BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
BOROUGH OF STATEN ISLAND
~~DRAFT~~

FINAL~~DRAFT~~ SCOPE OF WORK
FOR AN
ENVIRONMENTAL IMPACT STATEMENT

CEQR No.:
16DCP156R

Lead Agency:
New York City Planning Commission

Prepared For:

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* The Table of Contents, List of Figures and List of Tables have been updated for the Final Scope of Work

This document is the Final Scope of Work (FSOW) for the Bay Street Corridor Draft Environmental Impact Statement (DEIS). This FSOW has been prepared to describe the Proposed Actions, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

This FSOW incorporates changes in responses to project updates that were made subsequent to publication of the Draft Scope of Work (DSOW). The substantive changes to the Proposed Actions since the DSOW was issued are as follows:

- The Proposed Actions will not establish a new Bay Street Corridor Subdistrict to the Special Stapleton Waterfront District. The use and bulk modifications to the underlying zoning applicable to the Bay Street Corridor will be achieved through the establishment of a new special district, the Special Bay Street Corridor District (SBSCD).
- The disposition of City Disposition Site 2 will be sought by the NYC Department of Housing Preservation and Development (HPD), in conjunction with an application for designation as an Urban Development Action Area (UDAA) and Project (UDAAP) to facilitate development of a mixed-use residential and commercial retail building, with a substantial component of affordable housing.

Revisions of the DSOW have been incorporated into this FSOW and are indicated by doubleunderlining new text and striking deleted text.

A. 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 Housing Preservation and Development (HPD) ~~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~~ are generally bounded by Victory Boulevard to the north, Staten Island Railroad (SIR) tracks to the east, Sand Street to the south and Van Duzer Street to the west. The affected area 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 EDC 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 service 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 establish the Special Bay Street Corridor District (SBSCD), a text amendment to the Special Stapleton Waterfront District (SSWD), changes to the City map to demap a portion of unbuilt Victory Boulevard Extension, designation of an Urban Development Action Area (UDAA) and approval of an Urban Development Action Area Project (UDAPP), 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 (Block 9, Lot 9), 539 Jersey Street/100 Brook Street (Block 34, Lot 1), 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;~~ (parts of Block 6, Lots 14, 18 and 20); and

4. Two additional city-owned properties located at the Homeport Site within the SSWD (Block 487, Lot 100).

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~~2,560 dwelling units (a ~~range~~portion of which would be permanently affordable pursuant to the Mandatory Inclusionary Housing (MIH) program); ~~257,159~~ 275,000 square feet (sf) of commercial uses including retail, office, and restaurant space; and ~~48,595~~ 47,000 sf of community facility space; and a net *decrease* of approximately ~~21,322~~ 36,000 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 permanently 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~~;~~, UDAA designation and UDAAP approval by HPD; the disposition of ~~three~~ city-owned ~~properties~~ property sought by ~~NYCEDC, DOHMH, DSNY, DOT, and~~ DCAS; and a City Map Amendment sought by NYCEDC.[2] DCP is acting as lead agency on behalf of the City Planning Commission (CPC) and is conducting a coordinated environmental review. The Office the Mayor is an involved agency under the City Environmental Quality Review (CEQR) process.

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

[2] Because the disposition of City Disposition Site 3 and the associated demapping action are not being sought at this time, NYCEDC will not be a co-applicant on any of the proposed actions in the associated Land Use application.

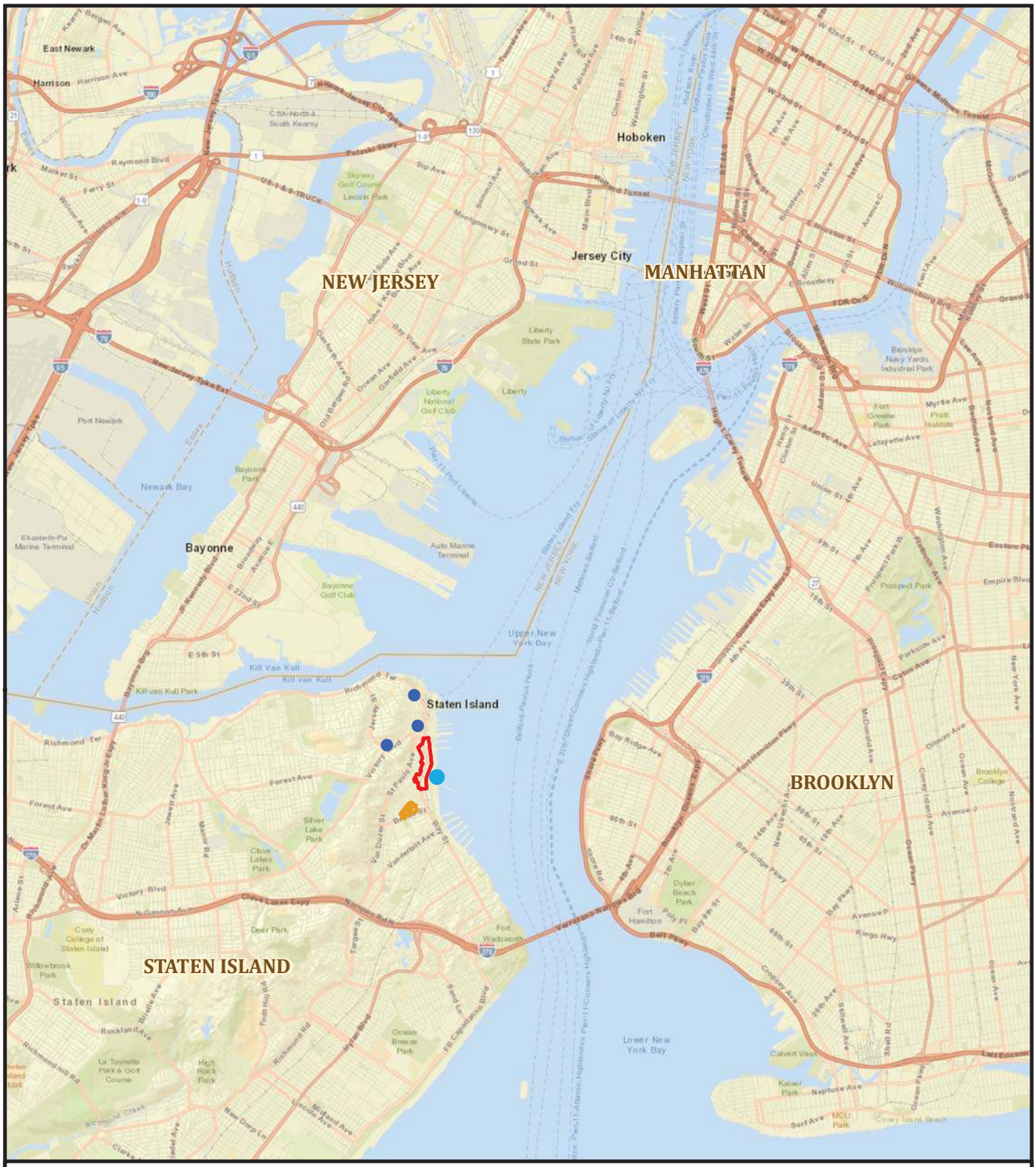

FIGURE 1: REGIONAL LOCATION MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

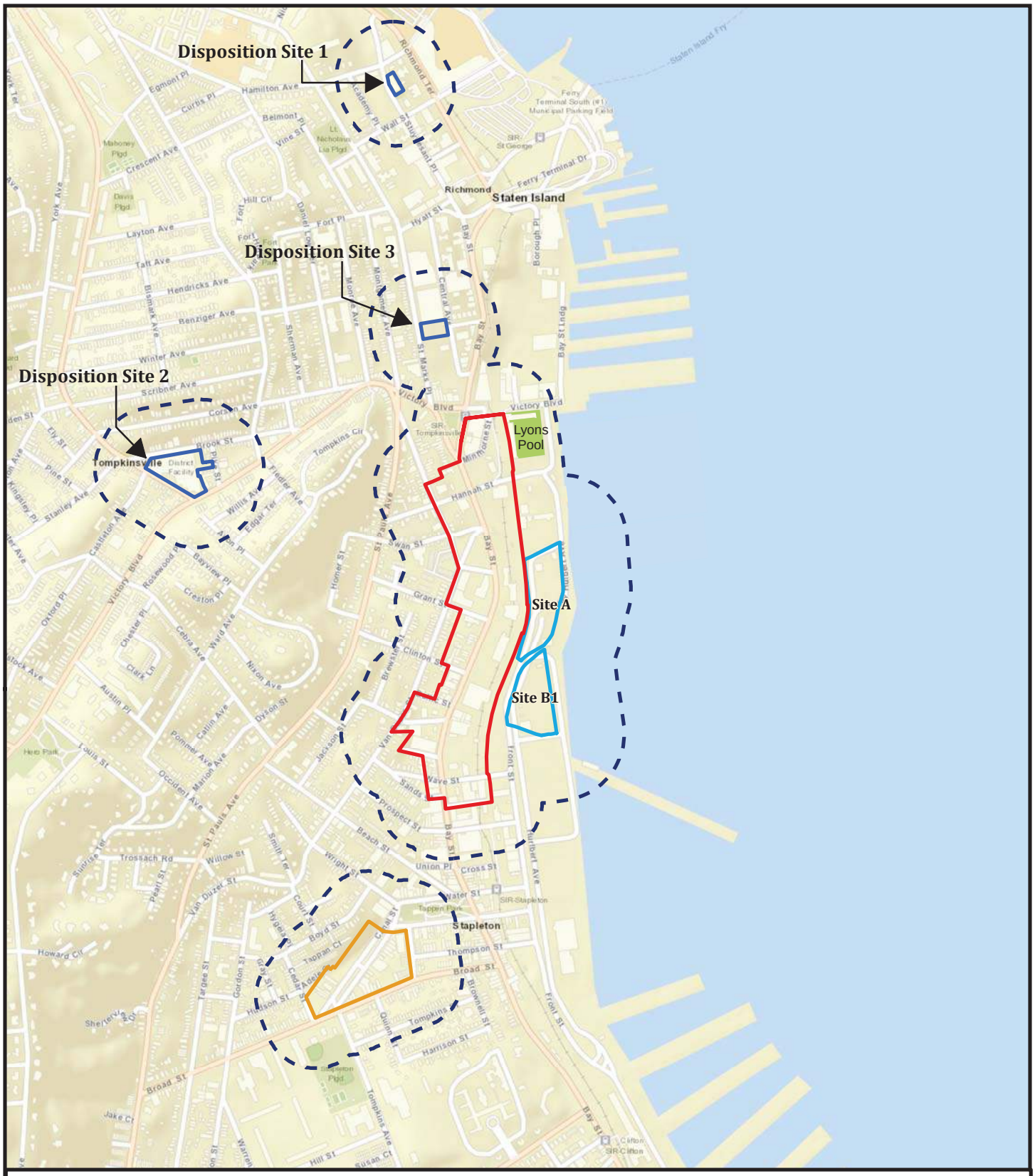

FIGURE 2: PROJECT AREA LOCATION MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

0 500 1,000 2,000 Feet

N

Bay Street Corridor Project Area

Canal Street Corridor Project Area

Stapleton Waterfront Phase III Sites

Study Area (400-foot radius)

City Disposition Sites

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

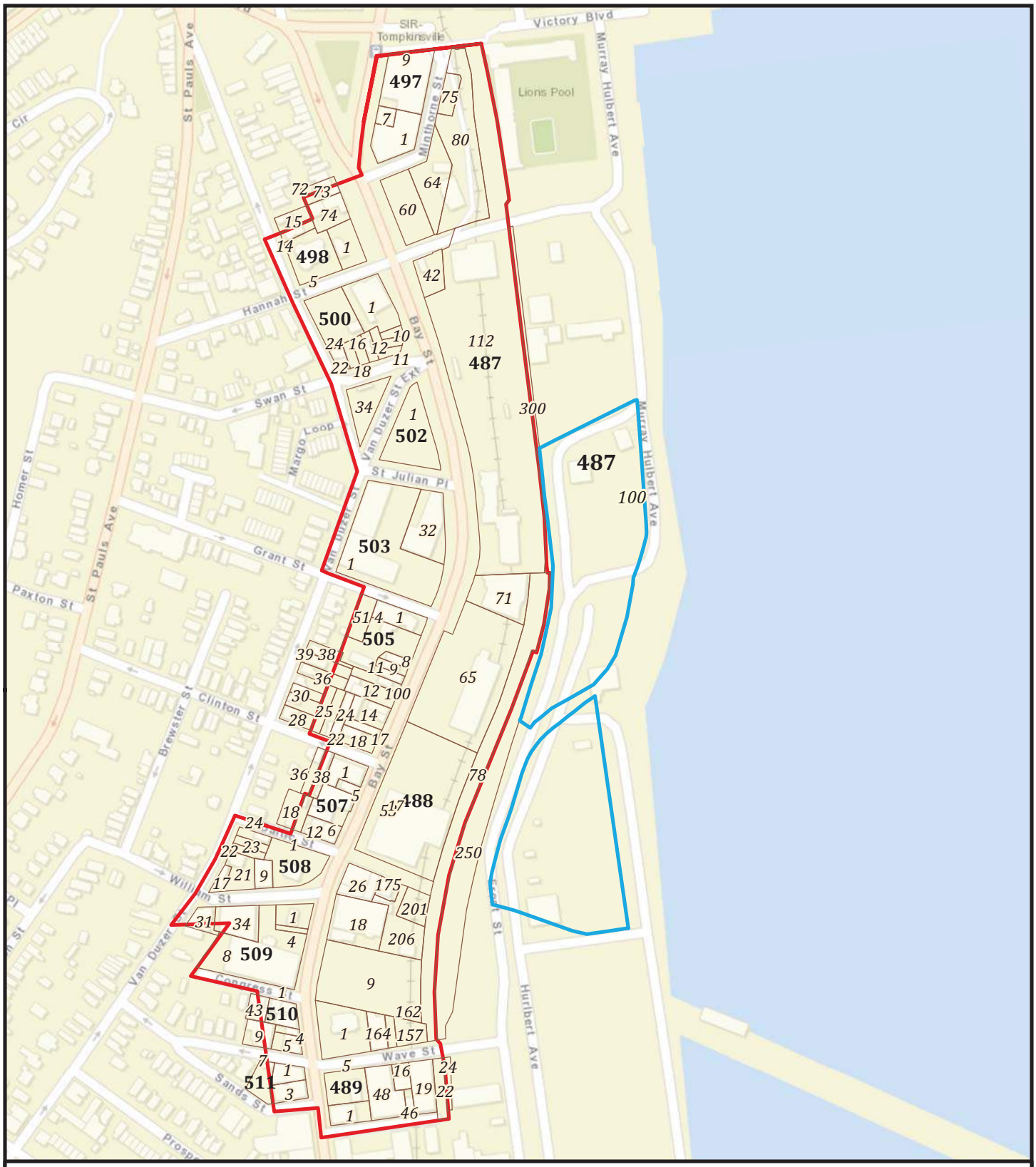

FIGURE 3A: BAY STREET CORRIDOR PROJECT AREA TAX MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

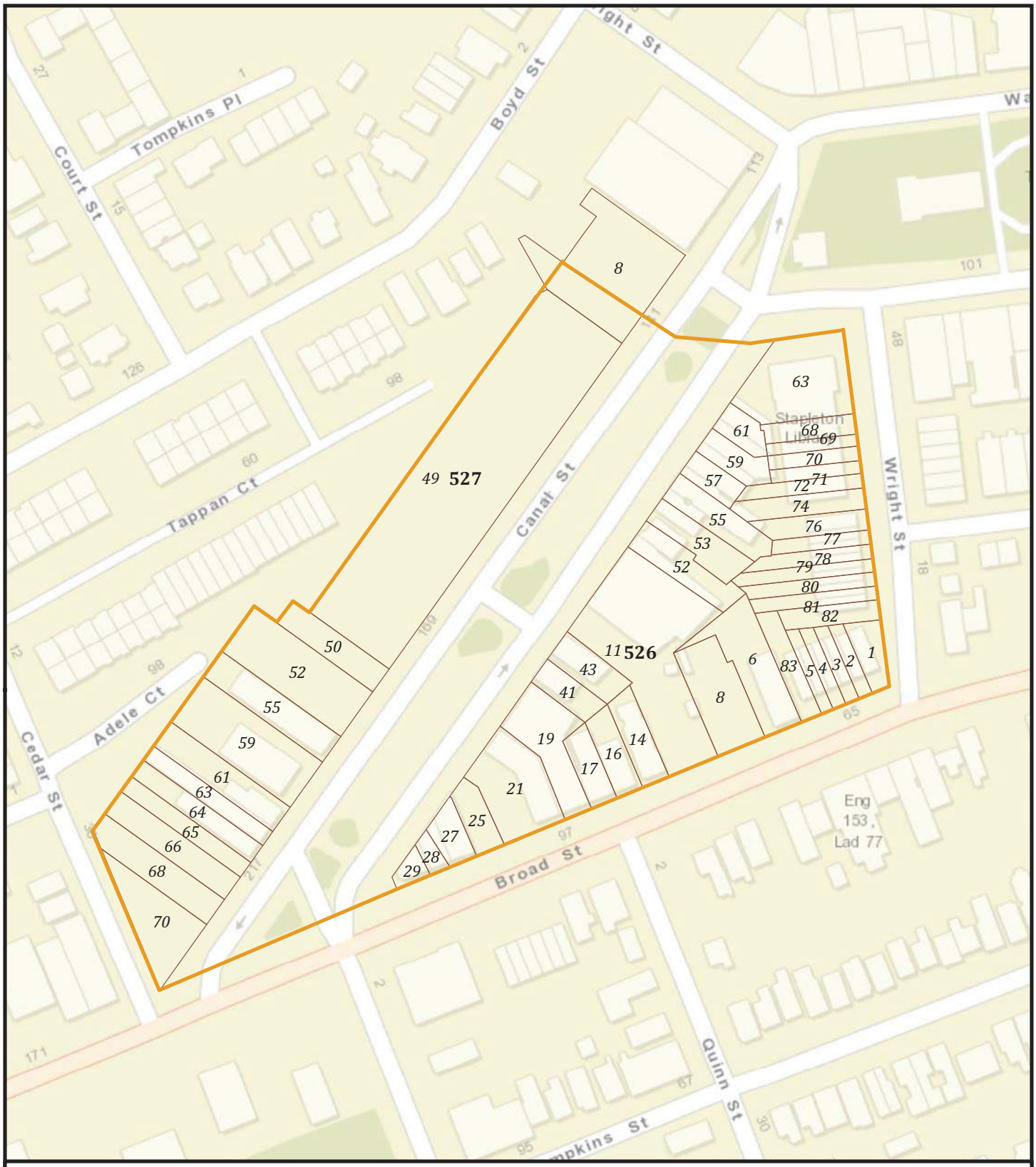

FIGURE 3B: CANAL STREET CORRIDOR PROJECT AREA TAX MAP
BAY STREET CORRIDOR REZONING AND RELATED AREAS

Canal Street Corridor Project Area
1 Block
65 Lot

0 50 100 200 Feet

N

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

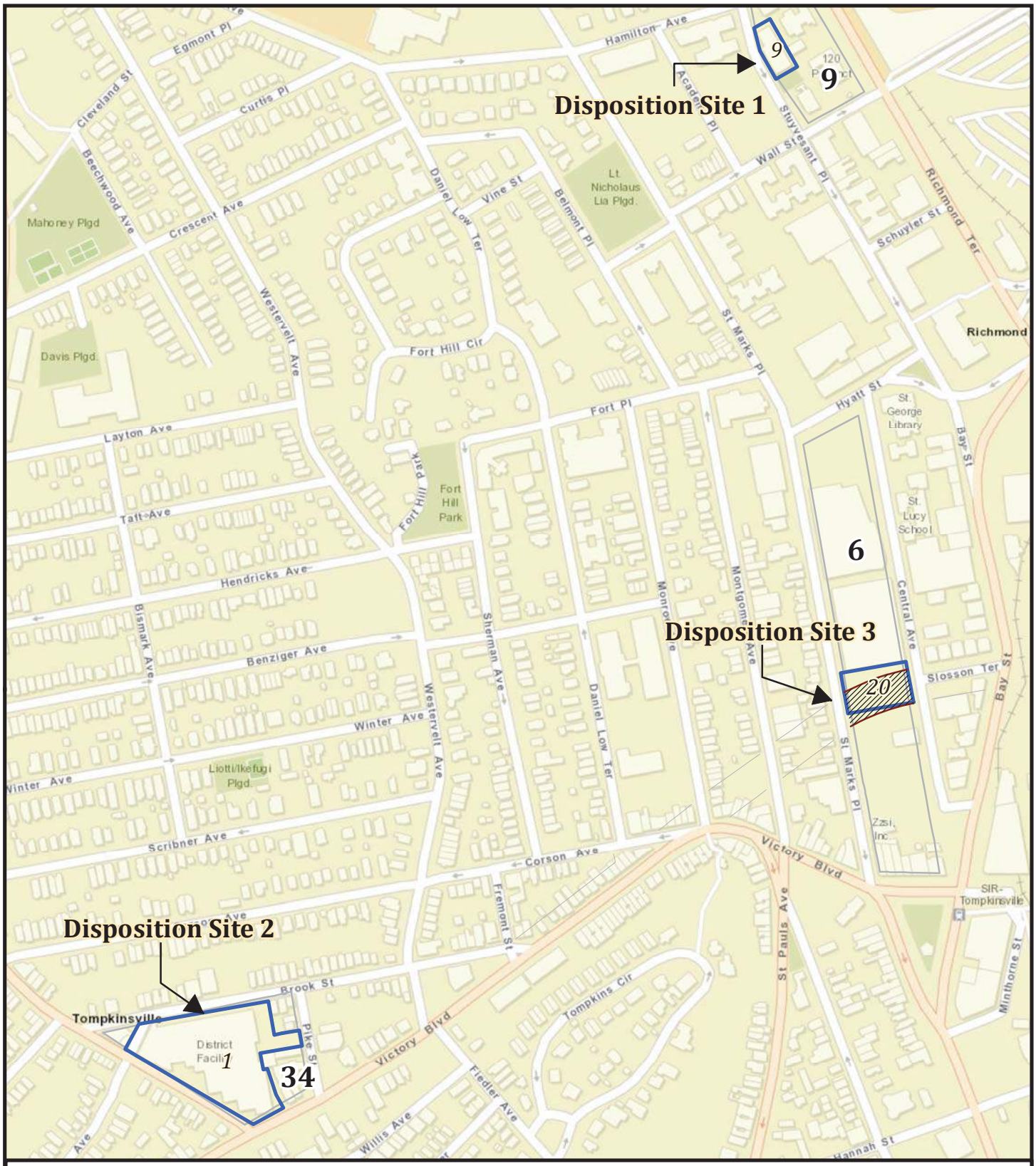

FIGURE 3C: CITY DISPOSITION SITES TAX MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

0 400 800 Feet

N

City Disposition Sites

Demapping (portion of Victory Boulevard Ext.)

34 Block

65 Lot

STATEN ISLAND, NY

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

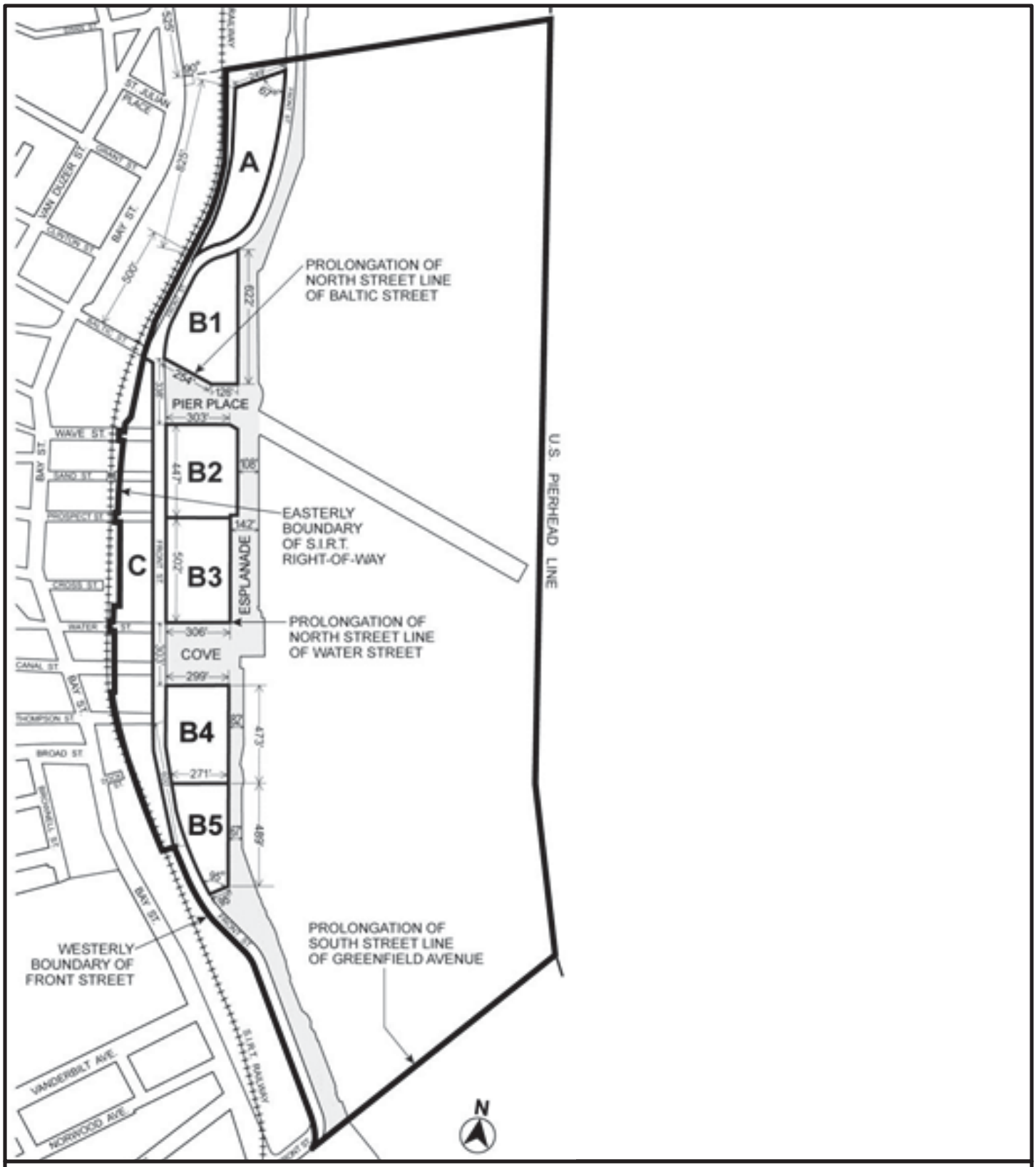

FIGURE 3D: SPECIAL STAPLETON WATERFRONT DISTRICT (SSWD)
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

Special Stapleton Waterfront District
District Subareas
Public Open Space

STATEN ISLAND, NY
Map Reference: NYC Zoning Resolution, Zoning Map 1, Article XI, Chapter 6
Prepared by Langan

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions are intended to facilitate implementation of the Plan's recommendations and achieve the Guiding Principles through discretionary actions that are subject to review under Uniform Land Use Review Procedure (ULURP), Section 197-c of the City Charter, and the City Environmental Quality Review (CEQR) process. These Proposed Actions include:

ZONING MAP AMENDMENT

Bay Street Corridor

The proposed rezoning would replace all or portions of existing M1-1 and R3X zoning districts in the Bay Street Corridor Project Area with R6/C2-3, R6/C2-4, and R6B/C2-3 and R6B zoning districts and establish a new SBSCD. The following zoning map amendments are proposed to Zoning Maps 21c:

- Establish and map the ~~Special Bay Street Corridor District (~~SBSCD~~)~~ coterminous with the Bay Street Corridor Project Area;
- 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 4-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 as follows:
    - 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 bounded as follows:
        - 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 bounded by the following:

- 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 will extend beyond the existing M1-1 zoning district boundary, and include the following lots, currently zoned R3X:

- Portions of Block 507 Lot 17;
- Block 508, Lots 17, 21, 22, 23, 24;
- Portions of Block 509 Lots 28 and 31~~; and~~

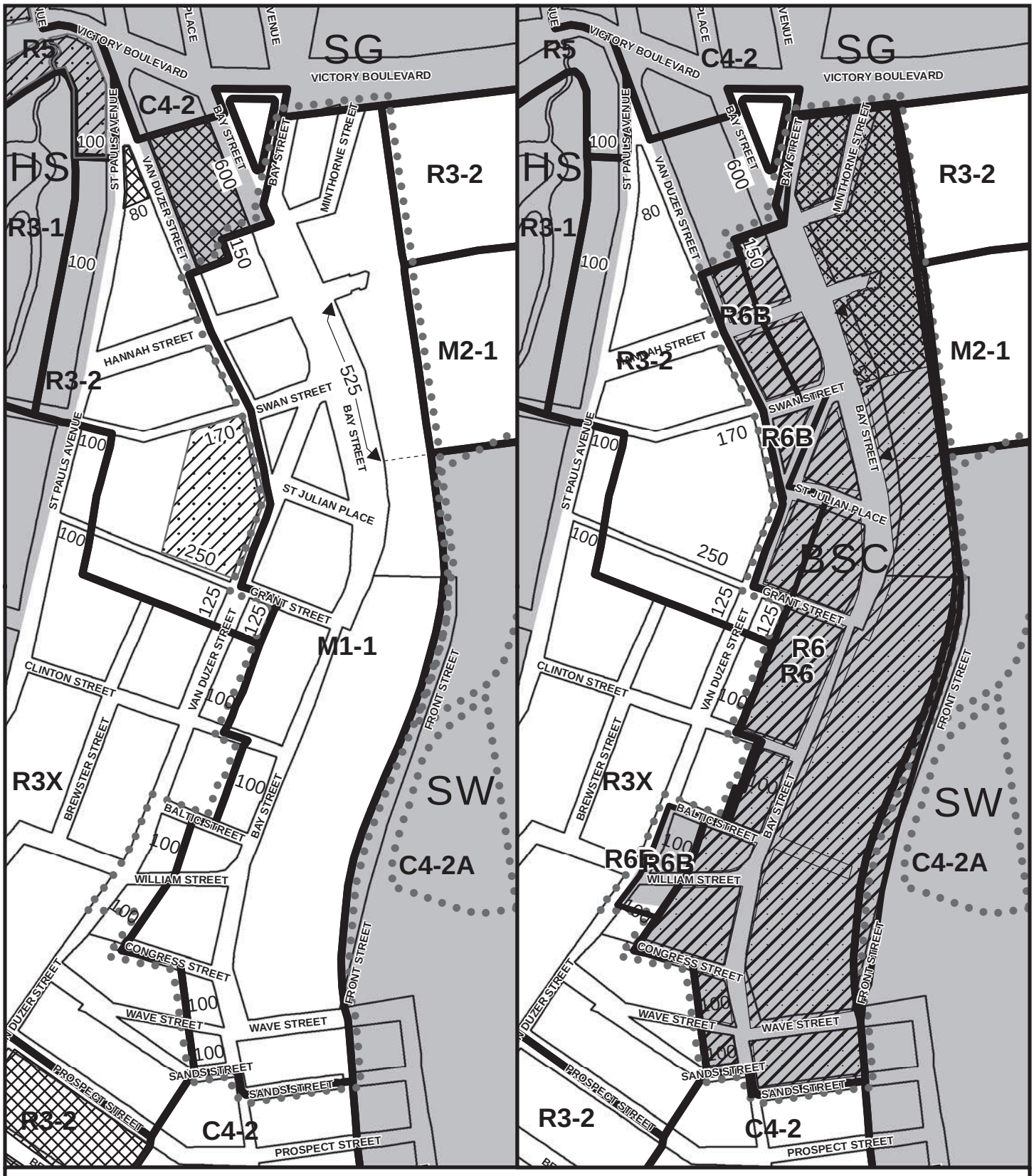

FIGURE 4A: PROPOSED ZONING MAP AMENDMENT
BAY STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

0 250 500 1,000 Feet

N

Bay Street Corridor Project Area/Stapleton Waterfront Phase III Sites

R6 Zoning Districts SW Special Purpose Districts

Commercial Overlays

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

STATEN ISLAND, NY

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

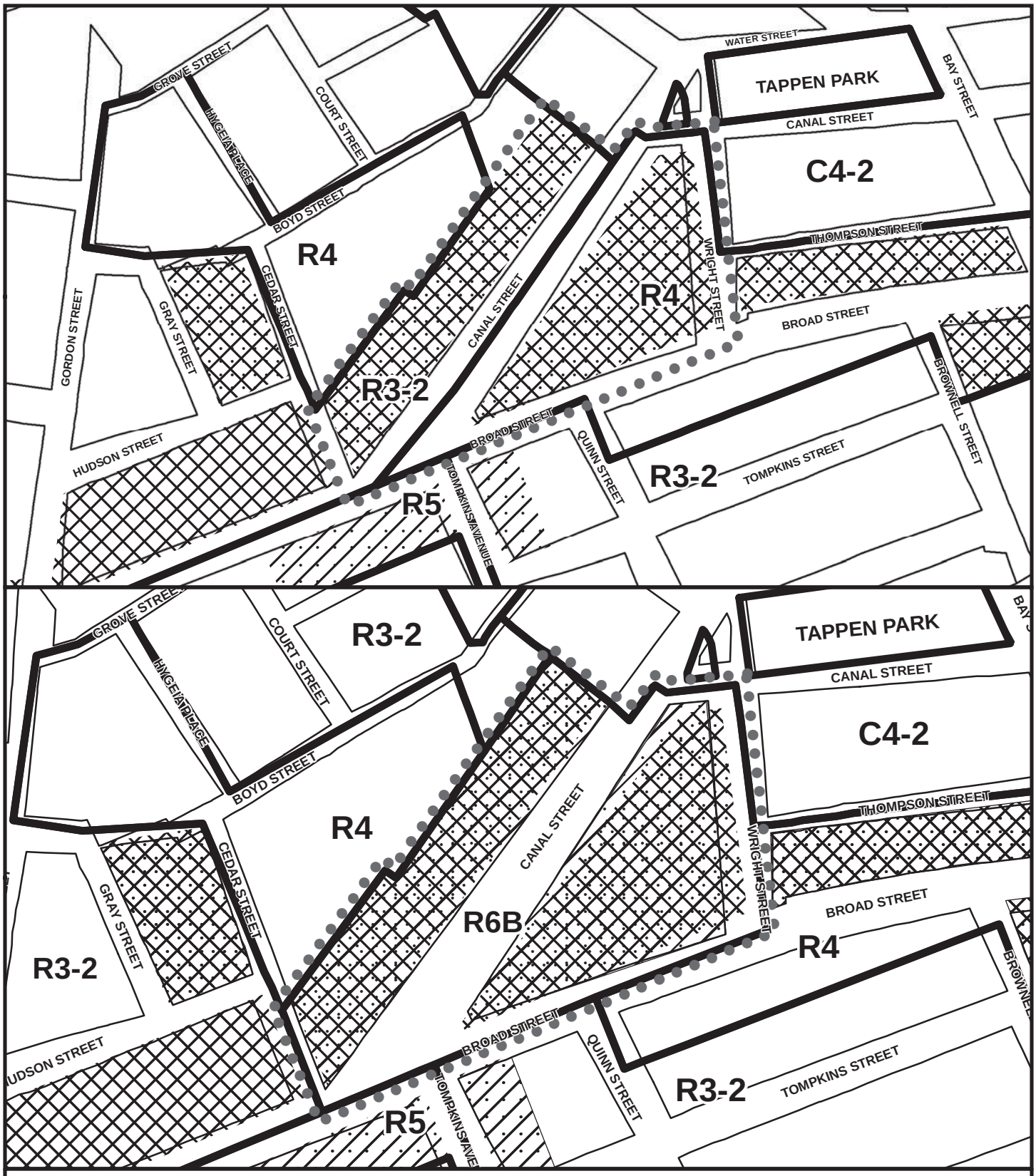

FIGURE 4B: PROPOSED ZONING MAP AMENDMENT
CANAL STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

0 200 400 800 Feet

N

Canal Street Corridor Project Area

R6B Zoning Districts

Commercial Overlays

C1-2 C2-1

C2-2 C2-3

STATEN ISLAND, NY

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

Canal Street Corridor

In the Canal Street Corridor Area, the proposed rezoning would replace or eliminate portions of existing R3-2/C2-2 and R4/C2-2 districts and replace with an R6B/C2-3 district. 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 4-B.

~~*Stapleton Waterfront Phase III Site*~~

~~Stapleton Phase III is subject to a future discretionary action to allow EDC 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).~~

ZONING TEXT AMENDMENTS

The following text amendments are proposed to the NYC Zoning Resolution (ZR):

- Section 116-00 (Special Stapleton Waterfront District (SSWD)): The following text amendments are proposed within 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.~~
    - Within the Stapleton Waterfront Sub-Districts A and B1, modify the existing height controls, including the maximum height of buildings from 55 feet to 125 feet.
- Section 135-00 (Special Bay Street Corridor District (SBSCD)): The Proposed Actions would establish the SBSCD in the ZR.

- The SBSCD will modify the underlying use, bulk, and parking regulations (~~,~~ as well as permitting enlargements of existing non-conforming uses) 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 (MIH) Areas.~~Areas (MIHAs).~~

DISPOSITION OF CITY-OWNED PROPERTY AND URBAN DEVELOPMENT ACTION AREA PLAN DESIGNATION[3]

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

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

[3] Disposition of City Disposition Sites 3 is not being sought in conjunction with the Uniform Land Use Review Procedure (ULURP) application associated with this DEIS. However, for conservative analysis purposes, City Disposition Sites 3 and the associated street demapping are contemplated in this environmental review.

Disposition of City Disposition Sites 3 would be sought to facilitate development pursuant to underlying zoning. Disposition of this site is not being sought in conjunction with the Uniform Land Use Review Procedure (ULURP) application associated with this DEIS. However, for conservative analysis purposes, City Disposition Sites 3 and the associated street demapping are contemplated in this environmental review.

CITY MAP AMENDMENT (STREET DEMAPPING)

In order to facilitate development on 54 Central Avenue, a City Map Amendment is proposed in order to demap the unimproved portions of the Victory Boulevard extension on portions of Block 6, Lots 14, 18, and 20.

C. CITY ENVIRONMENTAL REVIEW (CEQR) AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment (EAS) was completed on May 13, 2016. A Revised EAS was issued on May 19, 2016 to address project clarifications. A Positive Declaration- issued on May 13, 2016 established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

Scoping initiates the Draft Environmental Impact Statement (DEIS) preparation process and is intended to provide an opportunity for the public and other agencies to participate. The purpose of the scoping process is to focus the DEIS on potentially significant adverse impacts and to identify impacts that are not relevant or insignificant and to eliminate them. This Draft Scope outlines the analyses and methodologies that will be used to prepare the DEIS. During the scoping period, interested parties may review the Draft Scope and provide comments to the lead agency. The next step in the process is the Scoping Meeting that provides the opportunity for interested parties to provide oral or written comments on the draft scope. Following the Scoping Meeting, the comment period remains open for an additional thirty (30) days.

A public Scoping Meeting ~~will be~~was held on June 15, 2016 at 6:00 p.m., Trinity Lutheran Church, 309 St Pauls Avenue, Staten Island, NY 10304. Comments received during the comment period, public Scoping Meeting, and written comments received by DCP by 5:00 p.m. on Friday, July 15, 2016 ~~will be~~were considered. Relevant revisions ~~will be~~were incorporated into a Final Scope of Work (Final Scope) revising the extent or methodologies of the studies, as appropriate. The Final Scope ~~will~~ contains a section that summarizes comments received and the lead agency's responses in Appendix 1. The written comments received are included in Appendix 2. The Final Scope will guide the preparation of the DEIS.

When DCP determines that the DEIS is complete in accordance with the Final Scope, the document will be made available for public review and comment. Publication of the DEIS and issuance of the Notice of Completion for the DEIS mark the beginning of the public review period, during which time the public and other interested parties may review and comment of the DEIS. A public hearing will be held on the DEIS to receiving comments of the document. The comment period will remain open for ten (10) days following the public hearing. At the close of the public review period, a final EIS will be prepared that incorporates, as appropriate, changes made in response to comments on the DEIS.

The final EIS will include a new chapter that summarizes and responds to comments made on the DEIS.

When the lead agency determines that the final EIS is complete, it will publish the finial EIS and issue a Notice of Completion for the document. The lead agency will use the final EIS to evaluate project impacts and proposed mitigation in the decision-making process and will issue a Statement of Findings a minimum of ten (10) days following the Notice of Completion.

D. 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~~low-, moderate- and middle-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. NYC EDC 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

E. CONTEXT AREA

The Project Area is central to a much larger Context Area[4] 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

[4] 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.

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 underway in this area, with Phase IA of the development ~~anticipated to be completed in the coming months~~was completed in 2016, 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. An amendment to the

City Map would demap the unimproved Victory Boulevard Extension from Block 6; Portions of Lots 14, 18 and 20.

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

F. EXISTING ZONING

BAY STREET CORRIDOR PROJECT AREA

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).

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.

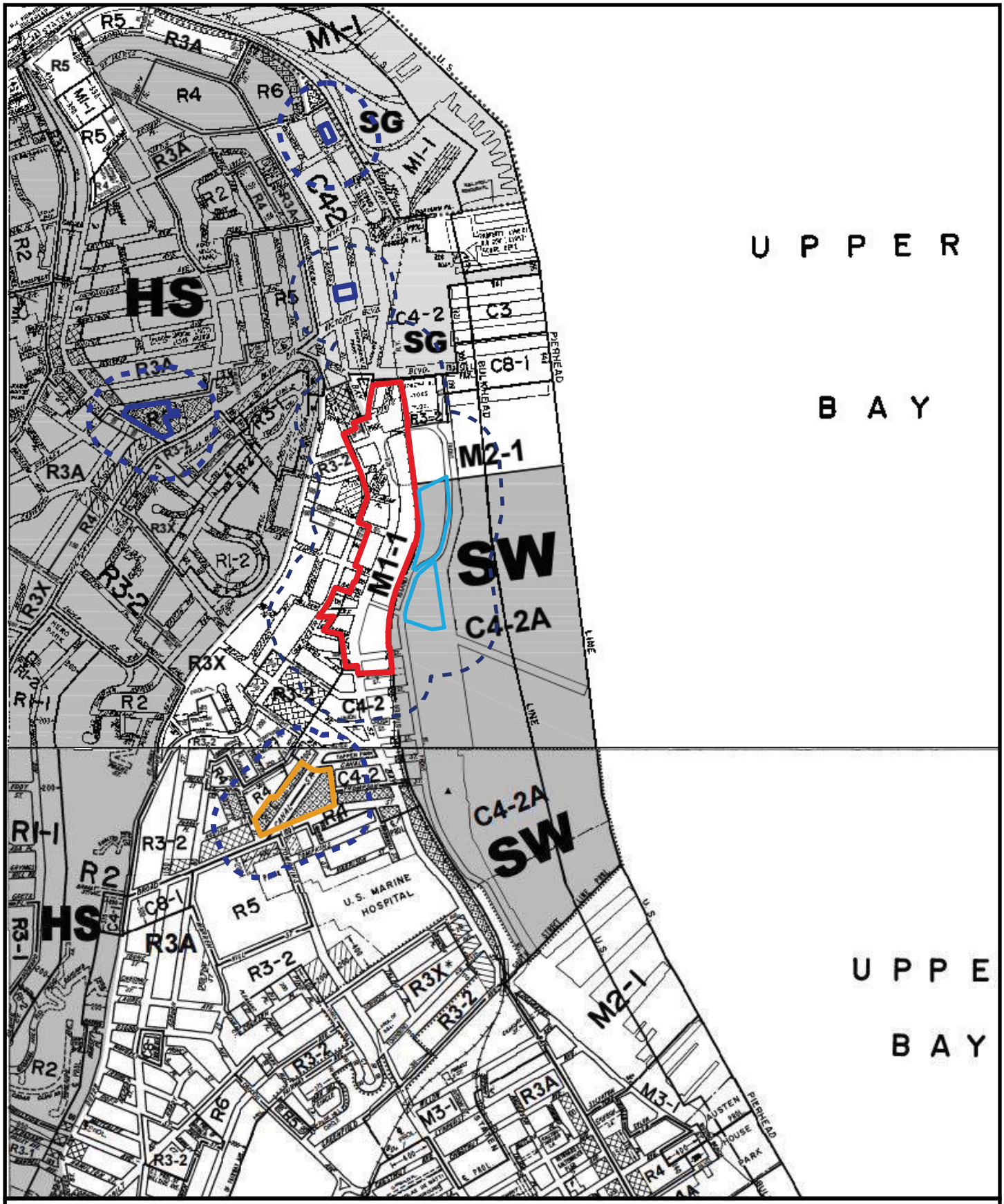

FIGURE 5: EXISTING ZONING MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

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

CANAL STREET CORRIDOR PROJECT AREA

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.

CITY DISPOSITION SITES

- Disposition Site 1, 55 Stuyvesant Place (Block 9, Lot 9) is zoned C4-2 commercial zoning district and is currently an office building (Use Group 6B~~(b)~~) under the jurisdiction of the NYC Department of Health and Mental Hygiene (DOHMH). 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 within the Special Hillsides Preservation District (SHPD) and currently functions as a sanitation garage under the jurisdiction of the NYC Department of Sanitation (DSNY). 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 density 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. 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

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 below.

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 will 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.[5]

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 builds can be converted more easily to residential uses, and special parking and landscaping requirements are intended to provide a more pedestrian-friendly experience.[6]

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.[7] 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.

G. PURPOSE AND NEED FOR PROPOSED ACTIONS

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

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[5] 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)
[6] Ibid.
[7] Ibid.

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
- 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 will 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 will 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~~low-, moderate- and middle-~~income families:

The proposed zoning map amendment from M1-1 to medium density, mixed use zoning districts will 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 MIH Areas (within Appendix F of the ZR), would promote the development of permanently affordable housing, which is intended to facilitate mixed-income communities through a requirement that affordable housing units be included in any new qualifying residential development.

The Bay Street Corridor presents a unique opportunity to facilitate mixed-income housing development. The relatively strong transit access in this part of Staten Island can support the creation of a walkable, mixed-use neighborhood, with housing, allows a variety of services, and jobs within walking distance. 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 Mandatory Inclusionary Housing 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 any 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 will 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 will support existing businesses and create a larger market for new businesses while creating local employment opportunities.

Align investment in infrastructure, public open spaces, and service 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.

H. DESCRIPTION OF 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

Zoning Map and Text Amendments sought by DCP~~,~~ the disposition of ~~three~~ city-owned properties sought by ~~EDC, DOHMH, DSNY, DOT,~~ and DCAS~~,~~ designation of UDAA and UDAAP sought by HPD; and a City Map Amendment sought by EDC. [8]

Each of these is a discretionary action subject to review under ULURP, Section 197-c of the City Charter, and the CEQR process. These discretionary actions are described in more 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~~ 145 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 will be made possible by creation of the Special Bay Street Corridor ~~sub-district of the SSWD~~District (SBSCD). This proposed new ~~sub-district in the existing~~ Special District is proposed in order to 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 will 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); and

[8] The disposition of City Disposition Site 3 and the associated demapping actions are not sought at this time in the land use application. Therefore, NYCEDC is not a co-applicant for the land use application.

- In the Stapleton town center, there is no mapped special district, and the underlying C4-2 provisions apply, including a maximum permitted FAR of 3.0, 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 MIH areas~~As~~, 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~~MIH area, 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 from 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 ~~Mandatory Inclusionary Housing (~~MIH~~)~~ program would require the provision of affordable housing in developments exceeding 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. Typical retail uses in these districts include 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 will help achieve 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. As modified, described below, ~~G~~ground floor non-residential spaces will be mandatory within ~~30~~ 50 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 will require nonresidential use on the ground floors, promoting the urban design goals identified by the community.

PROPOSED TEXT AMENDMENTS

ZR Section ~~116~~135: Special ~~Stapleton Waterfront~~Bay Street Corridor District (SBSC~~SWD~~)

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 establish the ~~SSWD~~ SBSCD (ZR Section 135-00 ~~116-00~~). The boundaries of the Special District will ~~be expanded to~~ include the Bay Street Corridor Project Area, and ~~the new "Bay Street Corridor Sub-District"~~Sub-Districts will be established. ~~This expansion of the SSWD~~The SBSCD will 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 145~~65~~ feet, dependent on lot configuration and location.

- The maximum permissible FARs are proposed to range between ~~3.0~~ 2.0 and 4.6; however, special provisions may allow for greater FARs to be achieved for Affordable Independent Residences for Seniors (AIRS) developments.

- Use Regulations are proposed to be modified from underlying zoning as follows:

    - Non-residential uses would be required at the ground floor within 50 feet of Bay Street;

- Underlying LDGMA requirements for ground floor uses within the C2 zoning district would not apply to existing zoning lots, below a certain size, or in certain locations within the corridor;

- In a mixed-use building, commercial uses are proposed to be permitted up to and including the second story;

- Use Group 6B~~b~~ (office) would be permitted up to the full permitted FAR in certain locations along Bay Street and in commercial only buildings;

- Within certain areas of the R6 zoning district, limited expansion of existing brewery uses would be permitted, provided that (i) the enlarged or extended area does not exceed 15,000 sf for a beverage manufacturing establishment or brewery; and (ii) such enlargement or extension is located within a completely enclosed building; and (iii) all construction has been completed prior to 15 years after date of enactment;

- Within certain areas containing an existing Use Group 16 or 17 use operated in support of a public service or transportation facility, the provisions of an M1-1 district apply; and

- Physical Culture and Health Establishments would be permitted in commercial districts as of right.

- ~~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 the underlying waiver for a small number of spaces applies, whichever is greater;

  - Underlying residential parking waivers shall only apply to zoning lots with a lot area equal to or greater than the lot area of that zoning lot on the date of adoption; and

  - ~~Required nonresidential~~Accessory parking may be located within parking facilities anywhere within the ~~Bay Street Corridor Sub-Area~~ SBSCD~~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 will 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 will be modified as follows:~~

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

~~o 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 and improved to minimum DOT standards for public streets, are proposed at the following locations east of Bay Street:

    - In the prolongation of Swan Street (for any new residential or commercial development);

    - In a flexible zone near the prolongation of Grant Street; and

    - In the prolongation of Clinton Street.

ZR Section 116: Special Stapleton Waterfront District (SSWD)

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

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

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

~~*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 will 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 remain 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 untis) 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 MIH~~As~~ areas in ZR Appendix F. This proposed text amendment would~~will~~ mandate that a minimum of 25~~0~~ to 30 percent of new residential floor area in qualifying developments be provided as permanently affordable to households at low and moderate incomes. The MIH program would require the provision of affordable housing in developments exceeding 10 dwelling units or 12,500 sf of residential floor area. The Proposed Actions intend to apply Option 1, Option 2, the Deep Affordability and the Workforce Option to the Bay Street Corridor and Canal Street Corridor MIH areas

- **Option 1:** At least 25 percent of residential floor area within a MIH development must be for affordable housing units. At least 10 percent of the affordable residential floor area shall be for residents with incomes averaging 40 percent AMI ($37,560 per year for a family of three in 2018 incomes), and no income band shall exceed 130 percent AMI. Additionally, the weighted average of all income bands for affordable housing units shall not exceed 60 percent of AMI, and there shall be no more than three income bands; and

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

- **Deep Affordability Option:** The Deep Affordability Option could also be applied in conjunction with Options 1 and 2. The Deep Affordability Option would require that 20 percent of the residential floor area within an MIH development must be affordable to residents at 40 percent AMI ($37,560 per year for a family of three in 2018 incomes).

- **Workforce Option**: For MIH developments utilizing this option, at least 30 percent of residential floor area must be for affordable housing units with incomes averaging 115 percent AMI ($107,985 per year for a family of three in 2018 incomes), and no income band shall exceed 130 percent AMI. At least 5 percent of the residential floor area within such MIH development shall be affordable for residents at 70 percent AMI ($65,730 per year for a

household of three); and 5 percent shall be for residents with incomes at 90 percent AMI ($84,510 per year for a household of three). Such MIH development shall not utilize public funding and the Workforce Option shall expire 10 years after it is adopted in any MIH area.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTIES~~Y~~ AND UDAAP DESIGNATION

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

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

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

55 Stuyvesant Place

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

~~In the future condition at the time of the build year, absent of 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 will 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

City Disposition Site 2 would be disposed of to HPD, which in turn would dispose of the property to a developer to be selected by HPD through a competitive Request for Proposals process. As part of the Proposed Actions, City Disposition Site 2 would be designated as an Urban Development Action Area (UDAA) and approval of the project as an Urban Development Action Area Project (UDAAP) would be sought. The Proposed Actions would approve for general disposition pursuant to zoning the Jersey Street Garage. ~~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

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

~~Under the Proposed Actions, a city map amendment to demap a portion of unimproved Victory Boulevard Extension on Block 6 is proposed.~~

In order to facilitate development on 54 Central Avenue (Block 6, Lot 20, City Disposition Site 3), a city map amendment is proposed to demap the unimproved portions of the Victory Boulevard Extension on Block 6, portions of Lots 14, 18, and 20 (Figure 1-3C).

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

I. ANALYSIS FRAMEWORK

Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), requires a lead agency to analyze the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate a reasonable range of alternatives, and identify and propose mitigation, to the maximum extent practicable, of any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible effects of the Proposed Actions, a Reasonable Worst Case Development Scenario (RWCDS) was developed for the Future Without the Proposed Actions (No-Action Condition), and the Future With the Proposed Actions (With-Action Condition) for a ~~14~~12-year

period (Build Year 2030). The incremental difference between the No-Action and With-Action conditions will serve as the basis for assessing the potential environmental impacts of the Proposed Actions. The existing condition, No-Action, and With-Action data for all Projected and Potential development sites in the Project Area are included in Appendix B.

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

Development Site Criteria

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

- Underutilized lots, defined as vacant lots or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning;

- Lots with a total size of 3,500 sf or larger (except when part of a potential assemblage, in which case smaller lots were also included, if assemblage seemed probable); and

- Lots that are currently in the unimproved portions of the mapped bed of Bay Street.

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

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

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

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

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

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

- The lots share common ownership;
- When combined, the lots meet the aforementioned development site criteria;
- At least one of the lots, or combination of lots, meets the aforementioned development site criteria; and
- Combination of lots would result in an FAR bonus as a result of the proposed Special District FAR modifications.

Projected and Potential Development Sites

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

- Lots more likely to be developed within the 12~~4~~-year analysis period; and
- Lots of the three ~~four~~ city-owned properties identified for disposition and the two Stapleton Waterfront Phase III sites with proposed building height modification.

Potential Development Sites are considered less likely to be developed over the approximately 12~~4~~-year analysis period. Potential Development Sites were identified based on the following criteria:

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

Based on the above criteria, a total of 53 development sites (30 Projected Development Sites and 23 Potential Development Sites) have been identified in the proposed Project Area (See Table 1 and 2). The attached RWCDS Development Site Selection Tables show these Projected and Potential development sites (Appendix B).

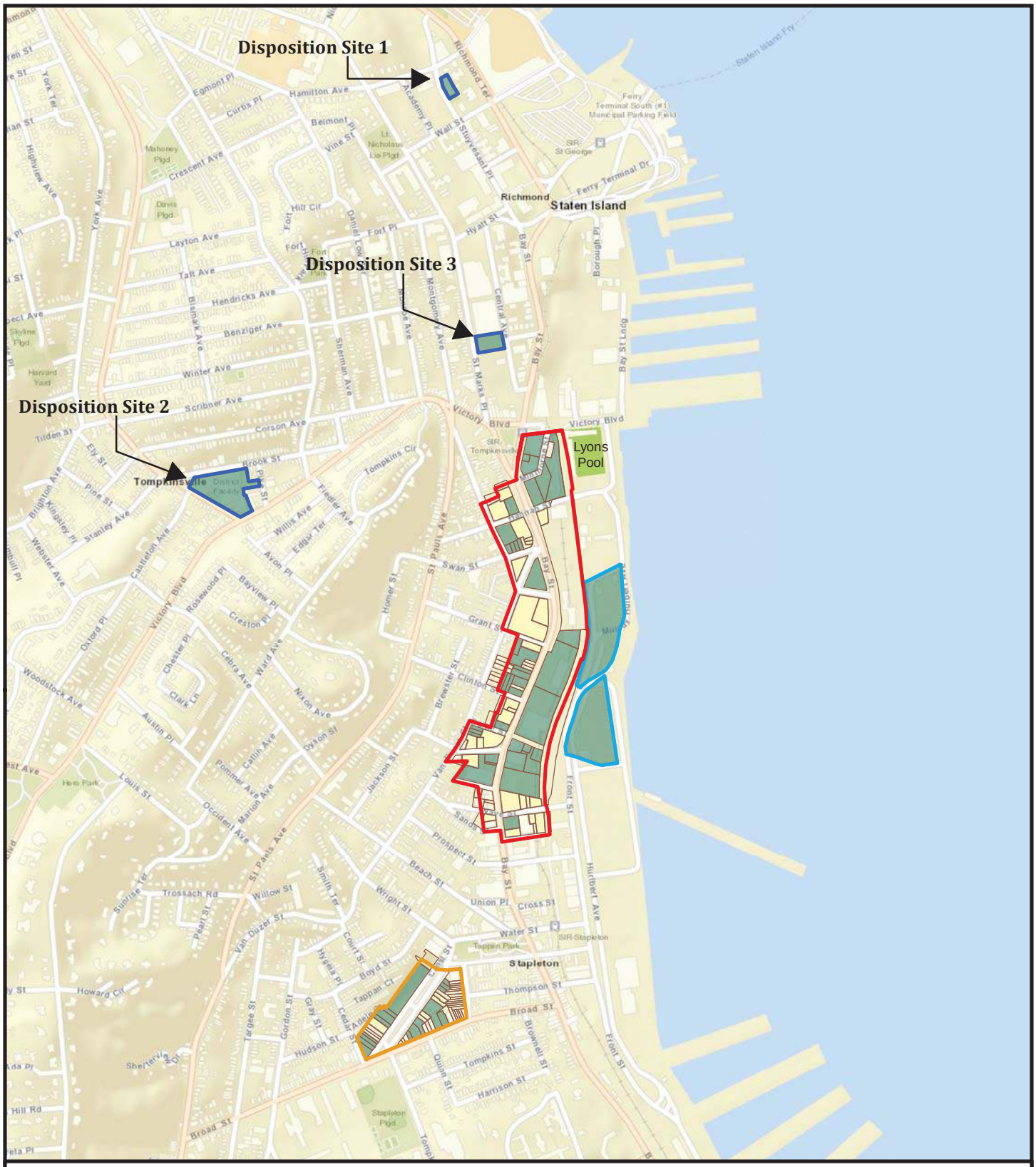

FIGURE 6: OVERVIEW OF PROJECTED AND POTENTIAL DEVELOPMENT SITES
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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



FIGURE 7: BAY STREET CORRIDOR PROJECTED AND POTENTIAL DEVELOPMENT SITES

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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



FIGURE 8: CANAL STREET CORRIDOR
PROJECTED AND POTENTIAL DEVELOPMENT SITES
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

0 75 150 300 Feet

N

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

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

Development Scenario Parameters

Dwelling Unit Factor

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

Affordable Housing Assumptions

Additionally, the number of affordable dwelling units assumed was estimated based on known development proposals, past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, and the proposals in *Housing New York*, the Mayor's ten-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs. Unless available information indicates otherwise,[9] the analysis has assumed the worst-case scenario of 30 percent of new units to be inclusionary (affordable) housing units. The Stapleton Phase III Projected Development Site is a city-owned site and planned development is anticipated at a rate of 50 percent affordable.

The amount of affordable housing constructed in the future with the action, 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.

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

Commercial Use Assumptions

The Bay Street Corridor Project Area is already a commercial corridor that connects the commercially-zoned areas of St George and Stapleton town center. The Special District text amendment proposes all development sites fronting Bay Street will be required to have non-residential use on the ground floor within 30 feet of Bay Street.

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

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

- C2-3 allows for developments with less than 10,000 sf of most commercial uses to waive commercial parking requirements;
- C2-4 allows for developments with less than 40,000 sf of most commercial uses to waive commercial parking requirements; and
- The proposed text amendment would waive parking requirements for the first 0.5 FAR of non-residential uses in a mixed-use building.

While accessory commercial parking is permitted even where not required, for the purposes of a conservative analysis, it is assumed that sites eligible to waive parking would do so. Under the Proposed Actions, parking beyond the minimum quantum of parking required by zoning could be provided, should a property owner opt to do so. The Proposed Actions are projected to facilitate approximately ~~595,454~~ 618,580 sf of commercial space, including office, retail, and restaurant uses, on the Projected Development Sites.

Community Facility Use Assumptions

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

Based on recent trends within the area and the absence of vocal interest from property owners in the area to develop community facilities, no development comprised wholly of community facility space is projected. However, it is projected that as a result of the Proposed Actions, approximately 84,680 sf of community facilities such as daycare, educational facilities, medical offices, or cultural spaces would be provided within developments containing other uses.

THE FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)

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

It is anticipated that in a No-Action scenario, within the Bay Street Corridor Project Area, only the vacant sites located 269,-271, and 273 Van Duzer Street would each develop as single family dwelling units (2 dwelling units) pursuant to the R3X zoning district these sites are located within[10]. Recent

[10] Shortly before certification, construction of a single-story commercial building began at Projected Development Site 10 (Block 502, Lot 1) pursuant to existing M1-1 zoning. This change is not contemplated in the No-Action Condition for this

development trends in the neighborhood have shown a lack of private investment along Bay Street Corridor. Existing conditions along the Bay Street Corridor are expected to remain in the No-Action Scenario due to the limited development potential currently afforded by the existing M1-1 zoning district where a maximum FAR of 1.0 is permitted, and residential uses are precluded.

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

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

The resulting development under a No-Action Condition would be approximately 12 residential units, (~~being~~ 6 in the Bay Street Corridor Project Area and 6 in the Canal Street Corridor Project Area); ~~338,295~~approximately 343,000 gsf of ~~additional~~ commercial space, ~~being~~ (comprised of ~~97,455~~99,000 gsf office space and ~~193,435~~194,000 gsf local retail); and ~~36,083~~ 38,000 gsf of ~~additional~~ community facility space. The development under the No-Action Condition is expected to result in an incremental increase over existing conditions of approximately 6 residential units (2 in the Bay Street Corridor Project Area and 4 in the Canal Street Corridor Project Area) and 25,000 sf of additional community facility space; and a net decrease of 36,000 sf of commercial space.

THE FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

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

site and the site is assumed to remain vacant. However, this assumption presents a conservative approach for environmental assessment.

Bay Street Corridor – Projected Development Sites

The Proposed Actions would allow for the development of new uses and higher densities at the Projected and Potential development sites. The proposed map amendment would map all of the Bay Street Corridor Project Area as R6 and R6B zoning districts with C2-3 and C2-4 commercial overlays.~~, with the exception of Block 497 east of Bay Street, which would be mapped as R7-1, which would permit a maximum FAR of 4.6 and a maximum building height of 135 feet.~~ As such, all Projected Development Sites ~~, including Projected Site 7,~~ were assumed to provide residential development under the Proposed Actions, with the exception of Projected Development Site 2 and ~~Projected~~ Projected Development Site 15. Maximum building heights would apply in certain locations based on site configuration and location.~~It will also modify the maximum height for sites west of Bay Street as well as portions of zoning lots east of Bay Street along its curvature.~~

Projected Development Sites 2 (Block 487, Lots 60, 64, and 80) and 7 (Block 497, Lots 1, 7, and 9) would fall within the proposed C2-4 commercial overlay, which would allow mixed-use commercial development to utilize the full FAR of the proposed underlying R6 residential districts by providing office use beyond the second floor in wholly non-residential buildings. Therefore, it was assumed that at least one of these sites would most likely be developed as a ~~fully mixed-use~~ commercial (office and retail) and community facility building due to its close proximity to public ~~transpiration~~transportation (Tompkinsville SIR Station). Under this assumption and given its irregular lot shape, Projected Site 2 was projected to be developed with 40,000 sf local retail/restaurants on the ground floor, 40,000 sf community facility use on the second floor, and 186,~~135~~ 000 sf of office use beyond the second floor.

All ~~Projected~~ other Projected Development Sites that fall within the proposed C2-3~~4~~ commercial overlay on Bay Street were assumed to be mixed-use residential development pursuant to the Proposed Actions, except as noted below, which would require non-residential ground-floor uses within ~~a certain distance~~ 50 feet of Bay Street, and allow a parking waiver for the first 0.5 FAR of non-residential use.

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

Because of the ~~L~~lot area, shape, and location of Projected Development Sites 4 (Block 488, Lots 18, 26, 175, 201, and 206) and Projected Development Site 5 (Block 488, Lots 53 and 65)~~ deemed,~~ these sites ~~ideal~~ were identified as well suited for additional community facility use, and likely to be redeveloped as such in the With-Action scenario. Based on the required design parameters, Projected Development Site 5 ~~is projected to~~would contain three separate buildings, providing community facility use on the second floor of two of these buildings. A total of 76,000 sf of community facility

space on Projected Development Sites 2, 4, and 5 is projected within the Bay Street Corridor Project Area to support anticipated future needs.

In order to provide more flexibility, Projected Development Sites 9 (Block 500, Lots 16, 18, 20, 22, and 24), 13 (Block 505, Lots 22, 24, and 25), and 16 (Block 508, Lots 22, 23, and 24) do not front Bay Street and will not be required to provide ground-floor non-residential use under the Proposed Actions. As such, these sites were assumed to be developed as solely residential use that would reflect the existing residential character of these side streets.

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

Under the Proposed Actions, the Bay Street Corridor Project Area would include 381,000 sf of commercial uses on Projected Development Sites that are required to have non-residential use on the ground floor (excluding Projected Development Sites 9 and 13). The non-residential uses would include retail, restaurant, and/or office space. This projected commercial floor space is assumed based on proposed permissible commercial FAR, urban design and zoning requirements of the Proposed Actions~~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. Under the With-Action Condition, 1,592 residential units would be proposed for the 17 Projected Development Sites in the Bay Street Corridor Project Area, of which 620 would be affordable units, except as mentioned above (Projected Sites 2 and 15). The projected 380,779 gsf of commercial uses have been estimated across all sites fronting on Bay Street that are required to have non-residential use on the ground floor such as, retail, restaurant, and/or office space. This projected commercial floor space is assumed based on proposed permissible commercial FAR, urban design and zoning requirements of the Proposed Actions, and anticipated need to support the residential growth projected as a result of the Proposed Actions in the Project Area.~~

~~Three Projected Development Sites (Sites 2, 4, and 5) were assumed to have community facility use (approximately 76,354 sf), which is assumed to be sufficient to support the anticipated future needs of this Project Area.~~

Bay Street Corridor – Potential Development Sites

Nineteen Potential Development Sites were identified for Bay Street Corridor Project Area. Only Potential Development Site A falls within the proposed C2-4 commercial overlay. As such, this site (Block 487, Lot 42), if developed, would likely take advantage of the allowable full residential FAR for commercial development by providing office use, similar to Projected Development Site 2. The remainder of the identified Potential Development Sites are within the proposed R6/C2-3 zoning district and have been assumed that in a With Action Scenario would be developed as either mixed-use development (if the site has frontage to Bay Street, where ground-floor non-residential uses would be required, specifically Potential Development Sites B, D, H, I, J, K, L, M, P, and S), or as solely

residential use (where no frontage exists to Bay Street, or where non-residential floor space would be impractical specifically Potential Development Sites C, E, F, G, N, O, Q, and R).

Sites within the rezoning area are subject to MIH and qualifying developments will provide between 25 percent and 30 percent affordable residential units. ~~It is estimated that the Potential Development Sites could accommodate 720 dwelling units, 85,302 gsf of commercial use, and 6,500 gsf of community facility.~~ As stated above, these assumptions are a product of proposed permissible commercial FAR, urban design and zoning constrains on development sites that may limit amount of commercial use on ground and second floor as well as residential development, and projected need to support the residential growth projected as a result of the Proposed Actions in the Project Area.

Canal Street Corridor – Projected Development Sites

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

Sites within the rezoning area are subject to MIH and will provide between 25 percent and 30 percent affordable residential units. ~~The Canal Street Corridor will contain between 60 and 72 affordable units.~~ All eight (8) Projected Development Sites within the Canal Street Corridor are anticipated to provide a mixture of residential and commercial, or residential and community facility uses. In the With-Action Condition, approximately ~~241~~ 240 dwelling units, ~~8,320~~8,000 gsf of community facility, and 37,000 gsf of commercial use is projected to be distributed among these sites.

Canal Street Corridor – Potential Development Sites

Four Potential Development Sites were identified in the Canal Street Corridor Project Area. Sites within the rezoning area subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The four (4) Potential Development Sites, if developed, could provide ~~39 residential units (12 affordable units), 3,400 gsf of commercial use, and 3,000 gsf of community facility.~~a combination of residential, commercial and community facility uses.

Please refer to the RWCDS Tables for the Projected and Potential Development Sites (Appendix B) for more detailed information on the existing, No-Action, and With-Action conditions developed for these sites.

Stapleton Waterfront Phase III

Under the Proposed Actions, it is expected that Site A will be disposed to a private developer and developed with 319 dwelling units and 43,000 sf of local retail uses. Under the Proposed Actions, it is expected that Site B1 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 rather than a single long building mass parallel to Front Street and the waterfront. The levels and amount of affordability would be set by the terms of disposition, but the With-Action condition assumes 50% affordability.

Proposed City Disposition Sites and UDAAP

55 Stuyvesant Place

Under the Proposed Actions, it is expected that the existing 38,000 sf building will be disposed of by DCAS to the NYC Land Disposition Corporation, which would dispose of the property 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 UDAAP designation and disposition pursuant to zoning of the Jersey Street Garage. Under the Proposed Actions, it is anticipated that the garage would be disposed of by HPD to a private developer to be selected by HPD through a competitive Request for Proposals process 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 and 35,000 sf of ground floor local retail. The levels and amount of affordability would be set by the terms of disposition, but the With-Action condition assumes 50% affordability.

54 Central Avenue

Under the Proposed Actions, it is expected that the site will be disposed by DCAS 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.

INCREMENTAL DIFFERENCE: NO ACTION AND WITH-ACTION CONDITIONS

As shown in Table 1, the incremental difference between the No-Action and With-Action conditions provides the basis by which the potential environmental impacts of the Proposed Actions are evaluated. As shown in Table 1, the With-Action Condition would result in a net *increase* of approximately ~~2,548,848~~2,554,000 sf of residential use consisting of ~~2,557~~2,560 dwelling units; a net *increase* of approximately ~~48,595~~47,000 gsf of community facility use; and a net *increase* of approximately ~~257,159~~275,000 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.~~

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

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

Source: *(Population Multiplier) 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21.*

Notes*:*

[1] 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tracts 3, 7, 11, 21, and 27.

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

**This table has been revised for the Final Scope of Work*

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 on qualifying sites 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.

J. PROPOSED SCOPE OF WORK

The EIS will be prepared in conformance with the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will analyze the Proposed Project to assess its potential to result in significant adverse environmental impacts.

The EIS, following the guidance of the *CEQR Technical Manual*, will include:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- Identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- Identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should they be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

As previously referenced, the EIS will analyze the Projected Development Sites for specific technical areas of concern and will evaluate the effects of the Potential Development Sites for site-specific effects. The analyses in the EIS will examine the RWCDS. The specific technical areas to be analyzed in the EIS, including their tasks and methodologies, are described below.

TASK 1: DESCRIPTION OF THE PROPOSED PROJECT

The first chapter of the EIS will introduce the Proposed Project and will set the context in which to assess potential adverse impacts. This chapter will contain a description of the Proposed Actions; their location; the background and context of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; and a discussion of the approvals required and procedures to be followed, including the role of the EIS in the process. This chapter is key to understanding the Proposed Actions and their potential impact(s) and gives the public and decision makers a base from which to evaluate the Proposed Actions.

The Project Description will also present the planning background and rationale for the Proposed Actions and summarize the RWCDS for analysis in the EIS. The RWCDS uses the future without the Proposed Actions (No-Action Condition) to provide a baseline against which to measure the future effects of the future with the Proposed Actions (With-Action Condition). The section on approval procedure will explain the ULURP, zoning text amendment, zoning map amendment, and City map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

Pursuant to CEQR ~~guidelines~~guidance, a land use analysis characterizes the uses and development trends in the area that may be affected by a Proposed Project, and determines whether the potential impacts from the Proposed Project would impact existing land uses, zoning, and public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The Land Use Study Area typically includes the Project Area and the area within 400 feet of the Project's boundaries. The Secondary Land Use Study Area includes the Project Area and the area within a 0.25-mile radius of the Project Area's boundaries.

This section of the EIS will consider the Proposed Project's compatibility with existing surrounding land use (Figures 9-A through 9-D); consistency with zoning; consistency with relevant public policies (e.g., NYC Waterfront Revitalization Program~~,~~; Figure 10); and the Proposed Project's potential effects on any development trends and conditions in the area.

The analysis will reflect current conditions, recent trends, and other future plans. Tasks will include:

- Provide a brief development history of the Primary Land Use Study Area (i.e., Project Area and 400-foot radius) and Secondary Land Use Study Area (i.e., Project Area and 0.25-mile radius);

- Provide a description of land use, zoning, and public policy in the study areas, with a more detailed analysis conducted for the Project Area. This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on business and employment in the Project Area. Recent trends in the Project Area will be noted. Other public policies that apply to the study areas will also be described, including: *Housing New York*, *Vision Zero*, *OneNYC*, *North Shore 2030*, and the *FRESH Program* policies. Because the directly affected area is partially within the boundaries of the City's *Waterfront Revitalization Program (WRP)* boundaries, completion of the Consistency Assessment Form is required;

- Based on field surveys and current land use data obtained from DCP, identify, describe, and graphically display predominant land use patterns in the Study Area. The sites directly affected by the Proposed Project will be the focus of this effort, with a more general discussion of the surrounding areas. Based on discussions with DCP and other public or private agencies

and local real estate brokers, describe recent land use trends in the Primary and Secondary study areas and identify major factors influencing land use trends;

- Describe existing zoning districts in the Primary and Secondary study areas;
- Prepare a list of future developments in the Primary and Secondary study areas that could affect future land use patterns and trends and identify pending zoning actions, and other public policy actions that could affect land use patterns and trends as they relate to the Proposed Actions. Based on these changes, assess future conditions in land use and zoning without the Proposed Project (No-Action Condition);
- Describe proposed zoning changes, and the potential land use changes based on the RWCDS (With-Action Condition);
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the Primary and Secondary study areas; and
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified in consultation with DCP.

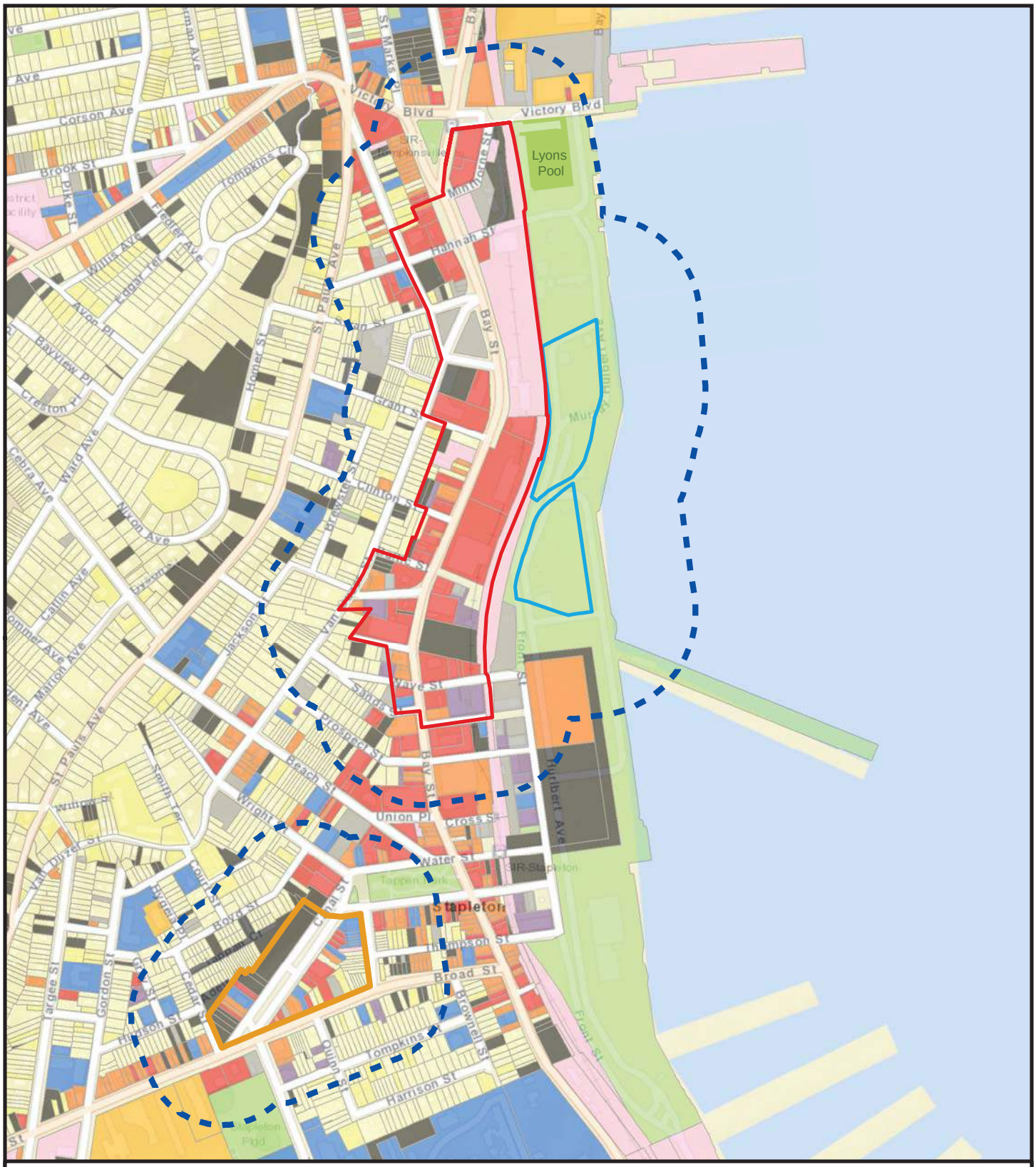

FIGURE 9A: LAND USE MAP BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

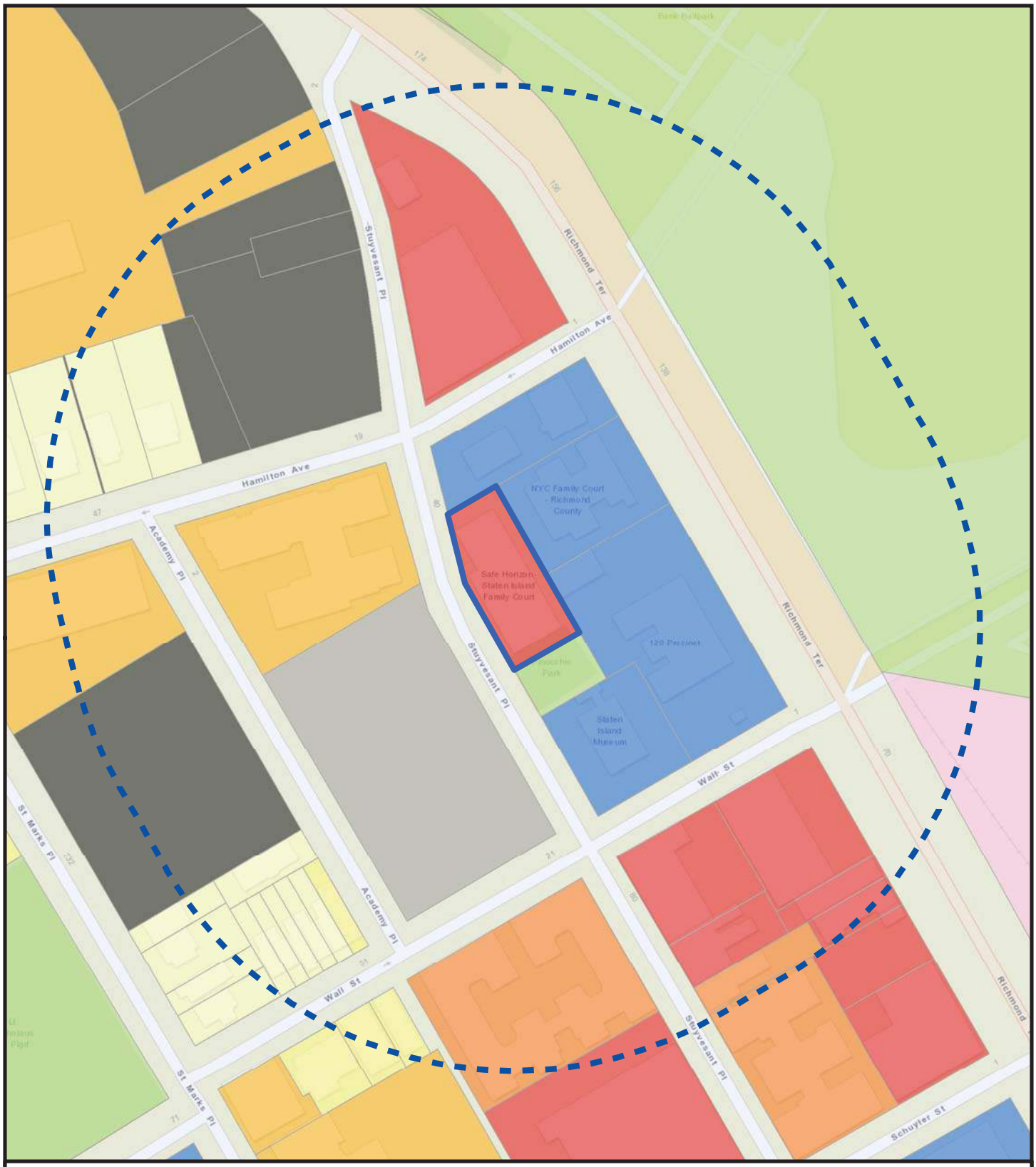

FIGURE 9B: CITY DISPOSITION SITE 1 LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

City Disposition Site 1
Study Area (400-foot radius)

0 75 150 300 Feet

N

Land Use

- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land



FIGURE 9C: CITY DISPOSITION SITE 2 LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

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

Land Use
- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land

0 75 150 300 Feet

N



FIGURE 9D: CITY DISPOSITION SITE 3 LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

City Disposition Site 3
Study Area (400-foot radius)

0 75 150 300 Feet

N

Land Use

- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land

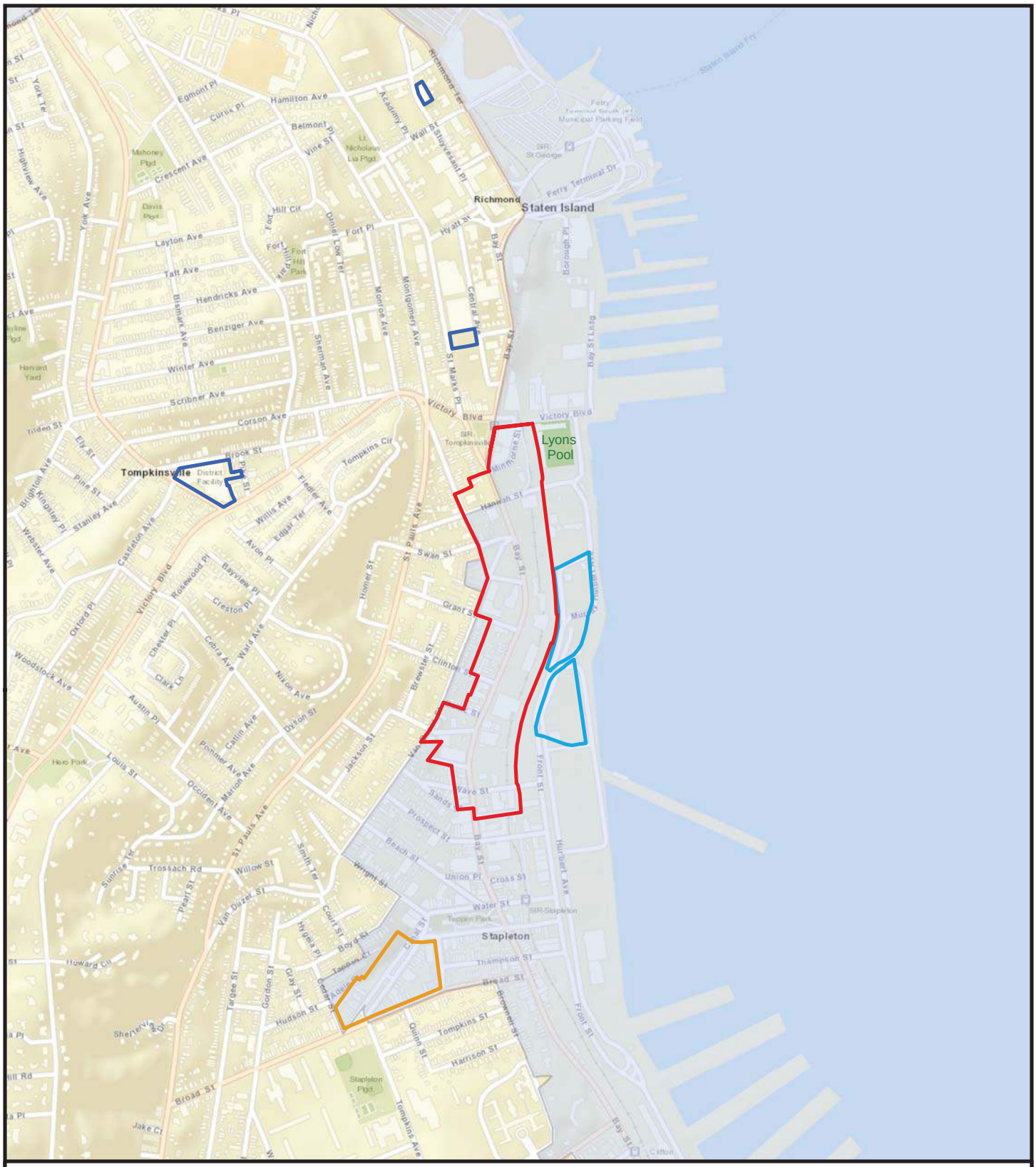

FIGURE 10: COASTAL ZONE BOUNDARY MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

TASK 3: SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the Study Area, which is expected to conform to the 0.25-mile Secondary Land Use Study Area described in Task 2.

The Socioeconomic Study Area (0.25-mile radius) boundaries will be dependent on the size and characteristics of the RWCDS associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the Study Area population. The Proposed Actions are expected to generate a net increase of 2,557 dwelling units as compared to the No-Action condition. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population. ~~Therefore, the Socioeconomic Study Area would be expanded to a 0.5-mile radius, if the RWCDS associated with the Proposed Actions would increase the population by 5 percent compared to the expected No-Action population in the Study Area (0.25-mile radius), consistent with the *CEQR Technical Manual*.~~

The Proposed Actions would likely increase the residential population by 6,571 residents compared to the No-Action Condition. This With-Action net population increase exceeds 5 percent of the Study Area population within a 0.25-mile of the Project Area. Therefore, pursuant to the *CEQR Technical Manual*, the Study Area will be expanded to a 0.5-mile radius, consistent with the Study Area boundaries identified in Task 2, "Land Use, Zoning, and Public Policy." Since the socioeconomic effect of the Proposed Actions on the area surrounding Disposition Sites 1, 2, and 3 would likely be significantly less widespread due to the Sites' smaller area, a 400-foot radius study area will be identified for each Disposition Site, consistent with the Study Area boundary identified in Task 2. Collectively, the Study Area for the Proposed Actions will include the land area within a half-mile of the Bay Street Corridor and the Canal Street Corridor, as well as the area within a 400-foot radius of each of the three Disposition Sites.

For the purposes of the socioeconomic analysis, the 0.5-mile Study Area boundary will be adjusted to match the census tracts that most closely define the 0.5-mile perimeter surrounding the Project Area. The Census data provides demographic and real estate information that reflects the characteristics of the 0.5-mile Study Area.

Because the Proposed Actions would affect a large area comprising an approximately 45-acre area in portions of three neighborhoods, it may be appropriate to create subareas for analysis if the action affects different portions of the Study Area in different ways. For example, if an action concentrates development opportunities in one portion of the Study Area, and would result in a higher increase in population in that portion, it may be appropriate to analyze the subarea most likely to be affected by the concentrated development. Distinct sub-areas will be based on recognizable neighborhoods or

communities in an effort to disclose whether the Proposed Actions may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger Study Area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed 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, pursuant to the *CEQR Technical Manual*. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to Study Area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the No-Action and With-Action conditions in 2030, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Business Displacement

The type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed under the direct business displacement assessment. According to the *CEQR Technical Manual*, if a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. Pursuant to CEQR guidelines, if the Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees, a preliminary assessment will be provided in the EIS.

An estimate of the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and the economic profile of the Study Area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau will be discussed in the analysis of direct business and institutional displacement. This information will be used to address following CEQR criteria in order to determine the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

Indirect Business Displacement

The indirect business displacement analysis determines whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would introduce approximately ~~257,159~~275,000 sf of new commercial uses to the area, which exceeds the CEQR threshold for "substantial" new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

- Identify and characterize conditions and trends in employment and businesses within the Study Area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census, and discussions with real estate brokers and local business organizations;

- Determine whether the business to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses;

- Determine whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it;

- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns;

- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns;

- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses; and

- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Actions and associated RWCDS are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the Study Area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The Proposed Actions and associated RWCDS are expected to increase local retail uses by ~~37,209~~36,000 sf as compared to the No-Action Condition. This local retail space would not be concentrated on a single site, but would be distributed among the 30 Projected Development Sites in the Project Area. Projects resulting in less than 200,000 sf of regional-serving retail in the Study Area, or less than 200,000 sf of locally-serving or regional serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidelines established in the *CEQR Technical Manual*. As the Proposed Actions and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

Indirect Residential Displacement

As defined by the *CEQR Technical Manual*, indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a Proposed Action. According to the *CEQR Technical Manual*, indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The indirect residential displacement analysis will utilize the most recent available U.S. Census data, data from the NYC Department of City Planning's Open Accessible Space Information System (OASIS), StreetEasy, RealtyTrac, U.S. Longitudinal Employer-Household Dynamics (LEHD), New York City Department of Finance's Real Property Assessment Data (RPAD) database, and ~~current real estate market data,~~conversations with real estate brokers on Staten Island to present demographic and residential market trends and conditions for the Socioeconomic Study Area. The analysis will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to CEQR Technical Manual guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the Study Area population. If the expected average incomes of the new population would be similar to the average incomes of the Study Area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the Study Area populations, then Step 2 of the analysis will be conducted;

- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the Study Area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted; and

- Step 3: Determine whether the Study Area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the Study Area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis would be warranted if the population would increase by greater than five percent in the Study Areas as a whole or within any identified sub-areas. In addition, if socioeconomic trends exist near to or within smaller portions of the Study Area and the Proposed Project could have the potential to accelerate an existing trend, a detailed analysis would be warranted.

Adverse Effects on Specific Industries

The Proposed Project 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. A preliminary analysis will evaluate whether (1) the Proposed Project has the potential to affect business conditions in any category of businesses within or outside the Study Area; and (2) the Proposed Project would substantially reduce employment or impair the economic viability in the industry or category of business. The North American Industry Classification System (NAICS) codes, drawn from the New York State Department of Labor's Quarterly Census of Wages and Employment (QCEW), will be used to classify the categories and businesses that should be considered in this analysis. Additional information will be gathered from Google Maps, the NYC Department of Finance, and the NYC Department of City Planning.

TASK 4: COMMUNITY FACILITIES AND SERVICES

According to the *CEQR Technical Manual*, community facilities are defined as public or publically funded schools, child care centers, libraries, health care facilities, and fire and police protection. A project can affect facility services when it physically displaces or alters a community facility or causes a change in population that may affect the services delivered by a community facility. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands.

The RWCDS associated with the Proposed Actions would add ~~2,557~~approximately 2,560 dwelling units to the Project Area compared to the No-Action Condition. Sites within the ~~rezoning area~~Bay Street Corridor and Canal Street Corridor Study Areas will be~~are~~ subject to MIH and will provide between 25 percent and 30 percent affordable residential units in qualifying developments. 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 level of development would trigger a detailed analysis of elementary, intermediate, and high schools, child care facilities, and libraries, according to the *CEQR Technical Manual* and as presented in the EAS document. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the Project Area will be provided in the EIS.

Public Schools

- According the CEQR guidelines, the Primary Study Area for the analysis of elementary and intermediate schools should be the school districts' "Sub-District" in which the project is located. The Proposed Project is located in Community School District (CSD) 31, Sub-District 4. An analysis of high schools will be conducted at an approximately 1-mile radius of the Project Area boundaries as well as at the borough-wide level;

- Public elementary and intermediate schools within CSD 31, Sub-District 4 and high schools within an approximately 1-mile radius and borough-wide will be identified and located (Figure 11 and Figure 12). Existing capacity, enrollment, and utilization data for all public elementary, intermediate, and high schools within their Study Area will be provided for the current (or most recent) school year in accordance with the *CEQR Technical Manual*;

- Using future enrollments, including those associated with future developments within the affected Sub-District will be identified in the No-Action Condition using SCA's *Projected New Housing Starts* as per CEQR guidelines. Plans to alter school capacity, either through administrative actions on the part of the New York City Department of Education (DOE) or as a result of the construction of new school space prior to the 2030 analysis year, will also be identified or incorporated into the analyses. Planned new capacity projects from the DOE's 2015-2019 Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion;

- The future With-Action Condition will be analyzed, adding students likely to be generated under the RWCDS to the projections for the future No-Action Condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and within a 1-mile radius and at the borough level for high schools) for enrollment, capacity, and utilization in 2030;

- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district Study Area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR; and

- If impacts are identified, mitigation will be developed in consultation with the SCA and the Department of Education (DOE). The number of school seats needed to mitigate any identified impacts, as well as the timing when impacts would occur will be provided.


Staten Island
Richmond Ter
Castleton Ave
Forest Ave
Victory Blvd
Bard Ave
Delafield Ave
Cary Ave
Brighton Ave
Hart Blvd
Oakland Ave
Silver Lake Park
Clove Lakes Park
Barrett Park
Allison Park
Walker Park
Sailors Snug Harbor
Hero Park
Willowbrook Park
Cuny College of Staten Island
Deer Park
Reed's Basket Willow Swamp Park
Fort Wadsworth
Newark Bay
Kill Van Kull
NEW JERSEY
NEW YORK
Hudson River
Richmond Ave
Willowbrook Rd
Caswell Ave
Auburn Ave
Purdy Ave
Westwood Ave
College Ave
Maine Ave
Forest Ave
Post Ave
Clove Rd
Manor Rd
Slosson Ave
Little Clove Rd
Reon Ave
Narrows Rd N
Narrows Rd S
Clove Lakes Expy
Staten Island Expy
Rockland Ave
W Fingerboard Rd
School Rd
Hylan Blvd
Willow Ave
Vanderbilt Ave
Park Hill Ave
Front St
Bay St
Broad St
Campus Rd
Skyline Dr
Ocean Ter
Wilson Ter
Harold St
Willowbrook Rd
Loop Rd
Freedom Ave
Brielle Ave
Ridge Ave
Major Ave
Lily Pond Ave
St Johns Ave
Tompkins Ave
Clifton Ave
Mosel Ave
Howard Ave
Van Duzer St
Targee St
Fanning St
Mountain View Ave
Gansevoort Blvd
Bradley Ave
Buchanan Ave
Woolley Ave
Willard Ave
Livermore Ave
Crystal Ave
Colfield Ave
Bryson Ave
Willow Rd E
Willow Rd W
Richmond Ave
Lockman Ave
Harbor Rd
South Ave
Union Ave
Van Name Ave
Simonson Ave
Lake Ave
Granite Ave
Morningstar Rd
Walker St
Tramor Pl
Villa Ave
Port Richmond Ave
Decker Ave
Heberton Ave
Treadwell Ave
Sharpe Ave
Faber St
Rector St
Jewett Ave
Clove Rd
N Burgher Ave
Bement Ave
Pelton Ave
Davis Ave
Bard Henderson Ave
Latayette Ave
York Ave
Jersey St
Westervelt Ave
St Marks Pl
Pleasant Pl
Bay St
Victory Blvd
St Pauls Pl
Hurlbert Ave
Front St
Silver Lake Park Rd
Howard Ave
Van Duzer St
Targee St
Park Hill Ave
Vanderbilt Ave
Willow Ave
Clifton Ave
Hylan Blvd
St Johns Ave
Tompkins Ave
School Rd
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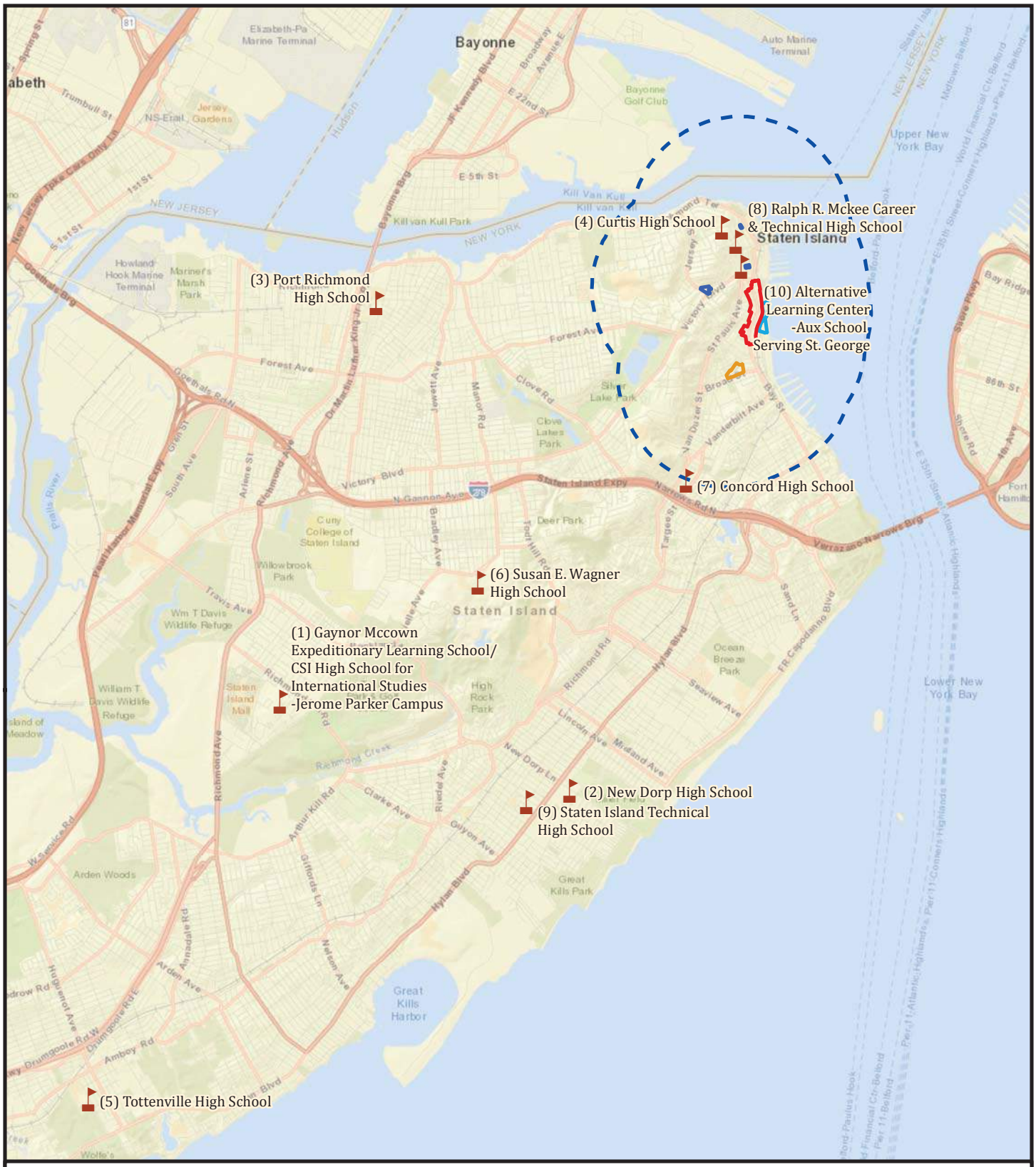
(8) Ralph R. Mckee Career & Technical High School
(4) Curtis High School
(3) Port Richmond High School
(10) Alternative Learning Center -Aux School Serving St. George
(7) Concord High School
(6) Susan E. Wagner High School
(1) Gaynor Mccown Expeditionary Learning School/ CSI High School for International Studies -Jerome Parker Campus
(2) New Dorp High School
(9) Staten Island Technical High School
(5) Tottenville High School
Bayonne
Staten Island
Upper New York Bay
Lower New York Bay
Great Kills Harbor
Kill van Kull
Victory Blvd
Forest Ave
Richmond Ave
Hylan Blvd
Arthur Kill Rd
Amboy Rd
Curry College of Staten Island
Willowbrook Park
Deer Park
Clove Lakes Park
Silver Lake Park
Ocean Breeze Park
High Rock Park
Great Kills Park
Arden Woods
Wm T Davis Wildlife Refuge
Staten Island Mall
Bayonne Golf Club
Mariner's Marsh Park
Howland Hook Marine Terminal
Elizabeth-Pa Marine Terminal
Auto Marine Terminal
Jersey Gardens
Kill van Kull Park
Verrazano Narrows Brg
Goethals Brg
Bayonne Brg
Staten Island Expy
Clove Rd
Manor Rd
Jewett Ave
South Ave
Travis Ave
Seaview Ave
Lincoln Ave
Midland Ave
New Dorp Ln
Clarke Ave
Riedel Ave
Guyon Ave
Nelson Ave
Arden Ave
Annadale Rd
Giffords Ln
Richmond Creek
Van Duzer St
St Pauls Ave
Vanderbilt Ave
Bay St
Targee St
Todt Hill Rd
Ridgely Ave
Richmond Terr
Jersey St
Broadway
Avenue E
E 22nd St
E 5th St
1st St
Trumbull St
Spring St
Hudson
NEW JERSEY
NEW YORK
Kill Van Kull
Shore Rd
86th St
Bay Ridge
Fort Hamilton
Pier 11/Downtown Manhattan/Wall St Ferry
Pier 11/Atlantic Highlands
Pier 11/Conners Highlands
Pier 11/Belford
Financial Ctr-Belford
Sandy Hook
Port Jervis
Newburgh
Poughkeepsie
Hoboken
Bergen Arches
Holland Tunnel
Lincoln Tunnel
Goethals Bridge
Outerbridge Crossing
Verrazano-Narrows Bridge
Bayonne Bridge
Goethals Rd N
Goethals Rd W
Drumgoole Rd E
Drumgoole Rd W
Richmond Rd
Sand Ln
FR Coppolamo Blvd
Hylan Blvd
Seaview Ave
Lincoln Ave
Midland Ave
New Dorp Ln
Clarke Ave
Riedel Ave
Guyon Ave
Nelson Ave
Arden Ave
Annadale Rd
Giffords Ln
Richmond Creek
Arthur Kill Rd
Amboy Rd
Drumgoole Rd E
Drumgoole Rd W
Highfield Ave
Wolfe's
Island of Meadow
William T Davis Wildlife Refuge
Richmond Ave
Richmond Rd
Travis Ave
Willowbrook Park
Curry College of Staten Island
Deer Park
Clove Lakes Park
Silver Lake Park
Ocean Breeze Park
High Rock Park
Great Kills Park
Arden Woods
Wm T Davis Wildlife Refuge
Staten Island Mall
Bayonne Golf Club
Mariner's Marsh Park
Howland Hook Marine Terminal
Elizabeth-Pa Marine Terminal
Auto Marine Terminal
Jersey Gardens
Kill van Kull Park
Verrazano Narrows Brg
Goethals Brg
Bayonne Brg
Staten Island Expy
Clove Rd
Manor Rd
Jewett Ave
South Ave
Travis Ave

Child Care Facilities

- Existing publicly funded child care centers within an approximately 1.5-mile radius of the Project Area will be identified (Figure 13). Each facility will be described in terms of its location, capacity (number of slots), enrollment, and utilization in consultation with the Administration of Children's Services (ACS);

- For the No-Action Condition, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDS (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the Study Area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the Study Area will be calculated for the No-Action Condition;

- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis; and

- A determination of whether the Proposed Project would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the Study Area that is greater than 100 percent in the With-Action Condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the Study Area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

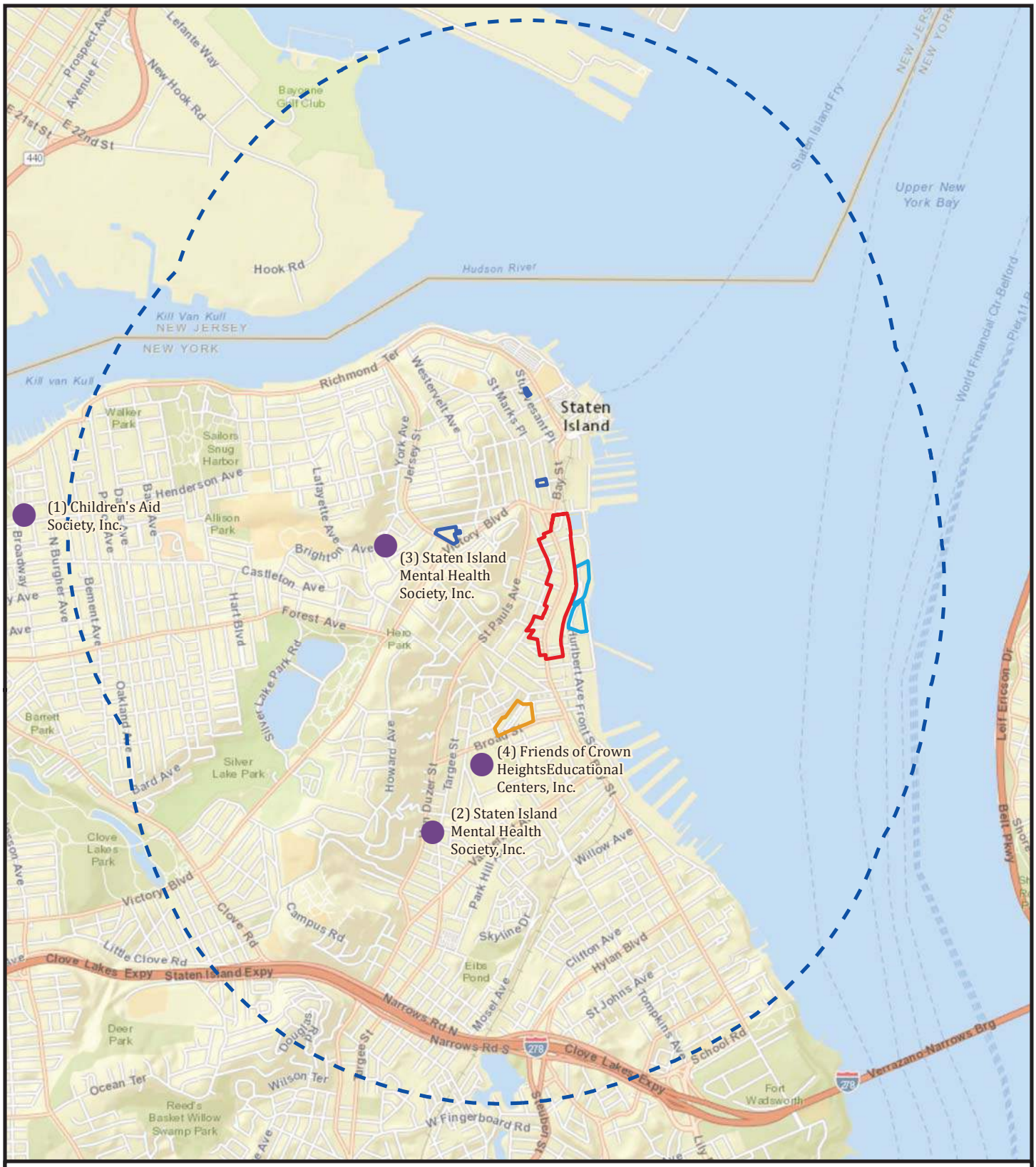

FIGURE 13: PUBLIC CHILD CARE CENTERS STUDY AREA
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

Libraries

- Identify the local public library branch(es) serving the Study Area within approximately 0.75-mile radius of the Project Area and present graphically;

- Describe existing libraries within the Study Area, their information services, and user population. Details on library branch operations will be based on publically available information and/or consultation with Staten Island Library officials;

- Under the No-Action Condition, projections of population changes in the Study Area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Based on information gathered during existing conditions research, holdings per resident in the No-Action Condition will be estimated;

- Under the With-Action Condition, the effects of the additional population on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action Condition will be estimated and compared to holdings per resident under the No-Action Condition; and

- According to the *CEQR Technical Manual*, if the Proposed Project would increase a library branch's Study Area (0.75-mile radius) population by five percent or more over the No-Action Condition, and it is determined, in consultation with the Staten Island Public Library, that this increase would impair the delivery of library services in the Study Area, a significant adverse impact may occur, which may warrant consideration of mitigation.

Police, Fire, and Health Care Facilities

The *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and health care services in cases where a proposed action would create a sizeable new neighborhood where none existed before. The Project Area is a developed area with an existing and well-established community that is served by existing police, fire, and health care services. Therefore, the Proposed Actions would not create a sizeable new neighborhood where none existed before and a detailed analysis of indirect effects on these community facilities is not warranted. However, for informational purposes, a description of existing police, fire, and health care facilities serving the Project Area will be provided.

TASK 5: OPEN SPACE AND RECREATION

If a project may add population to an area, demand for existing open space facilities would typically increase pursuant to CEQR. An analysis of open space will be conducted to determine whether or not the Proposed Project would have any significant adverse impacts on open space. Open space is defined as publicly or privately owned land that is publicly accessible and is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. The

open space assessment will be performed in accordance with the *CEQR Technical Manual* methodologies.

Direct Effects

Because the Project Area does not contain any existing public open space, no open space will be displaced, changed, or have access limited; therefore, the Proposed Project would not result in any direct effects on open space and a detailed assessment is not warranted.

Indirect Effects

Indirect effects to open space may occur if the Proposed Project would generate more than 200 residents or 500 employees. Based on preliminary analysis, the Proposed Project would generate more than 200 residents and 500 employees. Therefore, it is anticipated that an open space analysis would be warranted. The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and ½-mile radius of the rezoning area (Figure 14), respectively, as recommended in the *CEQR Technical Manual*. Subtasks will include:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to work census data;

- Establish the Study Area boundaries, specifically: a Study Area of 0.25-mile and 0.5-mile around the Project Area for the residential and worker populations, respectively. All census block groups with at least 50 percent of their area falling within these Study Areas will be included in the Open Space Study Areas;

- Compile an inventory of all publicly accessible passive and active open spaces, both publicly and privately owned, for the Study Area. This will be accomplished by coordination with DPR and private owners of open spaces, and verified through field visits. The inventory will include an evaluation of the condition and use of existing open spaces, as well as acreage. Qualitative discussions of major publicly accessible open spaces in proximity to the Project Area but outside the Study Area will also be included;

- In conformance with *CEQR Technical Manual* methodologies, assess the adequacy of existing publicly accessible open space facilities. This analysis will include a quantitative assessment of the ratio of open space to population and a qualitative assessment;



FIGURE 14: OPEN SPACE STUDY AREAS MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
STATEN ISLAND, NY

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

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- Stapleton Waterfront Phase III Sites
- City Disposition Sites
- Existing Open Space Resources
- No-Build Open Space Resources
- Non-Residential Study Area (0.25-mile radius)
- Residential Study Area (0.75-mile radius)
- 0.25-mile Radius
- 0.75-mile Radius
- 21 Census Tracts Within the Study Areas

0 0.25 0.5 1 Miles

N

- For the ~~Future Condition Without the Proposed Project~~No Action Condition, assess expected changes in future levels of open space supply and demand by the Proposed Actions'~~Project's~~ Build Year of ~~2022~~2030, based on other planned development projects within the Study Areas and any public open space expected to be developed. Develop open space ratios for future No Build conditions and compare with existing ratios to determine changes in future levels of adequacy in the future without the Proposed ~~Project~~Actions; and

- Effects on open space supply and demand resulting from increased residential and worker populations added under the Proposed Actions will be assessed. The assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the No-Action and With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with NYC Parks.

TASK 6: SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight.

New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Project would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the Projected and Potential development sites on sunlight-sensitive uses and disclose the potential shadow impacts likely to result from the Proposed Project.

- A shadow screening analysis will be performed according to CEQR guidelines if any of the CEQR thresholds are exceeded. A preliminary screening assessment will be conducted to determine whether the Proposed Project's shadow may reach any sunlight-sensitive resources at any point throughout the year.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow Study Area for the Projected and Potential development sites, which is defined as 4.3 times the height of a structure. A base map that illustrates the locations of the Projected and Potential development sites in relation to sunlight-sensitive resources will be created;

- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow Study Area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north; and

- A Tier 3 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the Projected or Potential development sites. Three-dimensional computer modeling will be used to determine ~~in~~ if the Projected or Potential development sites can reach sunlight-sensitive resources.

- If the screening analysis does not eliminate the possibility that Proposed Project's shadow may reach any sunlight-sensitive resources, then a detailed shadow analysis will be required to determine the extent and duration of the incremental shadow resulting from the Proposed Project. The detailed analysis will include the following tasks:

  - Graphics comparing shadows resulting from the No-Action Condition with shadows resulting from the Proposed Project will be prepared;

  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided; and

  - An assessment of the significance of any shadow impacts on sunlight-sensitive resources.

TASK 7: HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed actions would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the

affected area, the proposed actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on historic resources are considered on the affected sites and in a 400-foot radius area surrounding the identified development sites. The potential for impacts on architectural Resources are considered for all new construction and enlargement projected and potential development sites. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed under the proposed actions, and include new construction projected and potential development sites. This section will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study.

Task 7a: Architectural Resources (Figure 15):

- Submit the proposed project to the LPC for its review and determination regarding architectural sensitivity;
- If sites are determined to be sensitive for architectural resources, research and describe history of land use and architecturally sensitive locations in the project area;
- Identify, map and describe LPC-designated, S/NR-listed, and LPC and S/NR Eligible architectural resources in the proposed project area. All potential architectural resources should be photographed and keyed to a Sanborn map. Address, block/lot, architect, date, and original use should be provided for each eligible property; and
- Identify and assess the probable impacts of development resulting from the proposed action on architectural resources in the study area.

Task 7b: Archaeological Resources (Figure 16)

- Submit the proposed project to LPC for its review and determination regarding archaeological sensitivity;
- If sites are determined to be sensitive for archaeological resources, research and describe history of land use and potentially archaeologically sensitive locations in the project area as identified by LPC;
- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations;
- Identify any other areas thought to be archaeologically sensitive within the project area; and
- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed actions and any resulting potential archaeological impacts.

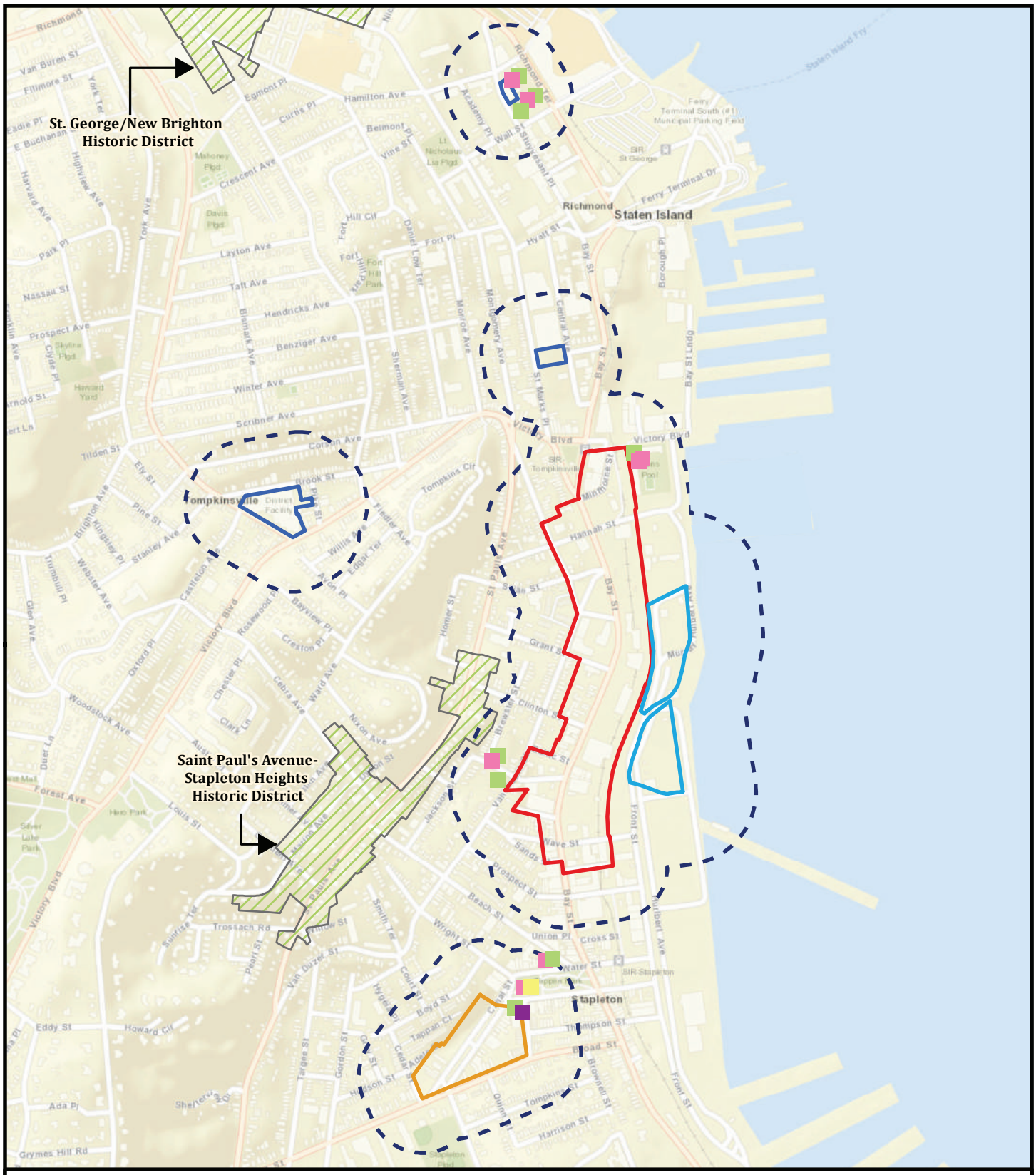

FIGURE 15: HISTORIC AND CULTURAL RESOURCES MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI;
Shapefile: NYC Dept of City Planning, PLUTO Data, NYS DPR, Cultural Resources Information System (CRIS) (Accessed 10/26/15)

- Bay Street Corridor Rezoning Area
- Canal Street Corridor Rezoning Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Study Area (400-foot radius)
- Landmarks Preservation Commission (LPC) - Designated Historic District
- LPC-Designated Landmarks
- S/NR Listed Buildings and Sites
- S/NR Eligible Buildings and Sites
- LPC-Eligible Landmarks

0 500 1,000 2,000 Feet

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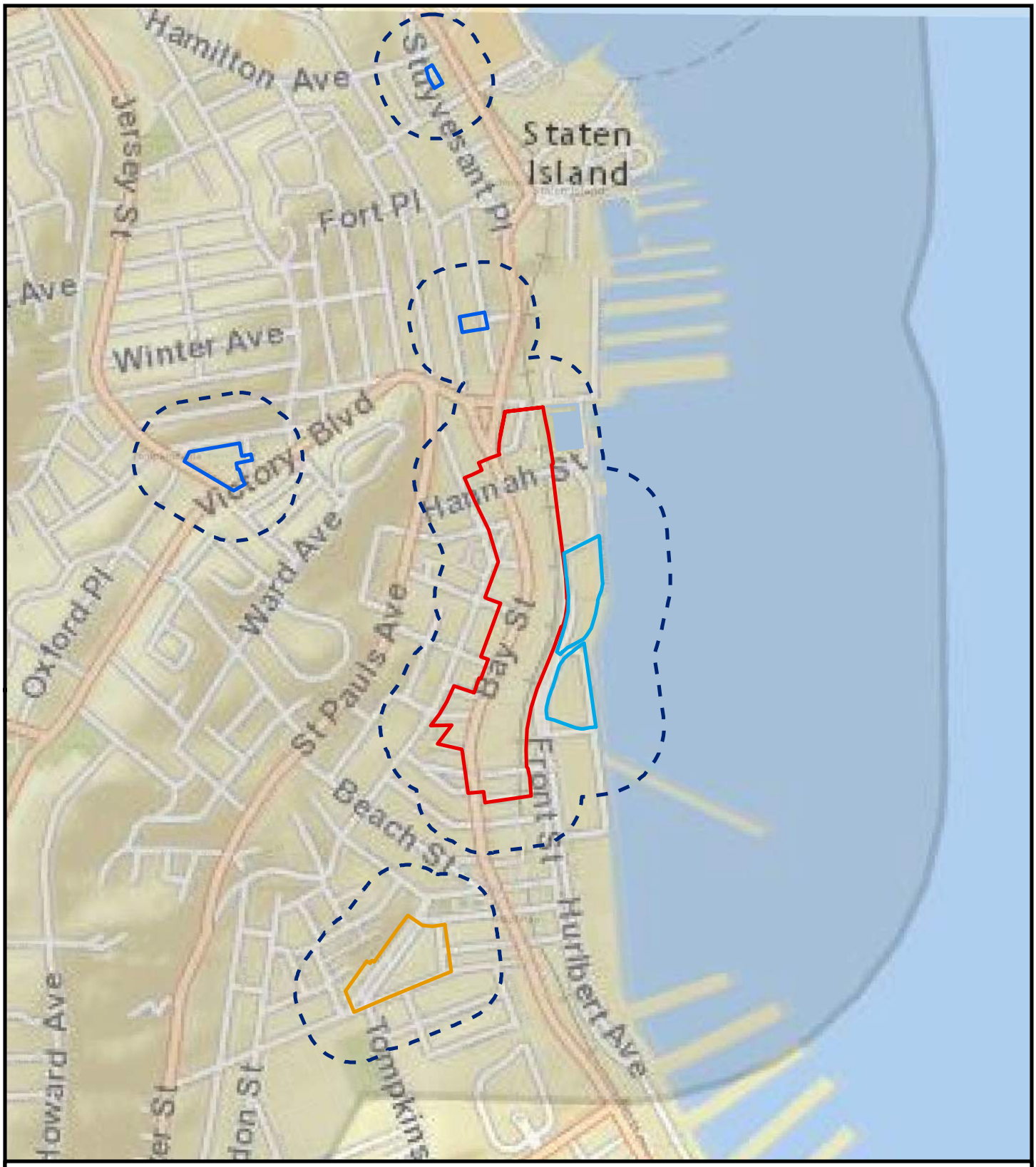

FIGURE 16: ARCHAEOLOGICAL SENSITIVE AREA
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

TASK 8: URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density and create new zoning districts to be mapped within the Study Area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

~~The Urban Design Study Area will be the same as that used for the land use analysis (delineated by a 0.25-mile radius from the proposed Project Area boundary), in accordance with the *CEQR Technical Manual*.~~ According to the *CEQR Technical Manual*, the study area for urban design corresponds to the area where a project may influence land use patterns and the built environment, and is generally consistent with the study area used for the land use analysis (400-foot Study Area). For visual resources, the view corridors within the 400-foot Study Area from which such resources are publicly viewable are identified.

The urban design assessment will consider the Primary Study Area, which comprises the Bay Street Corridor Project Area, the Canal Street Corridor Project Area, the Stapleton Waterfront Phase III Sites, and the area within 400 feet from their respective boundaries For the purposes of this assessment, the Primary Study Area is further divided into four subareas: (i) Bay Street Corridor Subarea; (ii) Stapleton Waterfront Subarea; (iii) Van Duzer Street Corridor Subarea; and (iv) Canal Street Corridor Subarea.

The Secondary Study Area will extend approximately 0.25 miles from the boundary of the Bay Street Corridor Project Area, the Canal Street Corridor Project Area, and Stapleton Phase III Sites A and B1, and include the area between the 400-foot Primary Study Area boundary and 0.25-mile Secondary Study Area boundary. For visual resources, the view corridors within the Study Area from which such resources are publicly viewable ~~should~~ will be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and include the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent Study Area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale;

- In coordination with Task 2, "Land Use, Zoning and Public Policy," the changes expected in the urban design and visual character of the Study Area due to known development projects in the future No-Action Condition will be described;

- A description of potential changes that could occur in the urban design character of the Study Area as a result on the Proposed Project. The analysis will focus on general building types that area assumed for developed for the Projected and Potential development sites, as well as street wall height, setbacks, and building envelopes. Photographs and graphic material, including massing diagrams, will be utilized to assess the potential effects on urban design and visual resources in the Study Area; and

- If a detailed analysis is warranted, the analysis would describe potential changes that could occur to urban design and visual resources in the With-Action Condition as compared to the Future ~~Without the Proposed Project~~No-Action Condition. Changes that could negatively affect a pedestrian's experience of the area would be identified and if necessary, mitigation measures to avoid or reduce potential significant adverse impacts would be identified.

TASK 9: NATURAL RESOURCES

The *CEQR Technical Manual* states that a natural resources assessment should be prepared if (1) there is the presence of a natural resource on or near the site of the project; and (2) the proposed project has the potential to cause disturbance of that resource. The *CEQR Technical Manual* defines natural resources as (1) the city's biodiversity (plants, wildlife and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the city's environmental stability.

Preliminary analysis demonstrates the potential for natural communities as well as endangered or threatened within the Project Area and surrounding ~~0.5-mile Study Area~~area within 500 feet of the Project Area ~~boundareis~~boundaries.[11] An assessment of potential impacts on natural resources will contain the following tasks:

- Review available site-specific information; specialized maps; and recent aerial photographs or advanced infrared and other photo imaging that will help to pinpoint the extent of vegetated and wetland areas and show disturbed areas;

- Request information on any rare, special concern, threatened, endangered, or candidate species in the Project Area or Study Area, as well as any unique association or habitat communities from the U.S. Fish and Wildlife Service (USFWS) New York Field Office, the New York Natural Heritage Program, and the National Oceanic and Atmospheric Administration (NOAA)- National Marine Fisheries Service (Northeast Region);

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

- Conduct at least two seasonal (late spring/early summer and early fall) surveys for existing and future No-Action conditions. Additional surveys may be warranted as determined by the information gathered from the initial seasonal surveys;

- Examine the environmental systems that support the natural resources in the Project Area and surrounding area within 500 feet of the Project Area boundaries~~0.5-mile Study Area~~; and

- Describe in detail the construction and operation activities associated with the Proposed Actions and analyze their interaction with the resource itself and the environmental systems that support it.

This section of the EIS will evaluate the presence of natural resources and the potential impact the Proposed Actions may have on such communities.

TASK 10: HAZARDOUS MATERIALS

According to the *CEQR Technical Manual,* hazardous materials are defined as any substances that pose a threat to human health or the environment. This section of the EIS will evaluate the environmental investigations, assessments, and remedial activities that were conducted on the Project Area.

A hazardous materials assessment determines whether a proposed action may increase exposure to people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. According to the *CEQR Technical Manual*, significant impacts related to hazardous materials can occur when: (1) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (2) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (3) the project would introduce a population to potential human or environmental exposure from off-site sources.

The~~A~~ hazardous materials assessment will determine whether the Proposed Actions'~~Action's~~ Projected and Potential D~~d~~evelopment S~~s~~ites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects, such as area-wide rezonings, parts of the typical scope for a Phase I Environmental Site Assessment (ESA), such as on-site inspections, might not be possible. The Proposed Actions include an area-wide rezoning, and nearly all of the identified Projected and Potential Development Sites are not in City ownership. Therefore, a preliminary screening assessment will be conducted for the Projected and Potential Development Sites to determine which sites warrant an institutional control, such as an (E) designation, in accordance with Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations or, for any City-owned parcel, a restriction comparable to an (E) designation through a future Land Disposition Agreement (LDA) or Memorandum of Understanding (MOU) between the City and the selected developer. ~~In accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York, a preliminary screening assessment will be~~

~~conducted for the Projected and Potential development sites to determine which sites warrant an institutional control, such as an E-Designation or land disposition restriction, for city-owned properties.~~

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections of each parcel to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact;

- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the Projected and Potential development sites and the surrounding area, to develop a profile of the historical uses of properties;

- Review and evaluate relevant existing data to assess the potential for environmental concerns on the subject sites; and

- Prepare a summary of findings and conclusions to be shared with the New York City Department of Environmental Protection (DEP) and for inclusion in the EIS to determine where E-designations, or comparable mechanism, may be appropriate. Conclusions regarding hazardous waste findings will be made in consultation with DEP.

TASK 11: WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment is important to ensure the City's systems have adequate capacity to accommodate land use or density changes. For any new development it is critical to avoid environmental health problems such as sewer back-ups, street flooding, or pressure reductions.

The Proposed ~~Project~~ Actions would result in increased demand for infrastructure services, including an increase in the demand for water and wastewater treatment services. The estimated water usage, sewage generation, and stormwater discharge rates associated with the maximum development envelope will be evaluated to determine that the capacity of the network is sufficient and to determine whether the Proposed ~~Project~~ Actions would result in any significant adverse impacts. This section will also describe and account for any changes in drainage associated with the Proposed ~~Project~~Actions.

Water Supply

- The existing water distribution system serving the Project Area will be described based on information obtained from DEP's Bureau of Water Supply and Wastewater Collection;

- The existing water demand generated on the Projected Development Sites will be estimated;

- Water demand generated by the Projected Development Sites identified in the RWCDS will be projected for future No-Action and With-Action conditions; and

- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the Projected Development Sites in the With-Action Condition and the demand in the No-Action Condition.

Wastewater and Stormwater Infrastructure

- Develop the appropriate Study Area for the assessment in conformance with CEQR guidelines and in consultation with DEP;

- Describe the existing stormwater drainage system and surfaces on the Projected Development Sites and the amount of stormwater generated on those sites using DEP's volume calculation worksheet;

- Describe existing sewer system serving the Proposed Project based on records obtained from DEP;

- Describe any changes to the stormwater drainage plan, sewer system, and surface area expected in the No-Acton and With-Action conditions;

- Assess future stormwater generation from the Projected Development Sites to determine the Proposed Project's potential to result in impacts; and

- Estimate the sanitary sewer generation for the Projected Development Sites as identified in the RWCDS.

According to the *CEQR Technical Manual* and in consultation with DEP, a more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies.

TASK 12: 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. A project that would directly affect a component of the local integrated solid waste management system may require a detailed analysis to determine if it has the potential to cause a significant impact requiring mitigation. A solid waste assessment will:

- Describe existing and future New York City solid waste disposal practices;

- Estimate solid waste generation by the RWCDS Projected Development Sites for existing, No-Action, and With-Action conditions; and

- Assess the impacts of the Proposed ~~Project's~~ Actions' solid waste generation on the City's collection needs and disposal capacity. The Proposed ~~Project's~~ Actions' consistency with the City's Solid Waste Management Plan will be assessed.

The Proposed ~~Project~~ Actions would add additional waste to the City's public sanitation system; therefore, a detailed solid waste generation analysis is warranted.

TASK 13: ENERGY

This section of the EIS will discuss the effects of the Proposed ~~Project~~ Actions on the use and conservation of energy. An analysis of energy focuses on a project's consumption of energy and, where relevant, potential effects on the transmission of energy that may result from the project. All new structures requiring heating and cooling are subject to the New York City Energy Conservation Code, which reflects state and city energy policy. Projected generation and transmission requirements are forecasted by both the New York State Independent System Operator (NYISO) and Con Edison, ensuring that the City's power supply and transmission systems have the capacity to meet expected future demand. As such, the incremental demand caused by most projects results in incremental supply and, consequently, an individual project's energy consumption often does not create a significant impact on energy supply. The EIS will disclose the projected amount of energy consumption. If warranted, the Mayor's Office of ~~Sustainability~~ Environmental Coordination (MOECS~~)~~) and/or the power utility serving the area will be consulted.

Task 13a: Preliminary Energy Assessment

The preliminary assessment will focus on the Proposed ~~Project's~~ Actions' consumption of energy and the potential effects on the transmissions of energy that may result from the project. Operational energy consumption is calculated in British Thermal Units (BTUs) for each project element (i.e. Commercial, Industrial, Institutional or Residential). Based upon the knowledge of a project's site design and the project proponent's control over the site, this energy consumption would be estimated, either using estimates from project engineers or an energy modeling tool in order to most accurately reflect a project's energy consumption.

- *Energy Calculation:* Table 15-1 in the *CEQR Technical Manual* represents the average energy consumption in New York City for each building type. Each ~~building included in the Proposed Project plan~~ Projected Development Site will be analyzed separately and a total average will be predicted.

- *Regulations and Coordination:* Depending on the predicted energy consumption, the project engineers will consult with energy suppliers to determine if the Proposed Actions would require extension or upgrading of energy transmission facilities. The New York State Energy Research and Development Authority (NYSERDA) will supply information about loans and incentives to assist with any initial costs associated with installing energy-efficient equipment.

The calculation of operational energy consumption is a subset of the greenhouse gas assessment in the EIS (Task 16).

TASK 14: TRANSPORTATION

This section of the EIS will evaluate the traffic and transportation aspects of the Proposed ~~Project~~ Actions to determine potential impacts to the transportation systems that could result from the Proposed ~~Project~~ Actions and will present improvements to mitigate any potential adverse impacts that are identified. The *CEQR Technical Manual* states that quantified transportation analyses may be warranted if a Proposed Project results in more than 50 vehicle-trips and/or 200 transit/pedestrian trips during a given peak hour. The Proposed ~~Project's~~ Actions trip generation is expected to exceed the vehicular, transit, and pedestrian thresholds, and thus a detailed analysis for these transportation modes would be required. In addition, parking demand analyses and safety analyses will also be conducted. The transportation analysis will include the tasks outlined below.

Task 14a: Travel Demand Analysis:

The RWCDS exceeds the minimum development density screening thresholds identified in Table 16-1 the *CEQR Technical Manual*. Therefore, as described in Section 200 of the *CEQR Technical Manual*, a travel demand forecast is required to determine if the Proposed ~~Project~~ Actions would generate 50 or more vehicle trips in any peak hour. Trip generation projections for the Weekday AM, midday, and PM peak hours, and Saturday midday peak hour will be developed using standard sources, including the *CEQR Technical Manual*, U.S. census data, recently-approved studies, and other references. A travel demand forecast (a Level 1 screening assessment) will be prepared for each peak hour and mode of travel. In addition, detailed vehicle, pedestrian, and transit trip assignments (a Level 2 screening assessment) will be prepared to determine the intersections and pedestrian/transit elements to be selected for quantified analysis. The results of the Level 1 and Level 2 screenings will be summarized in a Transportation Demand Factors (TDF) memorandum ~~for review~~reviewed by DCP and in consultation with DOT (Appendix E).

Task 14b: Intersection Traffic Analyses:

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of project-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the Traffic Study Area will be determined based upon the assignment of project-generated traffic and the threshold of 50 additional vehicle trips per hour. Based on a preliminary vehicle trip assignment analysis, it is anticipated that the traffic study area will include approximately ~~25~~ 49 intersections in the Bay Street Corridor Project Area, Canal Street Corridor Project Area, and in the vicinity of the various disposition sites.

~~If the need for analyses at additional locations is identified, those additional elements will be included in the Final Scope of Work.~~

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Project:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the Project Area and along key routes leading to and from the Project Area;

- Develop a data collection program pursuant to *CEQR Technical Manual* guidelines, in coordination with DCP and DOT and collect traffic data for all study locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday (if warranted) peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the Project Area. The turning movement counts will include conflicting bicycle and pedestrian counts. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the Study Area will be compiled, including data from agencies such as DOT and DCP;

- The data collection program will include field observations to record any unusual conditions affecting traffic flow (accidents, construction, etc.), and any intersection approaches that require more than one signal cycle to clear;

- Develop a balanced traffic network;

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, and curbside parking regulations. Official signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT and will be field verified;

- Determine existing traffic operating characteristics at each analysis intersection including volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group and per overall intersection. 85th percentile queues will also be determined by lane group at all signalized intersections. Congested traffic movements will be described. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Synchro analysis software;

- Based on available sources, U.S. Census data, and standard references, estimate the travel demand from Projected Development Sites in the No-Action Condition, as well as the demand from other major developments planned in the vicinity of the study area by the 2030 build year. This will include total daily and peak hour person and vehicular trips and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network as applicable;

- Compute the future 2030 No-Action traffic volumes based on approved background traffic growth rates for the study area and demand from major development projects expected to be completed in the future without the Proposed Project. Incorporate any planned changes to the roadway system anticipated by 2030 and determine the No-Action v/c ratios, delays, and levels of service at analyzed intersections. Notable deteriorations in service levels compared to the existing conditions will be described;

- Determine the net change in vehicle trips expected to be generated by Projected Development Sites under the Proposed Project as described in the TDF memo to be approved by DCP. Examine U.S. Census of Population and Housing, and ACS data sets, as appropriate, to develop journey-to-work and reverse-journey-to-work patterns. Assign the net project-generated trips in each analysis period to likely approach and departure routes and prepare traffic volume networks for the future With-Action Condition for each analyzed peak hour;

- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action Condition and identify significant adverse traffic impacts based on criteria described in the *CEQR Technical Manual*; and

- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the Study Area in consultation with DCP and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations, traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Task 14c: Parking

The Proposed ~~Project~~ Actions would include residential, retail, office, and community facility uses. Parking demand for these uses typically peak during different times of day – residential demand typically peaks in the evening and overnight periods, retail and community facility demands typically peak during the midday and afternoon periods, and office uses typically peak during the weekday daytime periods. Therefore, parking demand analyses will be conducted that capture the specific hourly demand patterns for each land use throughout the course of a typical weekday and a typical Saturday.

It is anticipated that the on-site required accessory parking for the Proposed Project may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the Weekday AM, midday, PM, and overnight periods and the Saturday midday ~~and overnight~~ periods (if warranted) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization ~~in proximity to Proposed Project under~~ the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action developments and other major projects in the vicinity of the Project Area. Parking utilization within the Project Area, as well as within a 0.25-mile radius of the Project Area, will be analyzed.

Parking demand generated by the projected residential component of the Proposed Project will be forecasted based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking projections will account for net changes in demand associated with the No-Action land uses displaced under the Proposed Project. The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on Projected Development Sites. The parking analysis will examine the total combined parking demand from all land uses by time of day, on both a typical weekday and a typical Saturday. These demands will be compared to the projected on-site parking supply to be provided under the Proposed Project, and an assessment made as to whether or not overflow parking demand (onto public streets and into off-street lots and garages) would be expected to be generated within the Study Area.

Task 14d: Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA). If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction) or if it would result in an increase of 200 or more trips at a single subway/SIR station or on a single subway/SIR line, a detailed bus or subway/SIR analysis would be warranted. Based on a preliminary forecast, the Proposed Project would generate a net increase of more than 200 additional transit trips in one or more peak hours, and would therefore require detailed transit analyses. ~~The *CEQR Technical Manual* does not explicitly state the threshold that warrants an analysis of the Staten Island Ferry, however based on a preliminary forecast, the Proposed Project would generate a net increase of more than 200 additional Staten Island Ferry trips in one or more peak hours and would require a detailed ferry analysis.~~

<u>Subway/SIR</u>

Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on subway/SIR and bus systems is usually highest. The detailed subway/SIR analyses will include the following subtasks:

- Analyze those stairways and fare entrance control elements at subway/SIR stations that are expected to be used by significant concentrations of project-generated demand in the weekday AM and PM peak hours;

- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway/SIR station elements and determine existing v/c ratios and levels of service;

- Determine volumes and conditions at analyzed subway/SIR station elements in the No-Action Condition using approved background growth rates and accounting for any trips expected to be generated by No-Action development on the Projected Development Sites or other major projects in the vicinity of the Project Area;

- Add projected-generated demand to the No-Action volumes at analyzed subway/SIR station elements and determine AM and PM peak hour volumes and conditions in the With-Action Condition;

- Identify potential significant adverse impacts at subway/SIR station stairways and fare control elements;

- As the Proposed Project is expected to generate 200 or more new subway/SIR trips in one direction on the subway, which serves the Project Area, subway/SIR line-haul conditions will also be assessed in the EIS; and

- Mitigation needs and potential subway/SIR station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

Multiple local bus routes operated by ~~MTA~~ NYCT connect the Project Area with other parts of Staten Island. A detailed analysis of bus conditions is generally required if a proposed action is projected to result in more than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by NYCT ~~the MTA~~ and as described in the *CEQR Technical Manual*. A preliminary analysis indicates that the incremental person-trips by bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on one or more of the routes serving the Project Area. Therefore, the EIS will include a quantitative analysis of local bus conditions. For that analysis, trips will be assigned to each route based on proximity to the Projected Development Sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action Condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and ~~the MTA~~NYCT.

~~Staten Island Ferry~~

~~The detailed ferry analyses will be performed using principles of subway line haul analysis outlined in the CEQR Technical Manual and will include the following sub-tasks:~~

- ~~Obtain ridership data, service frequency, and ferry capacity for the Staten Island Ferry for the weekday AM and PM study periods from DOT. Conduct counts on associated ferry elements such as waiting areas, stairs, and escalators.~~

- ~~Determine existing v/c ratios and levels of service;~~

- ~~Determine volumes and conditions on the Staten Island Ferry in the No-Action Condition using approved background growth rates and accounting for any trips expected to be generated by No-Action development on the Projected Development Sites or other major projects in the vicinity of the Project Area;~~

- ~~Add projected-generated demand to the No-Action volumes on the Staten Island Ferry and determine AM and PM peak hour volumes and conditions in the With-Action Condition;~~

- ~~Identify potential significant adverse impacts on the Staten Island Ferry and/or associated ferry elements such as waiting areas, stairs, and escalators.~~

- ~~Mitigation needs and potential Staten Island Ferry improvements will be identified, as appropriate, for review by DCP and in consultation with DOT. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.~~

Task 14e: Pedestrian

Projected pedestrian volumes less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis. A detailed pedestrian analysis will be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on the Projected Development Sites and other major projects in the vicinity of the Project Area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with DCP and DOT.

Task 14f: Safety Analysis

Traffic, pedestrian, and bicycle crash data at Study Area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the study intersections may be classified as high-crash locations and whether vehicle, pedestrian, and/or bicycle trips and any street network changes resulting from the Proposed Project would adversely affect vehicular, pedestrian, or bicycle safety in the area. The safety analysis will identify the presence of any existing or planned sensitive uses, such as schools, consistent with the guidelines presented in the *CEQR Technical Manual*. If any high-crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

TASK 15: AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for action that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that

create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

Task 15a: Mobile Source Analysis

The increased traffic associated with the RWCDS Projected Development Sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the action-generated trips to exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in a peak hour at a number of locations throughout the Study Area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter ($PM_{2.5}$) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the Study Area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future No-Action and With-Action conditions;

- Critical intersection locations exceeding the CEQR screening thresholds outlined above will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 14, Transportation). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines;

- The United States Environmental Protection Agency's (EPA's) ~~first-level CAL3QHC intersection model will be utilized to predict change in CO concentrations. The~~ refined version of the~~EPA~~ CAL3QHCR intersection model will be used to predict the maximum changes in CO and $PM_{2.5}$ concentrations, with five years of meteorological data from ~~JFK~~ Newark Liberty International Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program;

- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure;

- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for each applicable peak period for existing, No-Action, and With-Action conditions; and (2) the maximum 24-hour and annual average $PM_{2.5}$ concentrations will be calculated for the No-Action and With-Action conditions;

- A grid analysis developed in coordination with DCP and DEP will be employed for evaluation of annual average $PM_{2.5}$ emissions at appropriate sites. The analysis will be performed using the CAL3QHCR model, with receptors in an approximately 1 km^2 area centered on the modeled sites.

- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate;

- Future pollutant levels with and without the Proposed Actions will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and PM2.5 de minimis guidance criteria to determine the impacts of the Proposed Actions; and

- The consistency of the Proposed Actions with the strategies contained in the State Implementation Plan (SIP) for the area will be determined. At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

Task 15b: Stationary Source Analysis

The stationary source air quality analysis will determine the effects of emissions from Projected and Potential development sites' fossil-fuel fired heating and hot water systems to significantly impact existing land uses or to significantly impact any of the other Projected or Potential Ddevelopment Ssites. In addition, since portions of the Project Area is located within or near manufacturing zoned districts, an analysis of emissions from industrial sources must be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Task 15c: Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems of the Projected and Potential Ddevelopment Ssites;

- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from JFK Newark Liberty International Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on Projected and Potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards (e.g., *de minimus* criteria). If warranted by the analysis, requirements related to fuel type and/or exhaust stack locations will be memorialized by E-designations placed on the blocks and lots pursuant to Section 11-15 of

the New York City Zoning Resolution and the "E" Rules, as referenced above in the Hazardous Materials section; and

- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the ~~EPA AERSCREEN~~AERMOD model. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Task 15d: Industrial Source Analysis

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the Projected and Potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal or State-permitted facilities within 1,000 feet of the Projected and Potential development sites;

- Facilities with sources of emissions located within 400 feet of the Projected or Potential development sites will be considered for analysis;

- For Potential Development Sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place;

- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined; and

- Potential cumulative impacts of multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants.

Task 15e: Large and Major Source Analysis

An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the Projected and Potential development sites will be performed to assess their potential effects. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as applicable criteria for $PM_{2.5}$.

TASK 16: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Given that the Proposed ~~Project~~ Actions would result in development that exceeds 350,000 sf, an analysis of greenhouse gas (GHG) emissions is warranted. This task will include:

- Sources of GHG emissions from the Proposed ~~Project~~ Actions will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions;

- Fuel consumption will be estimated for the Proposed ~~Project~~ Actions based on the calculations of energy use estimated for the project in the "Energy" analysis;

- GHG emissions associated with project-related traffic will be estimated for the Proposed ~~Project~~ Actions using data from the project's "Transportation" analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared;

- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction; and

- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the project is consistent with GHG reduction goals, including constructing efficient buildings, use of clean power, reduction of construction operations emissions, and use of building materials with low carbon intensity.

TASK 17: NOISE

The noise analysis, as prescribed by the *CEQR Technical Manual* will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, and community facility uses and also would alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria, and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 14, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic;

- Noise survey locations will be selected to represent sites of future sensitive uses in the With-Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed;

- At the identified locations, noise measurements will be conducted during typical weekday AM, midday, ~~and~~ PM, and Saturday peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures and will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS;

- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. All projections will be made with L_{eq} noise descriptor;

- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. The building attenuation requirements will be memorialized by E-designations placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the "E" Rules, as referenced above in the Hazardous Materials section. The EIS would include E-designation language describing the requirements for each of the blocks and lots to which they would apply; and

- If the results of the screening analysis indicate that any sensitive receptor location would experience a doubling of traffic between the Future No-Action and Future With-Action conditions, a detailed mobile source noise analysis would be performed at that location in compliance with *CEQR Technical Manual* guidelines.

TASK 18: PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of the Proposed Project, and if so, to identify measures to mitigate such effects. According to the guidelines of the *CEQR Technical Manual*, a public health analysis is required if a project results in a significant unmitigated

adverse impact in other health-related CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any one of these technical areas, and the lead agency determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

TASK 19: NEIGHBORHOOD CHARACTER

The *CEQR Technical Manual* states that neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

For purposes of the preliminary assessment, a description of the Project Area's general defining characteristics will be provided. Once the defining features of the area are identified, the potential for a significant adverse impact, or a combination of moderate effects in relevant technical areas, will be examined. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character;
- Summarize change in the character of the neighborhood that can be expected in the future With-Action Condition compared to the No-Action Condition; and
- Evaluate whether the Proposed Project has the potential to affect defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas listed above.

Should the preliminary assessment indicate that the Proposed ~~Project~~ Actions have~~has~~ the potential to impact defining features of ~~Tompkinsville, Stapleton, and/or St George~~the Study Area, a detailed assessment of ~~the area's~~neighborhood character may be warranted.

TASK 20: CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated RWCDS construction timelines for each of the Projected Development Sites. 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 guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the RWCDS peak construction period(s) will be prepared.

- *Air Quality:* A quantitative (i.e., model predicted concentrations) air quality analysis will be conducted to determine the potential for air quality impacts during on-site construction activities and construction-generated traffic on local roadways. Air pollutant sources will include combustion exhaust associated with non-road engines (i.e., cranes, excavators), on-road engines, and on-site activities that generate fugitive dust. During the most representative worst-case time period(s), concentration level for each pollutant of concern (carbon monoxide, particulate matter, and nitrogen dioxide) due to construction activities at each sensitive receptor will be predicted. The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards (NAAQS), and by comparison of the predicted increase in concentrations to applicable interim guidance thresholds.

- *Noise:* The construction noise impact section will contain a quantitative discussion of noise from construction activity. Existing noise levels will be determined by noise measurements performed at at-grade receptor locations, and by use of computer models for elevated receptor locations. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted.

- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, socioeconomic conditions, and neighborhood character—will be analyzed for potential construction-related impacts. In accordance with *CEQR Technical Manual* guidelines, the construction analysis will include an assessment of whether construction of the Projected Development Sites would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities.

TASK 21: MITIGATION

This task will summarize the findings of the technical areas analyzed for potential environmental impacts in connection with the Proposed Project. Where significant adverse impacts have been identified, mitigation measures will be described and assessed. The formulation and assessment of any potential mitigation measures would be closely coordinated with relevant City agencies, such as DOT, ~~DPR~~NYC Parks, LPC, or others as appropriate. Potential mitigation measures would be coordinated with State and federal agencies, as appropriate. Where adverse impacts cannot be mitigated, they would be disclosed as unavoidable adverse impacts.

TASK 22: ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives must include a No-Action Alternative, and may include a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative, as appropriate. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

This section will include a No-Action Alternative; a No Unmitigated Significant Adverse Impacts Alternative; and a Reduced Rezoning Area Alternative. In response to comments received on the Draft Scope of Work, the Reduced Rezoning Area Alternative was developed in order to assess changes requested during the scoping process, such as residential use with 100% affordable housing at City Disposition Site 3; and additional community facility space at the Stapleton Waterfront Phase III Sites.

The Reduced Rezoning Area Alternative will analyze the potential effects of an alternative set of proposed actions, as follows:

- Canal Street Corridor Project Area would not be proposed for zoning map or text amendments.

- Pursuant to the terms of disposition, City Disposition Site 3 would be developed with approximately 17,500 sf of commercial space (8,750 sf of office and 8,750 sf of retail), 63,500 sf of residential space (100 percent affordable dwelling units [64 units]), and 121 parking spaces; and

- The proposed text amendment at Stapleton Waterfront Phase III Sites would be modified to allow buildings in Subarea A or B1 to waive from floor area calculation purposes up to 100,000 sf of community facility floor area. Stapleton Waterfront Phase III Site A would include an additional 100,000-sf of community facility space; the total development on Stapleton Waterfront Phase III Sites A and B1 would comprise 627,000 sf of residential use (627 dwelling units); 43,000 sf of commercial use; 100,000 sf of community facility use; and 343 parking spaces.

TASK 23: SUMMARY EIS CHAPTERS

Task 23a: Unavoidable Adverse Impacts

This section will summarize any significant adverse impacts that are unavoidable if the action is implemented regardless of the mitigation employed or if mitigation is not possible.

Task 23b: Irreversible and Irretrievable Commitment of Resources

This section will summarize the Proposed Project and its impacts in terms of the loss of environmental resources (e.g. loss of vegetation, use of fossil fuels and materials for construction), both in the immediate future and in the long term.

Task 23c: Growth Inducing Aspects of the Project

This section will summarize the secondary impacts of the Proposed Project that could trigger further development, such as the addition of new residential and commercial/retail uses that develop as a result of the Proposed Project or overall economic development trends.

TASK 24: EXECUTIVE SUMMARY

The executive summary will use appropriate information from the EIS chapters to describe the Proposed Actions, the Proposed Project, the required approvals, Study Areas for the various technical areas assessed, potential environmental impacts, proposed mitigation measures, unmitigated and unavoidable impacts (if any are identified), and alternatives to the Proposed Project. The summary will be sufficiently detailed to provide the basis for the Notice of Completion issued by the lead agency.

APPENDIX 1:

RESPONSES TO COMMENTS RECEIVED ON THE DRAFT SCOPE OF WORK

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work, issued on May 19, 2016,[1] for the Bay Street Rezoning and Related Actions Proposal (the "Proposed Action"). Oral and written comments were received during the public meeting held by the New York City Department of City Planning (DCP) on June 15, 2016. Written comments were accepted through the duration of the public comment period, which ended at 5 p.m. on Friday, July 15, 2016. Appendix 2, "Comments Received on the Draft Scope of Work" contains the written comments received on the Draft Scope of Work. A Final Scope of Work was issued on November 9, 2018, incorporating comments received on the Draft Scope of Work – where relevant and appropriate – as well as other background and project updates that were made subsequent to publication of the Draft Scope of Work.

Section B lists the elected officials, organizations, and individuals that provided relevant comments on the Draft Scope of Work. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope of Work.

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK

ELECTED OFFICIALS

1. James Oddo, Staten Island Borough President; oral statement delivered at public scoping meeting and written submission dated July 15, 2016.
2. Debra Rose, Council Member; oral statement delivered at public scoping meeting and written submission dated July 15, 2016.

ORGANIZATIONS AND INTERESTED PUBLIC

3. Glen Mancuso, Vice President of the North Shore Business Alliance; oral statement delivered at public scoping meeting.
4. Natasha Spearman-Isip; oral statement delivered at public scoping meeting.
5. Susan Fowler, Staten Island Healthy Neighborhood Manager, City Harvest, Inc.; oral statement delivered at public scoping meeting and written submission dated June 15, 2016.
6. Nicholas Zvegintzov; oral statement delivered at public scoping meeting and written submission dated July 9, 2016.
7. Donna Mazzella, Youth Committee Member, Community Board 1; oral statement delivered at public scoping meeting.
8. Kelly Vilar, Let's Rebuild Cromwell Community Coalition Member; oral statement delivered at public scoping meeting and written submission dated June 15, 2016.

[1] The Draft Scope of Work was initially issued on May 13, 2016. Minor project clarifications were made to the Draft Scope of Work, which was republished on May 19, 2016.

9. Priscilla Marco, President of the Van Duzer Street Civic Association; oral statement delivered at public scoping meeting and written testimony submission dated July 7, 2016.
10. John Salis; oral statement delivered at public scoping meeting.
11. Ramona Williams; oral statement delivered at public scoping meeting.
12. Dr. John Piazza; oral statement delivered at public scoping meeting.
13. Neil Berry, New Brighton Coalition; oral statement delivered at public scoping meeting.
14. Debbie-Ann Paige, Let's Rebuild Cromwell Coalition Member; oral statement delivered at public scoping meeting.
15. Joelle Morrison; oral statement delivered at public scoping meeting.
16. Dr. Ron Manfredi; oral statement delivered at public scoping meeting.
17. Ann Marchesano; oral statement delivered at public scoping meeting.
18. Mike Penrose, Ward-Nixon Association President and Local Advisory Board Member; oral statement delivered at public scoping meeting and written submission dated July 15, 2016.
19. Meggin Juraska; oral statement delivered at public scoping meeting.
20. Alice Nilles; oral statement delivered at public scoping meeting.
21. Steve Joseph, Let's Rebuild Cromwell Coalition Member and Lyons Pool Lap Swimmers; oral statement delivered at public scoping meeting and written submission dated July 15, 2016.
22. Minister Robert Perkins, Staten Island Health and Dignity Coalition; oral statement delivered at public scoping meeting.
23. Barnett Shepherd, Preservation League of Staten Island Founder and Member, Staten Island Citizen Planning Committee, and Bay Street Corridor Advisory Committee; oral statement delivered at public scoping meeting and written submission dated July 6, 2016.
24. David Glich; Board of Directors for the Mud Lane Society for the Renaissance of Stapleton and Staten Island Citizens Planning Committee; oral statement delivered at public scoping meeting.
25. Sheila Davis, Staten Island Housing DP Coalition Member; oral statement delivered at public scoping meeting.
26. Cynthia Mailman; oral statement delivered at public scoping meeting.
27. Erica Santiago; oral statement delivered at public scoping meeting.
28. Carinda Longueira, Staten Island Citizens Committee and Committee to Save Mount Manresa; oral statement delivered at public scoping meeting.
29. Shaun O'Connell; oral statement delivered at public scoping meeting.
30. John Garcia; oral statement delivered at public scoping meeting.
31. Jennifer Gray-Brumskine, Make the Road New York Member, House and Dignity Coalition of Staten Island member, and Chairman of the Board of Directors of the Liberian Community Association and Public Relations Office for African Leadership on Staten Island; oral statement delivered at public scoping meeting.
32. Susan Master; oral statement delivered at public scoping meeting.
33. Bryant Brown, Labor Union (SEIU 32BJ) Member; oral statement delivered at public scoping meeting.
34. Mohamed Baro, Vice Chairman of AFOC, African Community of Staten Island and Chairman of Mandigiama; oral statement delivered at public scoping meeting.
35. Jessie Barnes, Jr., Staten Island Housing Dignity Coalition Member; oral statement delivered at public scoping meeting.
36. George C. Kiabi, President and Executive Director of the Allied Nonprofit Organization for Economic Development; oral statement delivered at public scoping meeting.

37. Amy Poirer; oral statement delivered at public scoping meeting.
38. Miriana Luczun, President of the Mud Lane Society for the Renaissance of Stapleton; oral statement delivered at public scoping meeting.
39. Abraham Tucker, President of the Staten Island Committee; oral statement delivered at public scoping meeting.
40. Samuel Dekyem; oral statement delivered at public scoping meeting.
41. Peter Lisi; Van Duzer Civic Association Board Member; oral statement delivered at public scoping meeting.
42. Angela D'Aiuto; Preservation League of Staten Island Board Member; oral statement delivered at public scoping meeting.
43. Charlotte L. Hewitt; oral statement delivered at public scoping meeting.
44. Rev. Faith M. Togba; oral statement delivered at public scoping meeting.
45. Marjorie O. Ryan, Community Board 1 Member and NYC Youth Development; oral statement delivered at public scoping meeting.
46. Rich Florentino; oral statement delivered at public scoping meeting.
47. Robert Vogel; oral statement delivered at public scoping meeting.
48. Chris Coppa; written submission dated June 16, 2016.
49. Joseph Bird, Local Advisory Committee and Staten Island Community Board 1; written submission dated June 14, 2016.
50. Louise Gallagher; written submission dated June 15, 2016.
51. Paul Gammarano; written submissions dated June 23, 2016 and July 5, 2016.
52. Robert Cohen, 120 Bay Street Realty LLC; written submission dated June 21, 2016.
53. Zafer A. Akin; written submission dated June 13, 2016.
54. Robert Abugel; written submission dated June 23, 2016.
55. Janet D. McKee; written submission dated June 30, 2016.
56. Andrew Berks; written submission dated July 6, 2016.
57. Coty Realty, Kevin & Thomas Laub, and VTC Corp. & Fran & Enzo Gerardi; written submission dated June 28, 2016.
58. Jeff Mohlenbrok; written submission dated July 6, 2016.
59. Jessica Venditto; written submission dated July 8, 2016.
60. Murray Fisher, Executive Director of the New York Harbor Foundation; written submission dated July 6, 2016.
61. Marion Hodgman; written submission dated July 8, 2016.
62. Cyndia Huang; written submission dated July 6, 2016.
63. George Innes; written submission dated July 6, 2016.
64. Cosmo Romeo; written submission dated July 13, 2016.
65. Laura Martocci, Ph.D.; written submission dated July 11, 2016.
66. Richenda Kramer; written submission dated July 12, 2016.
67. Chandra Heath; written submission dated July 9, 2016.
68. Kathleen Galvez; written submission dated July 9, 2016.
69. Donna DeGrasse-Mazzella Esq.; written submission dated July 9, 2016.
70. Denise Violante; written submission dated July 15, 2016.
71. Linda Cohen; written submission dated July 15, 2016.

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. PROJECT DESCRIPTION/DEVELOPMENT SCENARIO COMMENTS

Comment 1.1: The City Planning Commission (CPC) and the City Council should include affordable workforce housing set aside for 30 percent of units at a 115 percent of the Area Median Income (AMI) ($89,355 three-person household) with a 5 percent requirement between 70 percent ($54,390) and 90 percent ($69,930) AMI. (1)

Response 1.1: **The amount of affordable housing constructed in the future With-Action Condition, and the income levels at which the housing would be affordable, would depend on several factors.**

The Proposed Actions would apply MIH Program Option 1, Option 2, the Deep Affordability Option, and the Workforce Option, to the Bay Street Corridor and Canal Street Corridor MIH areas.

On privately-owned sites, the Mandatory Inclusionary Housing (MIH) program would require between 25 and 30 percent of new housing to be affordable at a range of low- and moderate-income levels, as described in Task 1 "Project Description."

On publicly-controlled sites, the affordable housing program would be determined based on an agreement reached in conjunction with the disposition of each distinct site. On City Disposition Site 2 and the Stapleton Waterfront Phase III Sites A and B1, it is anticipated that there would be a permanently affordable residential component of development as part of the business terms of disposition. Further discussion on the amount and levels of affordability which could be required within MIH area or on development sites as a result of the Proposed Actions will be provided in Chapter 2, "Land Use, Zoning, and Public Policy," of the EIS.

Comment 1.2: The commercial sector along Bay Street is also vitally important to the community, and I encourage DCP to consider zoning tools that can encourage the retention or inclusion of small businesses in new developments. (2) The type of retail that is most likely to inhabit the Corridor should be taken into consideration, while also planning for the future retail culture. (4)

Response 1.2: **As discussed in Task 2, "Land Use, Zoning and Public Policy" and Task 3 "Socioeconomic Conditions" of the Draft Scope of Work, the type of commercial uses which would be permitted and are projected to be developed in the With-Action Condition will be described and analyzed in the EIS. In addition, the EIS will assess the potential for direct and indirect business displacement as a result of the Proposed Actions as part of Chapter 3, "Socioeconomic Conditions."**

Comment 1.3: The Department of City Planning should include supermarkets and farmers markets in all proposals and require developers to create active living buildings. (5)

Response 1.3: As noted in Task 2, "Land Use, Zoning and Public Policy," the Project Area is within a New York City Food Retail Expansion to Support Health (FRESH) Program area. The Proposed Actions will be assessed as they pertain to this public policy in Chapter 2, "Land Use, Zoning and Public Policy" of the EIS.

Comment 1.4: The Draft Scope of Work claims that "absent the Proposed Actions" Stapleton Waterfront Sites A and B1 "would remain vacant." This is not true. It is always open to a city to develop them or to sell them to a developer. (6)

Response 1.4: As described in the Project Description of the Draft Scope of Work, pursuant to the *CEQR Technical Manual*, the "No-Action Condition" is the future condition absent all discretionary actions. As the disposition and redevelopment of Stapleton Waterfront Phase III, Sites A and B1 would require discretionary approvals, the No-Action condition assumes these sites would remain in the existing condition.

Comment 1.5: The sanitation depot on Jersey Street should be moved immediately. (16)

Response 1.5: The Proposed Actions would result in the disposition of the Jersey Street Garage site for redevelopment as a mixed-use building with residential and ground floor retail uses and an affordable housing component. The disposition of the garage site would occur following the relocation of DSNY operations currently housed within the Jersey Street Garage (City Disposition Site 2) to the DSNY garage complex at 1000 West Service Road on the West Shore of Staten Island. The relocation of this facility is independent of the Proposed Actions and will be described in Chapter 1, "Project Description."

Comment 1.6: The City indicated that 50 percent of the housing on the Stapleton Waterfront Sites will be affordable, but it is unclear whether the City is assuming Mandatory Inclusionary Housing (MIH) would apply on these sites. Because of this, it is unclear whether any of the housing plans on these sites would be permanently affordable. Why did the No-Action Condition change in the revised Draft Scope of Work? (22)

Response 1.6: The Mandatory Inclusionary Housing Program can only be applied when a Proposed Action would result in an incremental increase in developable residential floor area. As described in the Draft Scope of Work, the Stapleton Waterfront Phase III Sites A and B1 are not within the Proposed Rezoning Area, and as such, there would be no increase in allowable residential floor

area on these sites as a result of the Proposed Actions. As such, the Stapleton Waterfront Phase III Sites A and B1 could not be designated MIH areas. However, it is anticipated that a requirement for a permanently affordable residential component be included as part of any new residential development would be specified as part of the disposition and business terms of development for these sites.

Comment 1.7: We ask that the area on Richmond Terrace from Snug Harbor back to St. George, become part of the scope and rezoning process. (57)

Response 1.7: As described in the Draft Scope of Work, the Project Area was identified to meet the goals and objectives of the Bay Street Corridor Neighborhood Planning Initiative. The Project Area includes (i) the Bay Street Corridor Project Area; (ii) the Canal Street Corridor Project Area; (iii) three City-owned disposition sites located at 55 Stuyvesant Place, 539 Jersey Street/100 Brook Street, and 54 Central Avenue; and (iv) two sites located at the Homeport Site within the SSWD (Stapleton Waterfront Phase III Sites A and B1). The inclusion in the Project Area of Richmond Terrace from Snug Harbor back to St. George would not be consistent with the goals and objectives of the Bay Street Corridor Neighborhood Planning Initiative.

Comment 1.8: The city disposition sites and the Canal Street Corridor were not part of the original rezoning plan discussed at the Local Advisory Council meetings or Public Open houses and as such we feel these areas should go through a separate rezoning/ ULURP process. (18)

Response 1.8: The city disposition sites and the Canal Street Corridor were previously identified for development in other City plans (including *North Shore 2030*) which underwent similar processes of community engagement as the Proposed Actions and are included as part of the Proposed Project because they are critical to achieving the goals and objectives of the Plan, as described in Chapter 1 of the EIS, "Project Description."

2. LAND USE, ZONING AND PUBLIC POLICY

Comment 2.1: AMI levels are inconsistent with income levels of communities such as Jersey Street, Park Hill, Vanderbilt, Fox Hill, Stapleton, West Park, and Mariners Harbor which do not even come close to 42,000 in AMI. The EIS should consider a greater context area in order to eliminate the economic disparity that is not currently represented in the context area shown in the Scope of Work. We need housing that is really affordable for our community. The median income numbers are not correct for the Stapleton community. The AMI should be recalculated to represent the local community context. The rezoning area should include the entire neighborhood not just a portion of it in order to avoid a disparity in rent in terms of two properties which are to one another. (13)(22)(31)(34)(40) Many people in

our community don't even make $30 an hour and some of them barely make $24,000. (39) The EIS should study what affordable housing solutions exist for members of our community making less than the AMI. (14) Affordable housing should be allocated to our neediest residents, not the upper crust or the rent-challenged. (32)

Response 2.1: **Income guidelines to determine eligibility are based on the Department of Housing and Urban Development (HUD) calculations of Area Median Income (AMI) for the New York City region and are adjusted annually. The AMI used in the DEIS is that of the New York City region in 2018: $93,900 for a family of three and is adjusted for family size. The Project Area's median income will be discussed in Chapter 2, "Land Use, Zoning and Public Policy" and Chapter 3, "Socioeconomic Conditions" of the EIS and the effects of the Proposed Actions on Socioeconomic conditions including indirect residential displacement will be assessed as per the methodology outlined in Task 2 of the Draft Scope of Work.**

Comment 2.2: For the inclusionary housing option, we believe the best would be Option 1, 20 percent of housing for a family of four making $34,500. (31) I urge DCP to study the options of mandatory inclusionary housing that will give our community affordable apartment for families making 40 percent of the area median income of $34,500. Deep affordable housing should also be provided for young people who may have assumed debt from college. (35)

Response 2.2: **See Response to Comment 1.1. Deeper levels of affordability could be reached through additional local, state and federal subsidy.**

Comment 2.3: The north shore has relatively little public space and public land that could be used for deeply affordable housing. (22) The environmental review should study leveraging public sites and additional subsidy to provide deeper affordability. (35)

Response 2.3: **See Response to Comment 2.1. Additionally, in response to comments on the Draft Scope of Work, the Final Scope of Work has been amended to include an Alternative that would require 100% affordability as a requirement for development at City Disposition Site 3 (54 Central Avenue).**

Comment 2.4: If you go to all the places on Staten Island, you will see on the south shore and mid-island, there are plenty of empty lots where affordable housing could be developed, and we need to get the government to start doing that. (45) My hope is that I will find an affordable apartment that would accommodate me and my children. The City should create a vibrant community comparable to Williamsburg and implement programs to create a stronger sense of community. (50)

Response 2.4: **Comment noted.**

Comment 2.5: Consider a more contextual rezoning of the area now designated to become our R6B to be classified maybe one step down to an R5 zoning district in order to complement the Van Duzer streetscape. The sanitation parcel on Jersey Street, now zoned R5 may be better suited as an R6B. (4)

Response 2.5: As described in Task 2, "Land Use, Zoning and Public Policy," the DEIS will discuss the Proposed Actions' potential effects related to consistency with zoning and other public policies. In addition, as detailed in Task 8, "Urban Design and Visual Resources," the EIS will examine how the projected development would be compatible with the existing urban design character of the neighborhood.

Comment 2.6: A floor area ratio (FAR) of 4.6 is on the high end of R7 zoning, and calling this area "R6" is inappropriate. The Department of City Planning should make clear that they are proposing a R7, a change that would add clarity but would not change the substance of the zoning, which would be governed by the proposed special district. (2)

Response 2.6: As detailed in Task 1, "Project Description," the underlying zoning districts will be modified through the proposed Special District to respond to locational characteristics. The consistency with zoning designations will be discussed as described in Task 2 "Land Use, Zoning and Public Policy."

Comment 2.7: As both a resident and a property owner, it is our desire to see the zoning of the M1 portion of the rezoning area changed to R8X if not an R9 or R10. (53)

Response 2.7: The Proposed Actions and Alternatives, as currently envisioned, do not contemplate R8X, R9, or R10 zoning designations. The proposed zoning districts consistency with the surrounding area will be described in Task 2 "Land Use, Zoning and Public Policy."

Comment 2.8: The EIS should study the concept of designating a maritime education and recreational corridor, the North Shore Maritime Education and Recreation Corridor (MERC), on the St. George/Stapleton waterfront. This special district would provide a long-term cohesive guide for shaping the waterfront community as it relates to public access, sustainability, expansion of new economic development opportunities and assurances that the waterfront remains relevant for the community that it surrounds. The designation of MERC should also facilitate the rebuilding of Cromwell at Lyons Hall as a hub for the MERC and a public facility. Providing recreational activities for children to engage in a sport will create and maintain the heart and soul of this waterfront community. The EIS should examine the impact of the loss of the Cromwell Center as a community facility and open space resource and the potential impact of public and private partnership to develop Cromwell and MERC. We support the proposal of a New York Harbor middle school right at the center of MERC benefitting from all

Cromwell and the MERC can bring to a new waterfront environment on Staten Island's north shore. (7)(8)(60)

Response 2.8: **The privately proposed MERC is not an existing land use, zoning, or public policy and is not part of the Proposed Actions. Therefore, it is outside the scope of this environmental review. The analysis of potential impacts to existing public policies, community facilities and open space resources are described in Task 2, "Land Use, Zoning and Public Policy," Task 4, "Community Facilities and Services" and Task 5, "Open Space."**

Comment 2.9: The development of the Stapleton Waterfront Phase III sites do not make sense in an area that was devastated by Hurricane Sandy. Resiliency measures should be studied to protect the Bay Street Corridor and surrounding areas. (18)

Response 2.9: **Based on CEQR guidelines, and as described in Task 2, "Land Use, Zoning and Public Policy" of the Draft Scope of Work, the EIS will be reviewed and assessed for its consistency with the New York City Waterfront Revitalization Program (WRP) including Policy 6.1 which addresses sea level rise. In addition, all new development within the flood zone would be required to comply with flood resistant construction requirements in Appendix G of the NYC Building Code at the time of construction. In addition, as noted in Task 16, "Greenhouse Gas and Climate Change," the EIS will provide a discussion of the potential effects of climate change as it pertains to the Proposed Actions. This discussion will include sea level rise, increased storm surges, and coastal flooding.**

3. SOCIOECONOMIC CONDITIONS

Comment 3.1: We need to promote economic development with the creation of business improvement districts for our commercial corridor. (2)

Response 3.1: **The Proposed Actions are intended to revitalize an underutilized industrial-zoned area to promote new retail and commercial activities. The New York City Business Improvement Districts (BID) process relies on established businesses engaging in commercial and retail activities. Contemplation of a BID is outside of the Scope of Work of this EIS and is not included in the Proposed Actions.**

Comment 3.2: There is tremendous potential to improve the economic development of the entire area through the development of educational, vocational, as well as sports and recreational opportunities in the community. (7)

Response 3.2: **The Proposed Actions include the creation of new open space resources, which are anticipated to include recreational opportunities. In addition, the Proposed Actions and the Alternatives include new community facility uses**

that would provide for opportunities for educational and vocational resources.

Comment 3.3: Study the potential economic development opportunities the MERC would encourage, such as the development of a new maritime recreation industry. (9)

Response 3.3: Comment noted. See Response to Comment 2.8.

Comment 3.4: We would like to see income diversity capable of supporting new businesses and providing much needed local jobs. We prefer "workforce housing" to ensure that Stapleton remains the diverse community it is, rather than the deepest affordability levels, which will continue the downward economic spiral that has engulfed Bay Street and other parts of Stapleton. We fear the deepest affordability levels may not lift the community up, but may instead contribute to the continued downward economic spiral that we have seen for the last generation. (9) Workforce type affordability along with market rate housing is the most appropriate level of affordability for this area. The Bay Street Corridor context area is already one of the most affordable neighborhoods in Staten Island (including deep affordability for some). If the area is going to add more deep affordability we feel the area will be not be economically viable and the existing problems of empty storefronts, unsanitary and unsafe conditions will continue to persist. (18)

Response 3.4: See Comment 1.1. An analysis of the potential affordability levels and socioeconomic trends will be included in Chapter 2, "Land Use, Zoning and Public Policy" and Chapter 3, "Socioeconomic Conditions" of the DEIS. The analysis will disclose any potential significant adverse socioeconomic impacts and will propose appropriate mitigation measures, as necessary.

Comment 3.5: I'm concerned about jobs for the community, and we've talked about this and the URBY buildings made a promise in writing that they were going to use local hiring practices. (37)

Response 3.5: Comment noted. Local hire requirements are outside of the scope of CEQR and are not proposed to be analyzed in the DEIS.

Comment 3.6: We want you to concentrate on low income people. The income projection that you have here is very, very high. (36) There is a growing need of housing for increasing population of low income. (38)

Response 3.6: Study Area characteristics, including median household income and other indicators of economic conditions of residents, such as percent of persons living below the poverty line will be discussed and analyzed, as described in Task 3, "Socioeconomic Conditions" of the Draft Scope of Work. Income guidelines are based on the Department of Housing and Urban Development

(HUD) calculations of Area Median Income (AMI) for the New York City region with affordability requirements pursuant to the MIH program.

Comment 3.7: The EIS should include a detailed analysis of direct and indirect residential displacement that will examine whether the proposed actions will introduce or accelerate a socioeconomic trend that may potentially lead to displacement, in particular for renters not protected by rent stabilization or other government regulations. (2)(11)(13)(14) The EIS should assess the potential for residential displacement of population with specific age and ethnic characteristics. (13)(15)(25)(35) In order to mitigate the displacement of the existing population, HPD should make significant subsidy commitments for the development of new affordable housing and for the preservation of affordable units in the area. Mandatory Inclusionary Housing should be implemented to achieve a deep level of affordable housing, with units at 40% AMI. (2) Building affordable housing on the public sites will address residential displacement for all types of residents. (31)

Response 3.7: As described in Task 3, "Socioeconomic Conditions," of the Draft Scope of Work, an analysis of the potential direct and indirect residential displacement as it relates to the Proposed Action will be conducted. In accordance with *CEQR Technical Manual* guidelines, when assessing direct and indirect displacement for an area-wide rezoning, the precise location and type of development may not be known. Therefore, sites are analyzed to illustrate a conservative assessment of the potential effects of the Proposed Action on sites considered likely to be redeveloped, and examines whether existing businesses and residents on those sites may be displaced. The assessment of socioeconomic effects as it relates to specific groups (such as the elderly or ethnic minorities) is outside of the scope of CEQR.

Comment 3.8: The EIS should study the current issue of blight, zombie properties, and aging infrastructure, and how blighted neighborhoods that sit on the fringe of the project areas can be repurposed and rebuilt. A real world solution for blight might include the creation of a land trust to assist struggling homeowners and community members repair their current blighted properties or use a land bank to purchase the dozens of blighted zombie properties in the outlying neighborhoods and turn them into affordable housing. (14)

Response 3.8: The Proposed Actions would help facilitate the redevelopment and revitalization of the Bay Street corridor by rezoning underutilized and vacant properties for new mixed use development, including new retail uses and diverse housing opportunities. A discussion of the effects of the Proposed Actions on Neighborhood Character will be provided in Chapter 19 of the EIS, as described in Task 19, "Neighborhood Character," of the Draft Scope of Work. Based on the *CEQR Technical Manual* guidelines, the EIS will analyze the following technical areas in relation to capacity and utilization: community facilities, open space, water and sewer infrastructure, solid

waste and sanitation services, and transportation. Pursuant to CEQR, the issue of blight is not directly assessed, and will not be included in the DEIS.

Comment 3.9 There are a lot of empty storefronts on Bay Street. If we end up having commercial on all first floors we may have buildings that are five to seven-stories tall that will not be able to fill up that commercial space. The Proposed Actions should prioritize revitalizing the commercial space we already have, especially for co-ops and condo buildings, which we should be encouraging, along with affordable housing, rather than introducing new commercial space. (24)

Response 3.9: The Proposed Actions are intended to encourage a mix of ground floor retail and commercial uses, along with residential uses on the upper floors within new developments. As part of the Proposed Actions, properties beyond 50 feet of Bay Street would not be required to develop non-residential ground floors. The residential uses would include a mix of market-rate and affordable dwelling units pursuant to the Mandatory Inclusionary Housing (MIH) requirements. As noted in Task 3, "Socioeconomics," the DEIS will include an assessment on direct and indirect business displacement, and adverse effects of specific industries.

Comment 3.10: The Environmental Impact Statement should consider how the proposed rezoning will affect socioeconomic conditions in the Project Area. It should be sure to include an analysis of the number and quality of building service jobs the rezoning will bring to the area. (33) It should also consider whether these jobs will be local, for residents of Staten Island, current residents, or for outside residents. (34)

Response 3.10: An assessment of socioeconomic conditions, as outlined in Task 3, "Socioeconomic Conditions" of the Draft Scope of Work, will be provided in the DEIS. In accordance with *CEQR Technical Manual* guidelines, an assessment of economic activities including businesses and employment and the projected increase in workers will be analyzed. However, the quality and specific industries of the projected employment is beyond the scope of CEQR and will not be included in the DEIS.

Comment 3.11: It makes sense that affordability should reach the City workers and the lower to moderate middle class families in order to bring economic diversity to Stapleton. Many businesses have opened and closed throughout the years simply because they aren't supported by an economically diverse neighborhood. My hopes are that an increase of upwardly mobile individuals and families can bring the economic diversity necessary to support local businesses as well as to prevent local public schools from having to close their doors due to under performance. (62)(63)

Response 3.11: Comment noted.

Comment 3.12: The whole upshot of this project is not a vibrant community, it's not housing. They're taking away an area zoned for manufacturing. We can't figure out how to create manufacturing job or provide training for people. (46)

Response 3.12: As outlined in Task 3, "Socioeconomic Conditions," the EIS will include an analysis of direct or indirect business displacement, and adverse effects on specific industries, such as specific manufacturing or industrial sectors, as a result of the Proposed Actions. If significant adverse impacts are identified, mitigation measures will be identified.

4. COMMUNITY FACILITIES AND SERVICES

Comment 4.1: There is a need within the Community School District for additional funded school seats. Schools are over-capacity and in order to accommodate additional density the city should construct a new educational complex. The EIS should address the effect of additional population generation by the proposed action on the utilization of public elementary and middle schools. We urge the School Construction Authority (SCA) and the Department of Education (DOE) to seriously consider the current situation. Before any rezoning is approved the city should commit to constructing a minimum of one new K-8 school in the immediate Bay Street Corridor context area. (2)(9)(18)(19)(22)(42)(58)

IS 49 is a zone school, which was actually voted the most violent school. It's being revitalized now, but those families that are coming in here are going to those schools, and Curtis High School is already inundated, and it can't handle what they're doing. The EIS should address the quality and safety of schools in addition to basic information about capacity. (41)

Response 4.1: In accordance with the *CEQR Technical Manual*, and in Task 4, "Community Facilities and Services" of the Draft Scope of Work, the DEIS will identify the Primary Study Area for the analysis of elementary and intermediate schools which is the school district's "Sub-District" in which the project is located. An analysis of high schools will be conducted at the borough-wide level. Future enrollments, including those associated with future developments, within the affected Sub-District will be identified in the No-Action Condition using SCA's *Projected New Housing Starts,* as per CEQR guidelines. The With-Action Condition will be analyzed, adding students likely to be generated under the Reasonable Worst Case Development Scenario (RWCDS) to the projections for the No-Action Condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections for enrollment, capacity, and utilization in 2030. If significant adverse impacts are identified, mitigation measures will be identified in Chapter 21, "Mitigation," as detailed in Task 4. However, an assessment of the quality and safety of schools is outside of the scope of CEQR.

Comment 4.2: There is concern about the way elementary and middle school seats will be studied due to the current level of overcrowding and lack of quality schools. (19) In the Scope of Work's discussion of elementary and intermediate schools, it says the study will be done in the Subdistrict the project is located in, which is Community School District 31, Subdistrict 4. The document does not specify exactly what area is included in Subdistrict 4. Because this information is excluded from the Scope of Work, the community does not have an opportunity to evaluate if we feel that the area to be studied is adequate to truly analyze the impact the proposed rezoning and possible influx of new families to the area will have on our area schools. As such, I would like to see DCP study a proposed plan of action for the Bay Street Corridor that includes a map that shows the area included in Community School District 31, Subdistrict 4. If Subdistrict 4 is smaller than the area of Community Board 1, we propose the plan extends to encompass the entire area of Community Board 1 in the elementary and intermediate school analysis. As part of this rezoning we must increase school seats. (19)

Response 4.2: In response to this comment, the Final Scope of Work has been updated to include maps that illustrate the Study Area boundary for public schools analysis, which will also be provided in the DEIS. According *CEQR Technical Manual* guidelines, the Primary Study Area for the analysis of elementary and intermediate schools would be the school district "Sub-District" in which the project is located. The Project Area is located in Community School District (CSD) 31, Sub-District 4. An analysis of high schools will be conducted at the borough-wide level, as noted in Task 4, "Community Facilities and Services."

Comment 4.3: Children cannot grow if they're sitting in buses for long times, and if schools are not present in this area, that's what will happen. In addition, busing these students will be adding more buses to the streets every day. (20) Schools such as the Young Women Leadership School should be included in the rezoning. (32)

Response 4.3: An assessment of school bussing and of specific schools programming is outside of the scope of CEQR. The community facility analysis, detailed in Task 4, "Community Facilities and Services," addresses the availability of school seats for the population that would be introduced by the Proposed Actions. The assessment considers public elementary and intermediate schools at the sub-district level which is based on the geographic location of the project area in relation to those sub-districts.

Comment 4.4: We need vocational schools on Staten Island. (44) Study how a designated Maritime Education and Recreation Corridor would create new education opportunities and quality schools. (19)

Response 4.4: The Proposed Actions and Alternatives include new community facility uses that would provide for opportunities for educational and vocational

resources. The privately proposed MERC is not at this time being considered as a zoning designation or public policy and is not part of the Proposed Actions. Therefore, it is outside the scope of this environmental review.

Comment 4.5: If you are going to have buildings this big, force them to have a pre-K or elementary school. (30)

Response 4.5: The DEIS will provide an assessment of elementary school seat capacity and publicly-funded childcare utilization, as outlined in Task 4, "Community Facilities and Services." If significant adverse impacts are identified, mitigation measures will be identified, as described in Task 21, "Mitigation."

Comment 4.6: Analyze all City-owned land as a hundred percent affordable, whether identified for disposition or not. This analysis will have implications for the number of daycare slots that we will have to plan for. (2) (14)

Response 4.6: The Draft Scope of Work assumes a level of permanent affordability consistent with the requirements of the MIH program; the need for publicly-funded childcare will be addressed as part of the EIS. Task 22, "Alternatives," of the Final Scope of Work has been updated to reflect that an Alternative will be analyzed in the DEIS which considers a 100 percent affordable housing development on City Disposition Site 3. The child care needs of this development scenario will be assessed in the Alternatives Chapter of the DEIS.

Comment 4.7: There are half a million people on Staten Island served by two-and-a-half hospitals. We don't have the hospitals. There needs to be upgraded healthcare facilities to meet the community's needs. As part of this review, DCP, the Department of Health and Mental Hygiene (DOHMH), and the Health and Hospital Corporation need to create a plan to increase health care services on Staten Island with a focus on emergency services. If no new publicly operated health facilities will be provided, funding for existing facilities should be allocated for much needed improvements as well as for services an increased population. There needs to be additional health care facilities and medical infrastructure to serve the existing and new populations. (2)(15)(16)(17)

Response 4.7: As noted in Task 4, "Community Facilities," the Proposed Actions is located within an existing residential neighborhood and therefore does not involve introduction of a sizable new neighborhood or warrant an analysis of Health Care Facilities. As noted in the Final Scope of Work, a description of existing police, fire, and health care facilities serving the Project Area will be provided in the DEIS.

5. OPEN SPACE

Comment 5.1: The EIS should study public access issues related to current public recreation facilities and examine the impact of a year-around use of Lyons Pool as an indoor/outdoor pool and an indoor/outdoor rink. (8)

Response 5.1: **As noted in Task 5, "Open Space," any direct or indirect impacts of the Proposed Actions will be analyzed in the DEIS. Public access and the adequacy of existing public open spaces will be addressed as part of the open space assessment. If impacts are identified, mitigation measures will be discussed. However, the potential change in use of the Lyons Pool is unrelated to the Proposed Actions and, therefore, is not considered in this environmental review.**

Comment 5.2: There needs to be a real open space plan, which includes 1) a new recreation center to replace Cromwell; 2) implementation of our planned waterfront greenway with playing fields; and 3) addition of comfort stations to our parks, which would greatly enhance the value of public places and allow for extended recreation time for many park users. The open space plan should include the Maritime Educational and Recreational Corridor. (2)

Response 5.2: **The Proposed Actions do not include an open space plan. However, as described in Task 5, "Open Space," the open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a Non-residential (0.25-mile radius) Study Area as well as within a Residential (0.5-mile radius) Study Area. Active open space ratios will be assessed for the 0.5-mile Residential Study Area. In accordance with *CEQR Technical Manual* guidelines, Chapter 5, "Open Space," in the EIS will assess the adequacy and conditions of existing publicly accessible open space facilities. If adverse open space impacts are identified, a range of mitigation measures will be considered depending on the nature of impacts.**

The privately proposed MERC is not at this time being considered as a zoning designation or public policy and is not part of the Proposed Actions. Therefore, it is outside the scope of this environmental review.

Comment 5.3: There needs to be new recreation facilities including a replacement for Cromwell Center. (2)(5)(27)(32)(55) The EIS should study the potential for and impact of a public/private partnership to develop Cromwell and MERC. (8) Include the rebuilding of Cromwell Recreation and the MERC to include Lots A and B1 for open play fields and spaces in the EIS. The assessment should consider Cromwell as a hub for the MERC - a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization. (59)(60)(64)(65)(66)(67)(68)(69)

Response 5.3: **Please see response to comment 5.2.**

Comment 5.4: Additional capital funding should be provided for improvements to Tappen Park, Tompkinsville Park, and the waterfront esplanade. Old Town Hall in Tappen Park should be restored to the community for public use. (9)

Response 5.4: Please see response to comment 5.2. If adverse open space impacts are identified, a range of mitigation measures will be considered, as described in Task 21, "Mitigation."

Comment 5.5: The north shore has relatively little public space and public land that could be used for park space. There is a lack of green space. There is already a dearth of recreational space in this high-density housing area, and with more housing planned, there is a real need to provide more. Presumably there are going to be more schools and other infrastructure facilities planned, which will further infringe our already limited resources. (15)(22)(55)(66) Study the lack of open spaces, parks, ball fields, and recreational facilities in the context area. Study passive space versus active recreational space in the Corridor as well as active recreational space in the context area without providing for more recreational space. Study where the community will congregate in the absence of new open space, taking into consideration the fact that the north shore has diverse cultures and mixed ethnicities. (18) Study the lack of indoor and outdoor recreation in this area and how much space would be needed to accommodate existing and new residents in a rebuilt Cromwell, which would be rebuilt on the grounds of Lyons Pool. Study how much space will need be needed for open space for baseball, soccer and football. (21) Recreation needs for the expected volume of new residents coming to this area should be addressed specifically in relation to Sites A and B1. (21)(70) Parcels A & B1 in the SSWD should be reserved for public open space and recreational facilities. (18)

Response 5.5: As described under Task 5, "Open Space," of the Draft Scope of Work, the open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a Nonresidential (0.25-mile radius) Study Area and a Residential (0.5-mile radius) Study Area. Active open space ratios will be assessed for the 0.5-mile Residential Study Area. In accordance with the *CEQR Technical Manual*, Chapter 5, "Open Space," of the DEIS will assess the adequacy of existing publicly accessible open space facilities. This analysis will include a quantitative assessment of the ratio of open space to population and a qualitative assessment. The assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the No-Action and With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive space), capacity, condition, and distribution of open space, and the profile of the study area populations. As noted in the Draft Scope of Work, if significant adverse impacts relating to Open Space are

identified, mitigation measures will be identified in Chapter 21, "Mitigation," of the DEIS.

Comment 5.6: Although listed in the Scope of Work, there is no increased access to the waterfront provided. (24) There needs to be implementation of our planned waterfront greenway with playing fields and multiple recreational amenities as well as additional comfort stations in our parks. The scope of work should include enough flexibility in its study of the Stapleton waterfront so that ball fields could be included in a future site plan utilizing both Phases II and III (2)

Response 5.6: As described under Task 5, "Open Space," of the Draft Scope of Work, the open space analysis will consider open space resources in the No-Action and With-Action conditions. As described in Task 21, "Mitigation," if necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts related to open space will be identified in consultation with NYC Parks.

Comment 5.7: We are the only borough without a Parks Department indoor pool. There are not enough indoor pools for the Parks Department swim team to practice. (17)(21) The JCC and the YMCAs are not affordable for rent-challenged families and for most seniors. (32)

Response 5.7: Comment noted.

Comment 5.8: From the Financial District, up to roughly the George Washington Bridge, there are publicly accessible waterfront areas. However, Staten Island lacks these publicly accessible waterfront areas. (47)

Response 5.8: The Proposed Actions would facilitate development on the waterfront, and any new waterfront development would be required to provide publicly accessible waterfront areas.

Comment 5.9: Analyze current needs for a Cromwell Recreation Center replacement with future needs given the influx of new residents. Include any stats on drug abuse and illnesses of isolation in areas that lack recreational outlets. (71)

Response 5.9: See response to Comment 5.5. Statistics on drug abuse and illnesses of isolation in areas that lack recreational outlets falls outside of the requirements of CEQR and analysis will not be conducted in the DEIS.

6. SHADOWS

Comment 6.1: Study the shadows that might be cast on sports fields by tall buildings. Examine the effects of 16 story buildings at the corner of Bay Street and Victory Boulevard on Lyons Pool as it relates to casting shadows. Lyons Pool is located at the edge of

New York harbor, so often the wind speeds are higher than they are inland. So coupled with the idea of 16 story buildings, I am gravely concerned about the casting shadows and its effect on pool water temperatures. This would make a public amenity Staten Islanders have enjoyed for generations unusable many days in the summer, not only for the lap swimmers but for general public as well. (21)(70)

Response 6.1: **As noted in the Draft Scope of Work, in accordance with CEQR guidelines, Chapter 6, "Shadows," will assess whether new structures facilitated by the Proposed Action would cast shadows on sunlight-sensitive publicly-accessible resources or other resources of concern, such as natural resources. If significant adverse effects relating to shadows are identified, mitigation measures will be identified in Chapter 21, "Mitigation," in the DEIS. In addition, in response to comments, the Proposed Actions have been revised to permit a maximum building height of 14 stories, rather than 16 stories, which will be described in Chapter 1 "Project Description."**

7. HISTORIC AND CULTURAL RESOURCES

Comment 7.1: Design guidelines should be established that address the historic features of existing buildings along the Bay Street Corridor. (2)

Response 7.1: **Proposed zoning text amendments under the Proposed Actions related to the Special Bay Street Corridor District would require street wall articulation and screened parking to reflect the existing building features.**

Comment 7.2: The Proposed Actions should provide incentives and requirements, if possible, that new buildings reflect the architectural heritage of the community. The new development does not need to look like old buildings, but it has to respond to the idea and scale of the traditional three-story buildings with commercial at the street level and residential on the two floors above. This will add greatly to our acceptance and understanding of this new development. (23)

Response 7.2: **As described in Task 8, "Urban Design and Visual Resources," in the Draft Scope of Work, potential changes that could occur to the overall character of the Study Area as a result of the Proposed Action will be described. The assessment will focus on general building types that are assumed for development and will consider building heights, setbacks, and street walls. If a detailed analysis is warranted, the analysis will describe potential changes that could occur to urban design and visual resources in the With-Action Condition as compared to the No-Action Condition.**

Comment 7.3: I would also like to propose the façade of several existing buildings to be incorporated in new construction. (23)

Response 7.3: As described in Task 7, "Historic and Cultural Resources," if necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts related to historic and cultural resources will be identified in consultation with LPC.

8. URBAN DESIGN AND VISUAL RESOURCES

Comment 8.1: Consider creating separate building and open space controls with an eye toward the corridor, the existing community, the streetscape and the locations of unique sites suitable for potential signature building locations and new public open spaces. (1) I would like suggested design standards for the new construction along Bay Street Corridor to be included in the scope of work. In addition to the set back now proposed, design suggestions would provide guidelines to create a distinctive streetscape inspired partly by the historic storefront buildings of Tompkinsville and St. George. Examples of design ideas could include three-bay construction, cornices at the set back and above windows. Historic photographs could provide inspiration without out requiring slavish reproduction. Design suggestions would mitigate the monolithic nature of large new buildings, so out of keeping with the historic area.

Response 8.1: The Draft Scope of Work identifies urban design controls that would be implemented through the proposed zoning text amendment to the Special Stapleton Waterfront District (SSWD) and the proposed zoning text amendment to create the Special Bay Street Corridor District (SBSCD). The details of the urban design controls proposed for these text amendments are summarized in the Final Scope of Work and will be provided in their entirety in Appendix A of the DEIS.

Comment 8.2: There could be a park on the Van Duzer Street extension on Block 502, which would also break up the concrete walkway along Bay Street. (4)

Response 8.2: Van Duzer Street Extension near Block 502 is a mapped, built public street. Demapping of the street and mapping of Park land is not proposed as part of the Proposed Actions.

Comment 8.3: A 125-foot tower on the Stapleton Waterfront Sites would wall off the community, including the proposed Bay Street residential district, from the waterfront. (6) The waterfront should not be blocked from the community. (9)

Response 8.3: The effects of the Proposed Actions relating to heights and building form will be assessed in Chapter 8 "Urban Design and Visual Resources." As noted in the Final Scope of Work, the proposed zoning text amendments to the SSWD are intended to facilitate increased accessibility. Additionally, as part of the development on Stapleton Waterfront Phase III sites, a

waterfront esplanade will be constructed to facilitate the public's access to waterfront areas.

Comment 8.4: The height with respect to 475 Bay Street, which is proposed to be 120 feet – 124 feet tall is not consistent with the urban design character of surrounding parts of the property. We urge that zoning limit maximum building height to 75 feet in order to ensure consistency with the urban design context of the surrounding community. (9) Building heights are out of context with Stapleton and poorly planned. Putting a 16-story tower at the corner of Bay Street and Victory Boulevard, arguable one of the busiest intersections in all of Staten Island does not make sense. (18)

Response 8.4: As described in Task 8, "Urban Design and Visual Resources," of the Draft Scope of Work, potential changes that could occur to the overall character of the Study Area as a result of the Proposed Actions will be described. The assessment will focus on general building types that are assumed for development, and will consider building heights, setbacks, and street walls. If a detailed analysis is warranted, the analysis will describe potential changes that could occur to urban design and visual resources in the With-Action Condition as compared to the No-Action Condition. In response to comments, the maximum allowable building heights in specified locations proposed to be analyzed in the DEIS through the Special Bay Street Corridor District will be set at 145 feet (or 14 stories), rather than the 165 feet (or 16 stories) described in the Draft Scope of Work.

Comment 8.5: Lighting and beautification should be worked out before any rezoning is approved. (9)

Response 8.5: Comment noted. Lighting a beautification are outside the scope of CEQR review.

Comment 8.6: We need to consider people with disabilities and their access to spaces. This includes the quality of sidewalks and curb cuts. (27)

Response 8.6: As noted in Task 8, "Urban Design and Visual Resources," quality of sidewalks and curb cuts will be discussed in the Urban Design chapter of the DEIS. Accessibility of people with disabilities is outside of CEQR scope. However, all development will be required to comply with Building Codes, which has mandates related to accessibility.

Comment 8.7: My biggest concern is incentives for quality architecture. (56)

Response 8.7: Comment noted.

Comment 8.8: DCP should release realistic renderings and massings showing what resulting development could look like in the area, including view corridors towards the waterfront. (2)

Response 8.8: As described in the Draft Scope of Work under Task 8, "Urban Design and Visual Resources," photographs and graphic material, including massing diagrams, will be utilized to assess the potential effects of the Proposed Actions on urban design and visual resources in the Study Area. The analysis of urban design relies on drawings, maps, renderings, photographs, and photographic montages taken from pedestrian eye level. As part of the Proposed Actions, view corridors are being mapped within the Special Bay Street Corridor District, as detailed in the Project Description.

Comment 8.9: Building heights throughout the Bay Street Corridor should be limited to a range acceptable to the community, 55 to 85 feet maximum building height. Within the Special Stapleton Waterfront District (SSWD), I strongly support the modification of existing height controls, including the maximum heights from 55 to 125 feet in sub areas A and B. (1) We should be talking about maximum building heights of 65 feet not 165 feet. (29) We vehemently oppose the proposed zoning text amendment to increase the allowable maximum building height in Parcels A & B1 of the SSWD to 125 feet from the current 55 feet height limit. We request that the height limits in this district remain at 55 feet, with the area close to the Tompkinsville & Stapleton train stations be allowed to go to 75 feet. Those areas which are currently proposed at 165 and 125 feet, respectively, do not fit into the neighborhood and will severely impact the quality of life for those residents who currently live in those areas. (18)

Response 8.9: Please see response to comment 8.4.

Comment 8.10: It is premature to rezone the Stapleton Waterfront Sites A and B1 for 125-foot towers without any review of their use for the public good. (6) The proposed height for 475 Bay Street – Block 488 Lot 9 and the remaining 125-foot parcels in Stapleton are unacceptable and should not exceed the height of the surrounding buildings post rezoning (which appears to be approximately 75 feet). DCP should revisit the height maximum of 125 feet for the northern portion of the Staten Island Homeport and include open space and parks/athletic fields somewhere on this site. (49)

Response 8.10: As discussed in the Draft Scope of Work, the *CEQR Technical Manual* requires an urban design analysis when a proposed action may have an effect on the streetscape due to a change in allowable building envelope. This analysis will be provided in Chapter 8, "Urban Design and Visual Resources" of the EIS. Additionally, as described in the Final Scope of Work, proposed modification to the Stapleton Waterfront Sites A and B1 would help to achieve the goals and objectives of the Plan.

9. WATER AND SEWER INFRASTRUCTURE

Comment 9.1: We need upgraded sewers. A study must be conducted on the necessary capital improvements to both sewer and draining systems to prevent flooding. (2)(42)(58) We are the only borough that doesn't have a drain line. (30)

Response 9.1: As described in Task 11, "Water and Sewer Infrastructure," in the Draft Scope of Work, because the Proposed Actions would increase density on a large site, an infrastructure assessment will be performed in accordance with CEQR guidelines. If the potential for significant adverse impacts could occur, mitigation measures will be identified in Chapter 21, "Mitigation."

Comment 9.2: The Port Richmond treatment plant is a CSO producer as it is a combined plant. The EIS should analyze current number of CSOs in a given year from the Port Richmond plant, and how many gallons of sewage are discharged into our harbor. Besides statistics from DEP, also include current water quality sampling data available through EPA and HEP (Harbor Estuary Program). Analyze and report how many more gallons of CSO will be discharged into our North Shore waters with the influx of new residents. Compare these volumes/frequencies to all other NYC neighborhoods. (71)

Response 9.2: As described in Task 11, "Water and Sewer Infrastructure," in the Draft Scope of Work, because the Proposed Actions would increase density on a large site, a water and sewer assessment will be performed in accordance with CEQR guidelines. The water and sewer assessment forecasts how many gallons of combined sanitary and stormwater would be generated per site as a result of the Proposed Actions. A comparison to other neighborhoods is not considered as a threshold for a significant adverse impact, therefore; the Proposed Actions potential effect on water and sewer would not be compared to all other neighborhoods in NYC as part of the scope of work of the DEIS.

10. TRANSPORTATION

Comment 10.1: With regard to Disposition Site 2, 539 Jersey Street, I would like the to see the mapped portions of Victory Boulevard be removed from the property being disposed to private developers and transfer that street area to the City's DOT jurisdiction. (1)

Response 10.1: Comment noted.

Comment 10.2: City Planning and the Administration identified March, 2016 as the timeline for the transportation and traffic improvement study preliminary recommendations. Specific infrastructure improvements have not been identified and no particular requirements have been articulated by other City agencies or included in the

initiative. (1) The North Shore Transportation Improvement Strategy study is nearing completion and the administration should implement the study's recommendations so that the new development on the North Shore results in the least possible impact on the transportation infrastructure of the area. We need a meaningful transportation and traffic mitigation plan, which should include upgrades to the Staten Island Railroad Stations and support for bus rapid transit on the North Shore. (2)

Response 10.2: **As noted in the Final Scope of Work, Task 10, the Transportation Chapter will include vehicular, transit, pedestrian, and parking analysis pursuant to the *CEQR Technical Manual* guidelines. If significant adverse effects related to Transportation are identified in the DEIS, mitigation measures will be identified in Chapter 21, "Mitigation." In addition, any recommendations from the Transportation Impact Study (TIS) that the City has committed to fund will be included in the No-Action Condition for transportation analysis.**

Comment 10.3: A transportation plan needs to address the existing and growing traffic problem, which will only be exacerbated with an increase in residents and businesses. A plan to address this problem must include additional bus service for the S74 and S78, immediate deployment of traffic agents at key locations along the corridor, and upgrades and improvements to the Stapleton and Tompkinsville SIRR stations in the form of improved lighting, access, and beautification at these stations which will see more use. We call on City government to improve pedestrian crossings and landscaping along Bay Street median to make it safer and more attractive. And finally we have called for the addition of street trees throughout the corridor, and improvements to the Swan Street Traffic Triangle, where Van Duzer and Swan Street end in Bay Street. Without a strong network of public transportation to accommodate new residents, the buildings can be built, but the community will not be vibrant. This will lead to facilities that will decay instead of attracting new growth. (9)

The new development along Bay Street will bring tens of thousands of new residents and an estimated 30,000 visitors a day into St. George, with thousands of additional vehicles. There needs to be a viable traffic plan for Bay Street and how this will impact the surrounding communities. There is nowhere to widen Bay Street or Front Street and making these streets one way, retiming traffic lights, or putting in left-hand turn lanes is not the answer. It will only cause traffic to be diverted into the nearby residential communities. Traffic and transportation issues need to be corrected now for the current population before discussing the future population. You should wait till the Wheel, Outlet Mall, Lighthouse Point, and URBY are developed first before you undergo a rezoning. (28)

I am against the new housing development in this area as the island is too crowded as it is and we don't have the infrastructure to support it. Victory Blvd, Forest Avenue, and even Bay Street have one lane of traffic in each direction. People

would bring even more cars to this small and overpopulated island. (48) Dramatic improvements are needed to public transportation (SIRR) to accommodate the new density. (18) Another concern with the 16 story buildings is its effect on public and private transportation by adding of many new residents. (21) (70)

Response 10.3: Per *CEQR Technical Manual* guidelines, the increased transportation demand from projects considered in the No-Build scenario will be included in the analysis. In addition, as noted in the Draft Scope of Work, Chapter 14, "Transportation," of the DEIS will include analysis of transit including buses and the Staten Island Railway in the existing, No-Action, and With-Action conditions. If significant adverse impacts are identified, mitigation measures will be identified in Chapter 21, "Mitigation."

Comment 10.4: The site selection of a new facility for the relocation of the 120th Police Precinct at its former location on Hill Street or a more suitable location should be studied, with the understanding that this may be subject to future review. We also need a strategy to address the parking issues of the 120th precinct. (2)

Response 10.4: A potential relocation of the 120th Police Precinct is not part of the Proposed Actions and, therefore, is not considered in this environmental review.

Comment 10.5: The needs of affordable housing and parking must be balanced. The proposed actions call for the reduction in parking requirements in the rezoning areas. (2) Parking requirements in the Scope of Work are out of context with Staten Island resident usage. The plan only provisions for 50 percent parking for market rate units, 25 percent parking for affordable housing units, for a blended rate of just over 40 percent assuming 1/3 of all units built are affordable. We request at a minimum the parking requirement stay at 50 percent. (18) There is a problem with the parking requirement of the R6B zoning district. Many of the older homes in the area have no driveways. We are bombarded with commuter parking by day and in some areas along the Corridor, recreational parking by night. The R6B parking requirement would increase congestion on the Van Duzer Street and the side streets. (4)

Response 10.5: The Draft Scope of Work identifies parking rates consistent with type and density of development being analyzed as required by zoning. In addition, as noted in the Draft Scope of Work, Chapter 14, "Transportation," of the DEIS will include an analysis of parking supply and demand as a result of the Proposed Action. If any significant adverse impacts related to Transportation or parking are identified, mitigation measures will be identified in Chapter 21, "Mitigation".

Comment 10.6: We don't have the mass transit. (12) Public transportation is already at capacity and we have very poor alternatives to public transportation. (17)

Response 10.6: As noted in the Draft Scope of Work, transit supply and demand as a result of the Proposed Actions will be analyzed. If any significant adverse impacts related to transportation are identified, mitigation measures will be identified in Chapter 21, "Mitigation," in the DEIS.

Comment 10.7: Study how much parking will be needed around Cromwell and sports fields so that families and nearby neighborhoods can use them, not just new residents who live within walking distance. (21)

Response 10.7: Parking will be analyzed for the Projected Development Sites in the DEIS, as described in Task 14, "Transportation."

Comment 10.8: Sands Street and Baltic Street should be opened up if not to traffic, then to pedestrian. Baltic Street is already mapped as a street. Allow for pedestrian access on these streets. (10)(24)

Response 10.8: Sands Street and Baltic Street have easements running along the prolongation of the streets to the east. Future development would not be permitted to develop within these easements. In addition, as noted in the Final Scope of Work, Baltic Street will be considered a visual corridor through the proposed SBSCD.

Comment 10.9: We are suffocated with traffic on Staten Island. (16) Traffic has tripled in Stapleton in the past eight years. People use Seaver Street and Beach Street to avoid Victory Boulevard. Something has to be done in the neighborhood so cars don't continue to cut through residential side streets in order to avoid the increasing traffic that will result on Bay Street. (24)

Response 10.9: The EIS will compute the future 2030 No-Action traffic volumes based on approved background traffic growth rates for the Study Area and demand from major development projects (No-Build projects) expected to be completed in the No-Action Condition. Volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group and per overall intersection will be analyzed at specific intersections for the With-Action Condition. The EIS will identify significant adverse traffic impacts based on criteria described in the *CEQR Technical Manual*. The EIS will identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the Study Area in order to develop a balanced traffic network.

Comment 10.10: There needs to be a plan to mitigate the potential for increased rates of pedestrian injury and death and of car accidents. Design improvements to sidewalks and streets have made many intersections around the City much safer, and I expect to see such improvements as part of this plan. (2) (24) (30)

Response 10.10: As described in the Draft Scope of Work, transportation safety analysis will be conducted in Chapter 14, "Transportation," of the EIS. Traffic, pedestrian, and bicycle crash data at Study Area intersections, including those that have been identified in the Pedestrian Safety Action Plan for Staten Island as Vision Zero priority intersections, will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the study intersections may be classified as high-crash locations. The safety analysis will identify the presence of any existing or planned sensitive uses, such as schools, consistent with the guidelines presented in the *CEQR Technical Manual*. If any high-crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Comment 10.11: Please consider the following in your planning elements: 1) Bicycle Lane planning—especially with added bicycle lanes—are the most cost-feasible improvements possible. 2) Raised center lanes (intended to be safety additions) are actually expensive-to-install hazards during emergency conditions which block vehicular center access, and would become deadly impediment / barriers during any emergency/catastrophic mass evacuations. Kindly keep the above construction components in mind as you all move forward in the planning. (51)

Response 10.11: Comment noted.

Comment 10.12: As someone who lives in Community board 1 I support this rezoning project. I just wanted to ask for bike parking to be added. In other cities, like Los Angeles, they take a parking spot and turn it in a bike parking. (54)

Response 10.12: Bicycle parking is beyond the scope of environmental review, pursuant to the *CEQR Technical Manual* and is not part of the Proposed Actions. However, Quality Housing regulations will be required for all new development, which includes requirements for bicycle parking.

Comment 10.13: Bicycles should be a significant leg in any transportation plan. This includes bike lanes, bike paths, and other bike-friendly facilities including bike racks. NYC Bike Share (CitiBike) should be available. There is no heading and discussion of bicycle transportation and infrastructure in the Scope of Work. (56) (71)

Response 10.13: In accordance with *CEQR Technical Manual* guidelines, the DEIS will analyze bicycle routes and safety in the form of bicycle crash data at Study Area intersections. However, an individual bicycle transportation assessment is outside the scope of CEQR and will not be provided in the DEIS.

Comment 10.14: There are street alignment alterations that could be made to improve traffic flow, especially at Slosson Terrace. (56)

Response 10.14: As noted in Task 10, "Transportation," potential traffic mitigation could include operational and physical measures, such as changes to lane striping, curbside parking regulations, traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. If significant adverse impacts related to transportation are identified in the DEIS, mitigation measures will be identified, as noted in Task 21, "Mitigation."

Comment 10.15: The current 24/7 30 minute service is an excellent improvement to the existing ferry service. Now, I suggest that ferry service be every 20 minutes during the mid-day and evening hours after the rush hour. From 9 a.m. to 4 p.m., every 20 minutes, and 8 p.m. to 10 p.m. That would significantly increase access to Staten Island. (56)

Response 10.15: *In accordance with CEQR Technical Manual* guidelines, analysis of ferry service is not within the scope of CEQR and will not be provided in the DEIS.

Comment 10.16: The *CEQR Technical Manual* conducts its analysis using ridership data, frequency of service and ferry capacity for the weekday AM and PM study periods. This analysis should be expanded to review additional time periods for ferry capacity based on the increase in ridership due to the Wheel and Outlets. (2)

Response 10.16: The *CEQR Technical Manual* does not explicitly state the threshold that warrants an analysis of the Staten Island Ferry. An analysis of ferry service will not be provided in the DEIS.

Comment 10.17: Part of the report recommends, "Proposed City Map Amendment under the Proposed Actions, a City Map Amendment to demap a portion of unimproved Victory Boulevard Extension on 54 Central Avenue, Block 6 Lots 14, 18 & 20 is proposed." Our property is across the street from this parcel and we are also mapped with the Victory Boulevard Extension. Please consider including our parcel for the sole purpose of the City Map Amendment for the demapping of the Victory Boulevard Extension. Once the extension is demapped on 54 Central Avenue it would render it moot as to our property. Wouldn't it make sense to remove the entire extension to clear the records? (52)

Response 10.17: The Draft Scope of Work identifies the demapping of the Victory Boulevard extension to facilitate the development of City Disposition Site 3 (54 Central Avenue) to meet the goals and objectives of the Bay Street Corridor and Related Actions proposal. The disposition of City Disposition Site 3 is not included in the land use application; however, for conservative analysis purposes, it is contemplated in this environmental review.

Comment 10.18: Analyze the need for fast ferries to downtown Brooklyn and midtown Manhattan in order to fulfill the first guiding principle of the draft, "Create a vibrant resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods." (71)

Response 10.18: Additional ferry service is not part of the Proposed Actions. Please see Response 10.15.

Comment 10.19: Analyze current upward mobility in this area with future prospects for current residents based on transportation options. (71)

Response 10.19: This analysis would be outside the scope of CEQR and will not be provided in the DEIS.

Comment 10.20: Staten Island has a traffic and transportation problem, and a parking problem that will only get worse with the redevelopment of St. George area. I have a solution for a portion of this problem. It is the building of a monorail along the existing rail line, along our waterfront. (43)

Response 10.20: Comment noted. Please see Response 10.14. The suggested mitigation measure is outside of the scope of this proposal.

11. PUBLIC HEALTH

Comment 11.1: How will the rezoning help to reduce obesity and diet-related diseases and increase access to nutritious food and exercise on the north shore? The Department of City Planning should also require developers to create LEED-certified buildings with courtyards, community gardens, fitness centers, and daylight stairs to make physical fitness easy and natural. (5)

Response 11.1: Assessment of specific health parameters, such as obesity, is outside the scope of CEQR and will not be provided in the DEIS. However, Quality Housing regulations will be required for all new development, which includes requirements for recreational space.

12. ALTERNATIVES

Comment 12.1: Use public land to construct 100 percent affordable housing, because public land is a crucial and very limited resource, especially on Staten Island, and we can't simply give it away to developers. In addition, since a significant number of north shore residents are severely rent burdened, office and retail space are not good uses of public land, given the recent influx of retail in the community. The City should use subsidies on these sites to achieve the level of deep affordability that north shore community needs. (22) Analyze all City-owned land as a hundred percent affordable, whether identified for disposition or not. This includes 539 Jersey Street, which is identified as 30 percent affordable in the Scope of Work, as well as the Stapleton Waterfront Site, which is projected as having 50 percent affordable. Two City-owned sites at 55 Stuyvesant Place and 54 Central Avenue should be included in the analysis as sites for affordable housing and for office space so we are planning for either scenario. Additionally, the proposed RWCDS assumes that some buildings in the Bay Street corridor will be developed as 100% office given that the proposed special districts would allow buildings to be entirely

office. To provide a conservative analysis, these development sites should also be analyzed as 100% residential including affordable housing, as this has major school and day care implications. (2)

Response 12.1: In response to comments, Task 22 of the Final Scope of Work, "Alternatives," has been revised to indicated that a Reduced Rezoning Area Alternative -- which analyzes a 100% affordable, mixed-use development on City Disposition Site 3, will be analyzed in the Alternatives chapter of the DEIS. As described in the Final Scope of Work, City Disposition Site 2 will be analyzed with 50 percent affordability based which would be required through the terms of disposition; the Stapleton Waterfront Phase III Sites will be analyzed as 50 percent affordable based on requirements of business terms of their development.

Comments 12.2: The Stapleton Waterfront Phase III Sites A and B1 should be separated from the rezoning and reserved for review in the future. They are not on Bay Street and they have not been reviewed in the Bay Street Corridor Plan. They should be preserved for recreational and educational purposes as envisaged in the Maritime Education and Recreation Corridor, including the restored George Cromwell Recreation Center and other waterfront resources. (6)

Response 12.2: As described in the Final Scope of Work, modification to the Stapleton Waterfront Phase III Sites is included in the Proposed Actions in order to achieve the goals and objectives of the Plan, as described in Chapter 1 of the DEIS, "Project Description."

Comment 12.3: At present, Stapleton Waterfront Phase II has not been included in the Study Area and the scope should be amended to include Phase II in case both ball fields and housing could not be accommodated in Phase III. In such a case it might be better to shift housing density to Phase II, and this should not be precluded by being out of scope. (2)

Response 12.3: Stapleton Waterfront Phase II was included in the New Stapleton Waterfront Development Plan and analyzed in its FEIS. However, due to project changes and increases in the number of units included in Phase I of the New Stapleton Waterfront Development project, additional development would not be able to occur on Stapleton Waterfront Phase II as-of-right. Stapleton Waterfront Phase II is a separate project with independent utility, and is not contemplated as part of the Proposed Action. Development of Stapleton Phase II will undergo a separate environmental review related to business terms of future development.

Comment 12.4: The City should maintain control of the city disposition sites in the form of a long-term method such as a 99-year lease so public use can be maintained. The City should use different strategies, such as long-term leases and community land

trusts, to ensure that ownership of the land remains with the City, regardless of who the City may partner with to develop the land; at the very least the City will still retain the ownership of the land. We are fools not to have a 99-year lease, to have a trust, a land trust. It's a disservice to everyone and our children. (9) (30) (22) (42)

Response 12.4: As noted in the Final Scope of Work, disposition of City-owned property would involve further disposition of or entry into a long-term lease with a private entity for development. Establishment of land trusts is outside of the scope of environmental review.

Comment 12.5: Study the impact of developing Lots A and B1 with open recreation spaces such as ball fields for soccer and baseball. Examine the possibility of multiple purposes of these fields, such as loft litigation and storm safety rather than losing a building. (8) More open space should be provided along the waterfront consistent with public use that was previously promised to this community. (9) Sites A and B1 should be preserved as open space for soccer and football fields. (12) (18) (24) (32) I am very much in favor of leaving parts A and B as open space for enjoyment of the residents, and careful attention to infrastructure that's needed, which is not – we don't have that now, should be in place. (38)

Response 12.5: Stapleton Waterfront Phase III Sites A and B1 are not considered to remain as open recreation as part of the Proposed Actions. In response to comments, the Final Scope of Work has been updated to include a discussion of the open space to be provided in conjunction with development of these sites.

Comment 12.6: Stapleton Waterfront Phase III Sites A and B1 should be preserved for new schools seats. (18)

Response 12.6: The Final Scope of Work has been updated to include a "Reduced Area Alternative," Which will be analyzed in the Alternatives chapter of the DEIS. As part of this alternative, up to 100,000 square feet of floor area used for community facility purposes would be waived from zoning floor area calculations on Stapleton Waterfront Phase III Sites A and B1 The RWCDS for this alternative projects 100,000 square feet of community facility floor area on Site A, which could be utilized as space for a school.

13. MITIGATION

Comment 13.1: Victory Blvd North turning on to Bay St going towards the Staten Island Ferry is a prime route for those going to the Ferry. Victory Blvd. is only two lanes except for the short block before Bay St. Residents of these new buildings will back up traffic when crossing this intersection, when going shopping or just walking to the ferry. What do the planners propose to do to mitigate this? Bay St. from Fort Wadsworth to the Ferry is often backed up with traffic. Trucks delivering goods to the new

Outlet Mall will make this worse. How do the planners propose to mitigate this on Bay St. which is largely a 2 lane road? Will all parking on Bay St. be eliminated to move this traffic? What effect will this have on existing businesses and restaurants which rely on most of their patrons getting there by car? What effect will traffic on Bay St. have on nearby roads when everyone will be using Google traffic (or similar dashboard app) to avoid Bay St? What are the safety implications for the schools in the area? (21) (70)

Response 13.1: Under Task 14, "Transportation," physical data will be inventoried at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, and curbside parking regulations. Any mitigation measures related to potential significant adverse impacts on transportation will be discussed in Chapter 21, "Mitigation."

Comment 13.2: The EIS should identify a site for a pre-k through grade 14 (associates degree) educational campus to relieve overcrowding at all grade levels while easing the transition to college by providing every student an associate's degree upon graduation. The administration should consider the former site of Staten Island Hospital at 101 Castleton Avenue for such a campus.

Response 13.2: As noted in the Draft Scope of Work, if significant adverse impacts related to public schools are identified, mitigation measures will be identified in Task 21, "Mitigation," in the DEIS. However, it should be noted that Pre-Kindergarten through Grade 14 educational campuses are not currently considered in CEQR review.

D. OTHER COMMENTS/MISCELLANEOUS

Comment D-1: One thing we haven't discussed tonight is character of the community and safety. Safety is the one thing business owners and residents are concerned with. People are not going to experience the north shore the way they should if safety does not improve. (3) (30) Staten Islanders quality of life has deteriorated over the last few years due to safety problems, the drug issue, and criminal activity. (17) The only thing that has been done about safety is implementing Stop and Frisk. Crime is in this neighborhood because you have been over-policing it. (46)

Response D-1: Comment noted.

Comment D-2: Since Cromwell Center was allowed to collapse into New York Harbor, there has been a definite increase in gang and drug activity in the area, which of course means an increase in crime. (55)

Response D-2: Comment noted.

Comment D-3: The scale of the map which shows the Verrazano Bridge is not correct, as the span of the Verrazano Bridge itself is 2 miles. Page 36 and other "cites" in the document e-copy: "14 year analysis period" does it really take 14 years to analyze anything? If any of the proposed plans cut across individual plat maps of property, how would eminent domain by appropriate government agencies' determination be made? Each of the 3 Staten Island community boards and elected officials should be on your e-mailing list. (51)

Response D-3: The analysis year for the Proposed Actions is 2030. Pursuant to the *CEQR Technical Manual*, the analysis year is used to represent a With-Action Condition to analyze the results of the Proposed Actions. The Proposed Actions do not include any eminent domain actions by the City.

Comment D-4: I am disappointed that the people from City Planning are seemingly in favor of low wage construction jobs as there is no plan to meet area standards on these projects. Developers are being handsomely rewarded with tax abatements and grants and zoning changes to make them more money but will apparently deal out substandard wages to their workers. There is no plan to give local residents a hiring advantage. (58)

Response D-4: An assessment of construction jobs is outside of the Scope of Work of the DEIS for the assessment of Construction and Socioeconomic impacts as per as per the *CEQR Technical Manual*.

Comment D-5: I am deeply concerned about the infrastructures that will be needed here to accommodate many thousand new residents, tourists, businesses, hotels, etc. We will need additional schools, medical facilities, City bus routes, streets, sewers and water mains, additional firehouses and police precincts and sanitation removal, street sweeping, etc. and additional City staff for each of these. I propose that the developers put up the money in escrow for the estimated costs of these needed upgrades. Or at the very least, half of these. And if the costs exceed a "specified amount" in the future, the developers would be financially accountable. (58) It seems that infrastructure upgrades will be an afterthought. This plan seems really rushed and poorly conceived and really should be rethought from step one (61)

Response D-5: As noted in the Final Scope of Work, any significant adverse impacts related to any of the technical analysis categories described in the *CEQR Technical Manual* will be identified in the respective chapters of the DEIS. Mitigation measures will be identified in Chapter 21, "Mitigation."

Comment D-6: An increase should be made in the police patrol headcount at the 120 Pct. which would lead to a larger foot patrol presence as more residents move into the area. (9)

Response D-6: Comment noted.

Comment D-7: As you can see, they have all this already planned. They've been paid for years, way before they came here tonight, and they are not listening to you. Not at all. If they cared anything about our neighborhoods and/or the people who live here, they never would have brought this kind of a plan to Staten Island…If you allow one 15-story building, you will get a wall of buildings on the waterfront. That's how it works…Just look on Richmond Terrace where the Wheel will be and see the huge, tall wall completely blocking all views of the waterfront. (26)

Response D-7: Comment noted.

Comment D-8: I also insist on assurances that the rezoning effort cannot move through the ULURP process without simultaneously identifying the critical infrastructure improvements, funding streams, and anticipated implementation timelines prior to the final CPC vote. (1) While the need for new housing is significant, we cannot increase density without the infrastructure components necessary to support our district. (2) (38) (41) (42)

Response D-8: As discussed in the Draft Scope of Work, the DEIS will identify and analyze how the Proposed Actions will impact critical infrastructure in the Project Area. Based on the *CEQR Technical Manual* guidelines, the DEIS will analyze the following technical areas in relation to capacity and utilization: community facilities, open space, water and sewer infrastructure, solid waste and sanitation services, and transportation. However, funding is outside the scope of CEQR.

Comment D-9: DCP and the New York City Office of Management and Budget (OMB) should provide most if not all of what has been outlined as community priorities in exchange for continued community support for the rezoning (of which in its current form the Community Board opposes) (49).

Response D-9: Comment Noted.

Comment D-10: Think about the non-profit organizations around. If the City has a property, please consider non-profitable organizations, who will develop property with the interest of the community in mind, rather than private for-profit developers. (44)

Response D-10: Comment noted.

APPENDIX 2:

COMMENTS RECEIVED ON THE DRAFT SCOPE OF WORK

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Testimony of Staten Island Borough President James S. Oddo
Bay Street Corridor Rezoning and Related Actions Public Scoping Meeting
June 15, 2016

Good evening.

My name is Jim Oddo, and I am the Staten Island Borough President.

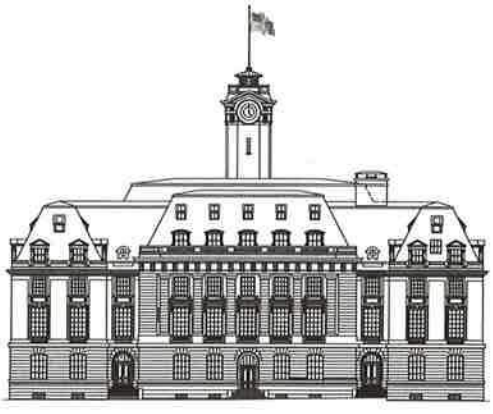
I would like to start by thanking the local City Planning staff, particularly Staten Island Borough Director Len Garcia Duran and his team, for the amount of time and energy they have already given to this process. It is much appreciated.

Likewise, I thank City Planning Chair Carl Weisbrod and Deputy Mayor Alicia Glen for the many conversations we have had regarding this endeavor, including our most recent meeting just last week at Borough Hall. As I Tweeted following that meeting, any time Alicia, Carl and I get together it is candid, productive, and, dare I say, fun.

I also am grateful to Mayor de Blasio. I spoke with the Mayor last on this matter a month or so ago, just after being briefed by City Planning staff, and voiced my concerns directly to him regarding building heights that staff indicated would be in the pre-scope documents. I will get back to the issue of height shortly.

Let me be clear from the outset: I support a rezoning of this corridor. And, at the risk of sounding Al Gore-like with that whole thing about inventing the Internet, I do believe we at Borough Hall first coined the phrase "Bay Street Corridor." I say that not for bragging rights or out of any pomposity, but to be crystal clear that I believe it is in Stapleton's interests, and in the interests of the entire Downtown Corridor: New Brighton, St. George, and Tompkinsville, to rezone this corridor. Indeed, it benefits all of Staten Island.

People, investments, jobs, economic and cultural opportunities, energy and vibrancy - all will follow. All this while recognizing the renaissance of this area will not take place in a vacuum, and that all of this needs to be done correctly.



The Administration made clear early in its tenure there was going to be a five borough affordable housing plan. All five boroughs would get more housing units, whether they wanted them or not. Given this borough's history of inappropriate development; given the decades-long, seemingly "Wild, Wild West" mentality amongst prior elected officials and builders; given how a bucolic Island that was more country than city was dramatically changed by years of misguided actions and confounding inaction, it is no wonder Staten Islanders of all stripes reflexively cringe at the thought of more housing – be it luxury, market rate or affordable – and reacted warily and with hostility to the Mayor's plan.

As I first told the Administration in early 2014, you can't put 10 pounds of housing into a 6 pound Island, 6 pounds which has, by the way, a 4 pound infrastructure system. We asked the Administration to look at this corridor specifically and although we were surprised to hear the words "Bay Street" in the 2015 State of the City, we believe this is the correct location.

Staten Island is overwhelmingly a bedroom community consisting of 1 and 2 family detached and semi-detached homes. It is true that in many ways – housing typology, housing ownership levels, car ownership percentages, etc. – w e more resemble Middle America than we resemble most of the other boroughs, and priority number one for any local elected official is to protect and enhance the quality of life of his constituents. But we can have that small-town feel and still have hip, vibrant, clean, safe and dare I again say "funky" new places to live, work and play near our waterfront.

But we need to get this right.

I very much look forward to the stretch run of this process, where we hone in on all the details to ensure the final product maximizes this moment for the betterment of our community.

So what do we need to get done? Well, let me phrase part of it this way:

Ask Staten Islanders which of these two lines they believe less: 1) The check is in the mail, or 2) You need critical mass first, and then you get the infrastructure improvements you want.

The latter, to quote a Sting lyric from the mid-1980s is "a lie we don't believe any more."

So, as the discussion reaches its heights, (ooh, bad pun, but I will be getting to building heights, I assure you), we need to ensure this effort is more of a holistic neighborhood planning initiative than simply a rezoning, and the results in terms of infrastructure commitments must be upfront, impactful and unwavering.

Folks know I'm a sports fanatic, and while I'm known as being baseball-obsessed, I follow all sports. My fellow Knick fans might have seen the news the other day that a former Knick, 32-year-old Nate Robinson, the enigmatic 5 foot 6 inch guard, just got a tryout with the Seattle Seahawks. Good for him.

Five-six. Sometimes height doesn't matter.

But sometimes it does, and along the Bay Street Corridor, height matters.

Simply put, there is such a thing as too high. There is such a thing as "that corridor is too high, therefore too dense and too much, too soon in too confined an area."

I have expressed this sentiment from the jump, and I have expressed it again and again and again to various officials in the de Blasio Administration, including, as I mentioned earlier, directly to Hizzoner about a month ago.

I mentioned Sting earlier, so let me quote another aging rocker, Ringo Starr, who sang "You're sixteen, you're beautiful and you're mine." He wasn't talking about the Bay Street Corridor.

There will be no sixteen-story building along this portion of the Bay Street corridor. Moreover, in terms of getting this right..."the proverbial young teacher married to the proverbial young nurse"...needs to stop being a line in a speech and they finally need to have policy match the rhetoric. Yes, we want affordability, and yes I am open to a range to help folks all along the economic spectrum, but we need - and I am firmly committed to creating - more housing that doesn't currently exist: workforce housing!

I am committed to seeing that workforce housing is a bulk of the affordable component.

Working class, middle class and, as Anthony Weiner used to like to say, "those striving to make the middle class" – the same folks we have heard about for decades in countless speeches by candidates and elected officials in both parties on all levels of government – finally need to have someone actually help them. Enough of them being a tag line in a campaign and punch lines in a speech. Let's give them a decent place to live. Let's help them. Let's help our seniors. Let's keep our talented young people here. Let's retain and attract folks from the arts community.

Let's get it right.

Borough Hall helped birth the Bay Street Corridor and we are committed to seeing this process through in a way we believe helps this community. We have strong opinions on this plan. I am committed to using all the means afforded me as Borough President, and all the tools at my disposal that I use every day to help this borough, including a 20 year working relationship with Bill de Blasio, to do right by Stapleton, and the entire North Shore Corridor and to do right by Staten Island.

To conclude, here are seven specific changes and/or additions I would like to see in the scope of work:

1. I would like the City Planning Commission and the City Council to include an affordable workforce housing set-aside of 30% of the units at 115% AMI ($89,355 three-person household) with a 5% requirement between 70% ($54,390) and 90% ($69,930) AMI.

2. I want it codified that building heights throughout the Bay Street Corridor be limited to a range acceptable to the community-at-large (55' to 85' max. building height).

3. Within the Special Stapleton Waterfront District (SSWD) I strongly support the modification of existing height controls, including the maximum height of buildings from 55 feet to 125 feet for Subareas A and B1.

4. With regard to Disposition Site #2 (539 Jersey Street / 100 Brook Street), I would like to see the mapped portions of Victory Boulevard be removed from property being disposed to private developers, and transfer that street area to the City's DOT jurisdiction.

5. In lieu of pursuing additional assigned height throughout the BSC, I would like the DCP to consider creating separate building and open space controls under the BSC Urban Design Controls -- with an eye toward the corridor, the existing community and streetscape, and the locations of unique sites suitable for potential signature building locations and new public open spaces.

6. I want to remind the DCP and the Administration that they identified March, 2016 as the timeline for TIS preliminary recommendations. To date there have been no specific infrastructure improvements identified and no particular requirements articulated by other City agencies included in the initiative.

7. I insist on assurances that the rezoning effort cannot move through the ULURP process without also simultaneously identifying the critical infrastructure improvements, funding streams and anticipated implementation timelines prior to a final City Planning Commission vote.

Thank you.

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Response to Draft Scope of Work for an Environmental Impact Statement
Bay Street Corridor and Related Actions
CEQR No. 16DCP156R
July 15, 2016

Introduction

As I stated during the public scoping meeting on June 15, 2016, I would like to thank the Department of City Planning for working diligently over the course of the last year to solicit feedback and input from a wide variety of constituents.

As I have said over and over again as we move forward in the process of potentially rezoning the Bay Street Corridor, I have two primary goals: affordability and neighborhood infrastructure.

On the topic of affordability, housing is the number one issue that my constituent services team deals with on a daily basis. While I understand that the Mandatory Inclusionary Housing law that the City Council adopted earlier this year is not the solution to all of our affordable housing needs, it is one important tool. It provides a steady supply of affordable housing—in the same buildings as market-rate units—well into the future, and I will be working to ensure that the affordable housing developed in the study area and on the disposition sites reaches households making 40 percent or less of Area Median Income. We should also be looking carefully at how we can best serve our growing senior population through this planning effort.

The public land in this area, in particular the Stapleton waterfront Phases II and III which have not yet been disposed of by EDC, present an opportunity to reach the deepest possible affordability. In the midst of a housing crisis, we should be exploring ways to achieve affordable housing when we are disposing of city-owned land.

On the topic of infrastructure, I have been clear since the beginning of this process that, while the need for new housing is significant, we cannot increase density without the infrastructure components necessary to support our district. And in light of the damage done to Staten Island we will need to plan more carefully for resiliency in general, and that approach should be woven throughout our Bay Street strategy – from our public space planning to our planning for healthcare needs.

My infrastructure priorities, which are shared by my constituents, include:

- A real open space plan, including the following:
  - A new recreation center to replace Cromwell
  - Implementation of our planned waterfront greenway with playing fields
  - Addition of comfort stations to our parks
- Additional funded school seats to expand our already overcrowded schools and accommodate additional density
- The site selection of a new facility for the relocation of the 120th Police Precinct at its former location on Hill Street or a more suitable location should be studied, with the understanding that this may be subject to further review.
- Creation of meaningful transportation and traffic mitigation plan needs to be implemented to as a result, on both an interim basis if the precinct is relocated and if not, on a more permanent basis.
- Upgraded health care facilities to meet my community's needs
- Promoting economic development, with the creation of a Business Improvement District for our commercial corridors.

These investments will boost our quality of life significantly, and the proposed rezoning presents us with an opportunity to make them a reality.

Finally, many in the community have expressed concerns about the increased height and scale proposed for the Bay Street Corridor. I share those concerns and will address them as we move forward.

Proposed Zoning Map Amendment

The Department of City Planning has proposed a zoning map amendment for Bay Street involving a change to R6/C2-4 and R6/C2-3 as well as the mapping of a special district. The allowed residential FAR would vary across the corridor. While most of the corridor would range from 2.2 to 3.6, firmly within R6 equivalents, at the northern end of the corridor a residential FAR of 4.6 would be allowed.

An FAR of 4.6 is on the high end of R7 zoning, and calling this area "R6" is inappropriate. The Department of City Planning should make clear that they are proposing a R7, a change that would add clarity but would not change the substance of the zoning, which would be governed by the proposed special district.

Analysis Framework

I would like to call the Department's attention to changes that are needed in the analysis framework to ensure that we are accurately projecting the number of residents this rezoning may bring and their specific needs.

- The scope of work should analyze **all** city-owned land as being developed into 100% affordable housing, whether identified for disposition or not. This also includes 539 Jersey Street, which is identified in the draft scope as 30% affordable as well as the Stapleton Waterfront Site, projected in the draft scope as having 50% of the building as affordable. This analysis will have implications for the number of school seats and day care slots we plan for.

- The two city-owned sites at 55 Stuyvesant Place and 54 Central Avenue should be included in the analyses as sites for 100% affordable housing AND for office space so we are planning for either scenario and mitigating impacts accordingly.

Additionally, the proposed RWCDS assumes that some buildings in the Bay Street corridor will be developed as 100% office given that the proposed special districts would allow buildings to be entirely office. To provide a conservative analysis, these development sites should also be analyzed as 100% residential including affordable housing, as this has major school and day care implications.

Task 3: Socioeconomic Conditions

The proposed actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents. Nevertheless, the EIS should include a detailed analysis of direct and indirect residential displacement that will examine whether the proposed actions will introduce or accelerate a socioeconomic trend that may potentially lead to displacement, in particular for renters not protected by rent stabilization or other government regulations.

The information that HPD has presented to date has included lower income communities that are near Bay Street in its analysis, and I expect that such communities will continue to be taken into account when HPD is developing its housing plan.

In order to mitigate the displacement of the existing population, HPD should make significant subsidy commitments for the development of new affordable housing and for the preservation of affordable units in the area. In addition, Mandatory Inclusionary Housing should be implemented to achieve a deep level of affordable housing, with units at 40% AMI.

The Department of City Planning has expanded the scope of this rezoning from Bay Street to the Stapleton Waterfront, and this offers us the opportunity to plan for truly affordable housing on the waterfront at very deep levels of affordability.

In order to address these issues I expect to see a detailed housing plan from the administration that needs to answer the following questions:

- How will affordability be maximized on the Stapleton waterfront?
- What other parcels of city-owned land will HPD be developing as affordable housing?
- What subsidies will HPD make available for the construction of new affordable buildings on privately-owned land?
- What is the strategy for preserving existing affordable housing?
- What is the strategy for keeping small, unregulated buildings affordable?
- How can we help small homeowners, especially along Canal Street, who are struggling to keep their homes and pay their bills?
- What are the tenant legal service programs? When will they kick in, and how will they be administered?

Small Business Displacement

The commercial sector along Bay Street is also vitally important to the community, and I encourage the Department of City Planning to consider zoning tools that can encourage the retention or inclusion of small businesses in new developments. With the large planned retail outlets on the north shore, Bay

Street should serve as commercial corridor that is more neighborhood-oriented in terms of uses and size of retailers.

- What is the strategy for preserving existing small businesses?
- How can we help to encourage new small businesses to grow and thrive?

Task 4: Community Facilities and Services

Schools

We cannot plan for the future of Bay Street and the North Shore without a clear and implementable school capacity strategy. The schools in my district are already over capacity. According to 2014-2015 Department of Education data, elementary school buildings within 1.5 miles of the Bay Street corridor are at 110% of target capacity, and overcrowded elementary schools in this area need an additional **1,020 seats to relieve capacity issues**. Furthermore, **Curtis High School is at 153% capacity**. While the school is scheduled to gain an additional 300 seats, it would need an additional 575 seats of new capacity to relieve overcrowding.

At present this community plan does not include any new school seats, which is deeply troubling.

The SCA has identified an unfunded need of 1,136 seats on the North Shore in its 2015-2019 capital plan. With over 2,500 new apartments projected in the environmental review, this unfunded need is only going to get worse. Schoolchildren multipliers in the CEQR technical manual indicate that if the RWCDS is achieved, there will be 537 new elementary schools kids, 230 middle school students, and 358 high school students generated by the proposed actions.

This would mean an additional 1,125 seats would be needed on top of 1,136 seats of unfunded need.

The Department already has controls in place in other parts of Staten Island to monitor housing construction vis a vis school capacity, and we need to look at applying this tool in Bay Street.

The EIS should identify a site for a pre-k through grade 14 (associates degree) educational campus to relieve overcrowding at all grade levels while easing the transition to college by providing every student an associate's degree upon graduation. The administration should consider the former site of Staten Island Hospital at 101 Castleton Avenue for such a campus.

Task 5: Open Space and Recreation:

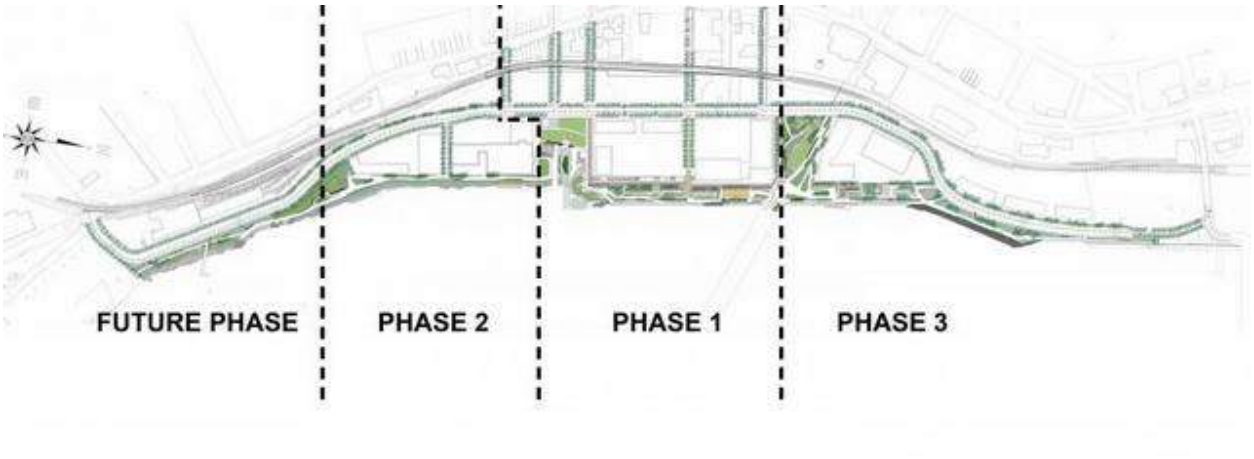
This community planning process needs to include a meaningful open space plan with major city capital commitments, such as what has been suggested by my community with the Maritime Educational and Recreational Corridor. The replacement of Cromwell Recreation Center has been on the top of my list of priorities. A planning study for the site selection and construction was a part of my approval for the St. George Redevelopment Plan. Now we need to move forward with the rebuilding of Cromwell at Lyons Pool, the most logical site and the one that will best complement the Bay Street redevelopment.

The Department of Parks needs to add comfort stations to our parks. Such comfort stations would greatly enhance the value of these public places to the community and allow for extended recreation time for many park users.

We still need the development of the long-planned waterfront greenway, called for in North Shore 2030, to connect the various areas of development so that Staten Island can have the same type of amenity that Manhattan and Brooklyn residents have enjoyed for decades.

Additionally, my community has been calling for new ballfields on the Stapleton waterfront, and the scope of work should include enough flexibility in its study of the Stapleton waterfront so that ballfields could be included in a future site plan utilizing both Phases II and III. To achieve the same amount of housing capacity it may be necessary to modify the site plan.

At present Phase II has not been included in the study area, and the scope should be amended to include Phase II in case ball fields and housing could not both be accommodated in Phase III. In such a case it might be better to shift housing density to Phase II, and this should not be precluded by being out of scope.



Task 8: Urban Design

My constituents have raised concerns regarding the height and shape of buildings that could be built as a result of the proposed actions. In order for the public to have the best possible information regarding what these zoning changes could mean, the Department of City Planning should release realistic renderings and massings showing what resulting development could look like in the area, including view corridors towards the waterfront. The Department of City Planning has stated that narrower, taller buildings would preserve waterfront views better than shorter, bulkier buildings, as identified in the St. George Special District and North Shore 2030 Plan This should be demonstrated with appropriate renderings and massings. Design guidelines should be established that address the historic features of existing buildings along the Bay Street Corridor. These should include:

- Encouraging three-bay construction and cornices
- Incorporating the façades of certain existing buildings into the new construction
- Encouraging the creation of a distinctive streetscape along the corridor

Task 11: Water and Sewer Infrastructure

The infrastructure in this area must be examined to ensure that the infrastructure can handle the additional population. At the very least, a study must be conducted on the necessary capital improvements to both sewer and draining systems to prevent flooding. Since the first phase of the

Stapleton Waterfront, there has been significantly increased ponding on Front Street. Furthermore, there are regular ponding problems on Bay from Congress Street to Broad Street. Staten Island residents are still recovering from the devastation of Hurricane Sandy, which created numerous problems for businesses along the corridor. Some local businesses never came back after the storm. The planning process must address the potential for storm surge and sea level rises given how heavily impacted the Island was by Hurricane Sandy.

Task 14: Transportation

Traffic, transit, parking, and pedestrian safety are all major concerns of mine, as this part of Staten Island was developed in a fundamentally different way than the uses envisioned by the proposed actions.

The Stapleton train station is in dire need of safety improvements, including increased security and lighting as well as overall upgrades and aesthetics improvements. Additional signage is needed leading people to and from the station.

Traffic

- The North Shore Transportation Improvement Strategy study is nearing completions and I expect that the administration will implement the study's recommendations so that the new development on the North Shore results in the least possible impact on the transportation infrastructure of the area.
- The parking problems with the NYPD's 120th Precinct must be resolved. This was supposed to have been done as part of the agreement between the Mayor and the City Council for the New York Wheel and the Outlets approvals, but it is still unresolved. Furthermore, this was identified as mitigation in the FEIS for these projects.

From October 30, 2013 commitment letter from DM Robert Steel to CM Debi Rose:

> 120th Precinct Parking Conditions: The City recognizes that unobstructed traffic flow along the portion of Richmond Terrace immediately to the west of the project sites is an essential part of minimizing potential negative effects on local traffic conditions. Presently, parking for the NYPD is accommodated along Richmond Terrace between Wall Street and Hamilton Avenue adjacent to the 120 Precinct to best serve the operational needs of the Precinct, including the parking of Police Department vehicles. NYPD commits to keep two southbound lanes of traffic on Richmond Terrace between Wall Street and Hamilton Avenue clear and unobstructed by police vehicles double parked and/or perpendicularly parked in front of the 120th Precinct. To fulfill this commitment, NYPD parking adjacent to the 120th precinct will be done in a manner that will minimize obstruction and/or adverse effect on the ability of pedestrians to safely traverse the sidewalk in this area.

From FEIS of that project approved by the City Planning Commission and City Council:

> The proposed mitigations at this intersection include restriping Richmond Terrace to provide a northbound right-turn lane, a reversal of the street direction of Wall Street between Richmond Terrace and Stuyvesant Place from one-way eastbound to one-way westbound, modifying and restriping the Wall Street Ramp as two westbound lanes and one eastbound lane, and obtaining a commitment from the New York City Police Department (NYPD) not to park within or otherwise block the outside southbound travel lane during the Weekday PM, Saturday MD, and Saturday PM peak periods.

Transit

- The CEQR Technical Manual conducts its analysis using ridership data, frequency of service and ferry capacity for the weekday AM and PM study periods. This analysis should be expanded to review additional time periods for ferry capacity based on the increase in ridership due to the Wheel and Outlets.
- The creation of bus rapid transit to address transportation issues on the North Shore would greatly relieve Staten Islanders commutes and should be included in the analysis to see if it could reduce traffic congestion.

Parking

- The needs of affordable housing and parking must be balanced. The proposed actions call for the reduction in parking requirements in the rezoning areas.

Pedestrian Safety

- Given that the proposed actions will greatly increase the pedestrian traffic in the area, I expect to see a plan to mitigate the potential for increased rates pedestrian injury and death. Design improvements to sidewalks and streets have made many intersections around the city much safer, and I expect to see such improvements as part of this plan.

Task 18: Public Health

The lack of emergency care facilities on Staten Island is of major concern. The potential increase in population from the proposed actions has the potential to tax an already encumbered health care system. As part of this review, the Department of City Planning, the Department of Health and Mental Hygiene, and the Health and Hospitals Corporation need to create a plan to increase health care services on Staten Island with a focus on emergency services. Such an increase needs to be above and beyond what the Administration has already proposed.

If no new publicly operated health facilities will be provided, funding for existing facilities should be allocated for much needed improvements as well as for servicing an increased population.

I look forward to working collaboratively with my community and this administration to address these very significant challenges.

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Testimony at the NYC Dept. of Planning Scoping Hearing, June 15, 2016, at Trinity Lutheran Church, Staten Island, NY

From Susan Fowler, Staten Island Healthy Neighborhood manager, City Harvest, Inc.

As the Healthy Neighborhood manager on Staten Island for City Harvest, my interest in your plans is how rezoning might help reduce obesity and diet-related diseases and increase access to nutritious food and exercise on the North Shore.

It may be early in the process, but I'd like to suggest that the Department of Planning include supermarkets and farmers' markets in all proposals and that you also require developers to create "active living" buildings.

According to NYC Department of Planning, the Department of Health and Mental Hygiene, and NYCEDC, northern Staten Island has poor supermarket coverage, which is a problem because supermarkets generally have more types of and better quality fresh produce than bodegas and superettes.

People who eat three or more fruits and vegetables a day are forty percent less likely to die of stroke and twenty-five percent less likely to die of heart disease than those who eat fewer than three a day. The North Shore of Staten Island has very high levels of obesity and diabetes among both children and adults. Adding thousands of new residents without providing good supermarkets and food access points will just make things worse.

Exercise changes the obesity equation as well. Building safe playgrounds and rebuilding the Cromwell Center is a health priority, not just a nice-to-have. The Planning Department should require developers to create LEED certified buildings with courtyards, community gardens, fitness centers, and day-lit stairs that make physical fitness easy and natural. Via Verde in the Bronx is one example of high quality, affordable housing built with the help of the New York City Department of Housing Preservation and Development (http://viaverdenyc.com/).

Many organizations on Staten Island can help the Planning Department with food access and active design:

- SI Partnership for Community Wellness, with many active design projects in parks, plus school gardens
- SI Hunger Task Force, an organization of food pantries and soup kitchens that wants to create food-access hubs, adding culinary arts programs, nutrition education demos, food handler license training, etc., to their existing sites
- SI Childhood Obesity initiative, from Borough Hall
- SI Perinatal Health initiative, involving many community and medical groups
- SI Performing Provider System, with a disease prevention agenda

Thank you for your time.

FEEDING AMERICA

From: Nicholas Zvegintzov
To: Bay Street (DCP)
Subject: Testimony on the Bay Street Corridor Neighborhood Planning Initiative
Date: Saturday, July 09, 2016 5:04:00 PM

My name is Nicholas Zvegintzov. I am a resident of St. George and a member of Staten Island Community Board 1.

This is a written comment on the Draft Scope of Work for the Bay Street Corridor Neighborhood Planning Initiative.

My comment is on Lots A and B1 which were included in this zoning initiative even though they are not on Bay St and have not been part of the Bay St planning proposal.

These lots are the last City-owned waterfront areas with the iconic views of New York Harbor that have been enjoyed and celebrated by residents and artists for more than 200 years.

They should not be rezoned for private high-rise development that will wall off this amenity for ever.

They should be preserved for recreational and educational purposes as envisaged in the Maritime Education and Recreation Corridor, including the restored George Cromwell Recreation Center and other waterfront resources.

This use of Lots A and B1 will enrich the community and the growing residential and commercial Bay Street neighborhood far more than any one-time sale to a high-rise developer.

Nicholas Zvegintzov
Chair, Transportation Committee, Staten Island Community Board 1
--
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Attention:

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New York City Department of City Planning
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The Let's Rebuild Cromwell Community Coalition Testimony

At Bay Street Corridor Draft Scoping Hearing Wednesday, June 15, 2016 at Trinity Lutheran
Presented by Kelly Vilar on behalf of the Let's Rebuild Cromwell Community Coalition

The Let's Rebuild Cromwell Community Coalition proposes the designation of the north shore Maritime Education & Recreation Corridor, also known as MERC on the St. George and Stapleton Waterfronts and urges the Bay Street Corridor Rezoning's Environmental Impact Study include an examination of such a designation. This special corridor or district will provide a long term cohesive guide for shaping our waterfront community as it relates to public access, sustainability, expansion of new economic development opportunities and assurances that our waterfront remains relevant to the community that surrounds it. MERC can begin as a valuable planning tool and help us to transition into a model eco-friendly, maritime education & recreation village.

With the Cromwell Recreation Center as the anchor or hub, MERC would provide assurances of public open spaces, recreational and educational facilities and opportunities on our waterfront for everyone.

Therefore we urge the EIS to include the following:

- **Rebuilding of Cromwell Recreation Center at Lyons Pool** to include a full service state of the art beautiful public facility with numerous programs for everyone.
    - Examine the impact of not having this resource
    - Study public access issues related to current public recreation facilities.
    - Examine the impact of year round use of Lyons Pool as an indoor/outdoor pool and hockey rink

- **Study the impact of lots A and B1 as open recreation spaces—** ballfields, for soccer, baseball or hockey.
    - Examine the possibility of multiple purposes of these fields-- - recreation, loss mitigation and storm safety
    - Study impact of a public/ private partnership to develop Cromwell and the MERC-ie Brooklyn Bridge Park or Asphalt Green

- **Study the impact MERC can provide for community residents to experience a maritime/waterfront lifestyle and eco-friendly culture** that would attract mariners, boat owners, environmentally conscious citizens, educators and others who historically love and care for the waterfront.
    - Further examine how MERC as a concentrated area can educate the community on issues like water safety, ecology, climate change, to maritime sciences, job opportunities and training.

- **Examine the physicality of MERC--- how it can connect various MERC spaces through common signage, walking and bike paths and/or the use of common memberships and shared space**

- **Study the potential economic development opportunities the MERC would encourage such as the development of a new maritime recreation industry.**

    - We could **become the premier location for Maritime Education and Recreation Industry training** from learning how to build boats to operating large vessels to small sailboats.
    - **Or maybe we become the town where ecologists from all over the world visit to see how we cleaned up our waterfront and turned into an eco friendly village.**

- **Examine how MERC can enhance activity in the area already offered** such as Kayaking, Lyons Pool, 50/50 Skate Park, Makerspace, Lighthouse Museum, Museum of Maritime Navigation & Communication, and the Noble Maritime Museum as **an enclave of family friendly MERC activity**.

- **Study the impact MERC can provide for an improved Tompkinsville park and promenade.**

- **Study the impact possibilities and ingenuity required for a marina-learning dock, and/or, retrofitted learning vessel** to offer the community and school groups hands on opportunities to learn about the waterfront and to conduct activities like water safety classes, fishing instruction, community workshops or building small recreational boats for example.

- **Study the MERC as a means to easier path for existing organizations to obtain space or expand programs in the MERC area**

    - The **Harbor School** at Governor's Island to open a feeder middle school or high school annex on the north shore
    - Provide a pathway for the **Green Charter School** to open on the north shore corridor as its STEM focused curriculum would be enriched by of a waterfront ecological environment
    - Engage maritime educators such as the **Maritime College** to consider developing an annex
    - Expand the educational components of the **Lighthouse Museum**
    - Expand the **Billion Oyster Project** on the north shore to build more oyster farms and collaborate with local restaurants for eco-cycling
    - **Maritime Museum of Navigation and Communication, Noble Maritime Museum, Staten Island Museum**, etc
    - **Others like 50/50 Skatepark, SI Kayak, Makerspace, etc.**

- Finally, we urge the **study of the long term possibilities for funding or financing the growth of the MERC** –as a corridor or district.
    - Examine the federal, state, city and private funding streams that could potentially support different aspects of the MERC in the short and long term from capital projects, waterfront revitalization monies, shoreline remediation, park renewal funds to local grants for programs.

The Let's Rebuild Cromwell Community Coalition Testimony

At Bay Street Corridor Draft Scoping Hearing Wednesday, June 15, 2016 at Trinity Lutheran
Presented by Kelly Vilar on behalf of the Let's Rebuild Cromwell Community Coalition
Wednesday, June 15, 2016
Full version

Before we cite our suggestions for the Environmental Impact Study, there are a few things we feel must be said about our community and this process.

First is that the location of the Bay Street Corridor is in perhaps one of the most diverse communities in New York City. On one hand, St. George and Stapleton have been touted recently by NY Daily News and Curbed NY as some of the greatest New York Neighborhoods because of its diversity and proximity to major transportation and services. On the other hand, a 2015 study by Harvard University reports that the north shore of Staten Island is one of the worst places to live if you are poor simply because we lack so many services. And on October 2015 a 16 year old boy plays in an abandoned building with his friends and falls down the elevator shaft to his death reminding us all in a very heart wrenching way how sorely we need recreational opportunities for youth and the community at large. Furthering our problems, young people are dying almost every day of drug overdoses on Staten Island. We must use this opportunity to remedy these ills. We believe the demise of the 74 year old Cromwell Recreation Center that serviced 750 -1,000 people daily has only compounded the growth of juvenile delinquency, gang activity, drug abuse and overall blight. As one of our members put it, "We need youth joining teams not gangs."

We have an opportunity to use this rezoning process as a means to create a better quality of life for all. First for the community that exists here now and second for the newcomers we anticipate. In either case our housing needs must come with infrastructural, open space, and community facilities that can service the volume today and the expected volume of tomorrow. Urbanist, author and activist Jane Jacobs, once said "Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

The Let's Rebuild Cromwell Community Coalition proposes the designation of the Maritime Education & Recreation Corridor, also known as MERC on the St. George and Stapleton Waterfronts and urges the Bay Street Corridor Rezoning's Environmental Impact Study include an examination of such a designation. This special corridor or district will provide a long term cohesive guide for shaping our waterfront community as it relates to public access, sustainability, expansion of new economic development opportunities and assurances that our waterfront remains relevant to the community that surrounds the St. George/Stapleton waterfront and those in and out of the Bay Street Corridor borders. MERC will be a valuable planning tool for community leaders, developers, government representatives, elected officials, businesses and other community stakeholders as they design and develop the north shore waterfronts.

With the Cromwell Recreation Center as the anchor or hub, MERC would provide assurances of public open spaces, recreational and educational opportunities on our waterfront for all community residents and visitors.

MERC would be a special corridor or district that would provide linkages and common points for substantive community access, deeper public interaction, creating a culture of environmental consciousness and enhancing the community's relationship to our waterfront. The MERC designation would encourage a sense of community ownership and responsibility and offer a vibrant urban waterfront community filled with MERC activities such as water based sports, boating, fishing, sailing, water safety courses, building Oyster Farms, aquatic activities and much more.

Therefore we urge the Environmental Impact Studies to include the following:

- Rebuilding of Cromwell Recreation Center at Lyons Pool to include a full service state of the art public facility with numerous programs, activities for youth and adults of all ages to the extent or better of what was once offered.
    - Study the impact of not having this recreational resource space on the north shore and its impact on quality of life issues
    - Study public access issues related to active recreation facilities
    - **Study the impact and usage of an indoor and outdoor pool and indoor and outdoor hockey rink** with the possibility of a combination as is with Lasker Rink/Pool at Central Park for year round use.

- **Study the impact of the two city owned lots once designated as part of the Stapleton Waterfront Special District to be open fields for sports and recreation.** These district amenities were proposed in 2004 for recreation (Lots A and B1 along Front Street). **These lots could serve as open soccer fields, and/or baseball fields along the MERC. Fields such as these would complement the new Cromwell Recreation facility's programs. In addition, these fields can facilitate and serve as major centers for team sports as is Miller Field or Ocean Breeze running track or the fields of Randall's Island where borough and citywide teams can hold tournaments and competitions as well as accommodate local residents.**
    - Examine the impact of maintaining city owned waterfront spaces as open fields for baseball, soccer and/or hockey
    - Analyze the use of open fields with multiple purposes such as recreation, loss mitigation and storm safety
    - Study the impact of city owned waterfront spaces entering into a public/ private partnership to develop Cromwell and the MERC

- **Study the impact a designation such as MERC can provide for community residents to experience a maritime/waterfront lifestyle** that would attract mariners, boat owners, environmentally conscious citizens, educators and others who historically love and care for the waterfront. **Further examine how MERC can create an Eco-Friendly culture through education opportunities in a concentrated area with nearby resources using the waterfront.**

- **Examine the physicality of MERC--- how it can connect various MERC spaces through common signage, walking and bike paths and/or the use of common**

memberships and shared space and/or coordinated or enhanced programming with NYC Parks, Department of Education, nonprofit organizations and institutions.

- **Examine how MERC provides an educational opportunity for learning about the river, ecology, climate change, maritime sciences and aquaculture.** There would be opportunities for the Department of Education, Lighthouse Museum, Staten Island Museum and others to expand science, art and social studies curricula and programming to include experiential and hands on education on the waterfront.

- **Study the potential economic development opportunities the MERC would encourage and contribute to include the development of a new maritime recreation industry** that is virtually nonexistent on St. George/Stapleton Waterfronts. It would offer opportunities for new and old shops and businesses to service a recreational/educational maritime community.
    - We could **become the premier location for Maritime Education and Recreation Industry training** from learning how to build boats to operating large vessels to small sailboats**.**
    - **Study the impact of the possibility of filling the void of New Yorkers and Staten Islanders in particular of maritime related jobs in New York harbors**
    - **Or maybe we become the town where ecologists from all over the world visit to see how we cleaned up our waterfront and turned into an eco-friendly village.**

- **Examine how the use of MERC as a planning tool for the future enhances existing MERC points** such as Kayaking, Lyons Pool, 50/50 Skate Park, Makerspace, Lighthouse Museum, Museum of Maritime Navigation & Communication, and the Noble Maritime Museum etc. MERC –the corridor or district will create an enclave of family friendly maritime activity as developing areas populate and build out spaces all throughout the north shore waterfront.

- **Study the impact MERC can provide for an improved Tompkinsville park and promenade. The former could become a park with a purpose and the promenade something more significant than a walk through.**

- **Study the impact possibilities and ingenuity required for a marina-learning dock, and/or, retrofitted learning vessel** (in the footprint of the old Cromwell) using Cromwell Recreation as its hub including ample opportunities to develop STEM, water safety and education, fishing and ecology programming for youth and the community at large with the long term goals of creating and/or enhancing our neighborhood as an environmentally friendly urban clean waterfront community. The vessel would offer community and school groups hands on opportunities to learn about the waterfront and to conduct activities like water safety classes,

fishing instruction, community workshops or building small recreational boats for example.

- **Study the MERC designation as a special corridor that can provide an easier path for existing organizations –on and off Staten Island- who have existing resources that complement MERC to develop or enhance waterfront funding, programming and education on the St. George/Stapleton waterfronts. Below are just a few possibilities.**

    - Develop the new Cromwell Recreation Center as a state of the art maritime education and recreation facility with a deep connectedness to the waterfront community as a hub for the MERC
    - Provide a pathway for schools like The Harbor School at Governor's Island to open a feeder middle school on the north shore
    - Provide a pathway for the Green Charter School to open on the north shore corridor as its STEM focused curriculum would be enriched by of a waterfront ecological environment
    - Engage maritime educators such as the Maritime College to consider developing an annex
    - Expand the educational components of the Lighthouse Museum
    - Expand the Billion Oyster Project on the north shore to build more oyster farms and collaborate with local restaurants for eco-cycling

Finally, we urge the study of the long term possibilities for funding or financing the growth of the MERC –as a corridor or district. Examine the federal, state, city and private funding streams that could potentially support different aspects of the MERC in the short and long term from capital projects, waterfront revitalization monies, shoreline remediation, park renewal funds to local grants for programs.

Testimony of Priscilla Marco, President, Van Duzer Street Civic Association

Good Evening. My name is Priscilla Marco and I am the President of the Van Duzer Street Civic Association, which represents the quality of life concerns for affecting residents and businesses in the Stapleton area.

Without question, the Bay Street Corridor proposal will profoundly affect those of us who live in these surrounding neighborhoods, Bay Street residents and small business owners, as well as thousands of Staten Islanders who commute to this area each day to take the ferry and utilize the myriad civic and social services which currently exist in that vicinity. Stapleton has not seen this amount of development in a generation, and it seems that developers are already making decisions to buy before the anticipated re-zoning even happens.

Unfortunately, we can not support this plan, at this time. Not without a well-thought out plan to address our present and future infrastructure needs. We would like to welcome new residents or Staten Islanders moving from other parts of the Island who would contribute to the vibrancy of this historic Staten Island neighborhood. We would like to see economic diversity capable of supporting new businesses along Bay Street and providing a much needed source of local jobs. We prefer Borough President James Oddo's vision of "workforce housing" to ensure that Stapleton remains the diverse community it is, rather than the deepest affordability levels, which will continue the downward economic spiral that has engulfed Bay Street and other parts of Stapleton. We would like to see incentives offered to homeowners to encourage them to keep their tenants in two, three and four family homes affordable. When housing is unbalanced towards extremes in

either direction, that is when neighborhoods change, and not for the better.

As to specific parcels of land included in the proposed re-zoning, we want to specifically reference 475 Bay Street, which was proposed to be 125 feet, in the scoping document. We recommend that the height be limited to no more than 75 feet in order to be in context with the surrounding community. No special consideration should be given to any particular property owner or developer. As the Borough President said, it's a "no go". The Van Duzer Street Civic supports leaving more open space at the waterfront consistent with public use that was previously promised. The waterfront should not be blocked from the community. NYC government should NOT give away the last remaining public parcels of land on the waterfront for private development but should maintain control via a long term, 99 year lease. In that way, public use for the existing community can be preserved. We also support the Rebuild Cromwell Coalition's call for a public recreational space and for creative use of waterfront property for educational purposes. We ask that the existing community parks: Tappan Park and Tompkinsville Park, which border on Bay Street see significant infrastructure improvements as well, with additional capital funds to make that a reality. And we again request that the Old Town Hall in Tappan Park be restored to the community for public use.

To date, we have not seen a satisfactory transportation plan to address the existing, growing traffic problem, which will only be exasperated with an increase in residents and businesses. The Van Duzer Civic has submitted a comprehensive list of community priorities for the Bay Street and we call upon city government to allocate additional capital funds for this purpose. It is our firm belief that such a plan must include

additional bus service for the S74 and S78, immediate deployment of traffic agents at key locations along the corridor, and upgrades and improvements to the Stapleton and Tompkinsville SIRR stations in the form of improved lighting, access, and beautification at these stations which will see more use. We call on City government to improve pedestrian crossings and landscaping along Bay Street median to make it safer and more attractive. And finally we have called for the addition of street trees throughout the corridor, and improvements to the Swan Street Traffic Triangle, where Van Duzer and Swan Street end in Bay Street.

Without a strong network of public transportation to accommodate new residents, the buildings can be built, but the community will not be vibrant. This will lead to facilities that will decay instead of attracting new growth.

Any rezoning and residential development plan must include additional school seats, particularly at the elementary and middle school levels.

An increase should be made in the police patrol headcount at the 120 Pct. which would lead to a larger foot patrol presence as more residents move into the area. Surrounding areas, such as Van Duzer Street and St. Pauls Avenue, will benefit from the increased attention.

We hope that City Planning and the other city agencies and elected officials will continue to work with the Van Duzer Street Civic to put into place the infrastructure supports so we can fully embrace this plan for our future. Housing is not built without putting a framework in first.

From:	Ward Nixon
To:	Bay Street (DCP); Len Garcia-Duran (DCP); Max Stember-Young (DCP)
Cc:	Ward Nixon
Subject:	Ward-Nixon Association Commentary / Response to DCP Draft Scope of Work - July 15th, 2016
Date:	Saturday, July 16, 2016 12:00:05 AM

DCP,

The Ward-Nixon Association (WNA) has reviewed the Draft Scope of Work (DSOW) for the proposed rezoning of the Bay Street Corridor (BSC), and has the following comments it wishes to file for the public record:

Lack of Open Space

WNA requests that provisions be made within the immediate BSC & Special Stapleton Waterfront District (SSWD) area for public open space. We specifically feel the area is lacking public recreational space such as athletic fields, parks, and other outdoor recreational facilities. Provisions were made for this type of open space in the 2006 SSWD rezoning and were specifically made for certain lots within that district.(ultimately those rezoning text amendments were never followed) Given the proposed rezoning of the BSC, which is calling for a much higher density in the study area, and the loss of public open space / recreational facilities that were provisioned for in the rezoning of the SSWD, WNA requests that Parcels A & B1 in the SSWD be reserved for public open space and recreational facilities. We vehemently oppose the proposed zoning text amendment to increase the allowable maximum building height in Parcels A & B1 of the SSWD to 125 feet from the current 55 feet height limit. We request that the height limits in this district remain at 55 feet.

Lack of School Seats

WNA requests that new school seat provisions be made to accommodate the increased density of 5-10k people in the BSC & SSWD, that this proposed rezoning will bring. Currently BSC context area schools are already overcrowded and will continue to suffer as new residents are introduced into the area. Its is our understanding that the process to build and create new schools / seats takes several years, and we urge the School Construction Authority (SCA) and the Department of Education (DOE) to seriously consider the current situation. Before any rezoning is approved we want a commitment by the city and all relevant city agencies that at a minimum one new K-8 school is introduced into the immediate BSC context area.

Building Heights are Out of Context

The current DSOW building heights proposal is out of context with Staten Island and will ultimately shut the existing community off to the waterfront. We propose that the maximum building heights in the middle of the corridor be limited to 55 feet, with the area close to the Tompkinsville & Stapleton train stations be allowed to go to 75 feet. Those areas which are currently proposed at 165 and 125 feet, respectively, do not fit into the neighborhood and will severely impact the quality of life for those residents who currently live in those areas.

Affordable Housing is needed but no need for deep affordability

WNA is in agreement with the Borough President James Oddo, that "work force" type affordability along with market rate housing is the most appropriate level of affordability for

this area. The BSC context area is already one of the most affordable neighborhoods in Staten Island (including deep affordability for some). If the area is going to add more deep affordability we feel the area will be not be economically viable and the existing problems of empty storefronts, unsanitary and unsafe conditions will continue to persist.

Dispositions Sites and the Canal Street Corridor

These sites were not part of the original rezoning plan discussed at the LAC meetings or Public Open houses and as such we feel these areas should go thorough a separate rezoning / ULURP process

Parking Requirements are Inadequate

Parking requirements in the DSOW are out of context with Staten Island resident usage. The plan only provisions for 50% parking for market rate units, 25% parking for affordable housing units, for a blended rate of just over 40% assuming 1/3 of all units built are affordable. WNA requests at a minimum the parking requirement stay at 50%. In addition dramatic improvements are needed to public transportation (SIRR) to accommodate the new density coming to the BSC context area.

Sincerely,

Michael J. Penrose - President of the Ward-Nixon Association
and the WNA Board of Directors

From: S JOSEPH
To: Bay Street (DCP)
Subject: Bay Street Corridor, Impact of Shadows, Traffic on Existing Roads
Date: Friday, July 15, 2016 11:03:01 PM

Sorry this is a resend, I forgot to sign the last email.
I am head of the Lyons Pool Lap Swimmers. We are a group founded more than 20 years ago and have more than 150 swimmers from all over Staten Island participating in the Parks Department Lap Swimming Program.

I am concerned and would like to see the Environmental Impact Study of the Bay Street Corridor examine the effects of 16 story buildings at the corner of Bay Street and Victory on Lyons Pool as it relates to casting shadows. This is important to swimmers at the pool as the sun heats the water in the pool. I have seen a model showing the pool in shadow for a good part of the afternoon. For example on Monday July 11th at 7:30 am the pool was 72 degrees during the Lap Swimming Program. With cloudy weather and low summer temperatures as it was July 8 and 9, the pool was cold. A human body loses heat 20 times faster in water than it does in air. Indoor pools are typically held at 79-82 degrees.
Lyons Pool is located at the edge of New York harbor, so often the wind speeds are higher than they are inland. So coupled with the idea of 16 story buildings, I am gravely concerned about the casting shadows and its effect on pool water temperatures. This would make a public amenity Staten Islanders have enjoyed for generations unusable many days in the summer, not only for the lap swimmers but for general public as well.

A second but not least concern is Lots A and B1 which are city owned. Recreation needs for the expected volume of new residents coming to this area should be addressed. These Lots were previously proposed to be sports fields. I say this is excellent, they should be sports fields. But again I am concerned about how 16 story buildings can cause damage through shadows on the field. With lower sun angles 6 months out of the year, and the terrain rising on the other side of Bay Street, will make the fields unusable in the winter months as there are usually higher winds.

Another concern with the 16 story buildings is its effect on public and private transportation by adding of many new residents.

Victory Blvd North turning on to Bay St going towards the Staten Island Ferry is a prime route for those going to the Ferry. Victory Blvd. is only two lanes except for the short block before Bay St. Residents of these new buildings will back up traffic when crossing this intersection, when going shopping or just walking to the ferry. What do the planers propose to do to mitigate this?

Bay St. from Fort Wadsworth to the Ferry is often backed up with traffic. Trucks delivering goods the the New Outlet Mall will make this worse. How do the planers propose to mitigate this on Bay St. which is largely a 2 lane road? Will all parking on Bay St. be eliminated to move this traffic? What effect will this have on existing businesses and restaurants which rely on most of their patrons getting there by car? What effect will traffic on Bay St. have on nearby roads when everyone will be using Google traffic (or similar dashboard app) to avoid Bay St? What are the safety implications for the schools in the area? What is the Environmental Impact, not just the air quality?

Steve Joseph
Lyons Pool Lap Swimmers

From: Barnett Shepherd [mailto:barnettshepherd@si.rr.com]
Sent: Wednesday, July 06, 2016 9:04 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Draft Scope of Work

Dear Len and Max,
I would like suggested design standards for the new construction along Bay Street Corridor to be included in the scope of work. In addition to the set back now proposed, design suggestions would provide guidelines to create a distinctive street scape inspired partly by the historic storefront buildings of Tompkinsville and St. George. Examples of design ideas could include three-bay construction, cornices at the set back and above windows. Historic photographs could provide inspiration without out requiring slavish reproduction. Design suggestions would mitigate the monolithic nature of large new buildings, so out of keeping with the historic area.
I would also like to propose the façade of several existing buildings to be incorporated in new construction.
Thanks for listening and all your good work. Lets be in touch. Barnett

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From: C Coppa [mailto:chriscoppa@gmail.com]
Sent: Thursday, June 16, 2016 6:49 PM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Bay Street Corridor

I am against the new housing development in this area as the island is too crowded as it is and we don't have the infrastructure to support it. Victory Blvd, Forest Avenue, and even Bay Street have one lane of traffic in each direction,
People would bring even more cars to this small and overpopulated island.

Chris Coppa

--
www.multipureusa.com/coppa

From: Joseph Bird [mailto:jhibird@gmail.com]
Sent: Tuesday, June 14, 2016 10:28 PM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Bay Street Corridor Scoping Comments

ESS Bay Street Corridor Scoping Comments of Joseph Bird, Community Board 1 member and Stapleton resident

As a member of the Bay Street Rezoning Local Advisory committee as well as Staten Island Community Board one, I was saddened to see additional parcels listed in the scoping documents that were not previously disclosed (primarily the city sites) in the many meetings that the Department of City Planning has had with the community. In regards to sites that were previously discussed, I was also saddened to see that the Department of City Planning had not reconsidered the high density parcels that it proposed listed for the heart of Stapleton on Bay Street, with one specifically unacceptable site outlined below. All of the below will further degrade the areas Enviormental Quality of Life:

Parcel with unacceptable height-

1. 475 Bay Street – Block 488 Lot 9 – 125 Foot maximum height allowed - BFC Partners Site
2. Adjacent parcel with 125ft max height

In coordination with other local community groups and leaders (listed below) we have examined the proposed rezoning of this parcels and believe that the proposed height limit of 125 feet is absolutely unacceptable for these sites. This proposed zoning on this parcel would not be in line with surrounding parcels even after the rezoning (which have a more appropriate approx. 75ft limit). This parcel's location in the heart of the Stapleton community and would contradict many statements made by the DCP outlining efforts to preserve the current feel of the neighborhood. In its current form it would allow BFC Partners to build a tower that would be both out of line with the current community in the heart of Stapleton, as well as out of line with the new city scape that DCP intends to create as a part of the rezoning.

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One only speculate the motive for the Mayoral Administration and the DCP to propose the allow these developers to be afforded higher height requirements than the surrounding parcels, as the developers had already submitted an application for a smaller development which would be in line with community expectations.

We believe that if the rezoning draft for this parcels was to proceed at 125feet in its current form it would irrefutably damage the surrounding community so greatly that it would jeopardize the entire proposal and lead many of us (including myself) oppose the entire effort due to these heights. This parcel's height limit should be made in line with the surrounding sites and note exceed the approximately 65-75-foot limit that is being applied elsewhere, the administration and the DCP should not be giving the developers BFC Partners any special treatment.

1. Stapleton Homeport / less height more open space / parks / athletic fields

I am also concerned with the Stapleton Homeport being up zoned as part of this process, the homeport reached its current development plan through years of a community involved process. To increase its allowable height, as well as significantly increase the height maximum to 125ft north of the development seems excessive. In coordination with other local community organizations, we have identified needs in the community for more open space at the waterfront and parts as opposed to a new 125ft city scape that would block access to the waterfront from the current community. Hopefully new parkland / athletic fields and lower overall heights can be integrated into the proposed rezoning of the northern part of the homeport as well.

The current transportation and city services in the area, specifically the S74 and S78 buses are already at capacity and cannot accept the current demand, in assoication with this rezoning the city of new york would have to provide a wealth of new bus service (in coordination with the MTA) and new open space and public capital improvements, well beyond what has been discussed and propsed thus far. Only then would the plan meet the necessary qualifications to become acceptable for the institution of this new zoning in accordance with the City Environmental Quality Review

Lastly, I urge the Department of City Planning to continue to advocate with the Mayors Office, EDC and OMB to dedicate additional capital funding in the budget to accomplish all of the goals outlined by the local community priority list and make real investments in our neighborhood in exchange for real grass roots support for the Bay Street corridor.

In summary, the proposed height for 475 Bay Street – Block 488 Lot 9 and the remaning 125ft parcels in Stapleton are unacceptable and should not exceed the height of the surrounding buildings post rezoning (which appears to be approximately 75 feet). DCP should revisit the height maximum of 125ft for the northern portion

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of the Staten Island Homeport and include open space and parks / athletic fields somewhere on this site. DCP and OMB should provide most if not all of which has been outlined as community priorities in exchange for continued community support for the rezoning (of which in its current form the Community Board opposes).

Thank you,

Joseph Bird

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From: Luisa Gallagher [mailto:LGallagher@VNHSi.com]
Sent: Wednesday, June 15, 2016 10:24 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Comments/suggestions from Louise Gallagher

Good Morning,

RE: BAY STREET CORRIDOR

As a single parent raising two small children – one of them with a physical disability; I am pleased you are making new development changes to the community.
There are large low/middle income community that works hard and are in need 23k – 50k annually.

My hope is that I will find an affordable apartment that would accommodate my children & I. Once a parent that worked/lived in the city with a thriving
career …but now the demands my sons disease (and raising children in general) has kept me close to home. I have reached out to all our government officials to please help
ensure there is an affordable housing program that supports our needs. We just want to live a normal life in a beautiful , safe community.

Also, Listed below are more suggestions:

- LARGER APARTMENTS – Many of my new neighbors are from Manhattan and moved to Staten Island for more space. They planning on having children, one parent will most likely stay home.
- SCHOOLS – There are many good private schools Notre Dame, SI Academy, Our Lady of Good Counsel, St Peters. The public schools are overcrowded and old.

- MORE RESTAURANTS/SHOPS/ GALLERIES - The neighborhood is run down and doesn't have any style…..we need more shops and there should be a standard of sign design so its stylish & clean (not flashy & overdone). People want to live were there are stylish shops, dining , a lobster boat/restaurant on the water etc. (like Venice beach, Williamsburg), BEER GARDEN, ETC. Not everything too commercial, smaller, specialty is better (ie: shops on Elizabeth street, NYC)

- WALKING/BIKE PATH ALONG THE COAST FROM THE FERRY TO FORT WADSWORTH.
- MORE FARMERS MARKETS/FLEA MARKETS
- TROLLEY to bring the tourists to BAY street CULINARY DISTRICT (ie: Gourmet Garage, cafes, etc.)
- SILVER LAKE PARK: CLEAN UP & PROVIDE EVENTS (IE: OPERA, ORCHESTRA, FARMERS MARKET, FIREWORKS ON THE BRIDGE)
- OPEN THE 65TH STREET FERRY FROM BROOKLYN, People will come & shop (just like my mother did in the 1960's).

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- A MOVIE THEATRE (IE: NITEHAWK MOVIE THEATRE in Williamsburg Brooklyn?)
- MORE SURVIELLANCE/SECURITY for safety

I was one of the pioneer artists/designers that moved to Williamsburg, Brooklyn in the 1990's, the area was desolate but the artists moved for space and transformed it by creating a community of shops….then people began to take day trips and eventually moved in.

I wish you the great success with your project!

Warmest regards,

Louise Gallagher
347 606 6645

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From: Paul Gammarano [mailto:Paul.Gammarano@kbcc.cuny.edu]
Sent: Thursday, June 16, 2016 6:59 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Re: Bay Street Corridor Scoping Meeting on Wednesday June 15th!

Dear SI Bay Street Corridor Planning Team, et. al,

Please consider the following in your planning elements:

1) Bicycle Lane painting--especially with added bicycle lanes--are the most cost-feasible improvements possible.

2) Raised center lanes (intended to be safety additions) are actually expensive-to-install hazards during emergency conditions which block vehicular center access, and would become deadly impedances / barriers during any emergency / catastrophic mass evacuations.

Kindly keep the above construction components in mind as you all move forward in the planning.

THANK YOU !

Best,
Paul

Prof P J Gammarano, Sr.
Former Facilities Associate Director; large Institutional (campus) Risk Manager; and Professor / Instructor of Traffic Safety Graduate-level courses, NYS Defensive Driving courses, inter alia

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From: Paul Gammarano [mailto:Paul.Gammarano@kbcc.cuny.edu]
Sent: Tuesday, July 05, 2016 7:23 PM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Cc: ptrottenberg@dot.nyc.gov; Tcocola@DOT.nyc.gov; James Oddo <joddo@statenislandusa.com>; Steven Matteo <smatteo@council.nyc.gov>; Deborah Rose <drose@council.nyc.gov>; borelli@council.nyc.gov
Subject: Re: Bay St Corridor Draft Scope of Work Comment Period

Just four comments / questions (below) as based on a quick review of this lengthy / comprehensive (?) document:

1 --> The scale of the map which shows the VZ bridge is not correct, as the span of the VZ bridge itself is 2 miles.
Would this make other elements of the map and project "out of scale", and thus lead to some subsequent cost overruns ? Just askin'...!

2 --> Pg 36 and other "cites" in the document e-copy: "14 year analysis period" <---does it really take 14 years to analyze anything ?!
Aren't there budget considerations in all of this ? Just sayin' as a former City of NY & American Express Global Procurement Senior Manager, with many multi-million dollar high-profile contracts successfully completed in each realm.

3 --> If any of the proposed plans cut across individual plat maps of property, how would Eminent Domain by appropriate governmental agencies' determinations be made ?

4 --> Hopefully EACH of the three SI Community Boards AND ALL of our 'respected elected' officials' offices are on your e-mailing list !

THANK YOU for the opportunity to e-communicate !

Best,
Paul
(Prof.) P J GAMMARANO, Sr.; MA, JD

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HANCO PROPERTY MANAGEMENT COMPANY
4060 AMBOY ROAD
STATEN ISLAND, NEW YORK 10308
718-948-2100

June 21, 2016

New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100.

Re: 95 Central Avenue, S.I., N.Y.
Tax Block 5 Lot 13
CEQR No: 16DCP156R

Dear Sir/Madam,

I the managing member of 120 Bay Street Realty LLC which is the owner the above stated premises. I have reviewed the Bay Street Corridor Rezoning and Related Actions report. Part of the report recommends:

> **"PROPOSED CITY MAP AMENDMENT**
> **Under the Proposed Actions, a city map amendment to demap a portion of unimproved Victory Boulevard Extension on 54 Central Avenue, Block 6 Lots 14, 18 & 20 is proposed."**

Our property is across the street from this parcel and we are also mapped with the Victory Boulevard Extension. Please consider including our parcel for the sole purpose of the City Map Amendment for the demapping of the Victory Boulevard Extension. Once the extension is demapped on 54 Central Avenue it would render it moot as to our property. Wouldn't it make sense to remove the entire extension to clear the records?

Please advise, thank you.

Yours very truly,

Robert M. Cohen. Esq.
Managing Member

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.

C. CITY ENVIRONMENTAL REVIEW (CEQR) AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment (EAS) was completed on May 19, 2016. A Positive Declaration established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

Scoping initiates the Draft Environmental Impact Statement (DEIS) preparation process and is intended to provide an opportunity for the public and other agencies to participate. The purpose of the scoping process is to focus the DEIS on potentially significant adverse impacts and to identify impacts that are not relevant or insignificant and to eliminate them. This Draft Scope outlines the analyses and methodologies that will be used to prepare the DEIS. During the scoping period, interested parties may review the Draft Scope and provide comments to the lead agency. The next step in the process is the Scoping Meeting that provides the opportunity for interested parties to provide oral or written comments on the draft scope. Following the Scoping Meeting, the comment period will remain open for an additional thirty (30) days.

A public Scoping Meeting will be held on June 15, 2016 at 6:00 p.m., at Trinity Lutheran Church, 309 St Paul's Avenue, Staten Island, NY 10304. Comments received during the comment period, public Scoping Meeting, and written comments received by 5:00 p.m. on Friday, July 15, 2016 will be considered. Relevant revisions will be incorporated into a Final Scope of Work (Final Scope) revising the extent or methodologies of the studies, as appropriate. The Final Scope will contain a section that summarizes comments received and the lead agency's responses. The Final Scope will guide the preparation of the EIS.

When DCP determines that the DEIS is complete in accordance with the Final Scope, the document will be made available for public review and comment. Publication of the DEIS and issuance of the Notice of Completion for the DEIS mark the beginning of the public review period, during which time the public and other interested parties may review and comment on the DEIS. A public hearing will be held on the DEIS to receiving comments of the document. The comment period will remain open for ten (10) days following the public hearing. At the close of the public review period, a final EIS will be prepared that incorporates, as appropriate, changes made in response to comments on the DEIS. The final EIS will include a new chapter that summarizes and responds to comments made on the DEIS.

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

Under the Proposed Actions, a city map amendment to demap a portion of unimproved Victory Boulevard Extension on Block 6 is proposed.

I. ANALYSIS FRAMEWORK

Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), requires a lead agency to analyze the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate a reasonable range of alternatives, and identify and propose mitigation, to the maximum extent practicable, of any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible effects of the Proposed Actions, a Reasonable Worst Case Development Scenario (RWCDS) was developed for the Future Without the Proposed Actions (No-Action Condition), and the Future With the Proposed Actions (With-Action Condition) for a 14-year



Projected Site 28 (City Disposition Site 3)

Address: 54 CENTRAL AVENUE

B: 6 **L:** 20

Lot Area: 25,038 sf

From: C4-2/SG **To:** C4-2/SG

Description: Municipal surface parking (DOT)

No Action:

Continuation of existing use: a surface parking lot with 75 spaces

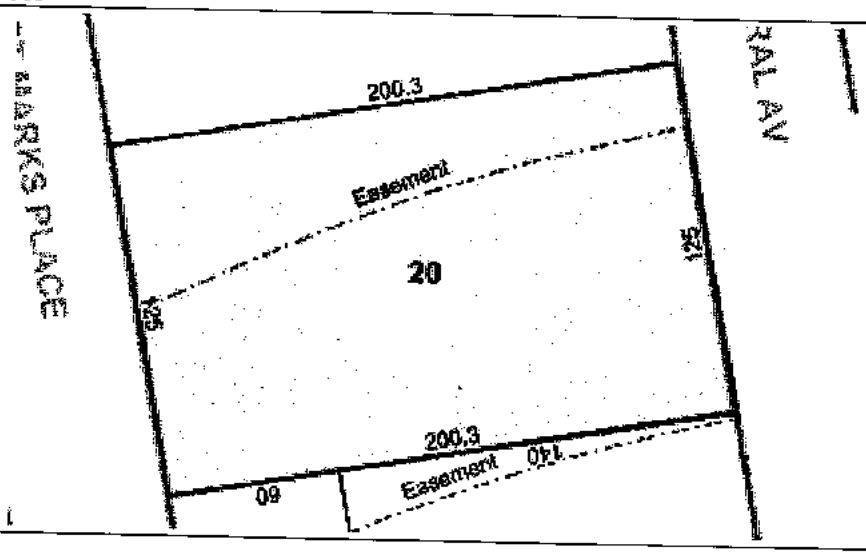
With Action:

An entirely commercial facility with 62,000 sf of commercial area (office); 154 parking spaces provided; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; with-action FAR: 3.40; max building height: 70'

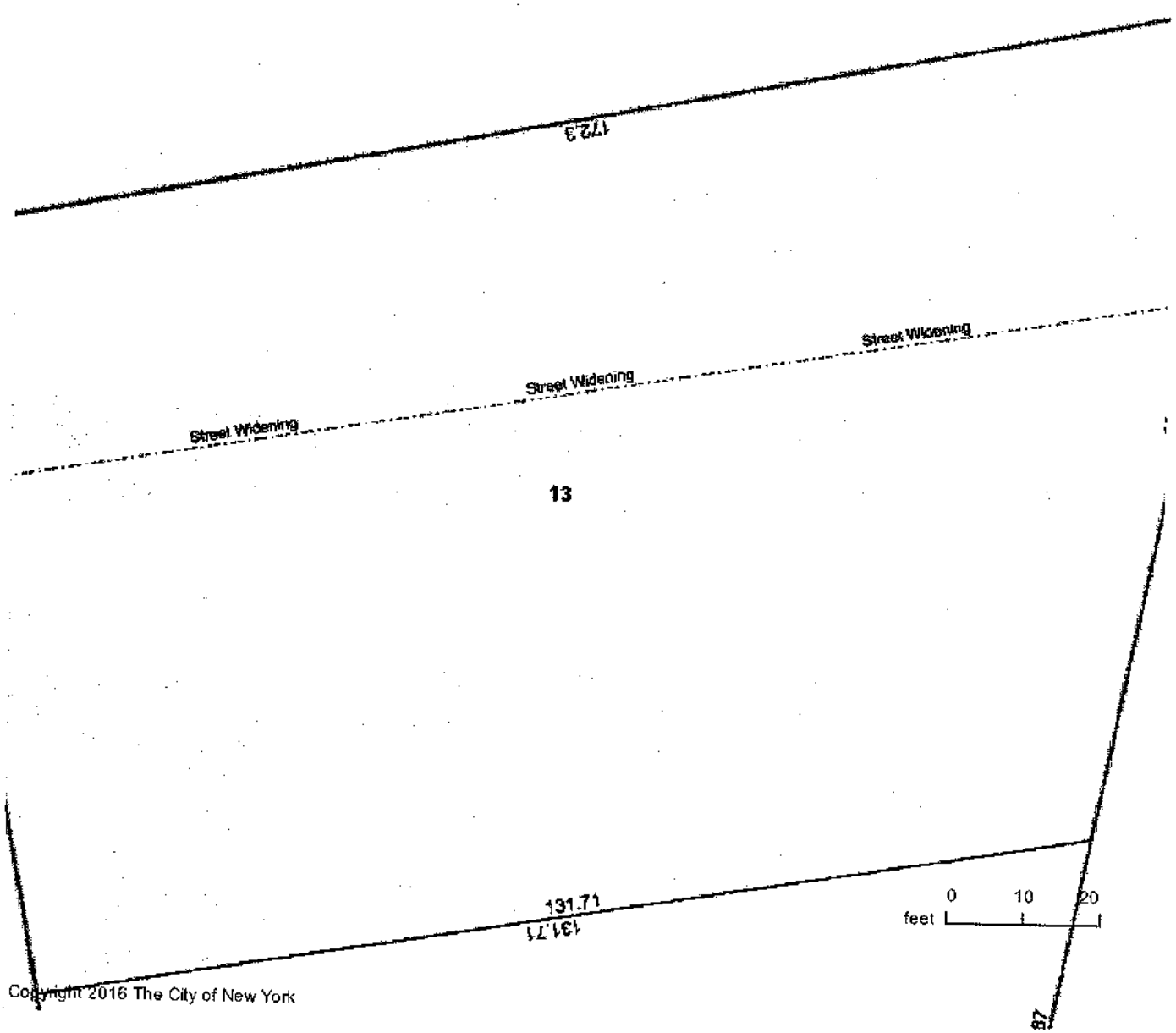
Increment:

+62,000 sf of commercial

+79 parking spaces



N TER → **95 Central Avenue - Digital Tax Map - New York City Dept. of Finance (6/21/2016)**



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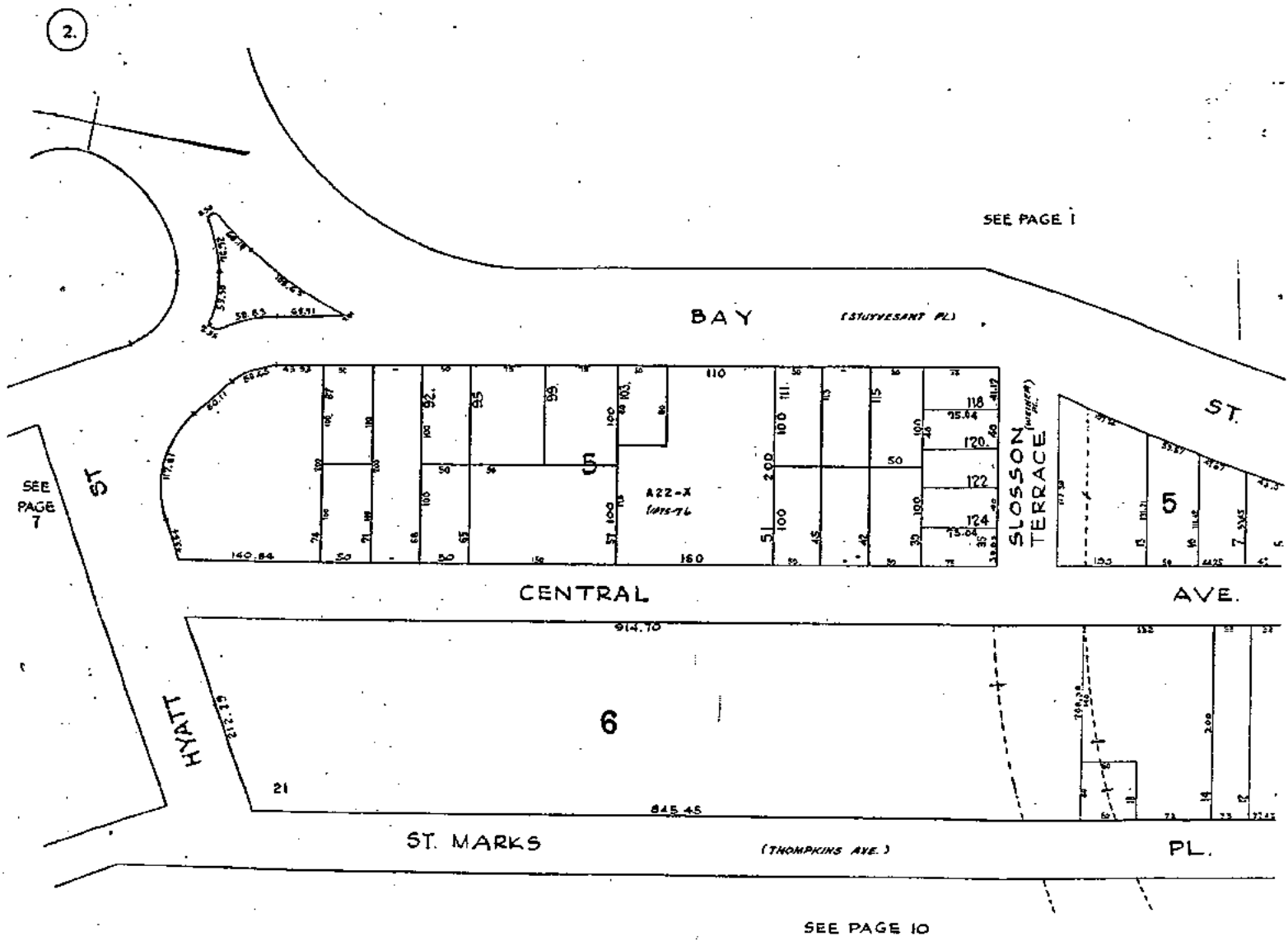
Borough Boundary		C50	Condo Flag/Condo Nunber
Tax Block Boundary		A50	Air Right Flag/Lot Number
50	Tax Block Number	S50	Subterranean Right Flag/Lot Number
Tax Lot Boundary		R	REUC Flag
50	Tax Lot Number		Under Water Tax Lot Boundary
~~50~~	Condo FKA Tax Lot Number		Other Boundary
50.5	Tax Lot Dimension		Possession Hook
+/-5.5	Approximate Tax Lot Dimension	Misc	Miscelaneous Text
1500 - 1550	Condo Units Range Label		Small Tax Lot Dimension
	Building Footprint		Surface Water


2.
SEE PAGE 1
BAY
(STUYVESANT PL.)
ST.
SEE PAGE 7
HYATT
A22-X
(1915-16)
SLOSSON TERRACE
(WEBSTER PL.)
5
CENTRAL
AVE.
914.70
6
21
845.45
ST. MARKS
(THOMPKINS AVE.)
PL.
SEE PAGE 10
6

From: Akin69 [mailto:akin69@gmail.com]
Sent: Monday, June 13, 2016 12:02 PM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Bay Street Corridor - future zoning considerations

Dear Sir / Madam

This letter is sent with regard to your request for resident suggestions/input regarding the re-zoning of the Bay Street Corridor. I am a Staten Island resident living in Rosebank (located very close to the corridor) and at the same time, we are the owners of 13 Clinton Street, Staten Island, NY which is a property located within the Bay Street Corridor.

As both a resident and a property owner, it is our desire to see the zoning in that area change from M1 to R8X if not an R9 or R10. The Bay Street Corridor can easily accommodate the rezoning since it is close to the Rail and to the Fairy (we anticipate minimal vehicle increase although that would not be a problem). In addition, it is our desire to see this area change from a industrial complex (which is situated right in the middle of residential housing – which could be dangerous for children and families) into something resembling DUMBO or Prospect Heights in Brooklyn. Staten Island does not have (although we also need) neighborhoods of this type. I believe changing the zoning in this manner would make this part of Staten Island resemble some of the other boroughs brining more resources and better services to the community for the benefit of all.

I hope you will consider this recommendation.

Sincerely

Zafer A. Akin
(718) 448-41-04

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From: Robert Abugel [mailto:abugelrobert@gmail.com]
Sent: Sunday, June 19, 2016 1:21 PM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Public Comment

Hello,

As someone who lives in Community board 1 I support this rezoning project.I just wanted to ask for bike parking to be added. In other cities like Los Angeles that take a parking spot and turn it in a bike parking.

I feel that this project can really bring Staten Island closer to rest of the city.
Best,

Robert Abugel
718-354-5209

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From: McKee, Janet D. [mailto:McKee@sullcrom.com]
Sent: Thursday, June 30, 2016 10:36 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: North Shore/South Shore: A Tale of Two Islands?



Long-Planned Fairview Park Gets $4.8M in Funding[dnainfo.us3.list-manage2.com]

Fairview Park will feature a soccer field, bocce ball courts and areas for softball and tennis.

Read more...[dnainfo.us3.list-manage.com]

[dnainfo.us3.list-manage.com]

From: McKee, Janet D.
Sent: Thursday, June 30, 2016 10:10 AM
To: 'baystreetcorridor@planning.nyc.gov'
Subject: Staten Island Needs Cromwell Center, Now More Than Ever

To Whom It May Concern,

I am a lifelong Staten Islander, 56 years and counting. I have seen Staten Island go through many changes…some good, some not so good. One of the latter is the lack of recreation for the North Shore of Staten Island. Since Cromwell Center was allowed to collapse into New York Harbor, there has been a definite increase in gang and drug activity in the area, which of course means an increase in crime. Our North Shore youth is being allowed to slide down this slippery slope because THEY HAVE NOTHING ELSE to do with their youthful energy. There are no jobs for them, and many of their parents are out of work, or working more than one job. A new Cromwell Center would provide a place for these kids to go to exercise, socialize, learn job skills….STAY OUT OF TROUBLE.

Please, PLEASE factor in a new Cromwell Center into the rezoning of Staten Island's North Shore/Bay Street Corridor.

Yours sincerely,

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Janet McKee
34 Arlo Road
Staten Island, NY 10301

347-522-4301

This e-mail is sent by a law firm and contains information that may be privileged and confidential. If you are not the intended recipient, please delete the e-mail and notify us immediately.

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From: Andy Berks [mailto:andy@andyberks.org]
Sent: Wednesday, July 06, 2016 9:27 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Re: Bay St Corridor Draft Scope of Work Comment Period

My Comments:

Transportation

Bicycling

I believe bicycles should be a significant leg in any transportation plan. This means that bike lanes and bike paths and other bike-friendly facilities, including bike racks. NYC Bike Share (CitiBike) should be available. There is no heading and discussion of bicycle transportation in the draft scope of work. Please add it.

Bay Street Car Traffic

A substantial increase in development will tax Bay Street in the study area and extending to the ferry. I believe there are street alignments that could be made to improve traffic flow, especially at Slosson Terrace (slightly outside the study area).

Ferry Service

The current 24/7 30 min. service is an excellent improvement. Now, I suggest that ferry service be every 20 mins during the mid-day and evening hours after the rush hour. From 9 AM to 4 PM, every 20 mins, and 8 PM to 10 PM. That would signicantly increase access to Staten Island.

Zoning Changes

I support the proposed zoning changes calling for a mix of 4-8 story buildings on Bay St. This is a very distressed area right now and I want to see it upgraded substantially. My biggest concern is incentives for quality architecture. The Urby complex is not sufficiently attractive - it was built as plain boxes covered with windows.

Andrew Berks
10 Bay Street Landing Apt 7C
Staten Island NY 10301
tel. 845-558-7245

RECEIVED
JUN 28 2016
Department of City Planning
Staten Island Office

June 17, 2016

NYC Department of City Planning
130 Stuyvesant Place
Staten Island, NY 10301
Attn: Len Garcia-Duran

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

Re: Bay Street Corridor Rezoning

Dear Mr. Duran:

The undersigned are owners of properties on Richmond Terrace, more or less across from the Atlantic Salt property. Our addresses are listed below. We have waited a great deal of time for promised action to be taken concerning the rezoning of our property, so it can be developed for mixed use, combining commercial, retail and possible artist workspaces and residential. There was even talk of an art and entertainment or art and maritime district. Yet, after all this waiting, etc., we seem to have been passed over in favor of the Bay Street Corridor and before that, the St. George rezoning, and the Big Wheel and Outlet Store Projects.

The purpose of this letter is to respectfully ask that the area on Richmond Terrace from Snug Harbor back to St. George, become part of the scope and rezoning process, so that when and if City Planning gets around to it, the process will be one step closer. There is real interest in our sites in spite of being located near Atlantic Salt, and as you are aware, Jersey Street will be an important intersection leading to the wheel and outlet, and, of course, there will be an effort to push the attributes of Snug Harbor, so we will be right in the middle.

Again, we respectfully request, in fact demand, that our properties and the corridor above mentioned be included in the scoping and possible rezoning efforts, immediately.

Very truly yours,

Coty Realty
600 Richmond Terrace

Kevin & Thomas Laub
544, 550, 562 Richmond Terrace

VTC Corp. & Fran & Enzo Gerardi
654 Richmond Terrace

From: jmohlenbrok@yahoo.com
To: Bay Street (DCP)
Date: Wednesday, July 06, 2016 8:29:21 PM

---

my name is jeff mohlenbrok. I am the chairman of c.b.1's labor committee and the co-chair of the west brighton area committee. I am disappointed that the people from city planning are seemingly in favor of low wage construction jobs as there is no plan to meet area standards on these projects. I feel that the developers are being handsomely rewarded with tax abatements and grants and zoning changes to make them more money but will apparently deal out substandard wages to their workers. there is not plan to give local residents a hiring advantage and it seems that infrastructure upgrades will be an afterthought. where are the new schools? who will upgrade sewers? this plan seems really rushed and poorly conceived and really should be rethought from step one.

Sent from Windows Mail

From: jessica marks [mailto:jessa9@gmail.com]
Sent: Friday, July 08, 2016 8:11 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Rebuild Cromwell

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

To whom it may concern:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning.

I believe Cromwell as a hub for the MERC -a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,
Jessica Venditto

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NEW YORK HARBOR FOUNDATION

Governors Island
Battery Maritime Building
10 South Street, Slip 7
New York, NY 10004

www.bop.nyc
www.nyharborschool.org

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Carter H. Strickland, Jr.
Murray Fisher, *President*

Our mission is to create and support a network of environmentally literate schools, students and communities working together to restore New York Harbor.

BILLION OYSTER PROJECT
An initiative of the NEW YORK HARBOR FOUNDATION

July 6, 2016

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

To whom it may concern,

I am writing to you to urge that the Environmental Impact Study for the Bay Street Corridor Rezoning include the Rebuilding of Cromwell and the designation of the St. George- Stapleton waterfronts as the Maritime Recreation and Education Corridor (MERC).

We believe MERC is perfect for Staten Island and perfect for the New York Harbor Foundation's mission: to create and support a diverse network of schools, students and communities working together to restore New York Harbor. Most importantly, we support the proposal of a New York Harbor middle school right at the center of MERC benefitting from all that Cromwell and the MERC can bring to a new waterfront environment on Staten Island's north shore.

As the co-founder of the Urban Assembly New York Harbor School, I believe in a college-preparatory education built upon New York City's maritime experience that instills in students the ethics of environmental stewardship and the skills associated with careers on the water. Our core values include all the elements that a Maritime Education and Recreation Corridor bring.

- All students should have access to New York waterways.
- College should be a real option for all students.
- Partnerships are key to providing relevant, on-water experiences.
- The environment should be left better than it's found.
- A school is only as successful as its students.

We believe Cromwell and the MERC provide great opportunity for the North Shore, Staten Island and New York City as a whole as it develops the potential of the waterfront through the Bay Street Corridor Rezoning.

Please consider this testimony and visit both our school website https://www.newyorkharborschool.org and our BOP website http://www.bop.nyc for further review as you design the coming Environmental Impact Study for the Bay Street Corridor Rezoning.

And of course, I would be delighted to discuss the details of both this proposal and our support in person. Thank you.

Sincerely,



Murray Fisher
Executive Director

From: marion hodgman [mailto:mhodg@yahoo.com]
Sent: Friday, July 08, 2016 11:36 AM
To: Bay Street (DCP) <Baystreetcorridor@planning.nyc.gov>
Subject: Bay Street Corridor

Bay Street Corridor Planning,

I am a resident of Stapleton. A homeowner here. Our property taxes have risen a lot in the past 3 years and that is my concern.

I am all in favor of an upgraded Stapleton. We moved here 31 years ago from a very upbeat area of Queens. It was during the "gentrification" years in NY. We hoped at that time Stapleton would gentrify. It tried many times and failed. This time is for real! And I am all for it. It will cost more to live here. A fact. Rents will be higher, as will property taxes. But property values will be higher too.

But I am deeply concerned about the infrastructures that will be needed here to accommodate many thousand new residents, tourists, businesses, hotels, etc. We will need additional schools, medical facilities, city bus routes, streets, sewers and water mains, additional firehouses and police precincts and sanitation removal, street sweeping, etc. and additional city staff for each of these. The list is ongoing.

Who will pay for these????? Certainly, these costs CANNOT be passed off to the property owners of Staten Island to foot these costs.

I propose that the developers put up the money in escrow for the estimated costs of these needed upgrades. Or at the very least, half of these. And if the costs exceed a "specified amount" in the future, the developers would be financially accountable.

It is my understanding that the developers received a 30 year tax abatement. This is outrageous if our individual property taxes will be raised to such an extent to make up that need. As one person at a recent civic meeting stated...."it will be rape and run".

We homeowners in Stapleton just want to be assured that we will not end up like Atlantic City.....glitz surrounded by squalor and being supported by the taxes collected from squalor. We are more than agreeable to supporting this transformation of the North Shore, but we cannot accept the majority of the financial burdens to do so or to maintain it. The developers have to be financially responsible....longterm.

Marion Hodgman

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From: Huang Cyndia
To: Bay Street (DCP)
Subject: workforce affordability
Date: Wednesday, July 06, 2016 2:19:14 PM

Hello,

I am a concerned homeowner in the neighborhood of Stapleton who believes the heights proposed by City Planning to be appropriate. My only concern is the affordability component. Stapleton and St. George have a fair share of subsidized housing, with Stapleton having the largest housing projects in Staten Island and St. George having the Mitchell Lama complex housing thousands of low and moderately low income families along with public housing along Richmond Terrace. It makes sense that affordability should reach the city workers and the lower to moderate middle class families as well in order to bring economic diversity to Stapleton. Many business have opened and closed throughout the years simply because they aren't supported by an economically diverse neighborhood. My hopes are that an increase of upwardly mobile individuals and families can bring the economic diversity necessary to support local businesses as well as to prevent local public schools from having to close their doors due to under performance.

Cyndia Huang

From:	George Innes
To:	Bay Street (DCP)
Subject:	Affordability 80% of AMI+
Date:	Wednesday, July 06, 2016 1:45:27 PM

Hello,
I am a concerned homeowner in the neighborhood of Stapleton who believes the heights proposed by City Planning to be appropriate. My only concern is the affordability component. Stapleton and St. George have a fair share of subsidized housing, with Stapleton having the largest housing projects in Staten Island and St. George having the Mitchell Lama complex housing thousands of low and moderately low income families along with public housing along Richmond Terrace. It makes sense that affordability should reach the city workers and the lower to moderate middle class families as well in order to bring economic diversity to Stapleton. Many business have opened and closed throughout the years simply because they aren't supported by an economically diverse neighborhood. My hopes are that an increase of upwardly mobile individuals and families can bring the economic diversity necessary to support local businesses as well as to prevent local public schools from having to close their doors due to under performance.

George Innes

From:	cosmo romeo
To:	Bay Street (DCP)
Subject:	Merc petition
Date:	Wednesday, July 13, 2016 7:47:39 AM

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

To whom it may concern:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning.

I believe Cromwell as a hub for the MERC -a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,

Cosmo Romeo
Nixon ave resident
VP Ward nixon assn.

From: Laura Martocci
To: Bay Street (DCP)
Subject: Rebuilding Cromwell
Date: Monday, July 11, 2016 2:49:22 PM

To whom it may concern:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning.

It is well known that green spaces and communal recreational facilities benefit the urban areas in which they are situated. Cromwell was such an area, and the community deserves that it be rebuilt--and even revitalized as a hub for MERC: a district of maritime education and recreation spaces and community facilities that would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,

Laura Martocci, Ph.D.

From:	Richenda Kramer
To:	Bay Street (DCP)
Subject:	the need for parks and recreation space for the Bay Street "Corridor"
Date:	Tuesday, July 12, 2016 6:54:13 PM

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

To whom it may concern:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning. There is already a dearth of recreational space in this high-density housing area, and with more housing planned, there is a real need to provide more. Presumably there are going to be more schools and other infrastructure facilities planned, which will further infringe our already limited resources.

I believe Cromwell as a hub for the MERC -a district of maritime education and recreation spaces and community facilities, would not just enrich our developing waterfront's environment but would also provide outlets for the many new residents of all the planned housing.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,
Richenda Kramer
350 Richmond Terrace,4R
SI, NY 10301

From:	Chandra Heath
To:	Bay Street (DCP)
Subject:	Cromwell
Date:	Saturday, July 09, 2016 12:57:23 PM

Environmental Assessment and Review Division
NYC Department of City Planning
120 Broadway, 31st FLR
New York, New York 10271-3100

To Whom It May Concern,

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact study of the Bay Street Corridor Rezoning.

I believe Cromwell as a hub for the MERC - a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and the New York City.

Sincerely,
Mrs Chandra Heath
10 Bay Sty Lndg apt 6GH
Staten Island NY 10301

From:	kathleen galvez
To:	Bay Street (DCP)
Subject:	Staten Island Bay Street Corridor Include Lots A and B i Cromwell Recreation and Maritime Education and Recreation Corridor (MERC)
Date:	Saturday, July 09, 2016 4:36:29 PM

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

SIR/MADAM:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning.

I believe Cromwell as a hub for the MERC -a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,

KATHLEEN GALVEZ
11 BELMONT PLACE
STATEN ISLAND,NY. 10301

From:	Donna Degrasse
To:	Bay Street (DCP)
Date:	Saturday, July 09, 2016 1:11:50 PM

Environmental Assessment and Review DivisionNew York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271-3100

To whom it may concern:

I am writing to urge you to include the rebuilding of Cromwell Recreation and the Maritime Education and Recreation Corridor (MERC) to include Lots A and B1 for open play fields and spaces in the Environmental Impact Study of the Bay Street Corridor Rezoning.

I believe Cromwell as a hub for the MERC -a district of maritime education and recreation spaces and community facilities, would enrich our developing waterfront's environment and revitalization.

I wholeheartedly support the rebuilding of Cromwell Recreation Center and the designation of the MERC as they would benefit it's north shore community, Staten Island and New York City.

Sincerely,
Donna DeGrasse-Mazzella Esq.

50 Fort Place Apt B5H
Staten Island, NY
10301-2423

From: deniseviolante@aol.com
To: baystreetcorridor@planning.nyc.gov.
Subject: Lyons Pool
Date: Friday, July 15, 2016 11:52:32 PM

Hello my name is Denise and I would like to piggyback off of what Steve wrote below,but I would also like to say some words. I have lived on SI my whole life and have been living in St. George for 21 yrs. I have been going to Lyons Pool for 21 yrs, my 21 yr old son learned how to swim in the baby pool when he was 1 yrs old. I am an avid lap swimmer and it would be such an awful shame to see such a wonderful place turn into a cold dark hole which is what will happen if the pool is blocked of the sun because of some 16 story building.I look forward all winter long for the pool to swim and lay out in the sun and get a tan, its one of the high lites in my life. I hate to say this but this once beautiful, historic wonderful neighborhood is going to hell in a hand basket. Every beautiful view is going to be blocked by cement. I happen to live right across from the ferry and my gorgeous view of the harbor is going to be blocked by a 14 story hotel.... a view that I have had for 21 yrs will now belong to some dumb tourist that will be here today and gone tomorrow. No one seems to care about the actual people that live here in this area, it seems to me that all you people seem to care is about making a quick buck in your pocket and cramming everyone under the sun into an area that IS NOT EQUIPT TO HANDLE all the congestion of thousands of people, cars and traffic its going to destroy this once quite neighborhood. Now back to the pool, the pool gets packed as it is with all the people that already live here , now you want to add more people. I bet half of you dont even live in this area, how would you feel if this was all happening in your own backyard. I can go on for pages about all this. Please just consider what the people of St George need and not what greedy corporate companies want !

Thank You
Denise Violante

I am concerned and would like to see the Environmental Impact Study of the Bay Street Corridor examine the effects of 16 story buildings at the corner of Bay Street and Victory on Lyons Pool as it relates to casting shadows. This is important to swimmers at the pool as the sun heats the water in the pool. I have seen a model showing the pool in shadow for a good part of the afternoon. For example on Monday July 11th at 7:30 am the pool was 72 degrees during the Lap Swimming Program. With cloudy weather and low summer temperatures as it was July 8 and 9, the pool was cold. A human body loses heat 20 times faster in water than it does in air. Indoor pools are typically held at 79-82 degrees.
Lyons Pool is located at the edge of New York harbor, so often the wind speeds are higher than they are inland. So coupled with the idea of 16 story buildings, I am gravely concerned about the casting shadows and its effect on pool water temperatures. This would make a public amenity Staten Islanders have enjoyed for generations unusable many days in the summer, not only for the lap swimmers but for general public as well.

A second but not least concern is Lots A and B1 which are city owned. Recreation needs for the expected volume of new residents coming to this area should be addressed. These Lots were previously proposed to be sports fields. I say this is excellent, they should be sports fields. But again I am concerned about how 16 story buildings can cause damage through shadows on the field. With lower sun angles 6 months out of the year, and the terrain rising on the other side of Bay Street, will

make the fields unusable in the winter months as there are usually higher winds.

Another concern with the 16 story buildings is its effect on public and private transportation by adding of many new residents.

Victory Blvd North turning on to Bay St going towards the Staten Island Ferry is a prime route for those going to the Ferry. Victory Blvd. is only two lanes except for the short block before Bay St. Residents of these new buildings will back up traffic when crossing this intersection, when going shopping or just walking to the ferry. What do the planers propose to do to mitigate this?

Bay St. from Fort Wadsworth to the Ferry is often backed up with traffic. Trucks delivering goods the the New Outlet Mall will make this worse. How do the planers propose to mitigate this on Bay St. which is largely a 2 lane road? Will all parking on Bay St. be eliminated to move this traffic? What effect will this have on existing businesses and restaurants which rely on most of their patrons getting there by car? What effect will traffic on Bay St. have on nearby roads when everyone will be using Google traffic (or similar dashboard app) to avoid Bay St? What are the safety implications for the schools in the area? What is the Environmental Impact, not just the air quality?

ILLUMINATE YOUR LIFE ! :)
DENISE
SAG/AFTRA
718-781-8872

From:	Linda Cohen
To:	Bay Street (DCP)
Cc:	ROPAF@aol.com; jfischman@pubadvocate.nyc.gov
Subject:	comments on draft scope on Bay Street Corridor
Date:	Friday, July 15, 2016 11:23:07 PM

Here are my comments on the draft scope for Bay Street Corridor.

Regarding Task 5 :Open Space and Recreation:
Analyze current needs for a Cromwell Recreation Center replacement with future needs given the influx of new residents. Include any stats on drug abuse and illnesses of isolation in areas that lack recreational outlets.

Regarding TASK 11: WATER AND SEWER INFRASTRUCTURE
The Port Richmond treatment plant is a CSO producer as it is a combined plant. Analyze current number of CSOs in a given year from the Port Richmond plant , and how many gallons of sewage are discharged into our harbor. Besides stats from DEP, also include current water quality sampling data available through EPA and HEP (Harbor Estuary Program). Analyze and report how many more gallons of CSO will be discharged into our North Shore waters with the influx of new residents. Compare these volumes/frequencies to all other NYC neighborhoods.

Regarding task 14 Transportation:
1. Analyze the need for more bicycle infrastructure.
2. Analyze the need for fast ferries to downtown Brooklyn and midtown Manhattan in order to fulfill the first guiding principle of the draft "Create a vibrant resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods."
Folks priced out of Manhattan and Brooklyn who will likely/hopefully relocate here will desire easy access to their former neighborhoods and work places. Current residents of Stapleton have to use 3 modes of transportation to get to Downtown Brooklyn or Midtown Manhattan (SIRR, ferry, train). Survey newcomers on the maximum amount of travel modes and travel times that they will put up with.

3.Analyze current upward mobility in this area with future prospects for current residents based on transportation options. (see www.silive.com/opinion/index.ssf/2015/06/bad_transportation_keeps_us_po.html)

Thank you,

Linda Cohen

Lindashoob@aol.com

APPENDIX A:

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, 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

APPENDIX B:

PROJECTED AND POTENTIAL DEVELOPMENT SITES RWCDS TABLE

Site Information			Existing Conditions												No Action Condition							With-Action Condition										
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Retail Area (SF)*	*Garage Area (SF)*	*Storage Area (SF)*	*Factory Area (SF)*	*Other Area (SF)*	Total Dwelling Units (DU's)	Use	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Retail Area (SF)*	Community Facility Area (SF)	Total Dwelling Units (DU's)	Total Parking	Proposed Zoning	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Local Retail Area (SF)*	*Restaurants (SF)*	Community Facility Area (SF)	Market Dwelling Units (DU's)	Affordable Dwelling Units (DU's)	Total Dwelling Units (DU's)	Total Parking
Bay Street Corridor Project Area																																
1	488	71	15,000	M1-1	n/a	27,759	*27,759*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT OFFICE BUILDING	n/a	n/a	*n/a*	*n/a*	27,759	n/a	n/a	R6/C2-3	46,700	2,800	*n/a*	*2,800*	*n/a*	n/a	*33*	*14*	47	20
2	487	60, 64, 80	80,647	M1-1	n/a	4,672	*n/a*	*3,520*	*n/a*	*n/a*	*n/a*	*1,152*	n/a	GAS STATION	n/a	4,672	*n/a*	*4,672*	n/a	n/a	n/a	R6/C2-4	n/a	226,135	*186,135*	*20,000*	*20,000*	40,000	*n/a*	*n/a*	n/a	266
3	488	9	53,422	M1-1	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	PARKING LOT	n/a	n/a	*n/a*	*n/a*	n/a	n/a	n/a	R6/C2-3	203,551	8,000	*n/a*	*8,000*	*n/a*	n/a	*n/a*	*204*	204	51
4	488	18, 26, 175, 201, 206	54,709	M1-1	n/a	42,467	*n/a*	*21,988*	*5,401*	*1,428*	*13,650*	*n/a*	n/a	MOTORCYCLE AND BOAT DEALER	n/a	42,467	*n/a*	*42,467*	n/a	n/a	n/a	R6/C2-3	189,294	12,000	*n/a*	*7,000*	*5,000*	15,354	*133*	*57*	189	80
5	488	53, 65	160,265	M1-1	n/a	45,050	*n/a*	*45,050*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	GROCERY, PHARMACY, BANK, LAUNDRY	n/a	45,050	*n/a*	*45,050*	n/a	n/a	204	R6/C2-3	476,875	31,000	*n/a*	*21,000*	*10,000*	21,000	*334*	*143*	477	203
6	489	5	11,020	M1-1	n/a	1,736	*n/a*	*n/a*	*1,736*	*n/a*	*n/a*	*n/a*	n/a	CAR DEALER	n/a	1,736	*n/a*	*1,736*	n/a	n/a	n/a	R6/C2-3	32,366	4,000	*n/a*	*n/a*	*4,000*	n/a	*23*	*10*	32	14
7	497	1, 7, 9	37,379	M1-1	n/a	83,530	*49,980*	*n/a*	*n/a*	*n/a*	*14,550*	*19,000*	n/a	BREWERY, GOVT LEASED OFFICE, OFFICES, RESTAURANT	n/a	83,530	*49,980*	*n/a*	n/a	n/a	n/a	R6/C2-4	154,138	35,000	*n/a*	*25,000*	*10,000*	n/a	*108*	*46*	154	66
8	498	1	9,488	M1-1	n/a	1,320	*n/a*	*1,320*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	GAS STATION	n/a	1,320	*n/a*	*n/a*	n/a	n/a	n/a	R6/C2-3	27,960	3,350	*n/a*	*3,350*	*n/a*	n/a	*20*	*8*	28	12
9	500	16, 18, 20, 22, 24	27,135	M1-1	840	2,970	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*2,970*	1	RESIDENTIAL USE AND VACANT LAND	840	2,970	*n/a*	*2,970*	n/a	1	n/a	R6B/C2-3	65,667	n/a	*n/a*	*n/a*	*n/a*	n/a	*46*	*20*	66	28
10	502	1	23,000	M1-1	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LAND	n/a	n/a	*n/a*	*n/a*	n/a	n/a	n/a	R6/R6B/ C2-3	63,260	10,000	*n/a*	*5,000*	*5,000*	n/a	*44*	*19*	63	27
11	505	4, 51	25,250	M1-1	n/a	2,520	*n/a*	*n/a*	*2,520*	*n/a*	*n/a*	*n/a*	n/a	AUTO DEALER	n/a	2,520	*n/a*	*2,520*	n/a	n/a	n/a	R6/C2-3	80,325	3,000	*n/a*	*3,000*	*n/a*	n/a	*56*	*24*	80	34
12	505	11, 12, 14	17,787	M1-1	3,316	7,800	*1,500*	*1,800*	*1,500*	*3,000*	*n/a*	*n/a*	3	AUTO SHOP, RES, SALON, HOUSE OF WORSHIP	3,316	7,800	*n/a*	*7,800*	n/a	3	n/a	R6/C2-3	44,697	14,000	*8,000*	*n/a*	*6,000*	n/a	*31*	*13*	45	19
13	505	22, 24, 25	11,730	M1-1	n/a	3,664	*n/a*	*n/a*	*n/a*	*3,664*	*n/a*	*n/a*	n/a	GARAGE AND VACANT LAND	n/a	3,664	*n/a*	*3,664*	n/a	n/a	n/a	R6/C2-3	38,709	n/a	*n/a*	*n/a*	*n/a*	n/a	*27*	*12*	39	16
14	505	18	5,185	M1-1	n/a	1,568	*n/a*	*n/a*	*1,568*	*n/a*	*n/a*	*n/a*	n/a	AUTO REPAIR	n/a	1,568	*n/a*	*1,568*	n/a	n/a	n/a	R6/C2-3	14,111	3,000	*n/a*	*n/a*	*3,000*	n/a	*10*	*4*	14	6
15	507	12,17	7,890	M1-1	n/a	5,244	*1,724*	*3,052*	*468*	*n/a*	*n/a*	*n/a*	n/a	MOTORCYCLE DEALER	n/a	5,244	*n/a*	*5,244*	n/a	n/a	n/a	R6/C2-3	n/a	10,294	*n/a*	*10,294*	*n/a*	n/a	*n/a*	*n/a*	n/a	n/a
16	508	22,23,24	7,500	R3X	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LAND	4,500	n/a	*n/a*	*n/a*	n/a	2	4	R6B/C2-3	13,950	4,200	*n/a*	*4,200*	*n/a*	n/a	*10*	*4*	14	6
17	509	1, 4, 8	46,791	M1-1	n/a	26,274	*5,000*	*5,274*	*n/a*	*16,000*	*n/a*	*n/a*	n/a	PLUMBING SUPPLY WAREHOUSE AND DELI	n/a	26,274	*n/a*	*26,274*	n/a	n/a	n/a	R6/C2-3	140,410	14,000	*n/a*	*6,000*	*8,000*	n/a	*98*	*42*	140	60
Canal Street Corridor Project Area																																
18	526	11	18,560	C2-2/R4	n/a	10,400	*n/a*	*2,700*	*n/a*	*n/a*	*7,700*	*n/a*	n/a	CLOTHING STORE & BEAUTY SALON	n/a	10,400	*n/a*	*10,400*	n/a	n/a	n/a	R6B/C2-3	36,915	8,000	*n/a*	*8,000*	*n/a*	n/a	*26*	*11*	37	16
19	526	19,21,25	14,350	C2-2/R4	7,676	8,324	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*8,324*	2	RESIDENTIAL, COMMERCIAL & PARKING	7,676	n/a	*n/a*	*n/a*	8,324	2	9	R6B/C2-3	26,403	n/a	*n/a*	*n/a*	*n/a*	8,324	*18*	*8*	26	11
20	526	57, 59 61	5,627	C2-2/R4	n/a	7,690	*n/a*	*4,740*	*n/a*	*2,950*	*n/a*	*n/a*	n/a	AUTO PARTS STORE (3 BUILDINGS)	n/a	7,690	*n/a*	*7,690*	n/a	n/a	n/a	R6B/C2-3	10,617	3,000	*n/a*	*3,000*	*n/a*	n/a	*7*	*3*	11	n/a
21	526	8	5,790	C2-2/R4	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LOT	3,790	n/a	*n/a*	*2,000*	n/a	4	4	R6B/C2-3	12,012	2,000	*n/a*	*2,000*	*n/a*	n/a	*8*	*4*	12	n/a
22	527	49	39,940	C2-2/ R3-2	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LOT	n/a	21,000	*6,800*	*14,200*	n/a	n/a	70	R6B/C2-3	85,155	11,500	*n/a*	*11,500*	*n/a*	n/a	*60*	*26*	85	65
23	527	50,52	12,600	C2-2/ R3-2	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LOT	n/a	6,300	*n/a*	*6,300*	n/a	n/a	21	R6B/C2-3	25,992	4,500	*n/a*	*4,500*	*n/a*	n/a	*18*	*8*	26	11
24	527	55	4,500	C2-2/ R3-2	n/a	2,880	*n/a*	*2,880*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	1 STORY COMMMERCIAL BUILDING (POSSIBLY VACANT)	n/a	2,880	*n/a*	*2,880*	n/a	n/a	n/a	R6B/C2-3	8,890	2,000	*n/a*	*2,000*	*n/a*	n/a	*6*	*3*	9	n/a
25	527	65,66, 68,70	17,312	C2-2/ R3-2	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LOT	n/a	9,000	*3,000*	*6,000*	n/a	n/a	30	R6B/C2-3	35,895	6,000	n/a	6,000	n/a	n/a	*25*	*11*	36	15
City Disposition Sites																																
1	9	9	11,500	C4-2/SG	n/a	37,675	*37,675*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	COMMERCIAL	n/a	37,675	*37,675*	*n/a*	n/a	n/a	n/a	C4-2 /SSGD[1]	n/a	37,675	*37,675*	*n/a*	*n/a*	n/a	n/a	n/a	n/a	n/a
2	34	1	114,730	C2-2/ R5/HS	n/a	14,535	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*14,535*	n/a	TRANSPORTATION/ UTILITY	n/a	14,535	*n/a*	*n/a*	n/a	n/a	n/a	R5/C2-2	108,413	35,000	*n/a*	*35,000*	*n/a*	n/a	76	33	108	189
3	6	20	25,038	C4-2/SG	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	PARKING	n/a	n/a	*n/a*	*n/a*	n/a	n/a	75	C4-2/SSGD	n/a	62,000	*62,000*	*n/a*	*n/a*	n/a	n/a	n/a	n/a	154
Stapleton Waterfront Phase III																																
A*	487	100	159,333	C4-2A/ SW	n/a	n/a	n/a	n/a	n/a	*n/a*	n/a	n/a	n/a	OPEN SPACE AND RECREATION	n/a	n/a	*n/a*	*43,000*	n/a	n/a	n/a	C4-2A/ SSWD[2]	318,666	43,000	*n/a*	*43,000*	*n/a*	n/a	159	159	319	151
B1*	487	100	154,545	C4-2A/ SW	n/a	n/a	n/a	n/a	n/a	*50,000*	n/a	n/a	n/a	OPEN SPACE AND RECREATION	n/a	n/a	*n/a*	*n/a*	n/a	n/a	n/a	C4-2A/ SSWD	308,000	n/a	*n/a*	*n/a*	*n/a*	n/a	154	154	308	116
														TOTAL	**20,122**	**338,295**	***97,455***	***193,435***	**36,083**	**12**	**417**		**2,568,970**	**595,454**	***293,810***	***230,644***	***71,000***	**84,678**	***1,529***	***1,039***	**2,569**	**1,712**
														INCREMENT									**2,548,848**	**257,159**	***196,355***	***37,209***	***71,000***	**48,595**	***1,517***	***1,039***	**2,557**	**1,295**

*Note: (1) SSGD: Special St. George District; (2) SSWD: Special Stapleton Waterfront District; * Stapleton Waterfront Phase III Sites assumes 50 percent affordable under the No-Action Condition*

Site Information				Existing Conditions											No Action Condition							With-Action Condition										
Site	Block	Lot	Lot Area (SF)	Existing Zoning	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Retail Area (SF)*	*Garage Area (SF)*	*Storage Area (SF)*	*Factory Area (SF)*	*Other Area (SF)*	Total Dwelling Units (DU's)	Use	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Retail Area (SF)*	Community Facility Area (SF)	Total Dwelling Units (DU's)	Total Parking	Proposed Zoning	Residential Area (SF)	Commercial Area (SF)	*Office Area (SF)*	*Local Retail Area (SF)*	*Restaurants (SF)*	Community Facility Area (SF)	Market Dwelling Units (DU's)	Affordable Dwelling Units (DU's)	Total Dwelling Units (DU's)	Total Parking
Bay Street Corridor Project Area																																
A	487	42	7,940	M1-1	n/a	800	*n/a*	*800*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	CAR RENTAL	n/a	800	*n/a*	*800*	n/a	n/a	n/a	R6/C2-4	0	26,202	*21,202*	*5,000*	*n/a*	n/a	*0*	*n/a*	0	0
B	488	1	19,600	M1-1	n/a	7,131	*n/a*	*7,131*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	FAST FOOD	n/a	7,131	*n/a*	*7,131*	n/a	n/a	n/a	R6/C2-3	56,180	8,500	*n/a*	*n/a*	*8,500*	n/a	*39*	*17*	56	24
C	488	157, 162, 164	13,386	M1-1	n/a	4,248	*n/a*	*n/a*	*4,248*	*n/a*	*n/a*	*n/a*	n/a	AUTO REPAIR	n/a	4,248	*n/a*	*4,248*	n/a	n/a	n/a	R6/C2-3	44,174	n/a	*n/a*	*n/a*	*n/a*	n/a	*31*	*13*	44	19
D	489	1	6,394	M1-1	3,600	3,150	*n/a*	*3,150*	*n/a*	*n/a*	*n/a*	*n/a*	4	LAUNDRY AND RES	3,600	3,150	*n/a*	*3,150*	n/a	4	n/a	R6/C2-3	17,600	3,500	*n/a*	*3,500*	*n/a*	n/a	*12*	*5*	18	7
E	489	16	3,750	M1-1	n/a	3,750	*n/a*	*n/a*	*n/a*	*3,750*	*n/a*	*n/a*	n/a	ELECTRICAL SUPPLY WAREHOUSE	n/a	3,750	*n/a*	*n/a*	n/a	n/a	n/a	R6/C2-3	12,375	n/a	*n/a*	*n/a*	*n/a*	n/a	*9*	*4*	12	0
F	489	19	9,216	M1-1	n/a	11,644	*2,507*	*n/a*	*n/a*	*n/a*	*4,657*	*4,480*	n/a	WAREHOUSE	n/a	11,644	*n/a*	*11,644*	n/a	n/a	n/a	R6/C2-3	30,413	n/a	*n/a*	*n/a*	*n/a*	n/a	*21*	*9*	30	13
G	498	5	18,580	M1-1	n/a	5,270	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*5,270*	n/a	VEHICLE INSPECTION	n/a	5,270	*n/a*	*5,270*	n/a	n/a	4	R6B/C2-3	44,964	n/a	*n/a*	*n/a*	*n/a*	n/a	*31*	*13*	45	19
H	498	74	6,000	M1-1	n/a	3,000	*n/a*	*3,000*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	FURNITURE/APPLIANCE RENTAL	n/a	3,000	*n/a*	*3,000*	n/a	n/a	n/a	R6/C2-3	17,800	2,000	*n/a*	*2,000*	*n/a*	n/a	*12*	*5*	18	8
I	500	1, 10, 11, 12	22,308	M1-1	n/a	7,800	*n/a*	*7,800*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	AUTO PARTS STORE	n/a	7,800	*n/a*	*7,800*	n/a	n/a	n/a	R6/C2-3	64,516	9,100	*n/a*	*9,100*	*n/a*	n/a	*45*	*19*	65	27
J	502	34	11,173	M1-1	n/a	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	VACANT LAND/STORAGE	n/a	n/a	*n/a*	*n/a*	n/a	n/a	n/a	R6B/C2-3	23,539	3,500	*n/a*	*3,500*	*n/a*	n/a	*16*	*7*	24	10
K	503	1	53,425	M1-1	n/a	65,934	*n/a*	*35,934*	*n/a*	*n/a*	*n/a*	*30,000*	n/a	RETAIL STRIP, MOTORCYCLE DEALER, GYM	n/a	65,934	*n/a*	*35,934*	n/a	n/a	n/a	R6/R6B/C2-3	142,170	9,000	*n/a*	*9,000*	*n/a*	n/a	*100*	*43*	142	60
L	503	32	16,925	M1-1	n/a	12,600	*12,600*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	CITY LEASED SPACE PROBATION	n/a	12,600	*12,600*	*n/a*	n/a	n/a	n/a	R6/C2-3	47,853	8,000	*n/a*	*8,000*	*n/a*	n/a	*33*	*14*	48	20
M	505	1	7,500	M1-1	800	5,000	*n/a*	*n/a*	*5,000*	*n/a*	*n/a*	*n/a*	2	AUTO SHOP AND HOUSE OF WORSHIP	800	5,000	*n/a*	*5,000*	n/a	2	n/a	R6/C2-3	18,750	6,000	*n/a*	*6,000*	*n/a*	n/a	*13*	*6*	19	8
N	507	1, 5, 6	19,635	M1-1	800	14,720	*n/a*	*3,751*	*n/a*	*10,969*	*n/a*	*n/a*	1	HVAC WAREHOUSE AND RESTAURANT	800	14,720	*n/a*	*14,720*	n/a	1	n/a	R6/C2-3	58,296	n/a	*n/a*	*n/a*	*n/a*	6,500	*41*	*17*	58	25
O	508	9, 21	12,322	M1-1	4,602	7,900	*3,950*	*n/a*	*3,950*	*n/a*	*n/a*	*n/a*	7	AUTO SHOP AND RESIDENTIAL USE	4,602	7,900	*n/a*	*7,900*	n/a	7	n/a	R6/R6B/C2-3	33,059	n/a	*n/a*	*n/a*	*n/a*	n/a	*23*	*10*	33	14
P	508	1	17,608	M1-1	n/a	1,575	*n/a*	*1,575*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	RESTAURANT DRIVE THRU	n/a	1,575	*n/a*	*1,575*	n/a	n/a	n/a	R6/C2-3	50,106	8,000	*n/a*	*8,000*	*n/a*	n/a	*35*	*15*	50	21
Q	509	34	10,493	M1-1	n/a	10,600	*2,300*	*n/a*	*n/a*	*8,300*	*n/a*	*n/a*	n/a	RETAIL AND WAREHOUSE	n/a	10,600	*n/a*	*n/a*	n/a	n/a	n/a	R6/C2-3	34,627	n/a	*n/a*	*n/a*	*n/a*	n/a	*24*	*10*	35	15
R	510	43	3,500	M1-1/R3X	n/a	3,216	*n/a*	*n/a*	*3,216*	*n/a*	*n/a*	*n/a*	n/a	VEHICLE INSPECTION	n/a	3,216	*n/a*	*n/a*	n/a	n/a	n/a	R6/C2-3	11,550	n/a	*n/a*	*n/a*	*n/a*	n/a	*8*	*3*	12	0
S	511	1	4,000	M1-1	n/a	4,000	*n/a*	*4,000*	*n/a*	*n/a*	*n/a*	*n/a*	n/a	POOL HALL	n/a	4,000	*n/a*	*4,000*	n/a	n/a	n/a	R6/C2-3	11,700	1,500	*n/a*	*1,500*	*n/a*	n/a	*8*	*4*	12	0
Canal Street Corridor Project Area																																
T	526	43	2,814	C2-2/R4	n/a	3,016	*2,444*	*n/a*	*n/a*	*572*	*n/a*	*n/a*	n/a	UNKNOWN	n/a	3,016	*n/a*	*3,016*	n/a	n/a	n/a	R6B/C2-3	5,610	1,200	*n/a*	*1,200*	*n/a*	n/a	*4*	*2*	6	n/a
U	526	52	3,374	C2-2/R4	1,665	n/a	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	1	SINGLE FAMILY HOME	1,665	n/a	*n/a*	*n/a*	n/a	1	n/a	R6B/C2-3	7,465	700	*n/a*	*700*	*n/a*	n/a	*5*	*2*	7	n/a
V	526	53	3,773	C2-2/R4	1,200	1,000	*n/a*	*n/a*	*n/a*	*1,000*	*n/a*	*n/a*	1	CONSTRUCTION OFFICE	1,200	1,000	*n/a*	*1,000*	n/a	1	n/a	R6B/C2-3	7,631	1,500	*n/a*	*1,500*	*n/a*	n/a	*5*	*2*	8	n/a
W	527	59	9,000	C2-2/R3-2	n/a	6,400	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*6,400*	n/a	2 STORY DAY CARE	n/a	n/a	*n/a*	*n/a*	6,400	n/a	n/a	R6B/C2-3	18,780	n/a	*n/a*	*n/a*	*n/a*	3,000	*13*	*6*	19	8
														TOTAL	**12,667**	**176,354**	***12,600***	***116,188***	**6,400**	**16**	**4**		**759,156**	**88,702**	***21,202***	***59,000***	***8,500***	**9,500**	***531***	***228***	**759**	**299**
														INCREMENT									**746,489**	**-87,652**	***8,602***	***-57,188***	***8,500***	**3,100**	***515***	***228***	**743**	**295**

APPENDIX C:

BREAKDOWN OF 2030 RWCDS NO-ACTION AND WITH-ACTION CONDITIONS FOR PROJECTED DEVELOPMENT SITES

Table C-1: Bay Street Corridor 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	6	972	966
Affordable Residential	*0*	*620*	*620*
COMMERCIAL (SQUARE FEET)			
Office	*49,980*	*194,135*	*144,155*
Local Retail	*143,965*	*115,644*	*-28,321*
Restaurant	*0*	*71,000*	*71,000*
COMMUNITY FACILITY (SQUARE FEET)			
Community Facility	*27,759*	*76,354*	*48,595*
PARKING			
Parking Spaces	208	908	700
POPULATION			
Residents	16	4,282	4,266
Workers	*977*	*1,757*	*780*
Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			

Table C-2: Canal Street Corridor 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	*6*	*168*	*162*
Affordable Residential	*0*	*73*	*73*
COMMERCIAL (SQUARE FEET)			
Office	*9,800*	*0*	*0*
Local Retail	*49,470*	*37,000*	*-12,470*
Restaurant	*0*	*0*	*0*
COMMUNITY FACILITY (SQUARE FEET)			
Community Facility	*8,324*	*8,324*	*0*
PARKING			
Parking Spaces	*134*	*118*	*-16*
POPULATION			
Residents	*16*	*648*	*632*
Workers	*248*	*176*	*-72*
Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			

Table C-3: City Disposition Sites 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	*0*	*76*	*76*
Affordable Residential	*0*	*33*	*33*
COMMERCIAL (SQUARE FEET)			
Office	*37,675*	*99,675*	*62,000*
Local Retail	*0*	*35,000*	*35,000*
Restaurant	*0*	*0*	*0*
COMMUNITY FACILITY (SQUARE FEET)			
Community Facility	*0*	*0*	*0*
PARKING			
Parking Spaces	*75*	*343*	*268*
POPULATION			
Residents	*0*	*293*	*293*
Workers	*209*	*543*	*334*
Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			

Table C-4: Stapleton Phase III Site 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	*0*	*313*	*313*
Affordable Residential	*0*	*313*	*313*
COMMERCIAL (SQUARE FEET)			
Office	*0*	*0*	*0*
Local Retail	*0*	*43,000*	*43,000*
Restaurant	*0*	*0*	*0*
COMMUNITY FACILITY (SQUARE FEET)			
Community Facility	*0*	*0*	*0*
PARKING			
Parking Spaces	*0*	*343*	*343*
POPULATION			
Residents	*0*	*1,687*	*1,687*
Workers	*0*	*197*	*197*
Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21			

APPENDIX D:

PROJECTED AND POTENTIAL DEVELOPMENT SITE PROFILES

PROJECTED DEVELOPMENT SITES



Projected Site 1

Address: 365 BAY STREET

B: 488 **L:** 71

Lot Area: 15,000 sf

From: M1-1 **To:** R6/C2-3

Description: Vacant office building

No Action:

Conversion of existing building to provide 27,759 sf of community facility; max community facility FAR 2.4, built FAR 1.85

With Action:

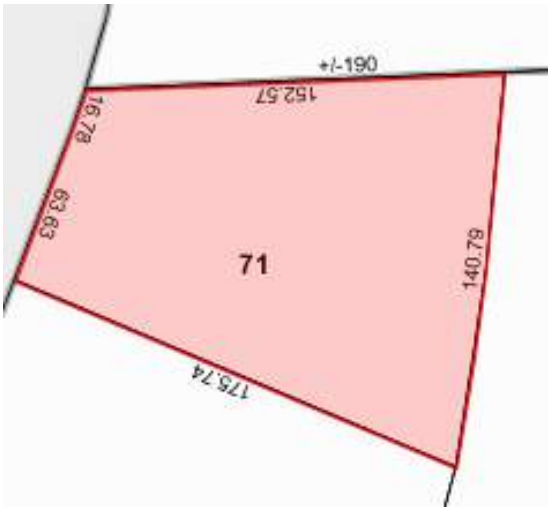
A mixed-use residential/commercial building with 2,800 sf of commercial/local retail; 46,700 sf of residential (47 total dwelling units, 33 market rate, 14 affordable); 20 total residential parking spaces, commercial parking waived); building height: 85'; with-action FAR: 3.0

Increment:

-27,759 sf of community facility

+46,700 sf of residential (+47 DUs)

+2,800 sf of commercial





Projected Site 2

Address: 253 BAY STREET

B: 487 **L:** 60, 64, 80

Lot Area: 80,647 sf

From: M1-1 **To:** R6/C2-4

Description: Gas station

No Action:

Continuation of existing use: a gas station on a large lot with 4,672 sf of commercial; built FAR: 0.06

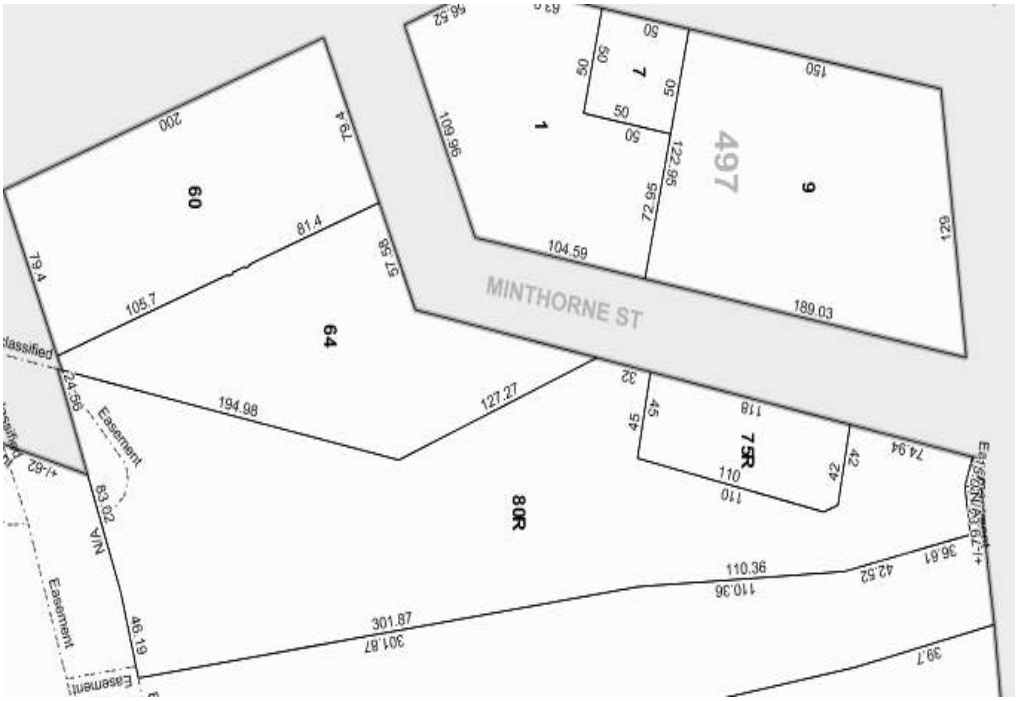
With Action:

An entirely non-residential building 226,135 sf of commercial: 186,135 sf of office; 20,000 sf of local retail; 20,000 sf of restaurants; 40,000 sf of community facility; commercial/comm facility parking: 266 spaces; building height: 125'; with-action FAR: 3.00

Increment:

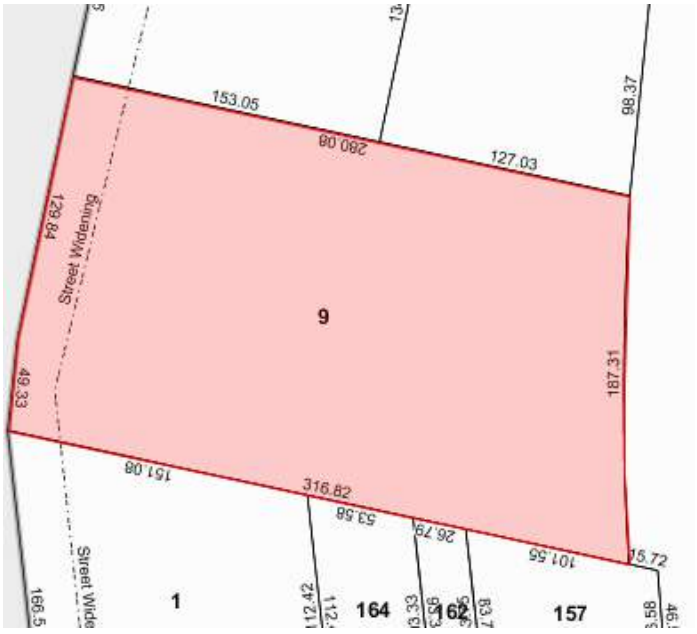
+221,463 sf of commercial

+40,000 sf of community facility





Projected Site 3
Address: 475 BAY STREET
B: 488 **L:** 9
Lot Area: 53,422 sf
From: M1-1 **To:** R6/C2-3
Description: Surface parking lot
No Action:
Continuation of existing use: surface parking with a maximum commercial FAR: 1; maximum community facility FAR: 2.4; built FAR: 0
With Action:
A mixed-use residential/community facility with 203,551 sf of residential; 8,000 sf of local retail; total dwelling units: 204 (100% affordable); residential affordable parking (25%): 51 spaces; building height 125’; with-action FAR: 3.6
Increment:
+203,551 sf of residential (+204 DUs)
+8,000 sf of commercial (local retail)





Projected Site 4

Address: BAY AND BALTIC

B: 488 **L:** 18, 26, 175, 201, 206

Lot Area: 54,709 sf.

From: M1-1 **To:** R6/C2-3

Description: Motorcycle and boat dealer

No Action:

Continuation of existing use: an entirely commercial building with 42,467 sf of commercial; commercial FAR: 1.0; community facility FAR: 2.4; built FAR: 0.78

With Action:

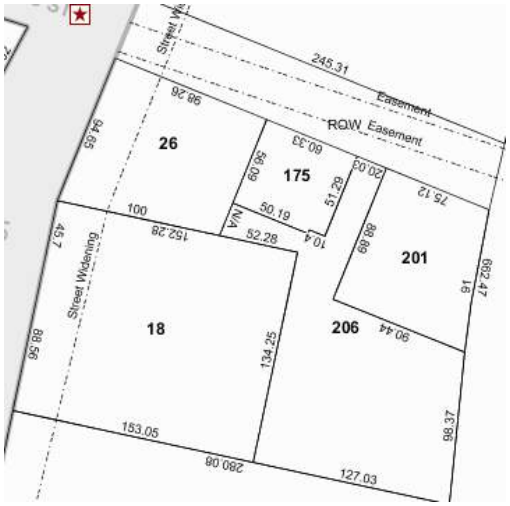
A mixed-use residential/commercial/community facility building with 189,294 sf of residential; 12,000 sf of commercial (7,000 for local retail, 5,000 for restaurants) 15,354 sf of community facility; 189 total dwelling units (133 market rate, 57 affordable); required residential parking spaces: 80; commercial parking waived); with-action FAR: 3.6

Increment:

-30,467 sf of commercial

+189,294 sf residential (+189 DUs)

+15,354 of community facility





Projected Site 5

Address: 385 & 425 BAY STREET

B: 488 **L:** 53, 65

Lot Area: 160,265 sf

From: M1-1 **To:** R6/C2-3

Description: Grocery store, pharmacy, bank

No Action:

Continuation of existing use: an entirely commercial strip development with 45,050 sf of retail/commercial; commercial parking: 204 spaces; maximum commercial FAR: 1.0; maximum community facility FAR: 2.4; total parking provided: 204 spaces; no-action FAR: 0.28

With Action:

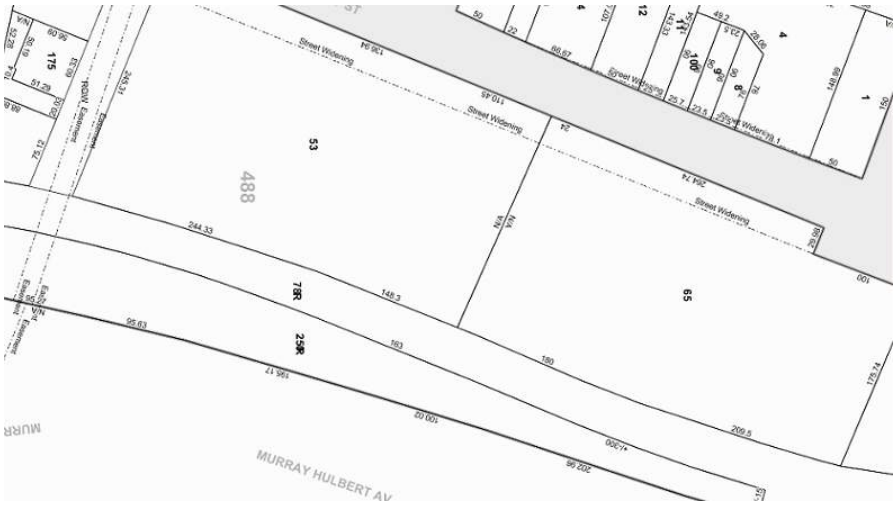
A mixed-use residential/community facility with 476,875 sf of residential; 31,000 sf of commercial (21,000 sf of local retail, 10,000 sf of restaurants); 21,000 sf of community facility; 477 total dwelling units (334 market rate, 143 affordable); 203 total residential parking spaces, commercial/community facility parking waived; building height: 85'; with-action FAR: 3.0

Increment:

-14,050 sf of commercial

+476,875 sf of residential (+477 DUs)

+21,000 sf of community facility





Projected Site 6

Address: 511 BAY STREET

B: 489 **L:** 5

Lot Area: 11,020 sf.

From: M1-1 **To:** R6/C2-3

Description: Car dealership

No Action:

Continuation of existing use: a car dealership with 1,736 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.16

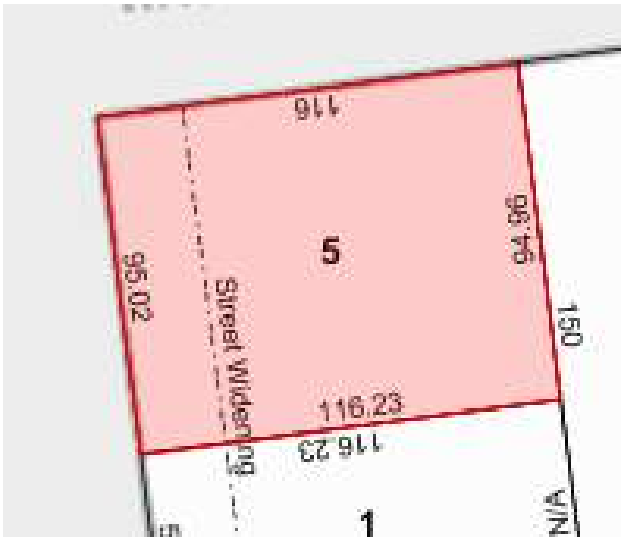
With Action:

A mixed-use residential/community facility with 32,366 sf of residential; 4,000 sf of commercial (4,000 for restaurants); 36 dwelling units (25 market rate, 11 affordable); 16 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

Increment:

+2,264 sf of commercial

+32,366 sf of residential (36 DUs)





Projected Site 7

Address: BAY AND MINTHORNE

B: 497 **L:** 1, 7, 9

Lot Area: 37,379 sf

From: M1-1 **To:** R6/C2-4

Description: Brewery, government-leased office space

No Action:

Continuation of existing use: an entirely commercial/factory facility with 83,530 sf of commercial area (49,980 sf of office area; 14,550 sf of factory area, 19,000 sf of "other" area); max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 2.23

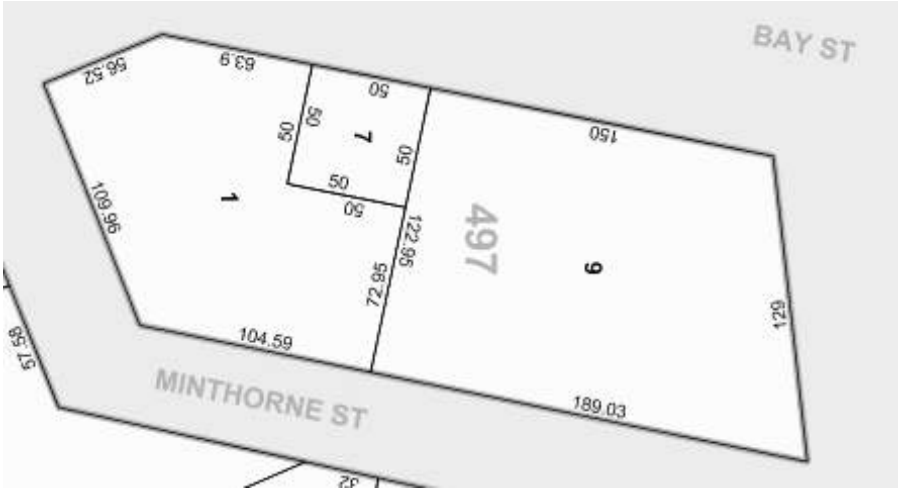
With Action:

A mixed-use residential/commercial facility with 154,138 sf of residential; 35,000 sf of commercial (25,000 sf of local retail, 10,000 sf of restaurants); 154 dwelling units (108 market rate, 46 affordable); 106 total residential parking spaces, commercial/community facility parking waived; building height: 165'; with-action FAR: 4.6

Increment:

-48,530 sf of commercial

+154,138 sf of residential (+154 DUs)





Projected Site 8

Address: 248 BAY STREET

B: 498 **L:** 1

Lot Area: 9,488

From: M1-1 **To:** R6/C2-3

Description: Gas station

No Action:

Continuation of existing use: a gas station with 1,320 sf of commercial area; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.14

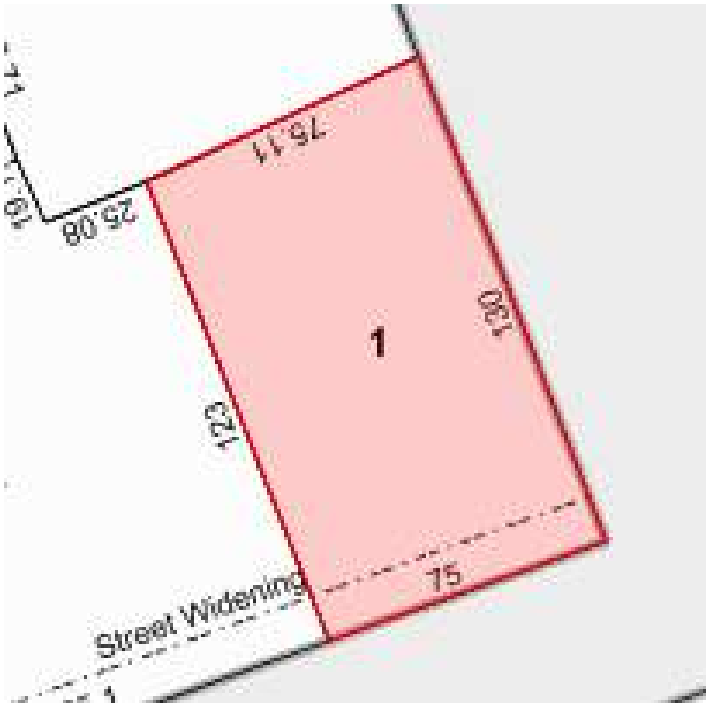
With Action:

A mixed-use residential/commercial facility with 27,960 sf for residential; 3,350 sf for commercial (entirely local retail); 28 dwelling units (20 market rate, 8 affordable); 12 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

Increment:

+2,030 sf of commercial

+27,960 sf of residential (+28 DUs)





Projected Site 9

Address: VAN DUZER/ HANNAH/ SWAN STREETS

B: 500 **L:** 16, 18, 20, 22, 24

Lot Area: 27,135 sf.

From: M1-1 **To:** R6B/C2-3

Description: residential use and vacant land

No Action:

Continuation of existing use: a mixed-use residential/commercial facility with 840 sf of residential (1 dwelling unit); 2,970 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; number of dwelling units: 1; no-action FAR: 0.14

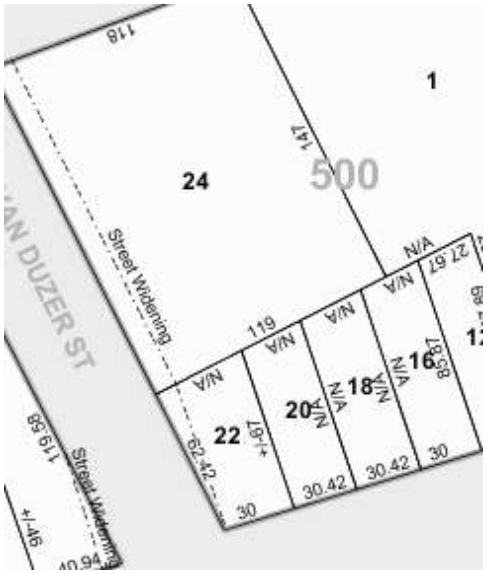
With Action:

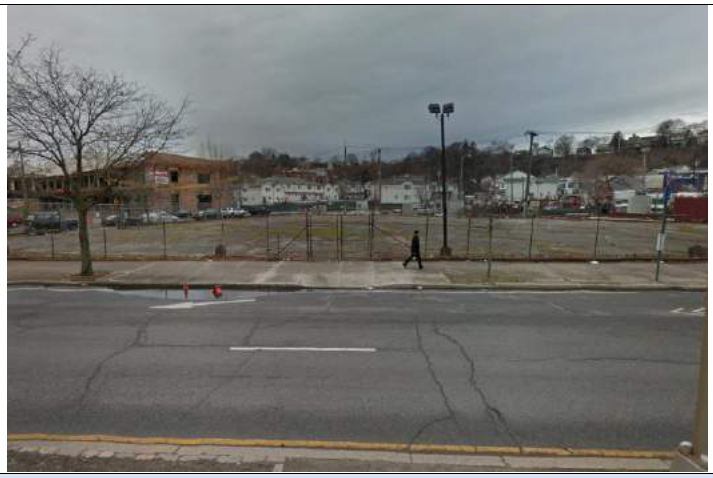
An entirely residential facility with 65,667 sf of residential; 66 dwelling units (46 market rate, 20 affordable); 28 total residential parking spaces, commercial parking waived); max building height: 55'; with-action FAR: 2.2

Increment:

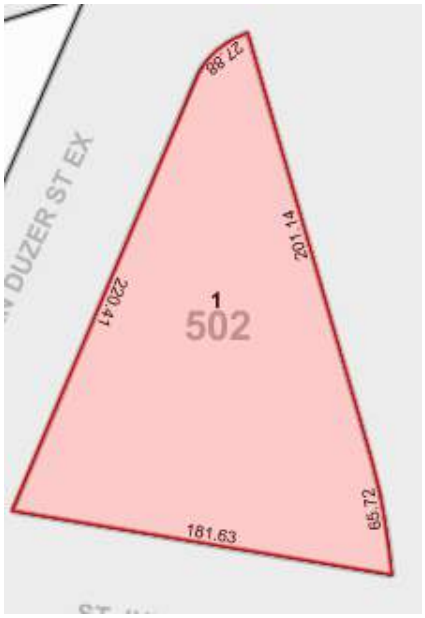
-2,970 sf of commercial

+64,827 sf of residential (+65 DUs)





Projected Site 10
Address: BAY STREET
B: 502 **L:** 1
Lot Area: 23,000 sf.
From: M1-1 **To:** R6/R6B/C2-3
Description: Vacant land
No Action:
Max commercial FAR: 1.0; max community facility FAR: 2.4
With Action:
63,260 sf of residential; 10,000 sf of commercial (5,000 for local retail, 5,000 for restaurants); 63 dwelling units (44 market rate, 19 affordable); 27 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 2.90
Increment:
+63,260 sf of residential (+63 DUs)
+10,000 sf of commercial (5,000 sf for local retail, 5,000 sf for restaurants)





Projected Site 11

Address: 380 BAY STREET

B: 505 **L:** 4, 51

Lot Area: 25,250 sf

From: M1-1 **To:** R6/C2-3

Description: Auto dealership

No Action:

Continuation of existing use: an auto dealership with 2,520 sf of commercial/garage area; max commercial FAR: 1.0; no-action FAR: 0.10

With Action:

A mixed-use residential/commercial facility with 80,325 residential sf; 3,000 commercial sf; max commercial FAR: 2.0; 80 total dwelling units (56 market rate, 24 affordable); 34 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

Increment:

+80,325 sf of residential (+80 DUs)

+480 sf of commercial





Projected Site 12

Address: 392-398 BAY STREET

B: 505 **L:** 11, 12, 14

Lot Area: 17,787 sf

From: M1-1 **To:** R6/C2-3

Description: Auto shop, residences, salon, house of worship

No Action:

Continuation of existing use: a mixed-use residential/commercial facility with 3,316 sf of residential (3 DUs); 7,800 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4, no-action FAR: 0.62

With Action:

A mixed-use residential/commercial facility with 44,697 sf of residential; 14,000 sf of commercial (8,000 for office, 6,000 for restaurants); 45 total dwelling units (31 market rate, 13 affordable); 19 total residential parking spaces, commercial parking waived; max building height: 75'; with-action FAR: 3.0

Increment:

+41,381 sf of residential (+42 DUs)

+6,200 sf of commercial



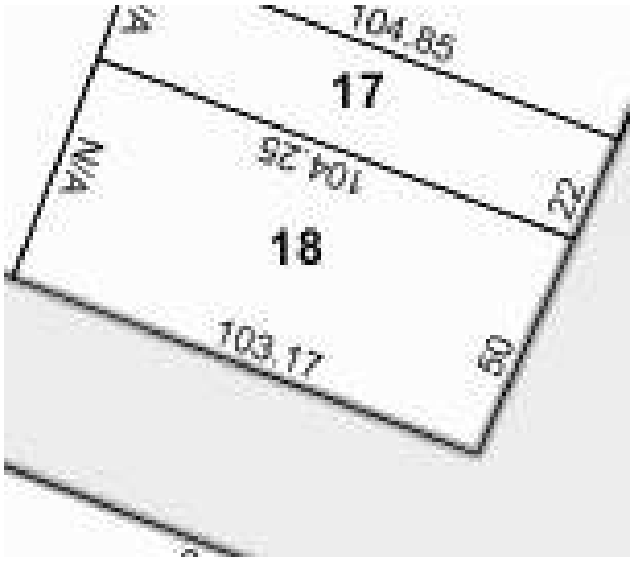


Projected Site 13
Address: 13 CLINTON STREET
B: 505 **L:** 22, 24, 25
Lot Area: 11,730 sf.
From: M3-1 **To:** R6/C2-3
Description: Garage and vacant land
No Action:
Continuation of existing use: an entirely commercial facility 3,664 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.31
With Action:
An entirely residential facility with 38,709 sf of residential; 39 dwelling units (27 market rate, 12 affordable); 17 residential parking spaces; max building height: 75'; with-action FAR: 3.0
Increment:
-3,664 sf of commercial
+38,709 sf of residential (+39 DUs)





Projected Site 14
Address: 406 BAY STREET
B: 505 **L:** 18
Lot Area: 5,185 sf.
From: M1-1 **To:** R6/C2-3
Description: Auto repair
No Action:
Continuation of existing use: an entirely commercial facility with 1,568 sf for commercial/garage use; built FAR 0.3; max commercial FAR: 1.0; max community facility FAR: 2.4;
With Action:
A mixed-use residential/commercial facility with 14,111 sf for residential; 3,000 sf for commercial; 14 dwelling units (10 market rate, 4 affordable); 6 total residential parking spaces, commercial parking waived; max building height: 75'; with-action FAR: 3.00
Increment:
+14,111 sf of residential (+14 DUs)
+1,432 sf of commercial





Projected Site 15

Address: 442 BAY STREET

B: 507 **L:** 12, 17

Lot Area: 7,890 sf.

From: M3-1 **To:** R6/C2-3

Description: Motorcycle dealership

No Action:

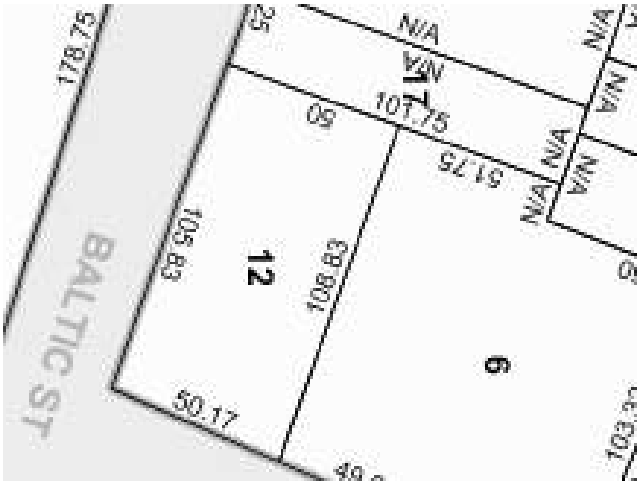
Continuation of existing use: a motorcycle dealership in a three-story structure with 5,244 sf of commercial space, 468 sf of garage space, and 1,724 sf of office space; no commercial parking provided; built FAR: 0.66

With Action:

Enlargement of existing building with 10,294 sf of commercial space; max building height: 75'; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 1.44; commercial parking waived

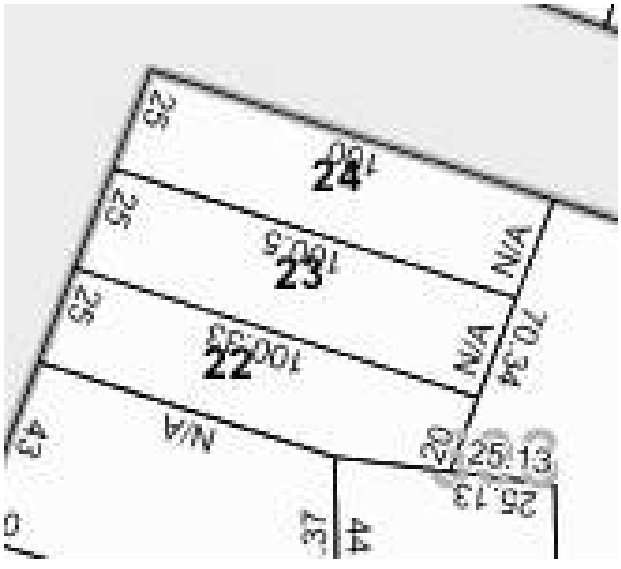
Increment:

+5,050 sf of commercial





Projected Site 16
Address: 269 & 271 & 273 VAN DUZER STREET
B: 508 **L:** 22, 23, 24
Lot Area: 7,500 sf.
From: R3X **To:** R6B/C2-3
Description: Vacant land
No Action:
A 4,500 sf residential building could develop under existing zoning with a no-action FAR of 0.6; 2 dwelling units and 4 residential parking spaces
With Action:
A mixed-use residential/commercial building could develop under proposed zoning with 4,200 sf of commercial space; 13,950 sf of residential space- 14 dwelling units (10 market rate/4 affordable); 6 total residential parking spaces, commercial parking waived; max building height: 55'; with-action FAR: 2.20
Increment:
+9,450 sf of residential (+12 DUs)
+4,200 sf of commercial





Projected Site 17

Address: 466 & 478 BAY STREET

B: 509 **L:** 1, 4, 8

Lot Area: 46,791 sf.

From: M1-1 **To:** R6/C2-3

Description: Plumbing supply warehouse

No Action:

Continuation of existing use: 26,274 sf of commercial (5,000 sf of office, 5,274 sf of retail, 16,000 sf of storage) built FAR: 0.56

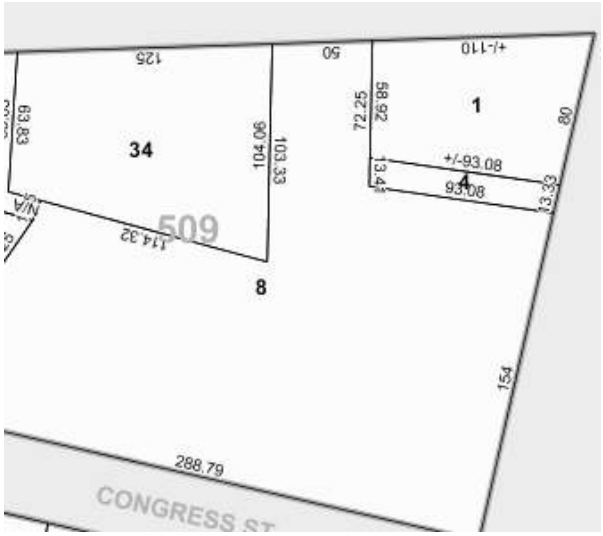
With Action:

A mixed-use residential/commercial facility with 14,000 sf of commercial (6,000 sf of local retail, 8,000 sf of restaurants); 140,410 sf of residential (140 dwelling units: 98 market rate, 42 affordable); total residential required parking: 60 spaces, commercial parking waived; max FAR: 3.0 (commercial FAR: 2.0, community facility FAR: 3.0); with-action FAR: 3.00; max building height: 75'

Increment:

-12,274 sf of commercial

+140,410 sf of residential (+140 DUs)





Projected Site 18

Address: 164 CANAL STREET

B: 526 **L:** 11

Lot Area: 18,560 sf

R4/C2-2 **to R6B/C2-3**

Description: Clothing store and beauty salon

No Action:

Continuation of existing use: entirely commercial building with 10,400 sf of retail/commercial space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 0.56.

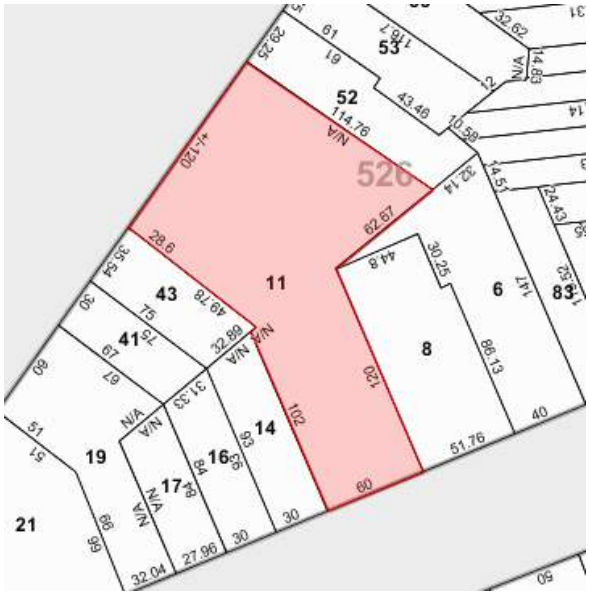
With Action:

A mixed-use residential/commercial facility with 8,000 sf of commercial space and 36,915 sf of residential space (37 units, 26 market rate and 11 affordable); 16 residential parking spaces provided, commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.2; with-action FAR: 2.2; max building height: 55'.

Increment:

-2,400 sf of commercial

+36,915 sf of residential (+37 DUs)





Projected Site 19

Address: CANAL AND BROAD (184 CANAL ST)

B: 526 **L:** 19, 21, 25

Lot Area: 14,350 sf

R4/C2-2 **to R6B/C2-3**

Description: Residential, community facility and parking

No Action:

Continuation of existing use: a mixed-use residential/community facility building with 7,676 sf of residential space (2 dwelling units) and 8,324 sf of community facility space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 1.11

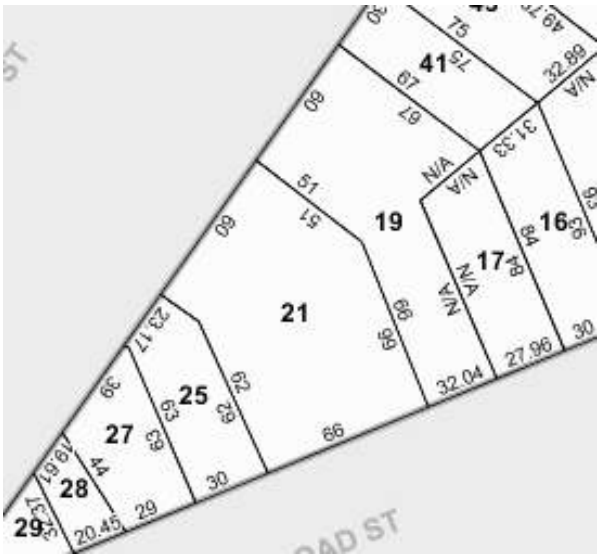
With Action:

A mixed-use residential/community facility building with 8,324 sf of community facility space and 26,403 sf of residential space (26 dwelling units, 18 market rate and 8 affordable); 11 residential parking spaces provided; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.2; with-action FAR: 2.2; max building height: 55’

Increment:

No increase/decrease in community facility space

+ 18,727 sf. of residential (+24 DUs)





Projected Site 20

Address: 146-152 CANAL STREET

B: 526 **L:** 57, 59, 61

Lot Area: 5,627 sf

R4/C2-2 **to R6B/C2-3**

Description: Auto parts store, 3 buildings

No Action:

Continuation of existing use: an entirely commercial building with 7,690 sf of commercial space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 1.37

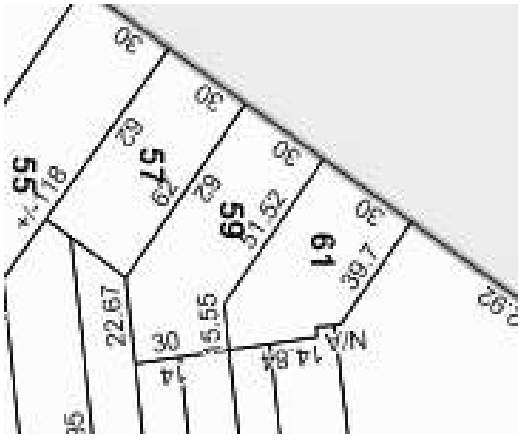
With Action:

A mixed-use residential/commercial building with 3,000 sf of commercial space and 10,617 sf of residential space (11 total dwelling units, 8 at market rate and 3 at affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

-4,690 sf of commercial

+10,617 sf of residential (11 DUs)





Projected Site 21

Address: BROAD STREET

B: 526 **L:** 8

Lot Area: 5,790 sf.

R4/C2-2 **to R6B/C2-3**

Description: Vacant lot

No Action:

A mixed-use residential/commercial facility could develop under existing zoning with 2,000 sf of commercial space and 3,790 sf of residential space (4 dwelling units, 4 parking spaces); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; no-action FAR: 1.0

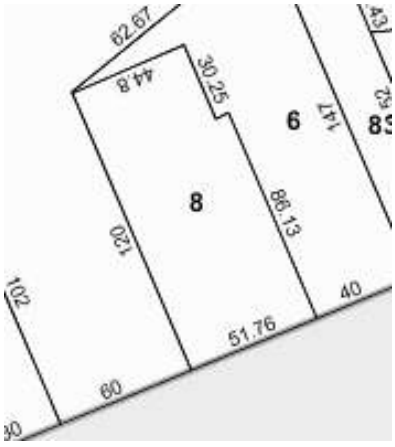
With Action:

A mixed-use residential/commercial facility with 2,000 sf of commercial space and 12,012 sf of residential space (12 total dwelling units, 8 market rate and 4 affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55'

Increment:

No increase or decrease in commercial space

+8,222 sf of residential (+8 DUs)





Projected Site 22

Address: CANAL STREET

B: 527 **L:** 49

Lot Area: 39,940 sf

R3-2/C2-2 **to R6B/C2-3**

Description: Vacant lot

No Action:

An entirely commercial building could develop under existing zoning with 21,000 sf of commercial space (14,200 for retail and 6,800 for office); max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; commercial parking provided: 70 spaces; no-action FAR: 0.53

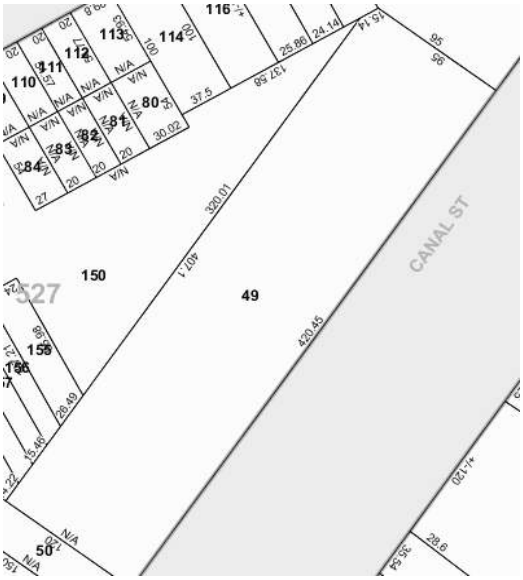
With Action:

A mixed-use residential/commercial building with 11,500 sf of commercial space and 85,155 sf of residential space (85 dwelling units: 60 for residential and 25 for affordable); total parking provided: 65 spaces (30 for market rate, 6 for affordable, 29 for commercial); max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+ 85,155 sf of residential (+85 DUs)

- 9,500 sf of commercial





Projected Site 23

Address: CANAL STREET

B: 527 **L:** 50, 52

Lot Area: 12,600 sf

R3-2/C2-2 **to R6B/C2-3**

Description: Vacant lot

No Action:

An entirely commercial building could develop under existing zoning with 6,300 sf of commercial space; max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; total parking provided: 21 spaces; no-action FAR: 0.50

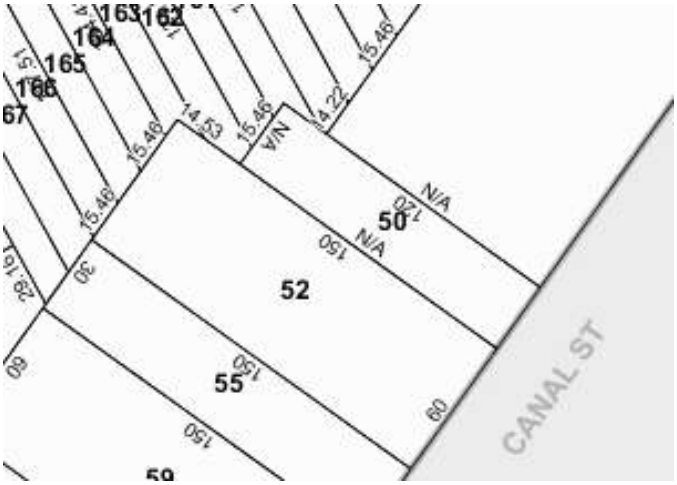
With Action:

A mixed-use residential/commercial facility with 4,500 sf of commercial space and 25,992 sf of residential space (26 dwelling units, 18 for market rate and 8 for affordable); 11 residential parking spaces provided (commercial parking waived); max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+25,992 sf of residential (+26 DUs)

-1,800 sf of commercial





Projected Site 24

Address: 205 CANAL STREET

B: 527 **L:** 55

Lot Area: 4,500 sf

R3-2/C2-2 **to R6B/C2-3**

Description: Commercial building

No Action:

Continuation of existing use: an entirely commercial facility with 2,800 sf of commercial space; max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; no parking provided; built FAR: 0.64

With Action:

A mixed-use residential/commercial facility with 2,000 sf of commercial and 8,890 sf of residential (9 dwelling units, 9 for market rate and 3 for affordable); commercial and residential parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55'

Increment:

+8,890 sf of residential (+9 DUs)

-880 sf of commercial





Projected Site 25

Address: 223 CANAL STREET

B: 527 **L:** 65, 66, 68, 70

Lot Area: 17,312

R3-2/C2-2 **to R6B/C2-3**

Description: Vacant lot

No Action:

An entirely commercial building could develop under existing zoning with 9,000 sf of commercial space (6,000 sf for retail and 3,000 sf for office); max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; total parking provided: 30 spaces; no-action FAR: 0.52

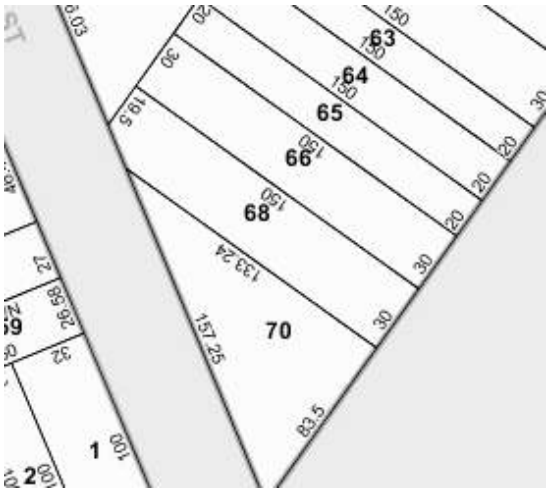
With Action:

A mixed-use residential/commercial facility with 6,000 sf of commercial space and 35,895 sf of residential space (36 dwelling units, 25 market rate and 11 affordable); total residential parking provided: 15 spaces; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+35,895 sf of residential (+36 DUs)

-3,000 sf of commercial





Projected Site 26 (City Disposition Site 1)

Address: 55 STUYVESANT PLACE

B: 9 **L:** 9

Lot Area: 11,500 sf

From: C4-2/SG **To:** C4-2/SG

Description: Vacant Commercial/Office building (DOH)

No Action:

Continuation of existing use: a vacant commercial building with 37,675 sf of vacant space; 0 parking spaces provided; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; built FAR: 3.28

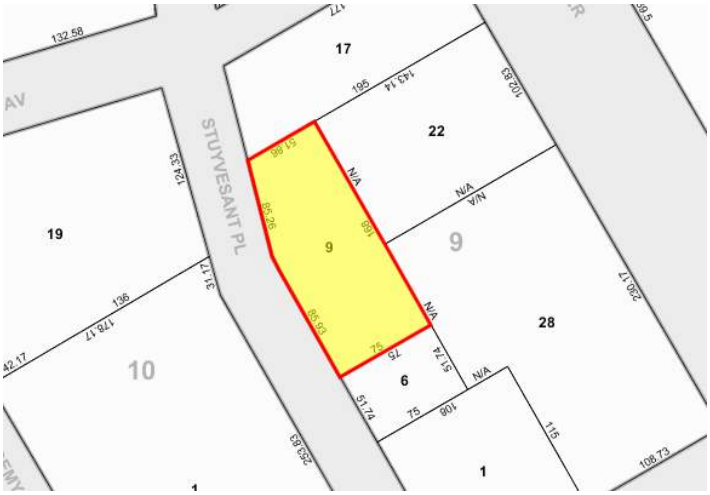
With Action:

An entirely commercial building with 37,675 sf of commercial space; commercial parking waived; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; with-action FAR: 3.28; max building height: 52’

Increment:

No increase or decrease of commercial space

No increase or decrease in parking spaces





Projected Site 27 (City Disposition Site 2)

Address: 539 JERSEY STREET

B: 34 **L:** 1

Lot Area: 114,730 sf

From: C2-2/R5/HS **To:** C2-2/R5

Description: Sanitation garage (DSNY)

No Action:

A vacant commercial building with 14,535 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.0; max residential FAR: 1.25; built FAR: 0.13; no parking spaces provided

With Action:

A mixed-use residential/commercial facility with 108,413 sf of residential (108 dwelling units: 76 for market rate and 33 for affordable); 35,000 sf of commercial; 189 parking spaces provided (65 for market rate, 8 for affordable, 117 for commercial); max residential FAR: 1.25; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 1.25, max building height: 40’

Increment:

+20,465 sf of commercial

+108,413 sf residential (+108 DUs)

+189 parking spaces





Projected Site 28 (City Disposition Site 3)

Address: 54 CENTRAL AVENUE

B: 6 **L:** 20

Lot Area: 25,038 sf

From: C4-2/SG **To:** C4-2/SG

Description: Municipal surface parking (DOT)

No Action:

Continuation of existing use: a surface parking lot with 75 spaces

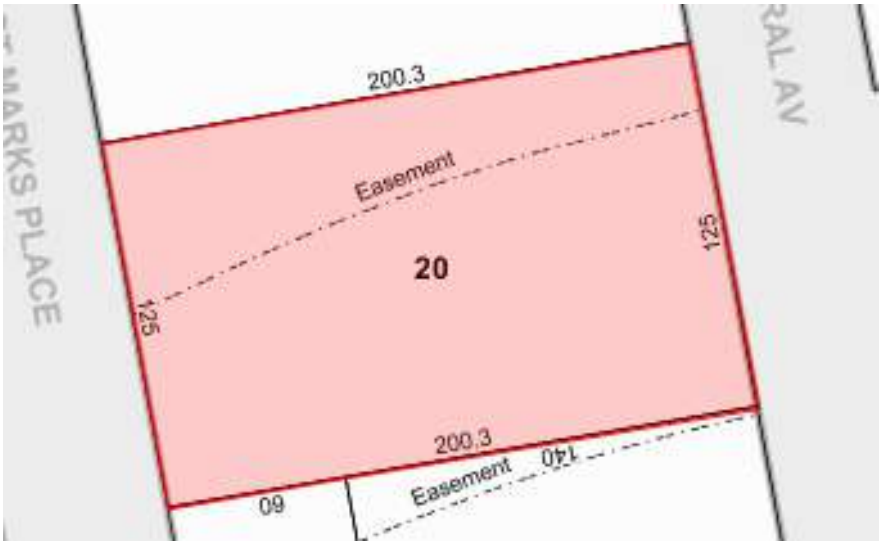
With Action:

An entirely commercial facility with 62,000 sf of commercial area (office); 154 parking spaces provided; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; with-action FAR: 3.40; max building height: 70’

Increment:

+62,000 sf of commercial

+79 parking spaces





Projected Site 29 (Stapleton Waterfront Phase III – Site A)

Address: 355 FRONT STREET

B: 487 **L:** 100

Lot Area: 159,333 sf

From: C4-2A/SW **To:** C4-2A/SW

Description: Vacant Site

No Action:

Vacant

With Action:

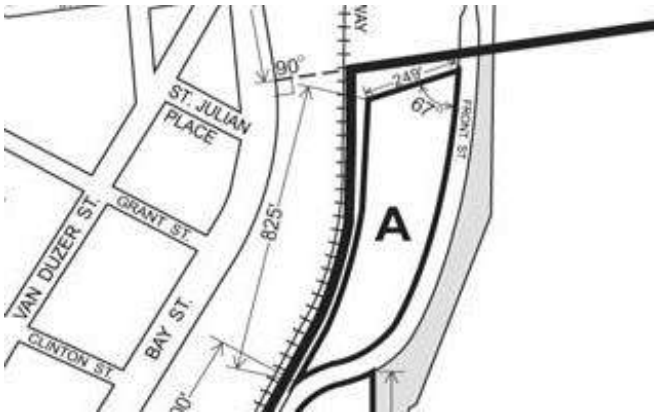
A mixed use residential building with 43,000 sf of ground floor local retail; 318,666 sf of residential space; total number of residential units: 319 (50% of units - affordable); residential parking: 120 spaces; commercial parking: 108 spaces; building height: 125'; with-action FAR: 2.0

Increment:

+ 318,666 of residential space (319 units: 159 market rate units, 159 affordable units)

+43,000 of commercial space

+ 227 parking spaces





Projected Site 30 (Stapleton Waterfront Phase III – Site B)

Address: 355 FRONT STREET

B: 487 **L:** 100

Lot Area: 154,545 sf

From: C4-2A/SW **To:** C4-2A/SW

Description: Vacant Site

No Action:

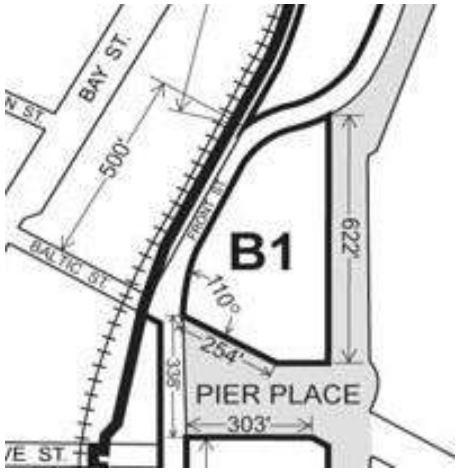
Vacant Site

With Action:

Developed with an entirely residential building with 308,000 sf of residential (308 total dwelling units: 154 market rate, 154 affordable); 116 total parking spaces; max building height: 125'; max FAR: 2.0; with-action FAR: 2.0

Increment:

+308,000 of residential space (308 units: 154 market rate units, 154 affordable units)
+ 116 parking spaces



POTENTIAL DEVELOPMENT SITES



Potential Site A

Address: 263 BAY STREET

B: 487 **L:** 42

Lot Area: 7,940 sf.

From: C4-2 **To:** R6/C2-4

Description: Car rental facility

No Action:

Continuation of existing use: 800 sf of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.10;

With Action:

A fully commercial building with 26,202 sf of commercial space (18,820 sf of office, 5,000 sf of local retail);

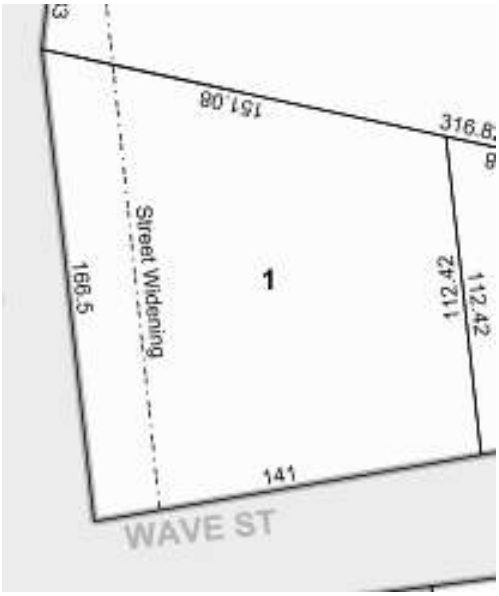
Increment:

+25,402 sf of commercial



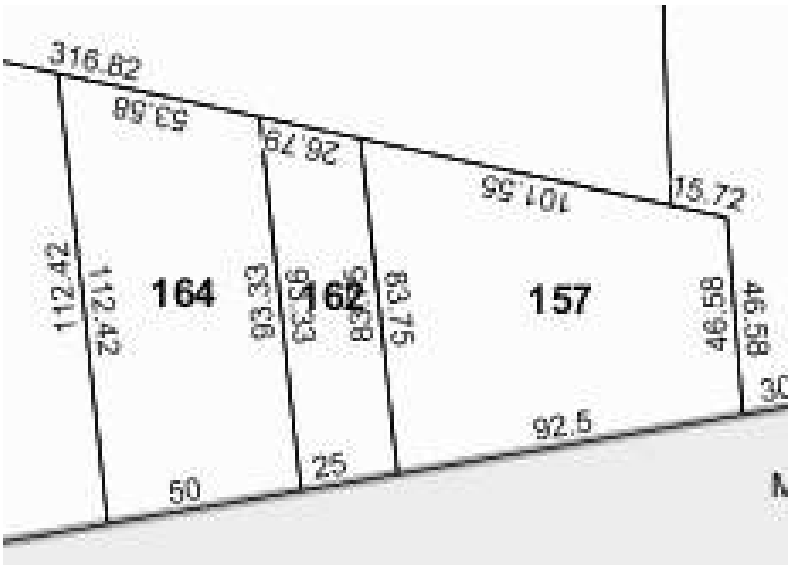


Potential Site B
Address: 491 BAY STREET
B: 488 **L:** 1
Lot Area: 19,600 sf
From: C4-2 **To:** R6/C2-3
Description: Fast food facility
No Action:
Continuation of existing use: 7,131 sf commercial facility; max commercial FAR: 1.0; max community facility FAR: 2.4
With Action:
A mixed-use residential/commercial facility with 8,500 sf of commercial and 56,180 sf of residential (56 total dwelling units: 39 market rate units and 17 affordable units); 24 required residential parking spaces, commercial parking waived; max commercial FAR: 3.0; max community facility FAR: 3.0; with-action FAR: 3.00; max building height: 75’
Increment:
+1,369 sf of commercial
+56,180 sf of residential (+56 DUs)





Potential Site C
Address: 33 WAVE STREET
B: 488 **L:** 157, 162, 164
Lot Area: 13,386 sf
From: M1-1 **To:** R6/C2-3
Description: Auto repair facility
No Action:
Continuation of existing use: 4,248 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.32
With Action:
An entirely residential building with 44,174 sf of residential space, 44 total dwelling units (31 market rate, 13 affordable units); 19 total residential parking spaces; with-action FAR: 3.0; max building height: 75’
Increment:
-4,248 sf of commercial
+44,174 sf of residential (+44 DUs)





Potential Site D

Address: 521 BAY STREET

B: 489 **L:** 1

Lot Area: 6,394 sf

From: C4-2 **To:** R6/C2-3

Description: Mixed-use building with a laundromat on the ground floor and residences above

No Action:

Continuation of existing use: 3,150 sf of commercial; 3,600 sf of residential (4 dwelling units); max commercial FAR: 1.0; max community facility FAR: 2.4; 4 dwelling units; built FAR: 1.06

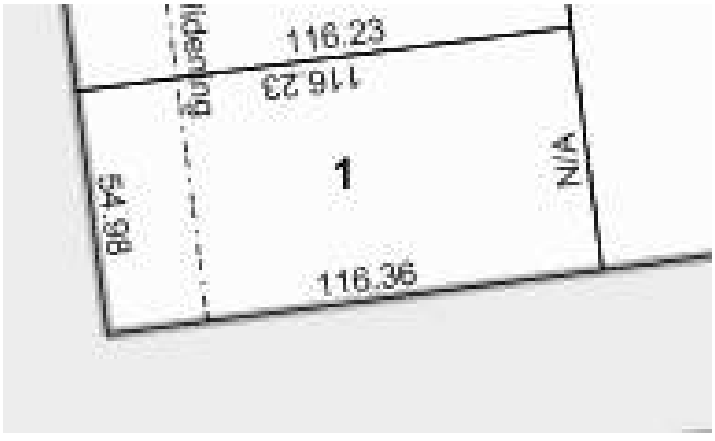
With Action:

A mixed-use residential/commercial facility with 3,500 sf for commercial, 17,600 sf of residential (18 total dwelling units: 12 market rate, 5 affordable); 7 total residential parking spaces, commercial parking waived; max commercial FAR: 2.0; max community facility FAR: 3.0, with-action FAR: 3.0; max building height: 75’

Increment:

+350 sf of commercial

+14,000 sf of residential (+14 DUs)





Potential Site E

Address: 26 WAVE STREET

B: 489 **L:** 16

Lot Area: 3,750 sf.

From: M1-1 **To:** R6/C2-3

Description: Electrical supply warehouse

No Action:

Continuation of existing use: 3,750 sf of commercial space; max commercial FAR: 2.0; max community facility FAR: 2.4; built FAR: 1.0

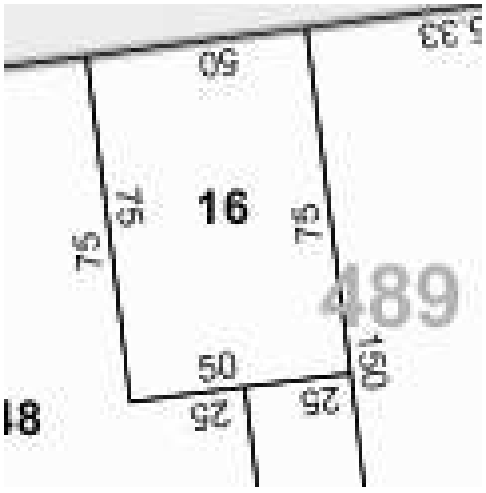
With Action:

An entirely residential building with 12,375 sf of residential space (12 total dwelling units: 9 market rate units, 4 affordable units); residential parking requirements waived; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 3.0; max building height: 75’

Increment:

-3,750 sf of commercial

+12,375 sf of residential (+12 DUs)





Projected Site F

Address: 22 WAVE STREET

B: 489 **L:** 19

Lot Area: 9,216 sf.

From: M1-1 **To:** R6/C2-3

Description: Warehouse

No Action:

Continuation of existing use: 11,644 sf of commercial space; max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.26

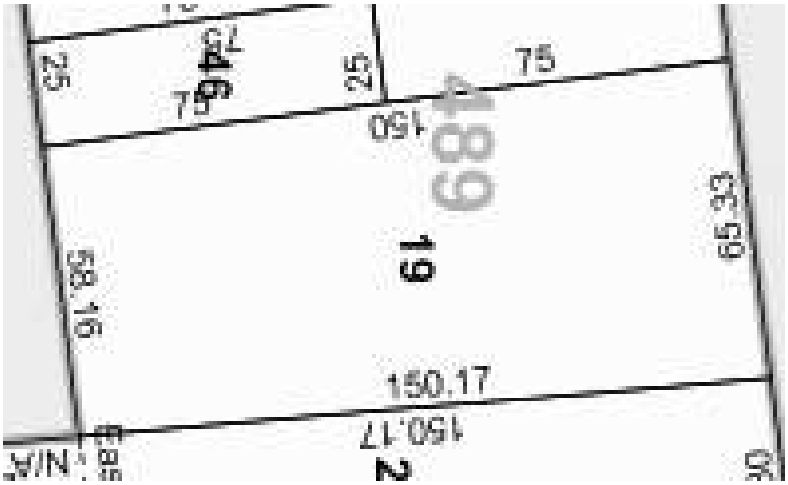
With Action:

An entirely residential building with 30,413 sf of residential space (30 total dwelling units, 21 for market rate, 9 for affordable); 13 total residential parking spaces; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 3.0; max building height: 75’

Increment:

-11,644 sf of commercial

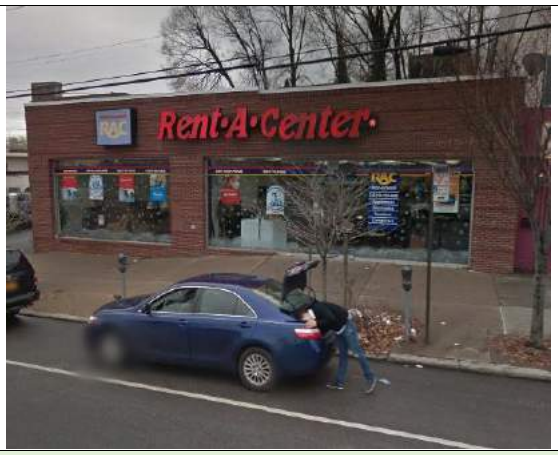
+30,413 sf of residential (+30 DUs)





Potential Site G
Address: 89 VAN DUZER STREET
B: 498 **L:** 5
Lot Area: 18,580 sf
From: M1-1 **To:** R6B/C2-3
Description: Car wash/vehicle inspection facility
No Action:
Continuation of existing use: 5,270 sf of commercial area, max commercial FAR: 1.0; max community facility FAR: 2.4, required commercial parking: 4 spaces; total parking provided: 4 spaces; built FAR: 0.28
With Action:
An entirely residential facility with 44,963.6 sf of residential space (45 total dwelling units, 31 for market rate, 13 for affordable); total residential parking required: 19 spaces; max FAR: 2.20; with-action FAR: 2.20; max building height: 55’
Increment:
-5,270 sf of commercial
+44,964 sf of residential (+45 DUs)





Potential Site H

Address: 230 BAY STREET

B: 498 **L:** 74

Lot Area: 6,000 sf

From: M1-1 **To:** R6/C2-3

Description: Furniture/appliance rental facility

No Action:

Continuation of existing use: 3,000 SF of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.50

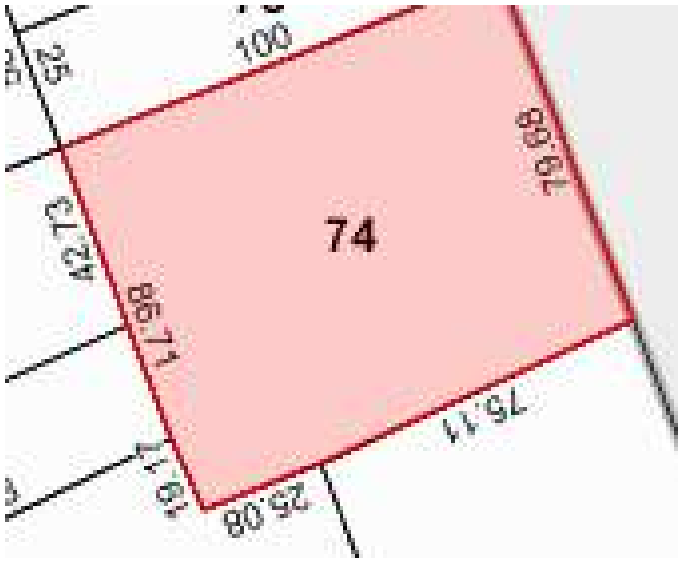
With Action:

Mixed-use residential and commercial facility with 2,000 sf of commercial; 17,800 sf of residential (18 total dwelling units: 12 market rate units, 5 affordable units); total residential parking required: 8 spaces; commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

Increment:

-1,000 sf of commercial

+17,800 sf of residential (+18 DUs)





Projected Site I

Address: BAY AND HANNAH AND SWAN

B: 500 **L:** 1, 10, 11, 12

Lot Area: 22,308 sf

From: M1-1 **To:** R6/C2-3

Description: Auto parts store

No Action:

Continuation of existing use: 7,800 sf of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.35

With Action:

Mixed-use residential/commercial facility with 9,100 sf of commercial and 64,516.4 sf of residential (65 total dwelling units: 45 market rate units, 16 affordable units); 27 total residential required parking spaces, commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

Increment:

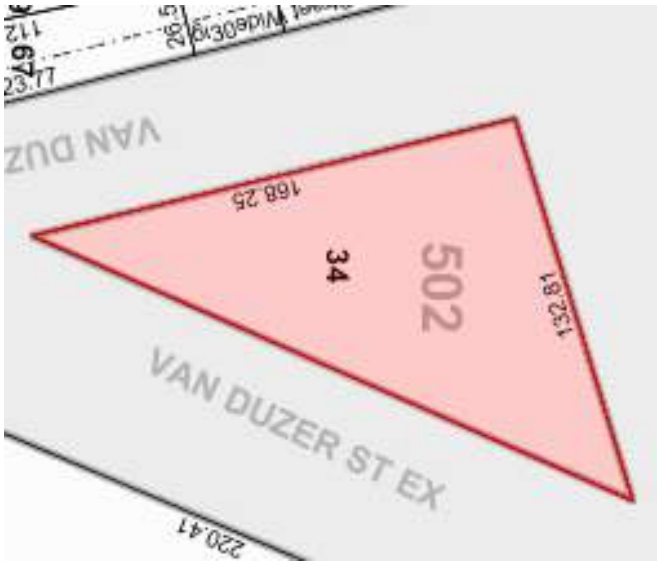
+1,300 sf of commercial

+64,516 sf of residential (+65 DUs)





Potential Site J
Address: VAN DUZER STREET
B: 502 **L:** 34
Lot Area: 11,173 sf.
From: M1-1 **To:** R6B/C2-3
Description: Vacant land/storage
No Action:
Continuation of existing use: vacant land on a 11,173 sf lot; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.00
With Action:
Mixed-use residential and commercial facility with 3,500 sf of commercial space, 23,538.6 sf of residential space (24 total dwelling units: 16 for market rate, 7 for affordable); 10 total required residential parking spaces, commercial parking waived; max FAR: 2.2; with-action FAR: 2.2; max building height 55’
Increment:
+3,500 sf of commercial
+23,539 sf of residential (+24 DUs)





Projected Site K

Address: 364 BAY STREET

B: 503 **L:** 1

Lot Area: 53,425 sf.

From: M1-1 **To:** R6/R6B/C2-3

Description: Retail strip, motorcycle dealer, gym

No Action:

Continuation of existing use: 65,934 sf for commercial space; max commercial FAR: 1.00, max community facility FAR: 2.4; built FAR: 1.23

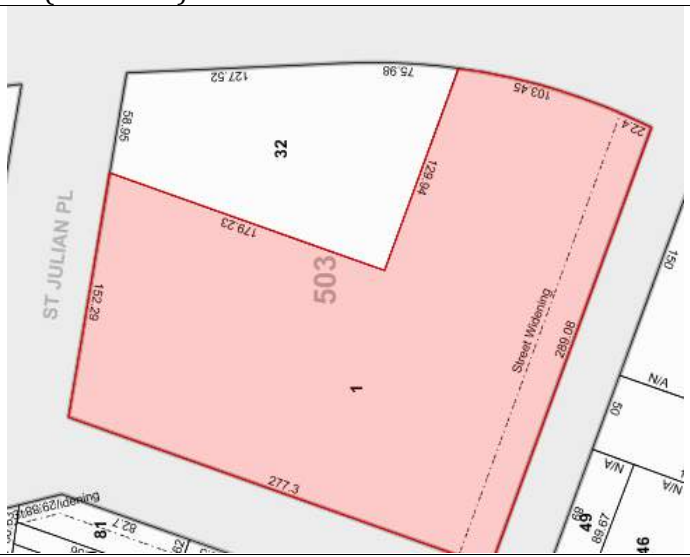
With Action:

Mixed-use residential/commercial facility with 9,000 sf for commercial space, 142,169.7 sf of residential space (142 total dwelling units: 100 for market rate, 43 for affordable); total required residential parking: 60 spaces, commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

Increment:

-56,934 sf of commercial

+142,170 sf of residential (+142 DUs)





Potential Site L

Address: 340 BAY STREET

B: 503 **L:** 32

Lot Area: 16,925 sf.

From: M1-1 **To:** R6/C2-3

Description: Probation office- City leased space

No Action:

Continuation of existing use: 12,600 sf for commercial space, max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.74

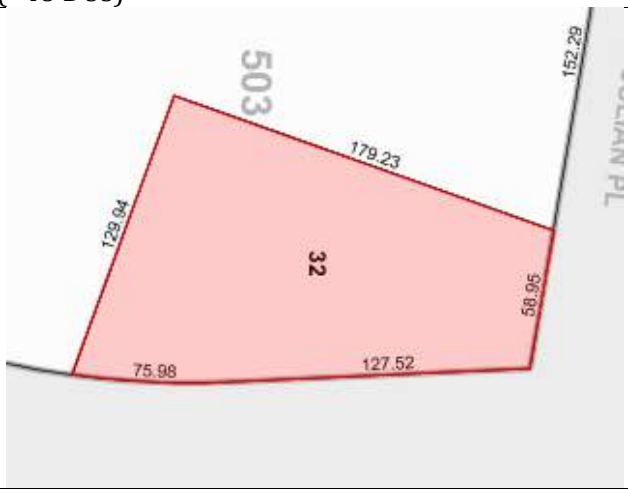
With Action:

Mixed-use residential and commercial facility with 8,000 sf of commercial space and 48,853 of residential space (48 total dwelling units: 33 for market rate, 14 for affordable); 20 total required residential parking spaces, commercial parking waived; max FAR: 3.0, max building height: 75’

Increment:

-4,600 sf of commercial

+48,853 sf of residential (+48 DUs)





Potential Site M

Address: 372 BAY STREET

B: 505 **L:** 1

Lot Area: 7,500 sf.

From: M1-1 **To:** R6/C2-3

Description: Auto shop and house of worship

No Action:

Continuation of existing use: 5,000 sf of commercial, 800 sf of residential (2 dwelling units); max commercial FAR: 1.0, max community facility FAR: 2.4; built FAR: 0.77

With Action:

A mixed-use residential/commercial facility with 6,000 sf of commercial space and 18,750 sf of residential space (19 total dwelling units: 13 for market rate, 6 for affordable); 8 required residential parking spaces, commercial parking requirements waived; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’

Increment:

+1,000 sf of commercial

+17,950 sf of residential (+17 DUs)





Potential Site N
Address: 420-436 BAY STREET
B: 507 **L:** 1, 5, 6
Lot Area: 19,635 sf
From: M1-1 **To:** R6/C2-3
Description: HVAC warehouse and restaurant
No Action:
Continuation of existing use: a mixed-use facility with 14,720 sf for commercial; 800 sf of residential (1 dwelling unit); max res. FAR: 0.00, max commercial FAR: 1.0, max community facility FAR: 2.4; 1 dwelling unit, built FAR: 0.79
With Action:
A mixed-use facility with 58,295.5 sf of residential space (58 total dwelling units: 41 for market rate, 17 for affordable); 6,500 sf of community facility space (medical office); 25 total required residential parking spaces; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’
Increment:
-14,720 sf of commercial
+57,496 sf of residential (+58 DUs)
+6,500 sf of community facility





Potential Site O

Address: VAN DUZER AND WILLIAM STREET

B: 508 **L:** 9, 21

Lot Area: 12,322 sf.

From: M1-1 (lot 9) and R3X (lot 21) **To:** R6B/R6/C2-3

Description: Auto shop and residential use

No Action:

Continuation of existing use: 7,900 sf for commercial use; 4,602 sf for residential use (7 dwelling units); max residential FAR: 0.0, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.01

With Action:

Residential-only development with 33,059 sf for residential use, 33 total dwelling units (23 for market rate, 10 for affordable); 14 required residential parking spaces; max FAR: 3.0(R6)/2.2(R6B), with-action FAR: 2.44, max building height: 75’

Increment:

-7,900 sf of commercial

+28,457 sf of residential (+26 DUs)





Potential Site P
Address: 450 BAY STREET
B: 508 **L:** 1
Lot Area: 17,608 sf.
From: M1-1 **To:** R6/C2-3
Description: Drive-thru restaurant
No Action:
Continuation of existing use: 1,575 sf for commercial space, max commercial FAR: 1, max community facility FAR: 2.4, built FAR: 0.09
With Action:
A mixed-use residential/commercial facility with 8,000 sf of commercial space and 50,106 sf of residential space (50 total dwelling units: 35 for market rate, 15 for affordable); 21 total residential parking spaces required, commercial parking waived; max FAR: 3.0, with-action FAR: 3.0, max building height: 75’
Increment:
+6,425 sf of commercial
+50,106 sf of residential (+50 DUs)





Potential Site Q

Address: 24 WILLIAM STREET

B: 509 **L:** 34

Lot Area: 10,493 sf.

From: M1-1 **To:** R6/C2-3

Description: Retail and warehouse

No Action:

Continuation of existing use: 10,600 sf for commercial, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.01

With Action:

A residential-only building with 34,627 sf for residential use, 35 total dwelling units (24 for market rate, 10 for affordable); 15 total residential required parking spaces; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’

Increment:

-10,600 sf of commercial

+34,627 sf of residential (+35 DUs)





Potential Site R
Address: 10 CONGRESS STREET
B: 510 **L:** 43
Lot Area: 3,500 sf.
From: M1-1/R3X **To:** R6/C2-3
Description: Vehicle inspection
No Action:
Continuation of existing use: 3,216 sf for commercial use, max commercial FAR: 1.0, max comm facility FAR: 2.4, built FAR: 0.92
With Action:
A residential-only building with 11,550 sf for residential use, 12 total dwelling units (8 for market rate, 3 for affordable); parking requirements waived; max FAR: 3.0, with-action FAR: 3.0, max building height: 75’
Increment:
-3,216 sf of commercial
+11,550 sf of residential (+12 DUs)





Potential Site S

Address: 510 BAY STREET

B: 511 **L:** 1

Lot Area: 7,500 sf.

From: M1-1 **To:** R6/C2-3

Description: Pool hall

No Action:

Continuation of existing use: 4,000 sf of commercial, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 0.99

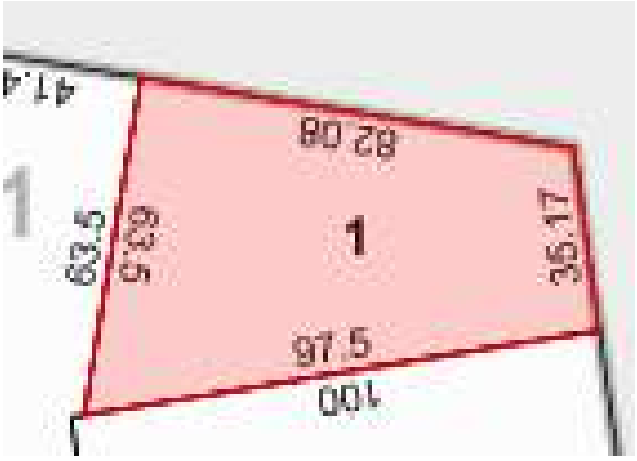
With Action:

A mixed-use residential/commercial facility with 1,500 sf of commercial space and 11,700 sf of residential space (12 total dwelling units: 8 for market rate, 4 for affordable); residential and commercial parking requirements waived; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’

Increment:

-2,500 sf of commercial

+11,700 sf of residential (+12 DUs)





Potential Site T

Address: 176 CANAL STREET

B: 526 **L:** 43

Lot Area: 2,814 sf

R4/C2-2 **to R6B/C2-3**

Description: Commercial building

No Action:

Continuation of existing use: an entirely commercial building with 3,016 sf of commercial space; max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 1.07; no parking provided

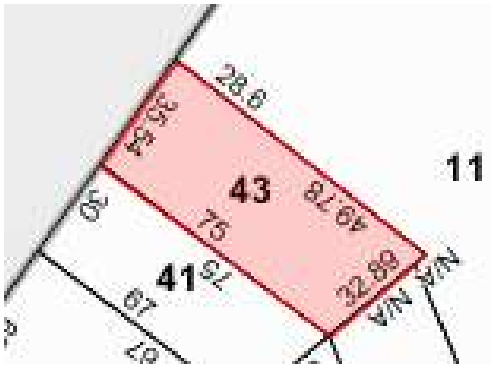
With Action:

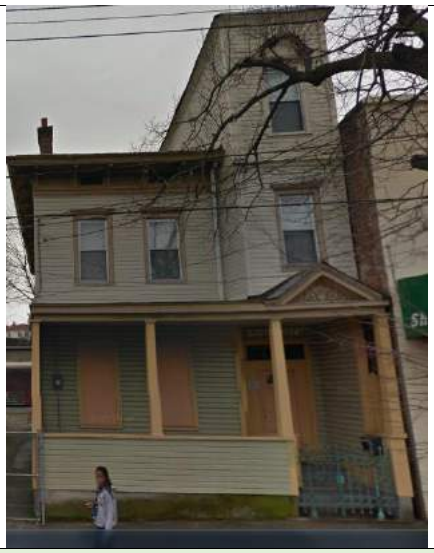
A mixed-use residential/commercial facility with 1,200 sf for commercial use and 5,610 sf for residential use (6 dwelling units, 4 for market rate and 2 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+5,610 sf of residential (+6 DUs)

-1,816 sf of commercial





Potential Site U

Address: 160 CANAL STREET

B: 526 **L:** 52

Lot Area: 5,220 sf.

R4/C2-2 **to R6B/C2-3**

Description: Single family home

No Action:

Continuation of existing use: a single-family residential facility with 1,665 sf of residential space (1 dwelling unit); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 0.49; no parking provided

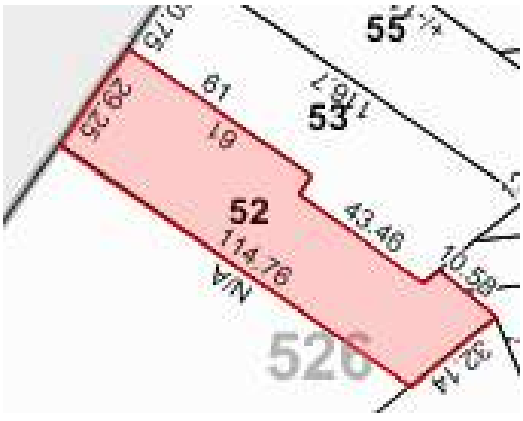
With Action:

A mixed-use residential/commercial facility with 700 sf of commercial and 7,466 sf of residential (7 dwelling units: 5 for market rate, 2 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+5,800 sf of residential (+6 DUs)

+800 sf of commercial





Potential Site V

Address: 156 CANAL STREET

B: 526 **L:** 53

Lot Area: 5,612 sf.

R4/C2-2 **to R6B/C2-3**

Description: Construction office and residential

No Action:

Continuation of existing use: A mixed-use residential/commercial facility with 1,000 sf of commercial and 1,200 sf of residential (1 dwelling unit); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 0.58; no parking provided

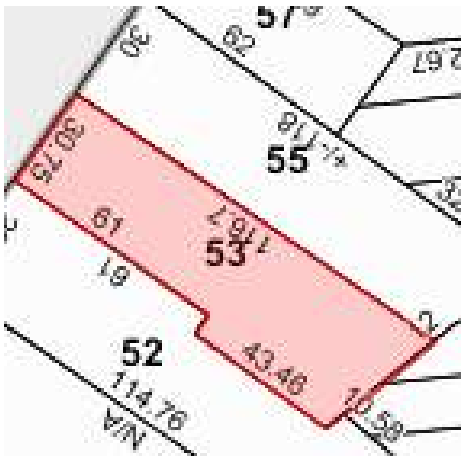
With Action:

A mixed-use residential/commercial facility with 1,500 sf of commercial and 7,631 sf of residential (8 dwelling units, 5 for market rate and 3 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

+6,430 sf of residential (+7 DUs)

+500 sf of commercial





Potential Site W

Address: 211 CANAL STREET

B: 527 **L:** 59

Lot Area: 11,246 sf.

R3-2/C2-2 **to R6B/C2-3**

Description: Day care facility

No Action:

Continuation of existing use: an entirely community facility building with 6,400 sf for community facility space; max residential FAR: 0.6; max commercial FAR: 1.0, max community facility FAR: 1.0; built FAR: 0.71; no parking provided

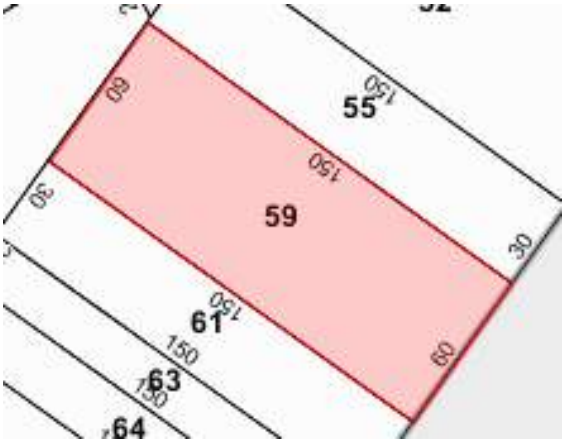
With Action:

A mixed-use residential/community facility building with 3,000 sf of community facility space and 18,780 sf of residential space (19 total dwelling units: 13 for market rate and 6 for affordable); 8 residential parking spaces provided, commercial parking waived; residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

Increment:

-3,400 sf of community facility

+18,780 sf of residential (+19 DUs)



APPENDIX E:

TRANSPORTATION DEMAND FACTORS (TDF) MEMORANDUM

Sam Schwartz Engineering, D.P.C.
322 Eighth Avenue, 5th Floor
New York, NY 10001
phone: (212) 598-9010
samschwartz.com

Sam Schwartz
Transportation Consultants

Memorandum

To: Mehdi Amjadi, NYCDCP
From: Aviva Laurenti, P.E., PTOE
Date: May 16, 2017
Re: Bay Street Rezoning Travel Demand Factors (TDF) Memorandum
Project No: 15-01-3000

Sam Schwartz has prepared a preliminary transportation screening for the proposed Bay Street Rezoning, which considers the rezoning of 17 projected development sites along Bay Street between Victory Boulevard and Sands Street, as well as multiple disposition sites. The disposition sites include 55 Stuyvesant Place, the Department of Sanitation (DSNY) facility at the intersection of Jersey Street and Victory Boulevard, 54 Central Avenue, 8 projected development sites at Canal Street and Broad Street, and Stapleton Phase III Sites A and B. **Figure 1** shows the location of the various development areas considered as part of this project; **Figures 2 and 3** show the detailed sites included in the Bay Street and Canal Street development areas.

In accordance with the *2014 CEQR Technical Manual*, this Travel Demand Factors (TDF) memorandum estimates the projected trips from the Proposed Project following a two-tiered screening process. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 screening is a trip assignment review that identifies intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses.

A. Assumed Development Program

For the purposes of this TDF memo, the horizon year for the Proposed Project is 2030. The Proposed Project would include the following land uses:

- Community Facility
- Office Space
- Local Retail
- Medical Office Building
- Restaurant
- Residential Dwelling Units; Affordable and Market-Rate
- On-Site, Off-Street parking spaces

Table 1 defines the Proposed Project, by land use, for each parcel and each development site in units of square feet (sf) or dwelling units (du). In some cases, the rezoning would result in a negative increment compared to what can be built as-of-right based on current zoning. Cumulatively, however, the Proposed Project would result in a positive development increment.

Figure 1
Bay Street Rezoning Sites



Figure 2
Bay Street Area Rezoning Sites



Figure 3
Canal Street Area Rezoning Sites

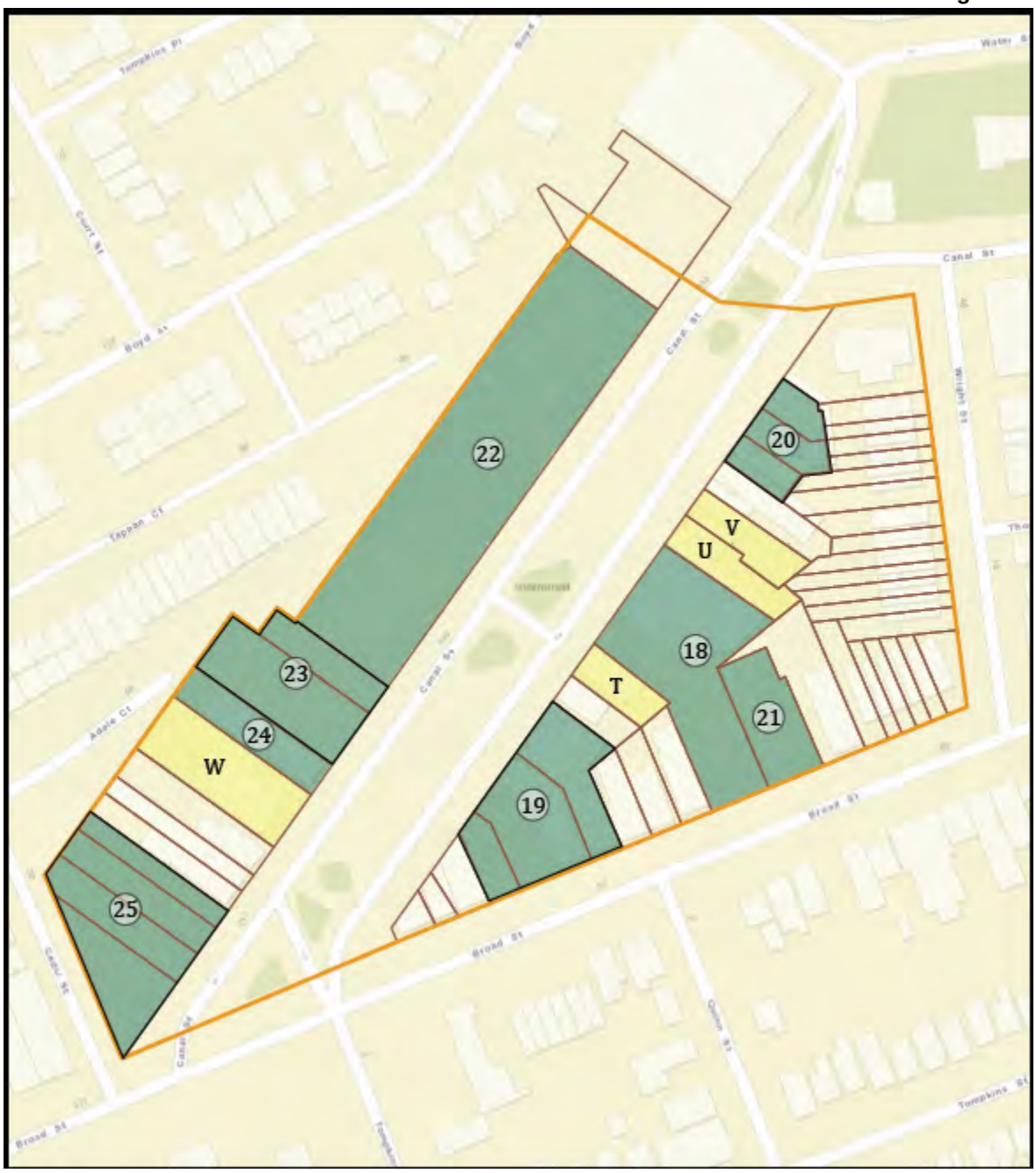


Table 1

Bay Street Rezoning Project Increment

	Site	Community Facility (sf)	Office (sf)	Local Retail (sf)	Medical Office (sf)	Restaurant (sf)	Residential Units (du)	Parking (spaces)
Bay Street Rezoning	1	-27,759	0	2,800	0	0	47	-25
	2	20,000	186,135	15,328	20,000	20,000	0	247
	3	0	0	8,000	0	0	204	51
	4	15,354	0	-35,467	0	5,000	189	80
	5	21,000	0	-24,050	0	10,000	477	-1
	6	0	0	-1,736	0	4,000	32	14
	7	0	-49,980	11,035	0	-9,585	154	66
	8	0	0	2,030	0	0	28	12
	9	0	0	-2,970	0	0	65	28
	10	0	0	5,000	0	5,000	63	27
	11	0	0	480	0	0	80	34
	12	0	8,000	-7,800	0	6,000	42	19
	13	0	0	-3,664	0	0	39	16
	14	0	0	-1,568	0	3,000	14	6
	15	0	-1,724	6,774	0	0	0	0
	16	0	0	4,200	0	0	12	2
	17	0	0	-20,274	0	8,000	140	60
Canal Street Site	18	0	0	-2,400	0	0	37	16
	19	-1,796	0	-2,940	0	0	24	2
	20	0	0	-4,690	0	0	11	0
	21	0	0	0	0	0	8	-4
	22	0	-6,800	-2,700	0	0	85	-5
	23	0	0	-1,800	0	0	26	-10
	24	0	0	-880	0	0	9	0
	25	0	-3,000	0	0	0	36	-15
Jersey St Garage		0	0	35,000	0	0	108	189
54 Central Ave		0	85,129	0	0	0	0	138
55 Stuyvesant		0	0	0	0	0	0	0
Stapleton A		0	0	43,000	0	0	319	227
Stapleton B1		0	0	0	0	0	308	116
Total		**26,799**	**217,760**	**20,708**	**20,000**	**51,415**	**2,557**	**1,290**

Preliminary Transportation Planning Factors

The transportation planning factors used in forecasting travel demand for the Proposed Project are shown in **Tables 2, 3, and 4** for the Bay Street/Canal Street/Stapleton sites, Jersey Street site, and 54 Central Ave/55 Stuyvesant Place sites. These three tables provide different mode split assumptions for residential and office land uses based on census tracts specific to where the sites are located. The trip generation results are shown in **Tables 5 through 8** by peak hour for each mode. Trip generation estimates were prepared for the following critical peak hours:

- Weekday Morning (AM): 7:45 AM to 8:45 AM
- Weekday Midday (MD): 2:30 PM to 3:30 PM
- Weekday Afternoon (PM): 4:45 PM to 5:45 PM
- Saturday MD: 2:15 PM to 3:15 PM

The peak hours were determined in collaboration with the New York City Department of City Planning (NYCDCP) and New York City Department of Transportation (NYCDOT) to be consistent with a parallel traffic study effort conducted by the New York City Economic Development Corporation (NYCEDC) to develop transportation improvements for a partially overlapping study area within Staten Island.

Table 2
Bay Street/Canal Street/Stapleton Sites Travel Demand Factors

	Land Use:	Residential	Local Retail	Office	Community Facility	Restaurant	Medical Office Building
Daily Person Trip Generation		(1)	(1)	(1)	(7)	(5)	(6)
	Weekday	8.075	205	18.0	50.7	203.44	127
	Saturday	9.6	240	3.9	13.7	253.4	127
	Unit	per dwelling unit	per room	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
Daily Truck Trip Generation		(1)	(1)	(1)	(4)	(5)	(1)
	Weekday	0.06	0.35	0.32	0.04	0.79	0.32
	Saturday	0.02	0.04	0.01	0.00	0.79	0.01
	Unit	per dwelling unit	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
Modal Split		**AM/PM** **MD/Sat**	**Weekday** **Saturday**	**AM/PM** **MD/Sat**	**Weekday** **Saturday**	**AM/PM/Sat** **MD**	**Weekday** **Saturday**
		(2)	(3)	(2) (3)	(4)	(5)	(6)
	Auto	35.4% 22.6%	9.0% 9.0%	66.9% 56.4%	25.0% 25.0%	25.0% 15.0%	44.0% 44.0%
	Taxi	0.5% 0.5%	2.0% 2.0%	0.0% 0.5%	0.0% 0.0%	3.0% 3.0%	2.0% 2.0%
	Bus	33.6% 33.6%	7.0% 7.0%	19.8% 3.6%	49.0% 49.0%	6.0% 6.0%	31.7% 31.7%
	Railroad	18.3% 18.3%	7.0% 7.0%	4.2% 8.5%	1.0% 1.0%	6.0% 6.0%	17.3% 17.3%
	Walk/Bike	12.2% 25.0%	75.0% 75.0%	9.1% 31.0%	25.0% 25.0%	60.0% 70.0%	5.0% 5.0%
		100.0% 100.0%	100.0% 100.0%	100.0% 100.0%	100.0% 100.0%	100.0% 100.0%	100.0% 100.0%
Vehicle Occupancy		(2, 3)	(3)	(2, 3)	(4)	(5)	(6)
	Auto	1.26	1.65	1.06	1.50	2.00	1.50
	Taxi	1.40	1.40	1.40	1.40	2.00	1.50
Linked Trips (1,5)		0% 0%	40% 25%	0% 0%	0% 0%	15% 15%	0% 0%
Temporal Distribution		(1)	(1)	(1)	(7)	(5)	(6)
	AM	10.0%	3.0%	12.0%	6.1%	1.0%	4.0%
	MD	5.0%	19.0%	15.0%	9.9%	8.7%	11.0%
	PM	11.0%	10.0%	14.0%	8.1%	10.4%	12.0%
	Sat MD	8.0%	10.0%	17.0%	11.8%	6.0%	11.0%
Truck Temporal Distribution		(1)	(1)	(1)	(4)	(5)	(1)
	AM	12.0%	8.0%	10.0%	7.7%	9.7%	10.0%
	MD	9.0%	11.0%	11.0%	11.0%	7.6%	11.0%
	PM	2.0%	2.0%	2.0%	1.0%	1.0%	2.0%
	Sat MD	9.0%	11.0%	11.0%	0.0%	7.6%	11.0%
Directional Distribution		**In** **Out**	**In** **Out**	**In** **Out**	**In** **Out**	**In** **Out**	**In** **Out**
		(3)	(3)	(3)	(4)	(5)	(6)
	AM	16.0% 84.0%	50.0% 50.0%	93.0% 7.0%	66.0% 34.0%	50.0% 50.0%	89.0% 11.0%
	MD	59.0% 41.0%	50.0% 50.0%	46.0% 54.0%	58.0% 42.0%	50.0% 50.0%	51.0% 49.0%
	PM	75.0% 25.0%	50.0% 50.0%	3.0% 97.0%	34.0% 66.0%	50.0% 50.0%	48.0% 52.0%
	Sat MD	59.0% 41.0%	50.0% 50.0%	46.0% 54.0%	47.0% 53.0%	50.0% 50.0%	51.0% 49.0%
Truck Directional Distribution		(1)	(1)	(1)	(1)	(1)	(1)
	AM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%
	MD	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%
	PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%
	Sat MD	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.
(2) Residential modal split based on 2011-2015 American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/7/9/11/21 (Richmond County). Residential auto vehicle occupancy based on 2010-2014 American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tract 21 (Richmond County). Weekday MD and Saturday modal splits were adjusted to increase the walk trips to account for local midday residential trips. Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tract 21 (Richmond County). Ferry trips were split proportionally to the bus and railroad (SIR).
(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.
(4) Flushing Commons EIS, Table 14-16 (YMCA).
(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were split proportionally to the bus and railroad (SIR). A 15% linked trip credit was applied for the restaurant land use.
(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.
(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

Table 3
Jersey Street Site Travel Demand Factors

	Land Use:	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office Building	
Daily Person Trip Generation	**Weekday**	(1) 8.075		(1) 205		(1) 18.0		(7) 50.7		(5) 203.44		(6) 127	
	Saturday	9.6		240		3.9		13.7		253.4		127	
	Unit	per dwelling unit		per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Daily Truck Trip Generation	**Weekday**	(1) 0.06		(1) 0.35		(1) 0.32		(4) 0.04		(5) 0.79		(1) 0.32	
	Saturday	0.02		0.04		0.01		0.00		0.79		0.01	
	Unit	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Modal Split		**AM/PM**	**MD/Sat**	**Weekday**	**Saturday**	**AM/PM**	**MD/Sat**	**Weekday**	**Saturday**	**AM/PM/Sat**	**MD**	**Weekday**	**Saturday**
		(2)		(3)		(2)	(3)	(4)		(5)		(6)	
	Auto	35.4%	22.6%	9.0%	9.0%	72.8%	56.4%	25.0%	25.0%	25.0%	15.0%	44.0%	44.0%
	Taxi	0.5%	0.5%	2.0%	2.0%	0.0%	0.5%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
	Bus	39.8%	39.8%	7.0%	7.0%	17.1%	3.6%	49.0%	49.0%	7.0%	7.0%	37.6%	37.6%
	Railroad	12.1%	12.1%	7.0%	7.0%	4.4%	8.5%	1.0%	1.0%	5.0%	5.0%	11.4%	11.4%
	Walk/Bike	12.2%	25.0%	75.0%	75.0%	5.7%	31.0%	25.0%	25.0%	60.0%	70.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2, 3)		(3)		(2, 3)		(4)		(5)		(6)	
	Auto	1.11		1.65		1.06		1.50		2.00		1.50	
	Taxi	1.40		1.40		1.40		1.40		2.00		1.50	
Linked Trips (1,5)		0%	0%	40%	25%	0%	0%	0%	0%	15%	15%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(7)		(5)		(6)	
	AM	10.0%		3.0%		12.0%		6.1%		1.0%		4.0%	
	MD	5.0%		19.0%		15.0%		9.9%		8.7%		11.0%	
	PM	11.0%		10.0%		14.0%		8.1%		10.4%		12.0%	
	Sat MD	8.0%		10.0%		17.0%		11.8%		6.0%		11.0%	
Truck Temporal Distribution		(1)		(1)		(1)		(4)		(5)		(1)	
	AM	12.0%		8.0%		10.0%		7.7%		9.7%		10.0%	
	MD	9.0%		11.0%		11.0%		11.0%		7.6%		11.0%	
	PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%	
	Sat MD	9.0%		11.0%		11.0%		0.0%		7.6%		11.0%	
Directional Distribution		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
		(3)		(3)		(3)		(4)		(5)		(6)	
	AM	16.0%	84.0%	50.0%	50.0%	93.0%	7.0%	66.0%	34.0%	50.0%	50.0%	89.0%	11.0%
	MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	58.0%	42.0%	50.0%	50.0%	51.0%	49.0%
	PM	75.0%	25.0%	50.0%	50.0%	3.0%	97.0%	34.0%	66.0%	50.0%	50.0%	48.0%	52.0%
	Sat MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	47.0%	53.0%	50.0%	50.0%	51.0%	49.0%
Truck Directional Distribution		(1)		(1)		(1)		(1)		(1)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.

(2) Residential modal split based on 2011-2015 American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/7/9/11/21 (Richmond County) and residential auto vehicle occupancy for Census Tract 11 (Richmond County). Weekday MD and Saturday modal splits were adjusted to increase the walk trips to account for local midday residential trips. Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tract 11 (Richmond County). Ferry trips were added to the bus trips.

(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.

(4) Flushing Commons EIS, Table 14-16 (YMCA).

(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were added to the bus trips. A 15% linked trip credit was applied for the restaurant land use.

(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.

(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

Table 4

54 Central Ave/55 Stuyvesant Place Site Travel Demand Factors

	Land Use:	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office Building	
Daily Person Trip Generation	Weekday	(1) 8.075		(1) 205		(1) 18.0		(7) 50.7		(5) 203.44		(1) 127	
	Saturday	9.6		240		3.9		13.7		253.4		127	
	Unit	per dwelling unit		per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Daily Truck Trip Generation	Weekday	(1) 0.06		(1) 0.35		(1) 0.32		(4) 0.04		(5) 0.79		(1) 0.32	
	Saturday	0.02		0.04		0.01		0.00		0.79		0.01	
	Unit	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Modal Split		AM/PM	MD/Sat	Weekday	Saturday	AM/PM	MD/Sat	Weekday	Saturday	AM/PM/Sat	MD	Weekday	Saturday
		(2)		(3)		(2)	(3)	(4)		(5)		(6)	
	Auto	35.4%	35.4%	9.0%	9.0%	67.5%	56.4%	25.0%	25.0%	25.0%	15.0%	44.0%	44.0%
	Taxi	0.5%	0.5%	2.0%	2.0%	0.6%	0.5%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
	Bus	22.2%	22.2%	7.0%	7.0%	13.7%	3.6%	49.0%	49.0%	5.0%	5.0%	31.7%	31.7%
	Railroad	12.1%	12.1%	7.0%	7.0%	9.2%	8.5%	1.0%	1.0%	5.0%	5.0%	17.3%	17.3%
	Walk/Bike	29.8%	29.8%	75.0%	75.0%	9.1%	31.0%	25.0%	25.0%	62.0%	72.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2, 3)		(3)		(2, 3)		(4)		(5)		(6)	
	Auto	1.12		1.65		1.08		1.50		2.00		1.50	
	Taxi	1.40		1.40		1.40		1.40		2.00		1.50	
Linked Trips (1,5)		0%	0%	40%	25%	0%	0%	0%	0%	15%	15%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(7)		(5)		(6)	
	AM	10.0%		3.0%		12.0%		6.1%		1.0%		4.0%	
	MD	5.0%		19.0%		15.0%		9.9%		8.7%		11.0%	
	PM	11.0%		10.0%		14.0%		8.1%		10.4%		12.0%	
	Sat MD	8.0%		10.0%		17.0%		11.8%		6.0%		11.0%	
Truck Temporal Distribution		(1)		(1)		(1)		(4)		(5)		(1)	
	AM	12.0%		8.0%		10.0%		7.7%		9.7%		10.0%	
	MD	9.0%		11.0%		11.0%		11.0%		7.6%		11.0%	
	PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%	
	Sat MD	9.0%		11.0%		11.0%		0.0%		7.6%		11.0%	
Directional Distribution		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
		(3)		(3)		(3)		(4)		(5)		(6)	
	AM	16.0%	84.0%	50.0%	50.0%	93.0%	7.0%	66.0%	34.0%	50.0%	50.0%	89.0%	11.0%
	MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	58.0%	42.0%	50.0%	50.0%	51.0%	49.0%
	PM	75.0%	25.0%	50.0%	50.0%	3.0%	97.0%	34.0%	66.0%	50.0%	50.0%	48.0%	52.0%
	Sat MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	47.0%	53.0%	50.0%	50.0%	51.0%	49.0%
Truck Directional Distribution		(1)		(1)		(1)		(1)		(1)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.

(2) Residential modal split and auto vehicle occupancy based on 2011-2015 American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/7/9/11/21 (Richmond County). Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tracts 3/7 (Richmond County). Ferry trips were added to the walk/bike trips.

(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.

(4) Flushing Commons EIS, Table 14-16 (YMCA).

(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were added to the walk/bike trips. A 15% linked trip credit was applied for the restaurant land use.

(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.

(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

A description of the transportation planning factors for each individual land use is provided below.

Community Facility

The Proposed Project would consist of a total of 26,799 sf of community facility space. The daily trip generation rates and temporal distributions were obtained from the *ITE Trip Generation*, 9th Edition, Land use Code 495 (Recreational Community Center). Daily truck trip generation, modal split, vehicle occupancy, truck temporal distribution, and directional distribution were obtained from the *Flushing Commons FEIS* (2010), Table 14-16, for the YMCA land use.

Office

The Proposed Project would consist of 217,760 sf of office space. The daily trip generation rates, temporal distribution, daily truck trip generation rates, and truck temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Taxi vehicle occupancy and directional distributions were obtained from the *New Stapleton Waterfront Development Plan Tech Memo* (2014), Tables O-14 and O-15, for the office land use. Weekday AM and PM modal split and auto vehicle occupancy were calculated from the 2010 Census Transportation Planning Products (CTPP) 5-year reverse journey to work estimates for Census Tract 21 for the Bay Street, Canal Street, and Stapleton sites; Census Tract 11 for the Jersey Street site; and Census Tracts 3 and 7 for the 54 Central Avenue and 55 Stuyvesant Place sites (shown on **Figure 4**). Ferry trips were split proportionally to the bus, Staten Island Railway (SIR), and walk-only trips. Weekday MD and Saturday MD modal splits were adjusted to increase walk trip percentages to account for local

midday trips, based on similar assumptions from the *New Stapleton Waterfront Development Plan Tech Memo.*

Local Retail
The Proposed Project would consist of a total of 20,708 sf of local retail space. The daily trip generation rates, temporal distribution, daily truck trip generation rates, and truck temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Modal split, auto vehicle occupancy, and directional distribution were obtained from the *New Stapleton Waterfront Development Plan Tech Memo* (2014), Tables O-14 and O-15, for the local retail land use.

Medical Office
The Proposed Project would consist of 20,000 sf of medical office space. The daily trip generation rates, temporal distribution, modal split, vehicle occupancy, and directional distribution were provided by NYCDOT. It was assumed that Saturday MD travel characteristics were the same as Weekday MD. The daily truck trip generation rates and truck temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2, for the office land use.

Restaurant
The Proposed Project would consist of 51,415 sf of restaurant space. The daily trip generation rates, modal split, vehicle occupancy, temporal distribution, daily truck trip generation rates, truck temporal distribution, and directional distribution were obtained from the *Staten Island Lighthouse Point EAS*, Table I-14. The ferry modal split was added to the bus modal split.

Residential (Market Rate and Affordable)
The residential component of the Proposed Project would consist of 2,557 residential dwelling units. The daily trip generation rates, temporal distribution, daily truck trip generation rates, and truck temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Taxi vehicle occupancy and directional distributions were obtained from the *New Stapleton Waterfront Development Plan Tech Memo* (2014), Tables O-14 and O-15, for the residential land use. Modal split for the Weekday AM and PM peak hours were calculated from the 2015 American Community Survey (ACS) 5-year estimates: Sex of Workers by Means of Transportation to Work for the average of Census Tracts 3, 7, 9, 11, and 21. Auto vehicle occupancy for the Weekday AM and PM peak hours were calculated from the 2014/2015 American Community Survey (ACS) 5-year estimates: Sex of Workers by Means of Transportation to Work for Census Tract 21 for the Bay Street, Canal Street, and Stapleton sites; Census Tract 11 for the Jersey Street site; and the average of Census Tracts 3, 7, 9, 11, and 21 for the 54 Central Avenue and 55 Stuyvesant Place sites. Ferry trips were split proportionally to the bus, Staten Island Railway (SIR), and walk-only trips. Weekday MD and Saturday MD modal splits were adjusted to increase walk trip percentages to account for local midday trips, based on similar assumptions from the *New Stapleton Waterfront Development Plan Tech Memo.*

Linked Trips
Linked trips are those that have multiple destinations within the Project Site and are typical for multi-use sites. A linked trip credit was applied to the local retail land use based on the mode of travel; a 40% linked trip credit was applied for auto trips, and a 25% linked trip credit was applied for all other modes. A linked trip credit of 15% was also applied to the restaurant land use.

Figure 4
Census Map

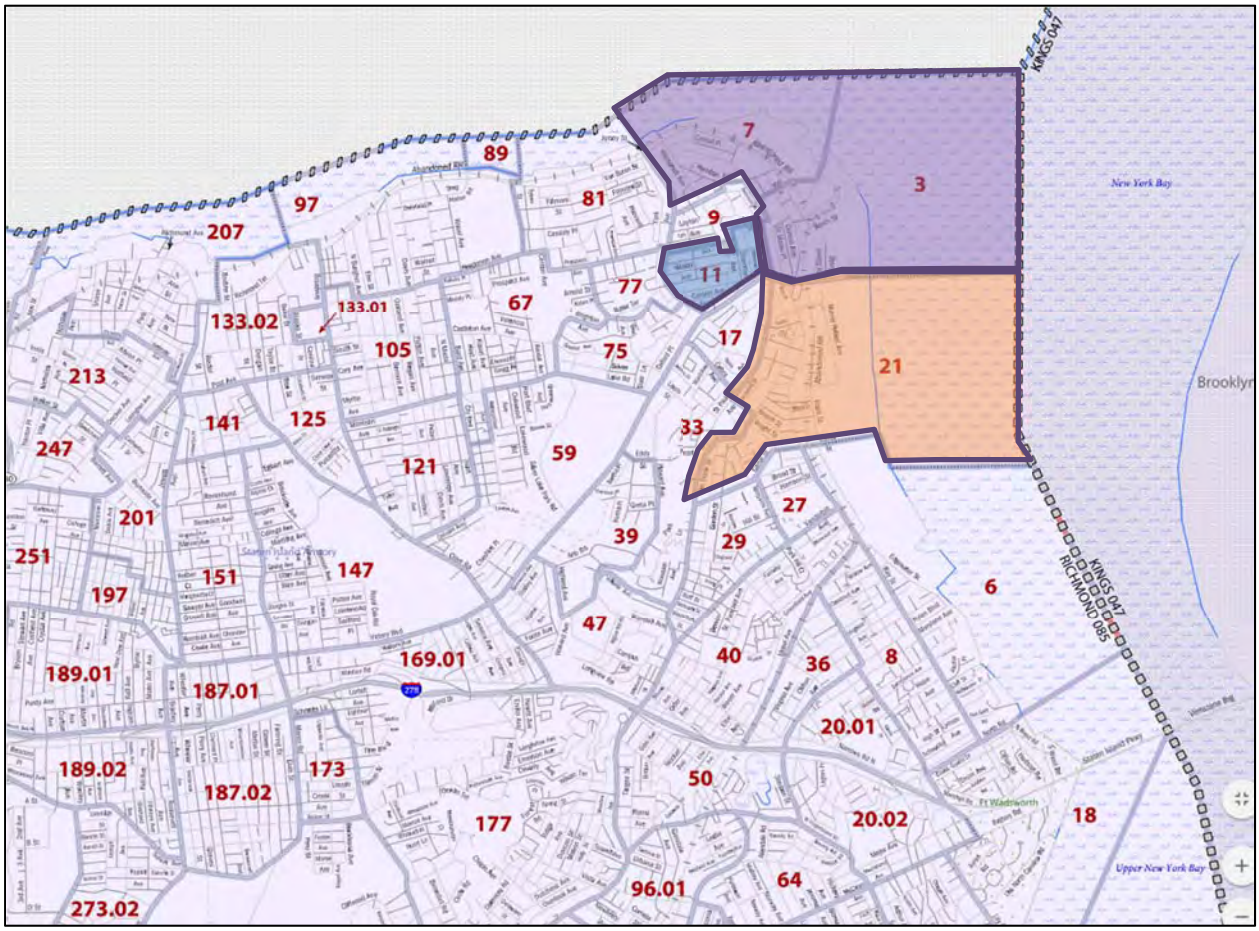


Table 5

Project Increment: Weekday AM Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	58	301	-2	-2	181	14	9	5	8	8	27	3	**281**	**329**	**610**
Canal Street	11	45	-2	-2	-12	-1	0	-1	0	0	0	0	**-3**	**41**	**38**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	106	8	0	0	0	0	0	0	**106**	**8**	**114**
Jersey	5	23	4	4	0	0	0	0	0	0	0	0	**9**	**27**	**36**
Stapleton A	12	61	4	4	0	0	0	0	0	0	0	0	**16**	**65**	**81**
Stapleton B1	11	59	0	0	0	0	0	0	0	0	0	0	**11**	**59**	**70**
Total	97	489	4	4	275	21	9	4	8	8	27	3	**420**	**529**	**949**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	5	5	-6	-6	0	0	0	0	0	0	1	1	**0**	**0**	**0**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Jersey	0	0	2	2	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Stapleton A	1	1	2	2	0	0	0	0	0	0	0	0	**3**	**3**	**6**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	7	7	-2	-2	1	1	0	0	0	0	1	1	**7**	**7**	**14**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	6	6	-1	-1	2	2	0	0	0	0	0	0	**7**	**7**	**14**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton A	1	1	1	1	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	8	8	0	0	3	3	0	0	0	0	0	0	**11**	**11**	**22**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	38	199	-7	-7	13	1	-1	0	1	1	16	2	**60**	**196**	**256**
Canal Street	6	30	-2	-2	-1	0	0	0	0	0	0	0	**3**	**28**	**30**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	16	1	0	0	0	0	0	0	**16**	**1**	**17**
Jersey	2	9	6	6	0	0	0	0	0	0	0	0	**8**	**15**	**22**
Stapleton A	8	40	7	7	0	0	0	0	0	0	0	0	**15**	**47**	**62**
Stapleton B1	7	38	0	0	0	0	0	0	0	0	0	0	**7**	**38**	**45**
Total	61	316	3	3	28	2	-1	0	1	1	16	2	**108**	**324**	**433**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	69	359	-7	-7	56	5	28	14	1	1	29	4	**176**	**376**	**552**
Canal Street	11	53	-2	-2	-4	0	-2	-1	0	0	0	0	**3**	**50**	**52**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	23	2	0	0	0	0	0	0	**23**	**2**	**25**
Jersey	6	29	6	6	0	0	0	0	0	0	0	0	**12**	**35**	**46**
Stapleton A	14	73	7	7	0	0	0	0	0	0	0	0	**21**	**80**	**101**
Stapleton B1	13	70	0	0	0	0	0	0	0	0	0	0	**13**	**70**	**83**
Total	113	584	3	3	75	7	26	13	1	1	29	4	**247**	**612**	**860**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	46	240	-75	-75	52	4	28	16	50	50	10	2	**111**	**237**	**348**
Canal Street	3	20	-27	-27	-2	0	-1	-1	0	0	0	0	**-27**	**-8**	**-34**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	16	1	0	0	0	0	0	0	**16**	**1**	**17**
Jersey	2	9	61	61	0	0	0	0	0	0	0	0	**63**	**70**	**132**
Stapleton A	5	26	74	74	0	0	0	0	0	0	0	0	**79**	**100**	**180**
Stapleton B1	5	25	0	0	0	0	0	0	0	0	0	0	**5**	**25**	**30**
Total	61	320	34	34	66	5	27	15	50	50	10	2	**248**	**426**	**673**

Table 6

Project Increment: Weekday MD Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	68	50	-24	-24	95	110	14	10	32	32	42	40	**227**	**218**	**445**
Canal Street	13	6	-11	-11	-7	-7	-1	0	0	0	0	0	**-6**	**-12**	**-18**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	55	65	0	0	0	0	0	0	**55**	**65**	**120**
Jersey	5	4	22	22	0	0	0	0	0	0	0	0	**27**	**26**	**53**
Stapleton A	13	10	27	27	0	0	0	0	0	0	0	0	**40**	**37**	**77**
Stapleton B1	13	9	0	0	0	0	0	0	0	0	0	0	**13**	**9**	**22**
Total	112	79	14	14	143	168	13	10	32	32	42	40	**356**	**343**	**699**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	-18	-18	2	2	0	0	18	18	4	4	**6**	**6**	**12**
Canal Street	0	0	-8	-8	0	0	0	0	0	0	0	0	**-8**	**-8**	**-16**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	2	2	0	0	0	0	0	0	**2**	**2**	**4**
Jersey	0	0	14	14	0	0	0	0	0	0	0	0	**14**	**14**	**28**
Stapleton A	0	0	18	18	0	0	0	0	0	0	0	0	**18**	**18**	**36**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	6	6	4	4	0	0	18	18	4	4	**32**	**32**	**64**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	3	3	-2	-2	2	2	0	0	0	0	0	0	**3**	**3**	**6**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Jersey	0	0	1	1	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Stapleton A	1	1	1	1	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	5	5	0	0	3	3	0	0	0	0	0	0	**8**	**8**	**16**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	69	47	-43	-43	16	18	0	-1	23	23	25	24	**90**	**68**	**158**
Canal Street	11	7	-16	-16	-1	-1	0	0	0	0	0	0	**-6**	**-10**	**-16**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	9	11	0	0	0	0	0	0	**9**	**11**	**20**
Jersey	3	2	36	36	0	0	0	0	0	0	0	0	**39**	**38**	**77**
Stapleton A	14	10	44	44	0	0	0	0	0	0	0	0	**58**	**54**	**112**
Stapleton B1	13	9	0	0	0	0	0	0	0	0	0	0	**13**	**9**	**22**
Total	110	75	21	21	24	28	0	-1	23	23	25	24	**203**	**170**	**373**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	127	90	-43	-43	6	7	41	30	23	23	45	43	**199**	**150**	**349**
Canal Street	20	16	-16	-16	0	0	-2	-1	0	0	0	0	**2**	**-1**	**1**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	4	4	0	0	0	0	0	0	**4**	**4**	**8**
Jersey	10	7	36	36	0	0	0	0	0	0	0	0	**46**	**43**	**89**
Stapleton A	26	18	44	44	0	0	0	0	0	0	0	0	**70**	**62**	**132**
Stapleton B1	25	17	0	0	0	0	0	0	0	0	0	0	**25**	**17**	**42**
Total	208	148	21	21	10	11	39	29	23	23	45	43	**346**	**275**	**621**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	174	120	-473	-473	110	128	44	32	454	454	14	14	**323**	**275**	**597**
Canal Street	16	10	-169	-169	-4	-4	-1	-1	0	0	0	0	**-158**	**-164**	**-322**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	33	39	0	0	0	0	0	0	**33**	**39**	**72**
Jersey	6	5	383	383	0	0	0	0	0	0	0	0	**389**	**388**	**778**
Stapleton A	19	13	471	471	0	0	0	0	0	0	0	0	**490**	**484**	**974**
Stapleton B1	18	13	0	0	0	0	0	0	0	0	0	0	**18**	**13**	**31**
Total	233	161	212	212	139	163	43	31	454	454	14	14	**1095**	**1035**	**2130**

Table 7

Project Increment: Weekday PM Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	296	101	-15	-15	5	220	7	13	61	61	43	47	**397**	**427**	**824**
Canal Street	44	17	-4	-4	0	-15	-1	-1	0	0	0	0	**39**	**-3**	**36**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	4	129	0	0	0	0	0	0	**4**	**129**	**133**
Jersey	23	8	12	12	0	0	0	0	0	0	0	0	**35**	**20**	**55**
Stapleton A	60	20	14	14	0	0	0	0	0	0	0	0	**74**	**34**	**108**
Stapleton B1	58	19	0	0	0	0	0	0	0	0	0	0	**58**	**19**	**77**
Total	481	165	7	7	9	334	6	12	61	61	43	47	**607**	**626**	**1233**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	5	5	-10	-10	0	0	0	0	18	18	4	4	**17**	**17**	**34**
Canal Street	0	0	-6	-6	0	0	0	0	0	0	0	0	**-6**	**-6**	**-12**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Jersey	0	0	8	8	0	0	0	0	0	0	0	0	**8**	**8**	**16**
Stapleton A	1	1	10	10	0	0	0	0	0	0	0	0	**11**	**11**	**22**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	7	7	2	2	1	1	0	0	18	18	4	4	**32**	**32**	**64**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton A	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	195	66	-23	-23	1	15	0	0	28	28	25	27	**226**	**113**	**340**
Canal Street	28	9	-8	-8	0	-1	0	0	0	0	0	0	**20**	**0**	**19**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	19	0	0	0	0	0	0	**1**	**19**	**20**
Jersey	9	3	19	19	0	0	0	0	0	0	0	0	**28**	**22**	**50**
Stapleton A	39	13	23	23	0	0	0	0	0	0	0	0	**62**	**36**	**98**
Stapleton B1	38	13	0	0	0	0	0	0	0	0	0	0	**38**	**13**	**51**
Total	309	104	11	11	2	33	0	0	28	28	25	27	**375**	**203**	**578**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	354	119	-23	-23	2	69	19	38	28	28	46	50	**426**	**281**	**708**
Canal Street	53	19	-8	-8	0	-5	-1	-3	0	0	0	0	**44**	**3**	**46**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	28	0	0	0	0	0	0	**1**	**28**	**29**
Jersey	29	10	19	19	0	0	0	0	0	0	0	0	**48**	**29**	**77**
Stapleton A	71	24	23	23	0	0	0	0	0	0	0	0	**94**	**47**	**141**
Stapleton B1	69	23	0	0	0	0	0	0	0	0	0	0	**69**	**23**	**92**
Total	576	195	11	11	3	92	18	35	28	28	46	50	**682**	**411**	**1093**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	234	78	-249	-249	2	66	20	38	470	470	14	16	**491**	**419**	**910**
Canal Street	20	6	-89	-89	0	-3	-1	-1	0	0	0	0	**-70**	**-87**	**-157**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	19	0	0	0	0	0	0	**1**	**19**	**20**
Jersey	9	3	202	202	0	0	0	0	0	0	0	0	**211**	**205**	**416**
Stapleton A	26	9	248	248	0	0	0	0	0	0	0	0	**274**	**257**	**531**
Stapleton B1	25	8	0	0	0	0	0	0	0	0	0	0	**25**	**8**	**33**
Total	314	104	112	112	3	82	19	37	470	470	14	16	**932**	**821**	**1752**

Table 8

Project Increment: Saturday MD Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	128	89	-17	-17	23	28	4	3	43	43	42	40	**223**	**186**	**409**
Canal Street	20	16	-5	-5	-2	-3	0	0	0	0	0	0	**13**	**8**	**21**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	14	16	0	0	0	0	0	0	**14**	**16**	**30**
Jersey	10	7	14	14	0	0	0	0	0	0	0	0	**24**	**21**	**45**
Stapleton A	26	18	17	17	0	0	0	0	0	0	0	0	**43**	**35**	**78**
Stapleton B1	25	17	0	0	0	0	0	0	0	0	0	0	**25**	**17**	**42**
Total	209	147	9	9	35	41	4	3	43	43	42	40	**342**	**283**	**625**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	4	4	-10	-10	0	0	0	0	16	16	4	4	**14**	**14**	**28**
Canal Street	0	0	-4	-4	0	0	0	0	0	0	0	0	**-4**	**-4**	**-8**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	0	0	10	10	0	0	0	0	0	0	0	0	**10**	**10**	**20**
Stapleton A	2	2	12	12	0	0	0	0	0	0	0	0	**14**	**14**	**28**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	7	7	8	8	0	0	0	0	16	16	4	4	**35**	**35**	**70**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton A	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	133	94	-26	-26	4	4	0	0	20	20	25	24	**156**	**116**	**271**
Canal Street	20	14	-10	-10	0	0	0	0	0	0	0	0	**10**	**4**	**15**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	2	3	0	0	0	0	0	0	**2**	**3**	**5**
Jersey	6	4	22	22	0	0	0	0	0	0	0	0	**28**	**26**	**54**
Stapleton A	26	18	27	27	0	0	0	0	0	0	0	0	**53**	**45**	**98**
Stapleton B1	26	18	0	0	0	0	0	0	0	0	0	0	**26**	**18**	**44**
Total	211	148	13	13	6	7	0	0	20	20	25	24	**275**	**212**	**487**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	241	169	-26	-26	1	1	11	10	20	20	45	43	**292**	**217**	**508**
Canal Street	37	26	-10	-10	0	0	-1	-1	0	0	0	0	**26**	**15**	**42**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Jersey	19	14	22	22	0	0	0	0	0	0	0	0	**41**	**36**	**77**
Stapleton A	49	34	27	27	0	0	0	0	0	0	0	0	**76**	**61**	**137**
Stapleton B1	47	33	0	0	0	0	0	0	0	0	0	0	**47**	**33**	**80**
Total	393	276	13	13	2	2	10	9	20	20	45	43	**483**	**363**	**846**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	330	230	-292	-292	28	32	12	10	342	342	14	14	**434**	**336**	**771**
Canal Street	27	20	-104	-104	-1	-1	0	0	0	0	0	0	**-78**	**-85**	**-163**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	8	9	0	0	0	0	0	0	**8**	**9**	**17**
Jersey	12	9	236	236	0	0	0	0	0	0	0	0	**248**	**245**	**494**
Stapleton A	36	25	290	290	0	0	0	0	0	0	0	0	**326**	**315**	**642**
Stapleton B1	35	24	0	0	0	0	0	0	0	0	0	0	**35**	**24**	**59**
Total	440	308	131	131	35	40	12	10	342	342	14	14	**974**	**845**	**1819**

B. Trip Generation Results

The results of the trip generation estimates for the Proposed Project are shown in **Table 9**.

Table 9

Project Increment Trip Generation Estimate Summary

Peak Hour	Vehicle (Auto/Taxi/Truck)	SIR	Bus	Bike/Walk Only
Weekday AM	985	433	860	673
Weekday MD	779	373	621	2,130
Weekday PM	1,299	578	1,093	1,752
Saturday MD	695	487	846	1,819

The results show that the Proposed Project would generate more than 50 vehicle trips in a peak hour (a maximum of 1,299 trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new vehicular trips to the surrounding roadway network and identify study locations for quantitative analyses.

The results show that the Proposed Project would generate more than 200 SIR trips in a peak hour (a maximum of 578 trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new rail trips to the surrounding transit network and identify rail stations for quantitative analyses.

The Proposed Project would generate more than 50 bus trips in a peak hour (a maximum of 1,093 trips in the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new bus trips to the surrounding transit network and identify bus routes for quantitative analyses.

The results also show that the Proposed Project would generate more than 200 pedestrians in a peak hour (a maximum of 3,423 SIR, bus, and walk-only trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 screening was performed to distribute the new pedestrian trips to the surrounding pedestrian network and identify study locations for quantitative analyses.

C. Trip Assignment

Vehicle

Vehicle trip assignments were developed for autos, taxis, and trucks for each site and each land use. Residential and office vehicle trip assignment assumptions were based on the Proposed Project's geographic location relative to major arterials and commuter routes for residents and office workers of the area based on available census data[1]. Local retail, restaurant, community facility, and medical office vehicle trip assignments were based on population density and were assumed to be the same for the four land use categories. Auto trips were assigned to each site and assumed to park on-site or on-street on one of the block faces of the project site. Pedestrian trips generated by the parked vehicles were added to the pedestrian network.

The auto, taxi, and truck assignment percentages to each major portal within the study area are summarized in **Tables 10 through 15** and shown on **Figures 5 through 30**. The vehicular project increment for the four peak hours are shown on **Figures 31 through 34**.

[1] OnTheMap v.6.5. *U.S. Census Bureau, Center for Economic Studies.* 2014 Census Data.

Table 10

Bay Street Sites 1, 3-6, 9-17 Vehicle Assignment Percentages

	Bay Street Sites 1, 3, 4, 5a, 5b, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	32%	35%	32%	35%	15%	35%	15%	35%	6%	35%	6%	35%
Hylan Boulevard (to/from Bay Street)	16%		16%		15%		15%		8%		8%	
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									6%		6%	
Richmond Terrace	15%	25%	15%	25%	6%	25%	6%	25%	3%	25%	3%	25%
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Jersey Street (to/from Richmond Terrace)		5%		5%		5%		5%	1%	5%	1%	5%
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard	7%	4%	7%	4%	15%	4%	15%	4%	8%	4%	8%	4%
Forest Avenue (to/from Victory Boulevard)	3%	1%	3%	1%	7%	1%	7%	1%	8%	1%	8%	1%
Bay Street (to/from Vanderbilt Avenue)	10%	5%	10%	5%	14%	5%	14%	5%	10%	5%	10%	5%
Tompkins Avenue (to/from Vanderbilt Avenue)		5%		5%	8%	5%	8%	5%	5%	5%	5%	5%
Victory Boulevard (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bay Street (to/from Broad Street)	10%	10%	10%	10%	9%	10%	9%	10%	15%	10%	15%	10%
Van Duzer Street / St. Pauls Avenue	2%		2%		3%		3%					
St. Marks Place / Montgomery Avenue									5%		5%	
Victory Boulevard (to/from Westervelt Avenue)									5%		5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 11

Bay Street Sites 2, 7 and Stapleton Site Vehicle Assignment Percentages

	Bay Street Sites 2, 7 and Stapleton A, B1											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	32%	35%	32%	35%	15%	35%	15%	35%	6%	35%	6%	35%
Hylan Boulevard (to/from Bay Street)	16%		16%		15%		15%		8%		8%	
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									6%		6%	
Richmond Terrace	15%	25%	15%	25%	6%	25%	6%	25%	3%	25%	3%	25%
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Jersey Street (to/from Richmond Terrace)		5%		5%		5%		5%	1%	5%	1%	5%
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard	7%	4%	7%	4%	15%	4%	15%	4%	8%	4%	8%	4%
Forest Avenue (to/from Victory Boulevard)	3%	1%	3%	1%	7%	1%	7%	1%	8%	1%	8%	1%
Bay Street (to/from Vanderbilt Avenue)	10%	5%	10%	5%	14%	5%	14%	5%	10%	5%	10%	5%
Tompkins Avenue (to/from Vanderbilt Avenue)		5%		5%	8%	5%	8%	5%	5%	5%	5%	5%
Victory Boulevard (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bay Street (to/from Broad Street)	10%	10%	10%	10%	9%	10%	9%	10%	15%	10%	15%	10%
Van Duzer Street / St. Pauls Avenue	2%		2%		3%		3%					
St. Marks Place / Montgomery Avenue									5%		5%	
Victory Boulevard (to/from Westervelt Avenue)									5%		5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 12

Canal Street Sites Vehicle Assignment Percentages

	Canal Street & Broad Street Site											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	16%	17.5%	16%	17.5%	7.5%	17.5%	7.5%	17.5%	3%	17.5%	3%	17.5%
Victory Boulevard (to/from the south)												
Beach Street - Cebra Avenue (to/from Bay Street)												
Victory Boulevard (to/from Bay Street, not cutting through Beach Street - Cebra Avenue)												
Tompkins Avenue (to/from the south)	24%	17.5%	24%	17.5%	23%	17.5%	23%	17.5%	10%	17.5%	10%	17.5%
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									3%		3%	
Hylan Boulevard (to/from Bay Street)	8%		8%		7.5%		7.5%		4%		4%	
Richmond Terrace	15%	25%	15%	25%	6%	25%	6%	25%	3%	25%	3%	25%
Stuyvesant Place / Richmond Terrace (to/from Richmond Terrace)												
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard		4%		4%		4%		4%		4%		4%
Beach Street/Cebra Avenue (to/from Victory Boulevard)	7%		7%		15%		15%		7.5%		7.5%	
Forest Avenue (to/from Victory Boulevard)	3%	1%	3%	1%	7%	1%	7%	1%	7.5%	1%	7.5%	1%
Bay Street (to/from Vanderbilt Avenue)												
Targee Street / Van Duzer Street (to/from Vanderbilt Avenue)												
Tompkins Avenue (to/from Vanderbilt Avenue)	10%	10%	10%	10%	14%	10%	14%	10%	15%	10%	15%	10%
Richmond Terrace (to/from Jersey Street)		5%		5%		5%		5%	1%	5%	1%	5%
Victory Boulevard (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bay Street (to/from Broad Street)												
Targee Street / Van Duzer Street (to/from Broad Street)												
Canal Street (to/from Broad Street)	10%	10%	10%	10%	9%	10%	9%	10%	15%	10%	15%	10%
Van Duzer Street / St. Pauls Avenue												
St. Pauls Avenue / Van Duzer Street	2%		2%		3%		3%					
St. Marks Place / Montgomery Avenue									5%		5%	
Montgomery Avenue / St. Marks Place												
Richmond Terrace (to/from Westervelt Avenue)												
Victory Boulevard (to/from Westervelt Avenue)									5%		5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 13

Jersey Street Site Vehicle Assignment Percentages

	Jersey Street & Victory Boulevard Site											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	16%	17.5%	16%	17.5%	7.5%	17.5%	7.5%	17.5%	3%	17.5%	3%	17.5%
Victory Boulevard (to/from the south)	24%		24%		30%		30%		10%		10%	
Beach Street - Cebra Avenue (to/from Bay Street)	*12%*		*12%*		*7.5%*		*7.5%*		*5%*		*5%*	
Victory Boulevard (to/from Bay Street, not cutting through Beach Street - Cebra Avenue)	*12%*	*27.5%*	*12%*	*27.5%*	*7.5%*	*27.5%*	*7.5%*	*27.5%*	*5%*	*27.5%*	*5%*	*27.5%*
Tompkins Avenue (to/from the south)												
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									3%		3%	
Hylan Boulevard (to/from Bay Street)	8%		8%		7.5%		7.5%		4%		4%	
Richmond Terrace	15%	25%	15%	25%	6%	25%	6%	25%	3%	25%	3%	25%
Stuyvesant Place / Richmond Terrace (to/from Richmond Terrace)												
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard		17.5%		17.5%		17.5%		17.5%	7.5%	17.5%	7.5%	17.5%
Beach Street/Cebra Avenue (to/from Victory Boulevard)												
Forest Avenue (to/from Victory Boulevard)	10%	5%	10%	5%	7%	5%	7%	5%	7.5%	5%	7.5%	5%
Bay Street (to/from Vanderbilt Avenue)	5%		5%		3%		3%		2.5%		2.5%	
Targee Street / Van Duzer Street (to/from Vanderbilt Avenue)	5%	5%	5%	5%	11%	5%	11%	5%	7.5%	5%	7.5%	5%
Tompkins Avenue (to/from Vanderbilt Avenue)		5%		5%	8%	5%	8%	5%	5%	5%	5%	5%
Richmond Terrace (to/from Jersey Street)		5%		5%		5%		5%	1%	5%	1%	5%
Victory Boulevard (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bay Street (to/from Broad Street)		5%		5%		5%		5%		5%		5%
Targee Street / Van Duzer Street (to/from Broad Street)	5%	5%	5%	5%	4.5%	5%	4.5%	5%	7.5%	5%	7.5%	5%
Canal Street (to/from Broad Street)	5%		5%		4.5%		4.5%		7.5%		7.5%	
Van Duzer Street / St. Pauls Avenue	1%		1%		1.5%		1.5%					
St. Pauls Avenue / Van Duzer Street	1%		1%		1.5%		1.5%					
St. Marks Place / Montgomery Avenue									5%		5%	
Montgomery Avenue / St. Marks Place												
Richmond Terrace (to/from Westervelt Avenue)												
Victory Boulevard (to/from Westervelt Avenue)									5%		5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 14

54 Central Avenue Site Vehicle Assignment Percentages

	54 Central Avenue Site											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	16%	17.5%	16%	17.5%	7.5%	17.5%	7.5%	17.5%	3%	17.5%	3%	17.5%
Victory Boulevard (to/from the south)	24%		24%		30%		30%		10%		10%	
Beach Street - Cebra Avenue (to/from Bay Street)												
Victory Boulevard (to/from Bay Street, not cutting through Beach Street - Cebra Avenue)												
Tompkins Avenue (to/from the south)												
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									3%		3%	
Hylan Boulevard (to/from Bay Street)	8%		8%		7.5%		7.5%		4%		4%	
Richmond Terrace	15%	25%	15%	25%	6%	25%	6%	25%	3%	25%	3%	25%
Stuyvesant Place / Richmond Terrace (to/from Richmond Terrace)												
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard		17.5%		17.5%		17.5%		17.5%	7.5%	17.5%	7.5%	17.5%
Beach Street/Cebra Avenue (to/from Victory Boulevard)												
Forest Avenue (to/from Victory Boulevard)	10%	5%	10%	5%	7%	5%	7%	5%	7.5%	5%	7.5%	5%
Bay Street (to/from Vanderbilt Avenue)	5%		5%		3%		3%		2.5%		2.5%	
Targee Street / Van Duzer Street (to/from Vanderbilt Avenue)	5%	5%	5%	5%	11%	5%	11%	5%	7.5%	5%	7.5%	5%
Tompkins Avenue (to/from Vanderbilt Avenue)		5%		5%	8%	5%	8%	5%	5%	5%	5%	5%
Richmond Terrace (to/from Jersey Street)		5%		5%		5%		5%	1%	5%	1%	5%
Victory Boulevard (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bay Street (to/from Broad Street)	5%	5%	5%	5%	4.5%	5%	4.5%	5%	7.5%	5%	7.5%	5%
Targee Street / Van Duzer Street (to/from Broad Street)	5%	5%	5%	5%	4.5%	5%	4.5%	5%	7.5%	5%	7.5%	5%
Canal Street (to/from Broad Street)												
Van Duzer Street / St. Pauls Avenue	2%		2%		3.0%		3.0%					
St. Pauls Avenue / Van Duzer Street												
St. Marks Place / Montgomery Avenue									2.5%		2.5%	
Montgomery Avenue / St. Marks Place									2.5%		2.5%	
Richmond Terrace (to/from Westervelt Avenue)												
Victory Boulevard (to/from Westervelt Avenue)									5%		5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 15

55 Stuyvesant Place Site Vehicle Assignment Percentages

	55 Stuyvesant Place Site											
	Residential				Office				Local Retail & Other Land Uses			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
Portals	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck	Auto	Taxi/ Truck
School Road (to/from Bay Street)	16%	17.5%	16%	17.5%	7.5%	17.5%	7.5%	17.5%	3%	17.5%	3%	17.5%
Victory Boulevard (to/from the south)	24%		24%		30%		30%		10%		10%	
Beach Street - Cebra Avenue (to/from Bay Street)												
Victory Boulevard (to/from Bay Street, not cutting through Beach Street - Cebra Avenue)												
Tompkins Avenue (to/from the south)												
Vanderbilt Avenue / Greenfield Avenue (to/from Bay Street)									3%		3%	
Hylan Boulevard (to/from Bay Street)	8%		8%		7.5%		7.5%		4%		4%	
Richmond Terrace												
Stuyvesant Place / Richmond Terrace (to/from Richmond Terrace)	15%	30%	15%	30%	6%	30%	6%	30%	3%	30%	3%	30%
Franklin Avenue (to/from Richmond Terrace)									1%		1%	
Westervelt Avenue (to/from Richmond Terrace)									1%		1%	
Clove Road (to/from Richmond Terrace)		5%		5%	3%	5%	3%	5%	3%	5%	3%	5%
Other Intersections (to/from Richmond Terrace)									6%		6%	
Victory Boulevard		17.5%		17.5%		17.5%		17.5%	7.5%	17.5%	7.5%	17.5%
Beach Street/Cebra Avenue (to/from Victory Boulevard)												
Forest Avenue (to/from Victory Boulevard)	10%	5%	10%	5%	7%	5%	7%	5%	7.5%	5%	7.5%	5%
Bay Street (to/from Vanderbilt Avenue)	5%		5%		3%		3%		2.5%		2.5%	
Targee Street / Van Duzer Street (to/from Vanderbilt Avenue)	5%	5%	5%	5%	11%	5%	11%	5%	7.5%	5%	7.5%	5%
Tompkins Avenue (to/from Vanderbilt Avenue)		5%		5%	8%	5%	8%	5%	5%	5%	5%	5%
Richmond Terrace (to/from Jersey Street)	5%	5%	5%	5%	5%	5%	5%	5%	3.5%	5%	3.5%	5%
Victory Boulevard (to/from Jersey Street)									2.5%		2.5%	
Bay Street (to/from Broad Street)	5%	5%	5%	5%	4.5%	5%	4.5%	5%	7.5%	5%	7.5%	5%
Targee Street / Van Duzer Street (to/from Broad Street)	5%	5%	5%	5%	4.5%	5%	4.5%	5%	7.5%	5%	7.5%	5%
Canal Street (to/from Broad Street)												
Van Duzer Street / St. Pauls Avenue	2%		2%		3%		3%					
St. Pauls Avenue / Van Duzer Street												
St. Marks Place / Montgomery Avenue									2.5%		2.5%	
Montgomery Avenue / St. Marks Place									2.5%		2.5%	
Richmond Terrace (to/from Westervelt Avenue)									2.5%		2.5%	
Victory Boulevard (to/from Westervelt Avenue)									2.5%		2.5%	
Beach Street - Cebra Avenue									5%		5%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



Bay Street Rezoning EIS
Bay Street Sites & Stapleton - Office - Auto - Inbound
Figure 5



Bay Street Rezoning EIS
Canal Street Site - Office - Auto - Inbound
Figure 6



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Office - Auto - Inbound

Figure 7



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - Office - Auto - Outbound

Figure 8



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - Office - Auto - Outbound
Figure 9



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Office - Auto - Outbound

Figure 10



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - Local Retail - Auto - Inbound

Figure 11



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - Local Retail - Auto - Inbound
Figure 12



Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Local Retail - Auto - Inbound

Figure 13



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - Local Retail - Auto - Outbound

Figure 14

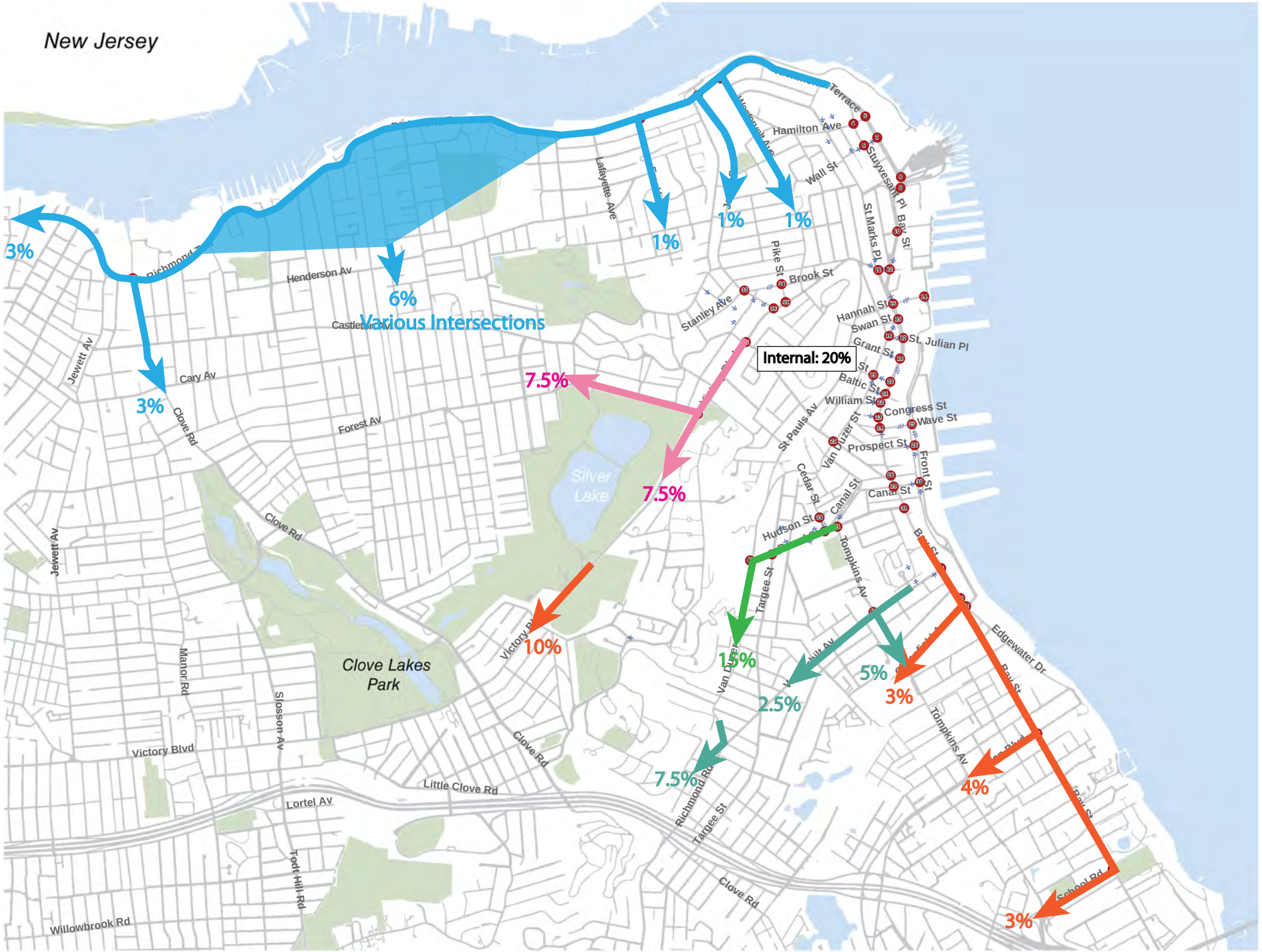


28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - Local Retail - Auto - Outbound
Figure 15



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Local Retail - Auto - Outbound

Figure 16



Bay Street Rezoning EIS
Bay Street Sites & Stapleton - Residential - Auto - Inbound
Figure 17



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - Residential - Auto - Inbound
Figure 18



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Residential - Auto - Inbound

Figure 19



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - Residential - Auto - Outbound

Figure 20



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - Residential - Auto - Outbound
Figure 21



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant, 54 Central, Jersey/Victory Sites - Residential - Auto - Outbound

Figure 22



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - All Land Uses - Truck/Taxi - Inbound

Figure 23



Bay Street Rezoning EIS
Canal Street Site - All Land Uses - Truck/Taxi - Inbound
Figure 24



Bay Street Rezoning EIS
54 Central and Jersey/Victory Sites - All Land Uses - Truck/Taxi - Inbound
Figure 25



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

55 Stuyvesant Site - All Land Uses - Truck/Taxi - Inbound

Figure 26



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

Bay Street Sites & Stapleton - All Land Uses - Truck/Taxi - Outbound

Figure 27



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Canal Street Site - All Land Uses - Truck/Taxi - Outbound
Figure 28



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS

54 Central and Jersey/Victory Sites - All Land Uses - Truck/Taxi - Outbound

Figure 29



28 *Study Intersection*

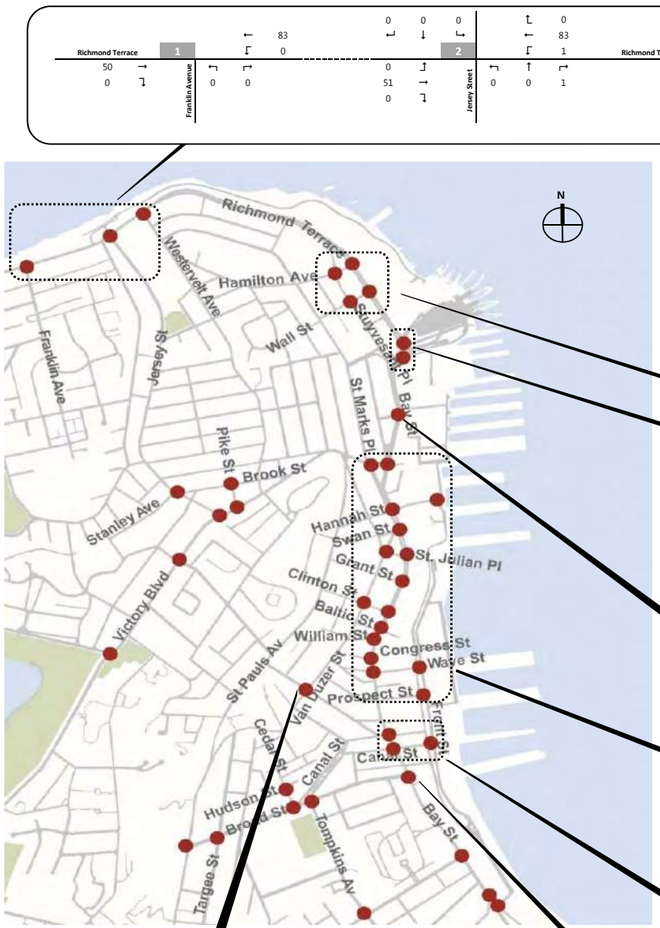
0 2000 5000 FEET

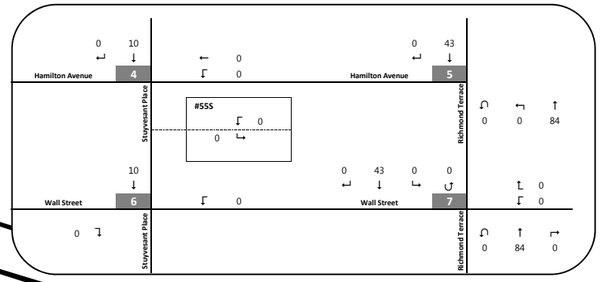
SCALE

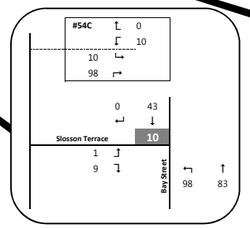
Bay Street Rezoning EIS

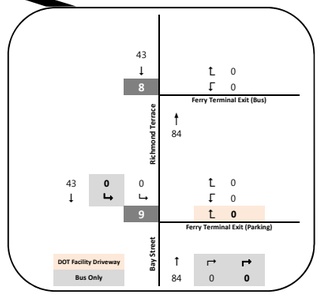
55 Stuyvesant Site - All Land Uses - Truck/Taxi - Outbound

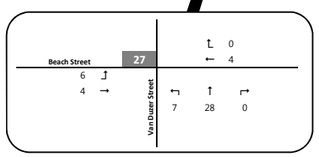
Figure 30

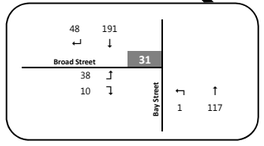


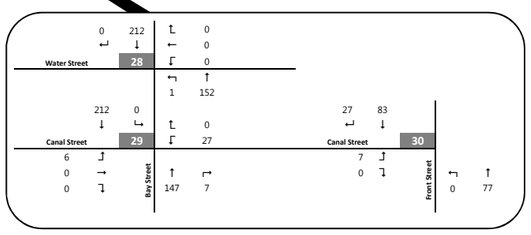


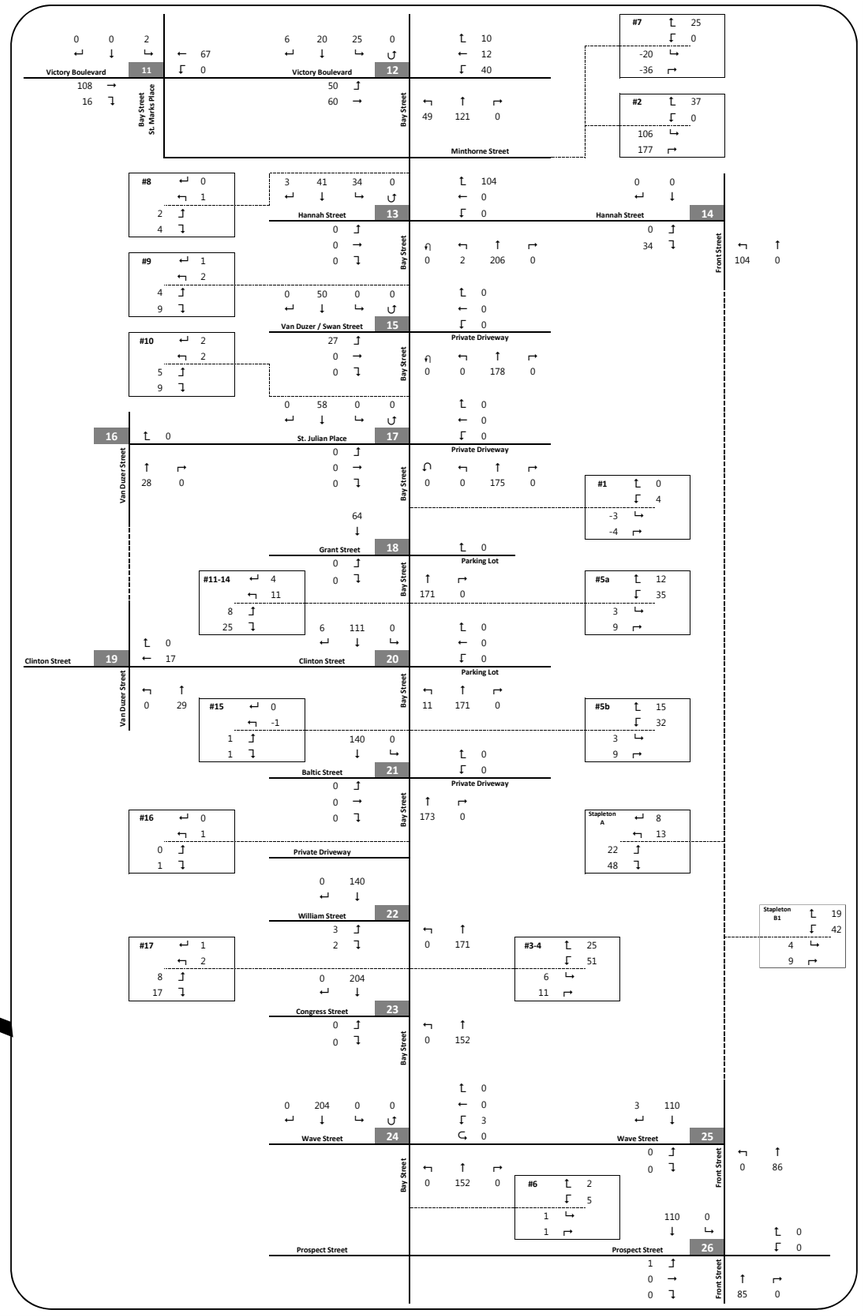








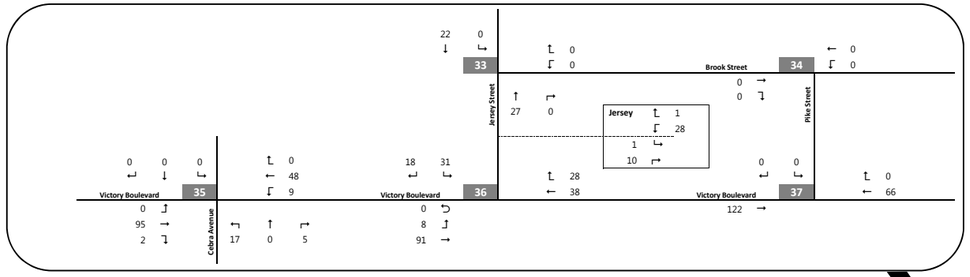


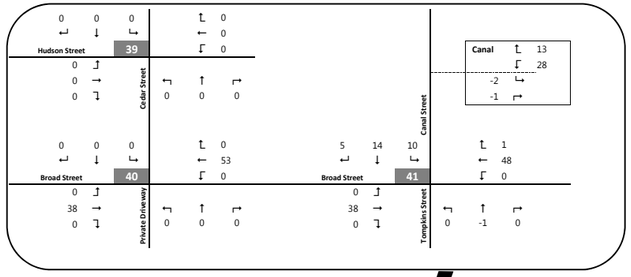


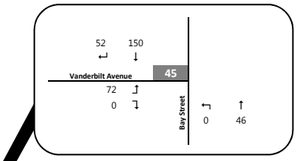
NOT TO SCALE

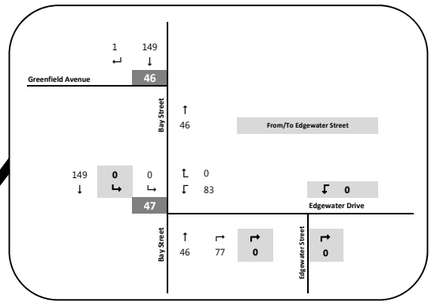
BAY STREET REZONING

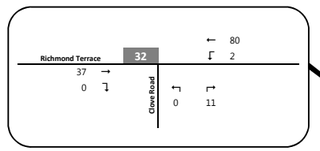
Total Proposed Project Increment
Weekday AM Peak Hour
Figure 31A



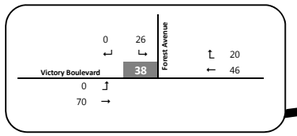
















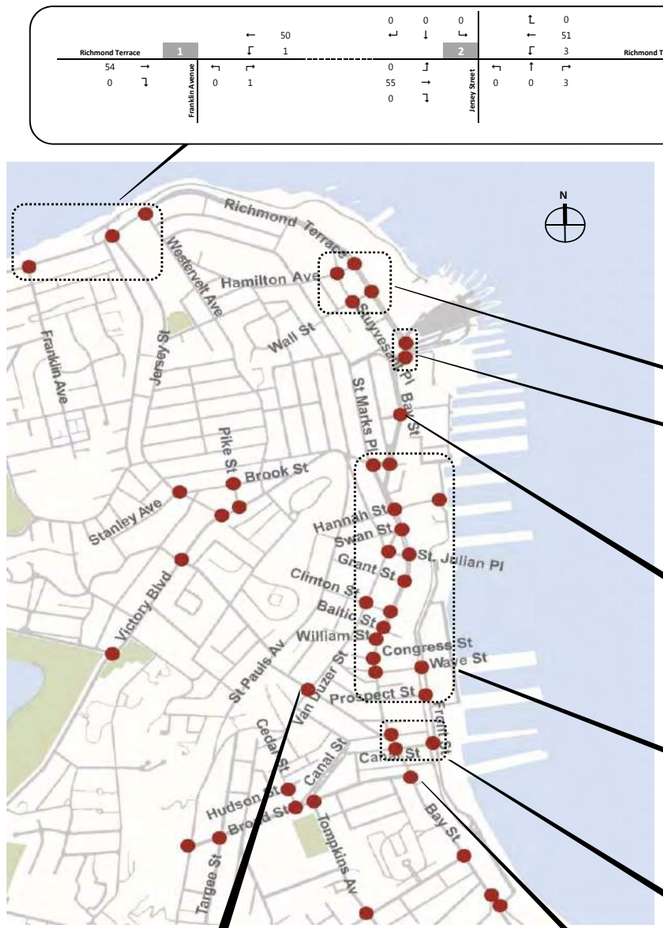


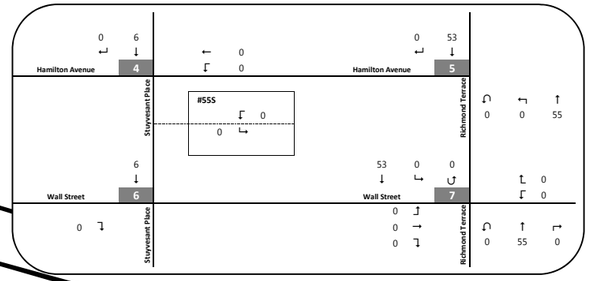


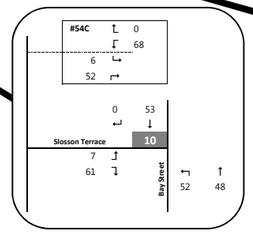
NOT TO SCALE

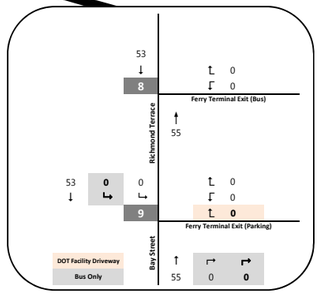
BAY STREET REZONING

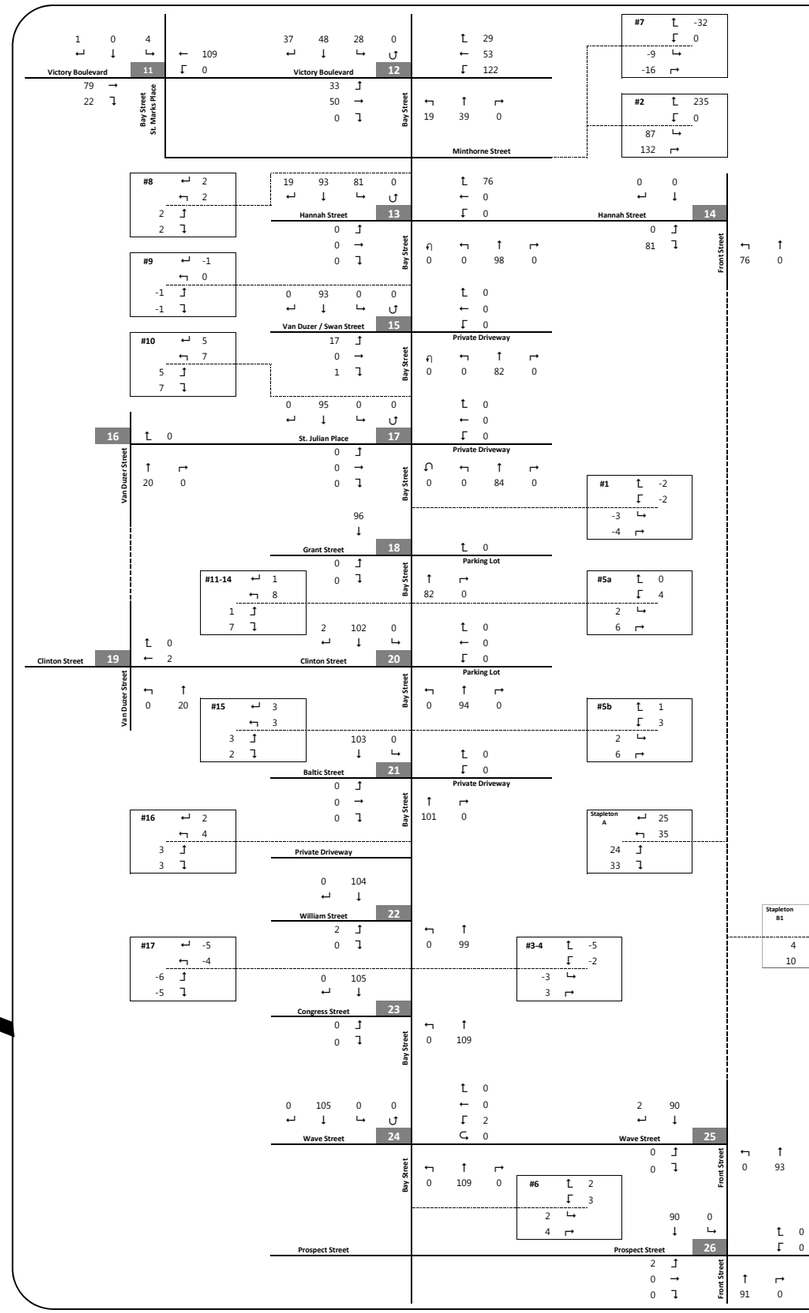
Total Proposed Project Increment
Weekday AM Peak Hour
Figure 31B

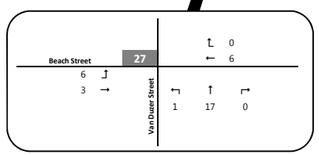


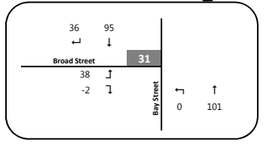


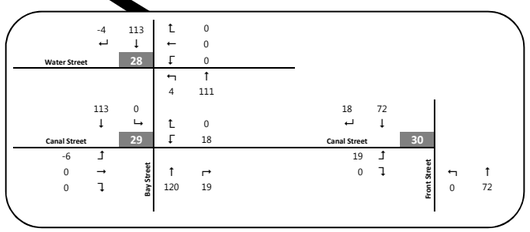








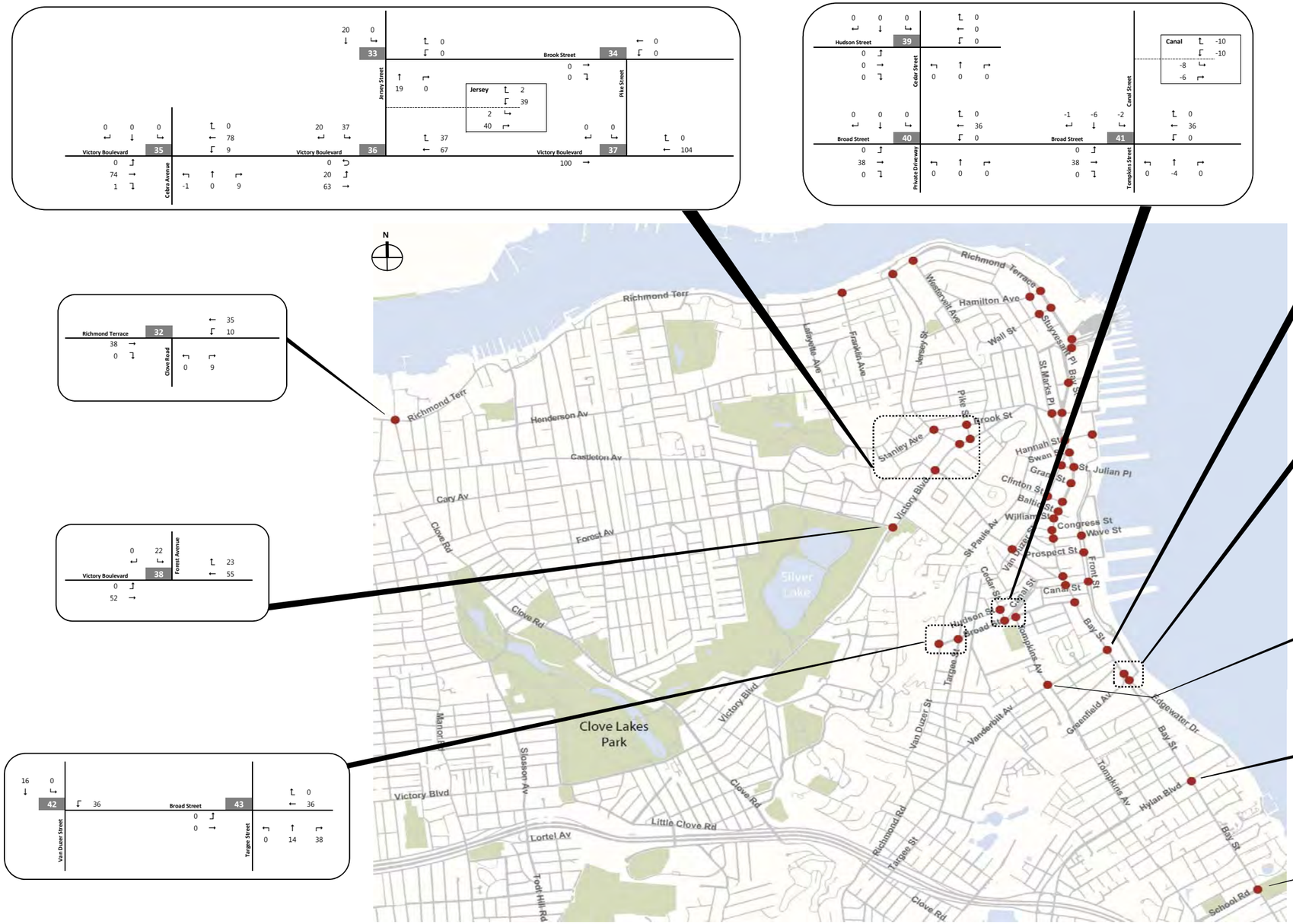




NOT TO SCALE

BAY STREET REZONING

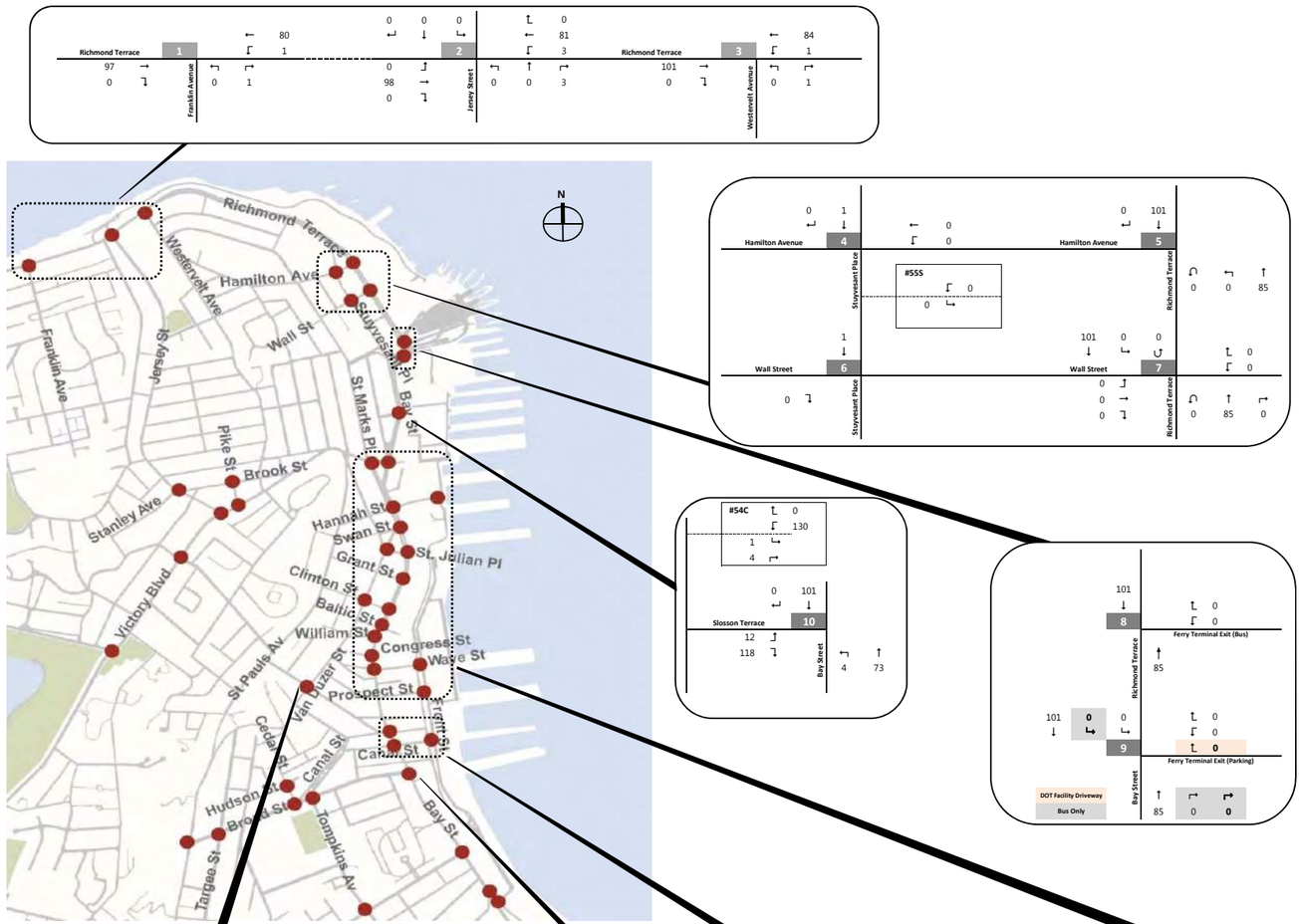
Total Proposed Project Increment
Weekday MD Peak Hour
Figure 32A

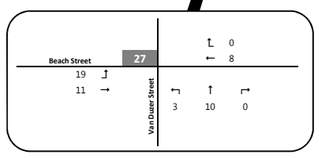


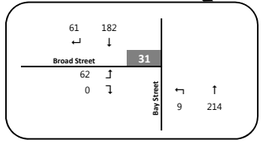
NOT TO SCALE

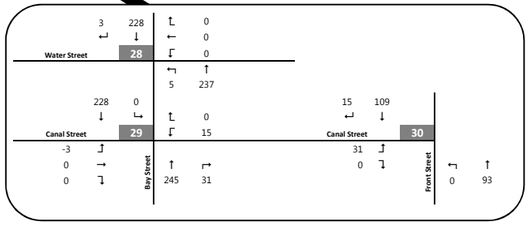
BAY STREET REZONING

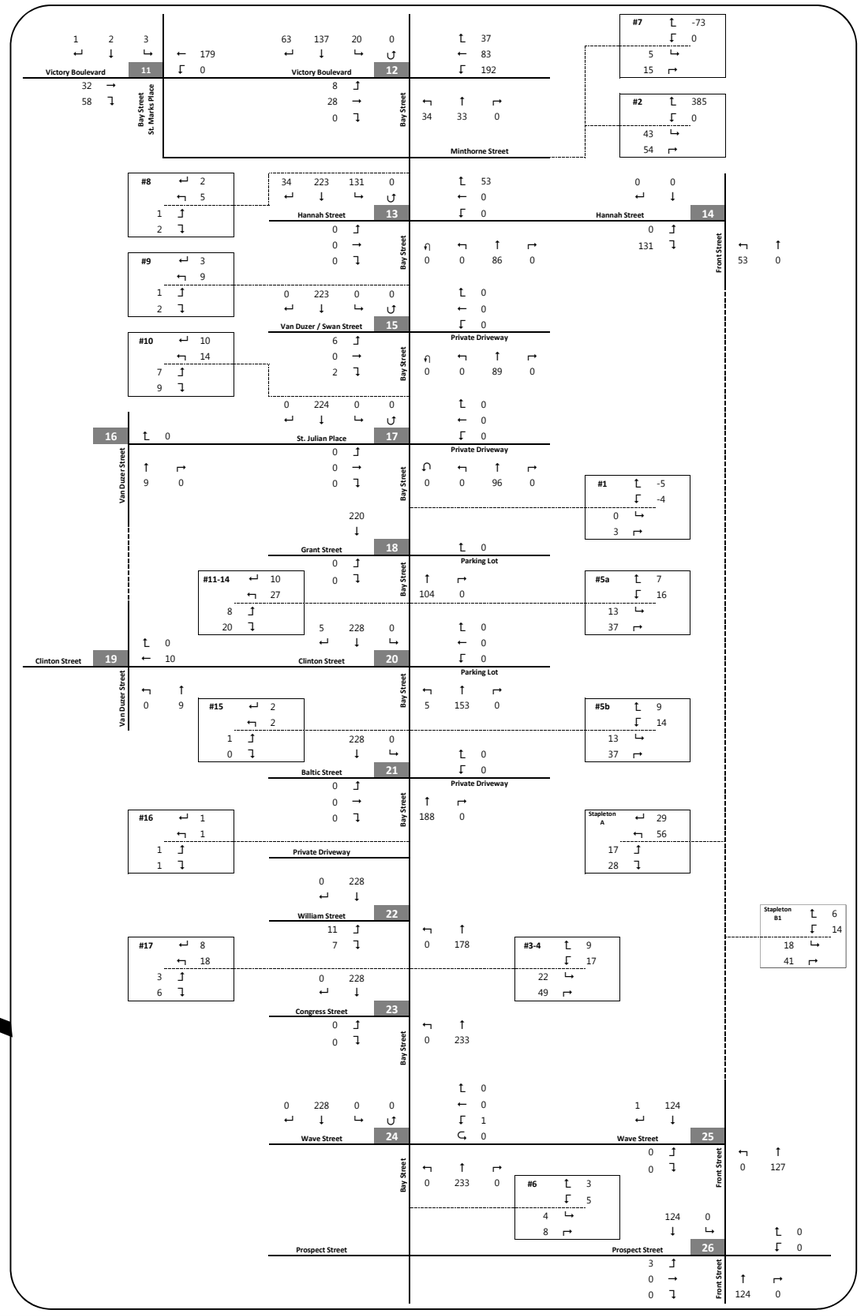
Total Proposed Project Increment
Weekday MD Peak Hour
Figure 32B







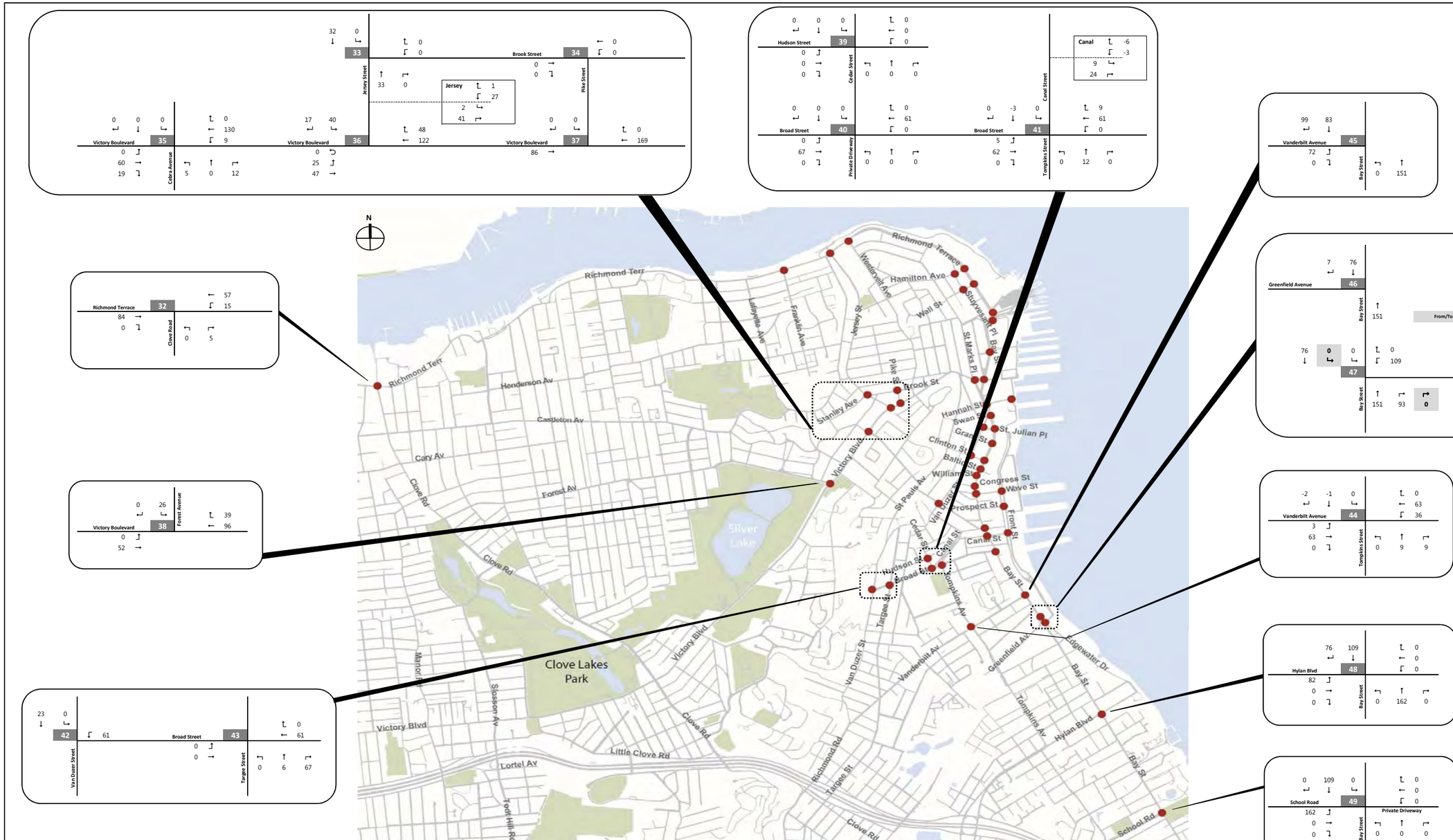


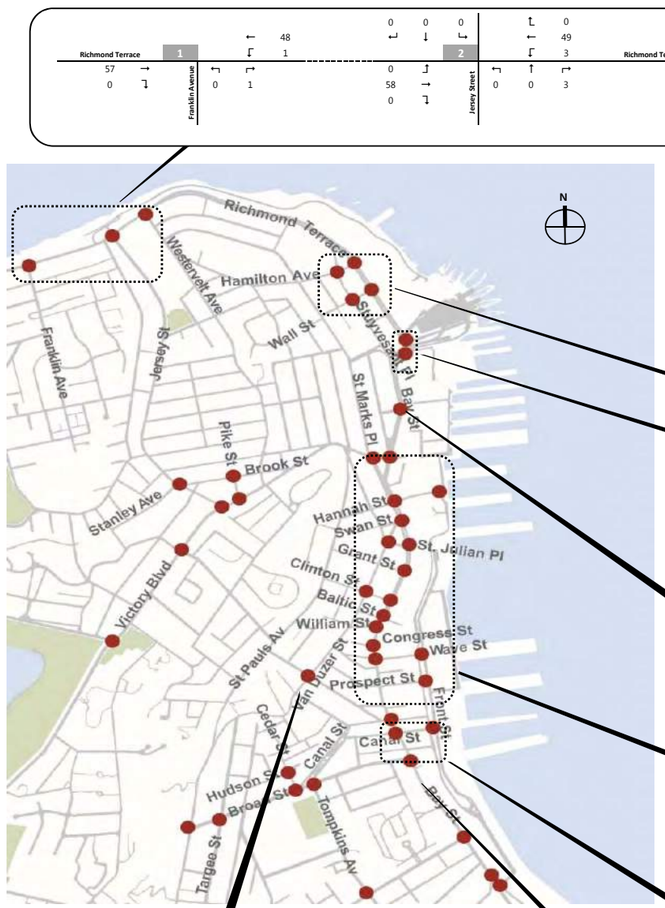


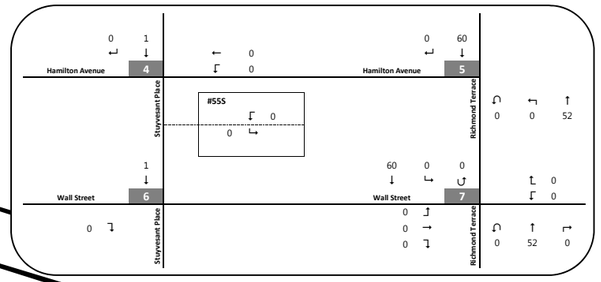
NOT TO SCALE

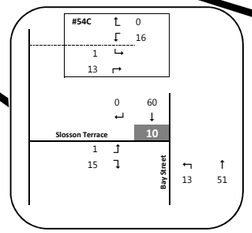
BAY STREET REZONING

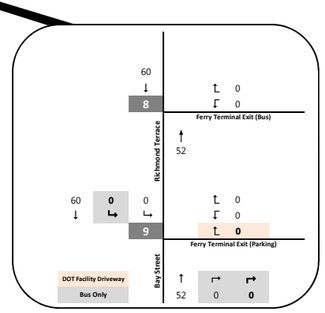
Total Proposed Project Increment
Weekday PM Peak Hour
Figure 33A

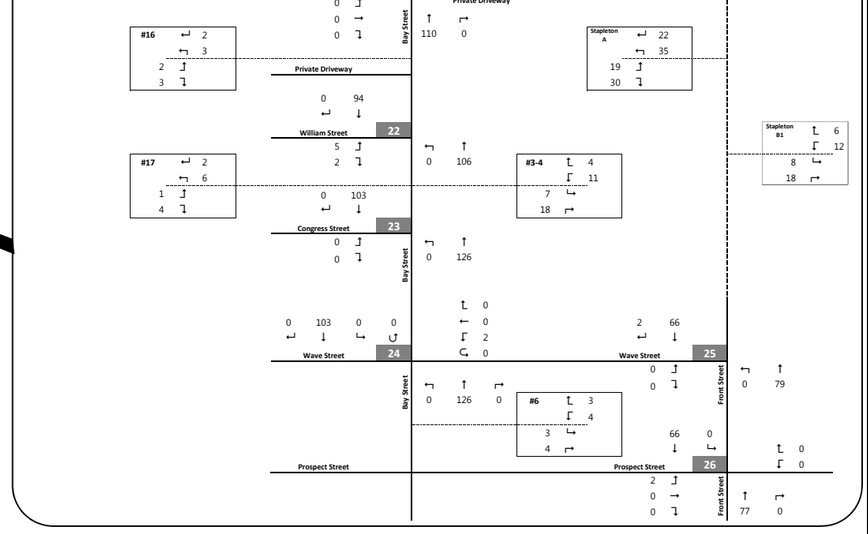

N
Richmond Terr
Richmond Terrace
Henderson Av
Castleton Av
Cary Av
Forest Av
Clove Rd
Silver Lake
Clove Lakes Park
Victory Blvd
Manor Pl
Sloason Av
Lortel Av
Little Clove Rd
Tod Hill Rd
Richmond Rd
Targee St
Van Duzer St
Vanderbilt Av
Greenfield Av
Tompkins Av
Edgewater Dr
Bay St
Hylan Blvd
School Rd
Ladyette Ave
Franklin Ave
Westervelt Ave
Hamilton Ave
Jersey St
Wall St
Stuyvesant Pl Blvd
St. Marks Pl
Pike St
Brook St
Stanley Ave
Hannah St
Swan St
Grand St
St. Julian Pl
Clinton St
Ballou St
William St
Congress St
Wave St
Prospect St
Front St
Canal St
St Paulas Av
Van Nostrand Ave
Cedar St
Hudson St
Broad St
Victory Blvd
Richmond Terrace 32
Clove Road
57
15
84
0
5
Victory Boulevard 38
Forest Avenue
0
26
39
96
52
Victory Boulevard 35
Cebra Avenue
0
0
0
130
9
60
19
5
0
12
Victory Boulevard 36
17
40
0
25
47
Victory Boulevard 37
0
0
48
122
86
169
Jersey Street
Pike Street
33
34
32
0
0
0
0
33
0
Jersey 1
27
2
41
Brook Street
0
0
Hudson Street 39
Cedar Street
Private Driveway
Broad Street 40
0
0
0
0

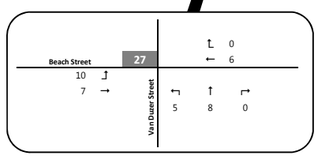


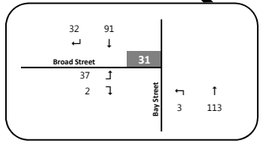


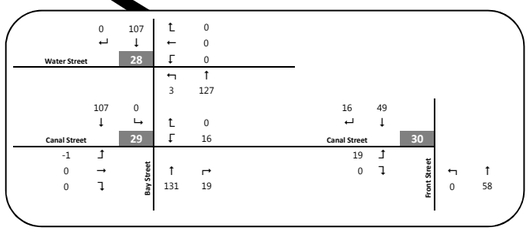








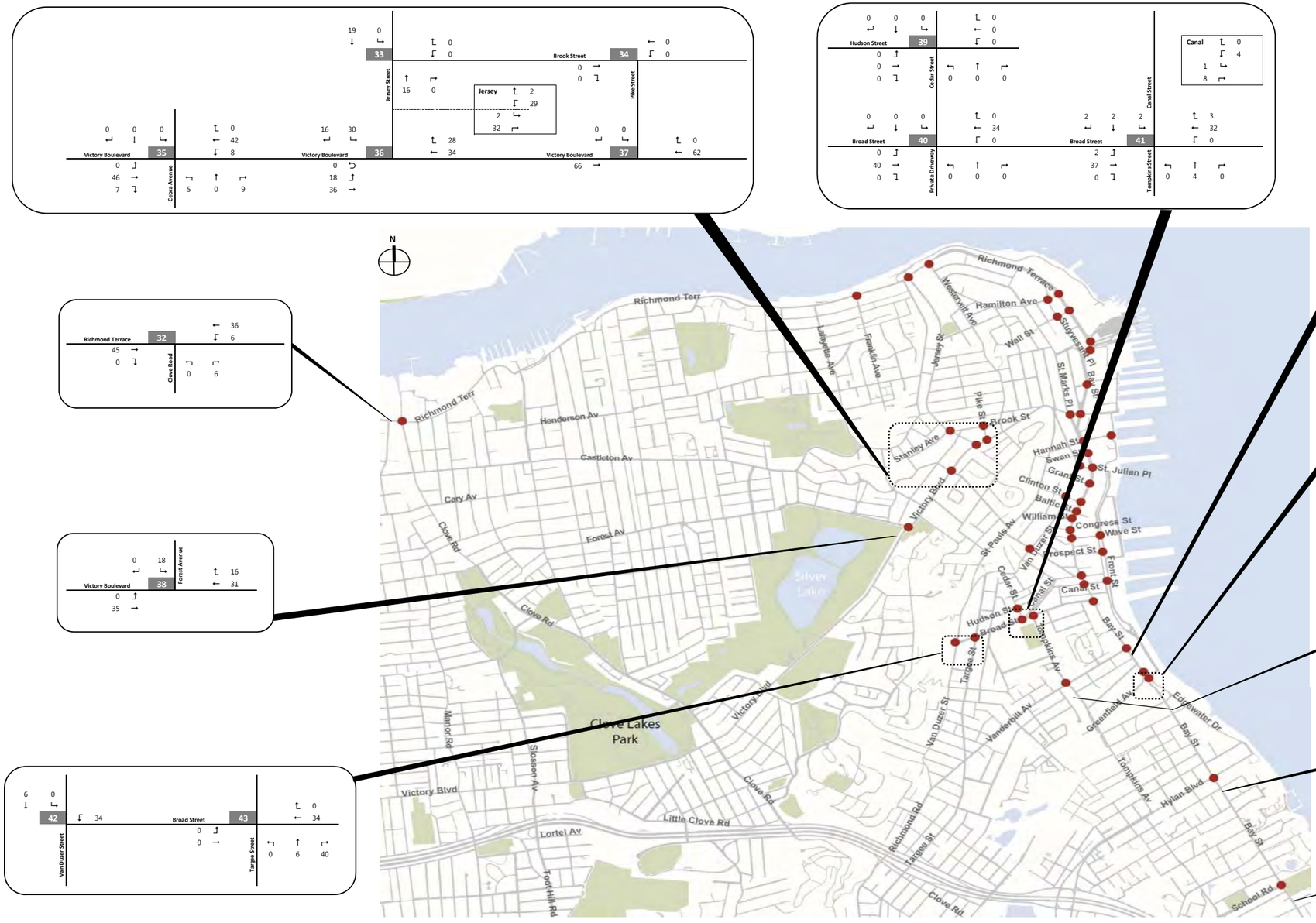




NOT TO SCALE

BAY STREET REZONING

Total Proposed Project Increment
Saturday MD Peak Hour
Figure 34A



NOT TO SCALE

BAY STREET REZONING

Total Proposed Project Increment
Saturday MD Peak Hour
Figure 34B

Transit and Pedestrians

Pedestrian trips (subway/rail, bus, and walk-only) were assigned to/from each Proposed Project site. As this is a rezoning and only high-level planning details are provided for each site, transit and pedestrian trips were assigned to the major street frontages for each site, assuming that is where the building entrances would be located. The transit and pedestrian project increment for the four peak hours are included in the Appendix.

Rail Trip Assignment Assumptions

The assignment of SIR trips generated by the Proposed Project is as follows:

- Bay Street sites
  - SIR trips generated by the Bay Street sites located north of Grant Street were assigned to the Tompkinsville SIR station and would enter/exit the station via Victory Boulevard and Minthorne Street.
  - SIR trips generated by Bay Street sites located south of Grant Street were assigned to the Stapleton SIR station and would enter/exit the station via Prospect Street.
- Canal Street sites
  - SIR trips generated by the Canal Street sites were assigned to the Stapleton SIR station and would enter/exit the station via Water Street.
- Jersey Street site
  - SIR trips generated by the Jersey Street site were assigned to the Tompkinsville SIR station and would enter/exit the station via Victory Boulevard.
- 54 Central Avenue/55 Stuyvesant Place sites
  - SIR trips generated by the 54 Central Avenue and 55 Stuyvesant Place sites were assigned to the St. George SIR station.
  - SIR trips generated by the 54 Central Avenue site would enter/exit the station via the pedestrian path to the north of Borough Hall and the bus exit ramp.
  - SIR trips generated by the 55 Stuyvesant Place site would enter/exit the station via the Wall Street ramp and stairs north of the St. George Ferry Terminal.

The resulting SIR trips by station are summarized in **Tables 16 through 19**.

Table 16
Weekday AM Peak Hour Project SIR Increment

Station	Entrance	In (out of project site)	Out (in project site)	Total
St. George	*Wall Street Ramp*	0	0	**0**
	Bus Exit Ramp	1	16	**17**
Tompkins	*Minthorne St*	54	46	**100**
	Victory Blvd	62	19	**81**
Stapleton	*Prospect St*	180	25	**205**
	Water St	28	3	**30**
	TOTAL	**324**	**108**	**433**

Table 17
Weekday MD Peak Hour Project SIR Increment

Station	Entrance	In (out of project site)	Out (in project site)	Total
St. George	*Wall Street Ramp*	0	0	**0**
	Bus Exit Ramp	11	9	**20**
Tompkins	*Minthorne St*	109	113	**222**
	Victory Blvd	75	81	**156**
Stapleton	*Prospect St*	-15	6	**-9**
	Water St	-10	-6	**-16**
	TOTAL	**170**	**203**	**373**

Table 18
Weekday PM Peak Hour Project SIR Increment

Station	Entrance	In (out of project site)	Out (in project site)	Total
St. George	*Wall Street Ramp*	0	0	**0**
	Bus Exit Ramp	19	1	**20**
Tompkins	*Minthorne St*	92	102	**194**
	Victory Blvd	48	84	**132**
Stapleton	*Prospect St*	45	169	**213**
	Water St	0	20	**19**
	TOTAL	**203**	**375**	**578**

Table 19
Saturday MD Peak Hour Project SIR Increment

Station	Entrance	In (out of project site)	Out (in project site)	Total
St. George	*Wall Street Ramp*	0	0	**0**
	Bus Exit Ramp	3	2	**5**
Tompkins	*Minthorne St*	85	93	**178**
	Victory Blvd	63	73	**136**
Stapleton	*Prospect St*	57	97	**153**
	Water St	4	10	**15**
	TOTAL	**212**	**275**	**487**

Bus Trip Assignment Assumptions

The assignment of bus trips generated by the Proposed Project assumes project-generated trips would use bus stops closest to each site, and that the bus trips were split evenly to the routes serving each bus stop.

- Bay Street and Stapleton sites
  - Bus trips generated by the Bay Street and Stapleton sites were assigned to the S51/81, S74/84, S76/86, S52, and S78 routes to the bus stops closest to each specific development site.

    - It was assumed that half the bus trips would travel north towards the St. George Ferry terminal, and half would travel south along each bus route.
- Canal Street sites
    - Bus trips generated by the Canal Street sites were assigned to the S46/96, S48/98, S61/91, S62/92, S52, and S66 to the bus stops closest to each specific development site.
    - It was assumed that half the bus trips would travel north towards the St. George Ferry terminal, and half would travel south along each bus route.
- Jersey Street site
    - Bus trips generated by the Jersey Street site were assigned to the S51/81, S74/84, S76/86, S52, and S78 routes to the bus stops closest to each specific development site.
    - It was assumed that half the bus trips would travel north towards the St. George Ferry terminal, and half would travel south/west along each bus route.
- 54 Central Avenue site
    - Bus trips generated by the 54 Central Avenue site were assigned to the S42/52, S46/96, S48/98, S51/81, S61/91, S62/92, S66, S74/84, S76/86, and S78/88 routes to the bus stops closest to each specific development site.
    - It was assumed that none of the bus trips generated by the 54 Central Avenue site would travel to or from the ferry terminal. Most trips would travel on buses that serve destinations to the south with the exception of trips added to the S42/52 routes, which travel north of the ferry terminal.
- 55 Stuyvesant Place sites
    - Bus trips generated by the 55 Stuyvesant Place site were assigned to the S40/90, S44/94, S42/52 to the bus stops closest to each specific development site.
    - It was assumed that half the bus trips would travel north along each bus route, and half the bus trips would travel south, split between the 40/90 and 44/94 routes.

The resulting bus trips by route and direction are summarized in **Tables 20 through 23**.

Table 20
Weekday AM Peak Hour Project Bus Increment by Route

Direction	Route	In (out of project site)	Out (to project site)	Total
To Ferry Terminal	**40/90**	0	0	0
	42/52	0	6	6
	44/94	0	0	0
	46/96	3	5	8
	48/98	3	5	8
	51/81	110	30	140
	61/91	3	5	8
	62/92	3	5	8
	66	3	1	4
	74/84	34	27	61
	76/86	110	26	136
	78	34	26	61
	Total	**302**	**136**	**438**
From Ferry Terminal	**40/90**	0	0	0
	42/52	24	0	24
	44/94	0	0	0
	46/96	3	1	4
	48/98	3	1	4
	51/81	48	35	83
	61/91	3	1	4
	62/92	3	1	4
	66	3	1	4
	74/84	52	36	88
	76/86	48	35	83
	78	123	1	123
	Total	**311**	**111**	**422**
	TOTAL	**612**	**247**	**860**

Table 21
Weekday MD Peak Hour Project Bus Increment by Route

Direction	Route	In (out of project site)	Out (to project site)	Total
To Ferry Terminal	**40/90**	0	0	0
	42/52	0	10	10
	44/94	0	0	0
	46/96	3	4	8
	48/98	3	4	8
	51/81	34	38	71
	61/91	3	4	8
	62/92	3	4	8
	66	3	4	7
	74/84	23	37	61
	76/86	34	37	71
	78	23	37	60
	Total	**131**	**180**	**311**
From Ferry Terminal	**40/90**	0	0	0
	42/52	10	0	10
	44/94	0	0	0
	46/96	4	4	7
	48/98	4	4	7
	51/81	20	49	69
	61/91	4	4	7
	62/92	4	4	7
	66	4	4	7
	74/84	19	50	69
	76/86	19	49	68
	78	56	1	57
	Total	**144**	**167**	**310**
TOTAL		**275**	**346**	**621**

Table 22
Weekday PM Peak Hour Project Bus Increment by Route

Direction	Route	In (out of project site)	Out (to project site)	Total
To Ferry Terminal	**40/90**	0	0	0
	42/52	0	13	13
	44/94	0	0	0
	46/96	2	4	6
	48/98	2	4	6
	51/81	58	78	136
	61/91	2	4	6
	62/92	2	4	6
	66	2	4	6
	74/84	30	81	111
	76/86	58	77	135
	78	30	77	108
	Total	**189**	**346**	**535**
From Ferry Terminal	**40/90**	0	0	0
	42/52	10	0	10
	44/94	0	0	0
	46/96	5	4	9
	48/98	5	4	9
	51/81	35	98	133
	61/91	5	4	9
	62/92	5	4	9
	66	5	4	9
	74/84	33	109	142
	76/86	32	98	131
	78	87	11	98
	Total	**222**	**336**	**558**
	TOTAL	**411**	**682**	**1093**

Table 23
Saturday MD Peak Hour Project Bus Increment by Route

Direction	Route	In (out of project site)	Out (to project site)	Total
To Ferry Terminal	**40/90**	0	0	0
	42/52	0	11	11
	44/94	0	0	0
	46/96	3	3	6
	48/98	3	3	6
	51/81	56	54	110
	61/91	3	3	6
	62/92	3	3	6
	66	3	3	6
	74/84	25	56	81
	76/86	56	54	110
	78	25	54	79
	Total	**177**	**246**	**424**
From Ferry Terminal	**40/90**	0	0	0
	42/52	14	0	14
	44/94	0	0	0
	46/96	3	3	6
	48/98	3	3	6
	51/81	27	69	96
	61/91	3	3	6
	62/92	3	3	6
	66	3	3	6
	74/84	29	76	104
	76/86	27	69	96
	78	74	7	80
	Total	**186**	**237**	**423**
	TOTAL	**363**	**483**	**846**

Ferry Trip Assignment Assumptions

Given the local nature of local retail, community facility, restaurant, and medical office land uses, it was assumed that only the residential and office components of the Proposed Project would generate trips that would use the Staten Island Ferry (ferry). Office and residential ferry modal split and trips were estimated based on Weekday AM and PM modal split data from the 2010 Census Transportation Planning Products (CTPP) 5-year reverse journey to work estimates and 2015 American Community Survey (ACS) 5-year estimates: Sex of Workers by Means of Transportation to Work, respectively. The ferry mode share was based on Census Tract 21 for the Bay Street, Canal Street, and Stapleton sites; Census Tract 11 for the Jersey Street site; and Census Tracts 3 and 7 for the 54 Central Avenue and 55 Stuyvesant Place sites.

Based on the census modal splits for ferry, the Proposed Project would generate 236 ferry trips during the Weekday AM peak hour and 263 ferry trips during the Weekday PM peak hour. A summary of project-generated ferry trips are shown in **Table 24.**

Table 24
Peak Hour Project Ferry Increment Summary

WAM						
	Residential		Office		**Total**	
	In (to project site)	**Out (of project site)**	**In (to project site)**	**Out (of project site)**	**In (to project site)**	**Out (of project site)**
Total	**34**	**196**	**6**	**0**	**40**	**196**
WMD						
	Residential		Office		**Total**	
	In (to project site)	**Out (of project site)**	**In (to project site)**	**Out (of project site)**	**In (to project site)**	**Out (of project site)**
Total	**66**	**45**	**5**	**5**	**71**	**50**
WPM						
	Residential		Office		**Total**	
	In (to project site)	**Out (of project site)**	**In (to project site)**	**Out (of project site)**	**In (to project site)**	**Out (of project site)**
Total	**194**	**61**	**0**	**8**	**194**	**69**
SatMD						
	Residential		Office		**Total**	
	In (to project site)	**Out (of project site)**	**In (to project site)**	**Out (of project site)**	**In (to project site)**	**Out (of project site)**
Total	**127**	**90**	**1**	**1**	**128**	**91**

Subway Trip Assignment Assumptions

It is assumed that project-generated ferry trips are likely to take the subway to travel to or from the ferry terminal in Manhattan. This analysis conservatively assumes that all ferry trips would transfer to the subway, although many commuters work in Lower Manhattan and can walk to their offices directly from the Whitehall Ferry Terminal. Project-generated ferry trips are most likely to transfer to the 1 or R trains at the South Ferry/Whitehall station or the 4/5 trains at the Bowling Green station. Based on previous studies and coordination with NYCT, it was assumed that 35% of project-generated ferry trips would take the 1 train, 35% would take the R train, and 30% would take the 4/5 trains.

The resulting subway trips by station are summarized in **Table 25**. Combining both inbound (off the ferry, into the subway stations) and outbound (out of the subway station, onto the ferry) directions, the maximum number of trips added to any given subway line would be 92 trips to the 1 and R trains, each, during the Weekday PM peak hour (24 in, 68 out).

Table 25
Peak Hour Project Subway Increment by Station

	Ferry Trips Inbound (out of project site)	Subway Trips Inbound (out of project site)	Subway Trips 1 (35%)	Subway Trips R (35%)	Subway Trips 4/5 (30%)
Weekday AM	**196**	**196**	**69**	**69**	**59**
Office	0	0	0	0	0
Residential	196	196	69	69	59
Weekday MD	**50**	**50**	**18**	**18**	**15**
Office	5	5	2	2	2
Residential	45	45	16	16	14
Weekday PM	**69**	**69**	**24**	**24**	**21**
Office	8	8	3	3	2
Residential	61	61	21	21	18
Saturday MD	**91**	**91**	**32**	**32**	**27**
Office	1	1	0	0	0
Residential	90	90	32	32	27

	Ferry Trips Outbound (to project site)	Subway Trips Outbound (to project site)	Subway Trips 1 (35%)	Subway Trips R (35%)	Subway Trips 4/5 (30%)
Weekday AM	**40**	**40**	**14**	**14**	**12**
Office	6	6	2	2	2
Residential	34	34	12	12	10
Weekday MD	**71**	**71**	**25**	**25**	**21**
Office	5	5	2	2	2
Residential	66	66	23	23	20
Weekday PM	**194**	**194**	**68**	**68**	**58**
Office	0	0	0	0	0
Residential	194	194	68	68	58
Saturday MD	**128**	**128**	**45**	**45**	**38**
Office	1	1	0	0	0
Residential	127	127	44	44	38

Walk Trip Assignment Assumptions

Walk trips generated by the Proposed Project were assigned as follows:

- Bay Street and Stapleton sites
    - The Bay Street rezoning area, including the Stapleton site, were divided into four sub-areas for the purpose of assigning pedestrian (walk-only) trips: Victory Boulevard to St. Julian Place, St. Julian Place to Baltic Street, Baltic Street to Prospect Street, and the Stapleton area along Front Street between Hannah Street and Baltic Streets. It was assumed that 25% of trips generated by sites within each sub-area would remain within the sub-area,

and the remaining 75% of walk-only trips would be assigned to exit the sub-area along each street. The walk-only pedestrian trips were balanced at the boundaries between each sub-area so that the number of pedestrians leaving one sub-area was equal to the number of pedestrians arriving within the adjacent sub-area. At locations where there was an imbalance, pedestrian trips were carried through the adjacent sub-areas to be conservative.

  - The pedestrian trips were assigned to each portal (either the sub-area boundary or the roadways) based on estimated population density.
- Canal Street, Jersey Street, 54 Central Avenue, and 55 Stuyvesant Place sites
  - Pedestrian (walk-only) trips generated by the remainder of the sites were assigned to the adjacent roadways based on estimated population density.

D. Level 2 Screening Results

Vehicle

The results of the Level 2 Screening analysis for vehicle traffic show that the Proposed Project would generate more than 50 vehicle trips at 49 intersections during at least one of the study peak hours as shown in **Figures 31 through 34**.

Therefore, the following vehicle study locations, shown on **Figure 35**, were included in the study area:

1. St Marks Place/Bay Street @ Victory Boulevard (Signalized)
2. Bay Street @ Victory Boulevard (Signalized)
3. Bay Street @ Hannah Street (Signalized)
4. Bay Street @ Swan Street (Signalized)
5. Bay Street @ St Julian Place (Unsignalized)
6. Bay Street @ Grant Street (Unsignalized)
7. Bay Street @ Clinton Street (Signalized)
8. Bay Street @ Baltic Street (Unsignalized)
9. Bay Street @ Williams Street (Unsignalized)
10. Bay Street @ Congress Street (Unsignalized)
11. Bay Street @ Wave Street (Unsignalized)
12. Bay Street @ Vanderbilt Avenue (Signalized)
13. Front Street @ Hannah Street (Unsignalized)
14. Front Street @ Wave Street (Unsignalized)
15. Front Street @Prospect Street (Unsignalized)
16. Front Street @ Canal Street (Unsignalized)
17. Van Duzer Street @ St Julian Place (Unsignalized)
18. Van Duzer Street @ Clinton Street (Signalized)
19. Hamilton Avenue @ Stuyvesant Place (Unsignalized)
20. Richmond Terrace @ Hamilton Avenue (Signalized)
21. Wall Street @ Stuyvesant Place (Unsignalized)
22. Wall Street @ Richmond Terrace (Signalized)
23. Hudson Street @ Cedar Street (Unsignalized)
24. Broad Street @ Cedar Street (Unsignalized)
25. Canal Street @ Broad Street (Signal)

26. Jersey Street @ Brook Street (Unsignalized)
27. Brook Street @ Pike Street (Unsignalized)
28. Jersey Street @ Victory Boulevard (Signalized)
29. Pike Street @ Victory Boulevard (Unsignalized)
30. Richmond Terrace @ Jersey Street (Signalized)
31. Richmond Terrace @ Ferry Terminal (cars) (Signalized)
32. Richmond Terrace @ Ferry Terminal (bus) (Signalized)
33. Bay Street @ Slosson Terrace (Signalized)
34. Victory Boulevard @ Cebra Avenue (Signalized)
35. Victory Boulevard @ Forest Avenue (Signalized)
36. Bay Street @ Water Street (Unsignalized)
37. Bay Street @ Canal Street (Signalized)
38. Bay Street @ Broad Street (Signalized)
39. Broad Street @ Targee Street (Signalized)
40. Broad Street @ Van Duzer Street (Signalized)
41. Vanderbilt Avenue @ Tompkins Street (Signalized)
42. Bay Street @ Hylan Boulevard (Signalized)
43. Bay Street @ School Road (Signalized)
44. Bay Street @ Greenfield Street (Unsignalized)
45. Bay Street @ Edgewater Drive (Signalized)
46. Richmond Terrace @ Westervelt Avenue (Signalized)
47. Richmond Terrace @ Franklin Avenue (Unsignalized)
48. Richmond Terrace @ Clove Road (Signalized)
49. Van Duzer Street @ Beach Street (Signalized)

In accordance with the *2014 CEQR Technical Manual*, detailed quantitative analyses will be performed at these four intersections during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

SIR

The results of the Level 2 Screening analysis for SIR trips show that the Proposed Project would generate greater than 200 SIR trips at the following SIR elements. Therefore, a detailed SIR analysis will be required for the following elements:

- SIR line haul analysis
- Tompkinsville Station
    - Fare array
    - Stairs from fare array to platform level
    - Stairs from Minthorne Street to the station entrance



28 *Study Intersection*

0 2000 5000 FEET

SCALE

Bay Street Rezoning EIS
Vehicular Study Locations
Figure 35

Bus

The results of the Level 2 Screening analysis for bus trips show that the Proposed Project would generate greater than 50 bus trips in a single direction on the following routes during at least one of the study peak hours. Therefore, a detailed bus analysis will be required for the following routes:

- S51/81
- S74/84
- S76/86
- S78

Staten Island Ferry

As the *CEQR Technical Manual* does not define thresholds that trigger ferry analyses, NYCDCP will coordinate with NYCDOT to determine if a detailed ferry analyses will be required.

Subway

The results of the Level 2 Screening analysis for subway trips show that the Proposed Project would generate fewer than 200 subway trips at a single station. Therefore, a detailed subway analysis will not be required.

Pedestrian

The results of the Level 2 Screening analysis for pedestrians show that the Proposed Project would generate more than 200 pedestrian trips at the following pedestrian elements during at least one of the study peak hours as shown in the attachment. The pedestrian study locations are shown on **Figure 36** and summarized below.

- Bay Street and Victory Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
South	SE	SE corner, N-S leg
	SW	

- Bay Street and Hannah Street (9 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, N-S leg
East	SE	NE corner, E-W leg
	NW	SE corner, N-S leg
		SE corner, E-W leg

- Bay Street and Swan Street (2 elements)

Crosswalks	Corners	Sidewalks
	SW	SW corner, N-S leg

- Bay Street and Grant Street (3 elements)

Crosswalks	Corners	Sidewalks
North		

South		
West		

- Bay Street and Clinton Street (7 elements)

Crosswalks	Corners	Sidewalks
North	SW	NE corner, N-S leg
South	NW	NW corner, N-S leg
West		

- Bay Street and Baltic Street (6 elements)

Crosswalks	Corners	Sidewalks
North		NE corner, N-S leg
East		NW corner, N-S leg
South		
West		

- Bay Street and Wave Street (12 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, N-S leg
East	SE	SE corner, N-S leg
South	SW	SW corner, N-S leg
West	NW	NW corner, N-S leg

- Front Street and Hannah Street (5 elements)

Crosswalks	Corners	Sidewalks
West	SW	SE corner, N-S leg
	NW	SW corner, N-S leg

- Front Street and Wave Street (2 elements)

Crosswalks	Corners	Sidewalks
		NE corner, N-S leg
		NW corner, N-S leg

- Pike Street and Brook Street (1 element)

Crosswalks	Corners	Sidewalks
		SW corner, E-W leg

- Jersey Street and Victory Boulevard (6 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, N-S leg
East		NE corner, E-W leg
		SE corner, E-W leg

- Bay Street and Minthorne Street (4 elements)

Crosswalks	Corners	Sidewalks
East	NE	SE corner, E-W leg

	SE	

- Minthorne Street and Victory Boulevard (3 elements)

Crosswalks	Corners	Sidewalks
		SE corner, N-S leg
		SE corner, E-W leg
		SW corner, E-W leg

- Front Street and Baltic Street (4 elements)

Crosswalks	Corners	Sidewalks
	NE	NE corner, N-S leg
	NW	NW corner, N-S leg

- Victory Boulevard Ramp to Tompkinsville SIR Station (2 elements)

Crosswalks	Corners	Sidewalks
		Pedestrian path north of station entrance
		Pedestrian path south of station entrance

In accordance with the *2014 CEQR Technical Manual*, a detailed quantitative analysis will be performed at these pedestrian elements during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

Conclusion

Based on the Level 1 and Level 2 screening analyses, the Proposed Project would meet or exceed the *2014 CEQR Technical Manual* thresholds at 49 intersections, 70 pedestrian elements, 4 bus routes, and 4 elements of the SIR. At these locations, detailed transportation analyses will be performed to identify any potential significant adverse impacts as a result of the proposed rezoning.

Please contact me at (212) 598-9010 x116 or Jeff Smithline, P.E., PTOE, at (212) 598-9010 x119 if you have any questions or comments on this TDF memo.



Sidewalk
Corner
Crosswalk

Bay Street Rezoning EIS
Pedestrian Study Locations
Figure 36

APPENDIX F:

AIR QUALITY MEMORANDUM

Memorandum

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Date: **August 17, 2016** **RWDI Reference #:** 1603586

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Re: **Modeling Protocol – Air Quality & Construction**
Bay Street Corridor Rezoning
Borough of Staten Island

This memorandum is an update to a previous memorandum that addresses comments received from the New York City Department of City Planning (DCP) Environmental Assessment and Review Division. The purpose of this memorandum is to describe the air quality analysis approach and the air quality component of the construction impact analysis for the proposed development sites for the Bay Street Corridor Rezoning Draft Environmental Impact Statement (DEIS).

Under the reasonable worst case development scenario (RWCDS) for the proposed action, a total of 53 development sites (30 projected development sites and 23 potential development sites) have been identified in the proposed Project Area. The project area is approximately 45 acres and consists of four sub-areas:

1. A contiguous 14-block area on Bay Street;
2. A 2-block area on Canal Street;
3. Three city-owned properties (disposition sites); and
4. Two additional city-owned properties located at the Homeport Site with the Stapleton Waterfront Phase III site.

The air quality analysis will consider the proposed actions within all four of the above sub-areas. Under the With-Action condition, there will be a net increase of approximately 2,548,848 sf of residential use consisting of 2, 557 dwelling units, a net increase of 257,159 gsf of commercial use, and a net increase of 48,595 gsf of community facility use. There will be a net decrease of 21,322 sf of space generally compliant with the existing M1-1 zoning district. The analysis year for evaluation of the No-Action and With-Action conditions is 2030.

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1.0 AIR QUALITY ANALYSIS

This section presents a summary of the methodology and assumptions to be used for both the mobile and stationary source air quality analyses of the proposed action, excluding air quality related to construction impacts discussed in Section 2.0

1.1 Background Concentrations

Background concentrations will be added to modeling results for mobile and stationary sources to obtain total pollutant concentrations at an analysis site and/or receptor location. The background concentrations used in the mobile source analysis will be in the statistical format of the NAAQS, as provided in the 2014 CEQR Technical Manual. These represent the most recent 3-year average for 24-hour average $PM_{2.5}$ and 1-hour average NO_2 and SO_2, the highest value from the three most recent years of data available for PM_{10}, and the highest value from the five most recent years of data available for all other pollutant and averaging period combinations. These background values will be obtained from the NYSDEC.

1.2 MOBILE SOURCE ANALYSIS

1.2.1 INTERSECTION SELECTION

The mobile source analysis will evaluate the proposed action for potential impacts from carbon monoxide (CO), fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and coarse plus fine particulate matter less than 10.0 microns in diameter (PM_{10}) due to vehicular traffic anticipated to be generated by the proposed action.

To help determine which roadway intersections are to be evaluated, the NYC City Environmental Quality Review (CEQR) Technical Manual describes a screening evaluation based on predicted incremental traffic counts determined from a separate traffic study. For the study site, the increments are 170 or more automobile trips in the peak hour for CO. For $PM_{2.5}$ several number of incremental peak hour trips for heavy duty diesel vehicles (HDDV) are specified depending on the type of roadway. It is anticipated that the proposed actions will result in some intersections that will exceed the CO and $PM_{2.5}$ screening thresholds, and that a detailed microscale analysis of mobile source emissions at the affected intersections will be necessary. It is expected that three to four intersections will need to be considered for the mobile source air quality analysis. Final selection of the specific intersections for the detailed analysis will depend on the traffic data for the proposed action. Once the intersections are identified, the list will be submitted for review.

1.2.2 EMISSION FACTORS

Vehicular cruise and idle CO, $PM_{2.5}$ and PM_{10} emission factors to be utilized in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES[1]. This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. MOVES will also be used to calculate

[1] EPA, MOVES Model User Guide for MOVES2014, July 2014.

road dust emissions important for PM_{10}. Road dust silt factors will be obtained from Chapter 17 of the 2014 CEQR Technical Manual. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from DEC will be used.

If maximum predicted $PM_{2.5}$ and PM_{10} concentrations would result in a potential impact, refinements to the analysis will be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model, along with hourly temperature data, in order to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours.

1.2.3 DISPERSION MODELING

The CO mobile source analysis will be conducted using the CAL3QHC model Version 2.0 [2] at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

Following the guidance in Section 321.1 of Chapter 17 of the 2104 CEQR Technical Manual, CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. In order to ensure that reasonable worst-case meteorology will be used in estimating impacts, concentrations will be calculated for all wind directions and use an assumed surface roughness based on the CAL3QHC guidelines and the building layout in the area. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes.

If maximum predicted CO concentrations result in a potential impact, a refined version of the model, CAL3QHCR, will be used at affected intersections. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic volumes factors, hourly emission factors and meteorological data. Five years of meteorological data (2011-2015) from the JFK International Airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations. The refined CAL3QHCR version of the model will also be used for microscale analysis of $PM_{2.5}$ and PM_{10}, per current EPA guidance.

Multiple receptors (i.e., precise locations at which concentrations are predicted) will be modeled at each of the selected sites, and placement of the receptors will follow the guidance in the 2014 CEQR Technical Manual. Receptors will be placed along the approach and departure links at spaced intervals. Ground-level receptors will be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the DEP guidance for neighborhood-scale corridor PM modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

[2] EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

1.2.4 PARKING GARAGE ANALYSIS

It is anticipated that a number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes with the proposed actions, an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. It is anticipated that up to three parking garages will need to be considered in the analysis to capture the maximum potential impact on the pollutant concentrations. The garage(s) to be evaluated will most likely be the overall largest garage associated with the proposed actions and a large garage in close proximity to the mobile source intersection analysis to capture the potential for cumulative impacts. The analysis will use the procedures outlined in the 2014 *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate. Langan will provide DCP with a list (up to three locations) of parking facilities to be analyzed.

For parking garage and parking lot analyses, receptor locations will be placed at elevated locations on nearby buildings (representing air intakes and operable windows) when rooftop exhaust vents or multistory open garages are being assessed, and at ground level both adjacent to and across the street from pedestrian level parking lots and/or exhaust vents.

1.3 STATIONARY SOURCE ANALYSIS

1.3.1 HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) SYSTEMS

Projected and Potential Development Site Screening

The analysis of the HVAC systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts" for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems' design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the 2014 CEQR Technical Manual), and that No. 2 fuel oil may be utilized.

The screening and refined analyses (refined analysis described below) will be conducted with the following steps until a passing result is obtained:

1. Fuel oil operation using the graphical screening procedure for fuel oil firing;
2. Refined analysis using Fuel Oil No. 2 (ultra-low sulfur);
3. Natural gas operation using the graphical screening procedure for natural gas firing;
4. Refined analysis for natural gas operation;
5. Further analysis for natural gas using a low NO_x (natural gas) boiler; and
6. Further refined analysis for natural gas using a taller stack or increased setback.

If the results indicate that the first two steps using fuel oil are not adequate, then an E-designation would be required outlining the use of natural gas and possibly the need for a taller stack, increased setback and/or low NO_x boiler. If the results for Steps 1 and 2 demonstrate compliance, the proposed

development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

Refined Dispersion Analysis for Individual HVAC Systems

If the screening analysis demonstrates the potential for an air quality impact, a refined modeling analysis will be performed for that development site using the AERMOD model (version 15181). Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Receptors will be situated at both pedestrian level (1.8 m height) and elevated receptors that could represent operable windows and outside air intakes. Pedestrian level receptors will be spaced at approximately 60 ft (20 m) increments in areas not occupied by buildings or roadways, up to about 400 ft from the source, beyond which larger increments (e.g. 150 ft or 50 m) will be used to 1000 ft from the development.

Fuel consumption will be estimated based on procedures outlined in the 2014 CEQR Technical Manual. Emission factors from the fuel oil and natural gas combustion sections of EPA's AP-42 will be used to calculate emission rates for the projected and potential development site's heat and hot water systems. The SO_2 emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula. Annual NO_2 concentrations from heating and hot water sources will be estimated using a NO_2 to NO_x ratio of 0.75, as described in EPA's Guideline on Air Quality Models at 40 CFR part 51 Appendix W, Section 5.2.4.10

One-Hour average NO_2 concentrations associated with the projected and potential development sites' hot water systems will be estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. An initial NO_2 to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

For the refined dispersion analysis, five years of meteorological data (2011-2015) from JFK International Airport and concurrent upper air data, will be utilized for the simulation program. Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that exceedances are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

Cumulative Impact from HVAC Systems (Cluster Analysis)

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$ (similar to the screening analysis). The proposed action area will be studied to determine cluster selection for analysis of a group of sources that could result in a cumulative impact of concern. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

Based on the above approach, we expect that up to three (3) clusters will be selected for analysis. Final selection of specific cluster locations for modeling will be determined and submitted to DCP for review. The HVAC cluster analysis will be performed using the EPA AERSCREEN Model (Version 15181). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions. The AERSCREEN analysis will be performed to identify impacts of SO_2, NO_2, $PM_{10,}$ and $PM_{2.5}$.

Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's HVAC systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 60.3 ft^3/ft^2-year and 0.43 gal/ft^2-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft^3/ft^2-year for natural gas and 0.21 gal/ft^2-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height than the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The results of the analysis will be compared to the appropriate NAAQS and *de minimis* criteria. For comparison to the NAAQS, the modeled results will be combined with background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

1.3.2 INDUSTRIAL SOURCE ANALYSIS

A recent field survey was conducted for all four project sub-areas (as described on page 1) to determine if there are any existing industrial facilities within 400 ft of any of the sites. Through this survey, it was confirmed that there is no existing industrial land use within 400 ft of any of the three disposition sites. However, the survey identified 17 Industrial/Manufacturing Lots within a 400 ft radius of the other three project sub-areas at which manufacturing with industrial source permits may exist. The locations of the 17 Lots identified are shown in the attached Figure 1 and listed in Table 1 below.

Table 1: Industrial / Manufacturing Sites Identified

Figure 1 Key	Block	Lot	Current Possible Industrial / Manufacturing Lot?	Current Air Permit?	Potentially Redeveloped?
1	505	22	YES	NO	YES
2	488	206	YES	NO	YES
3	509	34	YES	NO	YES
4	489	19	YES	NO	YES
5	489	16	YES	NO	YES
6	489	46	YES	NO	No
7	489	48	YES	YES, boiler only	No
8	490	45	YES	NO	No
9	491	32	YES	NO	No
10	491	37	YES	NO	No
11	526	57	YES	NO	YES
12	540	38	YES	NO	No
13	532	15	YES	NO	No
14	532	18	YES	NO	No
15	532	25	YES	NO	No
16	529	13	YES	NO	No
17	529	14	YES	NO	No

A review of the New York City DEP Clean Air Tracking System (CATS) database indicates that only one of these lots has an air quality permit (Block 489 Lot 48), and it is only associated with a natural gas boiler. Per DEP guidance, this source does not require analysis as an industrial source. Based on this review of existing permits, there do not appear to be any industrial sources within 400 ft of the four project sub-areas that will require an industrial source analysis. However, this will be confirmed through a formal request to DEP. If any industrial sources are identified for assessment, the procedure outlined below will be followed.

AERMOD dispersion modeling will be used to determine the worst-case impacts on the projected and potential development sites. Discrete receptors will be placed on the potentially affected projected and potential development sites. Individual development sites will not be considered as receptors for the industrial source analysis if there are no industrial air quality permit sources found that are located within 400 feet of the individual site.

Predicted concentrations of the identified industrial compounds will be compared to NYSDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. A cumulative impact analysis will also be performed for multiple sources that emit the same air contaminant. In the event that exceedances of the guidelines are predicted, measures to reduce pollutant levels to within guideline values will be examined.

Potential cumulative impacts of multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants. For non-carcinogenic compounds, EPA considers a concentration-to-reference dose level ratio of less than 1.0 to be acceptable. For carcinogenic

compounds, the EPA unit risk factors represent the concentration at which an excess cancer risk of one in one million is predicted.

For any potential development sites with identified industrial sources of air emissions, the industrial analysis will be performed two ways, as follows:

- Scenario 1 - Assuming the site is developed, in which case the industrial source will not be operating in the Build Condition and will not be included in the industrial source analysis.
- Scenario 2 - Assuming the site is not developed, in which case the industrial source is operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

1.3.3 LARGE OR MAJOR SOURCES

An analysis of existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) identified within 1,000 feet of the development sites will be performed to assess their potential effects on projected and potential development sites. A search for Title V and State Facility Air Permits will be conducted using registration lists maintained by NYSDEC. Criteria pollutant concentrations will be predicted using the AERMOD dispersion model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as the *de minimis* criteria for $PM_{2.5}$.

2.0 CONSTRUCTION IMPACT - AIR QUALITY

According to the *CEQR Technical Manual*, an assessment of air quality for construction activities is likely not warranted if the construction activities with the proposed action:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Do not involve construction of multiple buildings where these is a potential for on-site receptors on buildings to be completed before the final build out.

Considering the above, it is anticipated that the construction activities for the proposed action will not meet the above criteria and will result in the need for a detailed air quality analysis. This detailed analysis will determine the potential for air quality impacts from on-site construction activities and construction generated traffic on local roadways. Air pollutant sources will include combustion exhaust associated with on-site construction equipment (non-road engines), on-road engines, and on-site activities that generate fugitive dust. The analysis of potential impacts will include a quantitative assessment of both on-site and on-road sources, and the combined impact of both, where appropriate.

This section describes the approach for the air quality component of the construction impact analysis. Only nuances specific to construction air quality impacts are addresses in this section. Refer to Section 1.0 above for the approach methodology regarding stationary and mobile source dispersion modeling, meteorology, background levels and receptor placement.

2.1 EMISSION FACTORS

Emissions will be developed for construction related activities for CO, PM_{10}, $PM_{2.5}$ and NO_x. SO_x emissions will not be included as the construction equipment and vehicles are expected to use ultra-low sulfur diesel (ULSD) fuel. The emissions will be developed as follows:

- emissions factors for on-site equipment engines will be developed using EPA's NONROAD (2008);
- emission factors for construction vehicles (trucks) will be developed using EPA's MOVES;
- emission factors for any engine sources not included in the above two models, will be researched and specific factors applied (i.e., concrete pumps); and
- Emission factors for fugitive dust emissions from various construction activities will be developed using EPA AP-42 guidance. This would include concrete batching operations, if applicable. It will also be assumed that all necessary measures to meet the NYC Air Pollution Control Code regulating construction-related dust emissions will be followed.

Other relevant emission control measures will also be considered as part of the emission scenario development. This will include; idling restrictions, utilization of newer equipment (EPA Tier 2 or Tier 3 rated), and the use of best available tailpipe reduction technologies (i.e., diesel particulate filters).

2.2 ANALYSIS PERIODS

The emission factors and anticipated construction activities and schedule will be used to generate predicted peak day average and annual average construction-related pollutant emission profiles for all of the projected development sites for the overall construction period. $PM_{2.5}$ will be used as the representative pollutant to determine the worst-case periods because it is expected to be the worst-case pollutant.

Using the multiple year profiles of peak day average and annual average PM2.5 emissions, the worst-case construction periods with the greatest potential to affect air quality levels related to the pollutants of concern (PM, CO, NO_2) will be identified for the detailed modeling analysis. This process will consider the high periods of emission in the context of construction duration for a particular site, proximity of the construction activities at each development site to other sites and to nearby sensitive receptor locations. We anticipate that this process will result in identification of two reasonable worst-case periods for analysis of the peak day average (short-term) and annual average construction emissions.

2.3 DISPERSION MODELING

Dispersion of pollutants during the worst-case short-term and annual periods will be modeled to predict maximum concentrations from construction activities. Conclusions for other periods can be derived based on the expectation that lower pollutant concentrations will result from periods of lower construction emissions. The pollutant concentration results will be compared to the applicable NAAQS and *de minimis* criteria to determine whether there is potential for a significant adverse air quality impact due to construction sources.

2.3.1 ONSITE SOURCES

For the short-term model scenario, on-site sources will be modeled using AERMOD. On-site sources which will idle in a single location will be modeled as point sources, while area sources will be used to represent engines that would move around the site throughout the day. All on-site sources will be considered as area sources for the annual analysis based on the assumption that the sources would move to various locations around the site throughout the year.

2.3.2 OFFSITE MOBILE SOURCES

Analysis of the off-site mobile sources will follow the methodology described above in Section 1.2. The effect of the on-road construction related traffic emissions adjacent to the construction sites will be included with the results of the on-site dispersion analysis to provide a cumulative assessment, where appropriate.

2.3.3 RECEPTORS

Receptors will be located at any sensitive nearby ground-level uses (i.e., publically accessible open spaces/parks) and elevated locations (i.e., residential windows). A ground level receptor grid will also be used to extrapolate pollutant concentration predictions throughout the project area.



FIGURE 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

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

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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APPENDIX G:

NOISE MONITORING MEMORANDUM

404 Fifth Avenue New York NY 10018
212 370 1776 ceramiassociates.com

Memorandum

Date:	August 17, 2016
To:	Robert Dobruskin / Department of City Planning Yasmine Robinson / Department of City Planning Stephanie Shellooe / Department of City Planning
From:	Caitlin Ormsbee / Cerami
CC:	Michael Keane / Langan Engineering and Environmental Services Robert Kulikowski / Langan Engineering and Environmental Services
Project Name:	Bay Street Corridor Rezoning – 16DCP156R
C&A Project No.:	30180
Reference:	Bay Street Corridor Rezoning EIS – Noise Protocol

Comments:

The purpose of this memorandum is to outline the noise monitoring and analysis approach for the proposed construction and development site for the Bay Street Corridor Rezoning Environmental Impact Statement (EIS).

The project area consists of four sub-areas to be rezoned, including:

- Bay Street Corridor: a 14-block area bounded by Victory Boulevard, Van Duzer Street, Staten Island Railroad, and Sands Street.
- Canal Street Corridor: two blocks along Canal Street, bounded by Canal Street, Tappen Park, Wright Street, and Broad Street
- Stapleton Waterfront Phase III: Two city-owned properties located at the Homeport Site within the Special Stapleton Waterfront District
- City Disposition Sites: Three city-owned properties located at 55 Stuyvesant Place, 539 Jersey Street, and 54 Central Avenue

A total of 53 developments sites (30 projected and 23 potential) are identified in the Bay Street Corridor, Canal Street Corridor, Stapleton Waterfront Phase III and City Disposition rezoning areas. Under the reasonable worst case development scenario (RWCDS) for the proposed action, the total development expected to occur under the With-Action condition will include an *increase* over the No-Action condition of approximately 2,557 dwelling units; 257,159 square feet of commercial uses, and 48,595 square feet of community facility space. The Bay Street Corridor will contain between 398 and 620 affordable units and the Canal Street Corridor will contain between 60 and 72 affordable units.

Below is a summary of the selected noise monitoring locations and noise monitoring approach to determine existing ambient noise levels within the rezoning area. The measured noise levels will be used in the noise analysis to determine 1) any locations where there is potential for the RWCDS associated with and without the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses and 2) what level of building attenuation is necessary to

provide acceptable interior noise levels at each development site under guidelines set forth by the *2014 CEQR Technical Manual*.

Noise Receptor Locations
A field survey was conducted to determine the predominant noise sources throughout the study area and develop the proposed noise receptor locations. Motor-vehicle traffic is the dominant noise source in the study area; train traffic, air traffic, and stationary sources (e.g., building HVAC equipment) also contribute to noise levels. The train line is the dominant source of noise where Victory Boulevard, Hannah Street, and Wave Street approach the Staten Island Railway.

Proposed noise receptor locations were selected based on the following:

- Locations of the projected and potential development sites under the RWCDS
- Allowing for complete geographic coverage across the study areas to account for comprehensive study of the ambient noise environment
- Existing land use patterns (e.g., near major roadways, existing railways, stationary noise sources)

A total of 22 receptor sites will be selected for the noise analysis in the rezoning area where a total of 53 development sites (30 projected and 23 potential) have been identified.

Noise Monitoring/Prediction
Noise measurements will consist of:

Duration	# of Measurements	Notes
24-hour	3	Adjacent to railway
1-hour	6	At intersections near railway
20-minutes	13	Vehicular noise is dominant

All 1-hour and 20-minute measurements will be taken during peak weekday AM, midday, PM traffic periods, as well as Saturday midday. Traffic and/or train counts will be included during all 1-hour and 20-minute measurements. Figure 1 shows the locations of the 19 noise receptor sites and Table 1 lists the noise receptor sites, the duration of measurements, development sites, and receptor locations.

Measurements will be performed using Sound Level Meter (SLM) Type 1 instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs will be field calibrated with a calibrator that has a laboratory calibration date within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

Noise measurements will include all vehicular traffic, air traffic, and railway traffic noise and the recommended attenuation levels within the study area will take these sources into account in order to determine acceptable interior noise levels. Vehicle and train counts will be taken at all locations.

Future noise levels will be predicted using either a proportional modeling technique or the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), which are both recommending methodologies for the analysis purposes in the *CEQR Technical Manual.* Future noise levels will be calculated for both the with-action and without-action scenarios.

E-Designation

The predicted future noise levels will be used to place an E-Designation on the projected and potential development sites, as necessary to meet the interior noise requirements of the *CEQR Technical Manual*. In addition to window/wall attenuation requirements, the E-Designation will include a requirement for an alternate means of ventilation so that a closed-window condition can be maintained. Building mechanical systems will be assumed to be designed to meet all applicable noise regulations to avoid producing levels that would result in any significant increase in ambient noise levels.

Construction Noise Analysis

The construction plan will be analyzed to determine the reasonable worst-case conceptual construction scenario for the project, as well as consider the adverse impacts during construction. The analysis will determine the intensity, extent, and duration of the impact. Noise levels will be predicted using a dispersion modeling software, such as CadnaA, and be based on the following:

- Construction schedule and phasing
- Noise levels of construction activity, per *CEQR Technical Manual Table 22-1*, and based on number of pieces of equipment and usage factor
- Immovable noise sources will be treated as point sources; all other sources will be treated as area sources
- Mobile source analysis, if required

Existing receptor sites (sidewalks, commercial, residential, parks, hospitals, etc.) will be identified and will be analyzed to determine if construction noise will result in a significant impact. Impacts to interim projected development sites will also be analyzed.

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Table 1 Noise Receptor Locations

Noise Receptor Site	Duration	Projected Development Sites	Potential Development Sites	Location
A	24-hour	2		SIR between Victory Blvd and Hannah Street
B	24-hour	1, 5, A (SSWD), B1 (SSWD)		SIR at Grant Street
C	24-hour	3, 4, B1 (SSWD)		SIR at Williams Street
1	1-hour	2, 8	A, H, I	Hannah St and Bay St
2	1-hour	1, 5, 11, 12, 14	K, L, M	Grant St and Bay St
3	1-hour	3, 6, 17	B, C, D, E, F, S	Wave St and Bay St
4	1-hour	2, 7		Minthorne St between Bay St and Victory Blvd
5	20-minute	9	G, H	Van Duzer St and Hannah St
6	20-minute	9, 10	J	Swan St and Bay St
7	20-minute	10	J, K, L	Van Duzer St and St Julian Pl
8	20-minute	4, 5, 15	N, P	Bay St and Baltic St
9	20-minute	15, 16, 17	O, P, Q, R	William St and Van Duzer St
10	20-minute	11, 12, 13, 14	N	Clinton St between Van Duzer St and Bay St
11	20-minute	7		Victory Blvd and Bay St
12	20-minute	22		Canal St between Broad St and Water St
13	20-minute	25		Cedar St between Adele Ct and Broad St
14	20-minute	18, 19, 21		Broad St between Quinn St and Wright St
15	20-minute	18, 19, 22, 23	T, U, V	Canal St between Broad St and Water St
16	1-hour	1 (Disposition)		Stuyvesant Pl between Hamilton Ave and Wall St
17	20-minute	2 (Disposition)		Victory Blvd and Pike St
18	1-hour	3 (Disposition)		Central Ave at Slosson Terrace
19	20-minute	3 (Disposition)		St Marks Pl between Hyatt St and Victory Blvd



FIGURE 1: BAY STREET CORRIDOR AND STAPLETON WATERFRONT PHASE III NOISE MONITORING LOCATIONS
BAY STREET REZONING AND RELATED ACTIONS

0 250 500 1,000 Feet

N

Affected Lots
Bay Street Corridor Project Area
Projected Development Sites
Stapleton Waterfront Phase III Sites
Potential Development Sites
Monitoring Locations

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

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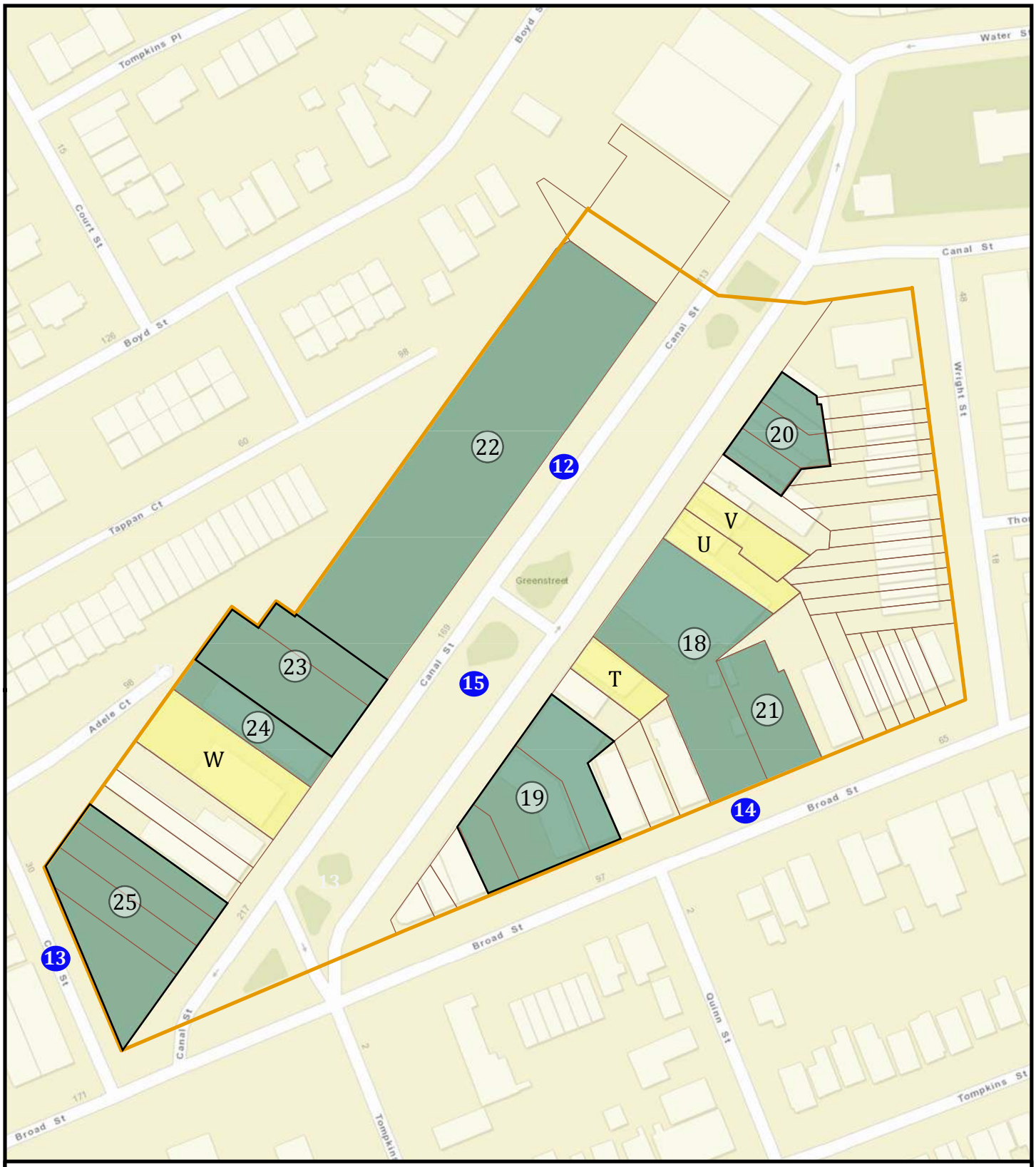

FIGURE 2: CANAL STREET CORRIDOR NOISE MONITORING LOCATIONS
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

0 75 150 300 Feet

N

Canal Street Corridor Project Area
Projected Development Sites
Potential Development Sites
Affected Lots
Monitoring Locations

LANGAN



FIGURE 3: CITY DISPOSITION SITES
NOISE MONITORING LOCATIONS
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
Projected Development Sites
Monitoring Locations

0 400 800 Feet

N

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