BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
BOROUGH OF STATEN ISLAND

ENVIRONMENTAL ASSESSMENT STATEMENT AND SUPPLEMENTAL REPORT

CEQR No.:
16DCP156R

Lead Agency:
New York City Planning Commission

Prepared For:
New York City Department of City Planning (DCP)
120 Broadway – 31st Floor
New York, NY 10271

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TABLE OF CONTENTS

PART I: ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM **4**

PART II: ENVIRONMENTAL (CEQR) ANALYSIS **22**

Attachment A: Project Description **23**

I. Introduction 23
II. Required Approvals and Review Procedures 24
III. Background 32
IV. Context Area 33
V. Existing Zoning and Land Use 35
VI. Purpose and Need 43
VII. Description of the Proposed Actions 45

Attachment B: Additional Technical Information for EAS Part II: Technical Analysis **51**

I. Land Use, Zoning and Public Policy 51
II. Socioeconomic Conditions 52
III. Community Facilities and Services 53
IV. Open Space 55
V. Shadows 55
VI. Historic and Cultural Resources 55
VII. Urban Design and Visual Resources 56
VIII. Natural Resources 56
IX. Hazardous Materials 57
X. Water and Sewer Infrastructure 57
XI. Solid Waste and Sanitation Services 58
XII. Energy 59
XIII. Transportation 60
XIV. Air Quality 60
XV. Greenhouse Gas Emissions and Climate Change 60
XVI. Noise 61
XVII. Public Health 61
XVIII. Neighborhood Character 62
XIX. Construction 62

APPENDIX 1: LIST OF BLOCKS AND LOTS INCLUDED IN PROPOSED PROJECT AREA **63**

LIST OF FIGURES

Figure 1: Regional Location Map
Figure 2: Project Area Location Map
Figure 3-A: Bay Street Corridor Project Area Tax Map
Figure 3-B: Canal Street Corridor Project Area Tax Map
Figure 3-C: City Disposition Sites Tax Map
Figure 4: Existing Zoning Map
Figure 5-A: Proposed Zoning Map Amendment – Bay Street Corridor Project Area
Figure 5-B: Proposed Zoning Map Amendment – Canal Street Corridor Project Area
Figure 6-A: Land Use Map
Figure 6-B: City Disposition Site 1 Land Use Map
Figure 6-C: City Disposition Site 2 Land Use Map
Figure 6-D: City Disposition Site 3 Land Use Map

LIST OF TABLES

Table B-1: 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites
Table B-2: Expected Water Demand Wastewater Generation on Projected Development Sites
Table B-3: Expected Solid Waste Generation on Projected Development Sites
Table B-4: Estimated Energy Consumption on Projected Development Sites

PART I: ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM
(CITY ENVIRONMENTAL QUALITY REVIEW)

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Bay Street Corridor Rezoning and Related Actions

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
16DCP156R	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT New York City Department of City Planning (DCP)		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Len Garcia-Duran		
ADDRESS 120 Broadway – 31st Floor			ADDRESS 130 Stuyvesant Place		
CITY New York	STATE NY	ZIP 10301	CITY New York	STATE NY	ZIP 10301
TELEPHONE (718) 556-7240	EMAIL rdobruskin@planning.nyc.gov		TELEPHONE (718) 556-7240	EMAIL baystreetcorridor@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(6)(v)

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The New York City Department of City Planning (DCP), together with New York City Economic Development Corporation (NYCEDC), Department of Health and Mental Hygiene (DOHMH), Department of Sanitation (DSNY), Department of Transportation (DOT), 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 @ Downtown Staten Island 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 (the "Project Area") in Downtown Staten Island (roughly defined as Tompkinsville and Stapleton neighborhoods), Community District 1.

The Proposed Actions include The Proposed Actions include Zoning Map and Text Amendments sought by DCP, the disposition of three city-owned properties sought by NYCEDC, DOHMH, DSNY, DOT, and DCAS; and a City Map Amendment sought by NYCEDC.

See Attachment A: Project Description.

Project Location

BOROUGH Staten Island	COMMUNITY DISTRICT(S) 1	STREET ADDRESS n/a
TAX BLOCK(S) AND LOT(S) See Appendix 1: List of Blocks and Lots Included in Proposed Project Area.		ZIP CODE 10301 and 10304
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS See Attachment A: Project Description		

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
M1-1, R3-2, R4, R5, C4-2, C2-2	12c and 12d

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☒ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☒ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply) n/a

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☒ 384(b)(4) APPROVAL
☐ OTHER, explain:

☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☒ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 45 acres
Waterbody area (sq. ft.) and type: n/a
Roads, buildings, and other paved surfaces (sq. ft.): Approximately 34 acres
Other, describe (sq. ft.): n/a

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to Reasonable Worst Case Development Scenario (RWCDS).
NUMBER OF BUILDINGS: n/a
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): n/a
HEIGHT OF EACH BUILDING (ft.): n/a
NUMBER OF STORIES OF EACH BUILDING: n/a

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: n/a
The total square feet not owned or controlled by the applicant: n/a

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: (width x length) n/a
VOLUME OF DISTURBANCE: (width x length x depth) n/a
AREA OF PERMANENT DISTURBANCE: (width x length) n/a

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: n/a

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? n/a

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: n/a

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

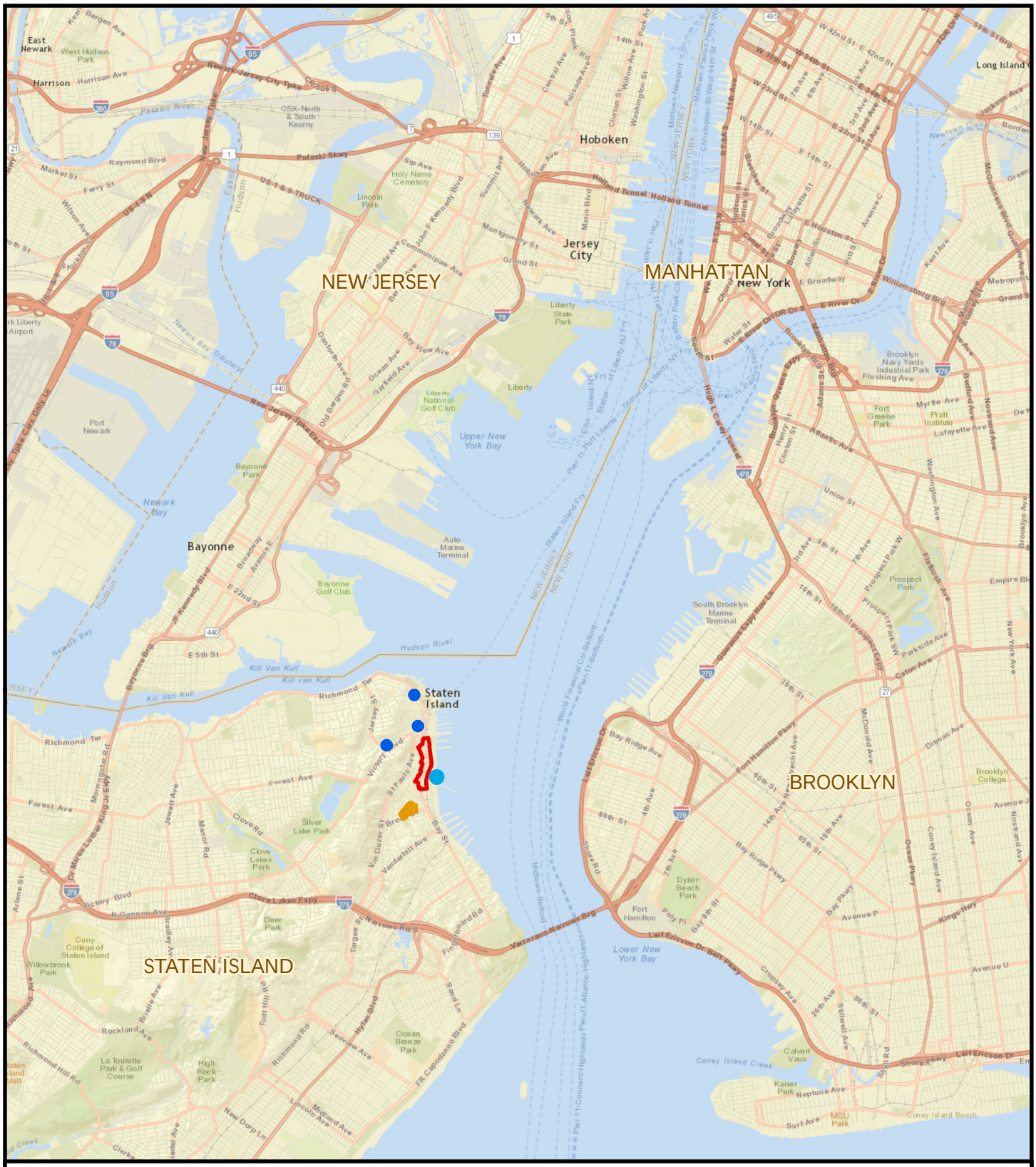

FIGURE 1: REGIONAL LOCATION MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

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FIGURE 2: PROJECT AREA LOCATION MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Site
- Stapleton Waterfront Phase III Site

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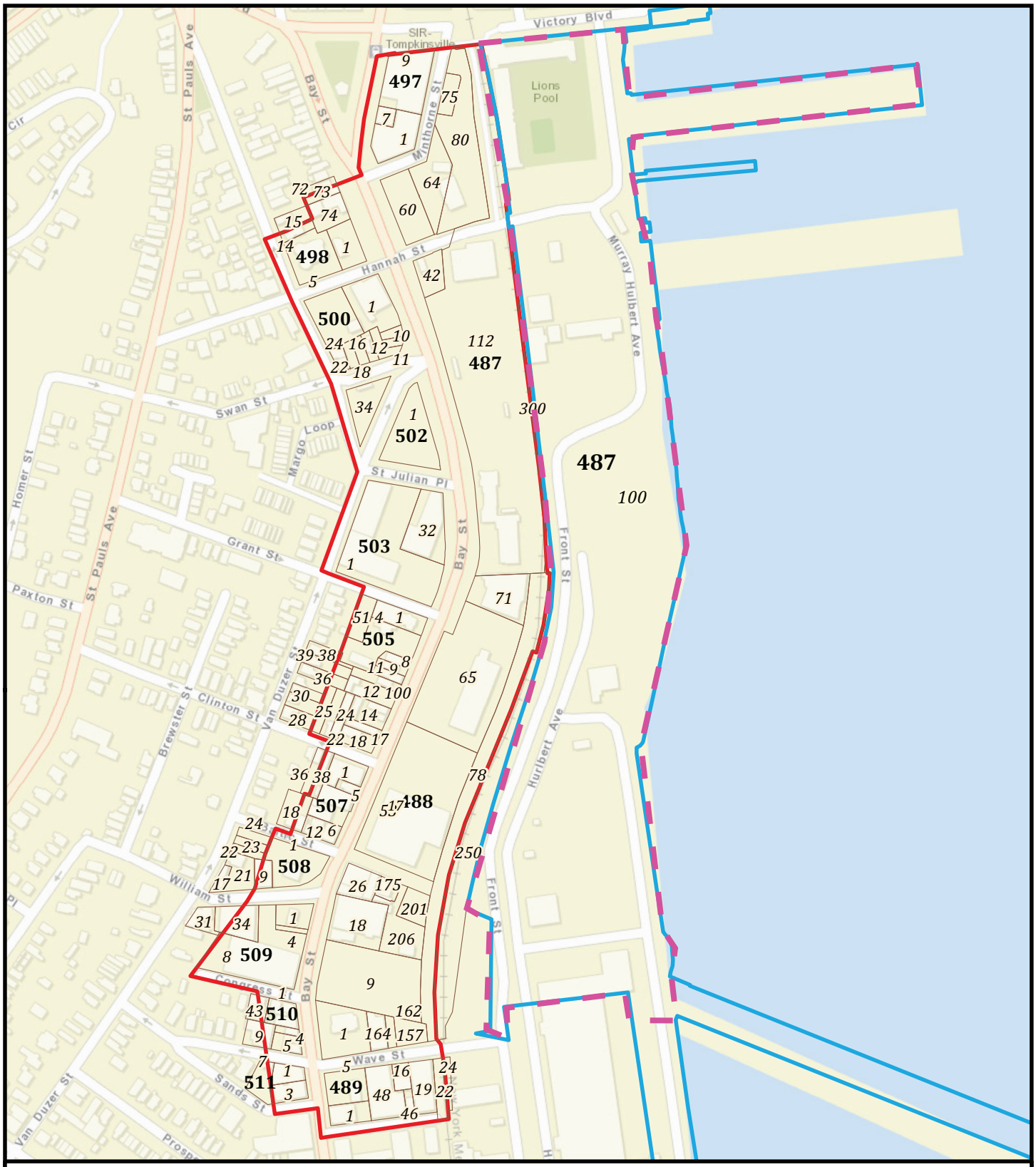

FIGURE 3-A: BAY STREET CORRIDOR PROJECT AREA TAX MAP

BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

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FIGURE 3-B: CANAL STREET CORRIDOR PROJECT AREA TAX MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

Canal Street Corridor Project Area
1 Block
65 Lot

0 50 100 200 Feet

N

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FIGURE 3-C: CITY DISPOSITION SITES TAX MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Sites
1 Block
65 Lot

0 400 800 Feet

N

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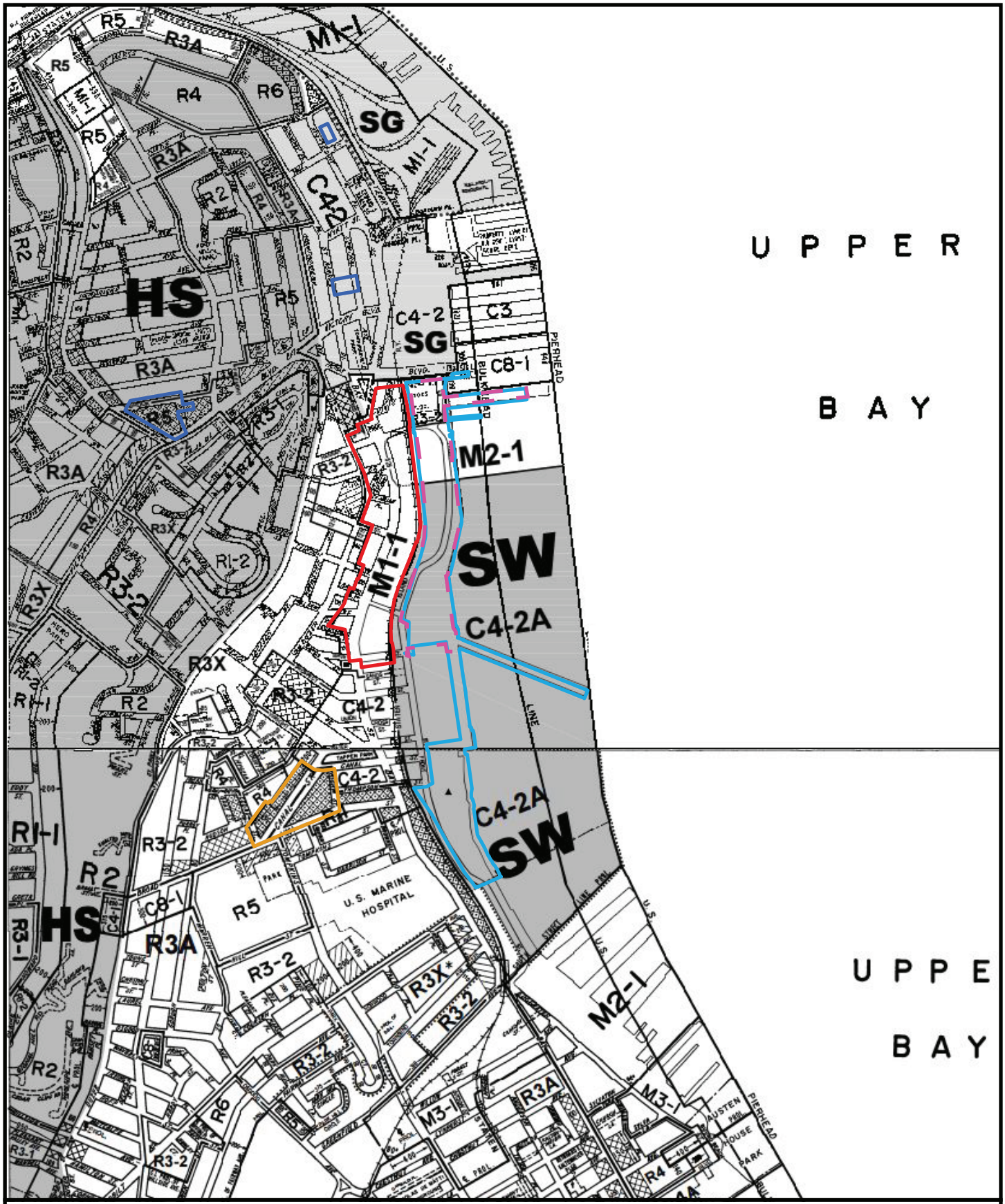

FIGURE 4: EXISTING ZONING MAP
BAY STREET REZONING AND RELATED ACTIONS
TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY
Map Reference: NYC Dept of City Planning (zoning map #21c and 21d)

Bay Street Corridor Project Area
Canal Street Corridor Project Area
City Disposition Sites
Stapleton Waterfront Site
Stapleton Waterfront Phase III Site

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

N

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DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
No. of dwelling units	6	12	2,569	2,557
No. of low- to moderate-income units	0	0	1,039	1,039
Gross floor area (sq. ft.)	10,036	20,122	2,568,970	2,548,848
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
Gross floor area (sq. ft.)	296,512	338,295	595,454	257,159
Manufacturing/Industrial	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Varies; to be described in the EIS	n/a	n/a	
Gross floor area (sq. ft.)	21,322	n/a	n/a	
Open storage area (sq. ft.)	To be described in EIS	n/a	n/a	
If any unenclosed activities, specify:	To be described in EIS	n/a	n/a	
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	To be described in EIS	To be described in EIS	To be described in EIS	
Gross floor area (sq. ft.)	13,090	36,083	84,678	48,595
Vacant Land	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," describe:	To be described in the EIS	To be described in the EIS	To be described in the EIS	
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	To be described in the EIS	To be described in the EIS	To be described in the EIS	
No. of accessory spaces	To be described in the EIS	To be described in the EIS	To be described in the EIS	
Operating hours	To be described in the EIS	To be described in the EIS	To be described in the EIS	
Attended or non-attended	To be described in the EIS	To be described in the EIS	To be described in the EIS	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	To be described in the EIS	To be described in the EIS	To be described in the EIS	
No. of accessory spaces	To be described in the EIS	417	1,712	1,295
Operating hours	To be described in the EIS	To be described in the EIS	To be described in the EIS	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	To be described in the EIS	32	6,911	6,878
Briefly explain how the number of residents was calculated:	Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Varies; To be described in EIS	Varies; To be described in EIS	Varies; To be described in EIS	
No. and type of workers by business	To be described in EIS	1,434	2,673	1,239
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	See Figure 4	As under Existing Conditions	Refer to Attachment A: Project Description	
Maximum amount of floor area that can be developed				
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	See Figures 4 and Figures 5-A through 5-D	As under Existing Conditions	Refer to Attachment A: Project Description	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
○ If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **To be provided in the EIS analysis.**		
(d) Is the project a large, publicly sponsored project?	☒	☐
○ If "yes," complete a PlaNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. **To be provided in the EIS analysis.**		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☒	☐
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:" **To be determined based on EIS analysis.**		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected? **To be determined based on EIS analysis.**	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project? **To be determined based on EIS analysis.**	☒	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it? **To be determined based on EIS analysis.**	☐	☐

iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area? **To be determined based on EIS analysis.**	☒	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets? **To be determined based on EIS analysis.**	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? **To be determined based on EIS analysis.**	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? **To be determined based on EIS analysis.**	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent? **To be determined based on EIS analysis.**	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? **To be determined based on EIS analysis.**	☐	☐
ii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels? **To be determined based on EIS analysis.**	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area? **To be determined based on EIS analysis.**	☐	☐
iii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent? **To be determined based on EIS analysis.**	☐	☐
○ If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario? **To be determined based on EIS analysis.**	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following: **To be provided in the EIS analysis.**		

○ If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐
○ If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent?	☐	☐
○ If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: **To be determined based on EIS analysis.**	☐	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. **To be provided in EIS analysis.**		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated? **To be determined based on EIS analysis.**	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. **To be provided in the EIS analysis.**		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning? **To be determined based on EIS analysis.**	☒	☐
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. **To be provided in the EIS analysis.**		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. **To be provided in the EIS analysis.**		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin? **To be determined based on EIS analysis.**	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)? **To be determined based on EIS analysis.**	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators? **To be determined based on EIS analysis.**	☐	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site? **To be determined based on EIS analysis.**	☐	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: **To be determined based on EIS analysis.**	☐	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? **To be provided in the EIS analysis.**	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		

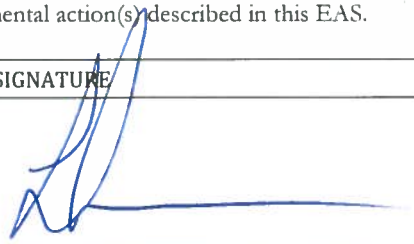
(a) Would the project result in water demand of more than one million gallons per day?	☒	☐
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☒	☐
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. **To be provided in the EIS analysis.**		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): **119,181 lb**		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☒	☐
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): **390,745 million BTUs**		
(b) Would the proposed project affect the transmission or generation of energy? **To be determined based on EIS analysis.**	☐	☐
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **To be determined based on EIS analysis.** ****It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.**	☒	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line? **To be determined based on EIS analysis.**	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? **To be determined based on EIS analysis.**	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) **To be determined based on EIS analysis.**	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		

15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emission assessment based on guidance in Chapter 18?	☒	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. **To be provided in the EIS analysis.**	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise? **To be determined based on EIS analysis.**	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **To be provided in the EIS analysis.**		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. **To be provided in the EIS analysis.**		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise? **To be determined based on EIS analysis.**	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. **To be provided in the EIS analysis.**		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years? **To be determined based on EIS analysis.**	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)? **To be determined based on EIS analysis.**	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out? **To be determined based on EIS analysis.**	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction? **To be determined based on EIS analysis.**	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources? **To be determined based on EIS analysis.**	☒	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall? **To be determined based on EIS analysis.**	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. **To be provided in the EIS analysis.**		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Len Garcia-Duran		5-13-2016

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☒	☐
Community Facilities and Services	☒	☐
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☒	☐
Urban Design/Visual Resources	☒	☐
Natural Resources	☒	☐
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☒	☐
Solid Waste and Sanitation Services	☒	☐
Energy	☒	☐
Transportation	☒	☐
Air Quality	☒	☐
Greenhouse Gas Emissions	☒	☐
Noise	☒	☐
Public Health	☒	☐
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☒ YES ☐ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	New York City Department of City Planning
NAME	DATE
Robert Dobruskin, AICP	May 13, 2016
SIGNATURE	
Robert Dobruskin	

PART II: ENVIRONMENTAL (CEQR) ANALYSIS

ATTACHMENT A: PROJECT DESCRIPTION

I. INTRODUCTION

The New York City Department of City Planning (DCP), together with New York City Economic Development Corporation (NYCEDC), Department of Health and Mental Hygiene (DOHMH), Department of Sanitation (DSNY), Department of Transportation (DOT), 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 @ Downtown Staten Island 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 and Stapleton neighborhoods), Community District 1.

The affected area within the Tompkinsville and Stapleton neighborhoods along Bay Street is generally bounded by Victory Boulevard to the north, Staten Island Railroad (SIR) tracks 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 Tappan Park to the north, Wright Street to the east, Broad Street to the south, and Cedar Street to the west.

The Plan's recommendations are a coordinated effort developed with input from community residents, elected officials, Staten Island Community Board 1, and other community stakeholders, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision for the future of Downtown Staten Island. It is developed to support Mayor Bill de Blasio's housing plan, *Housing New York*. It also builds upon *North Shore 2030*, a joint planning effort by DCP and NYCEDC released in 2011, which created a framework to guide future zoning and development actions by identifying opportunities for improved transportation connections, job creation, environmental protections, public access, and other public goals.

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: seniors, young adults, workforce families, lower income families;
- 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.

The Proposed Actions include approval of zoning map and text amendments, a text amendment to the Special Stapleton Waterfront District (SSWD), changes to the City map to demap a portion of

unbuilt Victory Boulevard Extension, and disposition of city-owned property. 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 and consists of four sub-areas:

1. A contiguous 14-block area on 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;

2. A 2-block area on Canal Street bounded by part of Canal Street, Tappen Park, and 200 feet of Block 527 from Wright Street on the north; Wright Street to the east; Broad Street to the south; and the C2-2 commercial overlay boundary to the west; and

3. Three city-owned properties located at 55 Stuyvesant Place, 539 Jersey Street/100 Brook Street, and 54 Central Avenue (Block 6, Lot 20) that also includes the mapped, but unbuilt, Victory Boulevard Extension that is to be demapped to facilitate future development on the site; and

4. Two additional city-owned properties located at the Homeport Site within the SSWD.

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 2,557 dwelling units; 257,159 square feet (sf) of commercial uses including retail, office, and restaurant space; and 48,595 sf of community facility space; and a net *decrease* of 21,322 sf of space generally compliant with the existing M1-1 zoning district.[1] Sites within the rezoning area are subject to Mandatory Inclusionary Housing (MIH) program and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. The Canal Street Corridor will contain between 60 and 72 affordable units.

The Proposed Actions include zoning map and text amendments sought by DCP, the disposition of three city-owned properties sought by NYCEDC, DOHMH, DSNY, DOT, and DCAS; and a city map amendment sought by NYCEDC. DCP is acting as lead agency on behalf of the City Planning Commission (CPC) and is conducting a coordinated environmental review. The Office of the Mayor is an involved agency under the City Environmental Quality Review (CEQR) process.

II. 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 Uniform Land Use Review Procedure (ULURP), Section 197-c of the City Charter, and the CEQR process. These Proposed Actions include:

[1] Space defined as Storage, Factory, or "Other" Commercial floor areas in the NYC MapPLUTO database.

ZONING MAP AMENDMENT

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 as shown in Figure 6-A and described below:

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

    - To the north by:

        - In locations east of Bay Street, Victory Boulevard;

        - 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 east by the Staten Island Railway;

    - To the south by Sands Street; and

    - To the west by:

        - Van Duzer Street from a distance measured 150 feet generally north from the northeast corner of the intersection between Van Duzer Street and 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 100 feet from Baltic Street and 150 feet from Van Duzer Street.

        - A distance of 100 feet from Van Duzer Street on Block 508;

        - On Block 509:

            - A distance of 100 feet from Van Duzer street in areas beyond 60 feet from William Street; or

            - In areas within 60 feet of William Street, 75 feet from Van Duzer Street.

        - A distance of 130 feet from Bay Street between Congress Street and Wave Street; and

        - A distance of 100 feet from Bay Street between Wave Street and Sands Street.

- An R6B Zoning District is proposed to be mapped and bounded:
    - To the north by Baltic Street;
    - To the east by:
        - On Block 509, a distance of 60 feet south of William Street to a distance of 75 feet from Van Duzer Street;
        - On Block 508, a distance of 100 feet from Van Duzer Street;
    - To the south by a distance of 60 feet from William Street on Block 509, and 50 feet from Van Duzer Street; and
    - To the west by Van Duzer Street.
- An R6B Zoning District is also proposed to be located within the Bay Street Corridor Project Area in locations within 100 feet to the east of Van Duzer Street (but not the Van Duzer Street extension) in locations north of Grant Street.
- C2-3 and C2-4 Commercial overlay zoning is proposed 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 Staten Island Railway;
        - To the south by the Swan Street centerline prolongation between Bay Street and the Staten Island Railway; 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 from the Block centerline at an angle perpendicular to Van Duzer Street;

- To the south by Sands Street; and
- To the west by:
    - Van Duzer Street from a distance measured 150 feet along the edge of Van Duzer Street on Block 498 from the intersection between Van Duzer Street and Hannah Street. Van Duzer Street then serves as the western boundary further south 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 100 feet from Baltic Street and 150 feet from Van Duzer Street on this block.
    - The intersection of Van Duzer Street and Baltic Street to a distance 60 feet from William Street on Block 510, and beyond 60 feet from William Street, a distance of 100 feet from Van Duzer Street.
    - On Block 510, a distance of 130 feet from Bay Street; and
    - On Block 511, a distance of 100 feet from Bay Street.

It should be noted the Bay Street Corridor Project Area would extend beyond the existing M1-1 zoning district boundary, and include the following lots, 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.

- A C2-4 commercial overlay is proposed to be mapped and bounded:
    - To the north by Victory Boulevard;
    - To the south and east by Minthorne Street; and
    - To the west by Bay Street.
- As shown in Figure 6-A, a C2-3 commercial overlay is proposed to be mapped and bounded:
    - To the north by:
        - The Minthorne Street centerline, in locations east of Bay Street and Victory Boulevard;

- The prolongation of the Minthorne Street centerline of Block 498, then generally south along the centerline of Block 498 to a distance of 150 feet from Hannah Street, then generally west to Van Duzer Street, in locations west of Bay Street;

- To the east by the Staten Island Railway;

- To the south by Sands Street; and

- To the west by:

  - Van Duzer Street from a distance measured 150 feet generally north from the northeast corner of the intersection between Van Duzer Street and Hannah Street to Grant Street;

  - A distance of 100 feet from Van Duzer Street along Block 505;

  - A distance of 100 feet from Bay Street along Block 507, including an area 100 feet from Baltic Street and 150 feet from Van Duzer Street;

    Van Duzer Street between Baltic Street and a distance of 50 feet generally southwest along the centerline of Van Duzer Street from its intersection with William Street, then at a depth of 100 feet from Van Duzer Street, as measured perpendicular from Van Duzer Street to Congress Street;

  - A distance of 130 feet from Bay Street between Congress Street and Wave Street; and

  - A distance of 100 feet from Bay Street between Wave Street and Sands Street.

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) districts of the Canal Street Corridor with a R6B/C2-3 district, as shown in Figure 6-B.

Stapleton Waterfront Phase III Site

Stapleton Phase III is subject to a future discretionary action to allow NYCEDC to enter into business terms with a private developer.

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

- Extend the existing boundaries of the SSWD to include the proposed Bay Street Corridor Project Area (Zoning Map 21c).

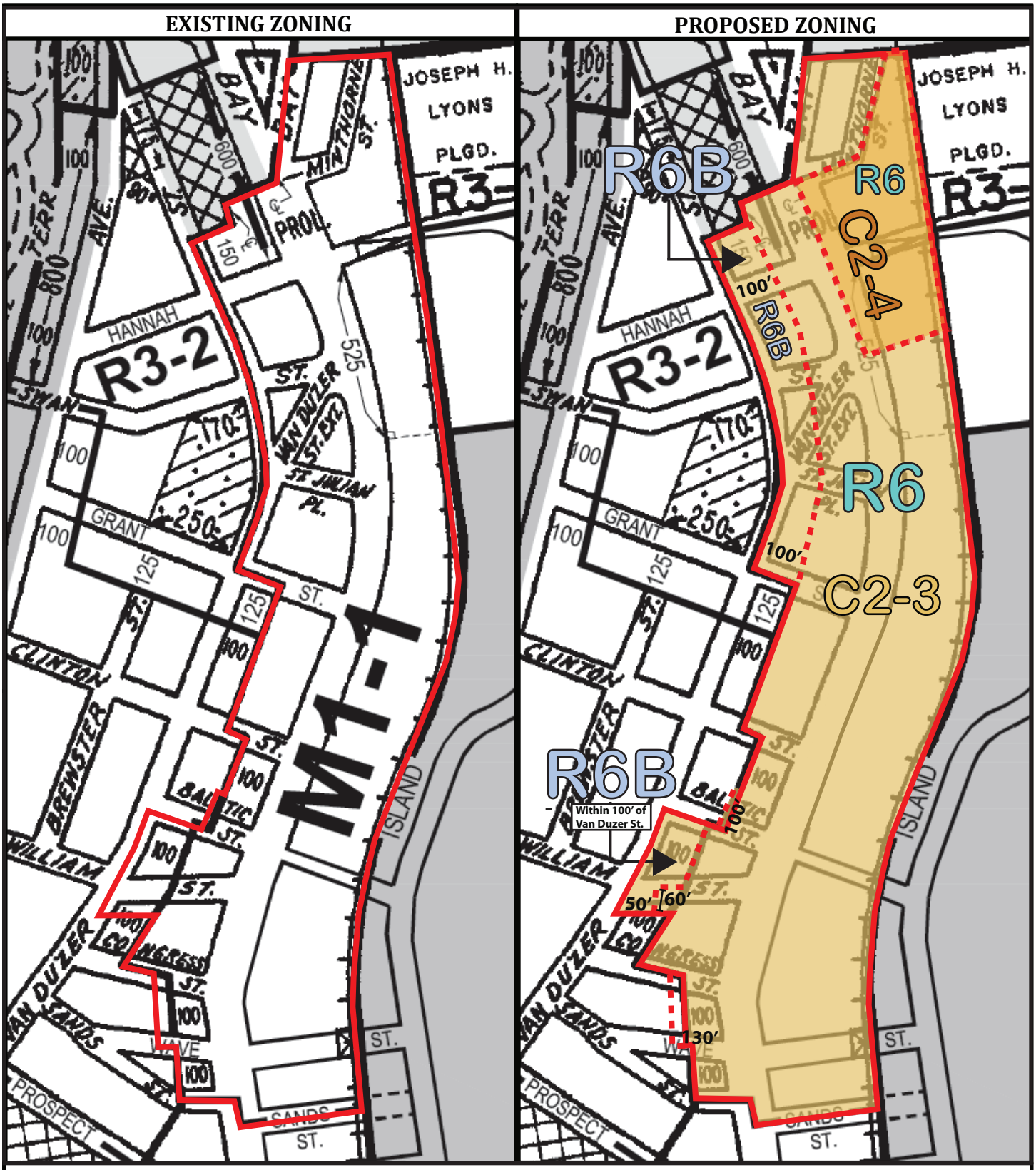


FIGURE 5-A: PROPOSED MAP AMENDMENT-BAY STREET CORRIDOR PROJECT AREA
BAY STREET REZONING AND RELATED ACTIONS

Bay Street Corridor Project Area

N

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY
Source: NYC Department of City Planning, Zoning Map #21c

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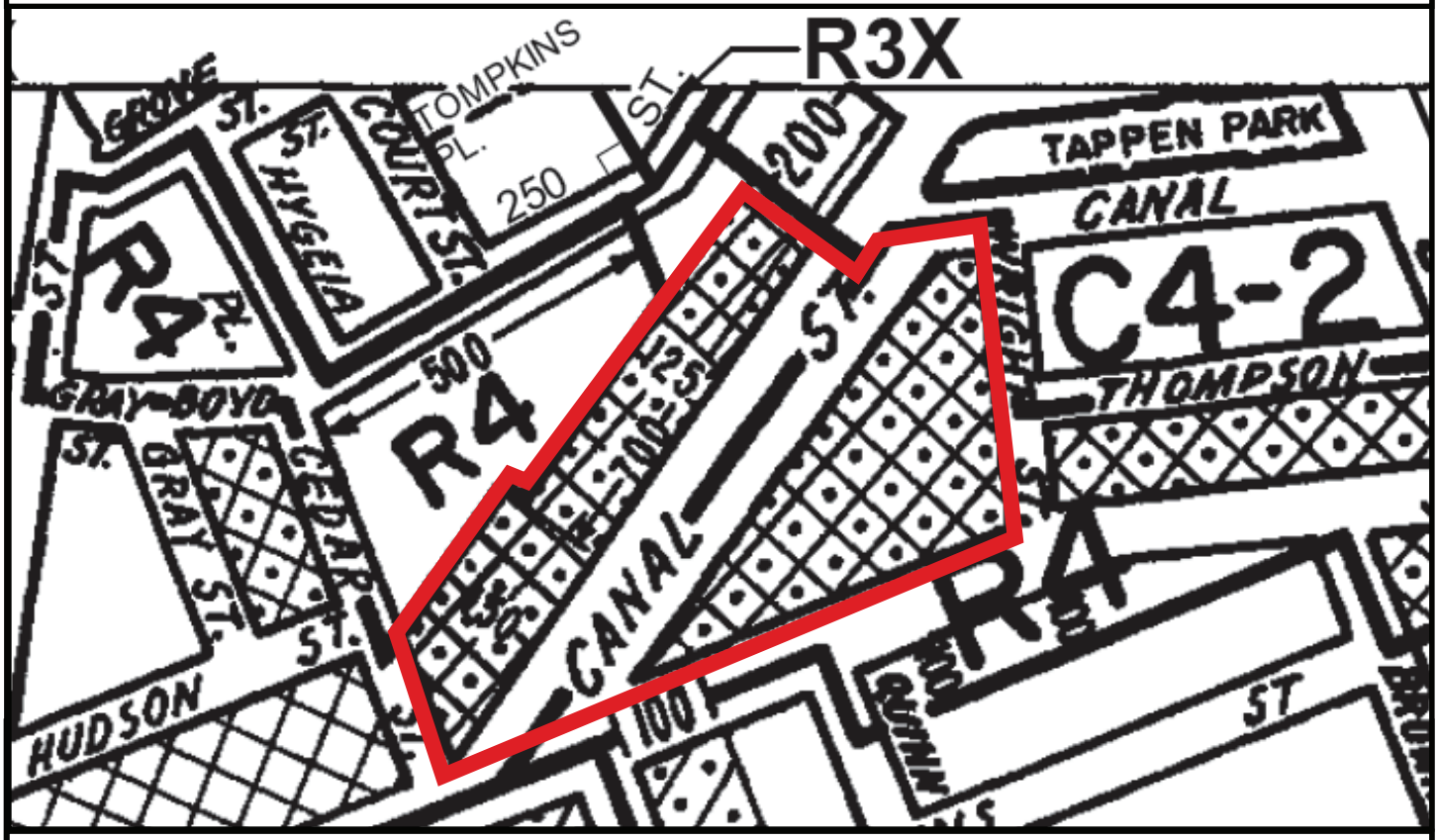
EXISTING ZONING



PROPOSED ZONING

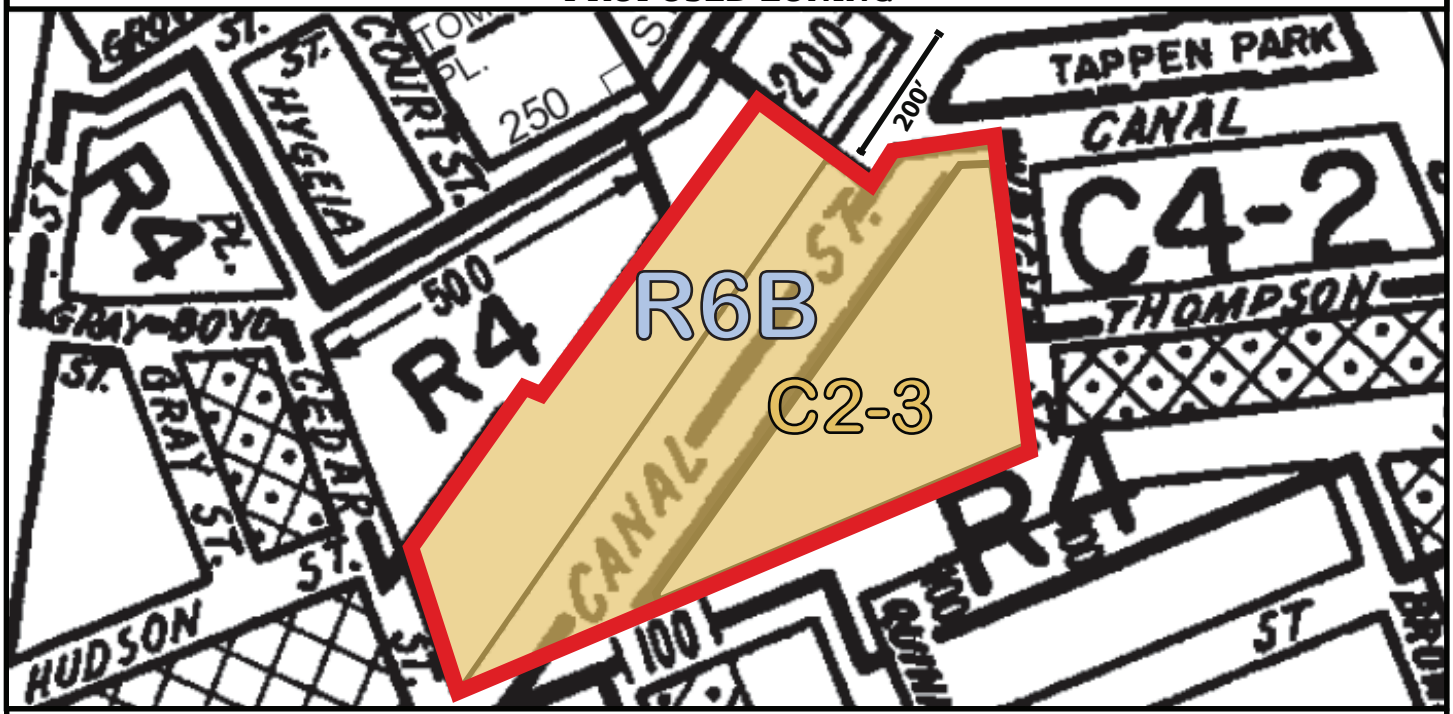


FIGURE 5-B: PROPOSED MAP AMENDMENT-
CANAL STREET CORRIDOR PROJECT AREA
BAY STREET REZONING AND RELATED ACTIONS

Canal Street Corridor Project Area

N

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY
Source: NYC Department of City Planning, Zoning Map #21d

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ZONING TEXT AMENDMENTS

The following text amendments are proposed to the New York City Zoning Resolution (ZR):

- Section 116-00 (Special Stapleton Waterfront District (SSWD)): The following text amendments are proposed to the SSWD:
    - Create a new sub-district within the SSWD. Text amendments would also modify the underlying use, bulk, and parking regulations, including, but not limited to:
        - Maximum permissible Floor Area Ratio (FAR);
        - Maximum height of buildings;
        - Streetwall and streetscape requirements;
        - Location of curb cuts;
        - Parking requirements for ground floor non-residential uses;
        - Non-residential uses maximum FAR and location within buildings;
        - Location of parking spaces; and
        - Ground floor uses in the Lower Density Growth Management Area.
- Appendix F (Inclusionary Housing): Designate the Bay Street and Canal Street Corridor project areas subject to a Zoning Map Amendment, as described above, as Mandatory Inclusionary Housing Areas (MIHAs).

DISPOSITION OF CITY-OWNED PROPERTY

The following city-owned properties would be disposed to the New York City Land Development Corporation, which would, in turn, dispose of the properties to the NYCEDC or any successor thereto. NYCEDC would then dispose of the properties to a private entity for development:

- Disposition Site 1: Block 9, Lot 9 (55 Stuyvesant Place)
- Disposition Site 2: Block 34, Lot 1 (539 Jersey Street/100 Brook Street)
- Disposition Site 3: Block 6, Lot 20 (54 Central Avenue)

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

CITY MAP AMENDMENT (STREET DEMAPPING)

In order 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.

III. BACKGROUND

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

Bay Street Corridor @ Downtown Staten Island Neighborhood Planning Initiative

The Bay Street Rezoning and Related Actions builds on the work of the Bay Street Corridor @ Downtown Staten Island Neighborhood Planning Initiative ("the Plan"). The Plan is part of Mayor Bill De Blasio's *Housing New York* plan proposed in 2015, 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 the DCP, NYCEDC, the New York City Department of Small Business Services (SBS), 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 were identified through engagement with Community Board 1, the Local Advisory Committee (LAC), local civic groups, community residents and stakeholders. DCP worked with the LAC to build upon the four goals of *North Shore 2030*, and create the Guiding Principles that would apply to the Bay Street Rezoning and Related Actions project. The Bay Street Corridor Guiding Principles were refined and confirmed with the LAC at a meeting convened on October 22, 2015.

This engagement process solicited 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: seniors, young adults, workforce families, lower income families;
- 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 service in the Bay Street Corridor to support current demands and future growth.

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 economic growth objectives identified. Based on extensive community engagement, the following growth strategies were identified:

- Promote quality jobs and workplaces
- Reconnect people with the working waterfront
- Support and create neighborhood centers
- Improve connections and mobility

IV. CONTEXT AREA

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

The areas surrounding the Bay Street Corridor Project Area vary in uses and development scale:

- To the north is a C4-2 zoning district within the 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 allows 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.
- To the northeast is Bay Street Landing, a series of buildings that have recently been converted from industrial uses to residential condominium units. There are also a number of public utilities, including the Tompkinsville SIR Station, the Hannah Street Pump Station, and Lyons Pool (under jurisdiction of NYC Department of Parks and Recreation (DPR)) in this area, as well as a commercial maritime use (Millers Launch).
- To the southeast of the Bay Street Corridor Project Area and the SIR right-of-way is a C4-2A zoning district within the SSWD. Development in this district is generally limited to a maximum building height of 55 feet. A large-scale mixed-use development is currently

[2] The Bay Street Corridor @ Downtown Staten Island initiative defines the Context Area as the 2010 US Decennial Census Tract boundaries that roughly include 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.

underway in this area, with Phase IA of the development anticipated to be completed in the coming months, which includes 300 residential units, local retail, and publicly-accessible waterfront open space. Phase IB will introduce an additional 300 residential units.

- To the south in the Stapleton town center there is a C4-2 zoning district that permits wholly commercial and 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.

- The area to the west of the Bay Street Corridor is mapped with lower density R3 residential zoning districts, 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, Community District 1. The Project Area is comprised of four parts:

1. **Bay Street Corridor Project Area**: a contiguous area along Bay Street bounded by Victory Boulevard to the north; the SIR to the east; Wave Street to the south; and generally Van Duzer Street to the west, as shown in Figure 2.

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 the C2-2 commercial overlay boundary to the west, as shown in Figure 4-B;

3. **Stapleton Waterfront Phase III Site:** Sub-districts A and B1 are within the SSWD and include part of Block 487, Lot 100.

4. **City Disposition Sites**: three sites located north and west of the Bay Street Corridor and Canal Street Corridor project areas. Disposition Site 1 is located at 55 Stuyvesant Place on Block 9, Lot 9, and is in the block bounded to the north by Hamilton Avenue; Richmond Terrace to the east; Wall Street to the south; and Stuyvesant Place to the west. Disposition Site 2 is located at 539 Jersey Street/100 Brook Street on Block 34, Lot 1, and is bounded to the north by Brook Street; Pike Street to the east; Victory Boulevard to the south; and Jersey Street to the west. 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.

Appendix 1 contains the complete list of blocks and lots that would be affected by the Proposed Actions.

V. EXISTING ZONING AND LAND USE

BAY STREET CORRIDOR ZONING

The current M1-1 zoning district within the Bay Street Corridor Project Area has remained unchanged since zoning was introduced into this area of Staten Island in 1961. 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 zoned M1-1, rezoned to R3-2 in 1985, and in 2003, were rezoned to R3X.

The Bay Street Corridor Project Area is predominately within an M1-1 zoning district, which permits manufacturing and commercial uses at a maximum FAR of 1.0; and community facilities at a maximum FAR of 2.4. M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 zoning districts. 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, wholesale service facilities, as well as self-storage facilities and hotels. 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). The land uses in the Bay Street Project Area generally reflect the underlying zoning.

Portions of the Bay Street Corridor Project Area are also zoned R3X. Contextual districts are mapped extensively in lower-density neighborhoods which permit only one- and two-family detached homes on lots that must be at least 35 feet wide. The 0.5 floor area ratio (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 in R3X zoning districts is 35 feet. Two side yards that total at least 10 feet are required and there must be a minimum distance of eight feet between houses on adjacent lots. The front yard of a new home must be at least 10 feet deep.

BAY STREET CORRIDOR LAND USE

The west side of Bay Street north of the Bay Street/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 (See Figure 6-A: Land Use Map) . Commercial uses in this area include discount stores, restaurants, and convenience stores. On the eastern side of Bay Street opposite Tompkinsville Park, the City's Human Resources Administration operates a job center, as well as 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 mixed of automobile related uses, including two service stations, a car rental facility, and an auto parts retailer. Portion of the Rezoning 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 following city-owned and leased sites also exist within the Bay Street Corridor Project Area:

- Metropolitan Transit Authority MTA SIR Maintenance-of-Way Facility: On the eastern side of Bay Street south of Hannah St, the MTA operates a Maintenance-of-Way (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.

- NYC Department of Transportation (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.

- Department of Probation Office: The Department of Probation leases 340 Bay Street (Block 503, Lot 32). Uses in the existing 1-story building include office space and on-site parking.

CANAL STREET CORRIDOR ZONING

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

- R3-2 zoning districts are residential districts that allow low-rise attached houses, small multi-family 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, maximum building height limited to 35 feet, and a minimum of two parking spaces per dwelling unit are required, in accordance with Lower Density Growth Management Area (LDGMA) provisions.

- R4 zoning districts allow all similar types of housing with a slightly higher density than permitted in R3-2 districts. An R4 zoning district permits development at a maximum FAR of 0.75, plus an attic allowance of up to 20 percent for inclusion of space under the pitched roof is common within these districts, which usually produces buildings with three stories instead of the two-story homes characteristic of R3 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 districts. Infill regulations typically produce three-story buildings with three dwelling units. Infill regulations can also produce small apartment buildings.

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

CANAL STREET CORRIDOR LAND USE

As seen in Figure 6-A, the land use within the Canal Street Corridor Project Area is dominated by vacant lots, 2- to 3-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 sole city-owned facility within the Canal Street Corridor Project Area is a library operated by the New York City Public Library, located at 132 Canal Street (Block 526, Lots 63, 68-72, and 74).

CITY DISPOSITION SITES ZONING AND LAND USE

- Disposition Site 1, 55 Stuyvesant Place (Block 9, Lot 9) is zoned C4-2 and is currently an office building (Use Group 6(b)) under the jurisdiction of the NYC Department of Health and Mental Hygiene (DOHMH) (See Figure 6-B: City Disposition Site 1 Land Use Map). C4 zoning districts are typically mapped in regional commercial centers outside central districts, and allow commercial uses at 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 site is located within the Special St. George District (SSGD).

- Disposition Site 2, Jersey Street Garage (Block 34, Lot 1) is zoned R5 with a C2-2 commercial overlay and currently functions as a sanitation garage under the jurisdiction of the NYC Department of Sanitation (DSNY) (See Figure 6-C: City Disposition Site 2 Land Use Map). The site is becoming vacant pursuant to DSNY plans to relocate the SI-1 District Garage to the DSNY garage complex at 1000 West Service Road. R5 zoning districts allow a variety of higher densities than permitted in R3-2 and R4 districts. Underlying R5 zoning permits 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 predominately built up areas. R5 "Infill" permits a higher FAR than R5 (1.65 FAR) and a parking requirement of 66 percent. Height and setback regulations of R6B 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.

- Disposition Site 3, 54 Central Avenue (Block 6, Lot 20) is located in a C4-2 zoning district in the SSGD, which allows a range of residential and commercial uses including office (See Figure 6-D: City Disposition Site 3 Land Use Map). C4 zoning districts are typically mapped

in regional commercial centers outside central districts, and allow commercial uses at 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.

STAPLETON WATERFRONT PHASE III SITE ZONING

The Stapleton Waterfront Phase III Site is zoned C4-2A, a zoning district mapped in more densely built areas. This commercial zoning district is a contextual district that allows commercial and residential uses at a maximum FAR of 3.0, and an increase in FAR with an Inclusionary Housing Program bonus. A C4-2A zoning district permits development at a maximum building height limited to 70 feet, with a base height between 40 to 60 feet. Typical uses found within a C4 zoning district are discussed above.

STAPLETON WATERFRONT PHASE III SITE LAND USE

Site A and B1 are within the Stapleton Waterfront Phase III Site and are currently occupied by open space and recreational uses.

SPECIAL PURPOSE DISTRICTS

Special Stapleton Waterfront District (SSWD)

The SSWD is located partially within the Bay Street Corridor Project Area. 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, regulations permit mixed-use buildings with ground floor retail uses to include waterfront-related uses in a walkable neighborhood. Design controls in this district include street wall requirements and low building heights that respect the character and scale of Stapleton's upland area. In order 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 would not count as 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.[3]

[3] NYC Department of City Planning. Special Purpose Districts: Staten Island. http://www1.nyc.gov/site/planning/zoning/districts-tools/special-purpose-districts-staten island.page#st_george (Accessed 04/08/2016)

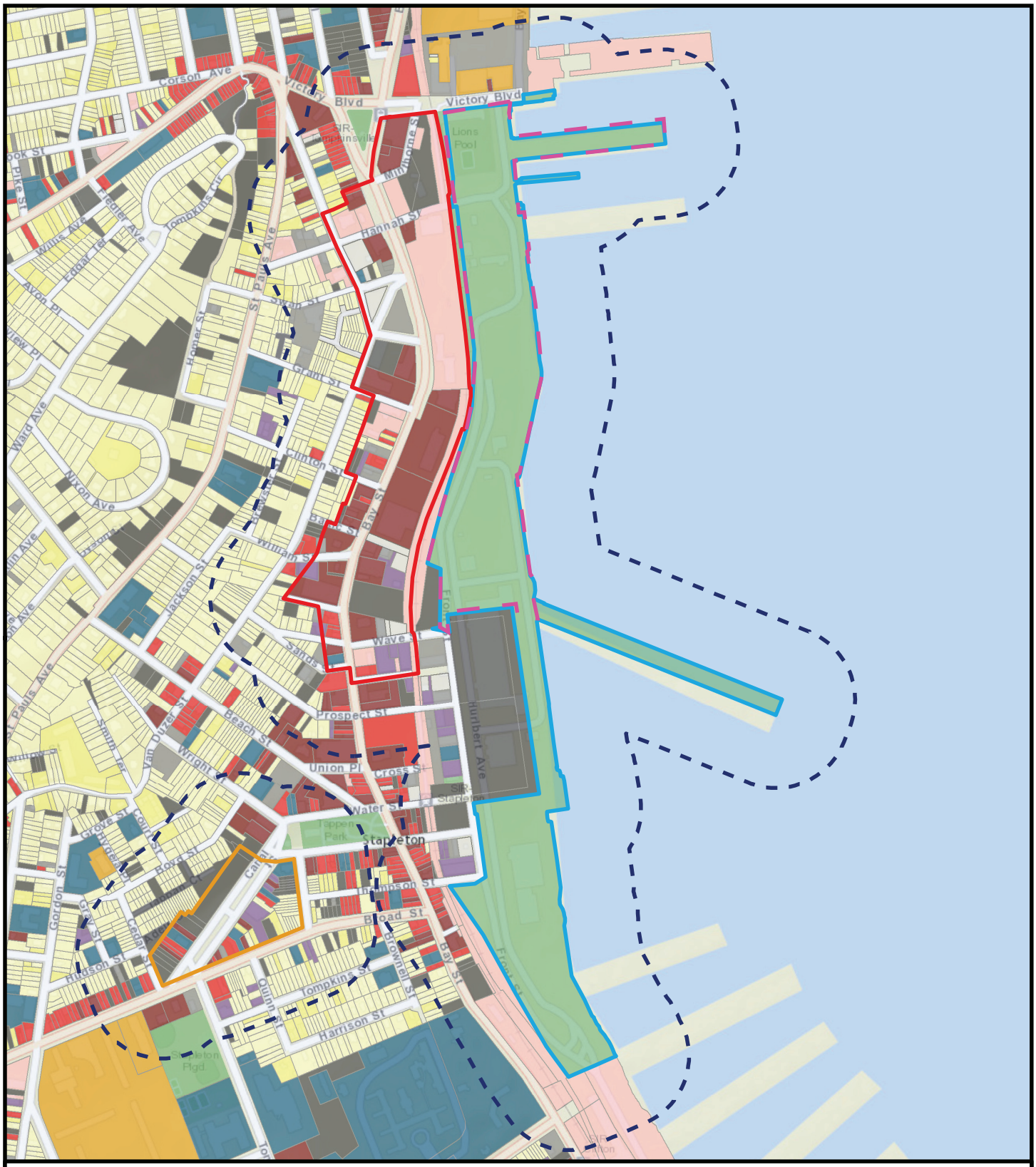

FIGURE 6-A: LAND USE MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- Stapleton Waterfront Site
- Study Area (400-foot Study Area)
- Stapleton Waterfront Phase III Site

Land Use

- One-and Two-Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/ Residential Buildings
- Mixed Commercial/Office Buildings
- Industrial/Manufacturing
- Public Facilities & Institutions
- Transportation/Utility
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

0 375 750 1,500 Feet

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FIGURE 6-B: CITY DISPOSITION SITE 1 LAND USE MAP

BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON STATEN ISLAND, NY

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

City Disposition Site 1

Study Area (400-foot Study Area)

Land Use

- One-and Two-Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/ Residential Buildings
- Mixed Commercial/Office Buildings
- Industrial/Manufacturing
- Public Facilities & Institutions
- Transportation/Utility
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

0 75 150 300 Feet

N

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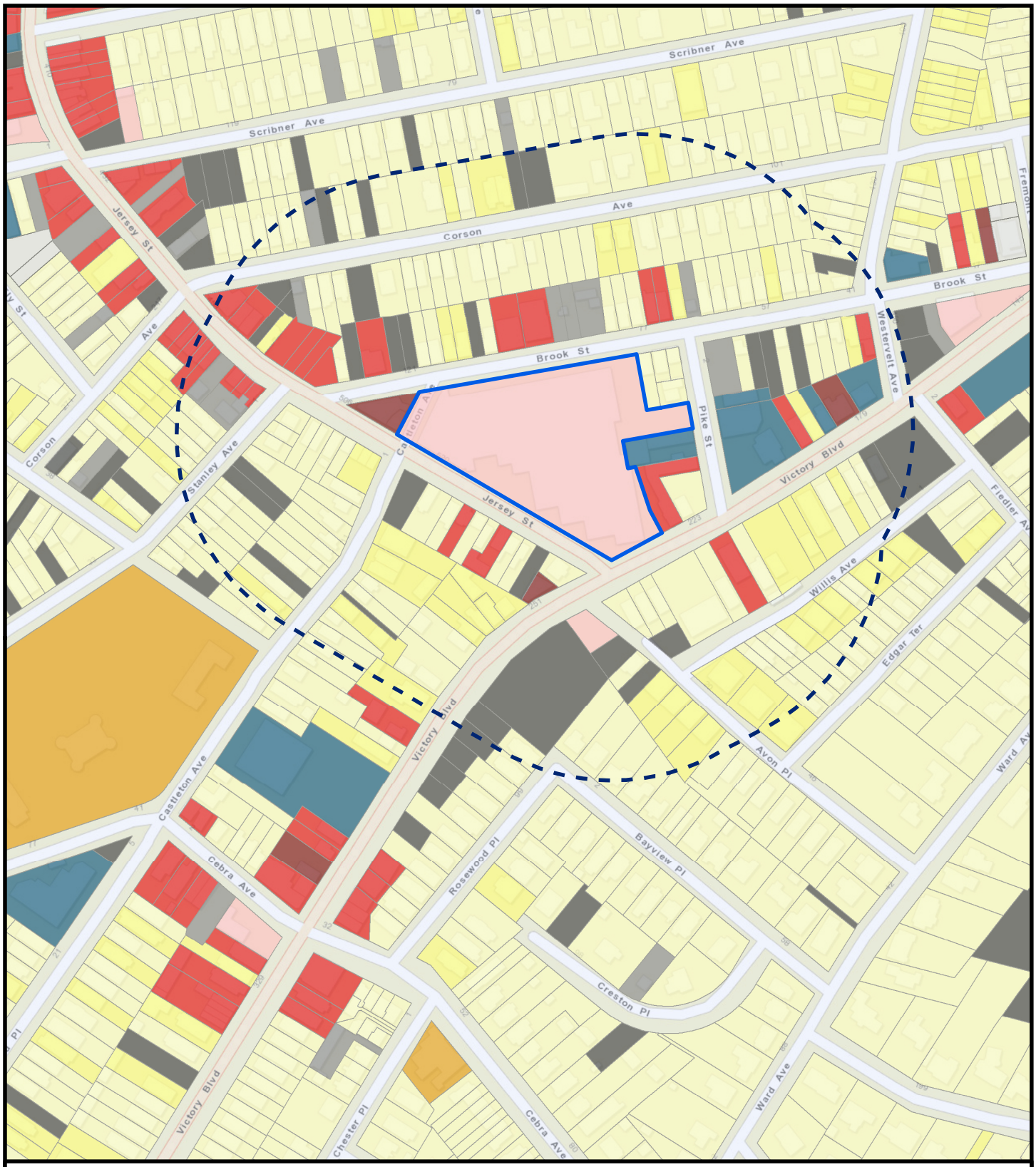

FIGURE 6-C: CITY DISPOSITION SITE 2 LAND USE MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Site 2
Study Area (400-foot Study Area)

0 100 200 400 Feet

N

Land Use
- One-and Two-Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/ Residential Buildings
- Mixed Commercial/Office Buildings
- Industrial/Manufacturing
- Public Facilities & Institutions
- Transportation/Utility
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

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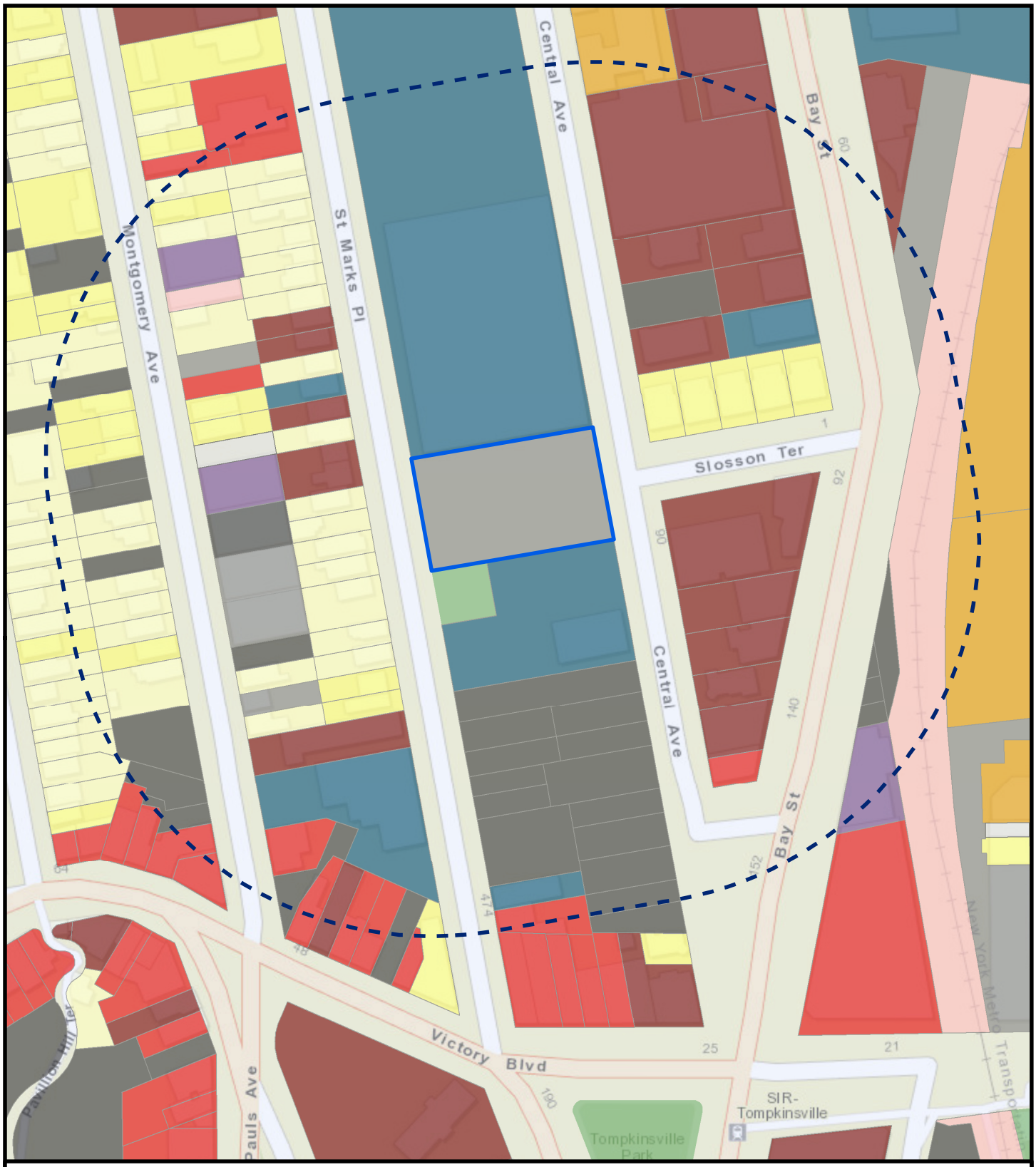

FIGURE 6-D: CITY DISPOSITION SITE 3 LAND USE MAP

BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Site 3

Study Area (400-foot Study Area)

0 75 150 300 Feet

N

Land Use

- One-and Two-Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/ Residential Buildings
- Mixed Commercial/Office Buildings
- Industrial/Manufacturing
- Public Facilities & Institutions
- Transportation/Utility
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

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Special St. George District (SSGD)

Two city disposition sites under the Proposed Actions, 55 Stuyvesant Place and 54 Central Avenue, lie within the SSGD. The SSGD supports a pedestrian-friendly commercial and residential district in a unique waterfront community on the North Shore of Staten Island. The SSGD is adjacent to the Staten Island Ferry, where the area is characterized as a transit hub and the borough's civic center. Special rules that require continuous ground floor commercial uses with large windows and wider sidewalks are used to enhance designated commercial streets in the SSGD. In order 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.[4]

Special Hillsides Preservation District (SHPD)

One of three city disposition sites under the Proposed Actions lies within the SHPD, located at 539 Jersey Street/100 Brook Street 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.[5] The purpose of the district 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 the 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 regulations for the removal of trees, grading of land, and construction of driveways and private roads within the SHPD.

VI. PURPOSE AND NEED

The proposed actions are a response to the community objectives identified as part of the Plan, through engagement with representatives of Staten Island Community Board 1, the Local Advisory Committee (LAC), local civic organizations, community residents, and stakeholders. DCP, together with other City 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 solicited community goals and objectives, which included:

- 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: seniors, young adults, workforce families, lower income families;
- Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton; and

[4] Ibid.
[5] Ibid.

- Align investment in infrastructure, public open spaces, and service in the Bay Street Corridor to support current demands and future growth.

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

The Proposed Actions would allow for residential and commercial uses within the New York Harbor and surrounding neighborhoods. Bay Street presents the greatest opportunity for residential and commercial development. 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 the Broad Street commercial corridor and Stapleton town center.

Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, workforce families, lower income families:

The proposed zoning map amendment from M1-1 to medium density, mixed use zoning districts would allow for residential development within the Bay Street Corridor sub-district. The Proposed Actions are intended to significantly expand the supply of housing within the Project Area. The Proposed Actions, particularly establishing the Bay Street Corridor and Canal Street Corridor as MIHAs (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 a number of significant 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, which could potentially support seniors, young adults, workforce families, artists and creators.

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 streetwall, which makes for a less inviting pedestrian atmosphere and where storefronts are positioned farther back from the street wall, physically separating the businesses from the streets. Maintaining a relatively contiguous street wall would contribute to making the neighborhood more pedestrian-friendly.

In order to facilitate a thriving retail and business corridor, residential and mixed use development is needed in the area. With new residential development supporting local businesses, the neighborhood would be expected to see increased demand for local services such as grocery stores, banks, restaurants, and clothing stores. This new demand would support existing businesses and create a larger market for new businesses while creating 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.

VII. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of Bay Street Corridor @ Downtown Staten Island 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 and Stapleton 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 NYCEDC, DOHMH, DSNY, DOT, and DCAS; and (iii) a City Map amendment sought by NYCEDC.

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 detailed below.

PROPOSED ZONING MAP AMENDMENTS

Proposed R6

The proposed R6 zoning district, in conjunction with text amendments to establish an MIHA and a new sub-district within the SSWD, is proposed to permit a range of FARs between 3.0 and 4.6 for residential and community facility uses, depending on location and configuration of sites, as

discussed below. The maximum base height before setback would range between 45 and 65 feet with a maximum building height that ranges between 65 feet and 165 feet dependent on site configuration and location. The Quality Housing Program would be mandatory, and the height-factor height and setback 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. Off-street parking, which is not permitted in front of a building, is required for 50 percent of all market-rate dwelling units, and 25 percent of affordable units.

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 Bay Street Corridor sub-district of the SSWD. This proposed new sub-district in the existing Special District is proposed in order to would provide tailored urban design controls that respond to the unique context of the Bay Street Corridor.

The proposed R6 district, and special regulations applicable within, would facilitate additional residential development that would support existing and future commercial development in the area, as well as take advantage of existing public transportation in the area 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, the maximum permitted FAR is 3.4 and maximum permitted height is 200 feet);
    - In the Stapleton town center, there is no mapped special district mapped, and the underlying C4-2 provisions apply, including a maximum permitted FAR of 3.0, or 3.6 with Inclusionary Housing, and a maximum permitted height of 75 feet.

Proposed 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. Many of these houses are set back from the street with stoops and small front yards. Within MIHAs, R6B zoning districts permit residential or community facility use at a maximum FAR of 2.2. The mandatory Quality Housing regulations also accommodate apartment buildings at a similar four- to five-story scale.

In an MIHA, the base height of a new R6B building before setback must be between 30 and 45 feet, with the maximum height limited to 55 feet and 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.

Off-street parking is required for 50 percent of market-rate dwelling units, and 25 percent of inclusionary (affordable) dwelling units. Parking is not allowed in front of a building.

The proposed contextual R6B zoning district for the Bay Street Corridor reflects the nearby residential scale of adjacent R3-2 and R3X zoning districts to the west. This proposed Zoning Map Amendment would apply to the area of the Bay Street Corridor Project Area without frontage on Bay Street, generally within 100 feet of Van Duzer Street.

The proposed contextual R6B district for the Canal Street Corridor reflects the nearby residential scale, and would increase the permitted residential floor area within the corridor to facilitate residential construction. The MIH program would require the provision of affordable housing in developments exceeding ten (10) dwelling 10 units or 12,500 sf of residential floor area. This proposed Zoning Map Amendment would apply to the entirety of Block 526 and portions of Block 527.

Proposed Commercial Overlays: C2-3 and C2-4

C2-3 and C2-4 commercial overlay districts are mapped within residential zoning districts. Commercial overlays are mapped along streets that serve local retail needs, with typical retail uses including neighborhood grocery stores, restaurants, and beauty parlors. Compared to C1 districts, C2 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 in mixed-use buildings 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 2.0. Commercial buildings are subject to commercial bulk rules.

- In C2-3 zoning districts, parking is required at 1 space per 400 gross square feet (gsf) of commercial space, with a waiver if fewer than 25 parking spaces are required.
- In C2-4 zoning districts, parking is required at 1 space per 1,000 gsf of commercial space, with a waiver if fewer than 40 spaces are required.

These proposed overlays and associated zoning text amendments would help facilitate 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 non-residential spaces would be mandatory within 30 feet of Bay Street for any development on a zoning lot greater than 5,000 sf.

Similar to the Bay Street Corridor Project Area, a C2-3 zoning district, 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 Lower Density Growth Management Area would require nonresidential use on the ground floors, promoting the urban design goals identified by the community.

PROPOSED ZONING TEXT AMENDMENTS

ZR Section 116: Special Stapleton Waterfront District (SSWD)

Through outreach conducted as part of the Plan, several modifications to use, bulk, and parking regulations have been identified to respond to the unique context of the Bay Street Corridor.

In order to achieve these urban design principles, a text amendment is proposed to the SSWD (ZR Section 116-00). The boundaries of the Special District would be expanded to include the Bay Street Corridor Project Area, and the new "Bay Street Corridor Sub-District" would be established. This expansion of the SSWD would allow for flexibility to modify underlying urban design controls, such as FARs, building heights, setbacks, use regulations, streetwall provisions, view corridors, parking, and vehicular access provisions.

- The maximum permissible building height is proposed to range between 55 feet and 165 feet, dependent on lot configuration and location.

- The maximum permissible FARs are proposed to range between 3.0 and 4.6; however, special provisions may allow for greater FARs to be achieved for Affordable Independent Residences for Seniors (AIRS) developments.

- R6 zoning districts (does not include R6B) within the Bay Street Corridor Project Area (Use Group 6B (office)) are proposed to be allowed up to the full permitted residential FAR, in wholly commercial buildings.

- Parking requirements are proposed to be modified from underlying zoning as follows to meet the Guiding Principles of the Plan:

    - In mixed-use buildings, required parking can be waived for the first 0.5 FAR of non-residential floor area or when the underlying waiver for a small number of spaces applies, whichever is greater;

    - Required nonresidential parking may be located anywhere within the Bay Street Corridor Sub-Area on any portion of a zoning lot is zoned to permit commercial uses, or within 600 feet of the subject property on a lot zoned to permit commercial uses; and

    - Curb cuts to Bay Street would only be permitted for interior lots with no frontage other than on Bay Street, or, where no other means of access for required parking is practicable.

- Ground floor provisions would be modified as follows:

    - For lots with frontage on Bay Street, non-residential uses would be required within 30 feet of Bay Street at the ground floor

    - For lots or portions of lots beyond 30 feet of Bay Street, ground floor residential uses are proposed to be permissible, but not required.

- In a mixed-use building, commercial uses are proposed to be permitted up to and including the second story.
- View corridors, open from the ground to the sky, 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.

Stapleton Waterfront Phase III

In the future condition at the time of the build year, absent the Proposed Actions, Site A would remain vacant.

Under the Proposed Actions, it is expected that the site would be disposed to a private developer and developed with 319 dwelling units and 43,000 sf of local retail uses. With a 125 foot height limit, the same square footage can be constructed on the lot with an improved bulk distribution. The additional 35 feet would allow flexibility in the building form and a varied distribution of height and bulk rather than a single long building mass parallel to Front Street and the waterfront.

Site B1, directly to the south across Front Street, is currently occupied by the DOT Dockbuilder's Unit. Their facility was damaged during Hurricane Sandy and the Dockbuilder's Unit will be relocated to a new pier facility on the same property. Construction of that pier will occur independent of the Proposed Actions and prior to the build year.

In the future condition at the time of the build year, absent the Proposed Actions, Site B1 would be vacant.

Under the Proposed Actions, it is expected that the site would be disposed to a private developer and developed with approximately 308,000 sf (308 dwelling units) of residential uses. With a 125 foot height limit, the same square footage can be constructed on the lot with an improved bulk distribution. The additional 35 feet would allow flexibility in the building form and a varied distribution of height and bulk.

ZR Appendix F: Mandatory Inclusionary Housing Areas (MIHAS)

Both the Bay Street Corridor and Canal Street Corridor project areas are proposed to be mapped as MIHAs in ZR Appendix F. This proposed text amendment would mandate that a minimum of 20 to 30 percent of new residential floor area in qualifying developments be provided as permanently affordable to households at low and moderate incomes.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTIES

55 Stuyvesant Place

In the future condition at the time of the build year, absent the Proposed Actions, the building would be expected to remain empty. Under the Proposed Actions, it is expected that the existing 37,675 sf building would be disposed to a private tenant and repurposed for office uses. The site is located in a C4-2 zoning district in the SSGD which allows a range of residential and commercial uses including office. This site would provide creative office uses and job opportunities to the growing population of St. George and nearby Stapleton neighborhoods. A commercial office use would be consistent with the context of St. George as a downtown commercial and civic core of northern Staten Island.

539 Jersey Street/100 Brook Street

The Proposed Actions would approve disposition of the Jersey Street Garage pursuant to zoning. Under the Proposed Actions, it is anticipated that the garage would be disposed to a private developer for redevelopment as a mixed-use building with residential and ground floor retail uses with a significant affordable housing component consistent with the City's Housing New York plan. The site is currently zoned R5 with a C2-2 commercial overlay along Victory Boulevard, which allows for residential, community facility, and a variety of commercial uses that would serve the daily needs of the surrounding residential area. The site would be redeveloped with 108 dwelling units of which 30 percent would be income restricted units, and 35,000 sf of ground floor local retail.

54 Central Avenue

Under the Proposed Actions, it is expected that the site would be disposed to a private developer and developed with an approximately 62,000 sf office building. Office use at this site would provide job opportunities to the growing population of St. George and nearby Stapleton. A commercial office use would be consistent with the context of St. George as a downtown commercial and civic core of northern Staten Island.

PROPOSED CITY MAP AMENDMENT

In order 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.

ATTACHMENT B: ADDITIONAL TECHNICAL INFORMATION FOR EAS PART II: TECHNICAL ANALYSIS

In order to assess the possible effects of the Proposed Actions, a reasonable worst case development scenario (RWCDS) was developed for both the current (No-Action) and proposed zoning (With-Action) conditions. The RWCDS methodologies can be found in the RWCDS Memorandum and the Environmental Impact Statement (EIS) Draft Scope of Work. The Proposed Actions are expected to result in a net increase of approximately 2,548,848 gsf of residential use consisting of 2,557 dwelling units, 48,595 gsf of community facility use, and 257,159 gsf of commercial use compared to the No-Action Condition. Sites within the rezoning area are subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. The Canal Street Corridor will contain between 60 and 72 affordable units. This information was used to determine whether the potential for significant adverse impacts exists in each of the impact categories.

Table B-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			
Market-Rate Residential	12	1,529	1,157
Affordable Residential	0	1,039	1,039
Total Residential	12	2,569	2,557
COMMERCIAL (SQUARE FEET)			
Office	97,455	293,810	196,355
Local Retail	193,435	230,644	37,209
Restaurant	0	71,000	71,000
Total Commercial	338,295	595,454	257,159
COMMUNITY FACILITY (SQUARE FEET)			
Total Community Facility	36,083	84,678	48,595
PARKING			
Total Parking Spaces	417	1,712	1,295
POPULATION			
Total Residents	32	6,911	6,878
Total Workers	1,434	2,673	1,239
Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			

The numbers shown above describing affordable housing in the future With-Action Condition represent a set of assumptions intended to produce a conservative analysis for the purposes of environmental review. The amount of affordable housing constructed in the future With-Action Condition, and income levels for this housing, will depend on several factors. On privately owned sites, the MIH program would require 25 or 30 percent of new housing to be affordable at a range of low and moderate income levels. 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 will be determined based on an agreement reached in conjunction with disposition of the site.

I. LAND USE, ZONING AND PUBLIC POLICY

Under the New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little to no potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. According to the *CEQR Technical Manual*, a detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendments.

The Proposed Actions include: (i) zoning map amendments; (ii) zoning text amendments; (iii) disposition of three city-owned properties; and (iv) a city map amendment. These actions would affect an approximately 20-block area in portions of three neighborhoods – Stapleton, Tompkinsville, and St George, on the North Shore of Staten Island. In addition, several public policies are applicable to the Project Area, including *OneNYC, Housing New York, North Shore 2030,* the *FRESH Program,* and the *Waterfront Revitalization Program (WRP).* Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of land use, zoning, and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

II. SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a propose action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, affect substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic issues of concern.

DIRECT RESIDENTIAL DISPLACEMENT

If a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and therefore a preliminary assessment of direct

residential displacement is appropriate. The Proposed Actions do not have the potential to result in the direct displacement of over 500 existing residents from the Projected Development Sites identified as part of the RWCDS. Therefore, the Proposed Actions would not result in significant adverse impacts due to direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. Given that the Proposed Actions have the potential to exceed the CEQR threshold of 100 displaced employees, a preliminary assessment of direct business displacement will be conducted, as described in the Draft Scope of Work.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the Project Area. The Proposed Actions would introduce more than 200,000 sf of new commercial uses to the proposed Project Area, which is the CEQR threshold for "substantial" new development warranting assessment. Therefore, as described in the Draft Scope of Work, an assessment of indirect business and institutional displacement will be provided in the EIS.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the Study Area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses. As detailed in the Draft Scope of Work, the Proposed Actions will be analyzed for its potential adverse effects on specific industries to determine whether it would impact the operation and viability of a specific industry non-related to the project.

III. COMMUNITY FACILITIES AND SERVICES

Community facilities are public or publically funded schools, libraries, child care centers, health care facilities, and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement any existing community facilities or services, nor would they affect the physical operations of or access to and from any police or fire stations. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. As per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. The RWCDS associated with the Proposed Actions would introduce approximately 2,557 additional dwelling units to the area, with an estimated 6,878 residents compared to the No-Action Condition. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

PUBLIC SCHOOLS

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required. According to *CEQR Technical Manual* guidelines, in Staten Island the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 165 residential units; the threshold for analysis of high school capacity is 1,068 residential units. As the RWCDS for the Proposed Actions would result in the addition of approximately 2,557 dwelling units (compared to No-Action), it exceeds the CEQR threshold for elementary, middle, and high schools, and therefore, a detailed analysis of public elementary, intermediate and high schools will be provided in the EIS, as described in the Draft Scope of Work.

CHILD CARE CENTERS

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age six in Staten Island would be 217 affordable housing units. The RWCDS associated with the Proposed Actions would result in a net increment of approximately 2,557 dwelling units. As such, the Proposed Actions exceed the threshold for an analysis of day care centers, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

LIBRARIES

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Staten Island, the introduction of 652 residential units would represent a five percent increase in dwelling units per branch. As the RWCDS

associated with the Proposed Actions would result in the addition of approximately 2,557 dwelling units to the Project Area compared to No-Action Condition, it exceeds the CEQR threshold for a detailed analysis, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

IV. OPEN SPACE

An open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as "well-served areas;"
- 50 residents or 125 workers in areas classified as "underserved areas"; and
- 200 residents or 500 workers in areas that are not within "well-served" or "underserved areas."

The Open Space appendix of the *CEQR Technical Manual* does not identify the proposed Project Area as a well-served or underserved area. The Proposed Actions are expected to generate over 200 residents and 500 workers, and thus would exceed the *CEQR Technical Manual* thresholds warranting a detailed open space assessment for residential and worker populations generated by the Proposed Actions. Therefore an open space assessment for the residential and worker (day-time) populations generated by Proposed Actions is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

V. SHADOWS

Under CEQR, a shadow assessment is typically warranted for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight sensitive resources (*e.g.,* Tappen Park and Lyons Pool). Therefore, the Proposed Actions have the potential to cast new shadows on nearby sunlight-sensitive resources. As such, an analysis of the new buildings' potential to result in shadow impacts on sunlight-sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

VI. HISTORIC AND CULTURAL RESOURCES

A historic and cultural resources assessment is performed if there is the potential to affect either archaeological or architectural resources. Under CEQR, impacts to historic resources are considered on those sites directly affected by a proposed action and in the areas surrounding identified Projected Development Sites.

The Project Area does not encompass any designated historic resources. However, there are several New York City designated landmarks and listed sites on the State and/or National Registered of Historic Places that are within 400-feet of the Bay Street Corridor and Canal Street Corridor project areas as well as 55 Stuyvesant Place, a proposed city disposition site under the Proposed Action, and the Stapleton Waterfront Phase III Site. Therefore, it is necessary to analyze the potential

impacts of the Proposed Actions on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

The Project Area is within an archaeologically sensitive area and would potentially result in in-ground disturbance on many of the Projected Development Sites identified in the RWCDS, and therefore have the potential to affect archaeological resources that may be present on those sites. Thus, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

VII. URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action.

The Proposed Actions and subsequent development within the Project Area could result in physical changes to the Project Area beyond the bulk and form currently permitted as-of-right. These changes could affect a pedestrian's experience of public space, requiring an urban design assessment. Therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

VIII. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

According to the *CEQR Technical Manual*, a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. The Project Area is located in a fully developed area of Staten Island. Although the Project Area does not contain natural resources as defined in Section 100 of Chapter 11 in the *CEQR Technical Manual*, the surrounding Project Area contains part of the Atlantic Ocean, a water body listed under Section 110. In addition, preliminary analysis demonstrates the potential for natural communities as well as endangered or threatened within the

Project Area.[6] Therefore, the Proposed Actions have the potential to create a significant adverse impact on natural resources, and further analysis is warranted. Accordingly, an analysis of natural resources will be provided in the EIS.

IX. HAZARDOUS MATERIALS

Under CEQR, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the Projected Development Sites identified in the RWCDS, as described in the Draft Scope of Work.

X. WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (*e.g.,* those that would use more than one million gallons per day), or would be located in an area that experiences low water pressure (*e.g.,* Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Actions, an analysis of water supply is warranted because the RWCDS would result in a demand of more than one million gallons of water per day compared to the No-Action condition (refer to Table B-2 below). As shown in Table B-2, based on the average daily water usage rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would use a maximum net total of approximately 1,243,095 gallons of water per day (gpd) compared to No-Action Condition.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Actions would result in a net increase of more than 400 residential units compared to No-Action conditions, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

[6] Preliminary analysis conducted through the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (Accessed 29 October 2016)

Table B-2: Expected Water Demand Wastewater Generation on Projected Development Sites[7]

	Land Use	GSF	Dwelling Units	Gallons Per Day (gpd)		
				(AC only) Air Conditioning	(Domestic only) Water/ Wastewater Generation	Total (AC + Domestic)
No-Action Condition [8]	Residential (residents)	20,122 (32)	12	3,421	3,228	6,649
	Community Facility	36,083	n/a	6,134	6,134	12,268
	Commercial	338,295	n/a	57,510	81,191	138,701
No-Action Total				**67,065**	**90,553**	**157,618**
With-Action Condition [9]	Residential	2,568,970 (6,911)	2,569	436,725	691,061	1,127,786
	Community Facility	84,678	n/a	14,395	14,395	28,791
	Commercial	595,454	n/a	101,227	142,909	244,136
With-Action Total				**552,347**	**848,365**	**1,400,713**
Net Difference: No-Action vs. With-Action Condition						**1,243,095**

XI. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. Based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual* and as shown in Table B-3, it is estimated that the RWCDS associated with the Proposed Actions would result in a net increase of approximately 119,181 pounds (lbs) of solid waste per week, compared to the No-Action Condition. An analysis of potential adverse solid waste and sanitation impacts is warranted and will be performed in the EIS, as discussed in the Draft Scope of Work.

[7] Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"
Per 2010 Census information for Staten Island Census Tract 21, average household sizes of 2.69 persons per dwelling unit are assumed, respectively.
[8] No-Action Condition: commercial uses include retail and office
[9] With-Action Condition: community facility uses include houses of worship, medical office, etc; commercial uses include retail, office, and restaurants.

Table B-3: Expected Solid Waste Generation on Projected Development Sites

	Land Use	Employee	Dwelling Units	Pounds (lb) per Week
No-Action Condition	Residential (residents)	-	12	492
	Community Facility	80	n/a	722
	Commercial	1,353	n/a	17,591
			No-Action Total	**18,805**
With-Action Condition	Residential	-	2,569	105,329
	Community Facility	188	n/a	1,694
	Commercial	2,382	n/a	30,964
			With-Action Total	**137,986**
			Net Difference: No-Action vs. With-Action Condition	**119,181**

XII. ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions, as this information is required for the assessment of Greenhouse Gas Emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in Table B-4, it is estimated that the RWCDS associated with the Proposed Actions would result in an increase in annual energy consumption of approximately 745,514 million BTUs, an increment of 390,745 million BTUs over the No-Action Condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS.

Table B-4: Estimated Energy Consumption on Projected Development Sites

	Use[10]	Size (gsf)	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (million BTUs/year)
No-Action Condition	Residential	20,122	126,700	2,549
	Community Facility	36,083	250,700	9,046
	Commercial	338,295	216,300	73,173
			No-Action Total	**84,769**
With-Action Condition	Residential	2,568,970	126,700	325,488
	Community Facility	84,678	250,700	21,229
	Commercial	595,454	216,300	128,797
			With-Action Total	**475,514**
			Net Difference: No-Action vs. With-Action Condition	**390,745**

[10] Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City".

XIII. TRANSPORTATION

An assessment of transportation will be provided in the EIS. Based on preliminary estimates for the RWCDS, the Proposed Actions are projected to potentially generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. The RWCDS is also projected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on- and off-street parking utilization in the future No-Action and With-Action conditions. The EIS will also include a parking assessment to determine whether the Proposed Actions and associated RWCDS would result in excess parking demand, and, if warranted, whether there is sufficient parking capacity in the Study Area to accommodate any excess demand.

XIV. AIR QUALITY

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis including both mobile and stationary sources.

The Proposed Actions are expected to result in the conditions outlined in Chapter 17, Section 210 of the *CEQR Technical Manual*. Specifically, the project-generated vehicle trips are expected to exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. In addition, the Proposed Actions and associated RWCDS would result in the conditions outlined in Chapter 17, Section 220. Specifically, the Projected and Potential development sites would use fossil fuels for heat and hot water systems. Therefore, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

XV. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The Proposed Actions associated with the RWCDS would exceed 350,000 sf, and therefore a GHG assessment will be provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. The Bay Street Corridor and Canal Street Corridor project areas as well as the Stapleton Waterfront Phase III Site area located within the federally mapped 100- and 500-year floodplains. Therefore, the Project Area is susceptible to storm surge and coastal flooding, and an assessment of climate change is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

XVI. NOISE

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

A detailed noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the Project Area that would introduce new sensitive receptors to the Project Area that may experience high existing ambient noise levels as a result of the heavily trafficked roadways and proximity to the SIR. Building attenuation measures required to provide acceptable interior noise levels for the Projected and Potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

XVII. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts

would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

XVIII. NEIGHBORHOOD CHARACTER

Per the *CEQR Technical Manual*, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the proposed Project Area's neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

XIX. CONSTRUCTION

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

According to the *CEQR Technical Manual*, projects with multiple sites with overall construction periods lasting longer than two years and which are near to sensitive receptors should undergo a preliminary impact assessment. Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with CEQR guidelines, as described in the Draft Scope of Work.

APPENDIX 1

LIST OF BLOCKS AND LOTS INCLUDED IN PROPOSED PROJECT AREA

Block	Lots
Bay Street Corridor	
487	42, 60, 64, 75, 80, 112, 300
488	1, 9, 18, 26, 53, 65, 71, 78, 157, 162, 164, 175, 201, 206
489	1, 5, 16, 19, 22, 24, 46, 48
497	1, 7, 9
498	1, 5, 14, 15, 72, 73, 74
500	1, 10, 11, 12, 16, 18, 20, 22, 24
502	1, 34
503	1, 32
505	1, 4, 8, 9, 11, 12, 14, 17, 18, 22, 24, 25, 28, 30, 32, 36, 38, 39, 51, 100
507	1, 5, 6, 12, 17, 18, 36, 38
508	1, 9, 10, 17, 21, 22, 23, 24
509	1, 4, 8, 31, 34
510	1, 4, 5, 9, 43
511	1, 3, 7
Canal Street Corridor	
526	1, 2, 3, 4, 5, 6, 8, 11, 14, 16, 17, 19, 21, 25, 27, 28, 29, 41, 43, 52, 53, 55, 57, 59, 61, 63, 68, 69, 70, 71, 72, 74, 76, 77, 78, 79, 80, 81, 82, 83
527	8, 49, 50, 52, 55, 59, 61, 63, 64, 65, 66, 68, 70
City Disposition Sites	
9	9
34	1
6	20
Stapleton Waterfront Phase III	
487	100