacturing districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts, and they contain light industrial uses. The maximum FAR in M1-6 districts is 10.0 and parking is not required. Residential uses are not permitted.

C2-8 commercial districts are generally found in residential districts and cater to the needs of the surrounding residential community. The maximum commercial FAR in C2-8 districts is 2.0, and the maximum residential FAR is 10.0 (R10 equivalent).

C6-1G commercial districts are mapped in the Special Garment Center District and have special regulations governing the conversion of non-residential space to residential use. C6-1G districts have a maximum commercial FAR of 6.0 and a maximum residential FAR range of 0.87 to 3.44 (R7 equivalent).

C1-5 commercial overlays are mapped along streets that serve the local retail needs of the surrounding residential neighborhoods; typical uses include grocery stores, restaurants, and beauty parlors. Within R1 to R5 districts, the maximum commercial FAR is 1.0, and within R6-R10 districts, the maximum commercial FAR is 2.0.

RUTGERS SLIP PROJECT SITE

The Rutgers Slip project site is located in a C6-4 commercial zoning district. C6 districts permit a wide range of high-bulk commercial uses (see Figure 2A-8). The maximum commercial FAR in C6-4 districts is 10.0, and the maximum residential FAR is 15.0 (R10 equivalent).

RUTGERS SLIP STUDY AREA

The study area includes an R7-2 residential district and a C6-4 commercial district, both described above, as well as an M1-4 manufacturing district. As noted above, M1 manufacturing

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districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts, and they contain light industrial uses. M1-4 districts have a maximum FAR of 2.0 and off-street parking is not required.

MONTGOMERY SLIP PROJECT SITE

The Montgomery Slip project site is located is split between an R7-2 residential zoning district and a C6-4 commercial zoning district (see Figure 2A-9). Both of these districts are described above.

MONTGOMERY SLIP STUDY AREA

The study area includes an M1-4 manufacturing district, an R7-2 residential district, and a C6-4 commercial district, all described above.

PUBLIC POLICY: CATHERINE, RUTGERS, AND MONTGOMERY SLIPS

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 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, NYS DOS approved the City's new WRP, and the United States Department of Commerce concurred in August 2002.

PLANYC

Completion of the Proposed Project would be consistent with the goals of PlaNYC 2030. On April 22, 2007, Mayor Michael R. Bloomberg announced PlaNYC 2030 as a comprehensive strategy to ensure the long-term viability of the City. It includes policies to address three key challenges that the City faces over the next twenty years: 1) population growth; 2) aging infrastructure; and 3) global climate change. The Proposed Project would support PlaNYC goals by providing new plantings and street trees to an area currently underserved by open space.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

LAND USE

There are a number of developments that are expected to be constructed in the three study areas by 2011 in the future without the proposed project.

The East River Waterfront and Piers project will be complete by 2012 with portions opening sooner. This project will involve improvements and enhancements to public open spaces along the East River Esplanade, a two-mile-long, City-owned public open space connecting Whitehall Ferry Terminal and Peter Minuit Plaza to the south to East River Park to the north. New amenities will include benches, planters, arbors, lighting, and brackets for attaching historic placards and viewfinders for sights of interest. Pavilions will be constructed beneath the FDR Drive viaduct structure and will be sited so as not to obscure views to nearby historic resources.

Basketball City will be a 64,000-sf recreational facility built on a portion of Pier 36, near the Montgomery Street project site.

In addition, Public School 126 on the west side of Catherine Street is undergoing roof renovations and other improvements.

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 PROJECT

LAND USE

As described in Chapter 1, “Project Description,” the Proposed Action would fund the reconstruction of Catherine, Rutgers, and Montgomery Slips. This reconstruction would be consistent with surrounding residential, retail, and institutional uses and would enhance the area 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. *