EXECUTIVE SUMMARY

A. INTRODUCTION

The New York City Department of City Planning (DCP), together with New York City Department of Housing Preservation and Development (HPD), and the Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions (collectively, the "Proposed Actions") to implement recommendations of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan"). The Plan is the subject of an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure within an approximately 20-block area ("Project Area") in Downtown Staten Island (roughly defined as Tompkinsville, Stapleton, and St. George neighborhoods), Community District 1 (Figure ES-1).

The affected area within the Tompkinsville and Stapleton neighborhoods along Bay Street is generally bounded by Victory Boulevard to the north and to the east, Sands Street to the south, and Van Duzer Street to the west. The affected area in the Stapleton neighborhood along Canal Street is generally bounded by Tappen Park to the north, Wright Street to the east, Broad Street to the south, and Cedar Street to the west. The Project Area also includes three City-owned sites within the St. George and Tompkinsville neighborhoods and the Stapleton Waterfront Phase III Sites A and B1 located along Front Street between the prolongation of Swan Street and Wave Street (Figure ES-2).

The Proposed Actions are anticipated to result in a net *increase* of approximately 2,554,000 square feet (sf) of residential use consisting of approximately 1,830 dwelling units associated with the rezoning actions, 100 units on City-owned properties, and 630 units at Stapleton Waterfront Phase III, for a total of 2,560 dwelling units. A substantial portion of these units are expected to be affordable pursuant to the Mandatory Inclusionary Housing (MIH) program. Additionally, the Proposed Actions would result in a net *increase* of approximately 275,000 sf of commercial use (including local retail, restaurant and office); and a net *increase* of approximately 47,000 sf of community facility use.

The Bay Street Corridor Neighborhood Planning Initiative is a comprehensive plan developed with input from community residents, elected officials, Staten Island Community Board 1, and other community stakeholders, in coordination with the City and other public agencies, including HPD, the Department of Small Business Services (SBS), and the Department of Parks and Recreation (DPR), to identify needs and opportunities to support a shared long-term vision for the future of Downtown Staten Island. The Plan was developed to support Housing New York, the City's plan to build and preserve 200,000 units of affordable housing over the next 10 years, and builds upon North Shore 2030, a framework to guide future zoning and development actions throughout the North Shore of Staten Island. The Plan's recommendations support the following Guiding Principles:

- Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;
- Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs;

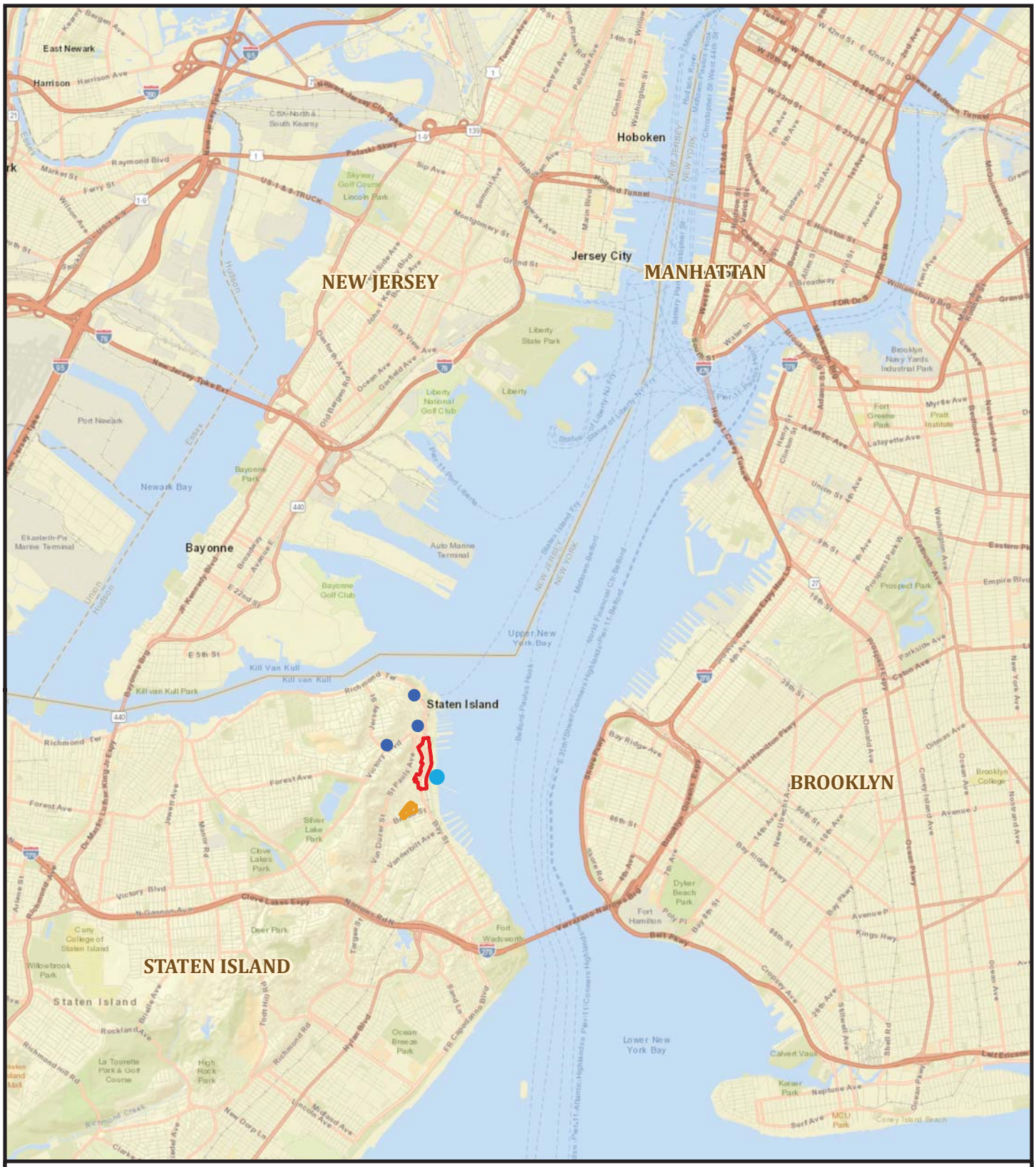

FIGURE ES-1: REGIONAL LOCATION MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

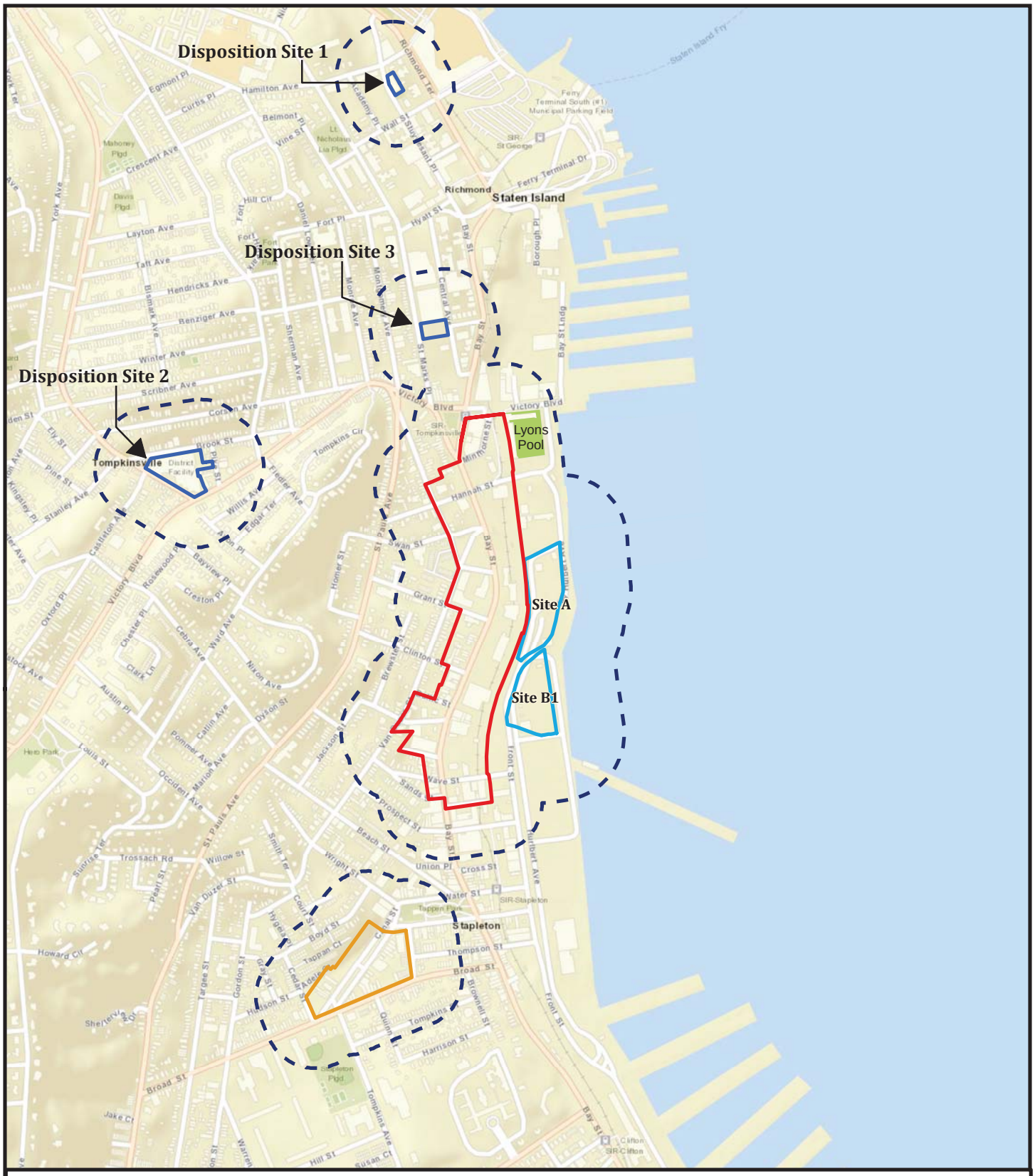

FIGURE ES-2: PROJECT AREA LOCATION MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

- Support new and existing businesses and new commercial development by encouraging new jobs and supporting a pedestrian-friendly, thriving retail/business corridor between St. George and Stapleton; and align investment in infrastructure, public open spaces, and services to support current demands and future growth.

The Proposed Actions include approval of zoning map and text amendments, disposition of City-owned property, and demapping a portion of a street. Implementation of the Proposed Actions requires review and approval pursuant to the City's Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR).

The Project Area is approximately 45 acres, consisting of four distinct areas:

1. **Bay Street Corridor Project Area**: A contiguous 14-block area along Bay Street, generally bounded by Victory Boulevard to the north; Van Duzer Street to the west; Staten Island Railroad (SIR) tracks to the east; and Sands Street to the south (Figure ES-2);

2. **Canal Street Corridor Project Area**: A 2-block area along Canal Street bounded by part of Canal Street and Tappen Park, and 200 feet of Block 527 to the north; Wright Street to the east; Broad Street to the south; and Cedar Street, Adele Court, and part of Block 527 to the west (Figure ES-2);

3. **City Disposition Sites**:[1] Three City-owned properties located at (i) 55 Stuyvesant Place (Block 9, Lot 9); (ii) 539 Jersey Street/100 Brook Street (Block 34, Lot 1); and (iii) 54 Central Avenue (Block 6, Lot 20), which also includes the mapped, but unimproved, Victory Boulevard Extension that would be demapped to facilitate future development on one of the sites (Figure ES-2); and

4. **Stapleton Waterfront Phase III**: Two sites located in Subareas A and B1 of the Special Stapleton Waterfront District (SSWD) (Figure ES-2).

Within these areas, the Proposed Actions are anticipated to facilitate new residential, commercial, and mixed-use development. In total, the Proposed Actions are expected to result in an incremental *increase* over the No-Action Condition of approximately 2,560 dwelling units; 275,000 sf of commercial uses, including retail, office, and restaurant space; and 47,000 sf of community facility space. Sites within the proposed MIH designated areas (Bay Street Corridor and Canal Street Corridor project areas) would be subject to the MIH program and would provide between 25 and 30 percent affordable dwelling units in qualifying developments depending on the chosen MIH option(s).[2] In addition, sites may utilize affordable housing subsidies to produce additional affordable housing at a range of income levels; the amount and levels of affordability would vary depending on the programs utilized. On publicly controlled sites, the affordable program would be determined based on an agreement reached in conjunction with disposition of the site.

[1] Disposition of City Disposition Site 3 is not being sought in conjunction with the Uniform Land Use Review Procedure (ULURP) application associated with this DEIS. However, for conservative analysis purposes, City Disposition Site 3 and the associated street demapping are contemplated in this environmental review.
[2] The Proposed Actions intend to apply Option 1, Option 2, Option 3 (the Deep Affordability Option), and Option 4 (the Workforce Option) to the Bay Street Corridor and Canal Street Corridor MIH areas.

DCP is acting as lead agency on behalf of the City Planning Commission (CPC) and is conducting a coordinated environmental review.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions are intended to facilitate implementation of the Plan's recommendations and achieve the Guiding Principles through discretionary actions that are subject to review under ULURP, Section 197-c of the City Charter, and the CEQR process. The Proposed Actions include:

ZONING MAP AMENDMENTS

BAY STREET CORRIDOR

The following zoning map amendments are proposed to Zoning Map 21c:

- Rezone the Bay Street Corridor Project Area, predominately an existing M1-1 zoning district, to R6 and R6B zoning districts, with C2-3 and C2-4 commercial overlay districts, and establish the Special Bay Street Corridor District (SBSCD) to include the entirety of the Bay Street Corridor Project Area, as shown in Figure ES-3 and described in Section F, "Description of the Proposed Actions."

In addition, the Bay Street Corridor Project Area would extend beyond the existing M1-1 zoning district boundary and include the following lots, which are currently zoned R3X:

- Block 507, portions of Lot 17;
- Block 508, Lots 17, 21, 22, 23, 24;
- Block 509, portions of Lots 28 and 31; and
- Block 510, portions of Lots 9 and 43.

CANAL STREET CORRIDOR

The following zoning map amendments are proposed to Zoning Map 21d:

- Rezone the existing R3-2/C2-2 (part of Block 527) and R4/C2-2 (Block 526) zoning districts of the Canal Street Corridor with a R6B/C2-3 district, as shown in Figure ES-4 and further described in Section F, "Description of the Proposed Actions."

The proposed Canal Street Corridor Project Area would be bounded:

- To the north by Canal Street and an area located 200 feet from Wright Street to a depth of 125 feet from Canal Street;
- To the south by Broad Street;

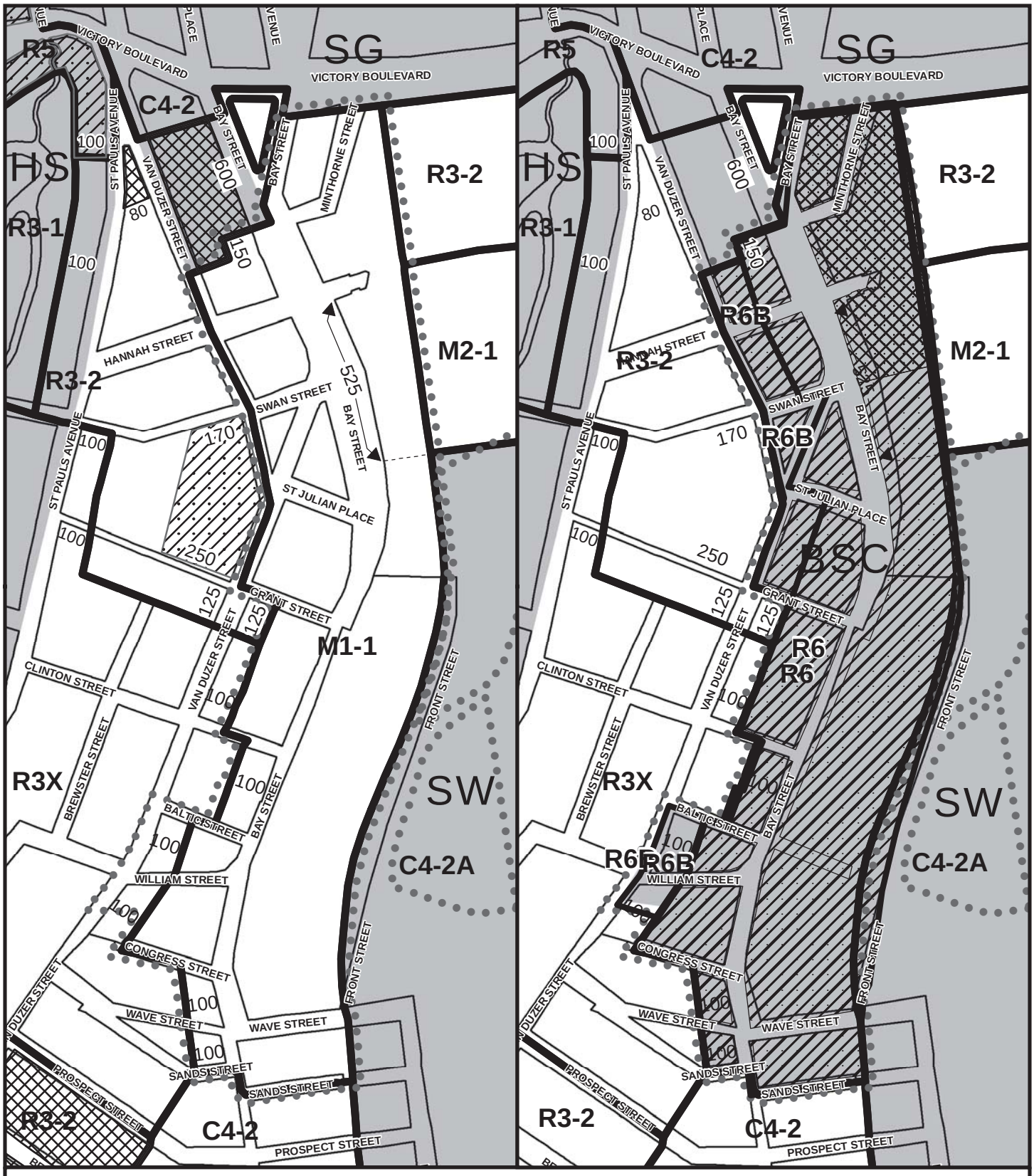

FIGURE ES-3: PROPOSED ZONING MAP AMENDMENT
BAY STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

STATEN ISLAND, NY
Map Reference: Basemap: ESRI; Shapefile: MapPLUTO Data
Prepared by Langan

0 250 500 1,000 Feet

N

Bay Street Corridor Project Area/Stapleton Waterfront Phase III Sites

R6 Zoning Districts

SW Special Purpose Districts

Commercial Overlays

C1-2 C2-4 C2-1 C2-3

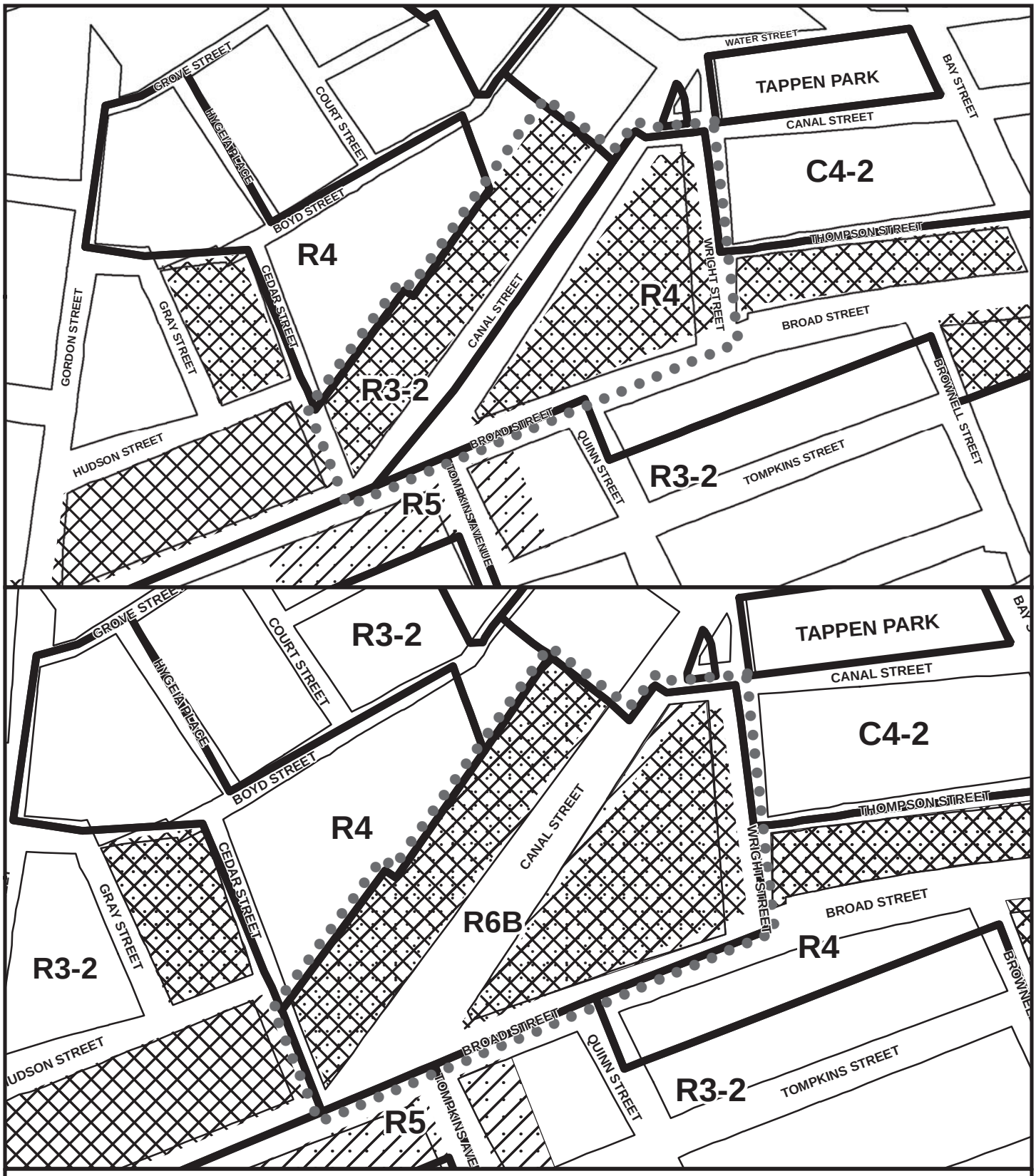

FIGURE ES-4: PROPOSED ZONING MAP AMENDMENT
CANAL STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

0 200 400 800 Feet

N

Canal Street Corridor Project Area

R6B Zoning Districts

Commercial Overlays

C1-2 C2-1

C2-2 C2-3

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: MapPLUTO Data
Prepared by Langan

- To the west by Cedar St to a depth of 150 feet from Canal Street, or to a depth of 125 feet within 200 feet to 700 feet of Wright Street (west of Tappen Park); and

- To the east by Wright Street (south of Tappen Park).

ZONING TEXT AMENDMENTS

The following text amendments, which are included in their entirety in Appendix A, "Proposed Zoning Text Amendments" and further described in Section F, "Description of the Proposed Actions," are proposed to the New York City Zoning Resolution (ZR):

- Special Bay Street Corridor District (SBSCD): A zoning text amendment to the New York City Zoning Resolution (ZR), Article XIII to create new zoning regulations for the proposed SBSCD (Chapter 5), which would modify the underlying zoning district regulations. The SBSCD would be coterminous with the Bay Street Corridor Project Area. The proposed zoning text amendments would modify the underlying use, bulk, and parking regulations;

- Special Stapleton Waterfront District (SSWD): A zoning text amendment to modify the underlying building height regulations of the existing SSWD (Figure ES-5). The proposed zoning text amendment would alter the maximum building height on Stapleton Waterfront Phase III Sites A and B1 from 55 feet to 125 feet. In addition, the Proposed Actions would modify the existing street wall requirements for Subareas A and B1 to allow greater flexibility for future development to meet resiliency and accessibility regulations; and

- Appendix F (Mandatory Inclusionary Housing): A zoning text amendment, included in Appendix A, "Proposed Zoning Text Amendments," to modify Appendix F of the ZR to designate the Bay Street Corridor and Canal Street Corridor project areas as Mandatory Inclusionary Housing (MIH) areas.

DISPOSITION OF CITY-OWNED PROPERTIES & URBAN DEVELOPMENT ACTION AREA (UDAA) DESIGNATION AND PROJECT (UDAAP) APPROVAL

Under the Proposed Actions, the following City-owned properties would be disposed (see Figure ES-6):

- City Disposition Site 1: Block 9, Lot 9 (55 Stuyvesant Place)

- City Disposition Site 2: Block 34, Lot 1 (539 Jersey Street/100 Brook Street)

- City Disposition Site 3: Block 6, Lot 20 (54 Central Avenue)

City Disposition Site 1 would be disposed of by DCAS to the New York City Land Development Corporation, which, in turn, would dispose of the properties to the New York City Economic Development Corporation (NYCEDC) or any successor thereto. NYCEDC would then dispose of City Disposition Site 1 or enter into a long-term land lease with a private entity for development.

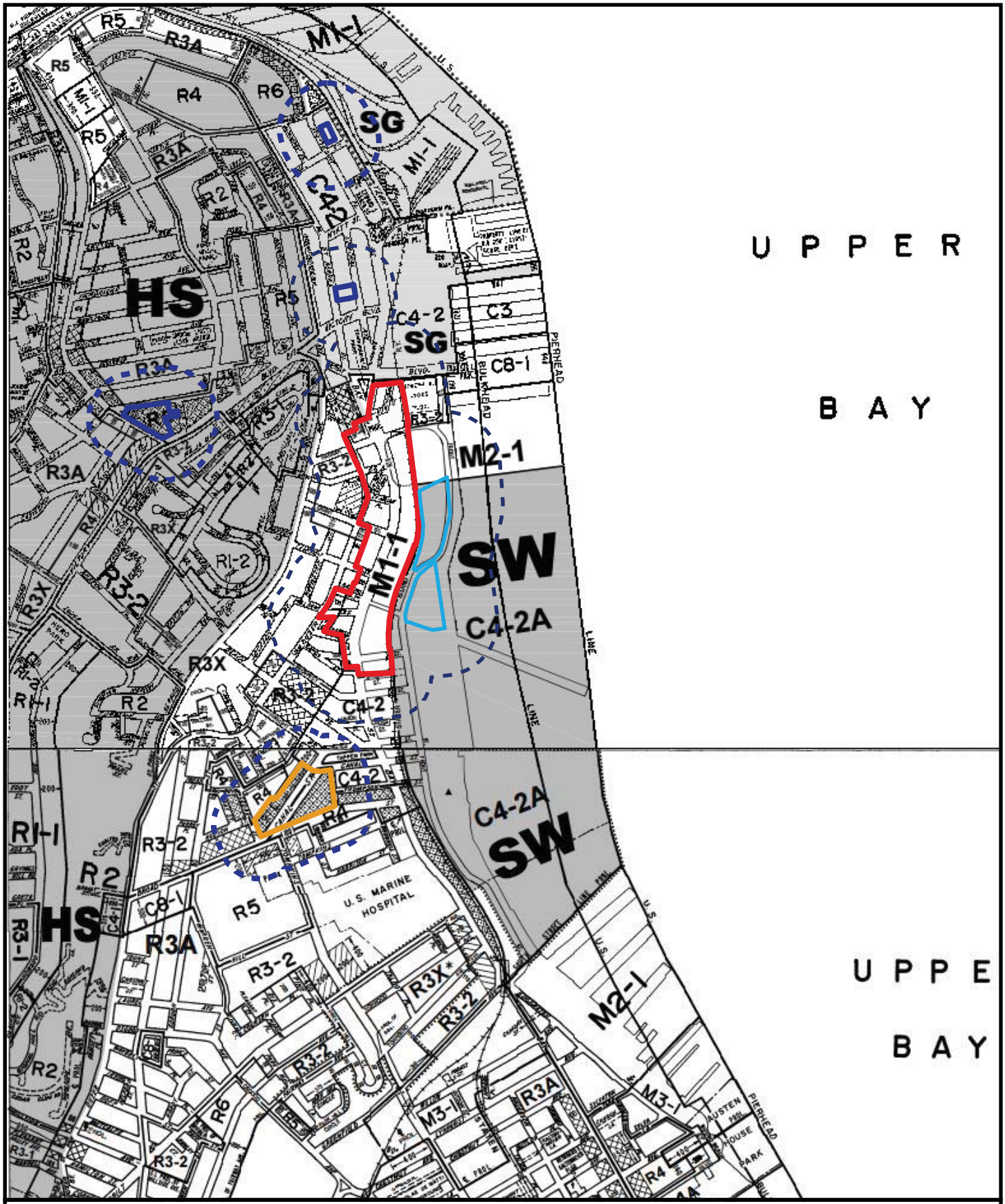

FIGURE ES-5: EXISTING ZONING MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: NYC Dept of City Planning (zoning map #21c and 21d)
Prepared by Langan

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Primary Study Area (400-foot radius)
- M1-1 Zoning Districts
- SW Special Purpose Districts
- C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5 Commercial Overlays

N

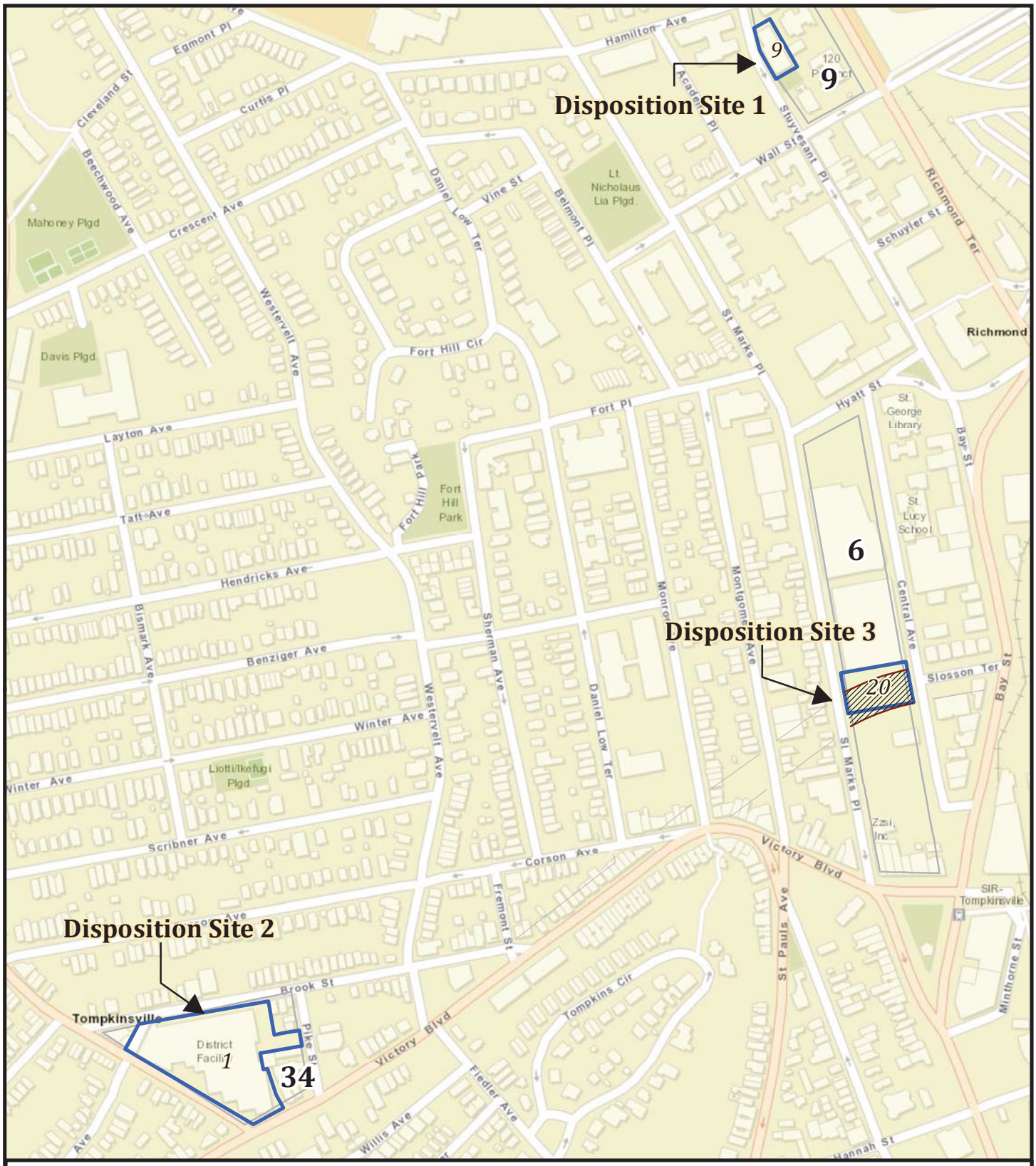

FIGURE ES-6: CITY DISPOSITION SITES TAX MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

City Disposition Sites
34 Block
65 Lot
Demapping (portion of Victory Boulevard Ext.)

0 400 800 Feet

N

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

The disposition of City-owned property requires approval through ULURP pursuant to City Charter Section 197-c and separate Borough Board and Mayoral approval pursuant to City Charter Section 384(b)(4).

City Disposition Site 2 would be disposed of by NYC Department of Housing Preservation and Development (HPD), which in turn would dispose of the property to a developer to be selected by HPD through a competitive Request for Proposals process. As part of the Proposed Actions, City Disposition Site 2 would be designated as an Urban Development Action Area (UDAA) and approval of the project as an Urban Development Action Area Project (UDAAP) would be sought.

The Proposed Actions would approve disposition of City Disposition Site 3 for future development pursuant to zoning. While the disposition of City Disposition Site 3 is not being sought in the ULURP application associated with this DEIS at this time, the actions are included in the Proposed Actions to present a conservative environmental assessment.

CITY MAP AMENDMENT (STREET DEMAPPING)

To facilitate development on City Disposition Site 3, located at 54 Central Avenue (Block 6, Lot 20), a City Map amendment is proposed to demap the unimproved portions of the Victory Boulevard Extension on Block 6; portions of Lots 14, 18, and 20 (Figure ES-6).[3]

C. BACKGROUND

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

BAY STREET CORRIDOR NEIGHBORHOOD PLANNING INITIATIVE

The Proposed Actions build on the work of the Bay Street Corridor Neighborhood Planning Initiative ("the Plan"). The Plan is part of Mayor Bill De Blasio's *Housing New York* plan proposed in 2014, which seeks to build and preserve affordable housing through community development initiatives and to foster a more equitable and livable city, and builds on the North Shore 2030 report, released by DCP and NYCEDC in 2011. The Plan aims to examine key land use and zoning issues in the neighborhood through a ground-up planning process in collaboration with DCP, NYCEDC, HPD, and other city agencies. The Plan also takes a broader, more comprehensive look at current and future community needs to identify a wide range of strategies and investments for the Bay Street Corridor's growth and vitality.

Plan objectives and guiding principles were identified through engagement with Community Board 1, the Local Advisory Committee (LAC), local civic groups, community residents and stakeholders. Beginning in summer 2015, DCP held a series of public meetings, workshops, and Local Advisory Committee meetings in partnership with other City agencies, including the New York City Department of Transportation (DOT), DPR, SBS, NYCEDC, HPD, as well as the School Construction Authority (SCA), to identify current and future needs of the neighborhood. Based on the community-

[3] The ULURP associated with this DEIS does not include the proposed City Map amendment. However, the de-mapping of the unimproved portions of the Victory Boulevard Extension would be necessary in order to facilitate development of City Disposition Site 3; therefore, this proposed action is contemplated in this environmental review.

identified objectives, DCP, in collaboration with other City agencies, developed a plan to facilitate these goals through the Proposed Actions.

NORTH SHORE 2030

The *North Shore 2030* study ("the Study") grew out of the Mayor's Growth Management and Transportation Task Forces and was completed in 2011 by NYCEDC and DCP. The Study conducted a comprehensive land use and transportation study to identify opportunities for improvement in transportation connections, job creation, environmental protection, public access, and other public goals. Specifically, the Study aimed to improve the North Shore's development potential through four strategies: (i) promote quality jobs and workplaces; (ii) reconnect people with the working waterfront; (iii) support and create neighborhood centers; and (iv) improve connections and mobility. NYCEDC initiated the Study to ensure future land use and transportation growth patterns for the North Shore would follow the identified economic growth objectives.

CONTEXT AREA

The Project Area is central to a much larger Context Area extending from the Kill Van Kull to the north, New York Harbor to the east, Vanderbilt Avenue to the south, and Jersey Street to the west.[4] Several low- and medium-density residential and commercial zoning districts are adjacent to the existing M1-1 zoning district mapped within the Bay Street Corridor Project Area and the Context Area. These districts are R1-2, R2, R3-1, R3-2, R3X, R3A, R4, and R5 residential zoning districts, and C4-2 and C4-2A commercial zoning districts. In addition, there are a few C1-2, C2-1, and C2-2 commercial overlays mapped in the surrounding area.

The areas surrounding the Bay Street Corridor Project Area vary in terms of existing land uses and development scale, as described below:

- The area to the north is mapped with a C4-2 zoning district within the existing Special St. George District (SSGD). C4 zoning districts are typically mapped in regional commercial centers outside central districts and permit wholly commercial buildings and mixed-use development. The SSGD regulations allow developments on larger sites to achieve a maximum building height of 200 feet. The uses within the SSGD include residential, mixed-use, commercial (office), and smaller-scale retail and restaurants;

- The area to the northeast is Bay Street Landing, which includes a series of buildings that were converted from industrial uses to residential condominium units. There are also several public utilities and amenities, including the Tompkinsville SIR Station, the Hannah Street Pump Station, and Lyons Pool (under jurisdiction of DPR) in this area, as well as a commercial maritime use (Millers Launch);

- The area southeast of the Bay Street Corridor Project Area and the SIR right-of-way, is mapped with a C4-2A zoning district within the SSWD. Development in this district is generally limited to a maximum building height of 55 feet. Construction of a large-scale

[4] The Bay Street Corridor Initiative defines the Context Area as the 2010 US Decennial Census Tract boundaries that roughly include the St. George, New Brighton, Tompkinsville, Stapleton, and Clifton neighborhoods. The Context Area enabled a more robust demographic analysis in order to evaluate potential strategies to meet these identified needs.

mixed-use development is currently underway in this area, with Phase IA of the development completed in early 2016. The development includes 571 residential units, local retail, and publicly accessible waterfront open space. Phase IB will introduce up to 379 additional residential units and is slated to be completed in 2021;

- The area to the south in the Stapleton town center is mapped with a C4-2 zoning district that permits fully commercial as well as mixed-use developments with a maximum building height of 75 feet within 100 feet of a wide street. Within this area, uses along Bay Street are generally mixed-use developments with ground floor retail and residential uses above; and

- The area to the west of the Bay Street Corridor is mapped with lower density R3 residential zoning districts, and is predominately characterized by a combination of detached, semi-detached, and attached residential developments less than 40 feet in height.

PROJECT AREA

The Proposed Actions would affect an approximately 45-acre area on Staten Island's North Shore that includes portions of the Tompkinsville, Stapleton, and St. George neighborhoods, in Community District 1. The Project Area comprises four parts:

1. **Bay Street Corridor Project Area**: a contiguous 14-block area along Bay Street bounded by Victory Boulevard to the north, the SIR to the east, Sands Street to the south, and generally Van Duzer Street to the west.

2. **Canal Street Corridor Project Area**: two blocks along Canal Street, bounded by part of Canal Street, Tappen Park, and 200 feet of Block 527 from Wright Street and Tappen Park to the north; Wright Street to the east; Broad Street to the south; and Cedar Street, Adele Court, and part of Block 527 to the west;

3. **City Disposition Sites**: three City-owned sites located north and west of the Bay Street Corridor and Canal Street Corridor project areas. City Disposition Site 1 is located at 55 Stuyvesant Place on Block 9, Lot 9, and is on the block bounded by Hamilton Avenue to the north, Richmond Terrace to the east, Wall Street to the south, and Stuyvesant Place to the west. City Disposition Site 2 is located at 539 Jersey Street/100 Brook Street on Block 34, Lot 1, and is bounded by Brook Street to the north, Pike Street to the east, Victory Boulevard to the south, and Jersey Street to the west. City Disposition Site 3 is located at 54 Central Avenue on Block 6, Lot 20, and is an interior through lot between Central Avenue and St Marks Place; and

4. **Stapleton Waterfront Phase III Sites:** Subareas A and B1 are within the SSWD and include parts of Block 487, Lot 100.

Appendix C, "List of Block and Lots Included in the Project Area" lists all blocks and lots that would be affected by the Proposed Actions.

D. EXISTING ZONING AND LAND USE

BAY STREET CORRIDOR PROJECT AREA ZONING

The current M1-1 zoning district within the Bay Street Corridor Project Area has remained unchanged since 1961 when zoning was introduced into this area of Staten Island. Portions of the Bay Street Corridor Project Area to the west of the existing M1-1 zoning district, as far west as Van Duzer Street, were rezoned in 1985 from an M1-1 to an R3-2 zoning district, and in 2003, were rezoned again to R3X zoning district (Figure ES-5).

M1-1

The Bay Street Corridor Project Area is predominately within an M1-1 zoning district, which permits manufacturing and commercial uses at a maximum floor area ratio (FAR) of 1.0 and community facilities at a maximum FAR of 2.4. M1 districts have a base height limit of 30 feet, above which a structure must fit within a sky exposure plane. M1-1 zoning districts are subject to parking requirements based on the type of use and size of an establishment. M1 zoning districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops and wholesale service facilities. M1 zoning districts are intended for light industry; however, heavy industrial uses are permitted if the uses meet the strict performance standards set forth in the ZR. An M1-1 zoning district precludes new residential and/or certain community facility uses (Use Group 3) unless a variance is granted by the Board of Standards and Appeals (BSA).

R3X

Portions of the Bay Street Corridor Project Area are also mapped with an R3X zoning district, which is a contextual residential district. R3X zoning districts predominantly facilitate one- and two-family detached homes on lots that must be at least 35 feet wide. The 0.5 FAR in R3X zoning districts may be increased by an attic allowance of up to 20 percent for the inclusion of space beneath a pitched roof. The maximum building height permitted in an R3X zoning district is 35 feet. Two side yards that total at least 10 feet are required and there must be a minimum distance of 8 feet between houses on adjacent lots. The front yard of a new home must be at least 10 feet deep.

BAY STREET CORRIDOR PROJECT AREA LAND USE

The area to the west of Bay Street and to the north of the Bay Street and Hannah Street intersection is dominated by attached two- to three-story mixed-use developments on small lots with commercial activity on the ground floor and residences above. Commercial uses in this area include discount stores, restaurants, and convenience stores. The area to the east of Bay Street, opposite Tompkinsville Park, includes a City's Human Resources Administration facility and a Supplemental Nutrition Assistance Program (SNAP) facility. Adjacent to Minthorne Street, near the entrance to the Tompkinsville SIR Station, the recently opened Flagship Brewery serves as a reminder of the area's rich brewing history. Adjacent to the intersection of Bay Street and Hannah Street are a mix of automobile-related uses, including two service stations, a car rental facility, and an auto parts retailer. A portion of the Bay Street Corridor Project Area south of Swan Street is characterized by "strip-style" commercial developments with large areas of surface parking, motorcycle shops, food establishments, grandfathered residential uses, and automotive supply/repair shops, and other uses

permitted within M1-1 zoning districts. The land uses in the Bay Street Corridor Project Area generally reflect the underlying zoning.

The following City-owned and City-leased sites also exist within the Bay Street Corridor Project Area:

- Metropolitan Transit Authority (MTA) SIR Maintenance-of-Way (MOW) Facility: Southeast of the intersection of Bay Street and Hannah St, the MTA operates a MOW facility. This facility supports the maintenance of the entire SIR network. While owned by the City of New York, this site is included in the MTA Master Lease;

- DOT Signage Shop: DOT maintains a signage shop at 34 Wave Street (Block 489, Lot 48), which stores street signs and serves as a point from which DOT street signs are delivered to locations throughout Staten Island; and

- New York City Department of Probation Office: The Department of Probation leases 340 Bay Street (Block 503, Lot 32). The existing one-story building includes office space, and on-site parking is also provided.

CANAL STREET CORRIDOR PROJECT AREA ZONING

The Canal Street Corridor Project Area is currently mapped with an R3-2 zoning district with a C2-2 commercial overlay and an R4 zoning district with a C2-2 commercial overlay.

R3-2

R3-2 zoning districts are residential zoning districts that allow low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted. An R3-2 zoning district permits development at a maximum FAR of 0.5 and a maximum building height limited to 35 feet; a minimum of two parking spaces per dwelling unit is required (or three spaces for a two-family residence), in accordance with Lower Density Growth Management Area (LDGMA) provisions.

R4

R4 zoning districts allow all types of housing permitted in an R3-2 zoning district, with a slightly higher density. An R4 zoning district permits development at a maximum FAR of 0.75, which can be increased up to 20 percent for inclusion of an attic space under the pitched roof, which usually produces buildings with three stories instead of the two-story homes characteristic of R3 zoning districts. On a block entirely within an R4 zoning district (without a suffix), optional regulations may be used to develop infill housing in predominately built-up areas. On sites that qualify for infill housing, the higher FAR of 1.35 and lot coverage of 55 percent, as well as more relaxed parking requirements permit developments with greater bulk and more dwelling units than are otherwise permitted in R4 zoning districts. Infill regulations typically produce three-story buildings comprising three dwelling units. Infill regulations can also produce small apartment buildings. Within Staten Island LDGMA areas, parking is required at a rate of two spaces per single-family residence, or three spaces per two-family residence.

C2-2

A C2-2 commercial overlay mapped within a residential zoning district typically permits neighborhood retail uses such as grocery stores, movie theaters, restaurants and beauty parlors, as well as funeral homes and repair services. In mixed-use buildings within R6B zoning districts, commercial uses are limited to one floor and the commercial use(s) must be located below residential use. A C2-2 commercial overlay when mapped in R1 through R5 zoning districts permits commercial use at a maximum FAR of 1.0. Residential bulk within the C2-2 commercial overlay is governed by the underlying residential district regulations. The number of required parking spaces for commercial use in a C2-2 overlay district is less than that required by C2-1 overlay districts.

CANAL STREET CORRIDOR PROJECT AREA LAND USE

The Canal Street Corridor Project Area is dominated by vacant lots, and the predominant land uses include two to three-story residential developments, ground floor commercial uses (including food establishments, beauty parlors, and clothing stores), and community facility uses (including an Albanian-Islamic Cultural Center, a day care center, and a library). The only City-owned facility within the Canal Street Corridor Project Area is a library operated by the New York City Public Library (NYPL), located at 132 Canal Street (Block 526, Lots 63, 68, 69, 70, 71, 72, and 74). Canal Street offers many on-street parking spaces with parallel parking spaces at the curbs and angled parking spaces along both sides of the median.

CITY DISPOSITION SITES ZONING AND LAND USE

C4-2 (SPECIAL ST. GEORGE DISTRICT)

The following City Disposition Sites are mapped in a C4-2 zoning district and the Special St. George District (SSGD):

- Disposition Site 1, 55 Stuyvesant Place (Block 9, Lot 9), is currently vacant and was formerly used as an office building by DOHMH;

- Disposition Site 3, 54 Central Avenue (Block 6, Lot 20), is currently used as a surface parking lot, under the jurisdiction of DOT.

C4 zoning districts are typically mapped in regional commercial centers outside central districts and allow commercial uses at a maximum FAR of 3.4. Residential uses are permitted in C4 zoning districts at a maximum FAR of 3.44. Typical uses found in C4 commercial zoning districts include specialty and department stores, theaters, and other commercial and office uses serve a larger region. The sites are also located within the SSGD, which modifies the height and FAR provisions of the underlying zoning district, as described in the relevant section below.

The underlying zoning regulations allow a range of residential and commercial uses including office). C4-2 zoning districts are typically mapped in regional commercial centers outside central districts and allow commercial uses at a maximum FAR of 3.40. Residential uses are permitted in C4-2 zoning districts at a maximum FAR of 3.00, which can be increased up to 3.60 (Inclusionary Housing Bonus) with inclusion of affordable housing. Typical uses found in C4-2 commercial zoning districts include

specialty and department stores, theaters, and other commercial and office uses serve a larger region. The SSGD modifies the underlying FAR and height provisions, as described in the relevant section below.

R5/C2-2 (SPECIAL HILLSIDES PRESERVATION DISTRICT)

City Disposition Site 2, occupied by the Jersey Street Garage and located at 539 Jersey Street/100 Brook Street (Block 34, Lot 1), is zoned R5 with a C2-2 commercial overlay. The site currently functions as a sanitation garage under the jurisdiction of New York City Department of Sanitation (DSNY) (SI-1 District Garage). Absent the Proposed Actions, the site will be vacant pursuant to DSNY plans to relocate the garage to the DSNY garage complex at 1000 West Service Road on the West Shore of Staten Island.

R5 zoning districts allow a variety of higher densities than permitted in R3-2 and R4 zoning districts. R5 zoning districts permit residential use at a maximum FAR of 1.25, which typically produces three- and four-story attached houses. Buildings are limited to a maximum height of 40 feet, with a maximum street wall height of 30 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. On a block entirely within an R5 zoning district, optional regulations may be used to develop "Infill" housing in an area that is predominately built. R5 "Infill" regulations permit a higher FAR than R5 (1.65 FAR) and have a residential parking requirement of 66 percent. Height and setback regulations of R5B apply (30 feet maximum street wall, 33 feet maximum building height).

A C2-2 zoning district mapped within an R5 zoning district permits commercial uses at an FAR of 1.0, limited to the first and second floor. Typical commercial uses include neighborhood grocery stores, restaurants, and beauty parlors, as well as funeral homes and repair services.

STAPLETON WATERFRONT PHASE III SITES A AND B1 ZONING

Stapleton Waterfront Phase III Sites A and B1 are zoned C4-2A within the SSWD, which facilitates medium density development. The C4-2A commercial zoning district is a contextual district that allows commercial and residential uses at a maximum FAR of 3.0, which can be increased up to 3.6 with the inclusion of affordable housing pursuant to the Inclusionary Housing Program. A C4-2A zoning district permits development at a maximum building height of 75 feet, with a base height between 45 to 65 feet. Typical uses found within a C4-2 zoning district are discussed above. The SSWD modifies the underlying FAR and height provisions, as described in the relevant section below.

STAPLETON WATERFRONT PHASE III SITES A AND B1 LAND USE

Stapleton Waterfront Phase III Site A is currently vacant, and Stapleton Waterfront Phase III Site B1 is partially vacant and partially occupied by an approximately 50,000-sf DOT Dock builder's facility.

SPECIAL PURPOSE DISTRICTS

SPECIAL STAPLETON WATERFRONT DISTRICT (SSWD)

Stapleton Waterfront Phase III Sites A and B1 are located within the SSWD (Figure ES-5). The SSWD is part of a comprehensive plan to develop the former U.S. Navy homeport into a 12-acre waterfront esplanade, extending the Stapleton town center to the waterfront with mixed uses. As a special commercial district, SSWD regulations permit mixed-use buildings with ground floor retail uses to include waterfront-related uses in a walkable neighborhood. The SSWD modifies the underlying maximum FAR for the C4-2A district from 3.0 to 2.0, and allows floor area exemptions for non-residential ground floor uses. Design controls include street wall requirements and building height restrictions, predominately up to 55 feet. To encourage similar development on designated streets that link the Stapleton town center to the waterfront, non-residential ground floor uses in buildings containing residential uses do not count as zoning floor area. In addition, pedestrian connections to the waterfront esplanade and unobstructed visual corridors, although not subject to waterfront design rules, are required at regular intervals as extensions of the Stapleton town center streets.[5]

SPECIAL ST. GEORGE DISTRICT (SSGD)

City Disposition Site 1 (55 Stuyvesant Place) and City Disposition Site 3 (54 Central Avenue) are within the SSGD. The SSGD is a pedestrian-friendly district that supports commercial and residential uses in a unique waterfront community on the North Shore of Staten Island. The SSGD is adjacent to the Staten Island Ferry, an area that is characterized as a transit hub and the borough's civic center. The special district regulations require continuous ground floor commercial uses with large windows and wider sidewalks that are used to enhance designated commercial streets in the SSGD. To preserve views from upland areas to the waterfront, configuration of towers is also regulated. Within the SSGD, vacant office buildings can be converted more easily to residential uses, and special parking and landscaping requirements are intended to provide a more pedestrian-friendly experience. The SSGD limits FAR to 3.4 for any site less than 10,000 sf that do not front a commercial street, and the tower regulations facilitate tall, slender buildings that capitalize on St. George's hillside topography and maintain waterfront vistas.[6]

SPECIAL HILLSIDES PRESERVATION DISTRICT (SHPD)

City Disposition Site 2, located at 539 Jersey Street/100 Brook Street is within the SHPD in the St. George neighborhood of Staten Island. The SHPD assists in shaping and guiding development in the steep slope areas of Staten Island's 1,900-acre Serpentine Ridge in the northeastern part of the borough.[7] The purpose of the SHPD is to reduce hillside erosion, landslides, and excessive stormwater runoff by preserving the area's hilly terrain and natural resources. Within the district, development is regulated by the amount of lot that can be covered by a building. Permitted lot coverage decreases as the development site becomes steeper, resulting in taller buildings with subsequently less impact on steep slopes and natural features. In addition, there are special

[5] DCP. Special Purpose Districts: Staten Island. https://www1.nyc.gov/site/planning/zoning/districts-tools/special-purpose-districts-staten-island.page.
[6] Ibid.
[7] Ibid.

regulations for the removal of trees, grading of land, and construction of driveways and private roads within the SHPD.

E. PURPOSE AND NEED

The Proposed Actions respond to the community objectives identified as part of the Plan through engagement with representatives of Staten Island Community Board 1, the LAC, local civic organizations, community residents, and stakeholders. DCP, together with other City and public agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services, and capital investments. This engagement process resulted in the following Guiding Principles:

- Create a vibrant, resilient, downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;
- Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs;
- Support new and existing businesses and new commercial development by encouraging new jobs and supporting a pedestrian-friendly, thriving retail/business corridor between St. George and Stapleton; and
- Align investments in infrastructure, public open spaces, and services to support current demands and future growth.

Each Guiding Principle is described in greater detail in the relevant sections below.

Create a vibrant, resilient, downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods:

The Proposed Actions would allow for new residential and commercial uses within an area near the New York Harbor. The Bay Street Corridor Project Area presents a great opportunity to introduce new residential and commercial development into this area. The current M1-1 zoning district precludes mixed-use development with residential components and restricts building forms that would be more consistent with the bulk permitted in the surrounding St. George and Stapleton town centers. The proposed commercial overlays would permit a broad range of commercial uses with a parking requirement that reflects the local transit opportunities.

Within the Canal Street Corridor Project Area, the Proposed Actions would help facilitate stronger connections between the Broad Street commercial corridor and Stapleton town center. The Proposed Actions would encourage mixed-use development, including an affordable housing component on larger sites, and facilitate a stronger pedestrian connection between Stapleton Playground and Tappen Park.

Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, low-, moderate- and middle-income families:

The proposed zoning map amendment from an M1-1 zoning district to medium density, mixed-use zoning districts would allow for residential development within the Bay Street Corridor Project Area. The Proposed Actions are intended to significantly expand the supply of housing within the Project Area. The Proposed Actions, particularly designating the Bay Street Corridor and Canal Street Corridor as MIH areas (within Appendix F of the ZR), would promote the development of permanently affordable housing, which is intended to facilitate mixed-income communities through a requirement that affordable housing units be included in any new qualifying residential development.

The Bay Street Corridor presents a unique opportunity to facilitate mixed-income housing development. The relatively strong transit access in this part of Staten Island can support the creation of a walkable, mixed-use neighborhood with housing, allowing a variety of services and jobs within walking distance of public transit. The construction of apartment buildings can make available a supply of housing for groups like seniors and young adults for whom the small homes that predominate in many surrounding neighborhoods may not be the preferred housing types. There are several development sites along the corridor that could support new growth. Zoning changes to allow medium density mixed-use and residential development, with a MIH requirement, would permit the construction of apartment buildings with an affordable component within the proposed Project Area and would expand the neighborhood's supply of affordable housing.

Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton:

The M1-1 manufacturing zoning found along the Bay Street Corridor today precludes residential development. The existing commercial uses found along the corridor are generally required to provide large amounts of surface parking in accordance with the M1-1 zoning provisions. The large amounts of surface parking contribute to a less pedestrian-friendly neighborhood and interrupt the continuity of the street wall, which makes for a less inviting pedestrian atmosphere. Where storefronts are positioned farther back from the street wall, surface parking also physically separates the businesses from the streets. Maintaining a relatively contiguous street wall would contribute to making the neighborhood more pedestrian-friendly.

New residential and mixed-use development is needed in the Project Area to facilitate a thriving retail and business corridor. New residential development would support local businesses by increasing the number of potential consumers for existing businesses, as well as generating demand for additional local services such as grocery stores, banks, restaurants, and clothing stores. Increased demand for these services also would help to create local employment opportunities.

Align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth:

As part of an integrated neighborhood planning process, DCP is working with a range of City agencies to identify investments that can help support the realization of the vision for the Bay Street Corridor. The Mayor has also established a new $1 billion Neighborhood Development Fund dedicated to

building capacity in neighborhood infrastructure and facilities for neighborhood studies like Bay Street Corridor.

As the Lead Agency for this neighborhood study, DCP has also endeavored to work closely with capital agencies, including but not limited to the School Construction Authority (SCA), DPR, and DOT to support the needs of future growth in the neighborhood.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of the Plan. The Plan is the subject of an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure within the Project Area in Downtown Staten Island (roughly defined as the Tompkinsville, Stapleton, and St. George neighborhoods), Community District 1. The Proposed Actions include (i) zoning map and text amendments sought by DCP; (ii) the disposition of three City-owned properties sought by DCAS and HPD and UDAAP designation sought by HPD; and (iii) a City Map amendment that would be sought by NYCEDC.[8]

Each of these is a discretionary action subject to review under ULURP, Section 197-c of the City Charter, and the CEQR process. These discretionary actions are described in more detail below.

PROPOSED ZONING MAP AMENDMENTS

The proposed rezoning would replace all or portions of existing M1-1 and R3X zoning districts in the Bay Street Corridor Project Area with R6/C2-3, R6/C2-4, and R6B/C2-3 and R6B zoning districts and establish a new SBSCD. In the Canal Street Corridor Area, the proposed rezoning would replace or eliminate portions of existing R3-2 and R4 districts and C2-2 commercial overlay and replace it with an R6B/C2-3 district.

PROPOSED R6 ZONING DISTRICT

An R6 Zoning District is proposed to be mapped and bounded:

- To the north by:
    - In locations east of Bay Street, by Victory Boulevard;
    - In locations west of Bay Street, by the prolongation of the Minthorne Street centerline to the centerline of Block 498;
- To the east by the SIR;
- To the south by Sands Street; and

[8] Disposition of City Disposition Site 3, as well as demapping of a City Street, are not being sought in conjunction with the ULURP application associated with this DEIS at this time. However, for the purposes of a conservative environmental assessment, City Disposition Site 3, and the demapping of a City Street are analyzed as part of the Proposed Actions for disposition in the future.

- To the west by:
    - A depth beyond 100 feet of Van Duzer Street from the prolongation of Minthorne Street to Swan Street;
    - The centerline of the Van Duzer Street Extension on Block 502;
    - A distance of 100 feet from Van Duzer Street on Blocks 503 and 505;
    - A distance of 100 feet from Bay Street along Block 507, including an area 130 feet from Bay Street within 100 feet of Baltic Street;
    - A distance of 100 feet from Van Duzer Street on Block 508 and 509; and
    - A distance of 100 feet from Bay Street between Congress Street and Sands Street.

The proposed R6 zoning district, in conjunction with text amendments to designate an MIH area and the new SBSCD, is proposed to permit a range of FARs between 2.0 and 4.60 for residential and community facility uses, depending on location and configuration of sites, as discussed below. Special provisions may allow for greater FARs to be achieved for Affordable Independent Residences for Seniors (AIRS) developments. The maximum base height before setback would range between 40 and 65 feet, with a maximum building height that ranges between 85 and 145 feet, depending on site configuration and location. The Quality Housing Program would be mandatory, and the Height Factor regulations typically applicable in a non-contextual R6 zoning district would not be permissible. The area between a building's street wall and the street line must be planted. Within R6 Quality Housing developments Citywide, off-street parking, which is not permitted in front of a building, is required for 50 percent of all unregulated dwelling units and 25 percent of affordable units. These underlying Citywide parking regulations would be applicable to new developments within areas proposed to be mapped as R6.

The underlying R6 zoning district bulk provisions are proposed to be modified through special district controls, which would be made possible by creation of the SBSCD. This new special district is proposed to provide tailored urban design controls that respond to the unique context of the Bay Street Corridor.

The proposed R6 zoning district and special district regulations would facilitate additional residential development that would support existing and future commercial development in the area, as well as take advantage of the area's existing public transportation and match similar densities in the areas surrounding the Bay Street Corridor:

- To both the north and south, C4-2 zoning districts (R6 equivalent) are mapped along Bay Street in the St. George and Stapleton commercial centers.
- In St. George, where the provisions of the SSGD apply, the maximum permitted FAR is 3.40 and maximum permitted height is 200 feet;
- In the Stapleton town center, there is no mapped special district and the underlying C4-2 provisions apply, including a maximum permitted FAR of 3.00 or 3.60 with Inclusionary

Housing, and a maximum permitted height of 75 feet within 100 feet of a wide street (such as Bay Street).

PROPOSED R6B ZONING DISTRICT

An R6B Zoning District is proposed to be mapped in two locations within the Bay Street Corridor Project Area:

- On Blocks 498, 500, 502 and 503, in locations bounded:
    - To the north by a distance 150 feet from Hannah Street;
    - To the east by:
        - A distance of 100 feet from Van Duzer Street between a distance within 150 feet from Hannah Street and Swan Street; and
        - The Van Duzer Street Extension center line on Block 502;
        - A depth of 100 feet from Van Duzer Street on Block 503; and
    - To the south by Swan Street.
- On Block 508 and 509, in locations within 100 feet to the east of Van Duzer Street (but not the Van Duzer Street extension) and bounded:
    - To the north by Baltic Street; and
    - To the south by a distance 100 feet from the street line of Congress Street.
- The entirety of the Canal Street Corridor Project Area is proposed to be mapped with an R6B zoning district.

R6B zoning districts are typically row house districts consisting of four-story attached buildings that reflect the scale and context of neighborhoods often developed during the 19th century. The proposed R6B zoning district, in conjunction with the zoning text amendments to designate an MIH area and establish the SBSCD, is proposed to permit residential and community facility uses at a maximum FAR of 2.20. The mandatory Quality Housing regulations also accommodate apartment buildings at a similar four- to five-story scale.

In a designated MIH area, the base height of a new R6B building before setback must be between 30 and 45 feet, with the maximum building height limited to 55 feet at no more than five stories. Curb cuts are prohibited on frontages less than 40 feet. The street wall of a new building, on any lot up to 50 feet wide, must be as deep as one adjacent street wall but no deeper than the other. The area between a building's street wall and the street line must be planted.

Within R6B zoning districts Citywide, off-street parking is required for 50 percent of unregulated dwelling units and 25 percent of inclusionary (affordable) dwelling units. Parking is not allowed in

front of a building. These underlying Citywide parking regulations would be applicable to new developments within areas proposed to be mapped R6B.

The proposed contextual R6B zoning district within the Bay Street Corridor Project Area reflects the residential scale of adjacent R3-2 and R3X zoning districts to the west. The proposed zoning map amendment would apply to the area of the Bay Street Corridor Project Area, generally within 100 feet of Van Duzer Street.

The proposed contextual R6B district within the Canal Street Corridor Project Area reflects the nearby residential scale and would increase the permitted residential floor area within the corridor to facilitate mixed-use development.

PROPOSED COMMERCIAL OVERLAYS: C2-3 AND C2-4

- C2-3 and C2-4 Commercial overlay zoning is proposed in the SBSCD as follows:
    - A C2-4 commercial overlay district is proposed to be mapped and bounded:
        - To the north by Victory Boulevard;
        - To the east by the SIR;
        - To the south by the Swan Street centerline prolongation between Bay Street and the SIR; and
        - To the west by Bay Street.
    - A C2-3 Commercial overlay district is proposed to be mapped and bounded:
        - To the north by:
            - In locations east of Bay Street, between Bay Street and the SIR along the Swan Street centerline prolongation;
            - In locations west of Bay Street, the prolongation of the Minthorne Street centerline to the centerline of Block 498. From this location, the zoning boundary continues generally south along the centerline of Block 498 to a distance of 150 feet from Hannah Street, then generally west to Van Duzer Street;
        - To the west by:
            - Van Duzer Street from a distance measured 150 feet from Hannah Street to Grant Street;
            - A distance of 100 feet from Van Duzer Street on Block 505;
            - A distance of 100 feet from Bay Street along Block 507, including an area 130 feet from Bay Street within 100 feet of Baltic Street;

- A distance 100 feet from Van Duzer Street on Block 508 and 509;
- A distance of 100 feet from Bay Street on Blocks 510 and 511;

  - To the south by Sands Street; and
  - To the east by the SIR.

- The entirety of the Canal Street Corridor Project Area is proposed to be mapped with a C2-3 commercial overlay.

C2-3 and C2-4 commercial overlays are mapped within residential zoning districts, generally along streets that serve local retail needs, with typical retail uses including neighborhood grocery stores, restaurants, and beauty parlors. Compared to C1 commercial overlay districts, C2 commercial overlay districts permit a slightly more flexible range of uses, such as funeral homes and repair services. In mixed-use buildings, commercial uses are limited to one floor and must always be located below the residential use. When commercial overlays are mapped in R6 through R10 zoning districts, the maximum commercial FAR is 2.00. Commercial buildings are subject to commercial bulk rules. The following underlying parking provisions would apply for general retail and service establishments:

- In C2-3 zoning districts, parking is required at 1 space per 400 sf of commercial space, with a waiver if fewer than 25 parking spaces are required; and
- In C2-4 zoning districts, parking is required at 1 space per 1,000 sf of commercial space, with a waiver if fewer than 40 spaces are required.

These proposed commercial overlays and associated zoning text amendments would help facilitate development consistent with the urban design goals identified by the community and balance the desire for active uses at the ground floor with required parking. Within the R6 zoning district, the depth of the overlays is proposed to cover the entire Bay Street Corridor Project Area to allow for flexibility between commercial and residential spaces. Ground floor use requirements of LDGMA would require ground floor non-residential spaces within 30 feet of Bay Street for any development on a zoning lot greater than 5,000 sf and would optional in other locations.

Within the Canal Street Corridor Project Area, a C2-3 commercial overlay, which generally requires one space per 400 sf of commercial use, with a waiver if fewer than 25 parking spaces are required, is proposed to facilitate mixed-use development with locally oriented commercial activity in this corridor. The ground-floor use requirements of the LDGMA would require non-residential use on the ground floors and promote the urban design goals identified by the community.

PROPOSED ZONING TEXT AMENDMENTS

SPECIAL BAY STREET CORRIDOR DISTRICT (SBSCD)

Outreach conducted as part of the Plan identified the need to modify use, bulk, and parking regulations so they would better reflect the unique context of the Bay Street Corridor.

To achieve this objective, a zoning text amendment is proposed to the ZR to create the SBSCD, which would comprise the entirety of the Bay Street Corridor Project Area. This establishment of the SBSCD would modify underlying zoning regulations and urban design controls within the Bay Street Corridor Project Area, such as FARs, building heights, setbacks, use regulations, street wall provisions, view corridors, parking, and vehicular access provisions. These proposed modifications include:

- Maximum permissible building height of between 55 and 145 feet, dependent on lot configuration and location;
- Maximum permissible Floor Area Ratio (FAR) between 2.00 and 4.60;
    - Greater FARs may be achieved for Affordable Independent Residences for Seniors (AIRS) developments or long-term care facilities;
- Use Regulations are proposed to be modified from underlying zoning as follows:
    - Non-residential uses would be required at the ground floor within 50 feet of Bay Street;
    - Underlying LDGMA requirements for ground floor uses within the C2 zoning district would not apply to existing zoning lots, below a certain size, or in certain locations within the corridor;
    - In a mixed-use building, commercial uses are proposed to be permitted up to and including the second story;
    - Use Group 6b (office) would be permitted up to the full permitted FAR in certain locations along Bay Street and in commercial only buildings;
    - Within certain areas of the R6 zoning district, limited expansion of existing brewery uses would be permitted, provided that (i) the enlarged or extended area does not exceed 15,000 sf for a beverage manufacturing establishment or brewery; and (ii) such enlargement or extension is located within a completely enclosed building; and (iii) all construction has been completed prior to 15 years after date of enactment;
    - Within certain areas containing an existing Use Group 16 or 17 use operated in support of a public service or transportation facility, the provisions of an M1-1 district apply; and
    - Physical Culture and Health Establishments would be permitted in commercial districts as of right.
- Parking requirements are proposed to be modified from underlying zoning as follows, including, but not limited to:
    - A portion of non-office commercial use floor area may be exempted from parking calculations in mixed-use and commercial-only buildings;

- Underlying residential parking waivers shall only apply to zoning lots with a lot area equal to or greater than the lot area of that zoning lot on the date of adoption; and
- Accessory parking spaces may be provided within parking facilities anywhere in the SBSCD.

- View corridors, open from the ground to the sky and improved to minimum DOT standards for public streets, are proposed at the following locations east of Bay Street:
  - In the prolongation of Swan Street (for any new residential or commercial development);
  - In a flexible zone near the prolongation of Grant Street; and
  - In the prolongation of Clinton Street.

SPECIAL STAPLETON WATERFRONT DISTRICT (SSWD)

A zoning text amendment is proposed to the ZR to modify the underlying building height regulations within the existing SSWD. The proposed zoning text amendment would alter the maximum building height on Stapleton Waterfront Phase III Sites A and B1 from 55 feet to 125 feet.

With a proposed 125-foot height limit, the same floor area permitted by existing zoning would be permitted; however, the increase in maximum allowable building height would provide flexibility in the building envelope. Rather than restrict development to a single, long building mass parallel to Front Street and the shoreline, the increased allowable building height would permit a taller building with a reduced floor plate to enhance waterfront viewsheds.

In addition, the Proposed Actions would modify the existing street wall requirements for Subareas A and B1 to allow greater flexibility for future development to meet resiliency and accessibility regulations.

ZR APPENDIX F: MANDATORY INCLUSIONARY HOUSING AREAS (MIH AREAS)

Both the Bay Street Corridor and Canal Street Corridor Project Areas are proposed to be designated as MIH areas in Appendix F of the ZR. This proposed text amendment would mandate that a minimum of 25 to 30 percent of new residential floor area in qualifying developments be provided as permanently affordable to households at low and moderate incomes. The MIH program would require the provision of affordable housing in developments exceeding 10 dwelling units or 12,500 sf of residential floor area.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTIES & UDAAP DESIGNATION

Under the Proposed Actions, the following City-owned properties would be disposed:

- City Disposition Site 1: Block 9, Lot 9 (55 Stuyvesant Place);
- City Disposition Site 2: Block 34, Lot 1 (539 Jersey Street/100 Brook Street); and

- City Disposition Site 3: Block 6, Lot 20 (54 Central Avenue).

The disposition of City-owned property requires approval through ULURP pursuant to City Charter Section 197-c and separate Borough Board and Mayoral approval pursuant to City Charter Section 384(b)(4).

CITY DISPOSITION SITE 1: 55 STUYVESANT PLACE

City Disposition Site 1 would be disposed of by DCAS to the New York City Land Development Corporation, which, in turn, would dispose of the properties to the NYCEDC or any successor thereto. NYCEDC would then dispose of City Disposition Site 1 or enter into a long-term land lease with a private entity for development. It is expected that the existing 37,675-sf building would be re-tenanted for office use. The site is in a C4-2 zoning district in the SSGD, which allows a range of residential and commercial uses, including office.

CITY DISPOSITION SITE 2: 539 JERSEY STREET/100 BROOK STREET

City Disposition Site 2 would be disposed of by HPD, which in turn would dispose of the property to a developer to be selected by HPD through a competitive Request for Proposals process. As part of the Proposed Action, City Disposition Site 2 would be designated as an Urban Development Action Area (UDAA) and approval of the project as an Urban Development Action Area Project (UDAAP) would be sought. The Proposed Actions would approve disposition of the Jersey Street Garage for future development pursuant to zoning. The site is currently zoned R5 with a C2-2 commercial overlay along Victory Boulevard in the SHPD, which allows for residential, community facility, and a variety of commercial uses.

CITY DISPOSITION SITE 3: 54 CENTRAL AVENUE

The Proposed Actions would approve disposition of City Disposition Site 3 for future development pursuant to zoning. The site is in a C4-2 zoning district in the SSGD, which allows a range of residential and commercial uses, including office. While the disposition of City Disposition Site 3 is not being sought in the ULURP application associated with this DEIS at this time, the actions are included in the Proposed Actions to present a conservative environmental assessment.

PROPOSED CITY MAP AMENDMENT

To facilitate development on 54 Central Avenue (Block 6, Lot 20), a City Map amendment is proposed to demap the unimproved portions of the Victory Boulevard Extension on Block 6, portions of Lots 14, 18, and 20 (Figure ES-6).

While the City Map amendment is not being sought in the ULURP application associated with this DEIS at this time, the action is included in the Proposed Actions to present a conservative environmental assessment.

(E) DESIGNATIONS (E-429)

To avoid the potential for significant, adverse impacts associated with hazardous materials, air quality, and noise under the Proposed Actions, (E) designations would be placed on certain Projected and Potential Development Sites.

A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

As described in Chapter 10, "Hazardous Materials," under the Proposed Actions, all privately held Projected and Potential Development Sites (25 Projected Development Sites and 23 Potential Development Sites) would include (E) designations requiring that a hazardous materials assessment be performed including, but not limited to, a Phase I Environmental Site Assessment and any subsequent appropriate assessment or action. With the preventative and remedial measures outlined in the (E) designation, it is anticipated the Proposed Actions would not result in significant adverse impacts from hazardous materials. [9]

As described in Chapter 15, "Air Quality," an (E) designation would be placed on a total of 23 Projected and Potential Development Sites (15 Projected and 8 Potential) to ensure that there would be no significant adverse air quality impacts from fossil fuel-fired heat and hot water systems emissions due to individual or groups of development sites. The (E) designations specify the various restrictions, such as type of fuel to be used, the use of low NO_x burners, the distance that the vent stack on the building roof must be from its lot line(s), and/or the increase of the exhaust stack height.

As described in Chapter 17, "Noise," an (E) designation would be placed on a total of 46 privately held Projected and Potential Development Sites (24 Projected and 22 Potential) to ensure that there would be no significant adverse noise impacts. The (E) designations specify the appropriate amount of window/wall attenuation to ensure acceptable interior noise levels within all the new developments on privately held sites.[10]

G. ANALYSIS FRAMEWORK

Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), requires a lead agency to analyze the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An Environmental Impact Statement (EIS) is a comprehensive document used to systematically consider

[9] In addition, for two of the three City-owned sites identified for disposition (City Disposition Sites 1 and 2), the environmental requirements with respect to hazardous materials would be incorporated into the land disposition agreement (LDA) between the City of New York and the future developer. Environmental remediation on the Stapleton Phase III sites will be required through an MOU entered into by NYCEDC with NYCDEP.

[10] In addition, for two of the three City-owned sites identified for disposition (City Disposition Sites 1 and 2), the environmental requirements with respect to noise attenuation would be incorporated into the LDA between the City of New York and the future developer.

environmental effects, evaluate a reasonable range of alternatives, and identify and propose mitigation, to the maximum extent practicable, of any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

To assess the possible effects of the Proposed Actions, a RWCDS was developed for the Future Without the Proposed Actions (No-Action Condition), and the Future With the Proposed Actions (With-Action Condition) for a 12-year period (build year 2030[11]). The incremental difference between the No-Action and With-Action conditions will serve as the basis for assessing the potential environmental impacts of the Proposed Actions. The existing conditions, No-Action, and With-Action data for all Projected and Potential Development Sites in the Project Area are included in Appendix B, "Detailed Reasonable Worst Case Development Scenario" (Figures ES-7 to ES-9).

To determine the No-Action and With-Action conditions, standard methodologies have been used pursuant to the 2014 Edition of the *CEQR Technical Manual* (*CEQR Technical Manual)*. These methodologies have been used to identify the amount and location of future development, as discussed below.

DEVELOPMENT SITE CRITERIA

Standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions to identify the amount and location of future development. In projecting the amount and location of new development, several factors have been considered, such as known development proposals, past and current development trends, and the development site criteria described below:

- Underutilized lots, defined as vacant lots or lots constructed to less than or equal to half of the proposed FAR under the Proposed Actions;
- Lots with a total size of 3,500 sf or larger (except when part of a potential assemblage, in which case smaller lots were also included, if assemblage seemed probable); and
- Lots that are currently in the unimproved portions of the mapped bed of Bay Street.

[11] A build year of 2030 was identified for this environmental review in order to align with the long-term planning goals of *North Shore 2030*, a strategic plan to guide development on the North Shore of Staten Island. Because this is a proposed area-wide rezoning, site-specific development timelines on any Projected or Potential Development Site will vary. A conceptual construction phasing schedule is described in Chapter 20, "Construction."

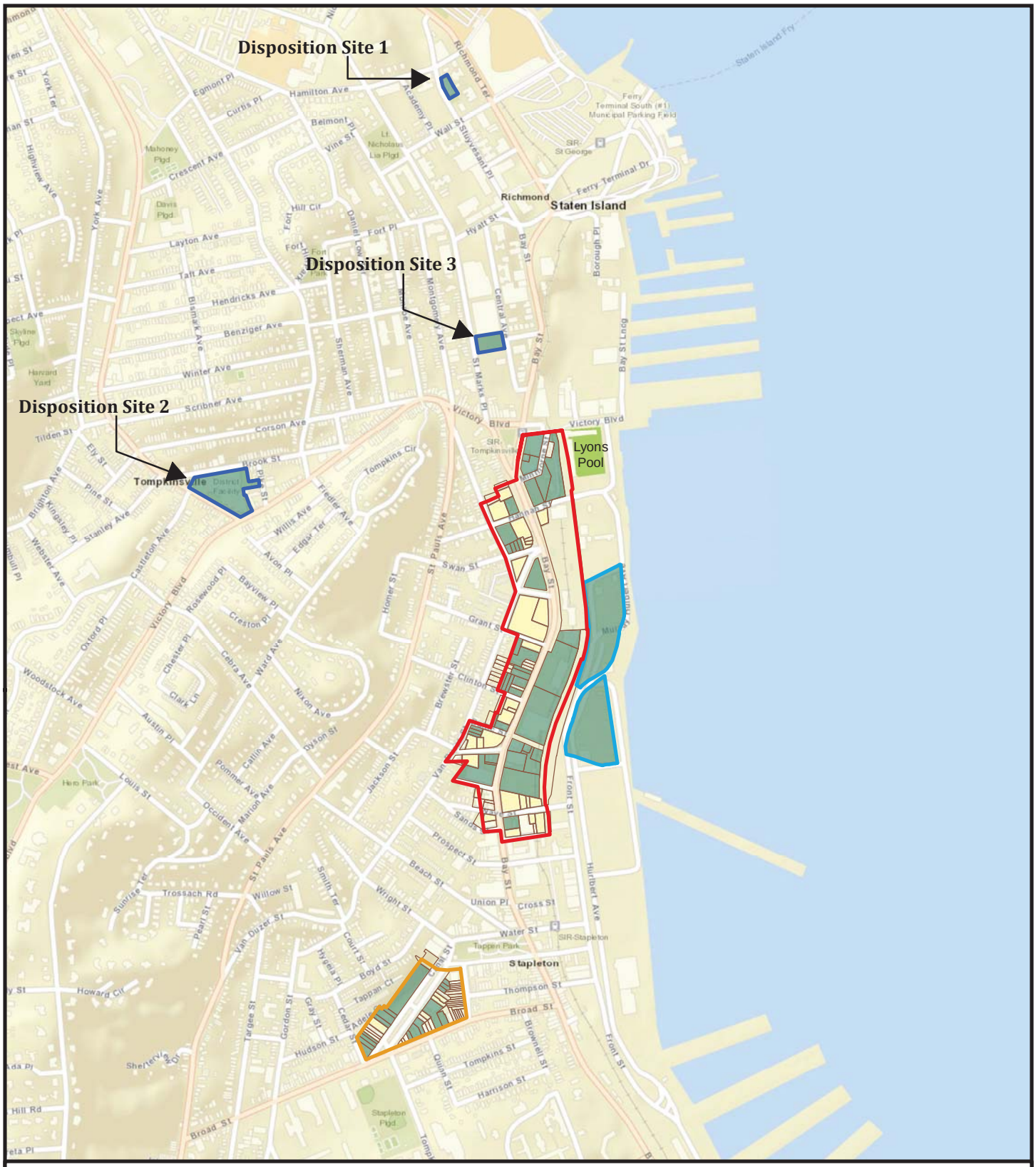

FIGURE ES-7: OVERVIEW OF PROJECTED AND POTENTIAL DEVELOPMENT SITES
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Projected Development Sites
- Potential Development Sites
- Affected Lots

0 375 750 1,500 Feet

N



FIGURE ES-8: BAY STREET CORRIDOR PROJECTED AND POTENTIAL DEVELOPMENT SITES

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

0 250 500 1,000 Feet

N

- Bay Street Corridor Project Area
- Projected Development Sites
- Potential Development Sites
- Affected Lots

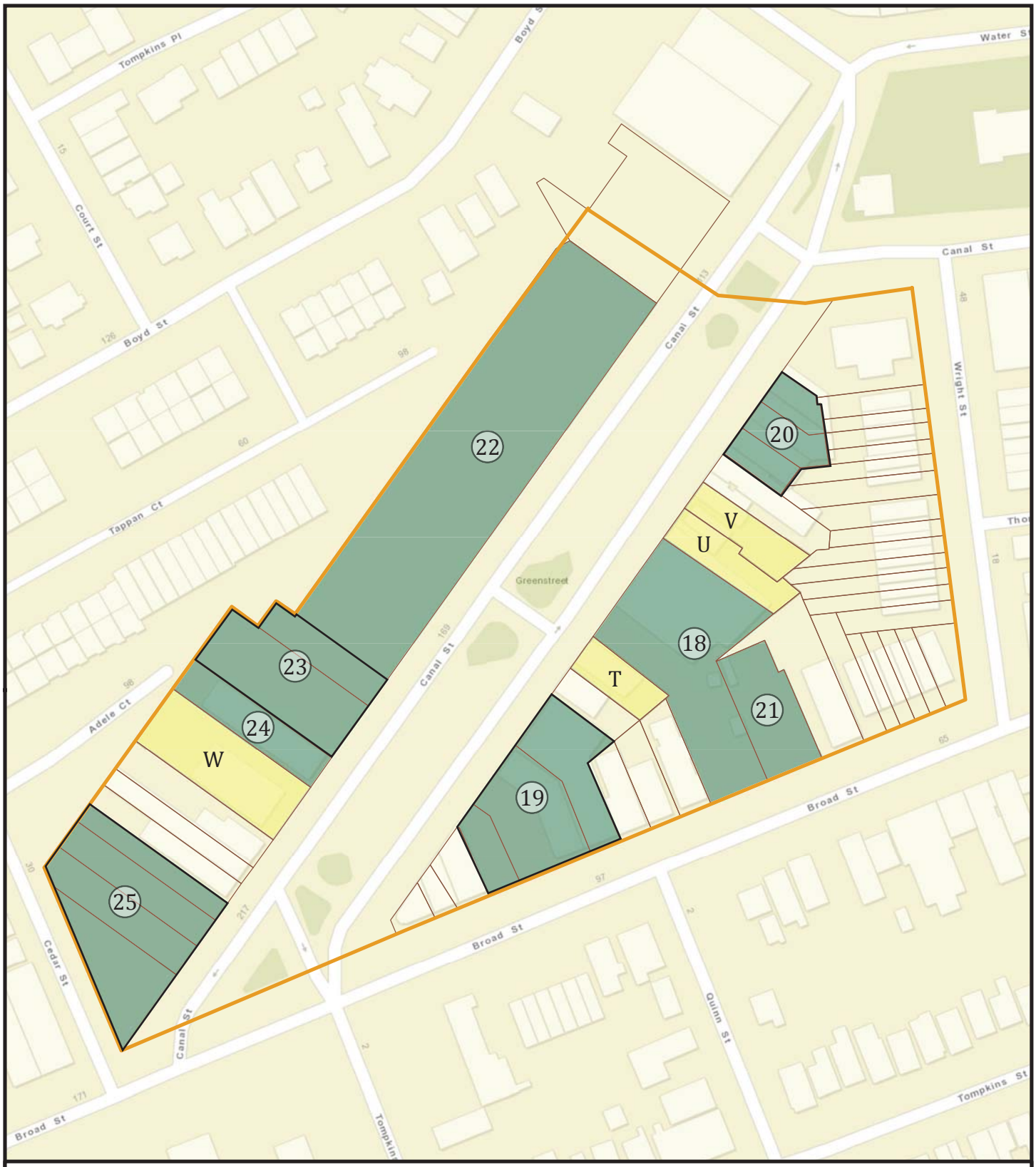

FIGURE ES-9: CANAL STREET CORRIDOR
PROJECTED AND POTENTIAL DEVELOPMENT SITES
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

0 75 150 300 Feet

N

- Canal Street Corridor Project Area
- Projected Development Sites
- Potential Development Sites
- Affected Lots

STATEN ISLAND, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

Certain lots have been excluded from the With-Action Condition based on the following conditions because they are very unlikely to be redeveloped as a result of the Proposed Actions:

- Lots which utilize more than 50 percent of the maximum FAR that would be permitted by the Proposed Actions (except when part of a potential assemblage, in which case lots utilizing more than 50 percent of proposed zoning FAR were also included, if assemblage seemed probable);

- Lots smaller than 3,500 sf (except when part of a potential assemblage, in which case smaller lots were also included, if assemblage seemed probable);

- Lots which are government-owned properties (development and/or sale of which may require approval of discretionary actions from the pertinent government agency), sites of public utilities and/or public transportation, schools (public and private), parks, municipal libraries, government offices, large medical centers, and houses of worship; and

- Lots that would be subject to split zoning district conditions under the Proposed Actions and the proposed zoning would not be the principal zoning district.

Lot assemblages are defined as a combination of adjacent lots, which satisfy one or more of the following conditions:

- The lots share common ownership;

- When combined, the lots meet the aforementioned development site criteria;

- At least one of the lots, or combination of lots, meets the aforementioned development site criteria; and

- Combination of lots would result in an FAR bonus as a result of the proposed Special District FAR modifications.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, development sites have been divided into two categories: Projected Development Sites and Potential Development Sites. The Projected Development Sites were identified as:

- Lots more likely to be developed within the 12-year analysis period; and

- Lots that are included in the three City-owned properties identified for disposition

- Lots in the SSWD identified for building height modification.

Potential Development Sites are considered less likely to be developed over the approximately 12-year analysis period. Potential Development Sites were identified based on the following criteria:

- Lots where construction is actively occurring, or has recently been completed;

- Lots whose shapes prove it difficult to be developed to take full advantage of the proposed permissible bulk modification;
- Lots that are smaller than 5,000 sf in size; and
- Active businesses, which may provide unique services or are prominent, and successful neighborhood businesses or organizations unlikely to move.

Based on the criteria above, a total of 53 development sites (30 Projected Development Sites and 23 Potential Development Sites) have been identified in the Project Area. The RWCDS Development Site tables attached in Appendix B list these Projected and Potential Development Sites.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential gross square footage by 1,000 and rounding to the nearest whole number.

Affordable Housing Assumptions

In addition, the anticipated number of affordable dwelling units was estimated based on known development proposals; past and current development trends; the City, State, and Federal programs that support the construction of affordable housing; and proposals in *Housing New York*, the Mayor's ten-year housing plan that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs. Unless available information indicates otherwise,[12] the analysis has assumed the worst-case scenario of 30 percent of new units to be inclusionary (affordable) housing units. The Stapleton Waterfront Phase III Sites A and B1 and City Disposition Site 2 are City-owned sites and the affordable program would be determined based on an agreement reached in conjunction with disposition of the sites. For the purpose of this assessment, it is assumed Stapleton Waterfront Phase III Sites A and B1, as well as City Disposition Site 2, would be developed with 50 percent affordable housing units.

The amount of affordable housing constructed in the future With-Action Condition, and income levels for this housing, would depend on several factors. On privately owned sites, the MIH program would require between 25 and 30 percent of new housing to be affordable at a range of low and moderate-income levels depending on the MIH option(s) selected.

Under the Proposed Actions, the Bay Street Corridor and Canal Street Corridor Project Areas would be designated as MIH areas. The Proposed Actions intend to apply Option 1, Option 2, Option 3 (the Deep Affordability Option) and Option 4 (the Workforce Option) to the Bay Street Corridor and Canal Street Corridor MIH areas

> **Option 1:** At least 25 percent of residential floor area within a MIH development must be for affordable housing units. At least 10 percent of the affordable residential floor area shall be

[12] As in the case of 475 Bay Street, in which the property owner expressed interest to develop a 100 percent affordable mixed-use development.

for residents with incomes averaging 40 percent AMI ($37,560 per year for a family of three in 2018 incomes), and no income band shall exceed 130 percent AMI. Additionally, the weighted average of all income bands for affordable housing units shall not exceed 60 percent of AMI, and there shall be no more than three income bands; and

Option 2: At least 30 percent of residential floor area within a MIH development must be for affordable housing units with incomes averaging 80 percent AMI ($75,120 per year for a family of three in 2018 incomes). No income band shall exceed 130 percent AMI.

Option 3: At least 20 percent of the residential floor area within an MIH development must be affordable to residents at 40 percent AMI ($37,560 per year for a family of three in 2018 incomes). Options 3 and 4 are always supplemental to either Option 1 or Option 2, or both, if both are selected.

Option 4: For MIH developments utilizing this option, at least 30 percent of residential floor area must be for affordable housing units with incomes averaging 115 percent AMI ($107,985 per year for a family of three in 2018 incomes), and no income band shall exceed 130 percent AMI. At least 5 percent of the residential floor area within such MIH development shall be affordable for residents at 70 percent AMI ($65,730 per year for a household of three); and 5 percent shall be for residents with incomes at 90 percent AMI ($84,510 per year for a household of three). Such MIH development shall not utilize public funding and the Workforce Option shall expire 10 years after it is adopted in any MIH area.

In addition, sites may utilize affordable housing subsidies to produce additional affordable housing at a range of income levels; the amount and levels of affordability would vary depending on the programs utilized.

North Shore 2030 and *Housing New York* both identify Stapleton as one of the key locations for infrastructure investment to facilitate the creation of new affordable housing. Following the release of *North Shore 2030*, the Mayor's office secured $90 million of capital funding for infrastructure projects that would allow Stapleton Waterfront Phase III to advance. Any future RFPs for residential development on Sites A and B1 would specify a preference for approximately 50 percent affordability.

Commercial Use Assumptions

The Bay Street Corridor Project Area is an existing commercial corridor that connects the commercially zoned areas of St. George and Stapleton town centers. The Special District text amendment proposes all development sites fronting Bay Street would be required to have non-residential use on the ground floor within 50 feet of Bay Street.

In addition, the proposed commercial overlays and accompanying zoning text amendments would allow for sites with a limited amount of commercial floor space to waive commercial parking requirements as follows:

- C2-3 allows for developments with less than 10,000 sf of most commercial uses to waive commercial parking requirements;

- C2-4 allows for developments with less than 40,000 sf of most commercial uses to waive commercial parking requirements; and

- The proposed text amendment would waive parking requirements for the first 0.5 FAR of non-residential uses in a mixed-use building.

While accessory commercial parking is permitted even where not required, for the purposes of a conservative analysis, it is assumed that sites eligible to waive parking would do so. Under the Proposed Actions, parking beyond the minimum quantum of parking required by zoning could be provided, should a property owner opt to do so. The Proposed Actions are projected to facilitate approximately 595,000 sf of commercial space, including office, retail, and restaurant uses on the Projected Development Sites.

Community Facility Use Assumptions

The Proposed Actions would limit community facilities to the same maximum FAR equal as is established for residential uses (*i.e.*, additional FAR would not be provided for community facilities).

Based on recent trends within the area and the absence of known interest from property owners in the area to develop community facilities, no development comprised wholly of community facility space is projected. However, it is anticipated that as a result of the Proposed Actions, approximately 85,000 sf of community facilities, such as daycare, educational facilities, medical offices, or cultural spaces, would be provided within developments containing other uses.

H. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

The No-Action Condition projects development that would occur in the Project Area absent the Proposed Actions. In the future No-Action Condition, the identified Projected and Potential Development Sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning. Any anticipated development would reflect current and foreseeable market conditions in this area of Stapleton. Table ES-1 presents the No-Action Condition for the Projected Development Sites.

It is anticipated that in the No-Action Condition, within the Bay Street Corridor Project Area, only the vacant sites located at 269, 271, and 273 Van Duzer Street (Projected Development Site 16; Block 508, Lots 22, 23, and 24) would be developed as two zoning lots, each with one single-family dwelling unit (2 dwelling units) pursuant to the underlying R3X zoning district.[13] In addition, the currently vacant building on Projected Development Site 1 (Block 488, Lot 71) would be assumed to be re-tenanted with a conforming community facility use, and the existing vacant one-story building at 121 Van Duzer Street (Block 500, Lot 22) occupying a portion of Projected Development Site 9 is also expected to be re-tenanted with retail uses. Furthermore, former industrial buildings along Minthorne Street (Block 497, Lot 9) occupying a portion of Projected Development Site 7 are undergoing renovations and are expected to be tenanted by additional commercial uses, including

[13] Shortly before certification, construction of a single-story commercial building began at Projected Development Site 10 (Block 502, Lot 1) pursuant to existing M1-1 zoning. This change is not contemplated in the No-Action Condition for this site and the site is assumed to remain vacant. However, this assumption presents a conservative approach for environmental assessment.

retail, restaurants, and/or other commercial services. Recent development trends in the neighborhood have shown a lack of private residential and commercial development within the Bay Street Corridor Project Area. Existing conditions along the Bay Street Corridor Project Area are expected to remain unchanged in the No-Action Condition due to the limited development potential currently afforded by the existing M1-1 zoning district, where a maximum FAR of 1.0 is permitted and residential uses are precluded.

In the No-Action Condition within the Canal Street Corridor Project Area, given the current and foreseeable market conditions, most sites within the Canal Street Corridor Project Area in the existing R3-2/C2-2 zoning district are expected to remain in their current conditions. However, several vacant lots would be expected to be developed as-of-right absent the Proposed Actions.

In the No-Action Condition, City Disposition Site 1 would continue its existing use as a commercial building. City Disposition Site 2 would consist of a commercial building following the relocation of the DSNY garage. City Disposition Site 3 would remain a DOT-operated surface parking lot. Under the No-Action Condition, Stapleton Waterfront Phase III Site A would remain fully vacant. The approximately 50,000-sf DOT Dockbuilders facility on Stapleton Waterfront Phase III Site B1 is anticipated to be relocated absent the Proposed Actions ahead of the 2030 Build Year; the existing building would be demolished, and the Stapleton Waterfront Phase III Project Area would be fully vacant.

The development under the No-Action Condition is expected to result in an incremental increase over existing conditions of approximately 6 residential units (2 in the Bay Street Corridor Project Area and 4 in the Canal Street Corridor Project Area) and 25,000 sf of additional community facility space; and a net decrease of 36,000 sf of commercial space. In total, the resulting development absent the Proposed Actions would comprise approximately 15,000 sf of residential space (12 dwelling units), 343,000 sf of commercial uses, and 38,000 sf of community facility space.

I. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

The With-Action Condition identifies the development projected to occur as a result of the Proposed Actions. The incremental difference between the No-Action and With-Action conditions provides the basis by which the potential environmental impacts of the Proposed Actions are evaluated. The With-Action Condition would result in a net *increase* of approximately 2,554,000 sf of residential use consisting of approximately 2,560 dwelling units; a net *increase* of approximately 275,000 sf of commercial use; and a net *increase* of approximately 47,000 sf of community facility use compared to the No-Action Condition. Sites within the proposed MIH designated areas are subject to the MIH program and would provide 25 to 30 percent affordable residential units in qualifying developments.

BAY STREET CORRIDOR PROJECT AREA– PROJECTED DEVELOPMENT SITES

The Proposed Actions would allow for the development of new uses and higher densities at the Projected and Potential Development Sites. The proposed zoning map amendment would map all the Bay Street Corridor Project Area as R6 and R6B zoning districts with C2-3 and C2-4 commercial overlays. As such, all Projected Development Sites in the Bay Street Corridor Project Area were assumed to provide residential floor area under the Proposed Actions, except for Projected

Development Site 2 and Projected Development Site 15. Maximum building heights would apply in certain locations based on site configuration and location.

Under the Proposed Actions, Projected Development Site 2 (Block 487, Lots 60, 64, and 80) is anticipated to be developed with commercial and community facility space, given its proximity to the SIR and Tompkinsville Station, as well its irregular lot shape that may be more conducive for non-residential development. The proposed SBSCD provisions would permit this site to develop as a mixed-use, wholly non-residential development up to the full residential FAR that would be permitted by the Special District provisions. Under this assumption, Projected Development Site 2 is projected to be developed with 20,000 sf of local retail and 20,000 sf of restaurant space on the ground floor, 40,000 sf of community facility space on the second floor, and 186,000 sf of office use beyond the second floor.

All other Projected Development Sites that fall within the proposed C2-3 commercial overlay on Bay Street were assumed to be mixed-use residential development pursuant to the Proposed Actions, except as noted below, which would require non-residential ground-floor uses within 50 feet of Bay Street and allow a parking waiver for the first 0.5 FAR of non-residential use.

Projected Development Site 15 (Block 507, Lots 12 and 17) is under the same ownership as the adjacent long-standing commercial building on Lot 12. It is assumed that Lots 12 and 17 would be assembled and developed as an expansion of the existing commercial use up to the maximum commercial FAR. Projected Development Site 7 (Block 497, Lots 1, 7 and 9) is anticipated to be developed as a mixed-use commercial and residential building. While the use of a portion of the commercial area is anticipated to be an enlargement of the existing brewery on the site (pursuant to proposed SBSCD text amendments), the With-Action scenario assumes retail and restaurant uses on the site, except for certain analysis chapters, where noted.

Because of the lot area, shape, and location of Projected Development Site 4 (Block 488, Lots 18, 26, 175, 201, and 206) and Projected Development Site 5 (Block 488, Lots 53 and 65), these sites are well suited for community facility use, and likely to be redeveloped as such in the future with the Proposed Actions. It is anticipated Projected Development Site 5 would contain three separate buildings providing community facility use on the second floor of two of these buildings. A total of 76,000 sf of community facility space on Projected Development Sites 2, 4, and 5 is projected within the Bay Street Corridor Project Area to support anticipated future needs.

Projected Development Site 9 (Block 500, Lots 16, 18, 20, 22, and 24) and Projected Development Site 13 (Block 505, Lots 22, 24, and 25) do not front Bay Street. These two sites would not be required to provide ground floor non-residential use under the Proposed Actions. As such, these sites were assumed to be developed with solely residential use that would reflect the existing residential character of these side streets.

Under the With-Action Condition, it is anticipated approximately 1,600 residential units would be developed on 17 Projected Development Sites in the Bay Street Corridor Project Area, except for Projected Sites 2 and 15, as described above. Sites within the proposed MIH designated areas would be subject to the MIH program and would provide between 25 percent and 30 percent affordable residential units.

Under the Proposed Actions, the Bay Street Corridor Project Area would include 381,000 sf of commercial uses on Projected Development Sites that are required to have non-residential use on the ground floor (excluding Projected Development Sites 9 and 13). The non-residential uses would include retail, restaurant, and/or office space. This projected commercial floor space is assumed based on proposed permissible commercial FAR, urban design and zoning requirements of the Proposed Actions.

BAY STREET CORRIDOR PROJECT AREA– POTENTIAL DEVELOPMENT SITES

Nineteen Potential Development Sites were identified in the Bay Street Corridor Project Area. Only Potential Development Site A (Block 487, Lot 42) falls within the proposed C2-4 commercial overlay. Potential Development Site A, if developed, would likely take advantage of the allowable full residential FAR for commercial development, similar to Projected Development Site 2. Potential Development Sites G, J, K, and O would be located within the proposed R6B/C2-3 zoning district; the remaining Potential Development Sites are within the proposed R6/C2-3 zoning district (Figure ES-8).[14] It is assumed that in the With Action Condition, the identified Potential Development Sites would be developed as either mixed-use developments (if the Potential Development Site has frontage on Bay Street, where ground floor non-residential uses would be required: specifically Potential Development Sites B, D, H, I, J, K, L, M, P, and S), or as fully residential developments (where no frontage exists on Bay Street, or where non-residential floor space would be impractical; specifically Potential Development Sites C, E, F, G, N, O, Q, and R) (Figure ES-9).

CANAL STREET CORRIDOR PROJECT AREA – PROJECTED DEVELOPMENT SITES

The zoning map amendment proposed under the Proposed Actions would map a R6B/C2-3 zoning district along the R3-2/C2-2 (part of Block 527), and R4/C2-2 (Block 526) part of Canal Street Corridor Project Area. The proposed MIH text amendment to designate the Canal Street Corridor Project Area as a MIH area would permit a maximum FAR of 2.2, as well as modify the maximum building height to 55 feet, as permitted by the underlying R6B zoning district. Eight Projected Development Sites were identified in the Canal Street Corridor Project Area.

The Canal Street Corridor Project Area would be designated as a MIH area, and Projected Development Site within the Project Area would include 25 to 30 percent affordable residential units in qualifying developments. All eight Projected Development Sites within the Canal Street Corridor Project Area are anticipated to provide a mixture of residential and commercial or residential and community facility uses. In the With-Action Condition, the Canal Street Corridor Project Area would comprise approximately 240 dwelling units, 37,000 sf of commercial space, and 8,000 sf of community facility space.

CANAL STREET CORRIDOR PROJECT AREA – POTENTIAL DEVELOPMENT SITES

Four Potential Development Sites were identified in the Canal Street Corridor Project Area. It is assumed that in the With-Action Condition, the identified Potential Development Sites would be developed as mixed-use developments. The Canal Street Corridor Project Area would be designated

[14] Potential Development Sites K and O are partially located within R6 and R6B zoning districts.

as an MIH area, and the Potential Development Sites within the Project Area would provide between 25 to 30 percent affordable residential units in qualifying developments.

PROJECTED CITY-OWNED DEVELOPMENT SITES

In the With-Action Condition, the vacant approximately 38,000-sf commercial space on City Disposition Site 1 would be re-tenanted as a creative technology and/or cultural arts space. City Disposition Site 2 would be redeveloped as a mixed-use residential and commercial building, comprising approximately 108,000 sf of residential use (108 dwelling units[15]) and 35,000 sf of commercial use. City Disposition Site 3 would be developed with a fully commercial building, comprising approximately 85,000 sf of commercial office uses. [16]

Stapleton Waterfront Phase III Site A would be developed with 43,000 sf of ground floor local retail and 319,000 sf of residential use (319 dwelling units).[17] Stapleton Waterfront Phase III Site B1 would be developed as an entirely residential building, comprising approximately 308,000 sf (308 dwelling units).

RWCDS Tables for the Projected and Potential Development Sites are attached in Appendix B and provide more detailed information on the existing, No-Action, and With-Action conditions developed for these sites.

J. INCREMENTAL DIFFERENCE: NO ACTION AND WITH-ACTION CONDITIONS

The incremental difference between the No-Action and With-Action conditions presented in Table ES-1 provides the basis by which the potential environmental impacts of the Proposed Actions are evaluated. As shown in Table ES-1, the With-Action Condition would result in a net *increase* of approximately 2,554,000 sf of residential use consisting of 2,560 dwelling units; a net *increase* of approximately 275,000 sf of commercial use; and a net *increase* of approximately 47,000 sf of community facility use compared to the No-Action Condition. Sites within the proposed MIH designated areas are subject to the MIH program and would provide between 25 and 30 percent affordable residential units in qualifying developments.

[15] While the affordability requirements would be subject to business terms of the disposition, for the purpose of this assessment, City Disposition Site 2 is assumed to be 50 percent affordable dwelling units.
[16] Chapter 22, "Alternatives" considers an alternative RWCSD that analyzes City Disposition Site 3 as a mixed-use commercial and residential development.
[17] While the affordability requirements would be subject to business terms of the disposition, for the purpose of this assessment, Stapleton Waterfront Phase III Sites A and B1 is assumed to be 50 percent affordable dwelling units.

Table ES-1: 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites

Land Use	No-Action Condition	With-Action Condition	Incremental Difference
RESIDENTIAL UNITS (DWELLING UNITS)			
Total Residential	12	2,569	2,557
COMMERCIAL (SQUARE FEET)			
Office	*99,179*	*316,939*	*217,760*
Local Retail	*194,183*	*230,644*	*36,461*
Restaurant	*14,000*	*71,000*	*57,000*
Other Commercial Uses	*35,873*	*0*	*-35,873*
Total Commercial	343,235	618,583	275,348
COMMUNITY FACILITY (SQUARE FEET)			
Total Community Facility	37,879	84,678	46,799
PARKING			
Total Parking Spaces	481	1,771	1,290
POPULATION			
Total Residents[1]	31	6,602	6,571
Total Workers[2]	1,253	2,565	1,312

Source: *(Population Multiplier) 2010-2014 American Community Survey (ACS) 5- Year Estimates average household size of renter-occupied unit for Staten Island Census Tracts 3, 7, 11, 21 and 27.*

Notes*:*

[1] Assumes 2.57 residents per dwelling unit based on 2010-2014 5-Year ACS data.

[2] Estimate of workers is based on the following rates: 4 employees per 1,000 sf of office, 3 employees per 1,000 sf of retail/supermarket/restaurant uses, 1 employee per 25 dwelling units, 3 employees per 1,000 sf of community facility uses, and 1 employee per 50 parking spaces.

K. PUBLIC REVIEW PROCESS

The Proposed Actions described above are subject to public review under ULURP, Section 200 of the City Charter, as well as CEQR procedures. The ULURP and CEQR review processes are described below.

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

The City's ULURP is mandated under the City Chapter Sections 197-c and 197-d and is designed to allow public review of a proposed action at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the CPC, and the City Council. The ULURP sets time limits at each stage of the review process to ensure a maximum total review period of approximately seven months.

The ULURP process begins when the ULURP application is certified as a complete application by DCP, in addition to meeting the CEQR requirements outlined below. The application is then forwarded to Staten Island Community Board 1, which has 60 days to review and discuss the approval, hold public hearings, and adopt recommendations regarding the application. Once the Community Board completes its review, the Staten Island Borough President reviews the application for up to 30 days. Following the Borough President's review, the CPC then has 60 days to review the application, at which time a ULURP/CEQR public hearing is conducted on the Land Use Application and associated draft environmental review document. Comments that are made during the DEIS public hearing and during the comment period are incorporated into the Final Environmental Impact Statement (FEIS).

The FEIS is required to be completed at least ten (10) days prior to CPC's decision on the application. CPC may approve the application, approve the application with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council's review lasts 50 days and during this time, it will hold a public hearing on the Proposed Actions through its Land Use Subcommittee. The City Council may approve the application, approve the application with modifications, or deny the application. If the City Council proposes a modification to the Proposed Actions, the ULURP review process will stop for 15 days, allowing for the CPC to determine whether the proposed modification is within the scope of the environmental review and ULURP review. If the modification is within the scope of the review, then the City Council may proceed with the modification. If the modification is not within the scope of review, then the City Council may only vote on the actions approved by the CPC. Following the City Council vote, the Mayor has five (5) days to veto the Council's actions. The City Council may override the mayoral veto within ten (10) days.

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)

In the State of New York, most state or local government agencies are required to comply with Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA) when approving discretionary actions that could potentially impact the environment. CEQR is New York City's process for implementing SEQRA, by which agencies of the City review proposed discretionary actions to identify and disclose the potential effects those actions may have on the environment along with other areas of the planning and design, to propose reasonable alternatives, and to identify and mitigate significant adverse environmental effects. CEQR rules guide environmental review, as follows:

ESTABLISHING A LEAD AGENCY

According to the *CEQR Technical Manual*, a "lead agency" is the public entity responsible for conducting environmental review. Typically, the lead agency is also responsible for carrying out, funding, or approving the proposed action(s). In accordance with CEQR rules (62 RCNY §5-03), DCP will act as lead agency on behalf of the CPC for the Proposed Actions.

DETERMINATION OF SIGNIFICANCE

The lead agency's first task is to determine whether the project increment would result in significant adverse impacts. To do so, DCP evaluated the Environmental Assessment Statement (EAS), dated May 13, 2016, for the Proposed Actions. Based on the information provided in the EAS, DCP determined that the Proposed Actions may have a significant adverse impact on the environment and issued a Positive Declaration on May 13, 2016, requiring that an EIS be prepared in conformance with the *CEQR Technical Manual* and all applicable laws and regulations. A Revised EAS and Revised Positive Declaration were issued May 19, 2016 to address project clarifications.

SCOPING PROCESS

Along with its issuance of a Positive Declaration, DCP issued a Draft Scope of Work for the EIS, dated May 13, 2016, which marks the beginning of the comment period of the Draft Scope of Work. A revised Draft Scope of Work was issued May 19, 2016 to address project clarifications. According to

the *CEQR Technical Manual*, the purpose of the scoping process is to focus the EIS on potentially significant adverse impacts by ensuring that relevant issues are identified early and studied properly and to eliminate consideration of those impacts that are irrelevant or non-significant. "Scoping" also allows the public, agencies, and other interested parties the opportunity to raise relevant issues regarding the focus and appropriate methods of analysis during a public scoping meeting. The public scoping meeting was held on June 15, 2016 at 6:00 p.m., at Trinity Lutheran Church, 309 St Pauls Avenue, Staten Island, NY 10304. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through July 15, 2016 at 5 p.m. Modifications to the Draft Scope of Work for the EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Actions was issued on November 9, 2018.

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

The DEIS was prepared in accordance with the Final Scope of Work and followed the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*. DCP, acting as the lead agency, reviewed the document and called upon other City and state agencies to review where the agency's expertise is relevant. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. The DEIS was considered complete and the Notice of Completion for the DEIS was issued on November 9, 2018.

PUBLIC REVIEW

Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, the public may review and comment on the DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. The public review period must extend for a minimum of 30 days from the publication of the DEIS and the issuance of the Notice of Completion. Because the CEQR process is coordinated with another City process, such as ULURP, a joint public hearing is held. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the FEIS.

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

The FEIS is prepared after the close of the public comment period for the DEIS. The FEIS must incorporate all relevant comments on the DEIS. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS.

STATEMENT OF FINDINGS

To demonstrate that the responsible City decision makers have taken a hard look at the impacts, alternatives, and mitigation measures, the lead agency and each involved agency must adopt a formal set of written findings. The findings may not be adopted until ten (10) days after the Notice of Completion has been issued for the FEIS. Pursuant to CEQR regulations, once findings are adopted, the lead and involved agencies may take their actions. The CPC must wait at least ten (10) days after the FEIS is complete to act on a given application.

L. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

In the With-Action Condition, no significant adverse impacts on land use, zoning, or public policy are anticipated in the Primary Study Area (the Project Area and a 400-foot radius) or Secondary Study Area (0.25-mile radius) in the 2030 analysis year. The Proposed Actions would not directly displace land uses, adversely affect surrounding land uses, or generate new land uses that would be incompatible with existing land uses, zoning, or public policies in the Secondary Study Area. In addition, the Proposed Actions would create land uses or structures that would neither be incompatible with the underlying zoning, nor conflict with public policies applicable to the Primary or Secondary Study Areas.

The Proposed Actions would result in an overall increase in residential, commercial, and community facility uses throughout the Primary Study Area as compared to the No-Action Condition. The Proposed Actions would change zoning designations within the Primary Study Area to promote affordable housing development and encourage economic and commercial development and include zoning changes in the Bay Street Corridor and Canal Street Corridor Project Areas to expand opportunities for housing, including permanently affordable housing, and allow for additional height and floor area where site conditions and/or configuration allow.

SOCIOECONOMIC CONDITIONS

Pursuant to *CEQR Technical Manual* guidance, preliminary analyses were conducted for direct residential displacement, direct business and institutional displacement, indirect residential displacement, indirect business and institutional displacement, and adverse effects on specific industries. As the Proposed Actions would not exceed the analysis threshold of 500 displaced residents, a direct residential displacement analysis was not conducted and significant adverse impacts due to residential displacement are not anticipated. A preliminary assessment of the four remaining areas of consideration was conducted to determine whether detailed analyses were necessary, in conformance with *CEQR Technical Manual* guidance. Following the preliminary assessment, significant adverse impacts related to direct business and institutional displacement, indirect business and institutional displacement, and adverse effects on specific industries were ruled out.

However, based on the preliminary assessment, significant adverse impacts as a result of indirect residential displacement could not be ruled out. Therefore, a detailed assessment of indirect residential displacement was conducted in accordance with *CEQR Technical Manual* guidance and framed in the context of existing conditions and evaluations of the No-Action and With-Action conditions in the 2030 Build Year, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

DIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to direct residential displacement. As described in the *CEQR Technical Manual*, direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a

neighborhood. The Proposed Actions have the potential to directly displace up to five dwelling units housing an estimated 13 residents in the Project Area. The estimated number of directly displaced residents comprises less than 0.1 percent of the total Study Area population. Following an initial review of the Proposed Actions and anticipated potential direct residential displacement, a preliminary analysis was not warranted.

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

A preliminary assessment of direct business and institutional displacement determined that the Proposed Actions would not create significant adverse impacts. The *CEQR Technical Manual* states that the direct displacement of fewer than 100 workers is not likely to cause significant adverse impacts. The Proposed Actions could potentially directly displace up to 30 businesses employing 244 employees located at 14 of the Projected Development Sites. As the number of workers subject to potential direct displacement from the Proposed Actions exceeds the 100-worker threshold, a preliminary assessment of direct business and institutional displacement was conducted.

The Proposed Actions are likely to potentially directly displace 30 businesses representing retail, grocery, car repair, banking, and other services. Approximately 244 employees at these 30 businesses are likely to be displaced, representing approximately five percent of employees in the Study Area and approximately 0.26 percent of employees in Staten Island. Businesses and institutions likely to experience direct displacement would be able to relocate to properties within the Study Area and relevant trade areas. In addition, local residents and businesses would continue to access similar goods and services from businesses in the Study Area and relevant trade areas.

One of the potentially-displaced businesses—Western Beef on Projected Development Site 5—is a large-format neighborhood grocery store, occupying roughly 30,000 sf, which is located within the boundaries of the City's Food Retail Expansion to Support Health (FRESH) Program. The FRESH Program provides zoning and/or financial incentives to help promote the establishment and retention of neighborhood grocery stores. As a neighborhood grocery store within the boundaries of the FRESH Program, Western Beef is the subject of a plan or program to preserve, enhance, or protect it, but has not benefitted from FRESH incentives. While the potential direct displacement of this supermarket would adversely affect the availability of large-format grocery stores within the immediate Project Area, the Proposed Actions are intended to create opportunities for new commercial and mixed-use development, in addition to new residential uses, by mapping C2-3 and C2-4 commercial overlays. The Proposed Actions and associated RWCDS are expected to result in an incremental increase over the No-Action Condition of approximately 275,348 sf of commercial uses, including retail, office, and restaurant space. Furthermore, there would continue to be other grocery stores within a reasonable area from which residents could shop, including a Key Food Supermarket at 155 Bay Street and other smaller grocers and markets within the Study Area. Therefore, the potential direct displacement of Western Beef grocery store is not expected to result in significant adverse socioeconomic impacts pursuant to *CEQR Technical Manual* guidance. None of the other 29 businesses are the subject of regulations or publicly adopted plans aimed at preserving, enhancing, or otherwise protecting them in their current location. Furthermore, potentially displaced businesses and industries are not uniquely tied to or dependent upon their current location.

While the Proposed Actions are likely to potentially directly displace 30 businesses and 244 employees, they are anticipated to create a net increase of 1,312 jobs at the Projected Development Sites within the Project Area over the No-Action condition. The Proposed Actions are consistent with and help advance the goals and community planning efforts presented by the Bay Street Corridor Neighborhood Planning Study. The Proposed Actions also help accomplish the mission of the North Shore 2030 Plan by encouraging the creation of quality jobs and workplaces through new development.

The preliminary assessment of direct business and institutional displacement determined that the Proposed Actions would not create significant adverse impacts and a detailed analysis was not conducted.

INDIRECT RESIDENTIAL DISPLACEMENT

A detailed assessment of indirect residential displacement found that the Proposed Actions are not expected to create significant adverse impacts. The *CEQR Technical Manual* calls for a detailed assessment of indirect residential displacement if the preliminary assessment shows that the project would introduce a population with higher average incomes compared to the average incomes of the existing population and would increase the Study Area population by more than 10 percent.

The Proposed Actions are anticipated to introduce 2,557 new residential dwelling units into the Study Area as compared to the No-Action, a number of which would be permanently affordable per the MIH program. The 2,557 dwelling units would introduce approximately 6,571 new residents, an approximately 18 percent increase in the Study Area population. Therefore, a detailed assessment of indirect residential displacement was conducted.

The detailed assessment of indirect residential displacement is used to identify those populations that may be vulnerable to displacement resulting from the Proposed Actions. The *CEQR Technical Manual* defines indirect residential displacement as the introduction or acceleration of a trend that places upward pressure on rents, making it difficult for residents living in poverty or with low incomes to remain in the study area.

The Proposed Actions are not anticipated to introduce a new trend that places upward pressure on rents; based on market research detailed below, this trend is already being observed in the Study Area. In the current real estate market, the Study Area is experiencing a gradual increase in median and average rents and home values. From 2015 to 2016, the North Shore of Staten Island saw an increase in the rent-to-income burden on residents.

According to local brokers and developers, the residential market in the Study Area has become segmented between demand for new, high-end residential buildings on the waterfront and older residential units located further inland. Market demand for housing from residents living outside of the borough has been geared towards new, high-end buildings, with little demand for older units in one- to four-family row homes and smaller apartment buildings where low-income residents currently reside. With housing available to current residents, there has been minimal upward pressure on older rental housing stock. At the same time, local developers indicate that there is not enough residential demand in the Study Area to support new multi-family development without public subsidy.

It is likely any new demand would be accommodated in the near-term through the existing housing supply and modest infill townhouse development marketed toward homeowners. In the longer term, anticipated population growth is expected to increase demand for housing and encourage residential development without public subsidy. However, it is likely that new investment within the study area would be constrained by the existing low density and manufacturing zoning and limited new housing opportunities would not be expected to accommodate the needs of the North Shore's diverse population, leading to increased demand and potentially higher rents for unprotected rental units within the study area under the No-Action Condition.

The detailed assessment of indirect residential displacement found that an estimated 1,753 low-income residents within the Study Area live in unprotected rental housing. Low-income residents living in unprotected rental housing make up slightly less than seven percent of the Study Area population and represent the population potentially vulnerable to indirect residential displacement as a result of the Proposed Actions.

A major goal of the Proposed Actions is to mitigate the effects of rising market rents and address unmet demand for new affordable housing in the Study Area. In line with the City's MIH policy, an estimated 25 to 30 percent of new housing units would be made permanently affordable within the Study Area. The impact of unregulated housing resulting from the Proposed Actions would be eased by the provision of affordable housing for a preexisting population vulnerable to indirect residential displacement. In the 2030 With-Action Condition, the Bay Street Corridor and surrounding neighborhoods are expected to remain primarily residential communities where many workers commute to Manhattan. Similar to Existing Conditions, moderate income homeowners would be driving the greatest demand for housing.

It is likely any new demand would be accommodated in the near-term through the existing housing supply and modest infill townhouse development marketed toward homeowners. In the longer term, anticipated population growth is expected to increase demand for housing and encourage residential development without public subsidy. However, it is likely that new investment within the Study Area would be constrained by the existing low density and manufacturing zoning, and limited new housing opportunities would not be expected to accommodate the needs of the North Shore's diverse population, leading to increased demand and potentially higher rents for unprotected rental units within the Study Area.

Although the Proposed Actions could introduce a significant amount of market-rate housing into the Project Area at a later date, most of the projected developments would be larger mixed-use residential and commercial developments at higher densities along key corridors served by transit. With the application of the MIH Program, these larger mixed-use developments would contain a combination of market-rate and protected affordable housing units. Most existing residential development in the Study Area consists of smaller residential buildings containing fewer than six housing units. The Proposed Actions would create new opportunities for multifamily rental housing, increasing the total supply and diversity of the existing housing stock. This is expected to relieve potential upward rent pressure on the existing supply of unprotected housing in the study area since, the Study Area is currently experiencing increasing rents and a declining degree of affordability for area residents, which would be expected to continue under the No-Action Condition. The Proposed

Actions could potentially relieve the indirect residential displacement pressure that unregulated units in small residential buildings would experience under the No-Action condition.

Based on the detailed assessment of indirect residential displacement, the Proposed Actions are not anticipated to have significant adverse impacts on the Study Area.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

A preliminary assessment of indirect business and institutional displacement found that the Proposed Actions are not likely to create significant adverse impacts. The *CEQR Technical Manual* calls for a preliminary assessment of indirect business and institutional displacement if a project would result in substantial new development that is markedly different from existing uses or creates more than 200,000 sf for commercial development. The Proposed Actions are anticipated to create an estimated 618,583 sf of commercial space at the Projected Development Sites, 275,348 sf more than in the No-Action Condition. Therefore, a preliminary assessment of indirect business and institutional displacement was conducted.

Based on a review of real estate market data and conversations with local brokers, the Proposed Actions would not introduce or exacerbate a trend that would lead to significant indirect business and institutional displacement. The Proposed Actions would add a substantial amount of commercial space to the Projected Development Sites, but this new development would be consistent with recent mixed-use development in the Study Area. The Proposed Actions would establish commercial overlay districts that align with land use patterns in the St. George and Stapleton Special Purpose Districts within the Study Area. Based on conversations with local brokers and staff from the Staten Island Chamber of Commerce, higher density zoning at the Projected Development Sites are not likely to place upward pressure on commercial rents or indirectly displace businesses as it is expected that incoming businesses would utilize available space in the new developments or preexisting commercial vacancies instead of displacing current businesses and institutions.

The Proposed Actions are likely to potentially directly displace 30 businesses and 244 workers in the Project Area. This potential direct displacement is not expected to have adverse socioeconomic impacts through the indirect displacement of businesses and institutions because directly displaced businesses offer products and services available elsewhere within the Study Area. Further, directly displaced workers comprise only a small number of employees in the Study Area, or approximately five percent of total Study Area employees.

A preliminary assessment of retail market saturation and indirect business displacement was not warranted. The *CEQR Technical Manual* requires a preliminary assessment of retail saturation effects if the proposed project is anticipated to add 200,000 sf or more of retail space at a single development site. The Proposed Actions would increase the retail area across all 30 Projected Development sites by 36,461 sf, substantially less than the 200,000-sf threshold for analysis per *CEQR Technical Manual* guidance.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment of adverse effects on specific industries determined that the Proposed Actions would not create significant adverse impacts. The *CEQR Technical Manual* requires a

preliminary assessment of adverse industry effects if the proposed actions involve a regulatory change that can affect businesses and the socioeconomic conditions within a neighborhood. The Proposed Actions include a series of zoning map and text amendments in the Project Area, leading to potential direct business and residential displacement; therefore, a preliminary assessment was conducted.

The preliminary assessment concluded that the Proposed Actions and resulting direct displacement of 30 businesses in the Project Area are unlikely to affect business conditions in an industry or category of business. The 30 businesses likely to experience potential direct displacement employ 244 workers, which account for approximately five percent of Study Area employees and less than 0.3 percent of employees in Staten Island. As such, the Proposed Actions are not likely to substantially reduce employment or impact the economic viability of an industry or category of business within or surrounding the Study Area. In addition, the Proposed Actions would not interfere with citywide policies or regulatory mechanisms, such as Industrial Business Zones.

COMMUNITY FACILITIES AND SERVICES

A preliminary assessment determined that the Proposed Actions exceeded CEQR thresholds for public schools, child care centers, and public libraries; therefore, a detailed analysis was conducted for these community facilities. Pursuant to *CEQR Technical Manual* guidance, a detailed analysis was not required for outpatient health care facilities and police and fire protection services because the Proposed Actions would not result in a sizeable new neighborhood where none existed before; however, a qualitative assessment of these facilities and services is provided. Based on the detailed analyses performed for potential impacts on public schools, child care centers, and public libraries, the Proposed Actions are not anticipated to result in significant adverse impacts to elementary schools, intermediate schools, high schools, or public libraries; however, the Proposed Actions are anticipated to result in significant adverse impacts to publicly funded child care centers. Mitigation measures are discussed in the "Mitigation" section below.

PUBLIC SCHOOLS

The Proposed Actions are not anticipated to result in a significant adverse impact to public schools. The Project Area falls within the boundaries of New York City Community School District (CSD) 31, Sub-district 4. The Proposed Actions would introduce approximately 1,125 total students, including approximately 537 elementary school students, 230 intermediate school students, and 358 high school students over the No-Action Condition. The elementary school utilization rate would increase from 123.87 percent in the No-Action Condition to 128.80 percent in the With-Action Condition (a 4.93-percentage-point increase), with a deficit of 3,151 elementary school seats. According to *CEQR Technical Manual* guidance, a significant adverse impact may result if a proposed action would result in (i) a utilization rate equal to or greater than 100 percent, and (ii) an increase in the collective utilization rate of equal to or greater than 5 percentage points between the No-Action and With-Action conditions. Therefore, the Proposed Actions are not anticipated to result in a significant adverse impact to elementary schools in CSD 31, Sub-district 4.

In the With-Action Condition, intermediate schools would continue to operate under capacity (less than 100 percent utilization rate). Therefore, the Proposed Actions are not anticipated to have a significant adverse impact on intermediate schools in CSD 31, Sub-district 4.

The high school utilization rate would increase from 108.60 percent in the No-Action Condition to 110.63 percent in the With-Action Condition (a 2.03-percentage-point increase), with a deficit of 1,852 high school seats. According to *CEQR Technical Manual* guidance, a significant adverse impact may result if a proposed action would result in (i) a utilization rate equal to or greater than 100 percent, and (ii) an increase in the collective utilization rate of equal to or greater than 5 percentage points between the No-Action and With-Action conditions. Therefore, the Proposed Actions are not anticipated to result in a significant adverse impact to high schools within the Borough of Staten Island.

Shortly before the issuance of the DEIS, new data from the School Construction Authority (SCA) was released related to projected public school ratios, enrollment projections, and projected new housing starts. The indirect effects analysis on public schools will need to be re-analyzed, and there is a possibility that a public schools impact may be identified given this new data. If a significant adverse impact is identified, the FEIS will consider potential mitigation measures.

CHILD CARE CENTERS

The Proposed Actions would result in a significant adverse impact on publicly funded child care centers. Under the With-Action Condition, approximately 1,061 new low- to moderate-income units would be developed by 2030. Based on the child care multipliers provided in the *CEQR Technical Manual*, this development would generate approximately 95 children under the age of six who could be eligible for publicly funded child care programs. With the addition of these children, there would be a deficit of 98 slots in the 1.5-mile Study Area by 2030 (125.59 percent utilization), and the Proposed Actions would increase the utilization rate by approximately 24.80 percentage points over the No-Action Condition.

According to the *CEQR Technical Manual*, a significant adverse impact on child care centers may result, warranting consideration of mitigation, if a proposed action would result in both (i) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With-Action Scenario; and (ii) an increase of 5 percentage points or more in the collective utilization rate of the child care centers in the study area between the No-Action and With-Action scenarios.

Because (i) the Proposed Actions would result in a 24.80-percentage-point increase in the Child Care Study Area's utilization rate and (ii) child care centers would operate over capacity (greater than 100 percent utilization rate) in the With-Action Condition, the Proposed Actions have the potential to result in a significant adverse impact to publicly funded child care centers.

LIBRARIES

The Proposed Actions are not anticipated to result in significant adverse impacts to public libraries. There are two NYPL branches located within a 0.75-mile radius of the Project Area: the NYPL-Stapleton Branch and the St. George Library Center. The Proposed Actions would introduce an estimated 6,571 additional residents to the libraries' combined catchment area over the No-Action Condition. The Proposed Actions would result in an increase in the combined catchment area population of greater than 5 percent, which may result in a noticeable change in the delivery of library services. However, as discussed in the analysis in Chapter 4, "Community Facilities,"

increasing demand for online access to electronic research and resources, the SimplyE mobile app,[18] and the interlibrary loan system would make space available for increased patron capacity and programs to serve the future population. Therefore, the Proposed Actions are not anticipated to result in potentially significant adverse impacts to public libraries.

POLICE, FIRE, AND HEALTH CARE FACILITIES

The *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and health care services in cases where a proposed action would create a sizeable new neighborhood where none existed before. The Project Area is a developed area with an existing and well-established neighborhood served by existing police, fire, and health care services. Therefore, the Proposed Actions would not create a neighborhood where none existed before, and a detailed analysis of indirect effects on these community facilities is not warranted. Therefore, the Proposed Actions are not anticipated to result in significant adverse impacts to police, fire, and health care facilities.

OPEN SPACE

According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources under the following circumstances: (i) there would be a direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing user population (direct impact); or (ii) the proposed project would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbate a deficiency in open space (indirect impact). Based on the preliminary screening assessment, the Proposed Actions would not displace or alter an existing open space; therefore, the Proposed Actions would not result in any direct impact on open space and a detailed assessment of direct open space impacts is not warranted. An indirect assessment is warranted if a project would generate more than 200 residents or 500 employees, according to the *CEQR Technical Manual*. As the Proposed Actions are anticipated to introduce an additional 6,571 residents and 1,312 employees, a detailed assessment of indirect effects to open space was conducted both for Residents and Workers. To assess the indirect impacts of the Proposed Actions within the Non-Residential Study Area (0.25-mile) and Residential Study Area (0.5-mile), a detailed assessment was conducted pursuant to *CEQR Technical Manual* guidance. The detailed analysis determined that the Proposed Actions would result in a decrease of total and active open space ratios in the 0.5-mile Residential Study Area and, therefore, could result in a significant adverse indirect open space impact.

According to *CEQR Technical Manual* guidance, a decrease in the open space ratio of 5 percent or more is generally considered significant. An open space impact assessment also considers qualitative factors.

As shown in Table ES-2, the With-Action passive open space ratio of 1.45 acres per 1,000 workers within the 0.25-mile Non-Residential Study Area would increase by approximately 10.75 percent from the No-Action Condition (1.31 acres per 1,000 workers). In addition, the With-Action passive open space ratio would remain well above the planning standard open space ratio of 0.15 acres per 1,000 workers as defined by the *CEQR Technical Manual*. Accordingly, workers within the Non-

[18] SimplyE is a new mobile application that gives library cardholders the ability to browse, borrow, and read more than 300,000 free e-books from the NYPL.

Residential Study Area would be well served by passive open space resources, and the Proposed Actions would not result in any significant adverse impact on open space resources within the Non-Residential Study Area.

Table ES-2: Open Space Ratio Summary

Study Areas	Non-Residential (0.25-mile) Study Area	Residential (0.5-mile) Study Area		
	Passive - Workers	Total - Residents	Passive - Residents	Active - Residents
CEQR Technical Manual Open Space Guidance	0.15	2.50	0.50	2.00
No-Action Open Space Ratio	1.31	1.28	0.72	0.56
With-Action Open Space Ratio	1.45	1.22	0.71	0.51
Percent Change (No-Action to Future With-Action)	**10.75%**	**-5.22%**	**-1.94%**	**-9.30%**

In the With-Action Condition, the total open space ratio within the 0.5-mile Residential Study Area would decrease by 5.22 percent to 1.22 acres per 1,000 residents; the passive open space ratio would decrease by 1.94 percent to 0.71 acres per 1,000 residents; and the active open space ratio would decrease by 9.30 percent to 0.51 acres per 1,000 residents (Table ES-2).

In the With-Action Condition, the open space ratios within the 0.5-mile Residential Study Area for total and active open space would decrease by more than 5 percent and would remain below the *CEQR Technical* Manual recommended open space ratio of 2.50 acres per 1,000 residents for total open space, and 2.00 acres per 1,000 residents for active open space. The Residential Study Area would continue to be well-served by passive open space given that the With-Action passive open space ratio of 0.71 acres per 1,000 residents would remain above the *CEQR Technical Manual* guidance of 0.50 acres per 1,000 residents. Therefore, the Proposed Actions are anticipated to result in potentially significant adverse indirect open space impacts to the total and active open space in the Residential Study Area. There would be no potentially significant adverse indirect open space impacts on the passive open space resources in the Residential Study Area.

The incremental shadows generated by the Projected and Potential Development Sites in the With-Action Condition would not result in a significant adverse impact on the open space resources. In addition, based on the air quality and noise analyses, there would be no significant adverse air quality or noise impacts on the open space resources in the Project Area.

SHADOWS

A detailed shadow analysis concluded that development resulting from the Proposed Actions would not result in significant adverse impacts at any sunlight-sensitive resources. The 30 Projected and 23 Potential Development Sites identified in the RWCDS would result in incremental shadow coverage on six sunlight-sensitive resources, including five open space resources (Lyons Pool – Entire Property, Lyons Pool – Main Pool, Tompkinsville Park, Tappen Park, the Canal Street Greenstreets) and one natural resource (Upper New York Bay)., Incremental project-generated shadows would not substantially reduce or eliminate direct sunlight on any of the six sunlight-sensitive resources, and therefore would not have the potential to affect the utilization or enjoyment of any sunlight-sensitive resources. Although, the active recreation areas of Lyons Pool – Entire Property and Lyons Pool – Main Pool would receive sizable incremental shadow coverage during the summer analysis days, the

pool would continue to receive direct sunlight throughout the late morning and early afternoon when utilization would be highest. Therefore, the incremental shadows on Lyons Pool – Entire Property and Lyons Pool – Main Pool would not result in a significant adverse impact on the usability of this resource. In addition, all five open space resources would continue to receive a minimum of four- to six-hours of direct sunlight throughout the growing season and vegetation would not be affected. Therefore, the Proposed Actions would not result in any significant adverse shadow impacts on sunlight-sensitive open space resources within the shadow Study Area.

The only natural resource under consideration is Upper New York Bay. While exposure to shadows would cause a decrease in light intensity and could affect primary productivity within the Study Area, productivity is mainly generated from phytoplankton, which have low light requirements and would only be exposed for a relatively short period of time while moving through the area. Additionally, shadows would only enter the bay during the late afternoon when abundant diffuse light would be available in the water and deep shadows are not anticipated. Therefore, no significant adverse shadow impacts to natural resources are anticipated as a result of the Proposed Actions.

HISTORIC AND CULTURAL RESOURCES

A preliminary assessment of archaeological and architectural resources was conducted in coordination with the New York City Landmarks Preservation Commission (LPC), which determined that there are 10 historic resources located within 400 feet of the Projected/Potential Development Sites and that the Proposed Actions have the potential to result in incremental in-ground disturbance. Therefore, a detailed analysis of the potential indirect impacts of the Proposed Actions on architectural resources was conducted, as well as a comprehensive review of potential effects on archaeological resources. Direct effects on architectural resources were not evaluated because there are no eligible or designated historic resources on the Projected or Potential Development Sites within the Project Area. Based on the detailed analysis of indirect impacts, the Proposed Actions would not result in any significant adverse impacts to architectural resources. The Proposed Actions have the potential to result in significant adverse archaeological impacts at Projected Development Site 5 (Block 488, Lot 65).

ARCHAEOLOGICAL RESOURCES

LPC reviewed all Projected and Potential Development Sites within the Project Area that have the potential to experience new or additional in-ground disturbance as a result of the Proposed Actions. In a comment letter dated July 27, 2016 (Appendix J), LPC determined that, based on a review of archaeological sensitivity models and historic maps, there is potential for the recovery of remains from 19th Century occupation at two Projected Development Sites: (i) Projected Development Site 5 (Block 488, Lot 65), and (ii) Stapleton Waterfront Phase III Sites A and B1 (Block 487, Lot 100). LPC recommended these sites undergo an archaeological documentary study (Phase 1A) to determine if intact archaeological resources might exist on the site(s) and to provide a basis for deciding if field work is necessary. However, after further review of Block 487, Lot 100, LPC determined in a subsequent comment letter dated 4/3/2017 that this site has no potential archaeological significance and, therefore, no additional archaeological analysis of this property is warranted (Appendix E, "Historic and Cultural Resources: Phase 1A Report").

A Phase 1A study of Projected Development Site 5 was completed in May 2017 (Appendix E). The Phase 1A study concluded that the archaeological area of potential effects (APE) has a moderate to high sensitivity for prehistoric resources on the western margin in the limited area of fast land, and a moderate to high sensitivity for nineteenth- to early-twentieth-century waterfront features (docks or piers) in the remainder of the southern archaeological-APE. The northern, narrow portion of the archaeological-APE was identified as having no to low sensitivity for shoreline features. Based on these findings, the Phase 1A study concluded that Phase 1B archaeological testing is necessary in advance of any future ground disturbing developments within the two areas of archaeological sensitivity to determine the absence or presence of these potential buried resources.

Projected Development Site 5 is owned by a private entity. There is no mechanism in place to require a developer to conduct archaeological testing or require the preservation or documentation of archaeological resources, should they exist. Therefore, a significant adverse effect related to archaeological resources may occur on Projected Development Site 5. Because there is no mechanism to avoid or mitigate potential impacts at the privately-owned Projected Development Site 5, the significant adverse impact would be unavoidable.

ARCHITECTURAL RESOURCES

Direct (Physical) Impacts

Because there are no eligible or designated historic resources on the Projected or Potential Development Sites within the Project Area, there are no potential significant adverse direct impacts related to historic resources.

Indirect (Contextual) Impacts

There are 10 historic resources located within 400 feet of the Projected/Potential Development Sites. Although development resulting from the Proposed Actions could alter the setting or visual context of several of these historic resources, none of the alterations would result in significant adverse impacts. The Proposed Actions would not alter the relationship of any identified historic resources to the streetscape, since all streets in the Study Area would remain open and each resource's relationship with the street would remain unchanged in the With-Action Condition. No Projected or Potential Development Sites would eliminate or substantially obstruct important public views of architectural resources, as all significant elements of these resources would remain visible from public streets and view corridors. In addition, the Proposed Actions would not introduce any incompatible visual, audible, or atmospheric elements to the area of any historic resources under the With-Action Condition. Therefore, the development facilitated by the Proposed Actions is not expected to result in any significant adverse indirect or contextual impacts to historic architectural resources.

Construction Impacts

Any LPC-designated or S/NR-listed historic resources within 90 feet of Projected/Potential Development Sites that would undergo construction are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88. As such, development resulting from the Proposed Actions would not cause any significant adverse

construction-related impacts to LPC-designated or S/NR-listed resources. This would apply to (i) Tompkinsville (Joseph H. Lyons) Pool (LPC-designated NYCL; S/NR-eligible) which is less than 90 feet from Projected Development Site 2; and (ii) the 120th Police Precinct Station House (LPC-designated; S/NR-eligible) and Staten Island Family Courthouse (LPC-designated; S/NR-eligible), both of which are less than 90 feet from City Disposition Site 1.

Two S/NR-eligible and/or NYCL-eligible historic resources are in close proximity (i.e., within 90 feet) of Projected/Potential Development Sites that would not be redeveloped under the No-Action condition: the S/NR-eligible 292 Van Duzer Street; and the S/NR-eligible and NYCL-eligible Stapleton Branch of the New York City Public Library. As the potential historic resources are not S/NR-listed or LPC-designated or calendared for designation, they are not afforded the added special protections under DOB's TPPN #10/88 beyond standard protection under DOB regulations applicable to all buildings located adjacent to construction sites. Additional protective measures afforded under TPPN #10/88, which include a monitoring program to reduce the likelihood of construction damage to adjacent S/NR-listed or LPC-designated resources, would only become applicable if the eligible resources are designated in the future prior to the initiation of construction. If the eligible resources are not designated, however, they would not be subject to DOB's TPPN #10/88 and would therefore likely be adversely impacted by construction of developments within 90 feet (on Potential Development Site Q and Projected Development Site 20), respectively, resulting from the Proposed Actions. The, "Mitigation" section below discusses potential measures to mitigate these significant adverse construction impacts.

Shadow Impacts

The Proposed Actions would not result in incremental shadows being cast on sunlight-sensitive historic resources. As detailed in Chapter 6, "Shadows," the only historic resource with sunlight-sensitive features in the Study Area is the Edgewater Village Hall (S/NR-listed; LPC-designated), which features stained-glass windows. As discussed in Chapter 6, development facilitated by the Proposed Actions would not cast incremental shadows on the Edgewater Village Hall on any of the four representative analysis days. Therefore, the Proposed Actions would not result in any significant adverse shadows impacts on sunlight-sensitive historic resources

URBAN DESIGN AND VISUAL RESOURCES

The Proposed Actions are not expected to result in significant adverse impacts related to urban design and visual resources. Based on a preliminary assessment, the Proposed Actions would result in an increase in floor area and maximum height permitted under the existing zoning regulations within the Bay Street Corridor and Canal Street Corridor Project Areas. The Proposed Actions would also result in an increase in the permitted building height and modification of the underlying street wall regulations on Stapleton Waterfront Phase III Sites A and B1 in the SSWD. Therefore, a detailed assessment for the Bay Street Corridor Project Area, Canal Street Corridor Project Area, and Stapleton Waterfront Phase Sites A and B1 was conducted. The Proposed Actions would not change the height and bulk permitted as-of-right under the existing zoning regulations on the three City Disposition Sites. Therefore, a detailed assessment for the three City Disposition Sites was not warranted.

Overall, while the development facilitated by the Proposed Actions would result in substantial changes to the urban design within the Project Area and the Primary Study Area, it would not have

significant adverse impacts related to urban design. The Proposed Actions would result in development at a greater density and greater building heights than is currently permitted as-of-right within the Bay Street Corridor and Canal Street Corridor Project Areas; and would result in greater building height than is currently permitted on the Stapleton Waterfront Phase III Sites A and B1. However, this change would not alter the arrangement, appearance, or functionality of the built environment within the Project Area, and the Primary Study Area such that the alteration would negatively affect a pedestrian's experience. Rather, development anticipated in the With-Action Condition would improve underutilized and vacant lots with new buildings with active ground floor commercial uses that would promote a more vibrant and walkable neighborhood character as well as enhance the pedestrian experience along Bay Street and Canal Street corridors, and in the area adjacent to the Stapleton Phase III development.

The scale of the Projected and Potential Development under the With-Action Condition would be appropriate for the Primary Study Area. The proposed zoning districts would facilitate higher density buildings along major corridors, such as Bay Street and Canal Street, and buildings on residential side streets to the west of Bay Street would serve as a transition from the major corridors to the lower density inland areas. Development on the east-west residential side streets would be lower than buildings along the north-south streets within the Project Area and would be compatible with the existing scale and character of the residential side streets.

Furthermore, in the With-Action Condition, development along the residential side streets would be built to the existing street wall. New buildings would not significantly modify existing views of visual resources located within, or visible from, the Primary Study Area. No significant view corridors would be blocked, and any modification of the resources' visual context generated by the Proposed Actions would not be considered a significant adverse impact under CEQR guidance.

While the Proposed Actions are not anticipated to generate any new development in the Secondary Study Area, some of the proposed buildings along the edge of the Project Area would be visible from the Secondary Study Area. Therefore, the development generated under the With-Action Condition would also enhance the pedestrian experience within the Secondary Study Area by introducing residential and retail uses that would activate the streetscape. Views of the proposed buildings in the With-Action Condition would be limited to the parts of the Secondary Study Area that are closest to the Project Area.

NATURAL RESOURCES

Based on the preliminary assessment presented in Chapter 9, "Natural Resources," the Proposed Actions would not result in significant adverse impacts to groundwater, floodplains, water quality, aquatic biota, wetlands, terrestrial natural resources, or threatened or endangered species within or near the Study Area. The Study Area comprises a predominantly urbanized area of Staten Island that contains limited natural resources. However, wooded corridors and occasional vacant wooded lots are found in some areas along the Staten Island Railroad (SIR) tracks, Tappen Park on Bay Street, Tompkinsville Park on Victory Boulevard, and along the west side of Canal Street. In addition, the Stapleton waterfront includes tidal wetlands. All these areas could provide habitat for aquatic and/or terrestrial organisms, including, but not limited to, birds, small mammals, fish, and native plants. Wildlife that occupies land within the Study Area would be expected either to remain after future

development or to move to adjacent similar habitats. The Proposed Actions are not anticipated to result in any significant adverse impacts to natural resources and would not diminish the Upper New York Bay area's current ability to provide critical ecological functions and values or recreational and scenic resource values.

HAZARDOUS MATERIALS

A preliminary screening of potential hazardous material impacts was performed for each block and tax lot comprising the 30 Projected and 23 Potential Development Sites. Based on the screening, 27 of the 30 Projected Development Sites and all 23 Potential Development Sites possess, in some capacity, a concern regarding their environmental conditions. As a result, under the Proposed Actions, all privately held Projected and Potential Development Sites (25 Projected Development Sites and 23 Potential Development Sites) would include (E) designations requiring that a hazardous materials assessment be performed including, but not limited to, a Phase I Environmental Site Assessment and any subsequent appropriate assessment or action. In addition, for two of the three City-owned sites identified for disposition (City Disposition Sites 1 and 2) the environmental requirements with respect to hazardous materials would be incorporated into the land disposition agreement (LDA) between the City of New York and the future developer.[19] For the two (2) Stapleton Waterfront Phase III Projected Development Sites, human exposure to known on-site hazardous materials on both of the sites would be reduced or eliminated during and after remediation/construction by following the health and safety protocols and implementing the remedial measures outlined in the Phase II Environmental Site Investigation (ESI) Report and Remedial Action Work Plan (RAWP). Implementation of the RAWP would be required pursuant to a Memorandum of Understanding (MOU) between NYCEDC and NYCDEP. Through the implementation of the preventative and remedial measures outlined in the (E) designations, applied to the 25 eligible Projected Development Sites and the 23 eligible Potential Developments Sites, and comparable measures applied to City Disposition Sites 1 and 2 and the Stapleton Phase III Sites, the Proposed Actions would not result in significant adverse impacts from hazardous materials.

WATER AND SEWER INFRASTRUCTURE

WATER SUPPLY

The Proposed Actions are not anticipated to result in any potentially significant adverse impacts on the City's water supply or water distribution system. According to the *CEQR Technical Manual*, a preliminary water infrastructure assessment is needed if the project would result in an exceptionally large demand for water (*e.g.,* those that are projected to use more than 1 million gallons per day (mgd) or are in an area that experiences low water pressure). It is expected that, under the RWCDS, the 30 Projected Development Sites would consume approximately 892,344 gallons per day (gpd) of water in the With-Action Condition, which is a net increase of approximately 757,213 gpd (0.76 mgd) over the No-Action Condition. Future incremental water demand on the Projected Development Sites would be distributed over an approximately 20-block area and would represent less than 0.08 percent of New York City's average daily water supply of approximately one billion gpd. Because the incremental water demand created by the Proposed Actions would be less than 1 mgd and would not

[19] The remaining City-owned site proposed for disposition (City Disposition Site 3 [Block 6, Lot 20]) is not anticipated to require environmental restrictions.

be in an area that experiences low water pressure, the Proposed Actions are not anticipated to result in any potentially significant adverse impacts to New York City's water supply or water distribution infrastructure.

WASTEWATER TREATMENT

The Proposed Actions are not anticipated to result in any potentially significant adverse impacts on the City's wastewater infrastructure or treatment facilities. According to the *CEQR Technical Manual*, a preliminary sewer infrastructure analysis is needed if the project is in a combined sewer area and would exceed the incremental development of 400 residential units or 150,000 sf or more of commercial, public facility, and institution and/or community facility space or more in the Bronx, Brooklyn, Staten Island, or Queens. The Proposed Actions are expected to facilitate a net increase of 2,557 dwelling units, 275,348 sf of commercial space, and 46,799 sf of community facility space. Therefore, a preliminary infrastructure analysis was conducted. In the With-Action Condition, wastewater from the Projected Development Sites would continue to be treated by the Port Richmond Waste Water Treatment Plant (WWTP), which processed an average of 24.58 mgd of dry weather flow between September 2015 and August 2016; the Port Richmond WWTP is designed to treat approximately 60 mgd of wastewater. Based on water usage and sewage generation rates in Table 13-2 of the *CEQR Technical Manual*, the development in the With-Action Condition would generate approximately 772,789 gpd of wastewater, which is a net increase of approximately 702,448 gpd (0.70 mgd) over the development in the No-Action Condition. This incremental generation of 702,448 gpd of wastewater represents approximately 1.17 percent of the Port Richmond WWTP wastewater capacity. Because the incremental wastewater generated by the Proposed Actions would not cause the Port Richmond WWTP to exceed its operational capacity, it is anticipated that the Proposed Actions would not result in significant adverse impacts to New York City's wastewater infrastructure or treatment facilities.

STORMWATER AND DRAINAGE MANAGEMENT

The Proposed Actions are not anticipated to result in any potentially significant adverse impacts on New York City's stormwater infrastructure or treatment facilities.

The Project Area is within subcatchment areas PR-011, PR-013, PR-014, and PR-031 of the Port Richmond WWTP. Compared to existing conditions, it is anticipated that, under the RWCDS, the With-Action Condition would generate an increase in stormwater volumes flowing to the combined sewer system during rainfall events of less than 0.01 mg in subcatchment area PR-013; a decrease of up to 0.01 mg in subcatchment area PR-014; and an increase of up to 0.08 mg in subcatchment area PR-031. As no new development would occur on the Projected Development Site located in subcatchment area PR-011 (City Disposition Site 1), no changes to stormwater flows in that subcatchment area would occur as a result of the Proposed Actions.

A portion of the Project Area is within a direct drainage area, where all stormwater runoff would be discharged directly into the Upper New York Bay. Compared to existing conditions, it is anticipated development in the With-Action Condition would generate a potential decrease in stormwater volumes directly discharged into the Upper New York Bay during rainfall events of approximately between 0.02 and 0.11 mg.

If increased combined flows to the City's combined sewer system occur during storm events that surpass the design capacity, the potential excess combined flow would be discharged into the Upper New York Bay through combined sewer outfalls (CSOs). The incremental stormwater flows created by the Proposed Actions would not cause the Port Richmond WWTP to exceed its operational capacity. Therefore, it is not anticipated that the Proposed Actions would result in significant adverse impacts to New York City's stormwater infrastructure or treatment facilities.

SOLID WASTE AND SANITATION SERVICES

The Proposed Actions would not result in significant adverse impacts on solid waste and sanitation services. A preliminary assessment determined the Proposed Actions would generate an increment over the No-Action Condition that exceeds the CEQR threshold of 50 tons of solid waste per week; therefore, a detailed analysis of the potential effects of the Proposed Actions on solid waste and sanitation services was conducted.

The Proposed Actions would generate a net increase over the No-Action Condition of approximately 80.28 tons of solid waste per week but would not directly affect a solid waste management facility. Approximately 63 percent (50.40 tons per week) of the additional solid waste generated by the Proposed Actions would be handled by DSNY, and approximately 37 percent (29.88 tons per week) would be handled by private carters. Overall, the uses facilitated by the Proposed Actions would be expected to generate solid waste equivalent to approximately four additional DSNY truckloads per week and up to two additional private commercial carter truckloads per week (a total of six additional truckloads per week). Although this would be an increase compared to the No-Action Condition, the additional solid waste resulting from the Proposed Actions would represent a negligible 0.04 percent of New York City's anticipated DSNY-managed waste generation per week in 2025 and approximately 0.04 percent of the anticipated solid waste handled by private commercial carters per week in 2025.[20] In addition, the Proposed Actions would be consistent with the goals of DSNY's *Solid Waste Management Plan* (SWMP) and would not conflict with the SWMP, and would not have a direct effect on a solid waste management facility. Therefore, the Proposed Actions would not result in significant adverse impacts on solid waste and sanitation services.

ENERGY

The Proposed Actions would not result in any significant adverse impacts to energy infrastructure serving the area. Development on the Projected Development Sites in the With-Action Condition would increase annual energy consumption by approximately 395.4 billion annual British thermal units (Btu) over the No-Action Condition. The increase in annual energy consumption on the Projected Development Sites in the With-Action Condition would represent approximately 0.22 percent of New York City's forecasted annual energy consumption of 177 trillion BTU for 2025.[21] Based on this information, it is not anticipated the incremental development in the With-Action Condition would adversely affect energy infrastructure serving the area. In addition, the development on the Projected Development Sites would be required to be built pursuant to the New York City Energy Conservation Code (NYCECC), which governs performance requirements of heating,

[20] This Draft Environmental Impact Statement (DEIS) considers an analysis year of 2030, the *DSNY SWMP* (adopted September 2006) established a framework for waste management in New York City through approximately 2025.
[21] Load & Capacity Data, NYISO 2015.

ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. The code aligns with the vision and goals of Mayor Bill de Blasio's *One City Built to Last* initiative of the overarching *One New York: The Plan for a Strong and Just City (OneNYC)*, which calls for the City to develop and implement world-class green building and energy codes, including requirements relating to energy efficiency and combined thermal transmittance.[22]

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated for the Weekday AM (7:45 to 8:45 AM), Weekday MD (2:30 to 3:30 PM), Weekday PM (4:45 to 5:45 PM), and Saturday MD (2:15 to 3:15 PM) peak hours at 49 intersections where traffic generated by the Proposed Actions is expected to be most heavily concentrated. As summarized in Tables ES-3, ES-4, and ES-5**,** the traffic impact analysis indicates the potential for significant adverse impacts at 31intersections during one or more analyzed peak hours. The "Mitigation" section below describes potential measures to mitigate these significant adverse traffic impacts.

Table ES-3: Number of Impacted Intersections and Lane Groups by Peak Hour

	Weekday AM	**Weekday Midday**	**Weekday PM**	**Saturday Midday**
Impacted Lane Groups	36	43	59	37
Impacted Intersections	24	21	26	20

[22] New York City Energy Conservation Code, 2014.

Table ES-4: Summary of Significantly Impacted Signalized Intersections

Signalized Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Richmond Terrace and Franklin Avenue	X		X	
Richmond Terrace and Jersey Street	X	X	X	X
Richmond Terrace and Westervelt Avenue	X	X	X	
Hamilton Avenue and Richmond Terrace				X
Wall Street and Richmond Terrace				
Richmond Terrace and Ferry Terminal (bus)		X	X	X
Richmond Terrace and Ferry Terminal (parking lot)	X	X	X	X
Bay Street and Slosson Terrace	X	X	X	X
Victory Boulevard and Bay Street/St. Marks Place			X	
Victory Boulevard and Bay Street	X	X	X	X
Bay Street and Hannah Street	X	X	X	X
Front Street and Hannah Street		X		
Bay Street and Swan Street/Van Duzer Street	X		X	
Van Duzer Street and Clinton Street				
Bay Street and Clinton Street	X	X	X	X
Bay Street and Wave Street	X	X	X	X
Front Street and Wave Street			X	
Front Street and Prospect Street	X	X	X	X
Van Duzer Street and Beach Street	X		X	
Bay Street and Water Street	X	X	X	X
Bay Street and Canal Street	X	X	X	X
Front Street and Canal Street				
Bay Street and Broad Street	X	X	X	X
Richmond Terrace and Clove Road				
Victory Boulevard and Cebra Avenue	X	X	X	X
Victory Boulevard and Jersey Street	X	X	X	X
Victory Boulevard and Forest Avenue		X	X	X
Broad Street and Canal Street				
Broad Street and Van Duzer Street				
Broad Street and Targee Street	X			
Vanderbilt Avenue and Tompkins Avenue	X	X	X	
Bay Street and Vanderbilt Avenue	X	X	X	X
Bay Street and Edgewater Drive				X
Bay Street and Hylan Boulevard	X	X	X	X
Bay Street and School Road	X	X	X	X

Table ES-5: Summary of Significantly Impacted Unsignalized Intersections

Unsignalized Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Hamilton Avenue and Stuyvesant Place				
Wall Street and Stuyvesant Place				
Front Street and Hannah Street[1]				
Van Duzer Street and St Julian Place				
Bay Street and St Julian Place				
Bay Street and Grant Street	X			
Bay Street and Baltic Street				
Bay Street and William Street	X		X	
Bay Street and Congress Street				
Bay Street and Wave Street[1]				
Front Street and Wave Street[1]				
Front Street and Prospect Street[1]				
Bay Street and Water Street[1]				
Front Street and Canal Street[1]				
Jersey Street and Brook Street				
Pike Street and Brook Street				
Pike Street and Victory Boulevard				
Hudson Street and Cedar Street				
Broad Street and Cedar Street				
Notes: 1 - Intersection becomes signalized in No-Action Condition.				

TRANSIT

Staten Island Railway (SIR)

SIR Station Elements

The Proposed Actions would generate a net increment of approximately 433 and 578 new SIR trips during the Weekday AM and PM commuter peak hours. The analysis of SIR station elements focuses on the St. George, Tompkinsville, and Stapleton SIR stations. In the With-Action Condition, the stair and control area elements analyzed for this EIS are projected to operate at LOS B or better in both the Weekday AM and PM peak hours. Therefore, the Proposed Actions would not result in significant adverse rail station impacts.

SIR Line Haul

Line haul is the volume of transit riders passing a defined point on a given transit route. Line haul is typically measured in the peak direction at the point where the trains carry the greatest number of passengers during the peak hour (the maximum load point) on each transit route. The Study Area is served by the Stapleton, Tompkinsville, and St. George SIR stations. The peak direction of travel on these lines is typically towards the St. George Staten Island Ferry Terminal (Ferry Terminal) in the Weekday AM peak period and from the Ferry Terminal in the Weekday PM peak period. Incremental increases in SIR ridership would average 18.06 northbound trips per car in the Weekday AM peak hour and 31.08 southbound trips in the Weekday PM peak hour. Since the SIR is not projected to

exceed guideline capacity in the peak direction during either peak hour in the With-Action Condition, The Proposed Actions would not result in significant adverse SIR line haul impacts.

Bus

The Project Area is served by 22 MTA bus routes. The Proposed Actions would generate approximately 860 and 1,093 incremental bus trips during the Weekday AM and PM peak hours, respectively. The Proposed Actions would result in capacity shortfalls on all the northbound and southbound S51/81, S74/84, S76/86 and S78 services during the Weekday AM and PM peak hours as shown in Table ES-6**.** Therefore, the Proposed Actions are expected to result in significant adverse impacts during the Weekday AM and PM peak hours for the northbound and southbound S51/81, S74/84, S76/86 and S78 routes. The significant impact to these bus routes could be mitigated by increasing bus service in the Weekday AM and PM peak hours. The general policy of the MTA is to provide additional bus service where demand warrants, considering financial and operational constraints. The "Mitigation" section below further describes potential measures to mitigate these significant adverse transit impacts.

Table ES-6: Summary of Significant Bus Impacts

Route	Direction	Impacted Time Period	
		Weekday AM	Weekday PM
S51/81	NB	X	X
	SB	X	X
S74/84	NB	X	X
	SB	X	X
S76/86	NB	X	X
	SB	X	X
S78	NB	X	X
	SB	X	X

PEDESTRIANS

The Proposed Actions would generate a net increment of approximately 1,966, 3,124, 3,423, and 3,152 pedestrian trips in the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours, respectively. Pedestrian volumes include walk-only trips and pedestrians walking to/from SIR stations and bus stops. The pedestrian analyses also consider pedestrians walking between Projected Development Sites and parked vehicles, if they arrived by car. Weekday peak period pedestrian conditions were evaluated at a total of 66 representative pedestrian elements where pedestrian trips generated by the Proposed Actions are expected to be most concentrated. These elements—28 sidewalks, 17 corner areas and 21 crosswalks—are primarily located near major Projected Development Sites and corridors connecting these sites to SIR station entrances and bus stops.

As shown in Table ES-7, a total of 15 pedestrian elements would be significantly adversely impacted due to the Proposed Action, including three sidewalks in the Weekday AM peak hour, six sidewalks and two crosswalks in the Weekday MD peak hour, nine sidewalks and four crosswalks in the Weekday PM peak hour, and seven sidewalks and two crosswalks in the Saturday MD peak hour. The "Mitigation" section below describes potential measures to mitigate these significant adverse pedestrian impacts.

Table ES-7: Summary of Significant Pedestrian Impacts

Intersection	Impacted Element	Peak Hour			
		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Bay Street and Hannah Street	East leg, north sidewalk	X	X	X	X
	East leg, south sidewalk	X	X	X	X
	North crosswalk		X	X	
Bay Street and Baltic Street	North leg, west sidewalk		X	X	X
Bay Street and Wave Street	North leg, east sidewalk			X	
	South leg, east sidewalk				X
	South leg, west sidewalk	X		X	
	North leg, west sidewalk			X	
	South crosswalk			X	
Front Street and Hannah Street	South leg, west sidewalk		X	X	X
	West crosswalk			X	X
Front Street and Wave Street	North leg, east sidewalk			X	X
Jersey Street and Victory Boulevard	East leg, south sidewalk		X		
	East crosswalk		X	X	X
Front Street and Baltic Street	North leg, west sidewalk		X	X	X

VEHICULAR AND PEDESTRIAN SAFETY

Portions of the Study Area were identified in the *Vision Zero Staten Island Pedestrian Safety Action Plan* (New York City Department of Transportation (DOT), 2015) as Priority Areas where safety issues were found to occur systematically at an area-wide level. Study Area roadways identified as Priority Corridors include the following:

- Bay Street
- Tompkins Avenue
- Vanderbilt Avenue
- Victory Boulevard

One Study Area intersection was identified as Priority Intersection:

- Victory Boulevard and Bay Street

In addition, a majority of the Study Area has been designated as a Vision Zero Priority Area, bounded by Hamilton Avenue to the north, the Staten Island Expressway to the south, Front Street to the east, and Howard Avenue to the west.

Based on data obtained from DOT for the 3-year reporting period between January 1, 2012 and December 31, 2014, 262 total crashes, including 51 pedestrian-related crashes and 14 bicycle-related crashes, occurred at the Study Area intersections during the three-year period. One fatality was documented. Based on the crash data, the intersections of Richmond Terrace at Jersey Street and St. Marks Place/Bay Street at Victory Boulevard would be classified as high-pedestrian/bicycle crash locations.

DOT's planned capital improvements to the Bay Street corridor between Victory Boulevard and Hannah Street intersections, along the Van Duzer Street and Targee Street corridors, and at the Ferry Terminal are expected to include measures to improve pedestrian safety, such as the installation of high visibility crosswalks, bicycle facilities, cross section reductions, lane width reductions, and the

implementation of new turn prohibitions. Additional improvements that could be employed to increase pedestrian/bicyclist safety at high crash locations could include installation of pedestrian countdown signals and updating crosswalk markings.

PARKING

The parking analyses document changes in the parking supply and utilization within a ¼- mile radius of the Projected Development Sites under both No-Action and With-Action Conditions. While the parking supply and utilization for the Proposed Actions were considered for the entire ¼-mile radius of the Study Area, a detailed parking analysis was conducted for five subareas focused on the parking spaces that were more likely to be used by vehicle trips generated by Projected Development Sites within those subareas. The subareas include the areas around St. George/Ferry Terminal, Victory Boulevard/Jersey Street, Bay Street (north of Grant Street), Bay Street (south of Grant Street), and Canal Street.

Four off-site parking facilities are located within a ¼-mile radius of the Projected Development Sites, including those at 55 Central Avenue, 25 Wall Street, 54 Central Avenue, and 325 St. Marks Place. The off-site parking facility located at 54 Central Avenue includes a parking garage and a municipal surface parking lot (75 spaces) associated with the Staten Island Supreme Courthouse. While the off-street parking facilities are within a ¼-mile radius of the Projected Development Sites, it was conservatively assumed that the parking demand generated by the Proposed Actions would not be accommodated within the off-street parking facilities due to their location within the St. George neighborhood, whereas most of the development associated with the Proposed Actions would be located south of Victory Boulevard.

In the future with the Proposed Actions, the on-street parking utilization within ¼ mile of the Projected Development Sites is expected to increase to 79, 92, 77, and 87 percent during the Weekday AM, MD, PM and overnight periods, respectively, and 79 percent during the Saturday MD peak period. Detailed parking analyses conducted for the five parking subareas identified parking deficits would occur during the Weekday AM, MD, PM, and overnight periods in the With-Action condition. However, these expected deficits were determined to be not significant, as they would be either less than half the available on-street parking or due to proximity to multiple bus routes on Bay Street/Richmond Terrace, the Staten Island Ferry, and the SIR, and the availability of parking spaces in adjacent subareas. Therefore, there would be sufficient on-street parking capacity within the overall ¼-mile of the Study Area during all peak periods and the Proposed Actions would not result in significant adverse parking impacts.

AIR QUALITY

The analyses conclude that the Proposed Actions would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the Proposed Actions would not be adversely affected by existing sources of air emissions in the Project Area. A summary of the general findings is presented below.

The stationary source analyses determined that there would be no potential significant adverse air quality impacts from fossil fuel-fired heat and hot water systems at the Projected and Potential Development Sites. At certain sites, an (E) designation would be mapped as part of the zoning

proposal to ensure the developments would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions due to individual or groups of development sites. For City-owned sites, the implementation of the restrictions would be required through the disposition agreement between EDC and future developer.

An analysis of the potential impacts of industrial sources on Projected and Potential Development Sites was performed. Maximum concentration levels at Projected and Potential Development Sites were mostly found to be below the air toxic guideline levels and health risk criteria established by regulatory agencies, and below National Ambient Air Quality Standards (NAAQS). In cases where there may be potential for an adverse impact, an (E) designation is placed on the affected development site to ensure no adverse air quality impacts from the existing industrial sources.

The mobile source analyses determined that concentrations of CO and fine particulate matter less than ten microns in diameter (PM_{10}) due to project-generated traffic at intersections would not result in any violations of NAAQS, and furthermore, CO concentrations were predicted to be below CEQR *de minimis* criteria. The results show that the daily (24-hour) and annual $PM_{2.5}$ increments are predicted to be below the *de minimis* criteria. Therefore, traffic generated with the proposed actions would not result in any adverse air quality impacts.[23]

The parking facilities assumed to be developed as a result of the Proposed Actions would not result in any significant adverse air quality impacts.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

It is estimated that the RWCDS associated with the Proposed Actions would result in approximately 23,730 total metric tons carbon dioxide equivalent (CO_2e) of annual emissions from building operations and 19,787 metric tons of CO_2e emissions from mobile sources annually, for an annual total of approximately 43,517 metric tons of CO_2e emissions. This represents less than 0.084 percent of the City's overall 2015 GHG emissions of approximately 52.0 million metric tons. It should also be noted that the estimated GHG emissions for the Proposed Actions conservatively do not account for any energy efficiency measures that may be implemented by individual developments on Projected and Potential Development Sites.

The Proposed Actions would advance New York City's GHG reduction goals by virtue of their nature and location, having a relatively strong transit access to this part of Staten Island. By revitalizing and reinforcing the Project Area, which is served by the Staten Island Ferry (St. George Ferry Terminal), the MTA Staten Island Railway, and nine local bus routes the Proposed Actions support transit-oriented development in New York City. Further, the new buildings facilitated by the Proposed Actions, which would replace existing structures or vacant lots, would be subject to the New York City Energy Conservation Code (NYCECC), which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with this code, new development resulting from the Proposed Actions must meet standards for energy efficiency. Therefore, the Proposed Actions would be consistent with the

[23] As described in the *Methodology* section of Chapter 15, "Air Quality," there have been some changes to the traffic data that are not expected to create an adverse air quality impact. The mobile source analysis will be updated to reflect the latest traffic data for submission of the FEIS.

applicable City's emissions reduction goals of transit-oriented development and construction of new resource- and energy-efficient buildings.

Portions of the Project Area are located within the existing 100- and 500-year flood zones, and therefore are susceptible to storm surge and coastal flooding. These portions are also located within the 100- and 500-year projections developed by the New York City Panel on Climate Change (NPCC) for the 2020s and 2050s. As most sites developed as a result of the Proposed Actions would not be controlled by the City, addressing resilience for those sites through the Proposed Actions is not practicable. However, all new private developments would still need to be designed in accordance with the New York City Building Code, which includes building code requirements for flood-resistant construction, including freeboard. As such, the Proposed Actions would be consistent with New York City policies regarding adaptation to climate change and no significant adverse climate change impacts would occur as a result of the Proposed Actions.

NOISE

The detailed analysis provided in Chapter 17, "Noise," was conducted to determine the level of building attenuation necessary to ensure that interior noise levels of With-Action developments at the Projected and Potential Development Sites would satisfy applicable interior noise criteria. The Proposed Actions would not result in any predicted exceedances of *CEQR Technical Manual* incremental thresholds at any noise receptor locations. The noise analysis concludes that noise level increases of up to 1.4 dBA would be experienced as a result of increased traffic throughout the Project Area in the With-Action condition, which would not be considered a significant adverse noise impact.

The building attenuation analysis concludes that to meet CEQR interior noise level requirements, up to 43 dBA of building attenuation would be required for With-Action buildings. The requirement for these levels of façade attenuation as well as the requirement for an alternate means of ventilation will be included in an (E) designation for all affected privately-held Projected and Potential Development Sites. Approximately 24 Projected Development Sites and 22 Potential Development Sites are expected to have an (E) designation for noise. The requirement for façade attenuation as well as the requirement for an alternate means of ventilation for City-owned sites will be required through disposition agreements or similar binding mechanisms between the City of New York and the future developer. Therefore, the Proposed Actions would not result in any significant adverse noise impacts related to building attenuation requirements.

PUBLIC HEALTH

The Proposed Actions would not result in unmitigated significant adverse impacts in the following technical areas that contribute to public health: air quality, water quality, hazardous materials, or operational noise. The analysis presented in Chapter 20, "Construction," determined that construction activities associated with the Proposed Actions could potentially result in unmitigated significant adverse construction-period noise impacts at receptors in the vicinity of the development sites' work areas. However, construction due to the Proposed Actions would not result in chronic exposure to high levels of noise, prolonged exposure to noise levels above 85 dBA, or episodic and unpredictable exposure to short-term impacts of noise at high decibel levels, as per the *CEQR Technical Manual*. Consequently, construction due to the Proposed Actions would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

Based on a preliminary assessment, the Proposed Actions would not result in significant adverse impacts to neighborhood character. As described elsewhere in this EIS, of the relevant technical areas defined in the *CEQR Technical Manual*, the Proposed Actions would not result in any significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, shadows, urban design and visual resources, historic and cultural resources (architectural resources), or noise. The scale of significant adverse impacts to open space historic and cultural resources (archaeological resources), and transportation would not affect any defining features of neighborhood character nor would a combination of moderately adverse impacts affect the neighborhood's defining features. Ultimately, the Proposed Actions would be consistent with existing trends, would facilitate new mixed-use development, and would improve connections to the waterfront and surrounding neighborhoods. Based on the results of the preliminary assessment, there is no potential for the Proposed Actions to result in any significant adverse impacts to neighborhood character and, therefore, further analysis is not warranted.

As stated in the *CEQR Technical Manual,* "In general, the more uniform and consistent the existing neighborhood context, the more sensitive it is to change. A neighborhood that has a more varied context is typically able to tolerate greater changes without experiencing significant impacts." Currently, the Bay Street Corridor Project Area is generally defined by commercial and industrial uses. Many of the parcels are underutilized or vacant, creating a discontinuous streetscape. In contrast, the areas surrounding the Bay Street Corridor Project Area vary greatly in terms of existing land uses and development scale. For example, the area to the west of the Bay Street Corridor Project Area is predominately characterized by lower density residential uses, including detached, semi-detached, and attached residential developments. The area to the north of the Bay Street Corridor Project Area includes residential, commercial (office), mixed-use, and smaller-scale retail and restaurants, while the area to the south of the Bay Street Corridor Project Area along Bay Street is defined by mixed-use buildings containing ground floor retail and upper floor residential. Additionally, new higher-density developments in the area include *Bay Street Landing*, a series of former industrial buildings that were converted to condominium units, and the large-scale mixed-use waterfront development known as *Urby*. It is this varied urban character that would allow the neighborhood to absorb new mixed-use development patterns facilitated by the Proposed Actions without experiencing significant changes to the overall character. By encouraging the redevelopment of vacant and underutilized parcels along Bay Street and Canal Street, and by providing stronger connections to the waterfront and surrounding neighborhoods, the Proposed Actions would create a more uniform and dynamic urban environment. In addition, the affordable housing units would help to support housing needs for new and existing low- and moderate-income residents in the Study Area and help ensure that Study Area neighborhoods continue to accommodate these diverse housing needs.

CONSTRUCTION

TRANSPORTATION

Trips generated due to construction activity associated with the Proposed Actions are expected to peak in the first quarter (Q1) of 2029. Therefore, this time period was selected as a reasonable worst-

case analysis period to assess the potential for transportation impacts during construction. As most Projected Development Sites would be constructed and occupied by the peak construction period, it is recommended that all mitigation measures related to traffic, transit and pedestrian elements be advanced and implemented for the 2029 (Q1) construction peak condition.

Traffic

During construction, traffic would be generated by construction workers commuting via autos and by trucks making deliveries to Projected Development Sites. In 2029 (Q1), traffic conditions during the 6:00 to 7:00 AM and 3:00 to 4:00 PM construction peak hours are expected to be generally similar or better than during the analyzed operational peak hours with full build-out of the Proposed Actions in 2030. Consequently, there would be less likelihood of significant adverse traffic impacts during the construction period beyond those identified in Chapter 14, "Transportation". It is expected that the mitigation measures identified for 2030 operational traffic impacts would also be effective at mitigating any potential impacts from construction traffic during 2029 (Q1).

Transit

The construction sites are located in an area that is well served by public transportation. During 2029 (Q1), transit conditions during the 6:00 to 7:00 AM and 3:00 to 4:00 PM construction peak hours are expected to be generally better than during the analyzed operational peak hours with full build-out of the Proposed Actions in 2030. As the Proposed Actions are not expected to result in any significant SIR station or linehaul impacts, no SIR impacts are expected during construction. The Proposed Actions' significant adverse bus impacts would also be less likely to occur during construction than with full build-out of the Proposed Actions in 2030, as incremental demand would be lower during construction and would not occur during the peak hours of commuter demand. It is expected that the mitigation measures identified for 2030 operational transit impacts in Chapter 21, "Mitigation," would also be effective at mitigating any potential bus impacts from construction transit trips during 2029 (Q1).

Pedestrians

Pedestrian trips generated by construction workers during 2029 (Q1) would be distributed among the four Projected Development Sites that would be under construction in this period and would primarily occur outside of the weekday AM and PM commuter peak periods. There would be fewer overall pedestrians in the Study Area during the commuter peak hour during 2029 (Q1) compared to the full build-out of the Proposed Actions in 2030. Consequently, there would be less likelihood of significant adverse pedestrian impacts during the construction period. It is expected that the mitigation measures identified for 2030 operational pedestrian impacts would also be effective at mitigating any potential impacts from construction pedestrian traffic during 2029 (Q1).

Parking

Based on the extent of available on-street parking spaces within ¼-mile of the Project Area, there would be sufficient on-street parking capacity to accommodate all projected construction worker parking demand during the 2029 (Q1) peak construction period. Therefore, significant adverse parking impacts during construction are not anticipated.

AIR QUALITY

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes, and if applicable, New York City Local Law 77[24]. These include dust suppression measures, idling restriction, and the use of ultra-low-sulfur diesel (ULSD). In addition to the required laws and regulations, an emissions reduction program, including the use of best available tailpipe reduction technologies and utilization of newer equipment would be implemented for Projected Development Sites with construction durations of more than two years. In future years, the manufactured emissions for the construction equipment is expected to meet these emissions reduction requirements as there would be an increasing percentage of newer and cleaner engines, irrespective of any project specific commitments. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both on-site and off-site sources determined that the annual-average NO_2, one-hour and 8-hour CO and 24-hour and annual $PM_{2.5}$ concentrations would be below their corresponding National Ambient Air Quality Standards (NAAQS) and de-minimus thresholds for both time periods evaluated. Therefore, construction under the Proposed Actions would not result in significant adverse air quality impacts due to construction sources.

NOISE

According to the *CEQR Technical Manual*, an assessment of noise for construction activities is likely not warranted if the project's construction activities: (1) are considered short-term; (2) are not located near sensitive receptors; (3) do not involve the construction of multiple buildings where there is a potential for cumulative impacts from different buildings under simultaneous construction before the final build-out; and (4) would not operate multiple pieces of diesel equipment in a single location during peak construction. If a project does not meet one or more of the criteria above, a quantitative noise assessment could be required.

As construction of the Projected Development Sites under the RWCDS would involve the construction of multiple buildings near sensitive receptors and the use of multiple pieces of diesel equipment, with seven of the Projected Development Sites anticipated to be under construction for more than two years, the Proposed Actions do not screen out for any of these four criteria. As a result, a quantitative construction noise assessment was performed and is provided in Chapter 20, "Construction."

Based on the construction predicted to occur at each Projected Development Site during each of the selected analysis periods, many receptors are expected to experience an exceedance of the *CEQR Technical Manual* noise impact threshold. One peak construction period per year was analyzed, from 2019 to 2030. Receptors where noise level increases are predicted to exceed the noise impact threshold criteria for two or more consecutive years were identified.

The noise analysis results show that the predicted noise levels could exceed the *CEQR Technical Manual* impact criteria throughout the Project Area. This analysis is based on a conceptual site plan

[24] New York City Administrative Code § 24-163.3, adopted December 22, 2003, also known as Local Law 77, requires that any diesel-powered nonroad engine with a power output of 50 hp or greater shall be powered by ULSD, and utilize the Best Available Technology (BAT) for reducing the emission of pollutants, primarily PM and secondarily NO_x. This requirement applies to all City-owned nonroad diesel vehicles and engines and any privately-owned diesel vehicles and engines used on construction projects funded by the City.

and construction schedule. It is possible that the actual construction may be of less magnitude, or that construction on multiple Projected Development Sites may not overlap, in which case construction noise would be less intense than the analysis predicts.

Vibration

The buildings and structures of most concern with regard to the potential for structural or architectural damage due to vibration would be buildings immediately adjacent to a Projected Development Site. Vibration levels at all of these buildings and structures would be expected to be below the 0.50 inches/second PPV limit. At locations further from Projected Development Sites, the distance between construction equipment and receiving buildings or structures is large enough to avoid vibratory levels that would approach the levels that would have the potential to result in architectural or structural damage.

In terms of potential vibration levels that would be perceptible and annoying, the pieces of equipment that would have the most potential for producing levels that exceed the 65 VdB limit are pile drivers. They would produce perceptible vibration levels (i.e., vibration levels exceeding 65 VdB) at receptor locations within a distance of approximately 230 feet. However, the operation would only occur for limited periods of time at a particular location and, therefore, would not result in any significant adverse impacts. In no case are significant adverse impacts from vibrations expected to occur.

OTHER ANALYSIS AREAS

Construction of the 30 Projected Development Sites would not result in significant adverse impacts in the areas of land use and neighborhood character, socioeconomic conditions, open space, or hazardous materials. Based on the RWCDS construction schedule, construction activities would be spread out over a period of approximately 12 years, throughout an approximately 20-block Project Area, and construction of most of the Projected Development Sites would be short-term (i.e., lasting up to 24 months), with the exception of sites 2, 4, 5, 7, City Disposition Site 2, and the Stapleton Waterfront Phase III sites, which are assumed to last up to 27 months. While construction of the Projected Development Sites would result in temporary increases in traffic during the construction period, access to residences, businesses, and institutions in the area surrounding the development sites would be maintained throughout the construction period (as required by City regulations). No open space resources would be located on any of the Projected Development Sites, nor would any access to publicly accessible open space be impeded during construction within the Project Area. In addition, measures would be implemented to control noise, vibration, emissions, and dust on construction sites, including the erection of construction fencing incorporating sound reducing measures. While construction of the new buildings due to the Proposed Actions would cause temporary impacts, particularly related to noise, it is expected that such impacts in any given area would be relatively short-term, even under the worst-case construction sequencing, and therefore would not create an open space or neighborhood character impact.

A detailed assessment of potential impacts on historic and cultural resources, including both archaeological and architectural resources, is described in Chapter 7, "Historic and Cultural Resources." Construction period impacts on any designated historic resources would be minimized, and the historic structures would be protected, by ensuring that adjacent development projected as

a result of the Proposed Actions adheres to all applicable construction guidelines and follows the requirements laid out in the New York City Department of Buildings' (DOB's) TPPN #10/88. This would apply to construction activities on two Projected Development Sites: Site 2, which is located within 90 feet of Tompkinsville (Joseph H. Lyons) Pool (New York City Landmarks Preservation Commission (LPC) -designated; State/National Register of Historic Places (S/NR) -eligible), and City Disposition Site 1, which is located within 90 feet of the 120th Police Precinct Station House (LPC-designated; S/NR-eligible) and the Staten Island Family Courthouse (LPC-designated; S/NR-eligible). Development under the Proposed Actions could potentially result in construction-related impacts to non-designated and/or non-listed resources, as these resources are not afforded the added special protections under DOB's TPPN #10/88. Additional protective measures afforded under DOB's TPPN #10/88 would only become applicable if the eligible resources are designated and/or listed in the future prior to the initiation of construction. The Proposed Actions would result in significant adverse construction-related impacts to two eligible historic resources, the S/NR-eligible 292 Van Duzer Street and the S/NR-eligible and the New York City Landmark (NYCL)-eligible Stapleton Branch of the New York City Public Library from construction of developments within 90 feet on Potential Development Site Q and Projected Development Site 20, respectively. In addition, construction activity at Projected Development Site 5 has the potential to result in significant adverse archaeology impacts.

Any potential construction-related hazardous materials would be avoided by the inclusion of (E) designations, for all privately held Projected and Potential Development Sites (25 Projected Development Sites and 23 Potential Development Sites). In addition, for two of the three City-owned sites identified for disposition (City Disposition Sites 1 and 2), the environmental requirements with respect to hazardous materials would be incorporated into the land disposition agreement (LDA) between the City of New York and the future developer.[25] For the two Stapleton Waterfront Phase III Projected Development Sites, human exposure to known on-site hazardous materials on both of the sites would be reduced or eliminated during and after remediation/construction by following the health and safety protocols and implementing the remedial measures outlined in the Phase II Environmental Site Investigation (ESI) Report and Remedial Action Work Plan (RAWP). Implementation of the RAWP would be required pursuant to a Memorandum of Understanding (MOU) between NYCEDC and DEP. Through the implementation of the preventative and remedial measures outlined in the (E) designations applied to the 25 privately-owned Projected Development Sites and all 23 Potential Developments Sites, and comparable measures applied to City Disposition Sites 1 and 2 and the Stapleton Phase III sites, the Proposed Actions would not result in significant adverse impacts from hazardous materials. In addition, demolition of interiors, portions of buildings, or entire buildings are regulated by DOB and require abatement of asbestos prior to any intrusive construction activities, including demolition. U.S. Occupational Safety and Health Administration (OSHA) regulates construction activities to prevent excessive exposure of workers to contaminants in the building materials, including lead paint. New York State Solid Waste regulations control where demolition debris and contaminated materials associated with construction are handled and disposed of. Adherence to these existing regulations would prevent impacts from construction activities at any of the Projected and Potential Development Sites in the Project Area.

[25] The remaining City-owned site proposed for disposition (City Disposition Site 3 [Block 6, Lot 2]) is not anticipated to require environmental restrictions.

MITIGATION

COMMUNITY FACILITIES

Child Care Facilities

To avoid the significant adverse impact on child care, the Proposed Actions would need to create a total of 72 new publicly funded child care slots. Alternatively, the number of affordable dwelling units that could be developed on the identified Projected Developed Sites would have to be reduced to 210 affordable units from 1,061 affordable units—an approximately 80 percent reduction (851 fewer affordable units).

Potential mitigation measures for significant adverse impacts to child care centers will be developed in consultation with the New York City Administration for Children's Services (ACS). Mitigation for a significant child care impact may include provision of suitable space(s) for a child care center within new or existing buildings and within a reasonable distance (leased at a rate affordable to ACS or ACS providers) or funding or making program improvements to support additional capacity.

ACS will also monitor the demand and need for additional publicly funded day care services in the area and identify the appropriate measures to meet demand for additional slots.

While these measures could offset or would serve to at least partially mitigate the identified impact, in the event that the significant adverse impact on publicly funded child care facilities is not completely eliminated, an unavoidable significant impact would result.

PUBLIC SCHOOLS

Shortly before the issuance of the DEIS, new data from the School Construction Authority (SCA) was released related to projected public school ratios, enrollment projections, and projected new housing starts. The indirect effects analysis on public schools will need to be re-analyzed, and there is a possibility that a public schools impact may be identified given this new data. If a significant adverse impact is identified, the FEIS will consider potential mitigation measures.

Possible administrative and capital mitigation measures have been identified:

- Restructuring or reprogramming existing school space under the DOE control in order to make available more capacity in existing school buildings located within CSD 31, Sub-district 4;
- Relocating administrative functions to another site, thereby freeing up space for classrooms; and/or
- Creating additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 31, Sub-district 4.

DCP, as lead agency, will explore possible mitigation measures with the New York City School Construction Authority (SCA)/Department of Education (DOE) between DEIS and FEIS if necessary.

If feasible mitigation measures cannot be identified to fully mitigate the potential impact, the impact will be identified as unavoidable.

OPEN SPACE

To avoid the significant adverse indirect impacts on total and active open space resources in the 0.5-mile Residential Study Area, the total amount of open space created in the With-Action Condition would need to increase by approximately 6.25 acres (1.25 acres more than the 5.0 acres provided in the With-Action), including 2.25 acres of active open space. Alternatively, the number of dwelling units that could be developed on the Projected Development Sites would have to be *reduced* to 1,656 dwelling units from 2,569 dwelling units—an approximately 36 percent decrease (913 fewer dwelling units).

Measures being considered to mitigate the Proposed Actions' significant adverse open space impact include making improvements to existing parks to allow for expanded programming and enhanced usability and making New York City public school playgrounds accessible to the community after school hours through the "Schoolyards to Playgrounds" program. In addition, DPR recently completed the North Shore Staten Island Recreation Center Replacement Feasibility Study, which identified an opportunity to develop a new recreation center at the Lyons Pool site. If implemented, this facility would provide additional active recreational amenities. These and other potential mitigation measures would be explored in coordination with the lead agency, DCP, and DPR between the DEIS and the FEIS.

Although many of the mitigation measures being considered would increase the amount and usability of passive and active recreation resources for the additional population introduced by the Proposed Actions, opportunities to create new publicly-accessible open space resources in sufficient amounts within the Study Area to fully mitigate the identified significant adverse open space impact are very limited. As a consequence, the Proposed Actions' significant adverse open space impact may not be completely eliminated and, as a result, an unavoidable significant adverse open space impact would occur.

HISTORIC AND CULTURAL RESOURCES

As discussed in Chapter 7, "Historic and Cultural Resources," the construction activity at Projected Development Site 5 under the With-Action Condition has the potential to result in significant adverse archaeological impacts associated with prehistoric resources and nineteenth- to early twentieth-century waterfront features.

A Phase 1A study of Projected Development Site 5 was completed in May 2017 (Appendix E). The Phase 1A study concluded that the archaeological area of potential effects (APE) has a moderate to high sensitivity for prehistoric resources on the western margin in the limited area of fast land, and a moderate to high sensitivity for nineteenth- to early-twentieth-century waterfront features (docks or piers) in the remainder of the southern archaeological-APE. The northern, narrow portion of the archaeological-APE was identified as having no to low sensitivity for shoreline features. The Phase IA recommended archaeological testing in advance of any future ground disturbing developments within the two areas of archaeological sensitivity to determine the absence or presence of potential buried resources.

However, as Projected Development Site 5 is owned by a private entity, there is no mechanism in place to require a developer to conduct archaeological testing or require the preservation or documentation of archaeological resources, should they exist. Therefore, a significant adverse effect related to archaeological resources may occur on Projected Development Site 5. Because there is no mechanism to avoid or mitigate potential impacts to archaeological resources at the privately-owned Projected Development Site 5, the significant adverse impact would be unavoidable.

TRANSPORTATION

Traffic

As described in Chapter 14, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at 31 Study Area intersections during one or more analyzed peak hours; specifically, 36 lane groups at 24 intersections during the Weekday AM peak hour, 43 lane groups at 21 intersections during the Weekday MD peak hour, 59 lane groups at 26 intersections during the Weekday PM peak hour, and 37 lane groups at 20 intersections during the Saturday MD peak hour. Implementation of traffic engineering improvements such as signal timing changes or modifications to curbside parking regulations would provide mitigation for several of the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT and will be based on the findings of a traffic monitoring program (TMP) developed by DCP in collaboration with DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be considered.

Table ES-8 shows that significant adverse impacts would be fully mitigated at all but 10 lane groups at 6 intersections during the Weekday AM peak hour, 24 lane groups at 11 intersections during the Weekday MD peak hour, 46 lane groups at 21 intersections during the Weekday PM peak hour, and 14 lane groups at 9 intersections during the Saturday MD peak hour.

Table ES-8
Summary of Lane Groups/Intersections
Partially Mitigated and/or Unmitigated Significant Adverse Traffic Impacts

	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Impacted Lane Groups	10	24	46	14
Impacted Intersections	6	11	21	9

Tables ES-9 and ES-10 provide a more detailed summary of the intersections that would have significant adverse traffic impacts and indicates whether the impacts would be fully mitigated for the signalized and unsignalized intersections, respectively. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at 21 intersections.

Table ES-9
Signalized Intersections with
Partially Mitigated and/or Unmitigated Significant Adverse Traffic Impacts

Signalized Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Richmond Terrace and Franklin Avenue				
Richmond Terrace and Jersey Street			X	
Richmond Terrace and Westervelt Avenue				
Hamilton Avenue and Richmond Terrace				
Wall Street and Richmond Terrace				
Richmond Terrace and Ferry Terminal (bus)		X	X	X
Richmond Terrace and Ferry Terminal (parking lot)		X	X	X
Bay Street and Slosson Terrace				
Victory Boulevard and Bay Street/St. Marks Place			X	
Victory Boulevard and Bay Street		X	X	X
Bay Street and Hannah Street	X			
Front Street and Hannah Street				
Bay Street and Swan Street/Van Duzer Street			X	
Bay Street and Grant Street	X	X	X	X
Van Duzer Street and Clinton Street				
Bay Street and Clinton Street				
Bay Street and Baltic Street		X	X	X
Bay Street and Wave Street			X	
Front Street and Wave Street				
Front Street and Prospect Street				
Van Duzer Street and Beach Street				
Bay Street and Water Street		X	X	X
Bay Street and Canal Street			X	
Front Street and Canal Street				
Bay Street and Broad Street			X	
Richmond Terrace and Clove Road				
Victory Boulevard and Cebra Avenue	X	X	X	
Victory Boulevard and Jersey Street		X	X	X
Victory Boulevard and Forest Avenue			X	
Broad Street and Canal Street				
Broad Street and Van Duzer Street				
Broad Street and Targee Street				
Vanderbilt Avenue and Tompkins Avenue	X	X	X	
Bay Street and Vanderbilt Avenue			X	
Bay Street and Edgewater Drive				
Bay Street and Hylan Boulevard	X	X	X	X
Bay Street and School Road			X	

Table ES-10
Unsignalized Intersections with
Partially Mitigated and/or Unmitigated Significant Adverse Traffic Impacts

Unsignalized Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Hamilton Avenue and Stuyvesant Place				
Wall Street and Stuyvesant Place				
Front Street and Hannah Street[1]				
Van Duzer Street and St Julian Place				
Bay Street and St Julian Place				
Bay Street and Grant Street[2]				
Bay Street and Baltic Street[2]				
Bay Street and William Street	X	X	X	X
Bay Street and Congress Street			X	
Bay Street and Wave Street[1]				
Front Street and Wave Street[1]				
Front Street and Prospect Street[1]				
Bay Street and Water Street[1]				
Front Street and Canal Street[1]				
Jersey Street and Brook Street				
Pike Street and Brook Street				
Pike Street and Victory Boulevard				
Hudson Street and Cedar Street				
Broad Street and Cedar Street				

Notes: 1 - Intersection becomes signalized in No-Action Condition. 2 - Intersection becomes signalized with mitigation.

Transit (bus)

The Proposed Actions would result in a capacity shortfall on all bus routes serving the Study Area during the Weekday AM and PM peak hours. These significant adverse bus transit impacts could be fully mitigated by the addition of two to six additional standard buses to each direction of each route during both peak hours. The general policy of the New York City Transit (NYCT) is to provide additional bus service where demand warrants, considering financial and operational constraints.

Pedestrian

Incremental demand from the Proposed Actions would result in significant adverse pedestrian impacts at a total of 11 sidewalks and 4 crosswalks during one or more peak hours. Mitigation measures recommended to address significant adverse traffic impacts would result in significant adverse pedestrian impacts at an additional three crosswalks in one or more peak hours.

Recommended mitigation measures to address the pedestrian impacts are discussed in Chapter 21, "Mitigation." Implementation of these measures would be subject to review and approval by DOT. If,

prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Sidewalks

Eleven of the 28 analyzed sidewalks are expected to be significantly adversely impacted by the Proposed Action. Due to constrained right-of-way, mitigation measures to address the potential significant adverse pedestrian impacts for all significantly impacted sidewalks are not feasible. Therefore, these sidewalks could not be mitigated, and the impacts are considered significant and unavoidable.

Crosswalks

With the implementation of mitigation measures recommended to address significant adverse traffic impacts, a total of seven of the 20 analyzed crosswalks would be significantly adversely impacted by the Proposed Action. Crosswalk widening between 0.6 feet and 10.3 feet would fully mitigate all seven impacted crosswalks.

CONSTRUCTION

Historic and Cultural Resources

As described in Chapter 7, "Historic and Cultural Resources," development under the Proposed Actions— specifically, on Projected Development Site 20 and Potential Development Site Q—could result in inadvertent construction-related damage to two NYCL- and/or S/NR-eligible historic resources, as they are located within 90 feet of one or more of the aforementioned Projected and Potential Development Sites. The two eligible resources – S/NR-eligible 292 Van Duzer Street and the S/NR-eligible and NYCL-eligible Stapleton Branch of the New York City Public Library – would not be redeveloped under the No-Action condition. If these eligible resources are designated in the future prior to the initiation of construction, the protective measures of DOB TPPN #10/88 would apply and the indirect significant adverse impacts from construction would be avoided. Should they remain undesignated, however, the additional protective measures of TPPN #10/88 would not apply, and the potential for significant adverse construction-related impacts would not be mitigated.

Noise

As described in Chapter 20, "Construction," the Proposed Actions would have the potential to result in significant adverse construction noise impacts throughout the Project Area and at sensitive receptors in the vicinity of the Project Area. Because the analysis is based on a conceptual site plan and construction schedule, it is possible that the actual construction may be of less magnitude, or that construction on multiple Projected Development Sites might not overlap, in which case construction noise would be less intense than the analysis predicts.

Proposed mitigation could include a variety of source and path controls. Between the DEIS and FEIS, possible mitigation measures to address the identified potential construction noise impacts will be

explored. In the event no practicable or feasible mitigation measures are identified, the significant adverse construction noise impacts would be unavoidable.

ALTERNATIVES

NO-ACTION ALTERNATIVE COMPARED TO THE PROPOSED ACTIONS

The No-Action Alternative examines future conditions within the Project Area but assumes the absence of the Proposed Actions (*i.e.,* none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). Under the No-Action Alternative, the existing zoning within the Project Area would remain. It is anticipated that the Project Area would experience moderate growth under the No-Action Alternative by 2030. Of the 30 Projected Development Sites, five sites are expected to be redeveloped, and three sites would undergo conversion. The existing vacant building on Stapleton Site B1 would be demolished. The No-Action Alternative would result in an additional 8,290 sf of residential space (6 unregulated dwelling units) and 24,789 sf of community facility space, and a decrease in 36,489 sf of commercial space. The technical chapters of this EIS have described the No-Action Alternative as "the Future Without the Proposed Actions."

The significant adverse impacts anticipated due to the Proposed Actions would not occur under the No-Action Alternative. However, because existing conditions in the Project Area would generally be expected to remain unchanged, the No-Action Alternative would fail to meet the goals of the Proposed Actions, which are intended to facilitate implementation of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan"). As described in Chapter 1, "Project Description," the Plan's guiding principles intend to support the creation of new housing, including affordable housing; support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton; and align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth. Therefore, the No-Action Alternative would not realize the Plan's principal goals and recommendations.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE COMPARED TO THE PROPOSED ACTIONS

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. The Proposed Actions could potentially result in unmitigated significant adverse impacts related to community facilities (child care services), open space (total and active resources), historic and cultural resources (archaeological resources), transportation (traffic and pedestrians), and construction (historic resources and noise).

Under the With-Action Condition, the Proposed Actions would result in significant adverse impacts on publicly funded child care centers. If practical and feasible mitigation measures are not established, the significant adverse impacts would be unmitigated. To avoid the identified significant adverse child care impact, the number of affordable dwelling units that could be developed on the identified Projected Developed Sites would have to be reduced to 210 affordable units from 1,061 affordable units—an approximately 80 percent reduction (851 fewer affordable units). Alternatively,

72 new publicly funded child care slots, an increase of 18.8 percent in the existing number of day care slots in the Study Area, would avoid the identified significant adverse child are impact.

The Proposed Actions would result in significant adverse indirect impacts on the total and active open space resources in the 0.5-mile Residential Study Area. To avoid the significant adverse indirect impacts on open space resources in the 0.5-mile Residential Study Area, the number of dwelling units that could be developed on the Projected Development Sites would have to be reduced to 1,656 dwelling units from 2,569 dwelling units—an approximately 36 percent reduction (913 fewer dwelling units). Alternatively, the number of acres of open space in the 0.5-mile Residential Study Area would need to increase by 6.5 acres (1.25 acres more than the 5.0 acres provided in the With-Action), including 2.25 acres of active open space, to avoid the identified significant adverse active open space impact.

The Proposed Actions have the potential to result in significant adverse impacts on archaeological resources at Projected Development Site 5 (Block 488, Lot 65). The Phase 1A study for Projected Development Site 5, completed in May 2017, concluded that there is a potential for archaeological resources to be found on the site and that Phase IB archaeological testing is necessary to determine the absence or presence of these potential buried resources. Because Projected Development Site 5 is owned by a private entity, there is no mechanism in place to require a developer to conduct archaeological testing or require the preservation or documentation of archaeological resources, should they exist. Because there is no mechanism to avoid or mitigate potential impacts at Projected Development Site 5, the potential significant adverse impact on archaeological resources would be unavoidable. To avoid this impact, a portion of the Project Area along the Bay Street corridor encompassing Projected Development Site 5 would need to be eliminated, which would be counter to key goals of the rezoning proposal. During construction, the Proposed Actions would result in significant adverse construction-related impacts to two S/NR-eligible and/or NYCL-eligible architectural resources located within 90 feet of Projected or Potential Development Sites. Designated New York City Landmarks (NYCL) or S/NR-listed architectural resources located within 90 feet of a Projected or Potential new construction site are subject to the protections of the DOB's TPPN #10/88. The two impacted resources are not NYCLs or S/NR-listed, therefore they would not be afforded any of the protections under TPPN #10/88. To avoid this impact, a portion of the proposed Project Area surrounding the eligible resources would need to be eliminated, which would be counter to key goals of the rezoning proposal.

The Proposed Actions would result in significant adverse traffic impacts at 31 intersections during one or more analyzed peak hours. Due to expected congestion at several intersections in the No-Action Condition, even small increases in incremental project-generated traffic volumes at some of these locations would result in significant adverse impacts that could not be fully mitigated during one or more analysis peak hours. Because any new development would result in unmitigated traffic impacts, no reasonable alternative could be developed to constitute a No Unmitigated Significant Adverse Impacts Condition without compromising the Proposed Actions' stated goals.

A total of 15 pedestrian elements would be significantly adversely impacted due to the Proposed Actions, including three sidewalks in the Weekday AM peak hour, six sidewalks and two crosswalks in the Weekday MD peak hour, nine sidewalks, and four crosswalks in the Weekday PM peak hour, and seven sidewalks and two crosswalks in the Saturday MD peak hour. Due to constrained right-of-

way, mitigation measures to address the potential significant adverse pedestrian impacts for the 11 sidewalks are not feasible. No reasonable alternative could be developed to constitute a No Unmitigated Significant Adverse Impacts Condition without compromising the Proposed Actions' stated goals.

During the construction period, noise level increases exceeding *CEQR Technical Manual* impact criteria would occur at several locations throughout the Project Area. Construction activity is expected to follow the requirements of the NYC Noise Control Code. To completely avoid significant adverse construction noise impacts, project-generated construction would have to be restricted in such a manner as to not occur on the same block as, or within one to two blocks from, existing sensitive receptors, which would require elimination of the proposed rezoning area near these sensitive receptors. This would severely limit the Proposed Actions' goals and objectives. Overall, given the above-described limitations, to fully mitigate all identified significant adverse impacts, the Proposed Actions would have to be modified to a point where their principal goals and objectives would not be realized.

Overall, to eliminate all unmitigated significant adverse impacts, the Proposed Actions would have to be modified to a point where their principal goals and objectives would not be realized.

REDUCED REZONING AREA ALTERNATIVE COMPARED TO THE PROPOSED ACTIONS

The Reduced Rezoning Area Alternative considers a development scenario that assesses the impact of the Proposed Actions on a Reduced Project Area, and whether less total development as a result of reduction in the number of sites would eliminate or reduce the significant adverse impacts of the Proposed Actions, while also meeting the objectives and goals. The Reduced Project Area consists of 22 Projected Development Sites and 19 Potential Development Sites in the Bay Street Corridor Project Area, three City Disposition Sites, and Stapleton Waterfront Phase III Sites A and B1. In addition, under the Reduced Rezoning Area Alternative, several development assumptions have been modified to provide a conservative environmental analysis. These assumptions include the following:

- The Canal Street Corridor Project Area is removed from the Proposed Actions. Proposed zoning map and text amendments affecting the Canal Street Corridor would not be part of the Proposed Actions.

- Pursuant to the terms of disposition, City Disposition Site 3 would be developed with 17,536 sf of commercial space (8,768 sf of office and 8,768 sf of retail), 63,539 sf of residential space (64 dwelling unit, all of which would be 100 percent affordable), and 121 parking spaces; and

- To reflect the proposed zoning text amendment, Stapleton Waterfront Phase III Site A would include an additional 100,000-sf of community facility space; the total development on Stapleton Waterfront Phase III Sites A and B1 would comprise 626,666 sf of residential use (627 dwelling units); 43,000 sf of commercial use; 100,000 sf of community facility use; and 343 parking spaces.

The reduction in Project Area and the change in development assumptions for City Disposition Site 3 and Stapleton Waterfront Phase III Site A would result in a total development of 513,990 sf of commercial use, 2,390,631 sf of residential use (2,391 dwelling units), 176,354 sf of community

facility space, and 1,561 parking spaces. Compared to the increment resulting from the Proposed Actions, this would represent a decrease of a total of 172 residential units, including 162 unregulated units and 10 affordable units; a decrease of a total of 42,383 sf of commercial space, including an increase of 24,178 sf of retail space and a decrease of 66,561 sf of office space; and an increase of a total of 101,796 sf of community facility space. Both the Proposed Actions and the Reduced Rezoning Area Alternative would result in significant adverse impacts to open space, community facilities, historic and cultural resources (archaeological resources), transportation, and construction. However, in terms of traffic impacts, the Reduced Rezoning Area Alternative would generate a greater number of vehicle, transit, and pedestrian trips during one or more of the peak hours compared to the Proposed Actions, while parking demand would be reduced for the Reduced Rezoning Area Alternative compared to the Proposed Actions. As compared to the Proposed Actions, the Reduced Rezoning Area Alternative would result in the following additional impacts:

- *Person Trips* – an increase in approximately 140, 943, 461, and 405-person trips during the Weekday AM, MD, PM, and Saturday MD peak-hour-trips, respectively (a 4.8 to 27.6 percent increase);
- *Vehicle Trips* – an increase of approximately 32, and 13 vehicle trips during the Weekday PM, and Saturday MD peak hours, respectively (a 4.1 percent increase);
- *Intersections Impacted* – one additional unmitigatable (partially or fully unmitigatable) intersection would occur during the Weekday PM peak hour (Bay Street and Canal Street for the westbound approach);
- *Traffic Impacts* – one additional lane group and one additional intersection would be impacted during the Weekday PM peak hour;
- *Transit* – an additional 91 and 150 incremental bus trips would occur during the Weekday AM and PM peak hours;
- *Pedestrian* – an increase of approximately 1,942, 3,347, 3,329, and 2,958 (SIR, bus, and walk-only) pedestrian trips, during the Weekday AM, MD, PM, and Saturday MD peak hours, respectively (an 11.4 to 34.9 percent increase);
- *Sidewalks* – two additional sidewalks would be impacted, and include Bay Street and Swan Street, south leg, west sidewalk (Weekday MD); and Bay Street and Hannah Street, south leg, east sidewalk (Weekday PM);

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

According to the *CEQR Technical Manual*, significant adverse impacts are considered unavoidable if (i) significant adverse impacts occur when a project is implemented, regardless of the mitigation employed; or (ii) mitigation is impossible.

The Proposed Actions are anticipated to result in significant adverse impacts to community facilities, open space, historic and cultural resources, transportation, and construction. Mitigation has been proposed to the extent practicable for these identified significant adverse impacts. However, in some

instances no practicable mitigation was identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet their purpose and need, eliminate their impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

This section summarizes unavoidable significant adverse impacts resulting from the Proposed Actions.

COMMUNITY FACILITIES

Public Schools

The Project Area falls within the boundaries of New York City Community School District (CSD) 31, Sub-district 4. As described in Chapter 4, "Community Facilities," the Proposed Actions would introduce approximately 1,125 total students, including approximately 537 elementary school students, 230 intermediate school students, and 358 high school students over the No-Action Condition. According to *CEQR Technical Manual* guidance, a significant adverse impact may result if a proposed action would result in (i) a utilization rate equal to or greater than 100 percent, and (ii) an increase in the collective utilization rate of equal to or greater than 5 percentage points between the No-Action and With-Action conditions.

The elementary school utilization rate would increase from 123.87 percent in the No-Action Condition to 128.80 percent in the With-Action Condition (a 4.93-percentage-point increase), with a deficit of 3,151 elementary school seats. In the With-Action Condition, intermediate would continue to operate under capacity (less than 100 percent utilization rate). Therefore, the Proposed Actions are not anticipated to have a significant adverse impact on elementary or intermediate schools in CSD 31, Sub-district 4. The high school utilization rate would increase from 108.60 percent in the No-Action Condition to 110.63 percent in the With-Action Condition (a 2.03-percentage-point increase), with a deficit of 1,852 high school seats. Therefore, the Proposed Actions are not anticipated to result in a significant adverse impact to high schools within the Borough of Staten Island.

As described in Chapter 21, "Mitigation," while the Proposed Actions would not result in significant adverse impacts to public schools, shortly before the issuance of the DEIS, new data from the SCA was released related to projected public school ratios, enrollment projections, and projected new housing starts. The indirect effects analysis on public schools will need to be re-analyzed, and there is a possibility that a public schools impact may be identified given this new data. Should an impact be identified, DCP, as lead agency, will explore possible mitigation measures with the SCA/Department of Education (DOE) between DEIS and FEIS. If feasible mitigation measures cannot be identified to fully mitigate the potential impact, the impact will be identified as unavoidable.

Child Care Facilities

As described in Chapter 4, "Community Facilities," under the Proposed Actions, approximately 1,061 new low- to moderate-income units would be developed by 2030, which would generate approximately 95 children under the age of six who could be eligible for publicly funded child care programs based on the *CEQR Technical Manual* child care multipliers. With the addition of these

children, there would be a deficit of 98 slots in the 1.5-mile Study Area by 2030 (125.59 percent utilization), and the Proposed Actions would increase the utilization rate by approximately 80 percentage points over the No-Action Condition. Because (i) the Proposed Actions would result in greater than a five-percentage-point increase in the Child Care Study Area's utilization rate and (ii) child care facilities would operate over capacity (greater than 100 percent utilization rate) in the With-Action Condition, the Proposed Actions would result in a significant adverse impact to publicly funded group child care facilities.

As described in Chapter 21, "Mitigation," mitigation measures for significant adverse impacts to child care facilities will be developed in consultation with the New York City Administration for Children's Services (ACS) between this DEIS and the FEIS. The projected increase in demand for child care slots could be offset by private day care facilities and day care centers outside of the 1.5-mile Child Care Study Area; some parents may choose day care providers that are closer to their workplace rather than their home. In addition, the City's universal Pre-Kindergarten program has greatly expanded the number of free Pre-K seats available for three- to five-year-olds, which are not accounted for in this analysis. New York City recently announced that this initiative will expand to offer free, full-day Pre-K to all three-year-olds within the next four years. Families might choose to enroll their children in Pre-K rather than in day care, thereby reducing the demand for child care seats. While these measures could offset or at least partially mitigate the identified impact, if the significant adverse impact on publicly funded child care facilities is not eliminated, an unavoidable significant impact would result.

OPEN SPACE

As discussed in Chapter 5, "Open Space," in the With-Action Condition, given the anticipated decrease in the total and active open space ratios in the Residential Study Area and the fact that both the total and active open space ratios in the study area would remain below the City guidance ratios, the Proposed Actions would result in a significant adverse indirect impact to the total and active open space resources in the Residential Study Area.

As described in Chapter 21, "Mitigation," measures being considered to mitigate the Proposed Actions' significant adverse open space impact include making improvements to existing parks to allow for expanded programming and enhanced usability, and making New York City public school playgrounds accessible to the community after school hours through the "Schoolyards to Playgrounds" program. In addition, DPR recently completed the North Shore Staten Island Recreation Center Replacement Feasibility Study, which identified an opportunity to develop a new recreation center at the Lyons Pool site. If implemented, this facility would provide additional active recreational amenities. These and other potential mitigation measures would be explored in coordination with the lead agency, DCP, and DPR between the DEIS and the FEIS.

Although many of the mitigation measures being considered would increase the amount and usability of passive and active recreation resources for the additional population introduced by the Proposed Actions, opportunities to create new publicly-accessible open space resources in sufficient amounts within the Study Area to fully mitigate the identified significant adverse open space impact are very limited. Consequently, the Proposed Actions' significant adverse open space impact might not be eliminated and, as a result, an unavoidable significant adverse open space impact would occur.

HISTORIC AND CULTURAL RESOURCES

As discussed in Chapter 7, "Historic and Cultural Resources," the construction activity at Projected Development Site 5 under the With-Action Condition has the potential to result in significant adverse archaeological impacts associated with prehistoric resources and nineteenth- to early twentieth-century waterfront features.

A Phase 1A study of Projected Development Site 5 was completed in May 2017 (Appendix E). The Phase 1A study concluded that the archaeological area of potential effects (APE) has a moderate to high sensitivity for prehistoric resources on the western margin in the limited area of fast land, and a moderate to high sensitivity for nineteenth- to early-twentieth-century waterfront features (docks or piers) in the remainder of the southern archaeological-APE. The northern, narrow portion of the archaeological-APE was identified as having no to low sensitivity for shoreline features. The Phase 1A recommended archaeological testing in advance of any future ground disturbing developments within the two areas of archaeological sensitivity to determine the absence or presence of these potential buried resources.

However, as Projected Development Site 5 is owned by a private entity, there is no mechanism in place to require a developer to conduct archaeological testing or require the preservation or documentation of archaeological resources, should they exist. Therefore, a significant adverse impact related to archaeological resources may occur on Projected Development Site 5. Because there is no mechanism to avoid or mitigate potential impacts to archaeological resources at the privately-owned Projected Development Site 5, the significant adverse impact would be unavoidable.

TRANSPORTATION

As described in Chapter 21, "Mitigation," several transportation impacts identified for the Proposed Actions could be mitigated. However, as described in Chapter 22, "Mitigation," in some cases, impacts from the Proposed Actions would be unmitigatable or partially mitigated.

Traffic

The Proposed Actions would result in significant adverse traffic impacts at a number of Study Area intersections. As discussed in Chapter 21, "Mitigation," traffic mitigation measures would be employed at individual intersections to mitigate the adverse significant traffic impacts. The proposed mitigation measures consist of standard traffic capacity improvement measures, such as lane restriping, signal timing modifications, and installation of new traffic signals at unsignalized intersections. However, even with these measures in place, some of the Study Area intersections would not be completely mitigated in the future conditions to within the significant impact thresholds. Table ES-11 summarizes those intersections that would remain unmitigated, including those intersections that could only be partially mitigated. DCP will continue to coordinate with the DOT for the purposes of evaluating additional mitigation measures that may be available for these intersections.

Table ES-11
Summary of Unavoidable Adverse Traffic Impacts

Intersection	Impacted Peak Hour: Partially Mitigated	Impacted Peak Hour: Unmitigatable
Richmond Terrace and Jersey Street	Weekday PM	
Richmond Terrace and Ferry Terminal (parking lot)		Weekday MD, Weekday PM, Saturday MD
Richmond Terrace and Ferry Terminal (bus)		Weekday MD, Weekday PM, Saturday MD
Victory Boulevard and Bay Street/ St. Marks Place		Weekday PM
Victory Boulevard and Bay Street	Weekday MD, Weekday PM, Saturday MD	
Bay Street and Hannah Street	Weekday AM	
Bay Street and Swan Street/ Van Duzer Street		Weekday PM
Bay Street and Grant Street	Weekday AM, Weekday MD, Weekday PM, Saturday MD	
Bay Street and Baltic Street	Weekday MD, Weekday PM, Saturday MD	
Bay Street and William Street		Weekday AM, Weekday MD, Weekday PM, Saturday MD
Bay Street and Congress Street		Weekday PM
Bay Street and Wave Street	Weekday PM	
Bay Street and Water Street	Weekday MD, Saturday MD	Weekday PM
Bay Street and Canal Street	Weekday PM	
Bay Street and Broad Street	Weekday PM	
Victory Boulevard and Cebra Avenue		Weekday AM, Weekday MD, Weekday PM
Victory Boulevard and Jersey Street		Weekday MD, Weekday PM, Saturday MD
Victory Boulevard and Forest Avenue	Weekday PM	
Vanderbilt Avenue and Tomkins Avenue		Weekday AM, Weekday MD, Weekday PM
Bay Street and Vanderbilt Avenue	Weekday PM	
Bay Street and Hylan Boulevard		Weekday AM, Weekday MD, Weekday PM, Saturday MD
Bay Street and School Road	Weekday PM	

Pedestrians

The Proposed Actions would result in significant adverse pedestrian impacts at a number of sidewalk and crosswalk elements. As discussed in Chapter 21, "Mitigation," all impacted crosswalks could be widened to mitigate the adverse significant crosswalk impacts. However, the impacted sidewalk elements could not be mitigated in the future conditions to within the significant impact thresholds, as shown in Table ES-12.

Table ES-12
Summary of Unavoidable Adverse Pedestrian Impacts- Sidewalks

Intersection	Unmitigatable Impacts Non-Platoon Conditions	Unmitigatable Impacts Platoon Conditions
Bay Street and Hannah Street (east leg, north sidewalk)	Weekday AM, Weekday MD, Weekday PM, Saturday MD	Weekday AM, Weekday MD, Weekday PM, Saturday MD
Bay Street and Hannah Street (east leg, south sidewalk)	Weekday AM, Weekday MD, Weekday PM, Saturday MD	Weekday AM, Weekday MD, Weekday PM, Saturday MD
Bay Street and Baltic Street (north leg, west sidewalk)		Weekday MD, Weekday PM, Saturday MD
Bay Street and Wave Street (north leg, east sidewalk)		Weekday PM
Bay Street and Wave Street (south leg, east sidewalk)		Saturday MD
Bay Street and Wave Street (south leg, west sidewalk)	Weekday AM, Weekday PM	Weekday AM, Weekday PM
Bay Street and Wave Street (north leg, west sidewalk)	Weekday PM	Weekday PM
Front Street and Hannah Street (south leg, west sidewalk)	Saturday MD	Weekday AM, Weekday PM, Saturday MD
Front Street and Wave Street (north leg, east sidewalk)		Weekday PM, Saturday MD
Jersey Street and Victory Boulevard (east leg, south sidewalk)		Weekday MD
Front Street and Baltic Street (north leg, west sidewalk)		Weekday MD, Weekday PM, Saturday MD

CONSTRUCTION

Historic and Cultural Resources

As described in Chapter 7, "Historic and Cultural Resources," the Proposed Actions have the potential to result in construction-related impacts on two eligible historic resources near (i.e., within 90 feet) Projected/Potential Development Sites which would not be redeveloped under the No-Action condition. Development under the Proposed Actions— specifically, on Projected Development Site 20 and Potential Development Site Q—could result in inadvertent construction-related damage to two eligible resources – the S/NR-eligible 292 Van Duzer Street and the S/NR-eligible and NYCL-eligible Stapleton Branch of the New York City Public Library. Neither of these eligible resources is S/NR-listed nor LPC-designated nor calendared for designation, and therefore, they are not afforded the added special protections under DOB's Technical Policy and Procedure Notice (TPPN) #10/88 beyond standard protection under DOB regulations applicable to all buildings located adjacent to construction sites. If these eligible historic resources are designated in the future prior to the initiation of construction, the protective measures of DOB TPPN #10/88 would apply and indirect significant adverse impact from construction would be avoided. Should they remain undesignated, however, the additional protective measures of TPPN #10/88 would not apply, and the potential for significant adverse construction-related impacts could not be mitigated.

Should these potential resources remain undesignated, unlisted, or no feasible mitigation be identified, the Proposed Actions would result in an unavoidable significant adverse construction

impact on the S/NR-eligible 292 Van Duzer Street and the S/NR-eligible and NYCL-eligible Stapleton Branch of the New York City Public Library.

Noise

Based on the construction predicted to occur at each Projected Development Site during each of the selected analysis periods, many receptors are expected to experience an exceedance of the *CEQR Technical Manual* noise impact threshold. One peak construction period per year was analyzed, from 2019 to 2030. Receptors where noise level increases are predicted to exceed the noise impact threshold criteria for two or more consecutive years were identified.

The noise analysis results show that the predicted noise levels could exceed the *CEQR Technical Manual* impact criteria throughout the Project Area. This analysis is based on a conceptual site plan and construction schedule. It is possible that the actual construction may be of less magnitude, or that construction on multiple Projected Development Sites may not overlap, in which case construction noise would be less intense than the analysis predicts. DCP, as lead agency, will explore potential mitigation measures for these noise exceedances between the DEIS and the FEIS.

GROWTH INDUCING ASPECTS OF THE PROPOSED ACTIONS

According to New York State's Environmental Quality Review Act (SEQRA), the assessment of impacts must focus on the growth-inducing aspects of a proposed project, which generally refer to "secondary" impacts of a proposed project that trigger further development. The *CEQR Technical* Manual states that an analysis of the growth-inducing aspects of a proposed action is appropriate for proposals that (i) add substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses (*e.g.,* stores to serve new residential uses); and/or (ii) introduce or greatly expand infrastructure capacity (*e.g.,* sewers, central water supply) that might also induce growth. Chapter 24, "Growth-Inducing Aspects of the Proposed Actions" analyzes whether the Proposed Actions could trigger additional development in areas outside of the Project Area that would be substantially different from existing land uses.

As described in Chapter 1, "Project Description," the Proposed Actions would facilitate the implementations of the recommendations of the Bay Street Corridor Neighborhood Planning Initiative to create opportunities for housing, including permanent affordable housing, mixed-use commercial development, and improved public spaces and infrastructure.

Under the RWCDS, by the 2030 Build Year, the Proposed Actions are anticipated to result in an incremental increase over the No-Action Condition of approximately 2,557 dwelling units; 275,348 sf of commercial uses, including retail, office, and restaurant space; and 46,799 sf of community facility space on the 30 Projected Development Sites. The environmental impacts of this growth are discussed in Chapters 2 through 20 of this DEIS.

Although the Proposed Actions would likely result in more intensive land uses within Project Area, and the projected increase in residential population is likely to increase the demand for neighborhood services, including community facilities and local retail. This increased demand would facilitate the growth of local commercial and retail corridors in the Project Area. The Proposed

Actions take this potential growth into account as part of the RWCDS under the commercial, retail, and community facility assumptions.

Moreover, the Proposed Actions could facilitate additional city and state economic growth, led by the employment and fiscal impacts of construction and operational activities on the Projected Development Sites. However, this secondary growth is anticipated to occur incrementally throughout the region and is not anticipated to result in significant adverse impacts to any particular area or site.

The Proposed Actions would result in more intensive land uses within the Project Area than currently permitted. However, it is not anticipated that the Proposed Actions would generate significant secondary impacts resulting in substantial new development in nearby areas. As stated in Chapter 3, "Socioeconomic Conditions," the Proposed Actions would not introduce a new economic activity that would alter existing economic patterns in the Study Area. The Study Area already has a well-established residential market and a critical mass of non-residential uses, including retail, industrial, and community facility uses; therefore, the Proposed Actions would not create the critical mass of uses or populations that would induce additional development outside the Project Area. Moreover, the Proposed Actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in additional indirect development. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Both natural and manufactured resources would be used in the demolition, construction, renovation, reuse, and operation of developments projected to be generated by the Proposed Actions. These resources include time and materials used in construction; energy (gas and electricity) consumed during the construction and operation of project-generated development; and human effort (time and labor) required to develop, construct, and operate various components of the projected-generated development. These resources cannot be reused and are thus considered permanently committed to future development resulting from the Proposed Actions.

The Proposed Actions are anticipated to facilitate new residential, commercial, and mixed-use development, resulting in an additional 2,553,585 sf of residential space (2,557 dwelling units); 275,348 sf of commercial uses, including retail, office, and restaurant space; 46,799 sf of community facility space; and 1,290 parking spots. The Projected and Potential Development would result in change in land uses in the area, which would create a long-term commitment of land resources, rendering the growth of other land uses unlikely. However, the projected changes in land use resulting from the Proposed Actions would be compatible with the surrounding area as well as recent and ongoing land use and development trends on Staten Island's North Shore. In addition, funds committed to the design, construction, renovation, and operation of Projected and Potential Developments under the Proposed Actions would not be available for other projects. However, this is not considered a significant adverse fiscal impact or a significant adverse impact on New York City resources.

Public services associated with the Projected and Potential Developments, such as police and fire protection, public education, open space, and other city resources also constitute resource commitments that might otherwise be used for other programs or projects. However, the Proposed

Actions would enliven the area and produce economic growth that would generate substantial tax revenues providing a new source of public funding that would offset these expenditures.

These commitments of resources and materials are weighed against the benefits of the Proposed Actions. The Proposed Actions respond to the community goals and objectives identified as part of the Bay Street Corridor Neighborhood Planning Initiative; they are intended to support the Initiative's guiding principles that include creation of new diverse housing opportunities, including permanently affordable housing under the MIH program; the creation of a vibrant, mixed-use downtown environment that provides stronger connections to the New York Harbor and surrounding neighborhoods; support of new and existing businesses; and alignment in infrastructure, public open spaces, and services to support current demands and future growth.