APPENDIX N:

Written Comments on DEIS
and
Transcript of Public Hearing



NEW YORK CITY COUNCIL MEMBER

DEBI ROSE

49TH COUNCIL DISTRICT, STATEN ISLAND

DEIS Response for Bay Street Rezoning

March 11, 2019

Introduction by Council Member Rose

I am deeply disturbed by the lack of planning work that has been conducted by the city agencies before the CPC hearing on the Bay Street Rezoning. Staten Islanders deserve the same level of attention and investment that all other boroughs enjoy. This rezoning would allow for a major change in land use for a community that was not built to handle this level of development. According to DCP's DEIS, this rezoning is expected to have impacts on almost every facet of life for residents in and around the rezoning area including: traffic impacts at almost every intersection along Bay Street, impacts to already overcrowded local buses and schools, lack of required day care facilities, and displacement of low-income residents and businesses. The DEIS was insufficient in the lack of analysis of emergency services and medical facilities, and there is no serious mitigation proposed in the DEIS.

I have operated in good faith with this Administration to provide clear goals that we need to achieve before we can vote on this project, and I'm only growing more concerned that my community does not have the necessary information to believe this proposal is in their best interests.

We have a long way to go before I can say confidently that this project will be good for my constituents. I urge the Administration to get serious, or we have no project.

Affordable Housing

Over 48% of renter households in CD1 in Staten Island are rent burdened, and over 34% of renter households are paying 50% or more of their income in rent[1]. The highest rent burden is experienced by those earning less than $49,000 per year.

Rent Burden of Low Income Households in Staten Island CD1[2]

1. American Community Survey PUMA Data Staten Island CD1
2. American Community Survey PUMA Data Staten Island CD1
3. Urby, Staten. "Staten Island Urby | Studio, 1 & 2 BR Apartments | Now Leasing". *Urbystatenisland.Com*, 2019, https://www.urbystatenisland.com/.
4. "HPD - About - What Is Affordable Housing". *www.nyc.gov*, 2018, https://www1.nyc.gov/site/hpd/renters/area-median-income.page.

Household Income	Less than $10,000	$10,000-$19,999	$20,000-$34,999
Share of Total Population	24.4%	14.4%	15.3%
Percentage Rent Burdened	60.1%	77.1%	81.7%

Rent Burden for Middle Income Households in Staten Island CD1[2]

Household Income	$35,000-$49,000	$50,000-$74,999	$75,000-$99,999
Share of Total Population	8.4%	13.7%	8.6%
Percentage Rent Burdened	71.4%	34.7%	7.6%

To address the rent burden of low income households, commitments need to be made to provide housing that is affordable at these incomes. Decisions about the most effective MIH options for Bay Street should be informed by this need. Additionally, market-rate units within the corridor are currently priced at a level affordable for those earning 120% Area Median Income (AMI)[3, 4]. Studio, one-bedroom, and two-bedroom apartments at URBY Staten Island, are renting at or below HPD's affordability thresholds for this income bracket ($1,823, $2,292, and $2,759 respectively)[3,4]. This means that the so-called "Workforce" MIH option is an inappropriate MIH option for the North Shore. The 75% of "market rate" units will continue to satisfy this demand.

Instead, HPD should aggressively reach out to property owners about entering into HPD subsidy programs to prevent displacement in one- to four-family buildings where rent-burdened lower-income families reside. For those low-income tenants displaced between the date of adoption of the resolution and the full build-out of Bay Street, HPD should consider establishing a fund to help relocate tenants within the study area of the socio-economic chapter of the DEIS.

Only development of affordable housing should be considered on City-owned properties that are part of this application (besides the 55 Stuyvesant Site) including the use of the ELLA term sheet to reach lower levels of affordability.

The City should use the HPD term sheets as the model for providing affordable housing along the waterfront.

HPD's Partners in Preservation pilot program needs to be expanded to Staten Island CD1 to ensure that there are on-the-ground, community-based anti-displacement initiatives to combat tenant harassment, and to provide a centralized location for tenants to have access to education about their rights as renters.

Community Facilities

Schools

Our elementary schools are overcrowded. The DEIS found that there are significant adverse impacts associated with the proposed actions on local elementary schools. Even with the addition of the new 357 Targee Street School (that will account for 748 new elementary school seats)[1] the elementary schools in

[1] DEIS, Bay Street, 4-15

Subdistrict 4 of CSD 31 will still be overcrowded with a utilization rate of 131% and a deficit of approximately 3,327 seats *without the approval of the Bay Street Rezoning.*

If this rezoning is approved, the overcrowding in our elementary schools will increase to a utilization of 137% and a deficit of 4,043 elementary school seats

To mitigate these impacts a plan needs to be developed and presented to the public that would outline what kind of strategies SCA and DCP are taking to reduce overcrowding in our schools to under 100% capacity by 2030. These strategies should include: new funding for school seats, building new schools in Stapleton Waterfront, acquiring the former Staten Island Hospital site for a new school, identifying mixed-use development projects near Bay Street that could incorporate a new SCA school, and other strategies that can be conducted to encourage families to use existing underutilized DOE facilities.

Our high schools are overcrowded. According to the DEIS, Staten Island high schools are already overcrowded with a 106% utilization rate.

Even with the introduction of 307 new high school seats, overcrowding is expected to worsen to a utilization rate of 126% - a deficit of 4,198 seats, *without the Bay Street Rezoning being approved*.

If this rezoning is approved, Staten Island high schools are expected to see worsened overcrowding, with a utilization rate of 129% and a deficit of 4,531 high school seats.

However, the CEQR methodology does not accurately capture the impacts to high schools in scenarios where there is existing overcrowding. For this reason the DEIS does not show impacts to high schools.

The Council has previously made our opinion clear that the thresholds in overcrowded districts should be different than those with no existing overcrowding in the local subdistrict. The 3% increase will make a significant overcrowding problem in our high schools even more significant. The FEIS should have a detailed plan to alleviate overcrowding in Subdistrict 4 of CSD 31 by 2030. See above for potential strategies to reduce overcrowding.

Daycare facilities

The DEIS identifies a significant adverse impact to local daycare facilities. The City should allocate funding for the additional 72 publicly-funded childcare slots. NYC HPD should include language in their RFP for the disposition of the publicly-owned property on Jersey Street (part of the ULURP actions in this application) that indicates a preference for respondents who include daycare space in their development proposals. ACS should work with local private land owners to lease or purchase property to run daycare facilities near the Bay Street corridor.

Public Libraries

The approval of the Bay Street Rezoning would increase the NYPL Stapleton Branch and St. George Library Center catchment area population by 15.49% and 7.19% respectively. This is far above the quantitative threshold in CEQR methodology; however, the City expects the local branches to make up for this deficit through increased services, with no funding allocated to improve the local libraries. The City should identify funding to add a new library, identify and fund needed capital upgrades to local NYPL branches, and provide public Wi-Fi access via the LINKNYC program, or provide free publicly-accessible computer labs near the Bay Street corridor.

Police, Fire, and Health Care Facilities

While the CEQR methodology does not require the City to conduct a detailed analysis for impacts to local NYPD, FDNY, or local health care facilities, it would be irresponsible for the City to not take this issue seriously with the introduction of a new neighborhood of this size to the North Shore.

According to the DEIS, Richmond University Medical Center was designed to serve 22,000 people annually; however, the medical center now receives over 65,000 outpatient visits every year. The City should allocate funding to increase staffing and inpatient treatment facilities at RUMC or add additional capacity at another location in the North Shore.

A full accounting of local NYPD, FDNY, and health care services is the least that could be done to assure residents that they will have access to the same amount of emergency services before and after this rezoning. The FEIS should include letters from the Commissioners of the FDNY, NYPD, and DOHMH that there will be no significant adverse impacts in local police, fire, and health care services in the North Shore with the approval of this rezoning.

Open Space

Even accounting for the additional 12 acres of waterfront recreation space that was promised with the 2006 Stapleton waterfront rezoning, the Bay Street corridor would need to add approximately 6.25 acres of open space (including 2.25 acres of active open space) to avoid significant open space impacts. There are limited vacant properties located in and around the project area making the siting of new parks difficult within the study area.

The City should make commitments to improve the quality of existing open space in the study area. The replacement of Cromwell Center at Lyons Pool should be funded in the 2020 Capital Budget. The City should outline the timeline and funding gaps for completion of the Tompkinsville Esplanade to connect the entire waterfront along from Stapleton to the Staten Island Ferry Terminal. The City should commit additional funding to help complete this critical waterfront connection to not only reduce the significant adverse impacts to local open space due to the rezoning, but to encourage alternative methods of transportation via bike and walking. Additionally, the City should fund the necessary improvements at Pier 1 to open the pier to the public. Commitments must also be made for general improvements; including funding for comfort stations, upgrades to playground equipment, and the addition of other amenities in Tompkinsville Park, Tappen Park and Luis Lopez Park.

Shadows

The DEIS does not show significant adverse shadow impact to Lyons Pool from the incremental shadows of new development in Subdistrict A of the proposed Bay Street Rezoning. Nevertheless, there will be new incremental shadows over Lyons Pool during the peak summer hours for almost three hours in the afternoon. Lyons Pool is the largest public pool in Staten Island and a major piece of our open space and recreation network. Proposed development adjacent to Lyons Pool could significantly impact the public's enjoyment of this critical amenity. The City should consider covering the Lyons Pool to allow year-round enjoyment of the pool to mitigate impacts from shadows. Alternatively, the City should analyze what kind of changes to the zoning text are necessary to eliminate new shadows from proposed development on Lyons Pool.

Transportation

The proposed rezoning would create significant adverse impacts at 21 intersections (out of the 31 analyzed in the EIS), *with the proposed mitigation in the EIS*. The challenges to mitigating traffic call for more thoughtful solutions than normal signal timing and restriping. This rezoning is an opportunity to help improve residents' lives, but the lack of a detailed analysis to help mitigate impacts on our local streets does not further that goal.

The final Traffic Monitoring Program should outline how the capital improvements, suggested by NYC EDC and NYC DOT in the Staten Island North Shore Transportation Improvement Strategy (TIS) can help alleviate traffic congestion at: Richmond Terrace and Ferry Terminal, Bay Street and Victory Boulevard, and Richmond Terrace and Wall Street. DOT's Transportation Improvement Strategy should also study the creation of a new bus lane along Bay Street between Victory Boulevard and the ferry terminal and along Richmond Terrace between St. George Ferry Terminal and St. Peters Place. Further to alleviate congestion, the 120th NYPD Precinct should be relocated to the large city-owned parcel (Block 556, Lot 80) on Hill Street between Warren Street and Tompkins Avenue. Interim action to alleviate traffic congestion could include providing free parking for NYPD in the Wheel or Outlet mall parking lots. A freight management plan for the North Shore - similar to the Off-Hour Truck Delivery Pilot Program should be created in the North Shore of Staten Island. Traffic Enforcement Agents (TEAs) need to be deployed during rush hour at all intersections that have unmitigated traffic impacts as a result of this rezoning. DOT should coordinate with DOB to identify opportunities for sidewalk widening when new development occurs in the Bay Street corridor. Bus and ferry timing needs to be coordinated to ensure ferry riders have adequate buses prepared to pick them up.

Transit

Capital investments need to be made in the area of the Bay Street Corridor. I agree with the Staten Island Borough President in his request to have the MTA and SIR commit in writing to an evaluation and redevelopment of public transit in and around the Bay Street Corridor. SIR Stations at Tompkinsville and Stapleton are in dire need of new lighting, additional wayfinding and safety measures, and bicycle infrastructure near the train stations. Any future upgrades to SIR stations should ensure that they are all ADA accessible. Finally, the MTA should identify strategic locations to expand park and ride along the SIR to encourage more ridership and deter commuters from using single-occupancy private vehicles to get to work.

Bus Transit infrastructure needs additional investment. The MTA will need to commit in writing to fund new buses along the S40, S42, S48, S51/81, S74/84, S76/86 and S78 Routes, expand the TSP hardware and software on MTA buses that serve the Bay Street Corridor, to allow buses to move more quickly in congested areas and provide a status update on the BRT along the North Shore.

Ferry service to Staten Island is being expanded and this is welcome news. EDC should study expanding the East River ferry service to include a new ferry route between Stapleton and Brooklyn, along with committing to funding the opening of Pier 1 and identifying the funding gaps for the Tompkinsville Esplanade.

Stormwater Management and Sea Level Rise

The DEIS did not identify any impacts to stormwater management or wastewater treatment facilities. However, the DEIS does not consider localized flooding issues due to faulty sewer infrastructure that serves the wastewater treatment facilities. Therefore, DEP should release its updated drainage plan for the Bay Street Corridor. The drainage plan should identify all areas of recurring localized flooding in the corridor, the timeline for implementing drainage improvements, and the capital investment needed to handle new development in the Bay Street corridor.

Climate change is an existential crisis to humanity which requires urgent attention. We cannot encourage development within the current 100- and 500-year flood zones without planning for sea level rise and climate change. The city should require a commitment from future developers in the Stapleton Waterfront (Phases II and III) to design the developments on the site to accommodate potential flooding up to a new Design Floor Elevation based on Sea Level Rise projections. The FEIS should also identify green and grey infrastructure improvements along the waterfront and inland to mitigate the impacts of future flooding events to new and existing commercial and residential development in and around the project area.

Stephanie Shellooe (DCP)

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Monday, March 11, 2019 10:58 PM
To: Christopher Hadwin (DCP); Stephanie Shellooe (DCP); statenislandcomments_dl@planning.nyc.gov
Subject: Comments re: C 190113 ZMR - Special Bay Street Corridor District
Attachments: Shadow Impact on Lyons Pool, Bay St. Corridor.pdf

Re. Project: **C 190113 ZMR - Special Bay Street Corridor District**

- Application Number: **C 190113 ZMR**
- Project: **Special Bay Street Corridor District**
- Public Hearing Date: **02/27/2019**
- Borough: **Staten Island**
- Community District: **1**

Comments on the Draft Environmental Impact Statement received by the 10th calendar day following the close of the public hearing will be considered by the lead agency.

Submitted by:

Name: **Steve Joseph**
Zip: **10301**

I represent:
- **A local community group or organization**

Details for "I Represent": **Lyons Pool Lap Swimmers Group**

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **Yes**
If yes, are you now submitting new information? **Yes**

I have attended or will attend the City Planning Commission's Public hearing on this project: **Yes**

Additional Comments:
Please see attached pdf. I emailed a copy of this to an email address: 16DCP156R_DL@planning.nyc.gov that was given to me. I don't see this as an option here so I am submitting it again. Forgive me if this is a duplicate

The *Draft Environmental Impact Statement / Bay Street Corridor Rezoning and Related Actions* (CEQR No. 16DCP156R) issued by the Department of City Planning acknowledges that the proposed rezoning will generate high-rise new construction in the area immediately adjacent to and west of Lyons Pool in Tompkinsville. Such development would result in "sizable incremental shadow coverage [on the pool] during the summer analysis days," the EIS notes.
Despite the "sizable" increased shadows on the pool and its facilities, the EIS concludes that this reality "would not result in a significant adverse impact on the usability of this resource."
As a user of Lyons Pool for over 40 years, and a member of its Lap Swimming Group, I am writing to challenge the assumptions behind this optimistic EIS conclusion.

LOWER POOL TEMPERATURES
Lyons Pool is located at the edge of New York Harbor, so often the wind speed there is higher than it is further inland. This contributes to the cooling effects on the pool. Lower water temperatures affect all users of the pool, and permanent shadows will exacerbate this. The Parks Department has set aside a portion of the pool for adult lap swimming during the general swim hours. This section is also used by those who walk in the pool, rehabilitating from injuries to strengthen their legs. These people would also be affected by shadows on the pool. If the pool is in shadow with just a little wind, bathers will find the pool too cold to use. Buildings casting shadows on a public amenity that Staten Islanders have enjoyed for generations will make it unusable even when the sun is on it if the water temperature is too cold.

THE SHADOW STUDY RAISES QUESTIONS
As drawn on Figure 6-4 to 6-5 starting on page 16 the projected development shows a single tower on the north end of the property at Victory Blvd. and Bay St. If the entire property is developed to 165' height it will cast an even larger shadow on the pool. Also did this shadow study factor in Victory Blvd. and Bay St. is 20' higher than the pool deck? Both would cause shadows to enter the pool site earlier. The pool now closes when the lifeguards can no longer see the bottom of the pool. Will early evening shadows from projected development cause the pool to close earlier or force the Parks Department to install new lighting? In addition the report states on "June 21, the summer solstice and the longest day of the year" would have incremental shadows cast on the main pool for a "maximum duration of 1 hour and 28 minutes," yet on August 6 with the sun lower in the sky the additional shadow would be only 1 hour. https://www1.nyc.gov/assets/planning/download/pdf/applicants/env-review/bay-street-corridor/06-deis.pdf

A One Day Example
As an example on Monday July 11 2016 at 7:30am the pool was 72 degrees during the Lap Swimming Program. Cloudy cool weather which included rain on July 8 and 9 had a lot to do with the low temperature. (The pool was tolerable on Friday July 8 for the morning Lap Swim.) If 72 degrees sounds warm, you need to know that your body looses heat 20 times faster in water than it does in air. Indoor pools are typically held at 79 degrees (considered cool and good for competition) to 82 degrees.

Parks Department rules only allow white t-shirts on the pool deck. On afternoons when the pool is in shade, sweatshirts will not be allowed.

ACTUAL POOL TEMPERATURES
To my knowledge the morning Aquatics Lap Swimming program has the only record of the early morning pool temperatures or for that matter temperatures taken at any time of the day. I urge the planing commission to compare those pool temperatures to the weather or degree days.

ERRORS IN WHEN THE POOL IS IN USE
The Final Scope Work Environmental Impact Study of the Bay Street Corridor states the pool is open from 11am to 7pm with a break for cleaning between 3-4pm. The pool is actually open from 7am to 8:30pm or dusk.

The report states incorrectly the pool is open from Memorial Day to Labor Day; it is open from the last few days of June to the weekend after Labor Day. The shadow study only covered one day in the summer the pool is open, August 6.

HOW LYONS POOL IS ACTUALY USED
From 7-8:30am weekdays there is the Aquatics Lap Swimming Program. Other programs before the pool opens to the general public at 11am include Senior Splash, Adaptive Aquatics for people with Disabilities, Children's Learn to Swim, and the Youth Swim team. Between 7-8:30 pm there is Adult Learn to Swim, a Water Exercise Class and the Evening Lap Swimming Program.

FUTURE POOL USERS
There will be thousands of additional residents with the proposed rezoning and there will likely be more people using the pool in both the early and late afternoon sessions. This report concedes there will be less sunlight in the afternoons on the pool deck and the pool. Just because fewer swimmers used the pool in the afternoons in 2017 does not mean we should make the pool less desirable for future bathers? As already pointed out, less sunlight on a pool that is heated by the sun will result in cooler pool temperatures throughout the day. The cumulative effect of less sun every day will mean it will take longer to warm up after rain or cool nights.

POSSIBLE SOLUTIONS
Limit the height of buildings that would cast a shadow on the pool.
Require developers to have solar panels that would heat the water in a developer installed system.
Reflectors on top of new construction could direct late afternoon sun on to the pool.
One lap swimmer has suggested an enclosure with a retractable roof. This would allow the heat to be retained on cooler nights and could also allow the pool to be open all year.

Steve Joseph
Lyons Pool Lap Swimmers group
wardhill@rcn.com

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Stephanie Shellooe (DCP)

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Thursday, February 28, 2019 5:55 PM
To: Christopher Hadwin (DCP); Stephanie Shellooe (DCP); statenislandcomments_dl@planning.nyc.gov
Subject: Comments re: C 190113 ZMR - Special Bay Street Corridor District

Re. Project: **C 190113 ZMR - Special Bay Street Corridor District**

- Application Number: **C 190113 ZMR**
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- Borough: **Staten Island**
- Community District: **1**

Comments on the Draft Environmental Impact Statement received by the 10th calendar day following the close of the public hearing will be considered by the lead agency.

Submitted by:

Name: **Aron Feldman**
Zip: **11206**

I represent:
- **Myself**

Details for "I Represent":

My Comments:

Vote: I am **other**

Have you previously submitted comments on this project?
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project:

Additional Comments:
190113 ZMR creates a new section 135-14 that will allow breweries in commercial districts subject to certain limitations. With the change in brewing technology and market demand, I believe the CPC should create a new use group for small breweries that will be allowed in all commercial districts, that can be based on the proposed section 135-14.

The Municipal Art Society of New York
MASNYC

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MAS Comments on Bay Street Corridor Rezoning & Related Actions for the City Planning Commission, CEQR No. 16DCP156R

March 11, 2019

Position

The Municipal Art Society of New York (MAS) believes the Bay Street Corridor Rezoning poses several opportunities and many challenges for Staten Island's North Shore. On one hand, the rezoning has the potential to foster a more vibrant downtown environment and add a substantial number of affordable housing units. However, concerns about flood resiliency in relation to new development, significant traffic congestion, the unmet shortage of public school seats and lack of open space resources to support new growth must be addressed before MAS will support the project.

Taken together, these issues reflect a need for transparency and comprehensive planning. Currently, the Bay Street Corridor Rezoning lacks both. Our support for the project is also contingent on all impact calculation methodologies being disclosed and critical infrastructure deficiencies being addressed in the Final Environmental Impact Statement (FEIS).

Background

The rezoning will affect a 20-block, 45-acre area in Staten Island's Tompkinsville, Stapleton, and St. George neighborhoods in Community District 1. It will result in an incremental increase of 2,736 housing units, 25 to 32 percent of which will be affordable under the City's Mandatory Inclusionary Housing (MIH) Program. The rezoning would introduce 7,031 new residents to the area.

In addition to the 2.7 million square feet (sf) of new residential development, the project is expected to add 183,555 sf of commercial space and 105,700 sf of community facility uses. The rezoning also includes the disposition of three City-owned sites for future development.

MAS Recommendations and Comments

Our comments are in response to the Draft Environmental Impact Statement (DEIS) of the Proposed Actions and the subsequent amended zoning text application (A-Text Application) that was filed on February 12, 2019.

Public Policy

The DEIS estimates that approximately 30 percent of new residential floor area on projected development sites will be affordable under MIH. However, over 7,000 new residents will be introduced to an area in which the median household income ($43,071) is significantly lower than Staten Island ($74,021) and New York City ($55,191). This raises concerns about indirect displacement of lower income residents as those with higher incomes move to the area, as well as concerns about indirect displacement of area businesses, as new residents may seek goods and services not affordable to lower income residents. This situation also raises questions about the actual affordability of the new housing under the proposal. As such, it is critical that the FEIS specifies and evaluates MIH options and the potential impacts that differing income levels can have on socioeconomic conditions in the Project Area.

According to the U.S. Census (*American Community Survey* 2016 5-year estimates), 35 percent of the households in the Project Area have incomes that are less than 30 percent of the Area Median Income (AMI), $24,500 for a three-person household.[1] The deepest affordability option under MIH would require that 20 percent of the residential floor area be affordable to households earning 40 percent of AMI ($32,640 for a three-person household). The MIH option at 60

[1] Based on the Socioeconomic Study Area, or Census Tracts 3, 7, 9, 11, 17, 21, 27, 29 (Richmond County, NY).

percent of AMI ($49,000 for a three-person household) would be above the neighborhood's median household income of $43,071.

Therefore, MAS recommends that the deepest level of affordability be applied to the rezoning area to ensure that a significant portion of new affordable housing will be within reach of current residents.

Socioeconomic Conditions
The project has the potential to directly displace 244 employees in 30 local businesses, the majority of which are located within the Bay Street Corridor. Despite this, the DEIS concludes that the rezoning would not have adverse impacts on local businesses. The DEIS further assumes that any potential for commercial displacement would be offset by the ability of displaced businesses to relocate within the Study Area.

While we support the use of Development Site 5 for new housing, the direct displacement of the Western Beef Supermarket would leave the Bay Street Corridor without a large grocery store and current residents without affordable grocery shopping options. According to the DEIS, the opportunity for new commercial development under the rezoning would alleviate the loss of the supermarket. MAS finds this conclusion to be unsubstantiated. Creating the opportunity for new commercial development does not directly lead to the creation of new stores. Even with the tax benefits offered through the FRESH program, there is no guarantee that new grocery stores would serve or continue to serve similar demographics. The DEIS further states that the presence of other grocery stores outside of the Project Area, such as the Key Food supermarket at 155 Bay Street, would offset the displacement of Western Beef. However, the Key Food in question is decidedly smaller in size and does not have a parking lot. Therefore, MAS recommends that the City explore and identify sites within the Project Area for the development of a new grocery store before closing Western Beef to ensure that the Bay Street Corridor does not become a food desert. The City must also ensure that the corridor is not without a large grocery store during the 12-year project build-out period.

Community Facilities and Services
As proposed, the rezoning would greatly exacerbate the lack of school seats currently plaguing North Shore public schools. With a total enrollment of 11,869 students, elementary schools in the study area are now at 119 percent capacity. The utilization rates for the Bay Street Corridor and Canal Street Corridor zoned schools range from 101 to 138 percent. Accordingly, the area would need an additional 1,906 elementary school seats to resolve the current deficit and address severe overcrowding.

Based on the revised numbers in the proposed A-Text Application, the rezoning would introduce an additional 766 elementary school students to the Study Area. This would bring the already pronounced deficit to 4,049 seats and the utilization rate to a staggering 138 percent in 2030. Considering the size of existing and projected deficits, North Shore families need more than the "exploration and discussion" of potential mitigation measures. MAS urges the City to commit to building additional schools in the Rezoning Area, especially elementary schools, to address current and future overcapacity issues. We expect the FEIS to address this recommendation.

In addition to our concerns about the data and methodology used in the DEIS to arrive at the No-Action Condition numbers on projected enrollment, the new information in the A-Text Application fails to disclose the updated school seat multipliers used to estimate the number of students generated by the rezoning.[2] This blatant lack of transparency not only fails to abide by CEQR regulations, it also impedes the public review process.

[2] The Technical Memorandum indicates that new multipliers were developed by the Department of City Planning in consultation with the Mayor's Office of Environmental Coordination (MOEC) using 2012-2016 American Community Survey (ACS) – Public Use Microdata Sample (PUMS) data, but that the 2014 CEQR Technical Manual has not been updated to reflect these new thresholds. Technical Memorandum 001, p.3.

Open Space
The Project Area is grossly underserved by open space. The DEIS discloses that the total open space ratio within the residential (0.5-mile) Study Area is expected to decrease by 5.22 percent to 1.22 acres per 1,000 residents under the With-Action Condition. This is well below the citywide average of 2.5 acres of open space per 1,000 residents and significantly below the Department of City Planning's (DCP) recommended goal of 1.5 acres. The active open space ratio would be nearly 75 percent lower than the total recommended ratio. These ratios would only worsen with the addition of 179 dwelling units in the A-Text Application scenario.

The DEIS also projects that total new open space acreage within the 0.25-mile and 0.5-mile Study Areas will increase by 11.63 acres under the No-Action Condition. Some 7.5 acres – about 64 percent of this total – is expected to come from the NY Wheel project, even though this development is no longer slated to be completed due to funding issues and it is unclear what will be built in its place. As such, we find this evaluation to be exceedingly misleading.

The open space evaluation in the FEIS must be revised to exclude the undeveloped portion of the NY Wheel project in its calculations for the No-Action Condition. More importantly, MAS urges the City to create additional open space within the rezoning area to help fill this critical gap. We suggest examining the disposition sites as a possible opportunity for new open space.

Shadows
The proposed project would cast incremental shadows of varying durations on six sunlight-sensitive resources in the Project Area, including the landmark designated Lyons Pool Recreation Center, a valuable recreational facility for the neighborhood. According to the DEIS, sunlight on the main pool would be reduced by 1.5 hours on the May/August and June analysis days. Despite this, the assessment concludes that the project would not result in significant adverse shadow impacts based on the expectation that "public enjoyment would not be significantly impacted."[3] Given the scarcity of recreational and open spaces in the area as well as the high use of the pool during the summer months, we urge the City to examine design changes that eliminate or reduce shadow impacts on Lyons Pool.

Climate Change and Resiliency
Almost 38 percent of the Rezoning Area, including 12 Projected Development Sites, is within the 2015 100-year flood zone.[4] Based on most recent sea level rise projections by the New York City Panel on Climate Change (NPCC), by 2050, 76 percent of the residential construction expected under the rezoning would occur within the 100-year flood zone, a 55 percent increase. The two Project Areas that will accommodate the greatest amount of development under the rezoning, Bay Street Corridor and Stapleton Waterfront, will have 72 percent and 100 percent of its new built floor area within the 2050 100-year flood plain, respectively. Despite this, the DEIS states that addressing resilience for privately owned development sites is not practicable through the rezoning. Given the impacts of Superstorm Sandy on Staten Island and growing concerns about future storm resiliency, we find this conclusion unacceptable. We urge the City to develop an appropriate regulatory framework for new housing design and construction in flood-prone Rezoning Areas to address the increasing risks from storm surges and coastal flooding.

MAS further recommends that the City consider using a Land Disposition Agreement for the City-owned Stapleton Waterfront Phase III Sites, requiring a commitment to design new construction to accommodate potential flooding up to the future Base Flood Elevations as per NPCC Sea Level Rise projections.

[3] DEIS, p. 6-13.
[4]The majority of the southern half of the Bay Street Corridor and all of the Stapleton Waterfront Phase III Sites are located in FEMA's 2015 preliminary FIRM 100-year floodplain zone AE. DEIS, p.16-13.

Transportation

Traffic
Currently, Bay Street functions as the area's main traffic corridor. It is a two-way street shared by cars, buses, and bicycles, and lacks the capacity to support the increase in traffic predicted under the Rezoning proposal. According to the DEIS, significant adverse traffic impacts will occur during various peak hour evaluation times at 31 intersections in the project area, 22 of which – a whopping 71 percent – would remain unmitigated. According to the A-Text Application, the project would result in an additional 12 impacted lane groups and 6 impacted intersections compared to the DEIS With-Action with Mitigation Condition.

Other major nearby intersections would also be affected. For example, service levels would deteriorate at two consecutive major intersections along Victory Boulevard (at Cebra Avenue and Jersey Street) during the evening peak hour, and would no longer be mitigated during the Saturday midday peak hour and weekday AM peak hour, respectively, according to the A-Text Application. Combined wait times would more than double from just under a minute to almost two minutes.

Even some smaller intersections would not be immune to significant traffic impacts. During the weekday evening peak hour, the intersection of Front and Wave Streets would deteriorate at a four-fold rate from an average delay of 9.6 seconds to over 38 seconds.

Transit
The DEIS projects that the Proposed Actions will result in an increase in passenger trips at seven MTA bus routes, including the S51/81, S74/84, S76/86, and S78, to accommodate the influx of new residents expected under the rezoning. Additionally, according to the A-Text Application, the project is expected to further strain service on the northbound and southbound buses during weekday AM and PM peak hours, representing 21 and 22 percent increases, respectively, in bus trips in comparison to what was identified in the DEIS. This would result in significant adverse bus impacts.

We urge the City to perform a comprehensive traffic study and develop an appropriate transportation mitigation plan that adequately addresses worsening traffic congestion.

Alternatives Evaluation
The DEIS evaluates three alternatives: No-Action, No Unmitigated Significant Adverse Impacts, and a Reduced Rezoning Area Alternative, which excludes the Canal Street Corridor Project Area from the rezoning. MAS recommends that the FEIS include an evaluation of an alternative in which the rezoning is restricted to the Canal Street Corridor, the west side of the Bay Street Corridor, and the three City-owned disposition sites to reduce impacts of development in the floodplain.

In addition, given the fact that the three city disposition sites offer more than 150,000 sf of developable area outside of the 2050 100-year flood plain, we recommend that the FEIS include an evaluation of an alternative in which the three disposition sites are explored as locations for affordable housing, schools, and new open space.

Mitigation
MAS finds that the DEIS lacks concrete mitigation measures for addressing the considerable adverse impacts on North Shore residents, including school overcrowding, a shortage of open spaces, and traffic congestion. For a project of this importance, MAS urges the City to ensure that the FEIS contains a schedule of mitigation measures and the agencies responsible for monitoring and implementation. Furthermore, we recommend that no certificates of occupancy should be issued for new development under the rezoning unless mitigation commitments and conditions are met.

Conclusion
The Bay Street Corridor Rezoning proposal has the potential to bring about major changes for the Staten Island North Shore community. With more than 7,000 new residents coming to the neighborhood, the City must do all it can to ensure that the area has sufficient open space, public school capacity, and transportation infrastructure to support the intended

growth. Given the significance of the project and the increasing risk from storm surges and coastal flooding, we further stress the importance of identifying resiliency measures as part of the rezoning proposal.

MAS has many serious concerns that need to be addressed in the current proposal before we can support it. We urge the City to consider our recommendations as part of the plan.

Thank you for the opportunity to provide comments on this important project.

Stephanie Shellooe (DCP)

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Thursday, February 28, 2019 9:27 PM
To: Christopher Hadwin (DCP); Stephanie Shellooe (DCP); statenislandcomments_dl@planning.nyc.gov
Subject: Comments re: C 190113 ZMR - Special Bay Street Corridor District
Attachments: Bay Street Neighborhood Rezoning SI Downtown Alliance Testimony.docx

Re. Project: **C 190113 ZMR - Special Bay Street Corridor District**

- Application Number: **C 190113 ZMR**
- Project: **Special Bay Street Corridor District**
- Public Hearing Date: **02/27/2019**
- Borough: **Staten Island**
- Community District: **1**

Comments on the Draft Environmental Impact Statement received by the 10th calendar day following the close of the public hearing will be considered by the lead agency.

Submitted by:

Name: **Leticia Remauro**
Zip: **10314**

I represent:
- **A local community group or organization**

Details for "I Represent": **Bayview Community Council, Inc. dba Staten Island Downtown Alliance**

My Comments:

Vote: I am **in favor**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **Yes**

Additional Comments:
Please see document attached for testimony by Leticia Remauro on behalf of the Staten Island Downtown Alliance

Stephanie Shellooe (DCP)

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Wednesday, February 27, 2019 12:22 AM
To: Christopher Hadwin (DCP); Stephanie Shellooe (DCP); statenislandcomments_dl@planning.nyc.gov
Subject: Comments re: C 190113 ZMR - Special Bay Street Corridor District
Attachments: Community Driven Plan for the North Shore.pdf

Re. Project: **C 190113 ZMR - Special Bay Street Corridor District**

- Application Number: **C 190113 ZMR**
- Project: **Special Bay Street Corridor District**
- Public Hearing Date: **02/27/2019**
- Borough: **Staten Island**
- Community District: **1**

Comments on the Draft Environmental Impact Statement received by the 10th calendar day following the close of the public hearing will be considered by the lead agency.

Submitted by:

Name: **Kelly Vilar**
Zip: **10301**

I represent:
- **A local community group or organization**

Details for "I Represent": **Let's Rebuild Cromwell Community Coalition**

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **No**
If yes, are you now submitting new information?

I have attended or will attend the City Planning Commission's Public hearing on this project: **Yes**

Additional Comments:
Please consider a Maritime Education, Recreation Culture Corridor for Staten Island' north shore waterfront- as a viable option for economic development.--" A Silicon Valley of Maritime Education"

Stephanie Shellooe (DCP)

From: Public Hearing Comments (Do not reply) <PublicComments_DL@planning.nyc.gov>
Sent: Wednesday, February 27, 2019 11:23 AM
To: Christopher Hadwin (DCP); Stephanie Shellooe (DCP); statenislandcomments_dl@planning.nyc.gov
Subject: Comments re: C 190113 ZMR - Special Bay Street Corridor District

Re. Project: **C 190113 ZMR - Special Bay Street Corridor District**

- Application Number: **C 190113 ZMR**
- Project: **Special Bay Street Corridor District**
- Public Hearing Date: **02/27/2019**
- Borough: **Staten Island**
- Community District: **1**

Comments on the Draft Environmental Impact Statement received by the 10th calendar day following the close of the public hearing will be considered by the lead agency.

Submitted by:

Name: **Nicholas Zvegintzov**
Zip: **10301**

I represent:
- **Myself**

Details for "I Represent":

My Comments:

Vote: I am **opposed**

Have you previously submitted comments on this project? **Yes**
If yes, are you now submitting new information? **Yes**

I have attended or will attend the City Planning Commission's Public hearing on this project: **No**

Additional Comments:
Subject: 190114 ZRR, 190114(A) ZRR The zoning of the Stapleton Waterfront Phase III Sites (A and B1) should not be amended under at this time in this action. These two sites (7.2 acres of City-owned land between Lyons Pool and Urby) are part of the last open waterfront in the City with a full view of the harbor. - They are not on Bay Street or Canal St. - They are not City disposition sites (like three other inland properties that the City proposes to rezone and sell in this action). - They do not add any housing units to this action (since the Special Stapleton Waterfront District is already zoned for housing). - City–owned land on the remaining open harbor waterfront should not be rezoned piecemeal pending a re-appraisal of how all this land should be used. The City owns approximately 43 acres on the Staten Island harbor waterfront, the last unassigned waterfront property with full views of the Harbor. It should be used for

community value – parks, active recreation, educational purposes. It is City-owned land already (no acquisition costs). Sites A and B1 are approximately 17% of this acreage. It should not be disposed to a private developer at this time. Like Central Park or the High Line or the Brooklyn Waterfront, community use will only enhance property values in the area, and far outweigh the one-time profit from disposing it to developers. (end)

Department of Housing Preservation & Development
nyc.gov/hpd

MARIA TORRES-SPRINGER
Commissioner

LEILA BOZORG
Deputy Commissioner

Office of Neighborhood Strategies
100 Gold Street
New York, N.Y. 10038

Testimony of Michael Sandler, Director of Neighborhood Planning at the Department of Housing Preservation and Development (HPD), on the Bay Street Corridor Neighborhood Plan
City Planning Commission
February 27, 2019

Good afternoon Chair Lago and members of the City Planning Commission. I am Michael Sandler, Director of Neighborhood Planning of the Office of Neighborhood Strategies at HPD, here today in support of the Bay Street Corridor Neighborhood Plan.

The Bay Street rezoning will help to revitalize this corridor and help to address a serious gap in the housing market in this neighborhood of multi-family and affordable housing. Over half of all Staten Island's North Shore households are low-income, and nearly a quarter of households are extremely low-income, earning $26,000 a year or less. While North Shore has a higher proportion of homeowners than renters compared to New York City, the North Shore has more renters compared to Staten Island overall. The vast majority of these renters live in unregulated small, one- to four-family homes, which make up 90% of the housing stock. Renters in this neighborhood describe months-long searches to find available apartments and a lack of quality options at affordable prices.

The rezoning proposal before you today is crucial to help address the limited rental opportunities by developing new market rate and permanently affordable rental apartments in the transit-rich section of Staten Island. Under *Housing New York*, the City has made historic strides in building new affordable homes for low-, moderate-, and middle-income New Yorkers, but the North Shore has seen very little affordable housing created in recent years—of the nearly 40,000 new affordable apartments constructed across the City since the start of the Mayor's Housing Plan, less than 1% has been constructed on Staten Island. A big reason for this is low-density zoning that makes affordable new construction nearly impossible.

Alongside the proposed rezoning, HPD created the Draft Bay Street Corridor Housing Plan that provides a set of strategies to ensure that existing residents are protected from displacement and have the critical resources they need.

You should already be familiar with our approach, so what I would like to emphasize today are our tools and policies to keep North Shore tenants safely in their homes and the ways in which we are supporting low- and moderate-income homeowners.

For Preservation:

- To help low-income homeowners make critical repairs and stay in their homes, last year we announced the creation of HomeFix, which is a new program that pairs financial counseling with financial assistance and helps homeowners in small properties fund home repairs. In neighborhoods like the North Shore, helping small property owners provides significant benefit to renters as well, who are likely to be living in the second unit of an owner-occupied small home.
- HPD offers other financial and tax incentives to renovate and repair existing buildings in exchange for preserving affordability for existing tenants.
- We are conducting more proactive and strategic outreach to property owners than ever before to let them know about our financing programs to make building improvements and extend affordability. As of August 2018, HPD has reached out to 136 property owners representing a total of 3,745 homes. We've conducted mailers, robo-calls, and events to reach these properties in the North Shore, including those with expiring tax benefits. HPD's Neighborhood Education and Outreach Unit will be hosting a landlord and tenant fair at the Staten Island Museum at the end of March.
- Our new Neighborhood Pillars initiative will dedicate funding for non-profits and mission-based organizations to acquire and rehab unsubsidized rent-stabilized buildings so they can maintain the affordability of this crucial housing stock that is limited in the North Shore. Just last month we released a Request for Qualifications to identify organizations who can access this funding.
- In addition, we are implementing a Certification of No Harassment pilot program in the North Shore to protect certain tenants from being harassed from their homes.
- We are also working to combat the impact of zombie homes by holding noncompliant banks and mortgage servicers accountable for failing to maintain vacant properties on the brink of foreclosure.

For new development:

- First, the implementation of Mandatory Inclusionary Housing in the rezoning area will facilitate the construction of up to approximately 450 permanently affordable homes on privately owned sites.
- We are working with agency partners to advance affordable housing development on City-owned sites, including the Jersey Street Sanitation Garage and future phases of the New Stapleton Waterfront.
- HPD financing programs also support the creation of deeply affordable rental housing. In response to community feedback, last year we added $1.9 billion to the Housing Plan to do more to address the needs of the lowest income New Yorkers. Whenever HPD funds housing development, it will require more apartments for those making less than $25,770 and up to $42,950 for a three-person family. We also now require at least a 10% set aside for homeless families in nearly every project. Lastly, whenever HPD funds a project within the Bay

Street rezoning area, we will require an additional 15% of apartments to be permanently affordable.

- We are also looking to create new affordable homeownership opportunities in Staten Island and around the city. HPD launched the new Open Door Program last year, which finances the new construction of affordable homes in multifamily buildings for first time buyers earning a range of incomes.

I thank the community for their relentless advocacy for the neighborhood, and to you all for the opportunity to speak in support of the Bay Street Corridor Neighborhood Plan.

ASSOCIATION FOR NEIGHBORHOOD & HOUSING DEVELOPMENT, INC.

ANHD
50 Broad Street, Suite 1402
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COMMENTS TO THE CITY PLANNING COMMISSION ON THE PROPOSED BAY STREET CORRIDOR REZONING

February 27, 2019

Good morning and thank you for the opportunity to testify. My name is Chris Walters and I am the Rezoning Technical Assistance Coordinator for the Association for Neighborhood and Housing Development (ANHD). ANHD is a coalition of community groups across the city working to build community power to win affordable housing and thriving, equitable neighborhoods for all New Yorkers.

In offering my testimony today I want to echo the vital concerns raised by community members asking who this rezoning will actually serve and how to fix it. This is a concern that is borne out by looking at the numbers. The DEIS acknowledges that the Bay Street rezoning will bring in a higher income population than exists in the study area today. The DEIS further identifies a low-income population of renters in unprotected units who are vulnerable to the increase in rents the rezoning could bring. But the DEIS errs in assuming that the projected affordable housing this rezoning will bring will be enough to offset that displacement risk.

First and foremost this assumption is wrong because DCP is currently proposing to map the highest income MIH options as part of this rezoning. This includes the Workforce Housing Option – which sets affordable rents at an average of 115% AMI, or over $100,000 a year for a family of three. It also includes Option 2, which sets affordable rents at an average of 80% AMI, or over $75,000 for a family of 3.

Yet currently 58% of households on the North Shore earn less than $75,000 a year, while 43% earn under $50,000 a year. Once an MIH option is mapped it's the developer's discretion as to which option to choose. Mapping Option 2 and the Workforce Option would mean there's no guarantee that almost any housing below 80% AMI would be built, putting both the affordable and unregulated units out of their reach for over half the district. These numbers are even starker when you consider race – 66% of Latinx households and 68% of Black households on the North Shore earn less than $75,000. These are the very same households facing the highest rent burdens in the district – 70% of families earning less than $75,000 pay more than a third of their income towards rent, as opposed to just 3% of families earning more than $75,000 a year. These

ASSOCIATION FOR NEIGHBORHOOD & HOUSING DEVELOPMENT, INC.

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are the households that stand to gain the least, and lose the most, from this rezoning and these are the households that must be served.

This is especially true for an area like the North Shore where the vast majority of renters live in unregulated units without tenant protections. At the end of their current lease – if they even have a lease - most of these tenants can be displaced without cause. Unregulated tenants such as these are especially vulnerable to the changing rental markets that the rezoning might bring.

There are several steps that can and must be taken to remedy these problems. First is to ensure that only the deepest affordability options for MIH are made available as part of this rezoning. This means mapping only MIH Option 1 and the Deep Affordability Option – which would set aside 20-25% of new units as affordable for families earning $37,000 to $56,000 on average. In the technical memorandum for the A-text Application submitted by the City there are troubling indications that the Deep Affordability Option is not being proposed as part of this rezoning. This must be clarified and corrected.

Second is to ensure that public land is used for maximum public good. As part of this rezoning, the City is taking steps to eventually transfer four public disposition sites to private developers, including the large Stapleton Phase 3 site along the waterfront. Yet only two of the four city disposition sites listed are currently committed to providing affordable units, and only one of those will be 100% affordable. But public land is exactly the place where the City can achieve the deepest and broadest affordability; it is entirely in their control what gets developed on these sites, as we've seen with HPD's commendable move to use the AIRS program to increase the number of affordable units being provided on the Jersey Street site. If the Jersey Street, Central Street and – most importantly - Stapleton Phase III sites were all developed as 100% affordable housing, it could mean over 900 units of affordable housing for the North Shore, on top of MIH.

Taken together, these changes could help create a rezoning that would ensure that 50% of new units are affordable, at levels that serve those households most in need. The City must not pass up this opportunity. We urge the CPC to heed the voices of the community and make this a rezoning that works for everyone.

TESTIMONY BY

DEPUTY COMMISSIONER

MICHAEL BLAISE BACKER

NEW YORK CITY

DEPARTMENT OF SMALL BUSINESS SERVICES

BEFORE THE

CITY PLANNING COMMISSION

Wednesday, February 27th, 2019

Good morning Chair Lago and members of the City Planning Commission. My name is Michael Blaise Backer and I am the Deputy Commissioner for Neighborhood Development at the New York City Department of Small Business Services ("SBS"). At SBS, we aim to unlock economic potential by connecting New Yorkers to quality jobs, building stronger businesses, and fostering thriving neighborhoods. SBS has been working closely with our partner agencies, community-based organizations, businesses, and residents to implement new investments for small businesses and jobseekers along Bay Street with the goal of increasing economic activity and supporting long-standing businesses.

Through our **Neighborhood 360° program**, which we initiated in 2015, SBS is investing in the community and working with local partners to identify, develop, and launch commercial revitalization projects. SBS first partnered with the Staten Island Chamber of Commerce to conduct a **Commercial District Needs Assessment (CDNA)** of the Bay Street Corridor to analyze the local commercial district and identify opportunities for investment along the corridor. In 2017, SBS awarded **$1.54 million in competitive Neighborhood 360 Grant funding** to Staten Island Chamber of Commerce, Staten Island Arts, and the 100 Gates Project to address the CDNA's key findings over a three-and-a-half-year span.

Since the grant's inception, we have been proud to support programming that includes holiday lights, beautification projects, district marketing, storefront improvements, and supplemental sidewalk cleaning services that benefit small businesses from St. George to Stapleton. In addition, our funding has supported an impactful array of community events, such as the Court Yard Fridays summer concert series at Borough Hall, the Sonic Gates audio sculpture installations, and the Cinema Connex film series, which saw more than 900 attendees at their first event, a 30th anniversary screening of Working Girl at the historic St. George Theater. Working with local stakeholders through community outreach and a Commercial

District Working Group convened by Councilmember Rose and Borough President Oddo, the Neighborhood 360 investment aims to strengthen Bay Street's existing small businesses and ensure that the corridor is vibrant and welcoming for residents and visitors alike.

Beyond Neighborhood 360°, SBS has significant assets on Staten Island's North Shore. SBS operates one of our seven **NYC Business Solutions Centers** just outside the Bay Street corridor, at **120 Stuyvesant Place**. At this center, Staten Island small businesses can access free business services such as business education courses, financing assistance, help navigating government, Minority and Women-owned Business Enterprise (M/WBE) certification, and legal assistance. These free services include our **Commercial Lease Assistance Program**, which allows small business owners to obtain free legal assistance regarding new leases, lease renewals and back rent negotiations, landlord harassment, and other issues such as lack of repairs and breach of contract issues.

SBS also operates one of our 18 **Workforce1 Career Centers** on the North Shore. The center, also located at **120 Stuyvesant Place**, connects jobseekers to employment and training opportunities and offers businesses cost-saving recruitment services. We look forward to continuing to work with the community to leverage the resources of the North Shore center to connect Staten Island residents with quality employment and training opportunities.

SBS also recently launched a **Mobile Outreach Unit** vehicle, which, in addition to our **Chamber On-the-Go** and **Compliance Advisor** teams, is another way we are able to bring our services directly to business owners and jobseekers in their own neighborhoods. We want to ensure our services are reaching all New Yorkers; for example, today our teams are holding a **Small Business Resource Fair** at the St. George Library. This interagency event provides an opportunity for business owners to learn about SBS' free services, participate in a business education course, and meet directly with representatives from City regulatory agencies to learn how to avoid commonly issued violations and save money.

SBS is committed to serving the residents and business owners of Staten Island and will continue to provide necessary services for the community's business owners and jobseekers. Thank you and I am happy to take any questions the Commission may have at this time.

32BJ SEIU Testimony

Testifying on Bay Street Corridor Rezoning

City Planning Commission

February 27th 2019

Good morning Chair Lago and members of the Commission, my name is Nicholas Antonelli, I'm a cleaner at the DOE, have been a member of 32BJ for about 13 years, and I have lived on Staten Island for 32 years. I'm here today on behalf of my union, and especially our 35 hundred members who live and work on Staten Island, to speak about what the proposed Bay Street rezoning means for building service workers.

Like many of you, we believe that Staten Island residents need meaningful economic opportunities. In light of this, we support key elements of the rezoning plan that will bring good building service jobs. We are pleased that the City has made a commitment to ensure that the prevailing wage is part of projects where it is subsidizing residential development, including at the more than 600-unit proposed Stapleton Phase 3 site. Providing good, permanent jobs that allow working families to live with dignity is central to responsible development, and we are glad that the City and EDC are setting a strong standard.

However, we think that more needs to be done to make sure that the Bay Street rezoning brings economic opportunity to Staten Island before it is approved. Private property owners and developers in the rezoning area stand to reap significant benefits from the proposed plan, which will change many lots from manufacturing to residential and commercial uses and allow for large, new buildings that could net millions of dollars in profits. This rezoning is occurring without firm guarantees of what will be financed and built at private sites, and no firm guarantees from developers that building service workers will earn the prevailing wage.

We are calling on players like BFC, who hold property in the rezoning area, to follow the lead of the City and make early and credible commitments to providing good, industry standard wages for building service workers. We think it is

important to be able to have confidence that the rezoning will create good jobs—no matter what ultimately gets built.

The prevailing wage was established to ensure that workers in New York City can provide for their families and remain in their communities; it allows workers like me to breathe. As most building service jobs are typically filled by the local community, we believe that paying the prevailing wage, as well as doing local hiring, are important ways to ensure that current residents benefit from the plan.

We respectfully urge you to recommend that the private developers who will benefit this rezoning make an early commit to providing prevailing wage building service jobs for building service workers.
Thank you.

Testimony before CPC re: Bay Street rezoning

February 26, 2019

Jose Lopez, Director of Organizing

Make the Road New York (Member of the Housing Dignity Coalition)

Make the Road New York (MRNY) is pleased to testify today to the City Planning Commission on the topic of the Bay Street Corridor rezoning. MRNY is the largest immigrant grassroots community organization in New York State with over 22,000 members.

For the following reasons; we **currently oppose** the Bay Street Rezoning plan:

Process: For the past three years, since the release of the Draft Scope in May 2016, the Housing Dignity Coalition studied the draft scope, created community space to discuss the draft scope, and did the work of offering recommendations to improve the draft scope before official certification. Unfortunately, none of these recommendations were factored into the Environmental Impact Statement leaving us with mostly the same document that we have criticized since 2016. Here are our critiques:

Real Affordable Housing: As we understand, a 14 block stretch of Bay Street currently zoned for manufacturing only would be re-zoned to allow for an estimated 1,592 residential units in buildings ranging from 5 to 14 stories. Per the Mandatory Inclusionary Housing framework, the city projects 30% of the 1,592 new units as MIH units. Per this framework, this would mean 620 MIH* units and 972 market rate units. These 620 MIH units would be accessible to families with an annual income of $75,120 per year. The problem is that 58% of families on the North Shore earn below $75,000 per year. In fact, if you look at income data more deeply, you see that 43% of North Shore families earn below $50,000 per year. Additionally, 64% of all families earning below $75,000 are rent burdened – meaning they pay more than they should on rent. After review of these data sets, the question we should all be asking the city is why are the prescribed "affordable" units not actually affordable to 58% of North Shore families?

Public Land: Per the Environmental Impact Statement (EIS), the City of New York will pursue a plan that transfers three public disposition sites – city owned land – to private developers. Of the three city disposition sites listed, only one will require a percentage of income-restricted units at affordability rates left unmentioned. Once again, we should be asking why the city would opt to transfer public land to private developers? These lots should be utilized to develop projects that the community, not the Department of City Planning, identifies.

Tenant Protections: The Department of City Planning (DCP) estimates that 1,753 low-income unprotected renters will be left potentially vulnerable to indirect residential displacement as a result of this rezoning. This projection is limited to the study area and does not assume displacement impacts for unprotected renters whom live beyond study area lines; in addition, DCP assumes that all apartments within buildings with at least one rent-stabilized unit are themselves rent-stabilized, ignoring the fact that there are multiple avenues through which an apartment can leave stabilization, and so likely significantly under counting the number of renters who are unprotected. Most important to point out is the lack of a mitigation plan in the EIS. There are two reasons for this. **1)** Despite identifying an at-risk population, there is no requirement in this process that a mitigation plan be put in place to support displaced renters. **2)** The City of New York cannot protect tenants whom today have no basic renter protections. These protections can only be created under State Law by passing "Good Cause Eviction" legislation. If we move forward with this rezoning, before we demand state action, we are making already vulnerable tenants much more vulnerable.

Over the next 50 days, the City Council will hold a hearing to gather testimony from constituents in the district. This hearing, like today, will be the final opportunity to call for the Bay Street we want to see. It will not suffice to simply have a pretty waterfront; we need a Bay Street that meets the needs of all families – including the 59% of low-income families left out of the proposal today. Here is how you get there:

- **Demand that public land be used for public good!** With 100% affordable housing on public sites currently slated for residential use, the North Shore will receive 314 more affordable units than under the current plan. *(Stapleton Waterfront)*
- **Demand the deepest affordability on Bay Street!** MIH Option 1, which sets aside 25% of all new units for families earning an average of $56,340, and MIH Option 3, which sets aside 20% of all new units for families earning an average of $37,560. The average two-bedroom apartment would rent between $810 and $1,280 under these options.
- **Demand a relocation mitigation plan for displaced tenants!** The City of New York must produce a mitigation plan that both supports relocation services for families displaced by the rezoning and offers fiscal support – in the form of a voucher – to help pay for increased rental costs.

If the Department of City Planning were to apply these recommendations – MIH options 1 and 3 plus 100% affordability at Stapleton – it would result in a 55% affordable and 45% market rate housing plan for the North Shore; 1,341 affordable and 1,110 market rate. Additionally, it would require the city create a safety net for the thousands of tenants who will undoubtedly see rent hikes as a result of a new Bay Street corridor.

In closing, I would like to reference one more document pulled from the final scope of work dated October 26th, 2018. On page 140 you can review a response to the draft scope issued by Councilwoman Debi Rose. In this response, CM Rose calls for "*ensuring that affordable housing developed in the study area and on the disposition sites reach households making 40 percent or less of Area Median Income*". CM Rose also writes, "*we should be exploring ways to achieve affordable housing when we are disposing of city-owned land*". CM Rose draft scope response is consistent with demands of the Housing Dignity Coalition and we hope that you will consider these demands as you prepare your comments to the city.

Thank you.

To further discuss this testimony, please email Jose.Lopez@maketheroadny.org and Ivan.Garcia@maketheroadny.org

Good morning, my name is Ivan Garcia and I am the neighborhood rezoning coordinator for Make the Road and a member of the Housing Dignity Coalition. I have been doing outreach and informing tenants about this rezoning for over a year. I have presented at different clubs, organizations and churches throughout Staten Island.

After every presentation, every tenant in the room is upset that this is the plan the city has presented.

The DEIS claims that over 1,700 people will be indirectly displaced and they have said that this is a worst case scenario. The sad reality is that this is already happening. There are tenants who have given up and believe that this rezoning is a done deal and the city will do whatever they want. They are looking to move out of state or risk being homeless. The displacement of these tenants is not a matter of whether it will happen. It is a matter of when it will happen.

43% of the district makes less than 50k a year. Of those 43%; 75% are either rent burdened or severely rent burdened. This means they are paying more than 30% of their income on rent and are possibly one rent increase away from being homeless or displaced.

It also does not help that 85% of the housing stock on the North Shore is private: none of these tenants are protected by any laws. They do not have the right to a lease renewal and their rent increase does not have to follow the rent guidelines board.

According to NYC's human resource administration report on universal access to legal services:
67% of tenants, facing eviction, who received legal services in Staten Island were allowed to stay. Although this may sound great, it is a very low number compared to manhattan (93%), the bronx (90%) and brooklyn (83%). The report states this may be because of Staten islands higher

volume of owner occupied and single- or two family properties in Staten island. Even with an attorney 33% of tenants in housing court were evicted from their home. A rezoning will only speed up the displacement of tenants who have no protections.

A rezoning should protect existing tenants who call Staten Island home and should build affordable housing for any new tenants who want to move to Staten Island.

The housing Dignity Coalition has created a path to get a responsible rezoning and have spoken with the city numerous times on how to get there. A responsible rezoning that is truly affordable and is as close to a 50/50 deal as possible. We feel as if we have been ignored and our recommendations were not taken into consideration. Therefore, we are here against the rezoning.

c/o Staten Island Urban Center P.O. Box 10018, Staten Island NY 10301 347-674-7088 letsrebuildcromell@gmail.com

February 26, 2018

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The Let's Rebuild Cromwell Community Coalition LRCCC) which has convened and discussed the Bay Street Corridor Rezoning with hundreds of individuals and many community and church groups throughout the north shore since 2016, share with you our most urgent recommendations based on those discussions as you are all important actors in this ULURP process impacting the lives and livelihood of the people of Staten Island's north shore.

If we are to rezone, it must be worth it to the community that exists here now and be able to accommodate future residents and businesses. We believe that this rezoning, unlike no other in the city is set to deliver in one fell swoop, one of the most valuable waterfront communities to private development in the history of New York City development. That being said, the exchange of community benefits outside of affordable units being produced need to be of equal caliber. If we are giving up billions in waterfront value, then there should be billions in investment in the targeted and surrounding communities.

In summary, we recommend if this rezoning is to be approved, it needs to do so with the following conditions:

1. **Deepest affordability to match neighborhood demographics of the BSC targeted area**
2. **No private development on city-owned properties and reserve for projects that provide public good**
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Recommendations for the Bay Street Corridor Rezoning

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While the MIH program is not our preferred means to achieve affordable housing, we realize that no matter the community voice, the city is committed to this program as the means for achieving affordable housing goals. We believe the city should look at developing community land trusts to build 100% affordable housing as a more viable opportunity.

In addition, we believe that any and all city properties should not be given up to private development but instead be used for affordable housing development or to create more programs like the federal ELLA Programs under HPD that offer the most diverse of incomes.

Also, since most affordable housing on Staten Island is provided through small homeowners and small property owners, we believe there should be more programs to protect homeowners from bad tenants. We even believe that there may be innovative ways to use small property owners in the aid of individuals and families who are homeless.

Finally, we believe achieving affordable housing through MIH or any mixed-income residential development will also require a public relations campaign. As evidenced with URBY, the optics, negative press and the lack of leadership on how such programs should work has left a bad taste and fodder for those who do not support affordable housing. Negative rhetoric about low income tenants causes a bad reputation for Staten Island, thereby influencing a lull in the attraction of market rate tenants.

-We believe city-owned properties should not be used for private development. City-owned properties should be developed for public use such as public housing, schools, or parks. Staten Island has limited public spaces with limited opportunities for developing space and facilities for the public good. We recommend using Lots A and B1 of the Bay Street Corridor Rezoning as sorely needed open sports fields (much like Miller Field in mid-island). Creating a field would also help alleviate resiliency issues our community experienced during Hurricanes like Irene and Sandy. Overall we believe building housing on the shoreline would be irresponsible and quite conflicting with the city's own public policy on resiliency post-Hurricane Sandy. Our borough does not need another Build It Back program scenario.

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MERC is a plan to create and enhance our north shore waterfront as an enclave for Maritime uses for education, recreation and waterfront heritage cultural opportunities. The fact is our north shore has all the makings of MERC and simply needs incentives to further these opportunities which are already at the threshold of new maritime-related industries that offer promise for economic development. MERC fits in nicely with existing proposals and plans for the continuous walkable north shore waterfront, bike paths and destinations for tourists and residents with much-improved wayfinding and purposeful development. The north shore is primed to be a MERC corridor. Our need now is to be intentional in planning and attracting public and private funding support for such opportunities.

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As for Cromwell Recreation Center, we recommend the city not view Cromwell as a community benefit, but as a straightforward responsibility of the city of New York and the replacement of a valuable city asset totally outside the purview of the Bay Street Corridor Rezoning. We believe Cromwell Recreation must be built as a state of the art facility regardless of the approval of this rezoning. (See more under Aquatic Center section of this recommendations report.)

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I am Rev. Janet Jones. I am one of the founding members of the Staten Island Housing Dignity Coalition which was founded in 2014 to advocate for housing affordability on Staten Island in the wake of Hurricane Sandy. I have served as pastor of the Rossville AME Zion Church for the last fifteen and a half years. I served as president of the Staten Island Council of Churches for three years and currently serve as co-chair of the Social Witness and Interfaith Committee and I'm a member of the Staten Island Interreligious Clergy Leadership.

Most of the congregants of the Rossville Church live on the Northshore. Many are homeowners and others are renters. In my years on Staten Island, I have seen Northshore residents with housing issues: Young adults who moved out of state, multiple families and multiple generations living in housing that was built for one family and, most recently, a young working mother with a child forced into a shelter because she could no longer afford the rent on her apartment. She is not alone on the Northshore. Many renters are one rent-increase away from homelessness.

Based on the city's own data, Housing Dignity research and efforts in the community and conversations with elected officials over the last four years, we cannot support a rezoning plan that will put millions of dollars in the pockets of developers and provide little benefit for the Northshore Community.

The Housing Dignity Coalition demands a development plan that provides. We demand local job training and employment meaning 50% of all new jobs be set aside for Staten Islanders. We demand equity in housing, that is, housing that supports all families, including extremely low-income families.

We cannot support the plan as it is written today. My faith commands me to name injustice and to seek justice in all facets of life. When the city puts forth a rezoning plan that increases the vulnerability of current renters – the 1753 that whom the City projects could face displacement; when the City puts forth a plan that ignores the 50% of Northshore families that earn less than $75,000 per year, When the City ignores the 43% of Northshore families that earn less than $50,000 per year 75% of whom are already rent burdened, – THAT'S INJUSTICE! Therefore, the Housing Dignity Coalition of Staten Island reject MIH options 2 and 4 and urge this Commission not to endorse the Bay Street rezoning Plan as it is written.

Do not endorse a plan that does not do justice to the Staten Island community.

Good afternoon, my name is Deacon Mary Bourne and I am a resident and faith leader in the North Shore. As a Deacon, I have heard many horror stories from tenants in the North Shore. Today I want to share a story by Kim Hinkson, who lives in 203 Targee Street, Staten Island, NY and is a member of First Central Baptist Church.

"I am a section 8 tenant residing on Targee Street. I have 3 daughters, 1 son and a 2-year old grandson. I am struggling with harassment from my landlord who does not want to fix the problems in my home. I have also struggled with too many rent increases in one years' time. I went to Section 8 to express my situation concerning the rent increases, the non-fixing of violations and the verbal abuse by my landlord. I've been told to move but how can I afford to move with the high rents. The places that I can afford present the conditions that I am experiencing now, some even worse. However, because of the constant rent increases and repairs that come out of my pockets, it's very difficult to make ends meet. My utilities are high. I pay for heat and hot water, and my apartment hasn't been painted in 8 years. My landlord wants me to sign paperwork stating he has completed repairs and if I refuse, he threatens me with eviction. I have called 311 with several complaints which just cause him to be more abusive. I need access to affordable housing that gives me and my children a life without so many issues and harassment, to put it simply, a new home where my family and I can live in peace and be proud. Please help me and people like me. Don't throw us away and forget about us."

Unfortunately, Kim is not alone. I hear stories like hers every weekend. This rezoning is not a good plan for the tenants who really need affordable

Good afternoon, my name is Bernice Alleyne im a deacon at st Philips baptist church and I have served on the housing dignity coalition board. I became apart of the coalition for the simple reason to have a seat at the table, to bring back the issues that affect the community and my congregation. What is affecting the community is housing affordability as well as housing that is dignifying as our name states. Our concerns pour over to the bay street corridor that we believe will displace tenants and as you will hear today religious institutions that will hurt our community because the congregants will have to leave. Not only because the church cant stay but the rents in that location willl be to high.

Recently I received 2 phone calls, from members, to assist 2 different parishioners. One who must move and called the church seeking someone to rent an apartment with her because a studio is not affordable, so she decided to at least go for a 2 bedroom. Although she won't live on her own, at least she will get more space for her money. The other congregate is looking for a roommate because of the sale of her house. She doesn't want to give up her assets from the sale of the house to renting an apartment that is 2 times more than her mortgage was. They are both are looking for affordability and dignified residence, neither wanting to leave their familiar surroundings.

The rezoning does not give us dignified housing and we must therefore ask for the city planning commission to reject the plan.

Thank you for listening and hearing the cries and concerns of the community organizations who have come before you on their behalf.

Hello, my name is Deborah Poleshuck and I'm with SiaraPB.

I have lived on the North Shore of Staten Island for over 40 years. I have been a teacher on the North Shore of Staten Island for thirty-four years. My children grew up on Staten Island and attended public schools there. Presently four generations of my family are living on Staten Island My daughter with her husband recently returned to Staten Island when they became homeowners. As a result of my past and present experiences I care deeply about the community my grandsons will inherit.

I have felt privileged to live and work on the North Shore of Staten Island because it defied the stereotypes of Staten Island that the rest of the world believes is true.

To me it has been a small town in a larger metropolitan community that enables people of different classes, colors and nationalities to interact and find a home.

The recent example of the community's opposition to Amazon in Long Island City reflects the increased skepticism of New Yorkers to giving huge monetary abatements and incentives to the business community and receiving nothing in return. The Bay Street Corridor comprises one of the last opportunities for developers to exploit the New York City waterfront. So far development of this waterfront has been a detriment to Staten Islanders. The building of the mall has negatively affected the movement of public buses down Richmond Terrace and delayed commuters. The developers have no concern about how their projects will affect other Staten Islanders because their concept is that by using public and private money they will create a "bubble environment" with schools, transportation, public spaces and shopping dedicated to *their* housing projects. On Staten Island we need a plan that will greatly improve public transportation which is a disaster, decrease class size in public schools and preserve our public spaces for the enjoyment of all North Shore residents.

Part of the proposal is to rezone the R3X district west of Bay Street. This is a low-density residential district. Seventeen hundred tenants living in these one and two-family homes have no legal protections. 58% of tenants in the North Shore are paying 30% or more of their income toward rent. Tenants must not be forced out of their homes and into the streets. Option 4 which Borough President Oddo supports — a two-bedroom apartment with a rental of $2, 759 per month — would be impossible for these tenants to pay. Allowing the destruction of current affordable housing should not be part of any plan. People on the North Shore want to *keep* and build affordable housing.

New people can bring their vitality and concerns to enrich the community. A comprehensive plan should ensure that no one on the North Shore should be made homeless. Opportunities for jobs and job training should be provided for North Shore workers. The Bay Street Corridor area already has a history of providing inexpensive opportunities for artists to create studios and display spaces. The Bay Street Corridor already has excellent ethnic restaurants reflecting the community.

Developers need to sell their new housing units as part of a so-called "safe environment". Tompkinsville is part of the proposed Bay Street Corridor. The murder of Eric Garner by the police was part of the effort of the developers to "clean up" this area and make it more attractive. That's why Staten Island Against Racism and Police Brutality was formed. We need planning to *preserve* affordable housing, not to destroy it. We need planning for more public spaces and social services not a plan to destroy them.

Betty Tucker, Deacon at First Central Baptist Church

As a senior, I'm living on a reduced income. Because of my age and my difficulty climbing stairs, I can no longer live in my home. As I find myself looking for an apartment, I continually find that the rents are too high for my limited income. I thought I would be able to find apartments specifically for senior citizens, but there is just not enough senior residences for Staten Islanders. Some senior buildings that are built, only offer 50% of the apartments to Staten Island seniors, limiting the availability even more. My family, friends and my church are all here on Staten Island. It scares me that I may be forced to move far from my support group. Nowhere in this rezoning is there any plan to accommodate the growing need for apartments for seniors. We have worked too many years and should not have to have these types of stumbling blocks in just trying to live out the remainder of our lives. I feel that we've been forgotten in this whole rezoning process. My question is – How can you let any rezoning happen that totally ignores the need of affordable housing, not only for senior citizens, but for all families with limited incomes living on the north shore of Staten Island. I urge the city planning commission to reject this rezoning due to the fact that it does not offer enough affordable housing and deeply affordable housing.

My name is Priscilla Briggs. I am a lifelong Staten Islander. I raised three daughters and wo nieces and a nephew, then my husband and I adopted three children who are now teenagers. There are not enough affordable apartments for families of three who earn less than ~~$3,000~~ 37,000 a year. Our home is over-crowded because two young adults parents who work every day cannot afford to provide their children and pay for an apartment. I'm with the Housing Dignity Coalition and I oppose this rezoning plan because it forgets about the 43 percent of Northshore families whose income is less than $50,000 a year.

North Shore

My name is Taneequa Briggs. I am her with the Housing Dignity Coalition and oppose the Bay Street Corridor Rezoning Plan because it doesn't help single parents like me. I just got a subsidized apartment after living in a shelter. When I could no longer handle the rent on my previous apartment, I had no place for me and my child to go. My parents wanted to help but their home was already overcrowded; so I went to a shelter. If the City rezones a manufacturing area to provide housing, it should provide housing that helps families with a range of incomes including families like mine who earn less than$37,000 a year and are severely rent burdened.

My name is Debra Barone and I am a Staten Island resident. I'm here with the Housing Dignity Coalition to stand in opposition to the Bay Street Corridor Rezoning as it is currently written.

I am a homeowner, but I have two well educated, working sons. One son couldn't afford an apartment on his own; so, he was forced to move in with his girlfriend who also couldn't afford an apartment on her own. He was living at home until the age of 28. My 24-year-old son is a struggling musical artist and will be living at home for a long time. We have a 35-year-old cousin living with parents who cannot afford to live alone. My friend's 30- year-old daughter still lives at home.

All of these young people have college degrees and are working but cannot afford an apartment on Staten Island. I don't want my kids to be forced to move to New Jersey and be separated by a bridge. If I have grandchildren, I want to be near them. I don't want a bridge to separate me and my kids. My sons won't own a house until I die. Then they'll have my house.

I know old people with no pension and small social security checks. I know a woman who wants to leave an unhealthy and unhappy marriage but can't because Social Security isn't enough to pay rent anywhere.

My aunt had to move in with her son because her rent became so high she could no longer afford it.

I urge you to take another look at this rezoning plan and present one with deep affordability that will better address the needs of all Staten islanders.

February 27, 2019

My name is Rev: Faith Togba, senior pastor of Bethel Worship Center, an inter denomination and multicultural church on 402 Bay Street, Staten Island, New York 10301 for Seventeen Years.

Every day in our churches, congregants come forward to share their struggle with rising NYC rents. For decades, the gap between high housing costs and low wages has grown fueling an affordability crisis and exposing many of our loved ones to displacement and homelessness. (Data: 89,000 people are homeless today statewide) • In November 2019, the Department of City Planning certified a plan to rezone a 14 block stretch of manufacturing land on Bay Street. This plan would allow developers to convert their manufacturing sites into residential towers that span 6 to 14 stories. • While some are making the case for economic development on the North Shore, we think it is important to make the case for equitable economic development. Any Bay Street plan that moves must support all families; including extremely low-income families.

The rezoning hasn't yet taking place but the negative impact is enormous. Church members are seeing rent going up, landlord refusing to renew least, and as a result relocating and costing attendants to church tremendously reducing.

The city's plan under review would create 1,592 new residential units along Bay Street. Of those units, 620 are projected MIH ("affordable") units. However, the 620 MIH units are projected at MIH Option 2;

families would have to earn $75,120 per year to qualify for the "affordable" units. • Why is this problematic? According to data, 58% of families on the North Shore earn below $75,000 per year. So this projected plan would leave out over half of the district.

Other than income data, there is rent burdened data. Rent burden means that a family is paying over 30% of their income on rent. Of the 43% of North Shore tenants that earn below $50,000, 75% of these families are rent burdened.

We therefor ask that the rezoning be voted no if it will not include deeper affordable homes.

Thanks.

Good afternoon,

My name is Saul Lopez, and I am with Make the Road NY. I came to this organization 10 years ago as a community organizer in Staten Island.

This job has given me the opportunity to hear a wide arrange of issues that the community encounters. One of the most common problems is affordable housing. Majority of immigrant families have to rent from a private home owner and pay up to $2,000 and sometimes even more. They all need 2 jobs in order to pay for the apartment. On top of that, the landlord makes them pay for heat, hot water and repairs. There is also no laws in place to regulate the rents in these private homes. Tenants are being asked to move out if they can not pay the rent. The tenants have to decide if they want to pay the high rents or find another place to live. If they move, they will have to find a new job that is closer to home and taking their kids to school becomes more difficult. I urge the city planning commission to not support this rezoning without putting protections in place for current residents. This rezoning is not the solution.

North Shore DEIS Response from the Housing Dignity Coalition

An Open Letter to the New York City Department of City Planning, Department of Housing Preservation and Development, and City Council Member Debi Rose

Dear representatives of the New York City Department of City Planning, Department of Housing Preservation and Development, and City Council Member Debi Rose:

The Housing Dignity Coalition (HDC) – a coalition of over a dozen inter-faith leaders, tenant associations and community partners working to protect, secure and fight for every North Shore resident's right to have safe, dignified and affordable housing – is deeply concerned that Mayor de Blasio's current rezoning plan for the North Shore of Staten Island will leave behind too many low-income New Yorkers and fail to serve our community's most pressing needs. We are writing you today to outline our objections in detail.

Two years after releasing the Draft Scope, the Department of City Planning has kicked off the public review process for the Bay Street rezoning on the North Shore of Staten Island. This rezoning would drastically change a 14-block stretch of currently manufacturing zoned land along Bay Street by allowing the construction of an estimated 1,592 residential units in buildings ranging from 5 to 14 stories and allow the City to give multiple publicly owned lots on the North Shore to private developers for redevelopment of retail, office and residential space. HDC is deeply concerned that the current plan, if implemented, will not meet our community's needs for truly affordable housing, while actually fueling displacement.

Nearly one-half of our community district earns below $50,000 per year and one-third of the district earns below $35,000 per year. These are the Staten Islanders with the greatest need, and the highest rent burdens, and we cannot support any plan that ignores their urgent need. These Staten Island residents are members of our congregations. They are our neighbors. Many of them struggle for survival, while contributing immensely to the fabric of our community. They are employed in low-wage jobs at restaurants, in child-care and in retail. They have invested in our community and now it is time to invest in them.

If we believe in the simple principle of housing for all, we must ensure that any approved plan is a responsible and equitable one. The plan laid out in the Draft Environmental Impact Statement (DEIS) is neither. In fact, no significant changes have been made since the draft scope of 2016. Community calls to expand the total number of affordable units and deepen levels of affordability have gone largely ignored.

HDC believes that there is potential to adopt a North Shore rezoning that lifts up all families – low, moderate and middle income – but that will require this administration and council to listen to our community and shift their priorities. Below is a comparative list of what the city just certified and what HDC members have called for:

Public Land:

- The Department of City Planning continues to pursue a plan to transfer public disposition sites (city-owned land) to private developers. Of the three disposition sites listed, only one will require a percentage of income-restricted units at affordability rates left unmentioned.
    - HDC members call for the construction of 100% affordable housing on all public disposition sites. This would generate hundreds of new units affordable to a wide range of families, including the districts lowest income earners.

Mandatory Inclusionary Housing (MIH):

- The Department of City Planning has applied all four MIH Options along Bay Street, which sets aside income restricted units for families earning as much as $122,070. The monthly average "affordable" two-bedroom apartment under the workforce option (MIH Option 4) will rent at $2,759.
    - HDC members call for the MIH Options that provide the deepest affordability along Bay Street: MIH Option 1, which sets aside 25% of all new units for families earning an average of $56,340, and MIH Option 3, which sets aside 20% of all new units for families earning an average of $37,560. The average two-bedroom apartment would rent between $810 and $1,280 under these options. Additionally, HDC members have called for tightened height restrictions to prevent 14-story towers on Bay Street.

Tenant Protections:

- The Department of City Planning estimates that 1,753 low-income unprotected renters will be left potentially vulnerable to indirect residential displacement as a result of this rezoning. This projection is limited to the study area and does not assume displacement impacts for unprotected renters whom live beyond study area lines.
    - HDC members call for increased tenant protections and landlord oversight to ensure that local tenants are not pushed out of their existing homes. Protections must include, but not be limited to, guaranteed legal representation for tenants facing harassment and better financing and tax benefits for homeowners who agree to keep existing rental units

affordable long-term. As we call for increased tenant protections, we acknowledge that the above 1,753 unprotected low-income renters will remain vulnerable. The State Legislature must move to pass Universal Rent Control, so that every tenant in New York, no matter where they live, receives the same basic tenant protections. Until this happens, the City of New York should reconsider the timeline for this local rezoning.

Local Jobs:

- The Department of City Planning projects a net increase of 1,312 total jobs as a result of the North Shore rezoning, but does not guarantee that those jobs will be filled by local residents.
    - HDC members call for significant investment in local job training and apprenticeship programs with a guarantee that 50% of all new jobs be set-aside for local residents living within Community Board 1 of Staten Island.

Over the next six months, the local Community Board, Borough President, City Planning Commission and City Council will hold separate hearings. These hearings provide a final opportunity to call for the North Shore we want to see. It will not suffice to simply have a pretty and redeveloped Bay Street. We need a Bay Street that meets the needs of all families – including the 59% of low-income families in the district.

As faith and community leaders who believe in housing, dignity, and justice for all, we stand opposed to the North Shore rezoning as described in the Draft Environmental Impact Statement (DEIS). For two years, since the release of the Draft Scope, we have weighed in repeatedly with the city, demanding a fair and equitable rezoning. This long anticipated DEIS completely ignores our calls. We cannot endorse a community plan that is not written by the people.

Signed,
Executive Team of the Housing Dignity Coalition

Pastor Janet Jones, Rossville AME Zion Church
Pastor Faith Togba, Bethel Worship Center
Deacon Mary Bourne, First Central Baptist Church
Deacon Bernice Alleyne, St. Phillips Baptist Church
Ivan García, Make the Road New York

Testimony before the City Planning Commission Hearing for the Bay Street Neighborhood Rezoning | February 27, 2019 | 120 Broadway | NY, NY

My name is Leticia Remauro. I am the Secretary for the Staten Island Downtown Alliance, a 501(c)3 local development corporation which receives grants from NYC SBS and Councilmember Rose to retain and attract businesses to the downtown area so residents have the amenities they need to live comfortably and affordably. I offer this testimony in favor of the Bay Street Neighborhood Rezoning and urge you to adopt the MIH 2 option.

In 2011, Community Board 1 voted to dispose of the Stapleton Municipal Parking Lot so it could be turned into affordable housing under an HPD program. The name of the resulting building is The Rail. It houses tenants qualifying for rent subsidies at varying income levels. The construction of The Rail and Stapleton Court, (another residential building constructed on open space at a nearby NYCHA development), have added approximately 200 families to the local population. The Rail's commercial component provides a much needed amenity for the neighborhood.

The Staten Island Downtown Alliance supports the Bay Street Neighborhood Rezoning Plan because, like The Rail, it will increase the density along the Bay Street corridor which is the best way to retain and attract businesses. We support the adoption of the MIH2 option because it will provide approximately 2500 units of permanent, affordable housing for tenants at varying income levels including the deepest affordability. This type of economic integration in buildings is important because it provides anonymity for those who require rent subsidies while attracting individuals with more disposable income to the area to support local businesses. The model is similar to the one used by Battery Park City in lower Manhattan.

Successful urban development models begin with the creation of rental units with varying levels of affordability to attract young people, seniors, veterans and others for whom homeownership is not an option or desire. Historically, Staten Island has lost these demographics to Brooklyn, Manhattan or places further south like New Jersey, because our borough is mostly comprised of single family homes. By creating vertical, rental housing for all income levels within a public transportation corridor, we can retain these demographics; boost the local economy and turn unused city-owned parcels into income producing, tax paying properties.

Civic organizations and CB members who have worked for years to improve the living conditions along the corridor oppose the plan because they weren't able to get answers to their questions at the time of the presentation. If HPD, DOT, EDC and SBS were on

hand to address their concerns, we may have seen a more positive outcome. For example: many people misread the section of the document that discussed the potential displacement of 1700 low income individuals living in private apartments to mean that the plan would cause their displacement. If HPD were on hand they could have explained that these individuals are at risk for displacement whether or not the plan is adopted because the government can't mandate affordability for apartments in private homes. However, if the plan is adopted these individuals can relocate into one of the 2500 new apartments that will be mandated to remain affordable for as long at the building stands.

Another area of confusion was the level of affordability. Housing advocates stated that the affordability levels are not low enough for the area income level. HPD could have explained that MIH option 2 will create permanent deeply affordable units where currently none exist outside of NYCHA. When information is lacking, people tend to fill in the blanks with misinformation.

Recently DHS announced that there are 1,300 homeless Staten Islanders who need shelter. If that number is true, we must adopt this plan now because it will create 2,500 units of affordable housing in approximately the same timeframe it would take to build the 200 bed homeless shelter slated for a privately owned lot at 44 Victory Boulevard.

Homelessness experts report that permanent affordable housing is cheaper for the taxpayer and more beneficial for homeless individuals. Adopting this plan will fulfill our moral obligation to fight homelessness and our fiduciary responsibility to ensure that the taxpayer funds granted to organizations to improve the Bay Street corridor have the best opportunity for a successful outcome.

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NEW YORK CITY DEPARTMENT OF CITY PLANNING

BAY STREET CORRIDOR PUBLIC HEARING

----------X

120 Broadway
New York, New York

Wednesday, February 27, 2019
1:39 p.m

A P P E A R A N C E S:

MARISA LAGO, Chair
KENNETH J. KNUCKLES, Esq., Vice Chairman
ALLEN P. CAPPELLI, Esq.
ALFRED C. CERULLO, III, Commissioner
MICHELLE R. DE LA UZ, Commissioner
HOPE KNIGHT, Commissioner
ANNA HAYES LEVIN, Commissioner
ORLANDO MARIN, Commissioner
LARISA ORTIZ, Commissioner
RAJ RAMPERSHAD, Commissioner
YVETTE V. GRUEL, Calendar Officer

PROCEEDINGS

MS. LAGO: Welcome to the City Planning Commission Public Meeting.

MS. GRUEL: Good morning. This is a City Planning Commission Public Meeting, held at NYC City Planning Commission hearing room, Lower Concourse, 120 Broadway. Today is Wednesday, February 27, 2019. As a courtesy, during the proceedings, we ask that you please turn off all cell phones and electronic devices. All speakers should fill out a speaker's card. In addition, we ask that those providing testimony, please identify yourself, limit your remarks to three minutes, and speak clearly into the microphone. I will now call the roll.

Chair Lago?

MS. LAGO: Here.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Here.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Here.

MS. GRUEL: Commissioner Cerullo?

MR. CERULLO: Here.

MS. GRUEL: Commissioner De La Uz?

MS. DE LA UZ: Here.
MS. GRUEL: Commissioner Douek?
MR. DOUEK: (No response.)
MS. GRUEL: Commissioner Eaddy?
MR. EADDY: (No response.)
MS. GRUEL: Commissioner Knight?
MS. KNIGHT: Here.
MS. GRUEL: Commissioner Levin?
MS. LEVIN: Here.
MS. GRUEL: Commissioner Marin?
MR. MARIN: Here.
MS. GRUEL: Commissioner Ortiz?
MS. ORTIZ: Here.
MS. GRUEL: Commissioner Rampershad?
MR. RAMPERSHAD: Here.
MS. GRUEL: A quorum is present.
The first item is the approval of the minutes of the regular meeting of Wednesday, February 13, 2019, and special meeting of Monday, February 25, 2019.
MS. LAGO: On the minutes, all in favor?
>>: Aye (chorus).
MS. LAGO: Opposed?

(No response.)

MS. LAGO: Minutes are approved.

MS. GRUEL: Scheduling: On Calendar Numbers 1 through 9, we have resolutions for adoption, scheduling Wednesday, March 13, 2019, for a public hearing, to be held at NYC City Planning Commission Room, Lower Concourse, 120 Broadway.

MS. LAGO: On the resolutions, all in favor?

>>: Aye (chorus).

MS. LAGO: Opposed?

>>: (No response.)

MS. LAGO: The resolutions are adopted.

MS. GRUEL: The next part of the calendar is the report section on page 20. Borough of the Bronx, Calendar Numbers 10, 11 and 12, Calendars number 10C11C170438ZMX, Calendar Number 11N17439ZRX, Calendar Number 12C170353MMX. In the matter of applications for zoning map, city map and zoning tax amendments concerning the Blondell Commons. For favorable reports of Calendar Numbers 10, 11 and 12.

Chair Lago?

MS. LAGO: Yes.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Yes.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Yes.

MS. GRUEL: Commission Cerullo?

MR. CERULLO: Yes.

MS. GRUEL: Commissioner De La Uz?

MS. DE LA UZ: Yes.

MS. GRUEL: Commissioner Knight?

MS. KNIGHT: Yes.

MS. GRUEL: Commissioner Levin?

MS. LEVIN: Yes.

MS. GRUEL: Commissioner Marin?

MR. MARIN: Yes.

MS. GRUEL: Commissioner Ortiz?

MS. ORTIZ: Yes.

MS. GRUEL: Commissioner Rampershad?

MR. RAMPERSHAD: Yes.

MS. GRUEL: Favorable reports have been adopted on Calendar Numbers 10, 11 and 12.

Borough of Brooklyn, Calendar Numbers 13, 14 and 15. Calendar Number 13,

CD1N190083ZRK, Calendar Number 14, C190084ZSK, Calendar Number 15, C190085ZSK.

In the matter of applications for a zoning tax amendment and for the grant of special permits concerning 103 North 13th Street. For favorable reports on Calendar Numbers 13, 14 and 15.

Chair Lago?

MS. LAGO: Yes.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Yes.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Yes.

MS. GRUEL: Commissioner Cerullo?

MR. CERULLO: Yes.

MS. GRUEL: Commissioner De La Uz?

MS. DE LA UZ: Yes.

MS. GRUEL: Commissioner Knight?

MS. KNIGHT: Yes.

MS. GRUEL: Commissioner Levin?

MS. LEVIN: I remain concerned that we're seeing a stream of these applications for a process that really is in an experimental phase and we've not been able to

actually see how it's going to work out, especially for 25 Kent. Now I've got some more of these, so I do hope we get a chance to understand how these special permits are incentivizing the creation and preservation of industrial space in these emerging manufacturing zone districts. But I vote yes on this one.

And I note that my little green button just turned off and now I'm red.

MR. MARIN: We're all red.

MS. LEVIN: We're all red.

MS. GRUEL: Commissioner Marin?

MR. MARIN: I concur with the comments made by Commission Levin, and I vote yes.

MS. GRUEL: Commissioner Ortiz?

MS. ORTIZ: Yes.

MS. GRUEL: Commissioner Rampershad?

MR. RAMPERSHAD: Yes.

MS. GRUEL: Favorable reports have been adopted on Calendar Numbers 13, 14, and 15.

Borough of Brooklyn, Calendar Number 16, CV12C180171ZMK. In the matter of an application for a zoning map amendment

concerning McDonald Avenue Catering. For a favorable report on Calendar Number 16.

Chair Lago?

MS. LAGO: Yes.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Yes.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Yes.

MS. GRUEL: Commissioner Cerullo?

MR. CERULLO: Yes.

MS. GRUEL: Commissioner De La Uz?

MS. DE LA UZ: Yes.

MS. GRUEL: Commissioner Knight?

MS. KNIGHT: Yes.

MS. GRUEL: Commissioner Levin?

MS. LEVIN: Yes.

MS. GRUEL: Commissioner Marin?

MR. MARIN: Yes.

MS. GRUEL: Commissioner Ortiz?

MS. ORTIZ: Yes.

MS. GRUEL: Commissioner Rampershad?

MR. RAMPERSHAD: Yes.

MS. GRUEL: A favorable report has been adopted on Calendar Number 16.

Borough of Brooklyn, Calendar Number 17 and 18. Calendar Number 17, CD6C180294ZMK Calendar Number 18, N180295ZRK. In the matter of applications for a zoning map and zoning tax amendments concerning 41 Summit Street rezoning. For favorable report on Calendar Numbers 17 and 18.

Madam Chair?

MS. LAGO: Yes.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Yes.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Yes.

MS. GRUEL: Commissioner Cerullo?

MR. CERULLO: Yes.

MS. GRUEL: Commissioner De La Uz?

MS. DE LA UZ: Recused.

MS. GRUEL: Commissioner Knight?

MS. KNIGHT: Yes.

MS. GRUEL: Commissioner Levin?

MS. LEVIN: I had my say about this on Monday. This point, I recognize that the modified zoning that's proposed here, R6A, may very well be appropriate, but I regret

that we did not have a chance to consider an R6B 'cause it's out of scope. So, I'm going to abstain.

MS. GRUEL: Commissioner Marin?

MR. MARIN: Yes.

MS. GRUEL: Commissioner Ortiz?

MS. ORTIZ: Yes.

MS. GRUEL: Commissioner Rampershad?

MR. RAMPERSHAD: Yes.

MS. GRUEL: Favorable reports have been adopted on Calendar Numbers 17 and 18.

Borough of Staten Island, Calendar Number 19, CD3N190066RCR. In the matter of an application for the grant of a certification concerning Nello Court for adoption on Calendar Number 19.

Chair Lago?

MS. LAGO: Yes.

MS. GRUEL: Vice Chairman Knuckles?

MR. KNUCKLES: Yes.

MS. GRUEL: Commissioner Cappelli?

MR. CAPPELLI: Yes.

MS. GRUEL: Commissioner Cerullo?

MR. CERULLO: Yes.

MS. GRUEL: Commissioner De La Uz?
MS. DE LA UZ: Yes.
MS. GRUEL: Commissioner Knight?
MS. KNIGHT: Yes.
MS. GRUEL: Commissioner Levin?
MS. LEVIN: Yes.
MS. GRUEL: Commissioner Marin?
MR. MARIN: Yes.
MS. GRUEL: Commissioner Ortiz?
MS. ORTIZ: Yes.
MS. GRUEL: Commissioner Rampershad?
MR. RAMPERSHAD: Yes.
MS. GRUEL: Calendar Number 19 has been adopted.

Borough of Staten Island, concerning Calendar Numbers 20 and 21, concerning 99 Seacrest Avenue. This item has been laid over.

Borough of Staten Island, Calendar Numbers 22 and 23, concerning 93 Manny Avenue, this item has been laid over.

The next part of the calendar is a public hearing section on page 34. Borough of the Bronx, Calendar Numbers 24 and 25.

Calendar Number 24, CD9C190102ZMX. Calendar Number 25, N190103ZRX. A public hearing in a matter of applications for zoning map and zoning text amendments concerning 2069 Bruckner Boulevard rezoning.

MS. LAGO: We will have a team presentation by Frank St. Jacques with Guido Subotovsky and Emmanual D'Amore available to answer questions.

MR. ST. JACQUES: Good morning, Chair Lago and commissioners. My name is Frank St. Jacques from Akerman, LLP, appearing on behalf of the applicant, Azimuth Development Group, LLC. I am joined by Guido Subotovsky of Azimuth and Emmanual D'Amore of Aufgang Architects. I'll present the latest actions in the application and Guido and Emmanual will be available for questions related to the design and the affordability of the project.

The proposed rezoning area and development site are located in the Union Port neighborhood of The Bronx and Community District 9 at 2069 Bruckner Boulevard, which

is bounded by Bruckner Boulevard to the south, Olmstead Avenue to the east and Chatterton Avenue to the north, in a line 300 feet from Olmstead Avenue to the west. As you can see, the Bruckner Expressway is immediately south of the rezoning area. The development site is shown on the area land use map. It is located within an R5 zoning district that is mapped, generally, north of Bruckner Boulevard. Their existing commercial overlay is mapped to the west of Pugsley Avenue, along Bruckner Boulevard and along Castle Hill Avenue to the east.

The development site is within an R5 zoning district. It is also within the transit zone and in an area where fresh discretionary tax incentives are available. The site is an approximately 61,000-square-foot rectangular corner and through lot with approximately 289 feet of frontage on Bruckner Boulevard and Chatterton Avenue, and 211 feet of frontage on Olmstead Avenue. Bruckner Boulevard and Olmstead Avenue are both wide streets and Chatterton

Avenue is a narrow street. The site is improved with a one-story building with a large surface parking lot. It was previously used as a supermarket and most recently as a house of worship. The site is located near public transit. It's approximately a 1/2 mile south of the Parkchester station, which serves the 6 Subway line, and it's also in close proximity to several bus lines.

The applicant is seeking two actions today -- a zoning map amendment to change the current R5 zoning district to R7A, with the C-24 overlay mapped from Bruckner Boulevard to the center line of the site and to a depth of 100 feet from Olmstead Avenue. The applicant is also seeking a zoning text amendment to establish a Mandatory Inclusionary Housing area with MIH Option 1.

The zoning change map illustrates the proposed zoning change from R5, shown on the left, to R7A and R7A/C-24, shown on the right. And you can see how the commercial overlay wraps the site. Here it is again on the tax map. Again, you can see the

commercial overlay wraps a portion of the site. The proposed actions would facilitate the development of two new buildings at the development site. For all the proposed development would contain 330 units, approximately 83 of which would be permanently affordable -- excuse me, permanently income-restricted units under MIH Option 1, with an additional, approximately, 50 permanently income-restricted units per HPD's policy; that's an additional fifteen percent.

So, as I mentioned, the proposed rezoning would facilitate the development of two buildings. There's a seven-story residential building on Chatterton Avenue, on the north side of a site, with 65 units, approximately 64,000 square feet of residential floor area. The building is 70 feet tall but steps down to 50 feet or five stories at the western edge of the site. Both buildings will have primarily brick facades and will incorporate articulation and use of other materials to create visual

interest and break up the massing. This building will be financed through HPD's Open Door Home Ownership Program, which I will discuss in a moment.

The other building is a nine-story mixed-use residential and commercial building, which wraps Bruckner Avenue and Olmstead Avenue frontages of the site. It has 265 Units. It's approximately 199,000 square feet of residential floor area, with about 18,000 square feet of commercial floor area on the ground floor. The ground floor would be a qualifying ground floor and would be glazed for transparency to activate the streetscape and enhance the pedestrian experience. The building is 95 feet tall above a 75-foot base with ten-foot setbacks. It also steps down to 55 feet or five stories at the western edge of the site. This building also uses different colors of brick and metal paneling in articulation. And this building will be financed through HPD's Mix-n-Match Rental Program.

The site plan illustrates the various

heights of the buildings and setbacks and step-downs and a side yard on the western edge of the site at the proposed zoning district boundary between the proposed R7A and the existing R5 district. The applicant has proposed decking over the parking grade. Now, I'll move quickly through the following slides, which are floor plans for the cellar, 1st, and 2nd floors, that show how the parking is treated at the site. This is a cellar plan that shows that ninety-nine south park spaces will be provided in a cellar garage.

The 1st floor plan, showing an additional sixty spaces at-grade. And the 2nd floor plan, which shows how the parking will be decked over with a landscaped parking structure. I'll run through these next few slides quickly. These are massings, showing different views of the building. Here's the building from the south and from the southeast, northeast, and finally from the northwest. With respect to the proposed unit distribution by building, as shown here on

the slide. Again, there's sixty-five homeownership units and 265 rental units, for a total of 330 units in the overall project. I had noted that the MIH units will be proportional to the unit distribution shown on the slide. So, for Building A under HPD's open door program, these, again, are homeownership units -- one-bedroom apartments, there are seventeen, would sell for approximately $243,000. Two bedrooms, there's thirty-three of those, would sell for, approximately, $276,000, and three bedrooms, there's fifteen of those, would sell for approximately $340,000. This is a relatively new program, and the applicant is excited to be among the initial participants.

The rental building with 265 units will utilize HPD's Mix-n-Match term sheet, with a range of AMIs, shown on this slide. The "R" space units on the left side of the screen are set aside for formerly homeless families at very low AMI's. As noted at the review session on Monday, Community Board 9 and the Bronx Borough President, issued

recommendations to approve the project. We work closely with both offices before and during ULURP and incorporate changes into the project based on their input.

This concludes my presentation. We're happy to answer any questions.

MS. LAGO: Questions from the commissioners.

Commissioner Levin?

MS. LEVIN: Yes. I wonder if you could talk to us a little bit about the commercial overlay that you're proposing here. This is not an area that has any ground floor retail space at all. And so, if you or perhaps your client would like to elaborate on how they think retail is going to be successful here, what kind of retail it might be, that would be helpful.

MR. ST. JACQUES: Yes. I'd be happy to. I'll start and I'll have Guido come up to elaborate. I'm just going to pull up the area map. As you can see, the site directly adjacent to ours is a ten-story multifamily building with a large surface parking lot but

a block further to the west. There are some commercial overlays existing on Bruckner Boulevard. There's also some existing commercial along Castle Hill Avenue. The area is predominantly residential, as you can see from the area map. So, we feel like there's an existing residential base that will be served by new commercial, in addition to the 330 new units that are being provided at the site. The applicant, actually, just received an approval last year for a project approximately half a mile away to the west. He's developing that project on Watson Avenue. He's developing that project in a similar fashion with a ground floor, commercial and residential above, and has received a lot of interest for the commercial at that site. It's sort of similarly removed from existing commercial and commercial overlays, but has had a lot of interested tenants for that site.

And to answer your second question, the commercial is contemplated as serving the local needs, so local retail. There's a

large shopping center to the Cross Bruckner Expressway to the southeast that has larger stores. So, this is intended to be a bit smaller scale and can be broken up to serve a different sort of local -- retail and service needs.

MS. LAGO: Commissioner Ortiz?

MS. ORTIZ: Thank you. I also have concerns about the commercial overlay and, you know, do note that we're talking about 800 linear feet from an existing commercial corridor. So, it is distinct and somewhat isolated. What kinds of uses are contemplated at this location? And, you know, will those uses require parking to succeed, you know? Is the site selection for businesses? Is that going to be a concern for them at this location?

MR. ST. JACQUES: To answer your second question first -- with respect to parking, this building provides more than the required parking, both cellar and grade parking, to give some flexibility for commercial tenancy that would either require or want to have

parking --

MS. ORTIZ: That's contemplated potentially for the commercial tenant?

MR. ST. JACQUES: It's -- partially, yes. There's -- above the zoning requirement, there would be no commercial parking requirement for zoning. But we have some flexibility because some of the spaces are required, pursuant to zoning as accessory residential and the balance is just permitted parking. So, some of that could be allocated for commercial uses.

As far as specific users -- Guido, do you want to speak to the experience you've had with 1755 Watson?

MR. SUBOTOVSKY: Good morning. I represent the commission. My name is Guido Subotovsky. I'm the president with Azimuth Development Group. As Frank mentioned, we're currently developing less than ten blocks away, a project at 1755 Watson Avenue, which is very similar in size and scale and actually came through the Commission last year. So, that project, which consists of

326 units of mixed-income housing and also approximately 16,000 square feet of ground floor retail, which you could say is a similar situation in that it's not necessarily surrounded by so many commercial uses. That being said, when we introduce a project of this size and scale of, you know, 300-some-odd units, in and of itself, in many cases, creates a need for different types of retail. And when I say, "retail," in many cases users that we're approached by are actually considered community facility users, which obviously, as you know, can be included in a commercial district.

But just so -- to give you an example of some of the users that we've been approached by -- at 1755 Watson, we've been approached by many daycare operators. We are actually negotiating a lease currently or a Letter of Intent with an operator for a 13,000-square-foot daycare center. We get a lot of interest, actually, from supermarkets, of course, different types of medical uses, which, again, of course, is considered

community facility, but also can be developed within a commercial overlay. So, you know, medical -- from urgent care to different types of medical users that are prevalent in the area. But we have had, also, educational uses. Actually, we've been approached by the Department of Education for universal pre-K as well. But the interest in 1755 Watson, quite frankly, has been even greater than expected. And we expect a similar level of interest on a site like this, which is actually more visible than 1755 Watson.

MS. ORTIZ: You know, you made the point that there is an interest in creating, you know, ground floor retail commercial space to activate the street. The uses that you've mentioned, will those do that?

MR. SUBOTOVSKY: Certainly. I mean, some users, obviously, rely more on foot traffic, for example, than others. But, you know, in a space of 18,000 square feet, I would expect to have more likely two, if not, three users. So, for example, I might have -- again, it's an example. I might have

a daycare facility to occupy eight or 9,000 square feet, which isn't exactly -- let's say -- a foot traffic use. But also with that, I might have a fresh grocer, for example, which is typically somewhere in the neighborhood of a five to 7,000-square-foot user, which will very much activate that community. And, you know, a lot of the options right there, for example, supermarkets, aren't that close. You have Westchester Avenue, which I wouldn't say is necessarily walking distance; many people would have to drive there. But my experience in various larger scale developments that I've had and rezones of this nature, has absolutely been that, you know -- these uses kind of activate, as you said, the immediate area around it.

MS. ORTIZ: Is there any concern about cannibalizing the retail activity along Castle Hill? Do they have a vacancy issue? Or how are businesses doing?

MR. SUBOTOVSKY: My experience, I mean, this is -- we've had extensive discussions

with Community Board 9 and the councilmember on this as well. I have not seen -- I mean, in my driving up-and-down Castle Hill. I haven't seen a real issue with vacancy there. There's certainly nothing that strikes me, but this particular area, you know, is close enough to Castle Hill, but it's also far enough that it kind of creates its own level of demand. We would, you know, obviously, with the level of financing that we're undertaking, we, of course, wouldn't proceed with such a large retail component, of course, if we weren't extremely confident that it would have a positive impact on the project.

MS. ORTIZ: Thank you.

MR. SUBOTOVSKY: Sure.

MS. LAGO: Other questions? Commissioner Levin.

MS. LEVIN: The borough president raised a number of concerns. And one I wanted to ask about in particular and that's his request that you limit signs -- illuminated signs, that would be geared

toward drivers passing by and perhaps a distraction. Are you planning any signage on this building?

MR. ST. JACQUES: Not presently. I will know -- and I don't have them in front of me -- that this building will have -- although it's in a C2 overlay, the eliminated and non-illuminated sign regulations will govern. I don't know them offhand, but I don't think there's any intention to, certainly at this point --

MS. LEVIN: This is not a billboard (indicating)?

MR. SUBOTOVSKY: No. That's what I was getting to. The concern that was raised at the Borough President's office was because we're visible from the Bruckner Expressway, things like, for example, billboards, which there are absolutely no plans for or thoughts, quite frankly, to have. We wouldn't have anything more than signage that's adequate for the users that are using the retail space.

MS. LEVIN: Good. Well, and following

up on that. In as much as you're next to the Bruckner Expressway, are there -- what considerations are you going to have to give for noise attenuation in the apartments that overlook the expressway?

MR. ST. JACQUES: So, there's an E-designation that's been placed on the site with respect to window and wall attenuation for the apartments. I don't have that offhand, but it is any designation that's been imposed on the site.

MS. LEVIN: Okay. Is it going to require the triple glazed windows that borough president recommends?

MR. ST. JACQUES: I don't know that it rises to the level of the triple glazed windows, but it does have to do with the glazing and the exterior structure.

MS. LEVIN: Thank you.

MS. LAGO: We will have a post-hearing follow-up at a review session, provide the details of the E-designation. Also, I'll note that the C-24 zoning is relatively restrictive with respect to signs, and we'll

cover that again in post-hearing follow-up.

Other questions?

Commissioner De La Uz.

MS. DE LA UZ: The green light is definitely not working.

I just wanted to say thank you for providing detailed information about the AMI breakdown of the unit breakdown. That pretty much answered my questions.

MS. LAGO: Vice Chair Knuckles.

MR. KNUCKLES: With regard to the Open Door Home Ownership component, will that carry a community preference -- community board preference in terms of potential applicants' purchases?

MR. ST. JACQUES: Yes, that's my understanding. The entire project will be subject to the CD9 community preference for fifty percent of the units as long as that's -- I know there's a legal challenge to that, but it is still pending.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thanks, to the applicant

team.

MR. ST. JACQUES: Thank you very much.

MS. LAGO: Our next speaker is Sebastien Tertulien.

MR. TERTULIEN: Good morning, Chair Lago, members of the commission. My name is Sebastien Tertulien. I'm here on behalf of the Union to share our concerns about the proposed rezoning and development at 2069 Bruckner.

As you know, 32BJ believes that a key element in creating a more sustainable New York economy for working families is creating good property service jobs that pay family-sustaining wages and give workers access to mobility and security. Unfortunately, the developer for 2069 Bruckner has refused to commit to good jobs that pay the area's standard. We fully support the development of affordable housing. However, we believe that affordable housing should not equate to low-road jobs. It is unacceptable for-profit developers to profit from affordable housing without a

responsibility to the community. Working families in this community deserve jobs and housing that allows them to live in dignity. The building service jobs that this project creates will most likely be filled by local members of the community and should help uplift those families. The Bronx deserves better. For these reasons, we respectfully request that you urge the developer to commit to good property service jobs as part of your recommendation. Thank you.

MS. LAGO: Thank you. Questions?

>>: (No response.)

MS. LAGO: Thank you, Mr. Tertulien.

Those are the only people who have signed up to speak on this matter, but if anyone is present and would like to testify, please come forward.

>>: (No response.)

MS. LAGO: The public hearing is closed.

MS. GRUEL: Borough of Brooklyn: Calendar Number 26CD8C190181PQK a public hearing in the matter of an application for

acquisition of property concerning 813 Sterling Place. We will have a team presentation by Alyson Grant and John Casso (phonetic).

MS. GRANT: Good morning, Chair and commissioners. My name is Alyson Grant, and I'm the Chief of Staff for ACS's Division of Child and Family Well-being. And I'm joined by John Casso from DCAS. We will be able to address this and answer any questions you have. I'll just quickly go through the PowerPoint and then do a short presentation.

So, 813 Sterling Place is in Crown Heights, Brooklyn. You could see, it's Sterling and Rogers, aerial map as well, the rooftop area -- so, let me just -- indoor play area. So, when there's inclement weather, multipurpose area. Exterior, with some great signage. Interior, you could see the endurance way and the office space as well as the stairwell, and here's a classroom.

And I'll just quickly say that I am here in favor of the continued use of the

space as a daycare center. As you may know, the space was designed specifically for childcare services, and we would like it to remain as such. This program is currently a contracted program with ACS that runs the EarlyLearn NYC Service. And the families at the center earn up to two hundred percent in the federal poverty level and they need to have a reason for care, such as working, being in school, or a training program, or they may be homeless or looking for work for up to six months.

The building could serve 204 children, on their contract, they serve 165 three and four-year-olds. And as of this week, they're at seventy-six percent enrollment, which is in line with what we usually have this time of year. With that, we'll take any questions you may have.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: I noticed sprinklers in this photo, as well as some others, is the entire building sprinklered?

MR. CASSO: Yes, the entire building is

sprinklered.

MR. CAPPELLI: Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you.

MS. GRANT: Great. Thank you.

MS. LAGO: There's no one else who has signed up to speak on this matter. But, as always, if anyone is interested, please come forward.

>>: (No response.)

MS. LAGO: The public hearing is closed.

MS. GRUEL: Borough of Brooklyn: Calendar Number 27, CD5C190182PQK, a public hearing in the matter of an application for the acquisition of property concerning 370 New Lots Avenue.

MS. LAGO: We will have another team presentation by Alyson Grant and Christine Stoddard.

MS. GRANT: Hello. For the record, my name is Alyson Grant, and I'm the Chief of Staff for the ACS's Division of Child and

Family Well-being. I'm here today regarding ACS's being in favor of the continued use of the space at 370 New Lots Avenue in Brooklyn, that's a daycare center. It was designed specifically for childcare services, which means it's in line with regulations and we would like it to continue as such.

This building houses a program that's contracted to provide center-based EarlyLearn care. Meaning, the families earn up to two hundred percent in the federal poverty level and have a reason for care such as working, being in school, or a training program, being homeless or looking for work. I'll quickly just run through this. So, here's the map (indicating). It's, again, in Brooklyn, Crown Heights area. This is an aerial map, here's the exterior. Again, it's the same contractor as the previous one, Friends of Crown Heights -- and they're quite good with their signage. The rooftop play area, play set for young children, some really nice indoor play area with furniture, interior hallway, classrooms and other facilities.

I will just go back to the classrooms. And I will just say that this site is permitted to serve 160 children, but our contract is for 100 preschoolers. As of this week, they're at seventy-nine percent enrollment.

And we are happy to take any questions you may have.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: Same question, about the sprinkler systems.

MS. STODDARD: Yes, there are sprinkler systems throughout the building and they're going to be upgraded.

MR. CAPPELLI: Okay. Because it does not look like there's extensive coverage there. So, what is the timeline for the upgrade?

MS. STODDARD: Approximately one year is the scope of work.

MR. CAPPELLI: And by acquisition, is this a new lease that's going to be entered into?

MS. STODDARD: Yes, it's a long-term

renewal, and we are currently under negotiations, working towards twenty years with two five-year renewal periods.

MR. CAPPELLI: Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you.

MS. STODDARD: Thank you.

MS. LAGO: And, again, there is no one else signed up to speak on this matter, but if anyone wishes to, please come forward.

>>: (No response.)

MS. LAGO: The public hearing is closed.

MS. GRUEL: Borough of Brooklyn: Calendar Numbers 28 through 31. Calendar Number 28, CD3C190160HAK; Calendar Number 29, C190161ZMK; Calendar Number 30, N190162ZRK; Calendar Number 31, C190163HUK. A public hearing in the matter of applications for UDAAP designation, project approval, disposition of city owned property, zoning map and zoning text amendments and amendment to the Saratoga Square Urban Renewal Plan

concerning 1921 Atlantic Avenue. We will have a ten-minute team presentation by Felipe Cortés, Dawanna Williams, Emilio Perez, and then available for questioning, Lin Zang (phonetic) and Sandy Rosario.

MR. CORTÉS: Good morning, commissioners. I am Felipe Cortés with the New York City Department of Housing Preservation and Development. The proposed development we are presenting today was designated through HPD's M/WBE's Building Opportunity RFP. A City initiative to build capacity and development experience of M/WBE's firms across the City. The designated team is comprised of Dabar Development Partners and Thorobird Companies. The proposed project will result in a new fourteen-story mixed-use building with approximately 235 affordable units with commercial and community facility spaces.

As you are aware, to facilitate this project, HPD is seeking UDAAP designation and project approval and disposition of city-owned property, a zoning map amendment,

a zoning text amendment, and an amendment to the Saratoga Square Urban Renewal Plan. As indicated on the map, the development site consists of both public and private land. The development site is located on Atlantic Avenue and faces the Long Island Rail Road. And it is located between Prescott Place and Bancroft Place. The development site is well-served by public transportation with the A and C Ralph Avenue station, subway station located two blocks away. Local bus services include the B47 and the B25. Surrounding land uses include a mix of uses. But the immediate surrounding area is defined by one to three-story row houses, scattered vacant lots and a smothering of lighting to serve uses, such as parking facilities, junk yards, and car repair shops. As you can see on the map, there are two neighborhood playgrounds in the surrounding area, the Weeksville Playground and the South Pacific Playground. HPD is seeking approval of the proposed land use actions to develop 235 much needed affordable units to further the mayor's

Housing New York Plan to build and preserve 300,000 affordable housing units in ten years. Furthermore, approval of this project will help activate this currently blight section of Atlantic Avenue. At this time, I'll turn the presentation to Dawanna Williams from Dabar Development Partners. She will provide details on the proposed project.

MS. WILLIAMS: Thank you. As has been stated, the project consists of 236 units. It is a 14-story building. 15,000 square feet have been allocated to the commercial space on the ground floor. There will be 7,953 square feet for the community facility, as well as below-grade parking for 44 spaces. We have elected MIH Option 1, which is twenty-five percent of the gross residential floor area at twenty-five percent of the units at sixty percent of AMI. As you will see here (indicating) we have elected the ELLA term sheet in accordance with HPD's term sheets. The program provides for deep affordability ranging from

twenty-seven percent of AMI to eighty percent of AMI. The bedroom types range from studios ones, twos, and three bedrooms and the distribution is in the right column, as you will see. The affordability levels, in terms of rents, range from $251 a unit to $2,096 for a three-bedroom unit. Below is the ground floor layout for the building. As you will see, at the bottom of the diagram, the pink space provides for 15,000 square feet, as has been mentioned, for commercial space. We anticipate a fresh grocery, which may qualify for tax incentives by EDC. Above in the diagram in the green area, you will see that we've allocated four community facility spaces out of the nearly 8,000 square feet. They will be divided among -- in the right quadrant, among social services provider, Urban Pathways, Brooklyn Neighborhood Services, an art gallery, as well as local farms, which provides aquaponic and hydroponic urban farming. They will also provide educational workshops to the community. In the cellar floor plan, you

will see that there is an allocation for 44 parking spaces, as well as storage. We have also included, as you will see in the bottom left quadrant, bicycle storage for the tenants, and that space will provide some area of protection as it will be accessed through elevators as well as stairwells dedicated to that part of the building. I will now provide -- I will now introduce Emilio Perez of GF55 Partners to provide more details regarding the design.

MR. PEREZ: Good morning, Chair Lago and commissioners. My name is Emilio Perez. I'm an architect at GF55 Partners. With regard to the street view of the project, the design intent is to activate an underutilized site as well as addressing safety concerns. In this area, putting eyes and adequate exterior lighting on the sidewalk with a street frontage that provides high level of continuous transparency. The commercial space entry integrated into the storefront system and placed on Bancroft Place provides a clear pedestrian access and for customers.

Facilitating the much needed street and sidewalk revitalization, as shown on the existing state image. Bike parking increases connectivity and supports transportation options for retail customers and residents. On the opposite side of the development site on Prescott Place, residents are able to access the building from a wide and clear pedestrian path connecting the development to the nearby public transportation access points on Fulton Street. A distinct and clearly marked residential entrance facilitates residents, and this wayfinding.

Finally, on the sustainability side, the building is being designed according to standards and assistance, such as Enterprise Green Communities, variable refrigerant flow systems or VRFs, Energy Star, which is highly efficient appliances. Also inclusion of Green Roof as rainwater treatment, elements, use of Watersense labeled fixtures and water monitoring systems to detect any leak in the plumbing system.

MS. WILLIAMS: As you will see from the

timeline, we have met with the full CB3 committee board and had a hearing with the borough president. We've received extensive feedback from the committee board, as well as City Council. We have included their comments within our planned programs.

We welcome any questions you may have at this time.

MS. LAGO: Questions?

Vice Chair Knuckles.

MR. KNUCKLES: Thank you, Ms. Williams for your presentation and that of your team. There's a portion of the units that will be provided for the formerly homeless. What percentage of those units, approximately, would be --

MS. WILLIAMS: That percentage is ten percent.

MR. KNUCKLES: Ten percent. Will you have or do you think it necessary to have support services within the site for that component of the tenancy?

MS. WILLIAMS: Yes, we do believe it is necessary, and that is provided in the plan.

If you look at this diagram (indicating), the green space just to the right just above the pink space. It says, "community facility." I believe that says, "UG4," Used Group 4. That is a space provided exclusively for the formerly homeless for support welfare programs and services to them. Urban Pathways will run that facility.

MR. KNUCKLES: Thank you.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: On the commercial piece, do you have a tenant already locked up?

MS. WILLIAMS: We have letters of intent for that space and they do happen to be grocers. We have not determined exclusively what it will be. As you will see, that square footage is 15,012 square feet. In order to qualify for the FRESH Program for the tax incentives that are available by EDC, the minimum requirement is 15,000. So, we do meet that requirement to have them there. It is a food desert, as well, in that location.

MS. LAGO: Commissioner De La Uz.

MS. DE LA UZ: That was one of my questions, as well, about the program. Because I think Emilio's points about activating the street are very important at that location, especially since the LIRR is across the street and kind of creates a dead zone in that particular area. So, I do hope that works out. Because I think it would bring a real great amenity to the community, and would do exactly what you're hoping it would do. I guess the question I had is, given the proximity to the LIRR, are there any sound attenuation measures that are being taken? And then, on the 44 parking spaces, especially considering the AMI mix, is the intention for those to be primarily utilized by the commercial and/or community facility users? How much of that do you really anticipate being used by tenants?

MS. WILLIAMS: Okay. So, the answers are, "Yes" and "Yes." To take the first part, there are measures being taken for sound attenuation based on the seeker that resulted from our study. There are a few

things that will happen: The windows will be triple-glazed, and unlike many buildings where you see there is a breathing on the facade with PTAC Units that breathes through the facade, we will not have those in this building. As Emilio just presented, we will have VRF heating and cooling, which condenses to the roof. So, there will be no breathing on the facade, which will, therefore, help with the sound attenuation.

The second issue that you just raised regarding the parking, because it is deeply affordable between thirty percent and eighty percent of AMI, there is no parking requirement for the residential component. But what we have done is allocated the possibility for a maximum of forty-four units based on the layouts. The grocery store tenants do tend to require some parking. So, we're waiting to determine if we have the grocery store tenant, how many they require.

And then secondly, based on the input from the community, even though we're not required to have parking, the community, as

well as the people around those blocks, very strongly, strongly encouraged us to include some parking since there's no parking there. So, the allocation between the residents and the grocer will be determined at a later date. But the maximum that we can provide is forty-four.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: Do you have accommodations for bicycle storage?

MS. WILLIAMS: Yes, we do. And I will show that here (indicating). In the bottom left quadrant, just a little bit above -- it's kind of faint, but just above the detention tank, you will see that there is bicycle storage. It is more generous than it looks in the diagram. It provides for, I believe, seventy-five percent of the units. And as you will also see, there are three elevators leading out, as well as a staircase. We've done that for security reasons so that you would have to enter a security measure to get down to that space.

MS. LAGO: Commission Ortiz.

MS. ORTIZ: You mentioned 118 bicycle spaces. I think that's great that you're going above and beyond on that. One question: If you envision the potential of the underground parking, serving the commercial tenant, will there be access from the, you know, the first floor to the basement without having to go out and around? Will there be a connection in the stairway?

MR. PEREZ: Well, we assume that for that reason we would need to implement, like, access control measures under a different access course to the building, always compatible with the fire department and building code (inaudible) rules. But that could be like a measure of access control that would be implemented at a later date.

MS. ORTIZ: So, yes, you would be --

MR. PEREZ: Yes, sorry.

MS. ORTIZ: Thank you. And just to follow up on -- there's a mention of bike infrastructure. I do see in one of the renderings there, you know, a bike lock where you can lock up your bike on the exterior. I

don't see that on the plans. Are you anticipating that -- I think that would -- yeah, I do --

MS. WILLIAMS: Yes, we are.

MS. ORTIZ: -- think that the sidewalks are quite narrow, actually.

MS. WILLIAMS: So, we do have in the site plan -- in addition to the bike racks in the cellar, there will also be bike racks including those available to lock in front of each of the four community facility spaces, as well as the grocer. We attempted to show one here so that you could see it. It is shown there, but it was difficult to include in the site plan for the presentation.

MS. ORTIZ: I understand. That's why I'm asking the question. I think that's great. I will say that I was recently at the Target on the Lower East Side, the new Target, and there's not a single bike rack in front of the Target. And it's such a bike friendly community. So, I'm really appreciative of this. Thank you.

MS. WILLIAMS: We're putting forth a

big effort based on the community's input to include the bike racks for everyone.

MS. LAGO: Other -- Commissioner Levin.

MS. LEVIN: I just have a background question. I'd be curious to know a little bit about the development team's experience in building these kinds of projects and how you got interested in this --

MS. WILLIAMS: Absolutely.

MS. LEVIN: -- particular project.

MS. WILLIAMS: Sure.

MS. LEVIN: Who are you? And what do you do?

MS. WILLIAMS: Absolutely. I'm Dawanna Williams of Dabar Development Partners. I've been in business since 2003. Before starting my own firm in 2003, fifteen years ago, I practiced law as a commercial real estate lawyer --

MS. LEVIN: I like a lawyer.

MS. WILLIAMS: -- (Laughter.) with a very large firm, Sidley Austin, the same firm as the Obamas. I started to practice law for about ten years representing major developers

on major transactions. I was the lead attorney on Time Warner Center and a bunch of other major transactions around the City. But I lived in this community, as well as another community, Fort Greene in Bed-Stuy, Fort Greene in Clinton Hill. And it started developing in those communities, and I've gotten to know the community very well. And through the years of developing -- well, it started out first as renovating properties and then started building and doing new construction projects. So, I've had new construction projects in Harlem and in Brooklyn, and this is our largest project to date, but we are completing -- we're starting construction on another project in Harlem on 125th Street, and we also are starting a project in Baltimore, Maryland in the fall.

MS. LEVIN: Good.

MS. WILLIAMS: And my partner, Thomas Campbell, who is not here, unfortunately. He's on a flight from Japan and he sends his regrets. He had a family emergency. But Thomas is from Thorobird development --

Thorobird Companies, excuse me. And he is developing three buildings currently in the Bronx called The Grand.

MS. LEVIN: Thank you for that.

MS. LAGO: Questions?

MS. WILLIAMS: And we're both M/WBEs.

MS. LAGO: Commissioner Rampershad.

MR. RAMPERSHAD: Yes, I have a question in regards to the loading berth. If you could, just go to the ground floor plan for a second. The questions I have is, is the loading berth, with that number, 15,012 square feet, did you include the loading berth as part of that square footage? And will the loading berth be accessible to the other tenants?

MR. PEREZ: No, it's exclusive for the commercial use.

MR. RAMPERSHAD: Okay.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you to the applicant team.

MS. WILLIAMS: Thank you very much.

MS. LAGO: Our next speaker is Cassie Carrillo (phonetic).

MS. CARRILLO: Good morning, Chair Lago and members of the commission. My name is Cassie Carrillo, and I'm here today on behalf of 32BJ to express our concerns about the proposed development at 1921 Atlantic Avenue. 32BJ is the largest property service union in the country. Our members clean and maintain buildings like the one proposed. We believe that new developments should provide prevailing wage building service jobs in order to build a more equitable economy in New York City.

As previously stated, we fully support the development of affordable housing. Particularly development that is for low-income seniors and formerly homeless households. However, we believe that affordable development should not create low-road jobs, especially when the development is financed by the City. Working families in this district deserve jobs and housing that allows them to live with dignity

and mobility. The developers for this project, Dabar Development Partners and Thorobird Companies have not committed to prevailing wage jobs at this site. New development, especially projects receiving City resources, should not undercut the standards that building service workers have fought for citywide. We're calling on the City and the developer to guarantee that workers at this project are paid family-sustaining wages and benefits. Taxpayer dollars should not be used to create low-road jobs.

For these reasons, we respectfully request that you urge the developer to commit to providing prevailing wage property service jobs as part of your recommendation for this project. Thank you.

MS. LAGO: Thank you.

Questions?

>>: (No response.)

MS. LAGO: Thanks. Those are all of the speakers who have signed up for this item. But if anyone else would like to

speak, please come forward.

>>: (No response.)

MS. LAGO: This public hearing is closed.

MS. GRUEL: Borough of Queens: Calendar Numbers 32 and 33. Calendar Number 32, CD1C180530ZMQ; Calendar Number 33, N180529ZRQ. A public hearing in the matter of applications for a zoning map and zoning text amendment concerning 47-15 34th Avenue rezoning.

MS. LAGO: We will have a ten-minute team presentation, and we will welcome back Frank St. Jacques and he will be joined for questions by David West and Jeffrey Ulrich.

MR. ST. JACQUES: Thank you, Madam Chair and commissioners. Again, my name is Frank St. Jacques from Akerman, LLP, appearing on behalf of the applicant, Ashley Young, LLC and John Young, LLC. As mentioned, I am joined by David West and Jeffrey Ulrich of Hill West Architects, who will be available for questions regarding the building design. The applicant is seeking a

zoning map amendment to change medium density R5 and R6B and auto-oriented C8-1 zoning districts to R7X and R6B districts with a C2-4 overlay. A two-block front along 34th Avenue as it intersects with Northern Boulevard and Queens Community District 1.

The applicant is also seeking a zoning text amendment to establish a Mandatory Inclusionary Housing area with Option 2. The rezoning area is shaded in -- sorry, we're not up on the big screen. Is that a problem?

MS. LAGO: If you could stop the clock, Madam.

MR. ST. JACQUES: There we are. Thank you.

So, the rezoning area on this slide is shaded in red. It's half the block front between 46th and 47th Streets, and the full block front between 47th and 48th Streets. The rezoning areas within the transit zone is located a block south of the 46th Street M and R subway station at Broadway, and the NYCHA Woodside Houses are just north of Broadway, as shown in the right-hand corner

of the photo. The proposed rezoning map is also shown here on the zoning map. It's circled and shaded in red. This zoning map also shows portions of Northern Boulevard about ten blocks west of the rezoning area. We're in MX district pairing M13 and R7X districts as mapped in the 2008 Dutch Kills rezoning. The intervening blocks along Northern Boulevard are, generally, mapped with M1 and C8 districts on the northern side of Northern Boulevard.

The land use map shows the site's location on 34th Avenue, which is a wide street that is a local commercial corridor. 34th Avenue is zoned R6B with C1 and C2 overlays. The transitions to light-industrial and automotive uses, moving east to Northern Boulevard around the rezoning area. To the north of the rezoning area, there's a large mid-density R5 zoning district, which is characterized by two and three-story pre-war multifamily buildings. Northern Boulevard is a very wide street. It's also a major arterial road through

Queens, characterized by auto-oriented uses and big-box retail buildings, as you can see, on the area map here represented in red and purple.

Northern Boulevard is primarily mapped with C8 and M1 districts in this area. The affected sites are shown on this tax map with the rezoning areas outlined in red dots and the development sites between 47th and 48th Streets shaded red. The rezoning -- and I'll speak about this in a moment -- also takes the partial block front to the west of the site. In this tax map, you can also see the width of 34th Avenue and Northern Boulevard as they intersect directly in front of the development site.

The development site is on a, approximately, 30,000-square-foot zoning lot. The existing buildings at the site represent the maximum development possible at the site today with the C81 zoning district, which has a maximum FAR of 1.0 for commercial and industrial uses or 2.4 for permitted community facility uses. It does not allow

residential use currently. As I mentioned, the proposed rezoning would take in some non-applicant-owned properties. We're included in the rezoning area to avoid leaving an isolated C81 zoning district between the existing R6B mapped to the west and the proposed R7X/C2-4 that would be mapped on the block front to the east between 47th and 48th Streets.

This zoning change map illustrates how the proposed zoning amendment would map with the new R7X and the block front, again, between 47th and 48th Streets where the development site is located and pull the existing R6B zoning district boundary east from the mid-block between 46th and 47th to 47th Street. A C2-4 overlay would be mapped to the depth of the development site at 150 feet. The proposed actions would facilitate the development of a new twelve-story mixed-use residential, commercial and community facility building at the development site.

The R7X zoning district is appropriate

at this site because it is located at the intersection of two wide streets near public transit on an underutilized C81 zone property. The proposed rezoning would remove outdated C81 zoning intended for auto-related uses and would allow the development of new housing with a requirement for permanently income-restricted units under the MIH program. Queens Community District 1 had a very low 2.5 percent rental vacancy rate in 2016 and 40.5 percent where the households in the district are rent-burdened.

The proposed development would have 201 units, 140 of which would be market rate with 61MIH units, again, permanently income-restricted MIH units, and seventy-seven parking spaces and a cellar garage with some surface parking on the ground floor. The commercial is contemplated as locally oriented retail and service uses or eating and drinking establishment uses. The applicant is also seeking a preschool for a portion of the community facility space and is committed to providing space to a local

nonprofit urban upbound, which will provide comprehensive employment and financial services to the community.

The site plan here shows that the building's height and mass are concentrated at the southwest corner of the site along 34th Avenue and Northern Boulevard. The building then steps down to four stories starting approximately 40 feet from the proposed zoning district boundary of the R5 district to the north. A required yard is also provided along the district boundary. It's approximately 14 feet. This will serve as a driveway for the building and will be screened with fencing and landscaping.

The first-floor plan shows that the commercial space would have frontage on 34th Avenue and would wrap the corners but not to the full depth of the building. The community facility space would be located on 47th Street and the residential entrance would be located on 48th Street.

On the second-floor plan, you can see that the service parking would be decked over

with a landscape decking that will cover the entrance to the cellar parking garage and the limited surface parking and loading areas on the first floor. I'll just quickly run through these sections. This east/west section looking southward towards 34th Avenue shows the setbacks along 48th Street on the left of the slide and 47th Street on the right. And this north/south section looking west toward 47th Street shows the setbacks along 34th Avenue to the left and how the building steps down to four stories to the right. It's where it's shaded here (indicating).

The proposed unit distribution for the project is 28 studios of fourteen percent; 99 one-bedrooms of fifty percent; 67 two bedrooms of thirty-three percent, and six three-bedroom units, that's about three percent. The numbers in parenthesis represent that there's an increase in the number of -- by four, two bedroom and four, three-bedroom units since the project was initially filed. Under MIH Option 2, the

applicant is committed to provide twenty percent of the thirty percent of affordable units at sixty percent AMI resulting in forty-one units at sixty percent AMI and has not determined the final band. We had initially proposed ten percent each at sixty, eighty, and one hundred percent AMI. And we'll note that the median household income for Queens Community District 1 in 2016 was about -- was $61,590, which is approximately sixty percent AMI for a family of four.

That concludes my presentation, and we're happy to answer any questions.

MS. LAGO: Commissioner De La Uz.

MS. DE LA UZ: I'll start where you ended. So, obviously, with MIH Option 2 -- can you talk a little bit more about how the applicant determined that Option 2 was the preferred option versus Option 1. I know that was a big part -- it seems to be a big part of the community board's concerns in the testimony that was heard when the (inaudible) happened.

MR. ST. JACQUES: Understood. So, the thinking here was that MIH Option 2 would provide more affordable housing just in terms of the number of units at thirty percent of the residential floor area versus twenty-five percent. We've heard that the community board has asked for lower AMIs and in response to that, the applicant, again, is committed to bringing the AMIs closer to what the average AMI for Option 1 is at, sixty percent AMI. So, again, it's sort of a modified Option 2, with more units at the lower-income bands -- so, two at sixty percent AMI rather than the spread from sixty, eighty, and one hundred.

MS. DE LA UZ: And is that commitment just upon rent-up or upon the life of the project?

MR. ST. JACQUES: I believe that the commitment, and I'll check back with the applicant team on this, but my understanding would be that the -- that commitment would have to be for the life of the project because these units would be permanently

affordable. They would have to be permanently affordable at those --

MS. DE LA UZ: But it sounds like the applicant is hoping to continue with Option 2, but have a commitment to the community. Basically, an agreement with the community to do a modified, but have an agreement towards Option 1. So, I guess I'm trying to understand more about what that commitment is and --

MR. ST. JACQUES: So, a restrictive dec. would be required -- a restrictive declaration would be required for the MIH units in this project, setting forth exactly the income bands and the number of units that fall under each income band. So, I think that the commitment would be memorialized with that restricted accreditation with MIH indicating the commitment to more of the sixty percent AMI units.

MS. DE LA UZ: Okay. I guess we'll talk more about it at follow up.

MR. ST. JACQUES: And I'm happy to take this back to the applicant team, and if I can

provide more information to City Planning, I will.

MS. LAGO: If you could submit that in writing, it would be helpful.

MR. ST. JACQUES: Will do.

MS. LAGO: Other questions?

Commissioner Rampershad.

MR. RAMPERSHAD: Yes. Based on the community board and the borough president's concern with the height of the building, I know you reduced it from fourteen to twelve-story, has the applicant considered reducing it further?

MR. ST. JACQUES: So, the -- as you stated, the project was initially filed at fourteen stories and has been reduced by two stories. We are, again, we're seeking the R7X, which has a maximum FAR of 6.0. The intention was to preserve as much of the housing and as much of the floor area as possible while lowering the building within the R7X envelope. So, we haven't looked at that further. We have been able to, with Hill West, redesign the building and reshape

it so that it maintains the same number of units below twelve stories. There's simply not a way to stretch the building and maintain that floor area.

MS. LAGO: Vice Chair Knuckles.

MR. KNUCKLES: Could you go to the page where the rendering is?

MR. ST. JACQUES: Sure.

MR. KNUCKLES: Could you just speak about what you contemplate the materials would be? Maybe the architect can speak to that.

MR. ST. JACQUES: Absolutely. I think either Jeffrey or David would be best suited.

MR. WEST: Yes, predominant material, the facade would be brick. We've used two-story openings to give the building a nice scale and those probably would have a metal slab cover and a window wall treatment within them. So, where you see the double height openings, that's metal covering the slab, but the surrounding material is all brick. And we have two colors of brick. We've modulated the massing to step it down

on the side streets towards the lower-rise mid-block areas and concentrate the weight and the bulk of the building to the corner facing Northern Boulevard.

MR. KNUCKLES: Does this represent the reduction of two floors?

MR. WEST: Yes, it does.

MR. KNUCKLES: Thank you.

MS. LAGO: Commissioner Ortiz.

MS. ORTIZ: Hi. I'm quite familiar with this intersection. I pass it very frequently. I live nearby. And, you know, I have to say that I'm really -- I think, you know, I understand the community board's concerns about height, but if density belongs anywhere, I mean, this is a great place to put it. Northern Boulevard is very, very busy, you know, and sort of wanting of a little more density. The proximity to the subway, you know, it makes sense to put density in proximity to the subway. And the fact that it's relating to the commercial activity along 34th Avenue, I think it's really quite valuable, you know, as opposed

to relating across the street to big-box. It's more of the 34th Avenue corridor than it is even to Northern and sort of what's happening across the street. And then, I think the question about, you know, the aesthetics and the materials are important too because it's actually a prominent location given, you know, the turn that Northern takes right there. It's, you know, very visible and in some ways it is a gateway given how the streets are aligned at that precise location.

So, I, you know, I would say that generally I really do like what I see and the concern about density is not one that I share.

MR. ST. JACQUES: Thank you.

MS. LAGO: Commissioner Levin.

MS. LEVIN: I have a zoning question and an architectural question, I guess. The little portion that's not the development site that's currently in the C81, it's proposed to be rezoned to C6B with a C24 overlay. Will the overlay leave the current

use at that site in compliance?

MR. ST. JACQUES: So, the short answer is yes. The slightly longer answer is that -- were those uses to be nonconforming in the R6BC24, they'd be permitted to continue subject to the discontinuance provisions. My understanding is that at night I would need to just check the user groups on their COs. But I believe both uses would be conforming in the C24, but I can confirm that.

MS. LEVIN: Okay. So, no change in their legal status as a result?

MR. ST. JACQUES: Correct.

MS. LEVIN: Okay. And then, my architectural question is about the sustainability features that I hope are being included in the building design.

MR. WEST: I will say that it's too early in the design to have committed to a specific level of sustainability certification or anything like that. The building, because of the timing, will be designed at a minimum to the 2019 New

York City Energy Conservation Code, which is, I have to say, a much more stringent code than we've ever had previously. So, these buildings that we're doing now, these market rate buildings, are very sustainable in and of themselves. Anything we do beyond that, for example, green roof on the parking deck, would likely be part of our design. We'll only serve to enhance that.

MS. LEVIN: Okay. So, you're looking at --

MR. WEST: Sure.

MS. LEVIN: -- more than might be required?

MR. WEST: We need zoning in order to get the ball rolling on the final development program.

MS. LEVIN: Understood. Understood.

MS. LAGO: More questions?

>>: (No response.)

MS. LAGO: Thank you to the applicant team.

MR. ST. JACQUES: Thank you.

MS. LAGO: We will now start with

speakers in opposition and then go to speakers in support. Our first speaker is Karen Armstrong, and she will be followed by Dennis Holnagel.

MS. ARMSTRONG: Hi, thank you. My name is Karen Armstrong. I'm a resident in the neighborhood, very, very close to this proposed development. I have lived there for approximately twenty-seven years as a renter and now as a homeowner. I also represent a small organization within the community that it foremade, but we came together to deal with an MTA project earlier and we have some very strong concerns about the size of the building.

I'm going to read from the environmental study, the ULURP, that was submitted to the -- for the plan. It's their Section G, page 147, which states that, "Land uses are primarily residential, accounting for eighty-two percent of total tax lots. Residential uses are generally two or three stories in height, have low lot coverage and are set back from the street line with small

front yards. Many residential buildings along 45th, 46th and 47th are semi-detached one and two-family or multiple-family that share common driveways." It also later describes the neighborhood as, "residential homes with enclosed garages and small backyards."

So, I think our concern is then how does a fourteen, now twelve-story building fit into this neighborhood? The study also concludes that there would be no significant shadow or light loss on the public areas, but no assessment of how this building would impact the streets and private and multiple-family homes in both east, west, as well as north of the building. As designed, this building will cast a huge shadow relative to the existing housing stock. I believe the complex is a very nice design, quite elegant. I have said so to the architect at the earlier meeting. It's designed so a majority of the units stack high along 44th Avenue, 34th Avenue, and that is where the twelve-story peek is.

And then it has a step-down of ten-story, six-story, and ultimately, as they just said, and ultimately a four-story setback. And that is, they said, "to better fit into the abutting properties." But it is also designed around a large open center courtyard that sits over the underground parking lot. It's designated as a landscaped courtyard for the residents, and how nice for them. But the developer could keep the same number of rental units, I think 201, and move units into the lower sections, maybe into that open courtyard space, and any alteration in the design of the building that could retain the same amount of both market rate and affordable housing units and lower the total height of the building, would keep it in character with the existing neighborhood.

I have been following this presentation in the development, starting with the introduction to Queens Community District 1, and I very strongly agree with your opinion that they vote a large majority against. Thank you.

MS. LAGO: Thank you.

Questions for Ms. Armstrong? Commissioner Ortiz.

MS. ORTIZ: Hi, how are you?

You mentioned the question about it being out of character for the neighborhood. One of the other issues is that it faces Northern Boulevard, which is not residential by any means. So, could you speak to your sense of whether it is in character or how it relates to the character of Northern Boulevard?

MS. ARMSTRONG: Well, Northern Boulevard is, in fact -- the building actually, sits not on Northern Boulevard, it sits facing Northern Boulevard. It actually sits on 34th Avenue.

MS. ORTIZ: You're right.

MS. ARMSTRONG: 34th Avenue has been called a wide avenue. It is, in fact, and I measured it in traffic and out of traffic, and I don't know what the exact measurements are when you take it for a city architect, but 34th Avenue is 22 feet wide and contains

a 5-foot wide bike lane. It's a very narrow street and I live so close by. I see the traffic coming and going in that neighborhood. And 34th Avenue, 48th Street, 47th Street -- all those streets are very narrow. I mean, I do agree that it's a very wide thoroughfare, but it, in fact, really backs itself into something that's quite uniquely small. And the shadow from this building is the consideration for how it affects, say Northern Boulevard. And the box stores across from it is one thing, but it is surrounded, basically, surrounded three quarters north, west and east by these very small two and three story buildings.

So, notwithstanding, the busy Northern Boulevard stretch and all the box stores across from it, it really does sit right in the heart of a very small residential community.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Ms. Armstrong.

MS. ARMSTRONG: Thank you.

MS. LAGO: Our next speaker is Dennis Holnagel who will be followed by Nadine Kaston.

MR. HOLNAGEL: Hi, thank you. I'm a homeowner on 46th Street, and I'm very against this building and the zoning change. And I agree with Karen that the streets are very narrow, and I don't think it's a good idea to put such a tall building on such narrow streets. It will devastate our neighborhood as far as street parking. Also, of course, all the homeowners in the area, we're going to be cast in the shadow, we're going to lose our sun, and we're going to have twelve stories, or fourteen, of people, you know, looking down into our backyards and into our homes. You know, my wife said she's never going to open the blinds again.

The block that this building is proposed on, it's entirely two or three stories and then suddenly you're going to have this twelve-story, you know, kind of monstrosity in comparison to the block. And I think that, you know, the zoning as it is

now, six floors, is the right zoning for this area. This -- as Karen said, the building is on 34th Avenue, it's not on Northern Boulevard. And 34th Avenue from Northern Boulevard all the way down to the East River, there are no buildings higher than six floors. And then suddenly -- and in the radius -- I don't know, a mile and a half, two miles, there are no buildings like this. And then suddenly, you're going to have this building sticking up. And I don't think it's the right project for this neighborhood. I know -- I understand that there are going to be some big buildings coming for Northern Boulevard, probably, but not, like, right on top of, like, a neighborhood like this where there are all these small private homes. They're more on Northern Boulevard and more of a business site or, you know, warehouse type areas.

And that's it. That's it. I hope that you will keep the zoning the way it is and at least not go above six floors.

MS. LAGO: Thank you, Mr. Holnagel.

Questions?

>>: (No response.)

MS. LAGO: Thank you for your testimony.

Our next speaker is Nadine Kaston, who will be followed by Vinny Stellato.

MS. KASTON: Good morning. My name is Nadine Kaston. I'm a homeowner about a half a block away from the proposed rezoning and building project. I am not in favor of these changes. I feel that the proposed building is massive in relation to the rest of the neighborhood, and the buildings immediately around the proposed site -- the buildings -- the tallest buildings around are six stories, and I think that should be taken into account when planning for changes like this. We're very concerned about setting a precedent. It's not on Northern Boulevard, it abuts individual homes, which makes a very different kind of project.

I'm also concerned with, obviously, the number of empty lots that are on Northern Boulevard further down. But this is --

again, this is not on that, this is on 34th Avenue, which is a relatively narrow avenue that has a bike lane included in it and already has a lot of traffic issues. The streets nearby have been -- the directionality of those streets has been changed already to alleviate the traffic congestion that comes from the stores. And having a building with more residents in it will just increase traffic.

I'm also concerned about the impact on the subway station. The subway doesn't really run well. Very often, there are issues on weekends where there have not been a subway. There has not been a subway going in either direction. So, having more people using that station is not a good idea. I also question the impact it will have on other infrastructure like the sewer systems and the electrical systems. Again, and I'm not sure really that the housing that is proposed, that is supposedly affordable, I'm not sure that it really is affordable to the people who currently live in the

neighborhood. I'm not sure that would be accessible to them.

MS. LAGO: Thank you, Ms. Kaston.

MS. KASTON: Thank you.

MS. LAGO: Questions?

>>: (No response.)

MS. LAGO: Thank you. We'll now turn to speakers in support, starting with Vinny Stellato, who will be followed by Reverend Gilbert Pickett.

MR. STELLATO: Good morning, Chair Lago and members of the commission. My name is Vinny Stellato. I'm a doorman at a residential complex in Queens and have been a member of 32BJ for about three years. I'm here today on behalf of my union to express our support for the 47-15 34th Avenue rezoning. As you know, 32BJ represents more than 80,000 property service workers in New York City. We clean and maintain buildings like this one proposed. We believe that developers should commit to providing good building service jobs in order to build a more equitable economy in New York City. We

are pleased to inform you that Ashley Young, LLC, the developers seeking this rezoning, have committed to provide prevailing wage jobs to building service workers once the development is completed.

Most building service jobs are filled by local members of the community and we believe this development will bring economic opportunities to the working families that will allow them to live with dignity and support their families. For these reasons, we respectfully urge you to approve this rezoning. Thank you very much.

MR. KNUCKLES: Thank you, sir.

Questions?

MR. STELLATO: Any questions, the union will follow up.

MR. KNUCKLES: Thank you.

Reverend Gilbert Pickett, who will be followed by Corwin Mason.

MR. PICKETT: Good morning.

MR. KNUCKLES: Good morning.

MR. PICKETT: I am Pastor Gilbert Pickett, Sr., pastor to Mt. Horeb Baptist

Church in Corona, Queens and have been pastoring there for the past twenty-one years. And as a resident, lifelong resident of Queens, I am in favor of this project. The proposal will allow this particular project, which, of course, has been made mention of the fourteen-story mixed-use, as far as this dwelling unit. And what's key to me is the fact that I have members of the Mt. Horeb Baptist Church who live in Ravenswood, Astoria, Woodside, and Long Island City, mainly Queens Bridge Projects as well as, who definitely are standing in need of affordable housing. And I was so happy to hear that this unit will provide affordable housing because even though West Queens is very diverse, it is becoming very unaffordable.

So, therefore, this project will provide affordable housing. The mere fact that it's off of 34th Avenue, one block off Northern Boulevard, has accessibility to public transportation as far as the bus lines. And as we have heard, already this

morning, that also this developer has committed to working with 32BJ, as far as assuring jobs for those individuals who live in this community. One major thing that really sticks out is the fact that this project is also opening up the doors to Urban Upbound, which has been a proven community asset to northwest Queens, as far as helping those who are living below the poverty line, as far as jobs, as far as scholarships, as far as helping them with their taxes. And being that this particular project will open up the doors to this community organization, which is needed and necessary, really is near and dear to my heart and to those who are a part of the Mt. Horeb Baptist Church. So, we are definitely in favor of this project.

MR. KNUCKLES: Thank you, sir.

MR. PICKETT: Thank you.

MR. KNUCKLES: Questions for Reverend Pickett?

Commissioner De La Uz.

MS. DE LA UZ: Reverend Pickett, thank you for being here. And since you raised the

point about the affordable housing and the necessity of it, I'm just wondering if you had any comments about the level of affordability. It seems that the developer is indicating they're choosing mandatory Option 2. But it would be on a voluntary basis, making that more affordable to sixty percent of the area median income, which is more in keeping with the local income levels.

Have you thought about -- I don't know if you and your congregants have weighed whether or not it would -- whether that's your preferred approach or just choosing the Mandatory Inclusionary Housing Option that would absolutely require that over time.

MR. PICKETT: Definitely, you know, the option as far as the demand for affordable housing because when you look at Community Board 3, you can't even buy a house for almost -- less than a million dollars now. And so, I understand the rents will be somewhere between $1,000 to $1,500 based upon studios, up to three bedrooms; that is

definitely, definitely affordable in comparison to what's going on in that community as of right now.

MS. DE LA UZ: Okay. Thank you.

MR. KNUCKLES: Other questions?

>>: (No response.)

MR. KNUCKLES: Thank you, sir.

MR. PICKETT: Thank you.

MR. KNUCKLES: Corwin Mason, who will be followed by Bishop Sheldon Ferguson, I believe it is.

MR. MASON: Good morning, Commissioner Lago and all commissioners. I am the pastor of the Community Church of Astoria. My name is Reverend Corwin Mason. I'm here to express my support to rezone two blocks from 34th Avenue between 46th Street and 48th Street. The proposal will allow the development of 47-15 34th Avenue with a much needed new fourteen-story mixed-use building with 201 dwelling units, ground floor community facility, and retail space with seventy-seven off-street parking spaces. There will also be approximately sixty-one

permanent affordable housing units with a fifty percent preference for residents in Queens Community Board 1. The placement is beneficial for residents because of its location at the corner of two wide streets -- 34th Avenue and Northern Boulevard. 47-15 34th Avenue is also near multiple public transportation options, including the M and the R subway, 46th Street and the Q66 and the Q104 bus lines. The project will create new affordable housing opportunities that are greatly needed in our neighborhood.

I have quite a few members in my congregation that live in the neighborhood in Woodside and they definitely could benefit from this new building. So, therefore, I strongly support the proposed rezoning and request that it be approved. Thank you.

MS. LAGO: Thank you for your testimony.

Questions?

>>: (No response.)

MS. LAGO: Thanks.

Our next speaker is Bishop Sheldon

Ferguson, who will be followed by Ann Cotton Morris.

MR. TAYLOR: Good morning, Madam Chair and Board. I am Bishop Mitchell Taylor reading a letter on behalf of Bishop Sheldon Ferguson. "Dear Chairperson Lago, I'm writing this letter on behalf of the Mt. Olivet Gospel Church of Corona, Queens in support of the above-referenced rezoning, which will rezone two blocks from 34th Avenue between 46th and 48th Street. I understand the proposed development facilitated by this rezoning will contain 201 dwelling units, ground floor community facility, and retail. The development will include approximately sixty-one permanent affordable units with a fifty percent preference for residents within Queens Community Board 1. This rezoning will also have seventy-seven off-street parking spaces. The placement is advantageous for residents because it is located at the corner of two wide streets, 34th Avenue and Northern Boulevard. It is also near multiple transportation options. It will also provide

living wage, prevailing wage jobs for building service workers. Our congregants live, work, and shop in this very robust area and we support this proposed rezoning and will benefit from the affordable housing and local jobs that will be provided by the proposed development. We therefore support the proposed rezoning and request that it be approved. Respectfully, Bishop Sheldon Ferguson."

MS. LAGO: Thank you.

Questions?

>>: (No response.)

MS. LAGO: Thanks.

Our next speaker is Ann Cotton Morris, to be followed by Reverend Patrick Young.

MS. MORRIS: Good morning, Chairperson Lago. My name is Ann Cotton Morris. I have been living in the Woodside Houses for sixty-nine years, one block from where this is going to be taking place. I am the Tenant Association President of Woodside Houses for forty years, it will be forty years soon, and the president of the chair of the council

president for NYCHA for ten years. I'm writing to express my support of the proposal to rezone -- I forgot my glasses -- to rezone two blocks onto 34th Avenue between 46th Street and 48th Street. The proposal will allow the development of 47-15 34th Avenue with a greatly needed fourteen-story mixed-use building with 201 dwelling units, ground floor, community facility, and retail, with seventy-seven off-street parking spaces.

The development will also include approximately sixty-one -- I left my glasses. I'm so sorry -- permanently affordable housing units under the Mandatory Inclusionary Housing Program with a fifty percent preference for residents within Queens Community Board 1. Let me just say this: I'm so in favor for this because like I said, I've lived in Woodside Houses, which is a NYCHA building, everybody knows what's going on with NYCHA. I've always wanted to move out, but I love that community, that area so much that I always wanted something there. I could never afford those homes.

So, when this came about, I said, "Maybe I can do this because some of us in housing pay more rent than they're asking for in these luxury apartments." So, I said, "Well, why can't I just move over down the street, stay in the community I love and I will be happy?"

So, I really feel that this would be a good thing for quite a few -- 'cause I talked to some of my community residents and they felt the same way I did. You know, they want to move, but we love that area. We have everything in that area. So, they felt that this would be great for them to stay where they live and get everything they needed, you know, in a different environment. So, I love this. I'm just so happy about this. Hopefully it will happen and we'll be happy.

MS. LAGO: Ms. Cotton Morris, I actually have reason to doubt your testimony because I cannot believe that you're sixty-nine years old.

(Laughter.)

MS. MORRIS: Yes, seventy in September.

MS. LAGO: Questions?

Commissioner Levin.

MS. LEVIN: I have a question for you. Just looking here on Street View, I'm looking at the Woodside Houses and I noticed that all of your buildings are about six stories tall.

MS. MORRIS: Exactly. And I live on the sixth floor, so this is fine with me.

MS. LEVIN: But think about it from the prospective of some of the opponents we've heard from, the folks who live on the streets that will be right adjacent and those are much smaller-scaled buildings. So, how do you feel about the whole issue of the size of this building, the fact that it will be twice as tall as Woodside Houses.

MS. MORRIS: I guess I'm really considering the need for more apartments and you can't go this way (indicating) so you kind of have to go up and we have to respect that. I mean, I do feel for their gardens that, you know, that will be -- the shade will be on it, but, you know --

MS. LEVIN: Thank you.

MS. LAGO: Thank you, Ms. Cotton

Morris.

MS. MORRIS: Okay. Thank you.

MS. LAGO: Our next speaker will be Reverend Patrick Young.

MR. YOUNG: Good morning, Chairperson Lago and to all the wonderful board members. I'm Reverend Patrick Young, pastor -- senior pastor of First Baptist Church of East Elmhurst. And my church is approximately, about, fifteen minutes from the proposed site. I want to let you know I am very much in great support of this wonderful rezoning of two blocks -- 34th Avenue between 46th Street and 48th Street. This building project will create wonderful new affordable housing opportunities, which are greatly needed in the neighborhood.

I have parishioners who live, and not just live, in Ravenswood and some who live in Astoria Houses. But I have members who live in Woodside Houses and I have discussed the matter with them and they were very much supportive of and in need of and will be very supportive behind this project, primarily

because they're dealing with issues where sometimes they have no heat in their own building. And so, they saw the opportunity and see the opportunity for them to be able to -- if they're going to pay their money, they would love to pay the money in a comfortable and supportive opportunity of affordable housing, which will be provided by this project.

Furthermore, I have members who work at 32BJ, and those parishioners would love to be able to have prevailing wages and be able to have a living wage, so they can provide for their families. And this project will promote that opportunity. Furthermore, I support the opportunity where we're able to have a nonprofit like Urban Upbound who will be able to be a part of that, to be able to let us have in-reach but also have out-reach in the community and provide the necessary services that are needed in our community. Particularly, to help those who will be able to get affordable housing by providing financial services to help them to create an

opportunity. And so, in that vein, I want to encouragingly support and favorably support the proposed rezoning of this request, and hopefully you approve it. Thank you.

MS. LAGO: Thank you.

Questions for the reverend?

>>: (No response.)

MS. LAGO: Thank you, Reverend Young.

MR. YOUNG: Thank you.

MS. LAGO: Those were all of the speakers who are signed up, but if anyone else would like to be heard on this topic, please come forward.

MS. LEVIN: Madam Chair.

MS. LAGO: Yes?

MS. LEVIN: Could I just make a request of the applicants? I know this is not for them to respond to right now, but in follow-up, I would be very interested in seeing a rendering of what the northeastern facade of this building will look like. It will be -- as we've heard, looming over a rather low-scale neighborhood immediately adjacent. And I think it's important that we

give careful attention to what that backside of the building looks like.

MS. LAGO: So, if they could request and bring it to post-hearing follow-up, please.

MS. LEVIN: Yes, please. Thank you.

MS. LAGO: I want to thank all the members of the public who took time out from their day to come and testify. We find it incredibly helpful. So, thank you very much. And with that, the public hearing is closed.

MS. GRUEL: Borough of Staten Island: Calendar Numbers 34 through 39. Calendar Number 34, CD1C190113ZMR; Calendar Number 35, N190114ZRR; Calendar Number 36, N190114AZRR; Calendar Number 37, C190115PPR; Calendar Number 38, C190179HAR; Calendar Number 39, N190179AHAR. A public hearing in the matter of applications for zoning map and zoning text amendment, UDAAP designation project approval and disposition, city-owned property concerning a special Bay Street Corridor district.

Notice: A public hearing is being held

by the City Planning Commission in conjunction with the above ULURP hearings to receive comments related to a draft environmental impact statement. This hearing is being held pursuant to the State Environmental Quality Review Act and City Environmental Quality Review.

MS. LAGO: We will have presentations by a number of city agencies that are involved. I will note that we will turn to speakers in opposition. I will note that all speakers will be limited to three minutes. So, we will start with Perris Straughter.

MS. LEVIN: Are the agencies three minutes too?

MS. LAGO: The agencies are three minutes also.

MR. STRAUGHTER: Thank you, Chair Lago and the commissioners for hearing my testimony. My name is Perris Straughter. I'm the director of Queens and Staten Island Planning at the Department of Housing Preservation Development. I'm here representing the agency on this application

concerning the site known as Jersey Street Garage. HPD is applying for Urban Development Action Area designation, project approval and disposition approval for block 34, lot one, otherwise known as the Jersey Street Garage.

The site is currently used as the sanitation garage by the Department of Sanitation, but it will be available for redevelopment in the near future. The sanitation facility will be relocated by or before 2023. The site was identified as an opportunity to develop affordable housing as part of the Bay Street Corridor neighborhood plan, as well as HPD's draft Bay Street Corridor housing plan. And my colleague will be talking about the housing plan -- the draft housing plan after. HPD filed an application for redevelopment of the garage to yield up to 108 affordable homes and 35,000 square feet of commercial and/or community facility space on the site. At the Community Board 1 hearing for the rezoning and for this application, HPD have heard

clearly a desire for more affordability as part of the overall plan. Particularly, a desire for senior housing and deeper levels of affordability. As such, HPD explored the possibility of introducing senior housing into this proposal, and based on that submitted an amendment application for development of the Jersey Street Garage that could yield up to 223 affordable homes. Including 90 affordable independent residencies for seniors, otherwise known as AIRS units and 14,700 square feet roughly of commercial and/or community facility space. Under the existing R5 zoning, an AIRS building allows additional units because of the AIRS bonus. Essentially, a higher floor to area ratio is allowed as well as additional building height. So, the proposed building now being proposed are five stories instead of four stories. HPD expects to issue a request for proposals, RFP, for the site following the approval of -- assuming this gets approved by City Council, and prior to --

MS. LAGO: Mr. Straughter, we are holding people strictly to three minutes because we have a large number of people wishing to testify.

Commissioner Cappelli.

MR. CAPPELLI: Well, first of all, let me just say, thank you to the City for finally responding to the need to remove from the community, the sanitation garage, which has been a goal of Community Board 1 and local councilmember since she was elected. And this administration, after forty years of pleas, finally came through. So, we appreciate that.

The question I have for you, though, on this particular site: Why the number of -- since senior citizens are -- the amount of senior citizen housing is in such great demand, particularly in Staten Island, why is the ratio ninety senior apartments or so plus a hundred and change of others? Why not create a greater senior mix in this building?

MR. STRAUGHTER: Thank you for the question. There's a limited amount of public

sites for affordable housing on the north shore -- on the Island, generally. So, with this site, we wanted to be flexible at this stage in time, something that I wasn't able to say. Sorry that my testimony wasn't timed appropriately.

As part of the RFP process, before we issue an RFP, we'll go out to the community and have public meetings just for this site, and this RFP, and we expect those meetings to inform the affordability program, including how much seniors versus other types of goals for the site. But we wanted to make sure we're flexible here, and making sure that the site can meet the affordable needs, affordable housing needs of a wide variety of the community. So, we heard about senior housing, but certainly, there is a demand for family housing, family affordable housing.

MR. CAPPELLI: No question about it, but it's not necessarily a population. You have to be careful about mixed populations. And this is a particularly sensitive site. But you're saying that there is flexibility

as we go down the road looking at the ratios. I'm happy to hear that --

MR. STRAUGHTER: Yes.

MR. CAPPELLI: Thank you.

MS. LAGO: Other questions?

Mr. Cerullo.

MR. CERULLO: Yes, thank you.

I just want to build off that for a moment. So, how did this -- how did we get from the first concept to this one to then flexibility? What makes this the magic number? What's the magic number in this today? Or is there really not one?

MR. STRAUGHTER: Magic number in terms of?

MR. CERULLO: Well, to say that we went from one hundred names to two hundred twenty-three, ninety of which -- it's sort of specific. So, what was the -- how did we get there --

MR. STRAUGHTER: Got it.

MR. CERULLO: -- but yet still say there's flexibility? What would be the --

MR. STRAUGHTER: Sure. It's a great

question because it is a little mysterious.

MR. CERULLO: Yes.

MR. STRAUGHTER: So, this is all under existing zoning. Under existing zoning without it being an AIRS building or buildings because we're projecting up to three on the site, it would just be one hundred eight units. But with the density, the floor area ratio bonus, and with higher height, it essentially doubles the amount of units that we can get on the site, which is pretty substantial. So, the way that works is that at minimum, the increment of senior units or AIRS units has to be equal to the additional floor area that this development would be using. So that ninety is derived from that increment.

MR. CERULLO: So, it has to be equal or no less than?

MR. STRAUGHTER: It has to be no less than.

MR. CERULLO: So, it could be more --

MR. STRAUGHTER: It definitely could be more.

MR. CERULLO: -- in the process as this goes?

MR. STRAUGHTER: Hence the flexibility.

MR. CERULLO: Understood. It will be interesting to see at the appropriate time, the community's take on that.

MR. STRAUGHTER: Right.

MR. CERULLO: Because, given its location and proximity to the bus lines, and while we certainly -- I certainly can't disagree that there's a need for family housing as well, in the context of this entire program, there's lots of other types of housings that could be available to families and individuals. Senior housing specifically would obviously be something that might be desirable. But, again, that will be something that the community will participate in, which is good. So, thank you.

MS. LAGO: Commissioner De La Uz.

MS. DE LA UZ: Thanks for being here. I guess similarly, during review session on Monday, you know, we heard a couple of

different points about mapping all four MIH options. I guess, is HPD going into the community conversations that are planned specifically for this site? I'm thinking about -- I mean, I know limiting the MIH options on a city owned-site isn't as relevant. But, I guess, in the feedback that you've heard thus far in this process, have particular AMI levels, eliminating some, you know, come about as part of the conversation or not so much?

MR. STRAUGHTER: No. Well, first of all, just to clarify, MIH just will not apply to this site because it's not being rezoned. However, you know, obviously, it's a hundred percent affordable development. It will be per regulatory agreement. In terms of what we heard so far, it's an array of things. We've heard everything from, of course, senior housing has been mentioned, deeper affordability, there's been an interest in homeownership. The good thing about where this proposal is now is that it allows us the flexibility to kind of figure out, as part of

that public process to come, what our priorities for this site will be.

MS. DE LA UZ: Okay. Got you.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: What's the anticipated sanitation departure?

MR. STRAUGHTER: 2023.

MR. CAPPELLI: 2023?

MR. STRAUGHTER: By or before 2023, yes.

MR. CAPPELLI: Okay. Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you.

MR. STRAUGHTER: Thanks.

MS. LAGO: Our next speaker is Michael Sandler.

MR. SANDLER: Good morning, Chair Lago and members of the City Planning Commission. I'm Michael Sandler, Director of Neighborhood Planning at the Department of Housing Preservation and Development. I'm here today in support of the Bay Street Corridor neighborhood plan. The Bay Street rezoning

will help to revitalize this corridor and address the serious gap in the housing market in this neighborhood of multifamily and affordable housing. Over half of Staten Island's North Shore households are low-income, and nearly a quarter of households are extremely low-income, earning $26,000 a year or less. While the North Shore has a higher proportion of homeowners than renters, compared to New York City, overall, the North Shore has more renters compared to the rest of Staten Island.

The vast majority of these renters live in small, unregulated one to four-family homes, which make up ninety percent of the housing stock in this neighborhood. Renters in this neighborhood describe months-long searches to find available apartments and there's a lack of quality options at affordable prices. The rezoning proposal before you today is crucial to help address the limited rental opportunities by developing a new market rate and permanently

affordable apartments in the transit-rich section of Staten Island.

Under Housing New York, the City has made historic strides in building new affordable homes for low, moderate, and middle income New Yorkers. But the North Shore has seen very little affordable housing created in recent years. Other than nearly 40,000 new affordable apartments constructed across the City since the start of the Mayor's housing plan, less than one percent has been built on Staten Island. A big reason for this is low density zoning that makes affordable new construction nearly impossible. Alongside the proposed rezoning, HPD created the draft base recorder housing plan that provides a set of strategies to ensure that existing residents are protected from displacement and have the critical resources they need.

You may already be familiar with the approach from past rezoning testimonies. So, I want to highlight just a few of the ways, in this neighborhood, that we're working to

preserve existing affordable housing and create new affordable housing on the preservation side. For low-income homeowners, to help low-income homeowners make critical repairs and stay in their homes, last year, we announced the creation of Homefix, which is a new program that pairs financial counseling with financial assistance and helps homeowners in small properties find home repairs in neighborhoods like the North Shore, helping small property owners provide signature benefits to renters as well who are likely to be living in a second unit of an owner-occupied home.

HPD offers other financial and tax incentives to renovate and repair existing buildings in exchange for preserving affordability for existing tenants. We're conducting more proactive and strategic outreach to property owners than ever before to let them know about these programs. As of late last year, HPD's reached out to 136 property owners representing a total of 3,745 homes in the North Shore, including those

with expiring tax benefits. HPD's neighborhood education and outreach unit will also be hosting a tenant, homeowner, and landlord resource fair at the Staten Island Museum auditorium on March 27th. In addition, we're implementing the new certification of No Harassment Pilot Program in the North Shore.

MS. LAGO: Thank you, Mr. Sandler.

MR. SANDLER: I'm happy to take any questions.

MS. LAGO: Commissioner De La Uz.

MS. DE LA UZ: Mike, I think you're certainly outlining the dramatic need that exists and the fact that there's been really a lack of opportunity to create much-needed new housing, including affordable housing in Staten Island. And so, the programs that HPD has rolled out, I'm wondering -- I guess I'll -- you're the better person, I think, to ask the question that I started to ask of Perris. You know, right now the community board has outlined all four MIH options. We've, thus far, in any city sponsored

rezoning, we haven't mapped all four options and I'm just wondering, based on your knowledge of what the needs are and what the data shows, which MIH option best matches what the need is?

MR. SANDLER: Yes. So, during the public planning process, thus far, I think we've heard a pretty wide range of what folks want. I imagine that today in the testimony that we'll hear, you'll hear folks advocating for Option 3, advocating for Option 4 as well. We've mapped all four options as the most prudent choice to allow this public process to inform the ultimate decision of which option applies. And then I'll just say further that, you know, zoning has a very long timeframe, and so the housing market that might exist here today in terms of sort of what could be built in the market now may not be the case in ten/twenty years. And so, it's important to map an option that matches the desires of the community and what's best for the City as a whole.

MS. DE LA UZ: I get that, but I mean,

you started your piece about outlining what the AMI levels were and what some of the biggest gaps -- I mean, what is HPD's data showing in terms of where the biggest gap is? Not, maybe, just in this community board, but in Staten Island as a whole. As my colleagues have pointed out, the entire island seems to be looking at this process as an opportunity, potentially, to move closer to transit options.

MR. SANDLER: I would say that there's -- as I outlined in my testimony, there's a gap in general for rental housing, period. I could follow up with the commission with more detailed data.

MS. DE LA UZ: That would be helpful, thanks.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: As I look around the room, I see that there's some former community board members or present community board members and I will tell you that this discussion started forty years ago. And, again, I thank the administration for

finally -- this administration, having gone through a number of mayors, to finally address the administration, the need for housing, particularly in the few areas of Staten Island that are transit-friendly. There aren't too many of them. And so, this is arguably the best transit-accessible area of Staten Island. So, this is at least, from a location prospective, smart planning. So, thank you for that. Are you here to also address the commercial piece of this?

MR. SANDLER: I am not.

MR. CAPPELLI: Okay. And who is going to be doing that?

MR. SANDLER: I believe that the Economic Development Commission or Corporation, EDC and SBS will be here to speak to commercial.

MR. CAPPELLI: All right. Because I have more concerns with the commercial piece than I do with the units. I do know that the borough president and Councilmember Rose have both been very involved, and I have been following their discussions. Thank you.

MS. LAGO: Commissioner Cerullo.

MR. CERULLO: Michael, thank you. Just a couple of things. First, I want to just acknowledge your explanation about how or perhaps what the goals were in the administration's presentation of the options as being all four of them, and how the discussion that continues with the community could help inform where this all ends up, and, of course, with the elected officials. One of the things -- kind of shifting for a second to the report, the HPD report. You were referencing things that came out of that report and I know your time sort of was cut off.

I want to understand because I -- obviously, I read it and some of those things were familiar from other neighborhood rezonings. And I don't mean this to sound perhaps the way it will sound, but they're very thematic. The ideas and the programs were expressed in sort of goals and themes and what they do, definitions. Please help me understand how they're executed. And I

know you just mentioned just before you were cut off about a resource fair, so that may be part of the answer. But how do these programs actually get into the community? How do they get accessed by the community? How is the community educated about what their rights may be or what their options may be? Because the report, it's great -- has great stuff in it, but if it isn't actually applied and those who those programs are supposed to serve don't get them, then we're not succeeding. So, maybe you could share a little bit about how that works because that's not clear in the report itself.

MR. SANDLER: Are you speaking specifically about some of the sort of tenant protection, tenant sort of resident facing?

MR. CERULLO: Correct. How does the business community -- how do the tenants know what their rights are with respect to direct or indirect displacement? What do -- how do the businesses get that information? There were talks about tax incentives for businesses, there's also -- so, yes, all of

those things. How does the City get to the community? Obviously, I'm sure the electives in the community board know, but they won't be any help if we don't understand the effort and how we can better educate the community how to access it.

MR. SANDLER: So, I'll start on the tenants' side. The City's tenant support unit has actually been conducting door-to-door outreach in this neighborhood for the past few years. They've knocked on 12,000 doors in the North Shore of Staten Island and assisted around 1,300 tenants through that work. And the way that works is that they literally go door-to-door and they speak to tenants about what their needs are and what's happening in their home and help direct them to the appropriate city services, whether that is help getting repairs done, help with homelessness prevention or other services.

In addition, HPD mentioned a tenant resource fair. We've held a number of these over the past few years. We have one coming

up later. For those, we often do robocalls and mailings and typically work with the local councilmember and local nonprofits to get the word out. On the owner side, it can be a little more difficult to reach owners, especially in a sort of neighborhood like this with many small owners. We have a new program rolling out called Homefix, which will be directly benefiting homeowners. And so, we'll be doing really targeted outreach probably through mailers working with the Department of Finance to reach homeowners in neighborhoods that have the greatest needs, in which we imagine that this neighborhood will be one of those neighborhoods we'll do targeted outreach.

And then building owners that have existing affordability agreements, those are building owners that have existing relationships with the City as a result of those affordability agreements. And so, they have -- you know, they're in regular contact with the City and the City is reaching out directly to those owners.

MR. CERULLO: Okay. And how does the -- on sort of the business services side, with respect to the HPD pieces --

MR. SANDLER: Yes.

MR. CERULLO: -- get connected? Are you working, obviously, with SBS?

MR. SANDLER: Yes. So, SBS has actually done a significant amount of work in this neighborhood. And I think they'll be here today to speak about that. They have sort of a Commercial District Needs Assessment and they have local partners in the neighborhood. And any owner that we're working with for a new construction building along the Corridor, we'll be referring them directly to either SBS or their neighborhood partners and sharing the results of their district needs assessment with those owners.

MR. CERULLO: So, I --

MS. LAGO: We do have a representative from SBS coming up.

MR. CERULLO: Great. Great.

So, on the outreach, the portion of the outreach, do you have a community-based

contact list? Is it developed in consultation with the councilmember or the borough president or the community board who would know the organizations, perhaps even individuals, who they may have interacted with? Is that how -- are you working from something that if you shared it with the community they could say, "You're missing some people," or "This information is no longer current"?

MR. SANDLER: Yeah, we work with the local councilmember and the community board and then there are also a number of, a few contractors, you know, having more organizations that have contracts with HPD for these types of services. And so, we reach out to anyone that we also have a contract with.

MR. CERULLO: Okay. One final one and I'll turn it over. I apologize for taking the time. Because the planning for this is basically in an area where there aren't any residents, the residents we're talking about, and, in fact, some of the businesses, some,

are not in the rezoning area, they are around the rezoning area. How do you create the geography for who you're reaching out to? It can't just be what's inside, so --

MR. SANDLER: Yeah.

MR. CERULLO: -- how far do you go when you say you're doing robocalls, you're knocking on doors, you're, you know, mailing things to people?

MR. SANDLER: It certainly depends on what the thing is they were doing the mailing about. But you might have noticed in my testimony I cited statistics relevant to Community District 1. And in general, for a proposal like this, HPD is looking at the entire community district.

MR. CERULLO: Okay. Thank you.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: I mean, I think you just answered my question, but you kept referring to the "neighborhood." By the "neighborhood," you mean Community Board 1?

MR. SANDLER: Well, I do mean Community Board 1, and I think also, you know, we heard

a lot from residents of the surrounding, immediately surrounding communities, about a lack of rental options in the neighborhood. And so, I think those cases, I was referring to the immediately surrounding neighborhoods.

MR. CAPPELLI: Immediately surrounding to the proposed, the changes here?

MR. SANDLER: Yes.

MR. CAPPELLI: Okay. Thank you.

MS. LAGO: Other questions?

Commissioner Levin.

MS. LEVIN: Hi, Michael. It's nice to see you in your -- well, it's not such a new role anymore. We used to get to see each other more frequently. Anyway, I hope things are going well. I have a question about how the MIH program is going to work in this rezoning area. As is noted in the EIS, there's not now enough residential demand in the area to support new development without a subsidy. How is HPD looking at this rezoning? Are you thinking of committing additional resources to encourage the development of housing using the MIH program?

MR. SANDLER: No, we're not planning on subsidizing MIH levels of affordability. HPD will subsidize a hundred percent affordable development. So, if developers have a site that they would like to develop and they don't believe that the market rate or market rate plus MIH is enough, they could come to HPD for development of a hundred percent affordable development under, you know, our current programs and our policies.

MS. LEVIN: Are you expecting to have to deploy that --

MR. SANDLER: You know, I think HP --

MS. LEVIN: -- prospect here in -- I mean, is this part of the package that HPD is committing to this neighborhood?

MR. SANDLER: Yeah. I mean, HPD is expecting to develop some of a hundred percent affordable housing in this neighborhood. There has been a few owners who we've spoken to over the years. There are no specific plans that are likely to be built in the next few months, but we do expect that we will be subsidizing a hundred

percent affordable development in this community.

MS. LEVIN: Okay. Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Mr. Sandler.

MR. SANDLER: Thank you.

MS. LAGO: Our next speaker is Cecilia Kushner, who will be followed by Tom Cocola.

MS. KUSHNER: Good morning, Chair Lago and commissioners. My name is Cecilia Kushner. I'm a Senior Vice President of the Economic Development Corporation, and I'm here to testify in favor of the Bay Street rezoning.

EDC is committed to growing good jobs for New Yorkers in the five boroughs and has for several years been engaged in a number of projects towards this goal in the transit-accessible mixed-use North Shore. EDC (inaudible) Staten Island storefront, for example, assisted in development of active uses in vacant building, such as the Flagship Brewery, close to the Bay Street rezoning.

More recently, just last month, we approved the Build NYC $132 million package. It's a dollar bond package for a major renovation at the Richmond University Medical Center. So, as part of the Bay Street rezoning proposal that's in front of you, we'll also look forward to working on the reactivation of 55 Stuy Place for job generating uses to further support the modest but growing segment of the North Shore office market. EDC has also been engaged for a long time in the North Shore in developing new waterfront parks and open space. The new open space with greater proximity to Bay Street is the New Stapleton Waterfront. One-third of this former naval home port will become public open space and esplanade with active recreation amenities, such as basketball, volleyball, picnic area, and dog run.

EDC is managing the design and construction of water and sewer infrastructure on these very large sites, as well as the 1.5-mile of public waterfront

open space. The first phase of Urby on the site is now open, and EDC is beginning to plan for future phases of the development. First to the north closer to the Bay Street rezoning and then to the south. The Bay Street application and the zoning changes proposed will allow the northern face to both deliver better design by allowing for more heights and a more varied form across the entire development, as well as to allow for a future school to allow future needs generated by the plan.

Finally, I just want to close on transportation because it's an important area of topic in this neighborhood and one where EDC has been pretty active in the previous years. We're very proud to have announced, just a few months ago, our new in New York City ferry routes, which will deliver two million annual riders from St. George to Battery Park City in just eighteen minutes and Midtown West with an additional seventeen minutes. So, connecting the North Shore residents to broad-based

employment in Manhattan in a very significant way. And we also look forward to repair and activate the Tompkinsville Esplanade just north of the New Stapleton Waterfront to facilitate a bike and pedestrian pathway directly to the St. George Transportation Hub.

So, overall, we've been doing a lot of work in this area, and we're really excited by the Bay Street rezoning because we think it actually is going to put all the pieces of the puzzle together for the first time. That's it.

MS. LAGO: Thank you. Questions? Commissioner Cappelli.

MR. CAPPELLI: Yes, thank you --

MS. KUSHNER: Thank you.

MR. CAPPELLI: -- for your remarks. I'm a little concerned about the level of commercial that's being proposed here. From my understanding, Staten Island has a pretty high vacancy rate with commercial properties. Is there something that you can say to reassure me and the commission here that --

not that there's anything wrong with it, because I love a good manicure myself or pedicure, but we're not going to end up with a whole bunch of shops to -- essentially, nail salons on this corridor. I mean, it's not the kind of commercial development I think that the community is interested in. So?

MS. KUSHNER: Sure. I think what we've been -- on private property, this is a harder thing for the City to control. I think, like, the few things that are going on in -- first thing, the rezoning is allowing second floor commercial offices. So, to allow for broader diversity of commercial uses beyond retail, that would need to be on the ground floor. So, we think that's important. I think the way EDC has been successful in ensuring that there's, like, a broader diversity of commercial use, including office and including uses that are in kind of the new industry that are showing kind of progress and a lot of job creation in New York City, just as tech, for example, is by

using our assets, our tax incentives to be able to be more surgical and more kind of clear about the outcomes. That's why we're excited by 55 Stuy because we think it is -- because of its location, has a great opportunity if it's reactivated as an asset or through a development entity to really be kind of a small, but meaningful, anchor of commercial use in the North Shore.

MR. CAPPELLI: One of the things that you might want to consider in terms of spurring development of office industry there is running a fast ferry from Stapleton to Brooklyn, okay? That would really open up possibilities for somebody to come in. You've got a great potential job hub there in that case.

MS. KUSHNER: Thank you for it. Thank you for this.

MS. LAGO: Commissioner Cerullo.

MR. CERULLO: Cecilia, nice to see you and thank you. I want to just acknowledge the Stuyvesant Place, the fact that you're looking at that again about reactivating the

former idea, which is terrific. And I also want to acknowledge the addition of Staten Island to the Five Borough Ferry System, the name of it makes a lot more sense now. And I also want to put in a plug for the thought process about how we can connect this part of Staten Island to Brooklyn. I think that based on the type of housing that is being developed and that there is a lot of potential synergy for opportunity to connect us to other neighborhoods in the City beyond those in Lower Manhattan. And so, again, a plug for that.

Let me ask you something, because the waterfront -- the public space related pieces of this are really very critical, you know. It's hard to imagine if you were describing to someone that you're talking about one of the, you know, greatest waterfronts in the world with views that are beyond anything that most people could ever imagine, that there really is no place for anybody to go to enjoy them. And obviously, one of the benefits of this plan is to create an

accessible waterfront. So, there are lots of pieces of this puzzle, right?

MS. KUSHNER: Uh-huh.

MR. CERULLO: What private developers will be expected to do in potential development and what the City is already doing. Can you thread this and talk about timing and how we envision or how the City envisions and how the community can start to think about seeing the waterfront connect from sort of the southern most portion of this, perhaps even to Edgewater all the way to the North Shore Promenade, and taking into account that Miller's Launch is sort of in the middle, and what does that do to the connectivity? Can you share that with us because I think there's lots of different pieces of this puzzle, but we really need to start to think about this in a cohesive manner and how does it work? What's already covered, and what is the timeline for it?

MS. KUSHNER: Sure. Sure. I think you're totally right and I think what we're seeing is like a complete transformation of a

waterfront that was mainly occupied by maritime uses and a lot of military uses of the home base and to a waterfront that is actually meant to serve the neighborhood and also bring you from point A to point B and, like, facilitate pedestrian accessibility to St. George in a way that is very difficult today. I mean, the two biggest pieces that are ongoing right now and I think will be transformational. But as you mentioned, there are a lot of like subprojects that are part of it and it will take time for them to unfold. The biggest one is the New Stapleton Waterfront. I mean, this is a project that is funded. It is close to $200 million. It is a significant amount of money that the City is putting towards --

MR. CAPPELLI: I'm sorry. How much money was that?

MS. KUSHNER: 200. A brand new kind of like world class, really, waterfront esplanade that will be right at the front or the back of Bay Street, depending on how you think the neighborhood is turning toward the

waterfront or turning toward Staten Island.

MR. CERULLO: Sure.

MS. KUSHNER: So, I think that will be transformational. EDC is in design. We have PDC approval. We received the community board's approval. So, we'll be moving towards construction in the next year. So, we're really excited about that and we think it will be transformative. You're right, Miller's Launch is there. There's a lot -- like, this is the one thing that needs to move in order for, like, that completion to be going on. But there's a lot that can be achieved while Miller's Launch relocation is being kind of defined.

The second one is the Tompkinsville Esplanade. Where here the City is funded to really do major repair and restoration post-Sandy. The Esplanade has suffered tremendously and we've received federal funding. And so, EDC is moving forward with design to try to understand, like, how much can really be done with the federal funding that we've been given. And our goal, through

this design work, is really to try to maximize how much kind of pedestrian and bike connectivity we can afford as part of the restoration and repair project.

But once you have the New Stapleton Waterfront being built and Tompkinsville Esplanade being fixed, you really, all of a sudden, have two miles of waterfront, where today, no one can actually use. Not only be able to enjoy them and look at the view and just like being in the harbor, but also being able to like walk to St. George.

MR. CERULLO: Agreed. And I appreciate that and that's very helpful in terms of the timing. You know, the rezoning -- we can't separate all the different projects here, particularly even on the housing side, the mixed-use side, even though there's a huge portion of unbuilt projects in the special Stapleton Waterfront District and -- can you sort of update us on where those phases are?

MS. KUSHNER: Uh-huh.

MR. CERULLO: Because while this is the Bay Street Corridor and will potentially

generate new development along the Corridor, the Front Street portion of this, which is also at this moment in time, not built, all of this together has a huge impact. And collectively as we're talking about six or 7,000 new people to the neighborhood which then helps to raise all the issues about infrastructure, which has been a critical piece of both the communities, certainly the borough presidents, I'm sure the councilwoman's concern.

So, where are we on the Front Street projects, which are in your jurisdiction, so that we can be approaching all of this from sort of the total impact, not just, you know, one application versus something that was approved --

MS. KUSHNER: Yeah, sure.

MR. CERULLO: -- long before?

MS. KUSHNER: And I think it was part of our collective thinking with City Planning where, like, the northern sites of New Stapleton and indeed part of the Bay Street rezoning. So, we try to be responsive to a

lot of the community comments we received over the year, as it relates to Urby, that, like, people felt like the building form was not really appropriate and kind of a missed opportunity considering that you're on this grand waterfront. So, the application in front of you, actually allows us to have a more varied form and more height, so we can be a better kind of transition point, if you will, between the Bay Street rezoning and the waterfront and then the Urby to the south. So, certainly because of its critical location at the linchpin of all of this project, we're looking at the northern sites as sites that would go first for redevelopment, the next phase of the New Stapleton Waterfront.

The Urby project is moving forward. They've built their first building and it's almost entirely occupied. They have to begin the construction of their second building by November. So, we want to see some, like, meaningful progress on that piece before completely beginning to go on the northern

piece. But we expect to be able to move forward with that in not such a long time.

MR. CERULLO: And so, let me ask then, the -- and again thank you for that.

MS. KUSHNER: Yeah.

MR. CERULLO: Let me ask the, I guess the most relevant follow up question to this, which is: What is the -- if there is a concern, what analysis has been done on the sort of infrastructure? And I'm asking you, there may be a more relevant agency to ask, but perhaps you know, with respect to sewer water. Then we'll get into any of the other issues, which I know will be clearly out of EDC's jurisdiction. But where are we on that in this area given what's planned already and what may come down the pike in the possibility of additional development as a result of this application?

MS. KUSHNER: Yeah, sure. So, the only thing I can talk about is the amount of infrastructure work we're doing on New Stapleton, part of the $200 million kind of esplanade is a significant amount of, like,

new water/sewer to both, like, provide the level of infrastructure that's necessary for the amount of density we're envisioning in the New Stapleton Waterfront. But my understanding -- and I'm not an engineer. So, I don't want to say something that would be completely outside of like -- what DEP would say is that these infrastructures will also be serving the neighborhood behind to some capacity.

MR. CERULLO: Okay.

MS. KUSHNER: At what capacity, I cannot tell you.

MR. CERULLO: Understood. And I'm assuming -- I don't know if DEP is here --

MS. LAGO: No.

MR. CERULLO: Okay. So, we'll follow up on those questions.

MS. LAGO: Yes, Commissioner Cappelli.

MR. CAPPELLI: Just slightly out of this area, your last project is almost getting ready to open down in St. George, the Empire. Has there been any attempt to relocate the 120th Precinct to clear up the

crazy traffic situation that's going to occur there?

MS. KUSHNER: I don't have an answer to that question, but I can bring it back and make sure --

MR. CAPPELLI: Okay. I mean, just drive down that street, you know, and that's an issue. I mean, they were -- years ago, were talking about moving it to Stapleton. But, you know, something needs to be done. You can't -- it goes down on one lane on Richmond Terrace. It's a very dangerous situation.

MS. KUSHNER: Okay. I'll bring it back and we'll try to answer.

MR. CAPPELLI: Thank you.

MS. KUSHNER: Thank you.

MS. LAGO: Commissioner Ortiz.

MS. ORTIZ: Hi, good morning.

MS. KUSHNER: Good morning.

MS. ORTIZ: I want to say that I share Commissioner Cappelli's concerns about the projections here. And if I could just, you know, tease out a little bit about what we

heard from the EIS. You know, the width action scenario has a net increase of 275,000 square feet of commercial space of which 218,000 would be office and 36,000 retail. That's all well and good, but what we're looking at really is a gross -- I want to -- the gross. You know, under a width action scenario, the gross new square footage that we're looking at is 618,000 square feet of new space of which the projections, and we know these are just projections, 230,000 would be retail and 316,000 would be office.

So, my question is, you know, you spoke to the growing North Shore office market, you know, it seems that you -- I know these are all assumptions that are made. But, you know, over 300 square feet of office could potentially be filled by this demand from the North Shore office. But what about this over 200,000 square feet of new retail, do retail demands and retail trends indicate that there would be support for that much retail?

MS. KUSHNER: I think I'm going to pass that question to SBS, who will be, I think, a

better agency to answer a kind of retail capacity and retail market question than me.

MS. LAGO: I may have someone from SBS upcoming.

More questions for Ms. Kushner?

Commissioner Levin.

MS. LEVIN: This may not be for you, but streetscape improvements, is that your turf or someone else can talk about --

MS. KUSHNER: That's DOT.

MS. LEVIN: That's DOT. Are they here?

MS. LAGO: Yes, they'll be testifying as well.

MS. LEVIN: Okay. Thank you.

MS. LAGO: Yes, Commissioner Cerullo.

MR. CERULLO: Can I just ask Cecilia if it would be possible to submit to us the timeline on the waterfront, the park in the Esplanade, where those things are?

MS. KUSHNER: Sure.

MR. CERULLO: Thank you.

MS. KUSHNER: Happy to do that.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Ms. Kushner.

MS. KUSHNER: Thank you.

MS. LAGO: Our next speaker is Tom Cocola, who will be followed by Andrew Marcus.

MR. COCOLA: Hi, thank you. Good morning. I'm Tom Cocola. I'm the Staten Island Borough Commissioner for the New York City, aforementioned New York City Department of Transportation. And on behalf of Polly Trottenberg, I'd like to thank you for letting us discuss the rezoning plan.

As you're aware, the Bay Street Corridor is a vital component of the North Shore and part of our continuing efforts to enhance safety and quality of life. Thankfully, this rezoning plan will revitalize the area and bring new business jobs and promote economic growth. But here at DOT, we're prioritizing safety and we pride ourselves in transporting thousands of New Yorkers around the five boroughs.

As part of our ongoing effort to transform the Bay Street area into a holistic

transportation environment, we are implementing new pedestrian and cyclist improvements. Recently, we installed bike lanes along St. Paul's Avenue and Van Duzer Street. And we'll be implementing more bike lanes for more connectivity throughout the North Shore. Over the years, cycling has spiked in New York City. It is important that we provide Staten Islanders with a variety of transportation options.

The Dockless Program that we launched in July, within the first six months, documented over 54,000 trips in the pilot area. And our street embassadors conducted meetings with nearly a hundred Staten Islanders to discuss this program.

In addition, these surveys found that seventy-seven percent of the Islanders think it's a great addition to the transportation plan. With such positive feedback and based on ridership data, we have decided to extend our pilot program an additional ninety days to further evaluate it. The success of the Dockless Pilot Program is in response to this

borough, and we encourage the residents to reach out and share their thoughts. Increasing the liveability of New Yorkers is one of our top concerns. We're reviewing the design of the Stapleton Waterfront for transportation improvements as we speak, and we will come back to the community with our revised plans.

Bay Street is an important gateway and we want to ensure that the residents and visitors will have a safe and seemless commute to this corridor. Since we're pressed for time, I'm just going to state that Bay Street is vital to the connected neighborhoods of St. George, Tompkinsville, Stapleton and leading to a direct pathway to our iconic Staten Island Ferry. The rezoning plan will convert this area into a thriving, vibrant, walkable, bikeable corridor, and we are happy to be a part of this process. Our ears are open to the community and we're thinking of ways to help New Yorkers get to their destinations in safe and efficient manners.

I want to thank Community Board 1 Borough President Oddo, Councilmember Rose and local stakeholders for their input and their persistent work. And now I look forward to your questions. Thank you.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: Welcome, Commissioner --

MR. COCOLA: Thank you.

MR. CAPPELLI: -- how are you?

MR. COCOLA: Good.

MR. CAPPELLI: Good to see you again.

MR. COCOLA: Thank you.

MR. CAPPELLI: You mentioned ferries, let me just say that for four years, from Mayor Beame through Mayor Bloomberg --

MR. COCOLA: Right.

MR. CAPPELLI: -- we fought for and begged for increased service on the ferries at night, okay? One of the big reasons that we finally got the real estate market moving and development on the North Shore is because we now have a better transportation system at night so that people can not have to wait an hour in the middle of the night for the next

boat. So, thank you to the De Blasio administration --

MR. COCOLA: I agree.

MR. CAPPELLI: -- and Polly Trottenberg, my old friend from my days over at the MTA. Thank you for that and thank you for the speed bumps to make my street safer. I don't have little kids anymore, but there are a whole generation of them.

MR. COCOLA: Thank you.

MR. CAPPELLI: On the transportation front, I've mentioned it to one of your predecessors, a fast ferry from Stapleton to Brooklyn, okay? It would be a big, big boon to the development here and into ensuring that restaurants and other things have, you know -- my favorite restaurants are along Bay Street.

MR. COCOLA: Okay.

MR. CAPPELLI: But if more were to come in, then there'd be an additional market where you wouldn't necessarily have to bring cars and the people could come over by boat and vice-versa. We would have the ability to

be able to travel on public transit. So, please bring that back to --

MR. COCOLA: I will.

MR. CAPPELLI: -- Polly.

MR. COCOLA: Thank you. Yep.

MR. CAPPELLI: Thank you.

MS. LAGO: Commissioner Cerullo.

MR. CERULLO: Hi, Tom.

MR. COCOLA: Hello.

MR. CERULLO: Good to see you.

MR. COCOLA: Nice to see you, Commissioner.

MR. CERULLO: So, obviously, when people think about development, there's a variety of issues. I think the one that resonates most with most communities, but certainly Staten Island, is traffic, right?

MR. COCOLA: Right.

MR. CERULLO: So, you're up there and this is one of the more critical issues and I would call it "challenges" that we're facing with respect to how this all plays out. So, let me just sort of categorize questions that I have in terms of sort of the roads, the

traffic pattern, circulation issues, you know, reading the DEIS.

MR. COCOLA: Right.

MR. CERULLO: But let's put a practical spin on what's happening.

MR. COCOLA: Okay.

MR. CERULLO: What is DOT thinking about in terms of what it will do, not what it can do, but what it will do to deal with the increase in density, which regardless of whatever the parking requirements are, there will be people who are coming with their cars, if not that they're living there, they're coming through the neighborhood. We want this neighborhood to be a neighborhood that is enjoyed, not only by the neighborhood itself, but by other communities in the City that will help the public space be used better. It will help the businesses thrive, and it will bring neighbors together and, of course, people who come from off the island. And given the other developments that are taking place, unrelated to this application --

MR. COCOLA: Right.

MR. CERULLO: -- lots of reasons why our streets will be called upon for and burdened, what's happening?

MR. COCOLA: Yeah, that's a great question. There's a bunch of things happening. We're going to be embarking on some capital improvement projects. For example, we reconfigured Bay Street and Victory Boulevard, and we didn't do it as a capital project. We initially did it with line painting and we improved that intersection immensely to offer a left turn to the ferry to provide relief for the people who are waiting for that left turn to go to the ferry in the morning. So, we have a few capital projects underway. But with traffic signal timing, that's sort of, like, a big key. And we're going to have the capability to optimize the timing in accordance to the way the developments go.

So, as an example, you know, there was a lot of concern about traffic back in the day when we thought there was going to be a

wheel. And one of the things that we tried to do at DOT was adhere to the concept of DEIS for the Wheel and the outlet center and we brought everybody together. And our main role with that was to resynchronize the traffic given that there would be different traffic, you know, coming out of the Wheel and the outlet center. So, the actual traffic lights themselves, you know, is something that we'll be constantly looking at, not only on weekdays but also say on Saturdays because, you know, an outlet center can be a Saturday dynamic. You know, we're going to tap into some help from the New York City Police Department for traffic agents in accordance with our EIS and also our traffic improvement study that we did subsequent to the EIS for the Wheel and the outlet center.

The actual streetscape, we're looking at making some improvements at the various Staten Island rapid transit stations, make them more amenable and aesthetically pleasing and accessible, meaning Stapleton and

Tompkinsville. And then we're working with EDC as we said -- as they said, with Front Street. We're trying to develop a very comprehensive Front Street with protected bike lanes, but also for, you know -- we have to keep in mind our emergency vehicles and their ability to, you know, move through Front Street. And we're also taking a look at Bay Street as well.

MR. CERULLO: What about smart signalization, Tom? I mean, I know that our former borough president was a huge fan of that.

MR. COCOLA: Yeah.

MR. CERULLO: What, if anything, is happening in that area? And is that a potential component to helping to move traffic in the most rational way when it works?

MR. COCOLA: Yeah. Well, we had our first smart light at the College of Staten Island. And in part, because the College of Staten Island has this, you know, interesting traffic pattern in the sense that it's the

morning and the sort of afternoon rush when the kids are getting in and out. And we used, frankly, like a first version of smart light technology. You may remember, it almost looked like a Broadway light --

MR. CERULLO: Yes.

MR. COCOLA: -- flashing down. And now we're able to use, you know, cables and -- for example, we've done a bunch of left turns on Staten Island using what we called a "hockey puck" and we're getting fame for that. So, you know, these traffic lights are state-of-the-art new and they are able -- it is able, from us, to synchronize. So, one of the things that we're interested in, like we said, is, you know, where is our traffic going to be? Where is it going to come from? And, for example, I do think that Saturdays in St. George are not going to be the same. I think if, indeed, these projects fly, then we're going to see the kind of traffic input in Staten Island on Saturday that we haven't seen. You know, sometimes you can roll a bowling ball down there at 11 o'clock in the

morning. And we also have to keep an eye on the ferry traffic too. Because some of these projects could be designed in a way and promoted in a way that they would draw the off-island Staten Islander who may take the ferry to, you know, to go in. I mean, I do remember the Wheel was always promoting itself by saying, "We hope all of our customers come through the big orange boat."

So, we have a few things that we have to keep an eye on. But technology, as far as traffic signals, are so much better now. You know, I'm old enough to remember when there were light bulbs instead of LED lights. And when they would break, you know, we'd have to go fix them. And we synchronize them and if they got out of sync, they would be completely messed up and it would totally mess up corridors. But our technology, thank God, has gotten a lot better.

MR. CERULLO: So, with respect to that, because the timing of signalization and sort of what smart signalization does, it's all -- they're a little different.

MR. COCOLA: A little, yeah.

MR. CERULLO: I mean, there's a similar impact in a way.

MR. COCOLA: Right.

MR. CERULLO: But someone -- you know, timing is about still sitting. If you're sitting and if there's no one else anywhere else, you're still sitting.

MR. COCOLA: That's right.

MR. CERULLO: The smart camera technology will enable you to go --

MR. COCOLA: Right.

MR. CERULLO: -- if it knows there isn't anybody else sitting waiting to do anything else either.

MR. COCOLA: Right.

MR. CERULLO: So, I do think it's an important technology to be looking at. And I would encourage the City to look at this. Since we're starting particularly along Front Street and along the Bay Street Corridor, we have an opportunity to be ahead of the curve on this --

MR. COCOLA: Right.

MR. CERULLO: -- and to perhaps grow the technology as the community grows and not do it after we have, you know, a crisis of traffic, which, of course, people are fearful of, and rightfully so. So, I say that because I think it's important, but are you working off data now? Do you know how many vehicles are on -- what's the busier street? Is it Front Street, Bay Street?

MR. COCOLA: Sure, yeah. That's a great question. And one of the challenges is that, for example, the initial -- when we worked with the Wheel, the initial EIS incorporated the Wheel in the outlet center and both of them have sort of like unique timing and unique peak hours and things of that nature. So, we had to incorporate the various timings in accordance to both projects. And now that the one project is sort of dropped out, we have to sort of rethink where exactly it's going to go. And I'd be less than candid if I didn't tell you that I had no idea how the Wheel was going to ultimately turn out, to be frank. You know,

some people thought we were going to have backups to New Jersey. Some people thought it was going to be a bomb. Some people thought, you know, cars wouldn't go but the boats would take people, et cetera, et cetera.

There were figures that were drawn out by, you know, the EIS, you know, projections and things of that nature. But until you have the boots on the ground, you really don't know what exactly you're going to get, you know, and that's something that we have to keep in mind. And one other thing that I would say is, smart lights are great, but we obviously have to keep in mind pedestrian protection, you know, in places like Richmond Terrace and Bay Street, all along Front Street, all along Victory Boulevard. I mean, Commissioner Cappelli has been very gracious in his comments. The Mayor has given us 24/7 ferry service with St. George, but Vision Zero is something also that's very much on our template. And, in fact, last year was the first year in the history of a borough

that we had less than ten fatals. There were seven, seven too many than I wanted. And we went a record of consecutive days without a vehicular, you know, fatality. So, we've got a lot of balls in the air. I'm not going to tell you that everything is going to be perfect and everything is going to be fine. But I'd like to think that between PD and us, we'll be able to the make the adjustments that are necessary.

MR. CERULLO: Thank you, Tom.

MR. COCOLA: Yep.

MS. LAGO: Cappelli.

MR. CAPPELLI: Yeah, I would just hope that -- just following up on something that you said, that although the Wheel may not take place, it's more than likely something else is going to occur there.

MR. COCOLA: That's right.

MR. CAPPELLI: You have the, you know -- the outlets are likely to be a significant draw, which is going to lead to other things wanting to locate in that side as well. So, we want not to be, you know,

downplaying, you know. We want to be planning for the worst case scenario as opposed to taking the Wheel off the table, so to speak. And in terms of Vision Zero -- I'll just say to you again. In terms of -- yes, it did. It's remarkable how much it has achieved.

MR. COCOLA: Thank you.

MR. CAPPELLI: But Richmond Terrace, right across from the outlets, you got all of these police cars parked on the street, okay, in a very dangerous situation, it's dangerous for pedestrians. It's dangerous for drivers.

MR. COCOLA: Yes.

MR. CAPPELLI: You guys are going to have to deal with that at some point.

MR. COCOLA: Yeah, thank you.

MR. CAPPELLI: Thank you.

MS. LAGO: Commissioner Cerullo.

MR. CERULLO: Oh, I can come back? I didn't want to take -- if anybody else wanted to ask questions (laughter).

MS. LEVIN: I was going to go.

MR. CERULLO: Anna, okay. I'll make

this quick. I'm sorry.

Has the Department considered any changes in the traffic patterns in this area? Is there any consideration? I'm not suggesting you should, I'm just wondering if you have. 'Cause there were ideas several years ago --

MR. COCOLA: Oh, yes.

MR. CERULLO: -- about doing different things and I just wonder, is that in your toolbox? Is it not --

MR. COCOLA: Yes.

MR. CERULLO: Is it off the table, you know?

MR. COCOLA: Yeah, that's a great question.

MR. CERULLO: So, basically, I'm just trying to figure out if there are ideas --

MR. COCOLA: Right.

MR. CERULLO: -- that involve traffic patterns --

MR. COCOLA: Right.

MR. CERULLO: -- what would they be so we can comment on them and we can participate

in those discussions. If there are issues about street wide -- are there areas that DOT believes streets could be widened, you know, before something sitting on it? Just wondering where --

MR. COCOLA: Right. Well, just to answer the first part first and the second part second, we strive to widen streets whenever possible through the Boulders Pavement Program. So, for example, at Bay and Canal, we were able to create a nice widening for that --

MR. CERULLO: The rail.

MR. COCOLA: -- you know, the area that --

MR. CERULLO: The rail.

MR. COCOLA: Yeah, that Don Capoccia built.

MR. CERULLO: The rail.

MR. COCOLA: Yeah. And so, therefore, coming down Bay Street in the morning, the buses veer right into the stop, and vehicles were able to go ferry bound. So, any chance that we get to do that, we try to do it.

Because, as you know, from your distinguished career in the council on down, you know, many of our streets aren't built to their fully mapped width and, you know, that's a challenge from us. So, be it Bay Street or other parts of the borough, when we get a chance to widen, you know, we will definitely widen.

Now, there are some ideas that have been proposed both by the current borough president, the former borough president. One involves the pairing of streets one way. And at this point, we haven't really committed to that just yet. But it is in our toolbox. And if need be, we definitely would consider it.

MR. CERULLO: Okay. I mean, it's helpful to know because, obviously, that creates a whole different discussion on impacts --

MR. COCOLA: Yes.

MR. CERULLO: I just -- the other thing I can think of and I -- again, this is sort of in your purview. And I wonder what kind

of interagency discussions take place on this. But even today, rush hour in the morning, rush hour in the evening.

MR. COCOLA: Right.

MR. CERULLO: I'll stick to the work week, although we live in this seven-day-a-week work environment. There are activities that take place on our roads that -- particularly on Bay Street. Front is wider. There's really nothing there. Most people right now are using it as sort of a throughway to be able to avoid Bay.

MR. COCOLA: Absolutely.

MR. CERULLO: But the -- has there ever been discussions about -- because of your jurisdiction at DOT and talking to agencies like sanitation and talking to the Department of Education about its school bus pickup locations, that there are alternatives proposed to how these things, which are critical to the quality of life in the neighborhood, can be shifted or -- school, obviously, is a time-related issue. But, you know, whether or not 7:15 in the morning

along Bay Street is when garbage actually needs to be picked up --

MR. COCOLA: Right.

MR. CERULLO: -- which on a one lane road means when the sanitation truck stops. And I love our employees, who are our strongest, but does that actually need to have to happen during rush hour. And I know there are lots of issues about maneuvering timeframes, but those discussions really do need to be a part of the growing community. Because there will be even more waste and there will be new businesses and they will have commercial carting occurring where we don't have. And that there will be a hundred reasons that we need to be thinking about how not to exacerbate a problem already in very narrow roads.

MR. COCOLA: Right.

MR. CERULLO: 'Cause we're not generally building new ones, we're working with what we have.

MR. COCOLA: Amen.

MR. CERULLO: But I just think it

should be something that DOT takes the lead on, if it hasn't already. Because it could be -- we need to deal with the problem we have today without new development, never mind what we can envision occurring in the future. Because that's as much of a traffic pattern as new people coming to the neighborhood.

MR. COCOLA: Amen. I totally agree with you.

(Laughter.)

MR. COCOLA: I haven't completely talked with sanitation, per se, yet.

MR. CERULLO: And I picked one, I'm not on sanitation but --

MR. COCOLA: I understand. And I will say that, you know, for example, like on Hylan Boulevard, you know, the 6:00 to 10:00, 4:00 to 7:00 hours are sacred particularly because you have a bus lane, you know, so people know that they shouldn't be there from 6:00 to 10:00. We do make every effort to adhere to the morning rush. There have been times where I have caught other agencies

working on Bay Street at 7 a.m. and, you know, giving them a phone call. And, in candor, there are times that I've seen contractors for our agency out there at the wrong hours and we stay on them too. So, we do have a compliance unit, HIQA, and they're very good. And they try to adhere to keeping the rush hour sacred.

MR. CERULLO: Okay. Thank you.

MS. LAGO: Thank you for your patience, Commissioner Levin.

MR. CERULLO: Sorry.

MS. LEVIN: Yeah, I want to get out of cars and onto two feet here. You referred glancingly to capital projects that might be in the works here. And I note that our briefing materials for this project show a nice streetscape with a planted median and a bunch of street trees on Bay Street. What kind of capital improvements are you thinking? What kind of streetscape improvement plan is in the works for this rezoning?

MR. COCOLA: Well, that's part of it,

you know. And part of it too is, we found a lot of success in the agency in doing bump-outs in medians, which we're able to cement and protect the pedestrians, you know, if they can't make it all the way across or whatever. So, it's both aesthetically pleasing and it's also safe for us. So, for example, on Bay Street and Richmond Terrace, we segregated the bike lane, you know, through cement, so that the bicyclists will have their own protected bike lane. And initiatives like that, we definitely want to do throughout these corridors. Because, like I said, I mean, I know that there's that sort of dual issue of mobility and safety, but, obviously, we'd rather side on safety.

So, for example, with Victory and Bay, right now, we do like the way that it's been processing, you know, with the implementation of the left turn bay. But we can extend and make a better bus lane for the good people who go from Bay Street up to Victory Boulevard through our capital projects.

MS. LEVIN: Okay. So, there's no

streetscape improvement plan specifically targeted to the rezoning area, you know, to complement the changes that were -- the land use changes that were --

MR. COCOLA: I mean, eventually, there -- yeah, like, for example, on Front Street, right, you know, there'll be a protected bike lane, there'll be, you know, beautification and streetscape throughout. So, I mean EDC is more taking the lead on that than us, but we heartily endorse what they're doing.

MS. LEVIN: Okay. Good. It just seems that, you know, as more people come to live in this neighborhood, this is a prime bike commuting neighborhood and it really is not going to be that challenging for people to move around the neighborhood by bike rather than by car.

MR. COCOLA: Right.

MS. LEVIN: And so, I think this really looks like an area where redoubled attention to bike infrastructure could be a big improvement.

MR. COCOLA: I mean, just for the record, the catchment area that we used was the North Shore. We launched the program at Snug Harbor Cultural Center. So, now, you know, you'll see a lot of green and orange bikes that are being utilized throughout that catchment area, and it's really refreshing to see it.

MS. LEVIN: Well, and even then, privately owned bikes, people will be able to live in this neighborhood, keep their own bike and get to and from the ferry or wherever else they need to go with a bike.

MR. COCOLA: Agreed.

MS. LEVIN: We need to make it easier for them to do that.

MR. COCOLA: Thank you.

MS. LAGO: Commissioner Cerullo.

MR. CERULLO: Just, I'm thinking of, you know, when I think of DOT and streetscape improvements in East Midtown, I'm, you know, thinking of public space opportunities also.

MR. COCOLA: Yeah.

MR. CERULLO: And I just -- and it

makes me think of two things, which are somewhat related, but they may be inconsistent in certain places. One, are there any mapped but unbuilt streets or unmapped city-owned -- unmapped unbuilt city-owned streets that the City has jurisdiction over that may be analyzed to whether or not there is -- they provide relief if they are built and if they can't be built, are there opportunities for more inland public space for people to enjoy because of whatever the physical condition of that area is that couldn't possibly -- I mean, I know we have lots of, sort of streets that don't go through the inland, you know, streets that -- you know, a couple of them go through.

MR. COCOLA: Right.

MR. CERULLO: And then some of them just crash to the MTA.

MR. COCOLA: Right.

MR. CERULLO: So, have we looked at any of those things as opportunities for either increasing the traffic opportunities whether

for bikes or for vehicles --

MR. COCOLA: Right.

MR. CERULLO: -- or, is there opportunities for the City on city-owned space that could be creating opportunities for people to sit and enjoy the neighborhood and their community, not just on the waterfront, but more inland as we move in?

MR. COCOLA: Sure, we can look into that. As you know, we have all kinds of complications out in Staten Island in terms of -- we have streets that are built that aren't mapped. We have streets that are mapped that aren't built.

MR. CERULLO: Right, that's what I was trying to --

MR. COCOLA: You know, et cetera, et cetera. And during this process, I know the borough president is encouraging us to do an inventory on all that, and we should.

MR. CERULLO: And I was going to ask you if you had one, if not, if it would be encouraged. So, at least I'm on message. Okay. Good. Thank you.

MS. LAGO: Other questions?

You're finally off the hot seat, Mr. Cocola.

MR. COCOLA: Oh, thank you. But I must tell you, everybody loves DOT and Staten Island, honest to God.

(Laugher.)

MS. LAGO: Our next speaker will be Michael Blaise Backer.

MR. BACKER: Good morning, Chair Lago and members of the City Planning Commission. My name is Michael Blaise Backer, and I'm the Deputy Commissioner for Neighborhood Development at the Department of Small Business Services. And I'm here to testify in support of this rezoning.

At SBS, we aim to unlock economic potential by connecting New Yorkers to quality jobs, building stronger businesses and fostering thriving neighborhoods. SBS has been working closely with our partner agencies, community-based organizations, businesses, and residents to implement new investments for small businesses and job

seekers along Bay Street with the goal of increasing economic activity and supporting long-standing businesses. Through our Neighborhood 360 program, which we initiated in 2015, SBS is investing in the community and working with local partners to identify, develop and launch commercial revitalization projects.

SBS first partnered with the Staten Island Chamber of Commerce to conduct a Commercial District Needs Assessment off the Bay Street Corridor to analyze the local commercial district and identify opportunities for investment along the Corridor. In 2017, SBS awarded 1.54 million in competitive Neighborhood 360 grant funding to the Staten Island Chamber of Commerce, to the Staten Island Arts and The 100 Gates Project to address the CDNA's key findings over a three and a half-year span. Since the grant's inception, we've been proud to support programming that includes holiday lights, beautification projects, district marketing, storefront improvements and

supplemental sidewalk cleaning services that benefits small businesses from St. George to Stapleton.

In addition, our funding has supported an impactful array of community events, such as the Courtyard Friday Summer Concert Series at Borough Hall, the Sonic Gates audio sculpture installations and the Cinema Connects Film Series, which saw more than 900 attendees at their first event, a thirtieth anniversary screening of Working Girl at the historic St. George Theater. Working with local stakeholders through community outreach in a commercial district working group convened by Councilmember Rose and Borough President Oddo, the Neighborhood 360 investment aims to strengthen Bay Street's existing small businesses and ensure the corridor is vibrant and welcoming for residents and visitors alike.

Beyond Neighborhood 360, SBS has significant assets on Staten Island's North Shore. SBS operates one of our seven New York City Business Solution Centers just

outside the Bay Street Corridor, 120 Stuyvesant Place. At the center, Staten Island small businesses can access free business services, such as business education courses, financing assistance, help navigating government, minority and women-owned business enterprise certification and legal assistance. These free services include our commercial lease assistance program, which allows small business owners to obtain free legal assistance regarding new leases, lease renewals, and back rent negotiations, landlord harassment, and other issues, such as lack of repairs and breach of contract issues.

SBS also operates one of our eighteen Workforce 1 Career Centers on the North Shore. The center, also located at 120 Stuyvesant Place, connects job seekers to employment and training opportunities and offers businesses cost-saving recruitment services. We look forward to continuing the work with the community, leverage the resources of the North Shore Center, make

Staten Island residents with quality employment and training opportunities. SBS also recently launched our mobile outreach unit vehicle, which in addition to our Chamber On-the-Go and compliance advisor teams, as another way we're able to bring our services directly to business owners and job seekers in their neighborhood.

We want to ensure that the services are reaching all New Yorkers. And today, in fact, our team is holding a small business fair at the St. George library.

(Bell rings.)

MR. KNUCKLES: Thank you, Mr. Backer.

MR. BACKER: Thank you, happy to take any questions.

MR. KNUCKLES: Questions?

Chill for a moment, Staten Island.

(Laughter.)

MR. KNUCKLES: Commissioner Ortiz.

MS. ORTIZ: Hi.

MR. BACKER: Hi.

MS. ORTIZ: Good to see you.

MR. BACKER: Likewise.

MS. ORTIZ: Thank you for the work that you do. And the projects, I think, that the work you mentioned is really -- responds to some degree to the borough president's feedback on the request for services that, you know, address small business needs. And, of course, the CDNA, you know, mentioned the desire for marketing support and financing among the businesses. So, I think that's useful. The question I posed earlier, frankly, I don't think it's appropriate for SBS. It's really a question about the overall zoning framework. And, you know, I've expressed some concern, and other commissioners have as well, about the amount of projected new development on the commercial side, both office and retail, that we will -- that could be seen under the width action scenario.

You know, the CDNA indicates a twenty-one percent vacancy rate. I've done other research that shows that, you know, Staten Island is over retail. And so, you know, I -- the last EIS that I looked at, the

gross new square footage was about $600,000. This is 600,000 square feet of which 230 was local retail and 316 was office. So, from your prospective -- I guess, the question for you is, what do you see -- I mean, is that -- what's the demand there? You guys work every day with these businesses. You saw the vacancy rate. You know, what happens when you add an additional 230 square feet of retail to a corridor that already seems over supplied?

MR. BACKER: Sure. Well, I'm happy to offer, at least, prospective on that. I think it's a good question, and certainly I understand where you're coming from. I mean, I've seen sort of -- I'm not sure if we have the numbers exactly right. I've seen about 183,000 additional and commercial, meaning so that the ground floor as well as potential office. So, I think --

MS. ORTIZ: That's the net.

MR. BACKER: The net.

MS. ORTIZ: I think that's the net. I'm talking about the gross.

MR. BACKER: Okay. So, in addition -- well, so, I think -- so, speaking to the vacancy piece, initially. I think it's true that the CDNA data collected in late '15, early 2016, showed about a twenty-one percent vacancy rate. So, I think -- a couple of things I think the CDNA also showed is about a $300 million in linkage in the area. So, I think we think that, you know -- so, there's essentially, residents leaving the community to buy some of the goods and services that they need.

So, I think we think that there is a demand for a lot of services, you know -- supermarkets, specialty food items, more, you know, restaurants, clothing -- a number of things that came up, both in the quantitative data as well as in qualitative surveys, conducted by the Staten Island Chamber that showed that there probably was sufficient demand to at least bring some new retail to the community, local serving retail.

Second, I would say the Staten Island Chamber also did a storefront study of actual

physical conditions. They found, I think, about forty-five percent of the storefronts to be in poor condition and about twenty-four percent to be in average condition. So, we feel like there's -- the possibility at least, that there was also a bit of a mismatch between what the availability is in the buildings currently there and the storefronts that are currently there and some of the commercial, you know, new businesses that might be willing or interested to locate in the area.

And, I think -- finally, I think my understanding of the designing framework is that there is a considerable amount of flexibility built into it. So, it does not, you know, require retail. It requires active use, but it does allow for community facilities and nonprofit spaces, which I don't think we've seen in all of the rezonings, but I think that's an important piece given sort of the need we've, you know, what we've heard about childcare facilities, universal pre-K -- that kind of thing, and

allowing for that.

And I think the final thing I would say is just, you know, from the prospective that we, you know, the study essentially that was done, looking from St. George all the way to Stapleton, was really seeing the need and hearing from people about the need to ties with a commercial district and these three towns together and where possible, you know, having more continuous active ground floor uses along that entire corridor and really being able to pull people from, you know, from the ferry terminal from the future outlet ball to the other commercial districts on the Corridor.

So, I think -- I mean, I understand your concern, but I think we feel like there is probably sufficient demand to fill that new space.

MS. ORTIZ: I mean, I will say that, you know, on the linkage question you referred to about $300 million in linkage, you know, this is obviously very in the weeds, but many of the categories in which

there's linkage are not necessarily locally serving. I think the second largest category is department stores, for instance.

MR. BACKER: Right.

MS. ORTIZ: So, you know, I think we just have to be very careful about just throwing out, you know, linkage and saying that we can support that. I don't necessarily think that -- I think it's a good answer. I don't necessarily think it mitigates completely the concerns about what's going to happen when we, you know, add this much new retail. But thank you for that.

MR. BACKER: Yeah, and I understand. That's a good point. I think, certainly, certain categories of the linkage are not what will be located in that specific -- along the Corridor precisely, but I do think we've seen -- and, as you know, some of the work that was done in Stapleton around storefront improvements, specifically, around where there was a high number of vacancies, we have seen new businesses start to open and

fill those vacancies and some restaurants and an antique store and other things. So, I mean, our hope is that really as more residents come and as sort of spaces get improved and new spaces come online, that we'll really attract more entrepreneurs and more small businesses to open up.

MS. ORTIZ: Is there any analysis that's done to support that prospective, you know, the new residents will, you know, how much spending is anticipated by new residents? How much that adds to demand and, you know, is that part of this process?

MR. BACKER: It is not part of our process. It's not something we have expertise to do. It's a good question -- something I think, we as a city, should continue to look at and work with HPD and us and EDC to come up with some methodology to do that.

MS. ORTIZ: Thank you.

MR. KNUCKLES: Just to follow up on that. That $300 million linkage factors in the Empire Outlets?

MR. BACKER: Well, no, it does not. Because it's taking into account sort of the geography we studied and what is currently happening. So, essentially, shopping in stores that are currently online. So, no, it does not. But in theory, certainly, the clothing, the demand, yes. I mean, obviously, I think the Empire Outlet is certainly a regional draw, not necessarily just for local shoppers. But I think it certainly would -- I would assume, meet some of that linkage.

MR. KNUCKLES: Mitigate, right.

Okay. Commissioners Cappelli and Cerullo.

MR. CAPPELLI: Thank you for joining us.

MR. BACKER: Sure.

MR. CAPPELLI: What is the vacancy rate just in this commercial area that we're looking at right now?

MR. BACKER: So, I can't tell you right now. But, again, the data that was collected by Staten Island Chamber of which was

collected, I believe, November 2015 to about February of 2016 was twenty-one percent, which I can't say -- it's larger than the rezoning study area. So, just to be clear, the Commercial District Needs Assessment, we started this work back in 2015, incorporated St. George, Tompkinsville, and Stapleton -- the entire current commercial corridor. So, it's a bit larger.

MR. CAPPELLI: Can you provide to us during our review process here, the vacancy rate for this district?

MR. BACKER: So, when you say, "the district," just the specific area that's to be rezoned?

MR. CAPPELLI: From, basically, where Fred lives to -- from Canal Street up to Bay Street Landing.

MR. BACKER: So, just so you're aware. I mean, this is something that we essentially paid the Staten Island Chamber to do field work to conduct this -- to get this information. So, this is how we put resources toward conducting the Commercial

District Needs Assessment. The City does not have, you know, vacancy data offhand or readily available --

MR. CAPPELLI: Or you can drive down the street and take a look.

MR. BACKER: I guess -- so, we would have to -- we can look at the sort of data and essentially what we had before and ask them to potentially go back and update it and look at, perhaps, a more targeted area. But I think we did it in the CDNA breakdown, sort of St. George, Tompkinsville, and Stapleton, and I think certainly saw the larger -- the higher vacancy was in St. George and Stapleton. So, that's something we can speak with the chamber -- I don't want to speak on behalf of them because they are our local partner there. We don't really have a field team at SBS that does this kind of work, but we rely on them and we fund them to do this kind of thing. So, we would certainly be willing to speak to them.

MR. CAPPELLI: And do we know how the stores are doing at Urby?

MR. BACKER: I do not have that information, no.

AUDIENCE MEMBER: We know.

MR. CAPPELLI: Because, you know, there's at least, you know --

MS. DE LA UZ: 35,000 square feet.

MR. CAPPELLI: How much is it, 25,000?

MS. DE LA UZ: Thirty-five.

MR. CAPPELLI: 35,000, okay.

MR. BACKER: Of open stores, is the question, I'm sorry?

MS. DE LA UZ: No, total square footage at Urby, currently.

MR. CAPPELLI: But I've heard, anecdotally, you know, some problems that exist and I'm just wondering what -- I'm sure one of our speakers will address that, but just, you know, what the reality is, at least, from the City's prospective? And are there any plans that -- any new programs that will be created to assist in the commercial development of this area?

MR. BACKER: At this point -- I mean, I'd certainly be happy to -- I saw the

borough president's comments and certainly continue a dialogue with him to see what new programs might be needed. But certainly, a lot of the programs or ideas they decided on are things that the administration has started just in the last few years. And, of course, we do, you know, through the Business Solution Center and other resources, we're able to connect businesses to incentives or financing or things that the City doesn't offer itself. So, I'd be happy to hear more, if there's anything that we do not currently provide that we can create, it's certainly worth the conversation.

MR. CAPPELLI: Please, because we've waited a long time to do this and I think the community would really like to see that it gets done right. Thank you.

MR. BACKER: Sure. You're welcome.

MR. CERULLO: Hi, Blaise.

MR. BACKER: Hi, Fred.

MR. CERULLO: I see your downtown Staten Island button on.

MR. BACKER: That's right.

MR. CERULLO: I had to acknowledge that.

Let me, for a minute, in contrast to the issue of new businesses, let's talk about SBS's role in how we deal with the existing businesses that are in this neighborhood and a sort of similar question that I asked HPD when it came to potential direct or indirect displacement for tenants and homeowners, how we deal -- or what the City's plans are to deal with potential direct or indirect displacement for businesses. As we know, while there may be, and that's a fact, vacancies along the Corridor now, there are some very brave and committed business people who have called this area home for a long time and held on through difficult times. Others have taken a risk earlier than the population is really there to support to try to make a new business work in this neighborhood. And many of us from the neighborhood go to those restaurants and go into those stores. Obviously, the concern is what happens as the development occurs? And

on the business side, the market does its thing, what kinds of programs does SBS have in place that it will be sort of executing in the neighborhood? And how does that information get to our existing businesses through what we expect to be this ongoing process?

MR. BACKER: Sure. So, a couple of things I touched on in the testimony and I can get a little -- do a little deeper dive into it. Like, for example, the Commercial Lease Assistance Program is something that just started within the last year, maybe a little longer. There's a couple of options there. Essentially, there's sort of trainings that anyone can attend just on the basics of sort of best practices and things to be aware of around signing a new lease or negotiating a lease. But there's also one-on-one assistance. So, free assistance, legal advice to help a business owner who is having either challenges with their landlord or perhaps they know their lease is coming up for renewal and they want to be proactive

since you're providing the sort of assistance they need to kind of, you know, level the playing field so that the business can -- that wants to stay, that wants to remain in their current space to, you know, to essentially help them negotiate.

Should that business prefer to relocate, perhaps, in the district, you know, that's, again, they can provide assistance in helping to come up with a lease that is fair and helpful for the small business owner. Again, there's a lot of things -- if a business is looking to expand or make improvements, again, we can -- we help businesses to grow. We have a whole range of both training programs available for business owners as well as access to financing, if they're looking to expand. But I think the key thing you touched on as, in my experience, is sort of that outreach piece or connecting the dots. There's a lot of free programs the City offers. And so, you know, the division my team runs, they're sort of the neighborhood development aspect of it and

really relying on local partners to get the word out has really been an essential part of our strategy. So, not only do we have the things we are doing via sort of the mobile unit where we're out in the field into the Business Solution Center, but also, we have a Chamber On-the-Go program, which is citywide, but with its contract with the local partner. With The Chamber of Commerce, essentially, does the door-to-door outreach to ensure the businesses are aware of and can tap into the services sort of essentially doing, like, a one-on-one kind on triage opportunity to find out on what's going on, what they might need, so that we can then follow up.

And then with the local partner, or in this case, through Neighborhood 360 with both Staten Island Chamber and Staten Island Arts, you know, there it's almost -- it's even a deeper sort of relationship building, really, you know, doing merchant organizing, becoming, you know, intimately familiar with the business owners, with the property owners, knowing when leases might be coming

due, being able to help a business relocate should they need to, and really playing a role there to help connect the dots. So, they're either tapping into my team or any other team at SBS, but also, you know, leveraging their own programs and a lot of the outside fundraising they might do to offer sort of small business assistance.

MR. CERULLO: So, is this -- and I know part of this answer. This kind of program or these programs are sort of ongoing. Do you see sort of an added effort based on the potential for what this all means to be out in the street more? And this question I'll pose both for existing businesses and potential new ones because I'm interested in knowing about what types of -- what types of support services for business workforce development -- particularly, we have a community here, if there's going to be at whatever level commercial, an office, certainly at the retail level. We have an entire community of young people and old people and everyone in the middle who could

have access to jobs here. And what kind of training does the City do to help people be able to make themselves marketable in what might be a very new world in terms of job opportunities in this spine and in this surrounding area? And, you know, what efforts in terms of finding or matching through, you know, M/WBE programs so that we ensure that there's diversity in the businesses that are existing there. What can you tell us about how the City is -- what role the City will be playing? I'm assuming it's through SBS. Knowing your portfolio, how does it manifest itself in the neighborhood?

MR. BACKER: Sure. Well, I would start by saying there's always opportunity to kind of fine-tune a program and learn more about what a specific community needs. I would say a lot of the examples I cited earlier and a lot of the programs, quite frankly, we have launched in the last two or three years, you know, not to say anticipation of this rezoning, but certainly we knew like rapid

changes happening, a lot of investment was happening. And we have been listening to other communities and to this community already to ensure some of these programs and outreach tools, you know, were already in place.

So, I would just say in some neighborhoods we have been, I think, a little more reactive to what we were hearing through this process. I think, in this case, our investment got in a couple of years ago and we have been starting a deep, you know, deep and really frequent work with our local partners there. So, that being said, should we hear more feedback from them and from others that the program needs to be tweaked or there's a certain layer of, you know, variation or added level of touch needed, I think that's the conversation we certainly can have.

On the workforce piece, really, our workforce model currently, you know, focuses very highly on, you know, living wage jobs and ensuring that New Yorkers are equipped

with the skills they need for jobs that are actually available. So, in the model we employ in this administration, it really is looking at what industries are growing and so whether it's tech or healthcare, retail, industrial, transportation -- some of the sectors where there has been -- there's a clear growth in employment opportunities and where we have heard from employers that there are specific skills that, you know, that employees need to get those jobs, that is very -- that is exactly where SBS plays that role through our Workforce 1 centers to ensure that New Yorkers can get free training and they're also then helping employers to located those employees to help save the business cost.

MR. KNUCKLES: Okay. Any other questions for Deputy Commission Backer?

Commissioner Ortiz.

MS. ORTIZ: Hi. You know, under the proposal, breweries will be allowed under limited circumstances. And as I understand it, it's mostly to support the expansion of

one brewery. You know, what's sort of your policy thoughts on potentially expanding uses like breweries, which historically has not been allowed on commercial corridors because it's technically a manufacturing or industrial use? You know, and is that appropriate or increasingly appropriate on streets like this?

MR. BACKER: I was expecting that one. I mean, I think that's a difficult thing to say. I don't think I -- I can't personally say my team has put -- had done any research on that fact or sort of on the implications. I certainly think if you look at sort of macro trends and not necessarily in New York as much as in certainly other cities are comparable neighborhoods. I think the sort of mixed manufacturing retail uses in a single business is something you see more of. You know, you're seeing it in a number of places where there is sort of a manufacturing component that people can come in and experience it.

So, you know, brew pubs are not

something new. I know that I -- and I think in this case that the business seems to be doing quite well. I think it's something I would, you know, be -- I'm encouraged to see that businesses like that are doing well and that there's a market for it. So, I think it's something we should certainly be open to.

MS. ORTIZ: Okay. Thank you.

MR. CAPPELLI: Just following up with what Commissioner Ortiz said. You know that the Stapleton site, the inland Stapleton site was a brewery at one time. It was a Piels brewery way back in my early youth.

MR. BACKER: Sorry we lost it.

MR. CERULLO: He lost his youth too. So, it's all gone.

(Laughter.)

MR. KNUCKLES: Any other questions for Mr. Backer?

>>: (No response.)

MR. KNUCKLES: Run while you can.

MR. BACKER: Thank you.

MR. KNUCKLES: We'll now turn to those

in opposition. We'll have speakers, starting with Kelly Vilar, who will be followed by Susan Master, who will be followed by Nicholas Antonelli.

MS. VILAR: I have copies of my testimony. Would you like --

MR. KNUCKLES: And you can leave it with the secretary. Thank you.

MS. VILAR: Hi, good afternoon. My name is Kelly Vilar. I represent the Let's Rebuild Cromwell Community Coalition, which has convened and discussed the Bay Street Corridor rezoning with hundreds of individuals and many community and church groups throughout the North Shore since 2016. And we want to share with you our most urgent recommendations based on those discussions as they're important to the ULURP process. You know, Staten Island has had some -- I just want to say this upfront, that Staten Island has had some big development failures over the years. You've had the Homeport, you had the NASCAR recommendation, and now you have the Wheel.

So, we want to -- you know, one of the problems that we see is that -- as the commissioners here have mentioned, is that we're going forward without a real plan. If we are to rezone, it has to be worth it to the community that exists here now and be able to accommodate future residents and businesses. I think your question about vacancies is really important and I think that needs to be highlighted. We believe that this rezoning, unlike any other in the City, is set to deliver in one fell swoop, one of the most valuable waterfront communities to private development in the history of New York City development. That being said, the exchange of community benefits, including that of affordable housing, needs to be produced of equal caliber. If we're giving up billions in waterfront value and value capture, then we should be getting billions in investment and value capture.

So, in summary, I'll tell you some of our recommendations. Number one, deepest

affordability to match the neighborhood demographics of the Bay Street Corridor area. Take a look at Jersey Street on one end and Park Hill at the other end and that needs to be included in this. Because that's where there's the largest need and it's not being addressed. It's almost like you're zoning in on something and we really need to look at the affordability needs and look at the specific Bay Street Corridor area. No private development. This has very -- no private development on city-owned properties and reserve those properties for projects that provide public good. There's very little public property as part of this, and we're giving it up. You know, Staten Island as a borough is a borough of parks, but this particular area of Staten Island is starving for parks.

Create a plan for new economic industry. Go forward towards a plan that has a -- that's going to build an industry, not just open a store for people to come and shop. That's not who we are. Create a plan

for economic industry. We recommend something called MERC. It's a Maritime Education Recreation Cultural Corridor. It's a proposal we've put out, every single elected official. And all the City heads have heard about this proposal. We've written quite a few people about it. And the reason that we recommend this corridor, this Maritime Education --

(Bell rings.)

MR. KNUCKLES: Just finish your sentence, Ms. Vilar.

MS. VILAR: The reason that we recommend this Maritime Education and Recreation Corridor is because Staten Island is primed for the pump. You know, there is -- we could be the Silicon Valley of maritime education. We have all the elements to make that happen, and we would produce jobs that are long-term career-building jobs. The average captain makes two, $300,000 a year. The people who work on the ships and who manage the ships make great careers. And SUNY maritime is -- you know, just recently

came out with an article that said students who graduate from SUNY maritime could make -- they'd make more money on average than the average yearly coming out of Yale or Harvard.

MR. KNUCKLES: Thank you, Ms. Vilar. Thank you.

MS. LAGO: Questions for Ms. Vilar? Commissioner Cappelli.

MR. CAPPELLI: What do you have to say about Cromwell Center?

MS. VILAR: Cromwell -- I think, first of all, Cromwell is -- the City is overdue on rebuilding Cromwell. It is a straight up responsibility of the City of New York to provide that. It is not a benefit. It is a responsibility and it should not be seen as a benefit as part of this rezoning.

(Applause.)

MS. LAGO: Commissioner De La Uz.

MS. DE LA UZ: Ms. Vilar, you mentioned that you had most urgent recommendations, were there two or three more that you didn't quite get to?

MS. VILAR: Build a state-of-the-art

public aquatic center in the footprint of the former Wheel and connect it to this MERC. Investments in existing and new schools, existing and new schools in the Bay Street Corridor area, and substantial investments in transportations through and around the North Shore to include many options for travel and wayfinding.

MS. DE LA UZ: Okay. Thank you very much.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Ms. Vilar.

Our next speaker is Susan Master, who will be followed by Nicholas Antonelli.

MS. MASTER: Kelly could have had my time.

I'm a resident next door neighbor of this development plan, and I live on the first and second floors of Bay Street Landing. My first and second floors were harpooned by Harborwood, through walls and windows. So, this is the physical effect of living on Bay Street. And on Front Street,

there was a ship -- I have a large steel photograph of a ship that landed on Front Street, which I didn't carry because it's framed on steel. But this is what it looks like, you know, the high watermarks on a ship with 11 feet, 4 feet. This was beached on Front Street. People came to look at it. The people in the planning board when I showed this at Community Board 1, their mouths dropped open. This is what can hit that -- those new buildings.

If we had unpaved surface -- paved/unpaved surfaces, they would be able to absorb and mitigate some of the floodwaters coming in. And there will be floodwaters coming in. Sandy is not a hundred-year storm anymore, as we have been told by everyone but our president. Tax revenues that this development is going to benefit, the City of New York, many Staten Islanders may agree that tax revenues that come into the City of New York are not likely to land on Staten Island. So, what we're giving up, it won't benefit us so much as other places.

And our youth just really do not need visual corridors to peer at our waterfront. We could use an unpaved surface where kids could set up a pickup game because teamwork is the most important thing that a young kid can learn. We've missed out if the spade went in to build Cromwell today, ten years worth of kids would not have had that development, have not had that ability to join a team to join a pickup team. So, this is what the City has not delivered to us and to our children.

Kelly could have had some more of my time.

(Laughter.)

MS. LAGO: That's very gracious of you.

Questions for Ms. Master?

>>: (No response.)

MS. LAGO: Our next speaker is Nicholas Antonelli, who will be followed by Ivan Garcia.

MR. ANTONELLI: Good afternoon, commissioners. Okay. Good morning, Chair Lago and members of the commission. My name

is Nicholas Antonelli. I am a cleaner at the DOE. I have been a member of 32BJ for about thirteen years, and I have lived in Staten Island for thirty-two years. I'm here today on behalf of my union, to especially 3,500 members, who live and work in Staten Island to speak about what proposal Bay Street rezoning means for buildings and service workers.

Like many of you, we believe Staten Island residents need meaningful economic opportunities in this -- we support key of elements into rezoning plans that will be good building service jobs (sic). We are pleased that the City has made a commitment and ensures a prevailing wage in part of the project where it is sub-utilizing the residential developments, including the more than six hundred units proposal. Stapleton praises free sites providing good permanent jobs that allow workers, families to live in dignity is essential to a responsible development. We are glad that the City and EDC are setting strong standings.

However, we think that more needs to be done to make sure that the Bay Street rezoning brings in economic opportunity to Staten Island before its approval. Private property owners and developers in rezoning areas stand to reap sufficient benefits from the proposal plans, which will change many lots for manufacturing to residential and commercial use and allow for large new buildings that could -- that millions of dollars could profit. This rezoning is current, without form, guarantees of what will be financed and built at private sites and no firm guarantees from developers that building service workers will earn prevailing wage.

We are calling on players like BFC who has (inaudible) property to rezoning areas follow the leads of the City and make earlier credible comments in providing good industrial standard wages for building service workers. We think it's important to be able to confidence that rezoning (sic) --

(Bell rings.)

MR. ANTONELLI: -- is creating good jobs no matter (inaudible) get built.

MS. LAGO: Thank you, Mr. Antonelli.

MR. ANTONELLI: Thank you.

MS. LAGO: Questions?

>>: (No response.)

MS. LAGO: Okay, thank you.

MR. ANTONELLI: Thank you.

MS. LAGO: Our next speaker is Ivan Garcia to be followed by Saúl López.

MR. GARCIA: Good morning, Chair Lago, commissioners -- oh, it's good afternoon now. My name is Ivan Garcia and I'm the neighborhood coordinator for Make the Road New York and a member of the Housing Dignity Coalition on Staten Island. I have been doing outreach and informing tenants about this rezoning for over a year. I've presented at different clubs, organizations and churches throughout Staten Island. At every presentation, after every presentation, every tenant in the room is upset that this is the proposal that the City has presented. The DIS claims that over 1,700 people will be

indirectly displaced, and they have said that this is -- they have claimed that this is on a worst-case scenario. The sad reality is that this is already happening. There are tenants who have given up and believe this rezoning is a done deal and the City will do whatever they want. They're looking to move out of state or risk being homeless. The displacement of these tenants is not a matter of whether it will happen, it is a matter of when it will happen.

Forty-three percent of the district makes less than $50,000 a year. Of those forty-three percent, seventy-five are either rent-burdened or severely rent-burdened. This means they're paying more than thirty percent of their income on rent and are possibly one rent increase away from being homeless or displaced. It also does not help that eighty-five percent of the housing stock in the North Shore is private. None of these tenants are protected by any laws. They do not have the right to a lease renewal and their rent increase does not have

to follow the RGB. According to New York City's Human Resource Administration report on universal access to legal services, sixty-seven percent of tenants face an eviction who received legal services on Staten Island were allowed to stay in their home. Although this may sound great, it is a very low number compared to Manhattan, which had the success rate of ninety-three percent, the Bronx, ninety and Brooklyn at eighty-three percent.

The report states this may be because Staten Island has a higher volume of owner-occupied and single or two-family properties in Staten Island. Even with an attorney, thirty-three percent of tenants in housing court were evicted from their home last year. A rezoning would only speed up the displacement of tenants who have no protections. A rezoning should protect existing tenants who call Staten Island home and should build affordable housing for any new tenants who wants to move to Staten Island. The Housing Dignity Coalition has

created a path to get a responsible rezoning and have spoken to the City numerous times on how to get there. A responsible rezoning that is truly affordable and is as close to a 50/50 deal as possible.

We feel that we have been ignored and our recommendations were not taken into consideration. Therefore, we are here against the rezoning. Thank you.

MS. LAGO: Thank you. Questions? Commissioner De La Uz.

MS. DE LA UZ: On the 50/50 proposal, you're talking about fifty percent affordable, fifty percent market rate? I just wanted to clarify that that's the point.

MR. GARCIA: Yes, that is correct.

MS. DE LA UZ: Okay. Thank you.

MR. GARCIA: Thank you.

MS. LAGO: Thank you, Mr. Garcia.

MR. GARCIA: Thank you.

MS. LAGO: Our next speaker is Saul Lopez who will be followed by Michael Arvanites.

MR. LOPEZ: Buenas tardes a todos. Mi

nombre es Saúl López.

(Testimony was given in Spanish and then interpreted.)

MS. LAGO: And we will keep with our practice that we will add an additional two minutes if at any point that you would want to translate. Thank you.

THE INTERPRETER: Great. And we're going to do the translation --

MS. LAGO: Yes, thank you.

THE INTERPRETER: -- it shouldn't take that long. My name is Saúl López. I am with Make the Road New York. I came to this organization ten years ago as a community organizer in Staten Island. The job has given me the opportunity to hear a wide range of issues that the community encounters. One of the most common problems is affordable housing. The majority of immigrant families have to rent from a private home where they pay north of $2,000 a month on rent. They all need two jobs in order to pay for the apartment. On top of that, the landlord often makes them pay for heat, hot water and

their own repairs. There's also no law in place to regulate the rents in these private homes. Tenants are being asked to move out if they cannot pay the rent. The tenants have to decide if they want to pay the high rent or find another place to live. If they move, they will have to find a new job that is closer to home and closer to their kids' schools, and this may become difficult. I urge the City Planning Commission to not support this rezoning without putting protections in place for current residents. This rezoning is not the solution.

MS. LAGO: ¿Preguntas para senor Lopez?

>>: (No response.)

MS. LAGO: Muchas gracias.

We will now turn to speakers in support, starting with Michael Arvanites and who will be followed by Fiona Akins.

MR. ARVANITES: Good afternoon. Michael Arvanites, close enough.

MS. LAGO: Sorry about that.

MR. ARVANITES: That's all right.

MS. LAGO: Reading handwriting is one

of the most challenging facets of sitting in this chair.

MR. ARVANITES: It's Greek. You're closer than most people.

The bedtime story that every Staten Island kid, and I'm sure Commissioner Cerullo and Cappelli will tell you the same thing, has heard about the Renaissance of the North Shore and reclaiming our waterfront. The Bay Street Corridor for the most part, with the exception of, as mentioned, Miller's Launch and Sandy Hook Pilots is no longer a working waterfront; we'd like to reclaim that. And I've been told my whole life, I'm forty-two years old now, that that's happening at any moment. I'd like to -- we've done that piecemeal since then when I was working for Congress -- Councilman McMahon. At the time I was on the Growth Management Task Force. We converted the navy Homeport into the current Urby and that facility -- and that's been piecemeal. We did the rail, which was the affordable housing complex that is similar to the

proposal for the -- that the rezoning will actually issue. It's a 20/80 mix that has -- it's a ten-story building. This will be similar to a lot of what is going to be going into the rezoning as proposed. That was on there when I worked for Speaker Quinn and finally when I was working for Senator Savino. It sounds like I can't hold down a job, but this is over twenty years.

We did the Bayley Seton redevelopment, 230 Broad Street, which was fifty-five senior housing, which the commissioner referred to earlier, and funded some of the esplanades that were mentioned in earlier testimony. I'm here wearing two hats -- first, as a native Staten Islander and also Staten Island's CUNY representative on the Board of Trustees. We don't have -- we now have dorms at the College of Staten Island, which is something that we're doing at CUNY, looking for all CUNY dorms. So, my roommate could go to John Jay and I could go to Baruch, but you'll be living in a CUNY dorm, as opposed to a College of Staten Island dorm or a

Hunter dorm or something along those lines.

This rezoning will allow for student housing along the Bay Street Corridor. We've recently, on June 30th of 2018, we became a college town again as the St. George campus of the College of Staten Island reopened next door to what used to be Staten Island Community College. 5,000 students now attend there. This would be down the block from them. They'd be able to work there. If you go to the College of Staten Island, there's a free shuttle from this area to the College of Staten Island campus, the main campus. And, of course, there's the free ferry to the rest of this city where thousands of Staten Islanders go to John Jay, Baruch, and Medgar Evers, and Brooklyn College. So, this would be an opportunity for student housing, something that would bring economic viability and vitality to the area. That's why I'm supporting the current rezoning.

There was community input, unlike some other projects that have recently been introduced, like the homeless shelter at 44

Victory. So, I'd like to just tell you that bedtime story that I was told forty years ago and hope that it becomes a reality, and that this is the mechanism that the rezoning does for the Bay Street Corridor. Thank you.

MS. LAGO: Thank you.

Questions for Mr. Arvanites?

Commissioner Cappelli.

MR. CAPPELLI: Not necessarily a question. Just back in the day, it was actually Richmond College in St. George --

MR. ARVANITES: And I went to SUNY.

(Laughter.)

MS. LAGO: And since you mentioned that Arvanites is a Greek name, I'll say, efcharistó.

MR. ARVANITES: Parakaló.

MS. LAGO: Our next speaker will be Fiona Akins, who will be followed by James Prendamano.

MS. AKINS: Good afternoon, Chair Lago and members of the City Planning Commission. Thank you for having me here today. My name is Fiona Akins, and I'm the Deputy Director

of Planning and Neighborhood Development at the New York City Department of Parks and Recreation. And I'm here to speak on the proposed rezoning of the Bay Street Corridor. New York City Parks recognizes the importance of our parks and open spaces and improving the quality of life for residents surrounding the Bay Street Corridor and in supporting the goals for mixed income and affordable housing advanced by Mayor De Blasio's housing plan. Since 2015, Parks has been working with our partner city agencies and with local stakeholders to better understand this community's open space priorities and opportunities. We participated in the Department of City Planning's community engagement process and have benefited from the input and feedback that community members have shared, including the many concerns and thoughtful ideas that were raised at local advisory committee meetings.

The Parks Department continues to work with city partners and local community groups and with the councilmembers' office to

explore further opportunities for open space improvements on the North Shore. We've been working closely with EDC for several years on the design and build-out of what will be almost twelve acres of new public waterfront park space in the new Stapleton Waterfront. This ongoing development has already delivered four and a half acres of new public waterfront parkland, and we're excited to see new open space coming online expanding the open space in this neighborhood and adding to the continuous waterfront access along this important shoreline.

At Tompkinsville Park, we're working closely with our sister agencies to improve safety and open up site lines and expand the programmable space within the park. And we're now working to restore this historic fountain, and we expect to complete this work later this year. Similarly, we're examining ways to improve safety and to provide a positive park presence at the nearby Tappen Park. And we continue to explore opportunities for replacing the indoor

recreation that was lost when the Cromwell Rec Center collapsed. The Parks Department is committed to improving Bay Street Corridor's public realm and in delivering improvements that reflects the community's vision. We'll continue to work closely with our city agency partners, with local residents, and with park advocates to identify opportunities to improve existing parks and create new open spaces that accommodate the growing Bay Street Corridor and broader North Shore community.

Thank you for the opportunity to speak before you here today and I'm happy to answer any questions.

MS. LAGO: Questions for Ms. Akins?

Commissioner Cerullo.

MR. CERULLO: Yeah, I'm so glad you're here. Let me ask the most obvious question and that's -- and I'm not connecting it to the rezoning, but I think it's very important for us to understand, and the community to understand, where is Cromwell? What is happening, please?

MS. AKINS: Now, we acknowledge that the loss of Cromwell continues to be a very significant community priority here and the conversations at the City level are ongoing. As, I think, many of you know, the Parks Department released a feasibility study where we explored options, geographic options for accommodating that lost recreation space and we identified Lyons Pool, our existing rec center at Lyons Pool, as the preferred site for accommodating that lost facility. In terms of finalizing and progressing conversations about the program and the cost to deliver that, those conversations are ongoing at the City level.

MR. CERULLO: Is there a timeframe for any of this?

MS. AKINS: Certainly. This has been a priority for the Parks Department and for the mayor's office for some time, as I know you're well aware. The mayor has been vocal about his intention to address the replacement of Cromwell through the rezoning. Obviously, we've been hearing about the

community's priorities for replacing that irrespective of Bay Street. But the mayor has vocalized his intention to address it through the rezoning discussions.

MR. CERULLO: Okay. Well, I can't debate you on what the mayor's goal is here. But I do know, and I know one of our speakers said it very well, that this is certainly a community need that needs to be dealt with aside from the rezoning and not connected at all. If it happens time-wise to be happening at the same time, that's fine, but this is definitely, as you indicated, a huge loss for the community. It is now five years, which, you know, predates even this application by years. And so, this really is an issue that we're going to need -- which, again, it comes up in the context of this because there's an opportunity to discuss this. But I do believe that it's safe to say, on behalf of the community and certainly the borough president, that this will be a continuing conversation with a strong demand to see this happen as soon as possible.

AUDIENCE MEMBERS: (Applause) thank you.

MS. AKINS: Yeah.

MS. LAGO: Commissioner Cappelli.

MR. CAPPELLI: I wasn't sure what a Lyons Pool -- when you said that you've "identified the Lyons Pool," which is Tompkinsville Pool, correct?

MS. AKINS: The Lyons Pool Rec Center --

AUDIENCE MEMBER: It's not a rec center. It's a pool.

MR. CAPPELLI: It's an outdoor pool?

MS. AKINS: That's correct.

MR. CAPPELLI: So, what is the contemplated conversion or addition?

MS. AKINS: The Parks Department completed a councilmember-funded feasibility study that looked at various sites and identified Lyons as a preferred site. The actual program for what the facilities, what the amenities, what the square footprint would be, are still being developed. It was identified that the community's priorities

for lost recreational amenities that they've been requesting with the failure of Cromwell would be able to be accommodated at this site. So, the feasibility study looked at a generalized option of facilities -- or sorry, of amenities that could be accommodated. But in terms of developing refined programming space, those are still being developed.

MS. LAGO: Other questions?

Commissioner Cerullo.

MR. CERULLO: I appreciate the update and the work that the agency is doing on the waterfront parks. I'm just wondering whether part of this application or just in general -- is the agency looking at any other potential park sites, whether large or small, you know, for children or -- just wondering what might be going on. And I guess I'll just add this, because I think it's related, that perhaps you could share if whether or not there's a formula-based -- some formula that helps to direct the agency and whether or not the community has sufficient open space? I know there is some, but I'm

perhaps -- I don't know the formula off the top of my head, but given the growth -- and this is even recognizing what you are doing already and what's in the planning stages -- how we will fair and how the community will fair with respect to potential new population. And even with this new open space, whether or not we will still be, you know, at a deficit in open public space in the area.

MS. AKINS: The Parks Department does, and the City seeker process does identify what we call an open space ratio in terms of sort of identifying that formula. So, it's a really helpful metric to understand what cities across the neighborhood, how well they're fairing in terms of provisions of the open space. And indeed, there is sort of opportunities to improve access to open space in this neighborhood. We've been working with the councilmember's office with community groups, with city agencies to think about opportunities for improvements to our existing open spaces in this area. We've had

discussions with those various groups at Tompkinsville, looking to make improvements to that site, which are currently underway. And we aim to reopen Tompkinsville with some of those improvements later this year in the spring.

At Tappen, we've been exploring opportunities to activate that space to improve the sort of invitingness of that park, taking a look at the historic village hall that's there. We released an RFP to explore the feasibility of getting a concession into that building and our -- in discussions with respondents and with our city family, other agencies to consider opportunities for restoring that building, which is quite dilapidated at the moment.

MR. CERULLO: What is the timeframe on that?

MS. AKINS: We released the RFP last year, in 2018, and we're actually in very active conversations to better understand the cost implications for a city investment versus the potential for private investment

through a concessionaire to bring that building up to an acceptable standard. So, I would describe those conversations as underway right now.

MR. CERULLO: Okay. Well, I'm sure there's many examples where either of those options could be available. Is there an outside window in terms of where the agency would want to be with this? So, that we can have a sense of what we think -- I mean, the RFP was issued a year ago. And I understand they're in discussions, but is there an outside window of when decisions would be made?

MS. AKINS: I hesitate to put a timeline on it because I know conversations are ongoing. But I do know that our conversations with the concessionaire, I think, have been sort of well-established and we're now moving on to understand, as an agency, what the capital implications would be for any required repair to the building itself. So, that involves sort of making an assessment of what structural repair might be

needed. And I'm sorry that I'm not able to give a timeline right now. I could certainly follow up with you.

MR. CERULLO: Please, that would be helpful. Thank you.

MS. LAGO: Commissioner Ortiz.

MS. ORTIZ: Just quickly. You referenced the ratio of open space, could you tell us what that is and how that compares to citywide --

MS. AKINS: Yes. Just bear with me. So, as acknowledged in the DEIS, the existing open space ratio is, I believe, 1.3 acres in the study area for the Bay Street Corridor --

MS. ORTIZ: 1.3 per -- what's the --

MS. AKINS: I'm sorry. 1.3 acres of open space per 1,000 residents, which is the standard metric that the City uses to assess access to open space. And it is acknowledged that the proposal would have an impact on that ratio and decreasing it by approximately five percent to 1.22 acres, as is outlined. Because of an acknowledgment of that impact, we've been working, as I described, to

identify what improvements we might be able to make, as well as acknowledging the significant new park space that will be coming online through projects underway by EDC and other partners.

MS. ORTIZ: So, what you're referencing should increase the ratio?

MS. AKINS: So, the environmental report acknowledges a decrease of five percent in accounting for the new -- I believe it's just with the northern phase of Stapleton. I'm actually sort of not confident that I'm remembering the details perfectly. I apologize. But the environmental report does conclude acknowledging that there will be an impact, an adverse impact on open space. So, with that understanding, our agency has been working to consider how we can mitigate for that impact on open space.

MS. ORTIZ: Which are not included in those figures though?

MS. AKINS: The mitigation would be in response to those figures, that's correct.

MS. ORTIZ: Exactly. And just where does that rank? I know you guys do rankings by neighborhood. Is there some sense of by borough --

MS. AKINS: That is a great question.

MS. ORTIZ: -- by city --

MS. AKINS: I apologize. I don't know. It, you know, it does fall below the sort of ideal standard that the City seeks to achieve in every neighborhood. I can --

MS. ORTIZ: What is that?

MS. AKINS: Which is?

MS. ORTIZ: That ideal standard.

MS. AKINS: The ideal standard is 2.5 acres per thousand residents.

MS. ORTIZ: Got it. Okay, that's helpful. Thank you.

MS. AKINS: That's the metric established in the DEIS.

MS. ORTIZ: Okay. Thank you.

MS. LAGO: Commissioner Levin.

MS. LEVIN: You know, I guess, I would just observe, Ms. Akins, you're being very careful not to make any commitments that you

can't deliver on, but we have a neighborhood that needs some commitments. And this commission needs a commitment to the open space mitigations that are required. The EIS doesn't just acknowledge -- the EIS requires us to address a reported deficit in open space. And so, we have to get that figured out before we vote on this. It's not something that gets pushed down the road. It, of course, has to be worked out with the community. It's for the community to articulate where the priorities are. But we need something concrete here.

MS. AKINS: Yeah, acknowledged --

MS. LEVIN: Or we will by the time we get to a vote. I hope that's in the works and on your timetable.

MS. AKINS: Thank you for that. And we acknowledge that priority for the commission and for the community.

MS. LAGO: I'll also note that this is also a hearing on the DEIS and that the record is going to remain open for additional written comments between the DEIS and the

FEI -- the final environmental impact statement.

Other questions for Ms. Akins?

>>: (No response.)

MS. LAGO: Thank you.

Our next speaker is James Prendamano, who will be followed by Rose Uscianowski.

MR. PRENDAMANO: Thank you, Madam Chair and commissioners. My name is James Prendamano. Our company, Casandra Properties, is a proud city and state certified WBE that works throughout the borough. We have dedicated a good bit of our focus in the past on the North Shore. Over the last decade, we've worked on many projects of note in St. George and Stapleton. Selling Staten Island, however, and in particular, the North Shore hasn't come without its challenges. That being said, I'm extremely proud that we have played a key role in some of the success stories in the district. Projects like The View, The Accolade, The Point, Downtown Plaza, Urby, and Empire Outlets. I've personally

negotiated leases in the district, from as small as 500 square-foot offices all the way up to every lease at Empire Outlets, including some retail giants like Nordstrom Rack and Nike.

Not only do I work in the district, I'm also a lifelong resident of the North Shore, born and raised on Pelton. I moved one block to Davis and back to Pelton where I currently reside with my family. Development, when done in an appropriate fashion, is not taboo. All of the retail and larger scale commercial work is a value to the community. But at the end of the day, nobody looks out for its neighborhood like its residents. The proposed action will have a tremendous positive long-term impact on the community. One thing we have not been able to achieve in spite of the work down there, in large part, because of the current prohibitive zoning and all the M zone property that's currently on the district is any semblance of residential critical mass. This proposed action addresses that issues directly.

As, and aside, as we talk about responsible development, you know, that should also apply here. That doesn't mean I have any opposition to the density or the height. If anything, I think this actually may have fallen short of that. I think that we could have taken on more density and more height in these locations. But I think we have to keep a close eye on the income bandwidths within the affordable portions of the proposal. True affordable housing should offer much more than merely a roof over your head. There has to be a socioeconomic crossover. It must be a place where folks from all walks of life have the chance to live, work, and play in circles they normally do not have contact with. I would caution that when the income bands are determined that we don't allow monolithic blocks with one particular income band. That applies to the lowest income levels and the highest income levels.

In closing, I believe this is an important action and it will continue to

foster the community growth in a positive way, and I hope you vote in favor.

MS. LAGO: Questions for Mr. Prendamano?

Commissioner Cerullo.

MR. CERULLO: James, how are you?

MR. PRENDAMANO: Good. Thank you, Commissioner.

MR. CERULLO: Let me ask you a question just based on your experience. And I'm assuming you heard some of the discussions that we had with some of the agencies. And as you know too, the borough president's primary concern about infrastructure and the ability for this part of the island to support it without some major capital investment. What is your take on it with having been involved in the development of this area, knowing what is out there now, what do you think the biggest challenge is that really needs to be addressed for this to succeed the way it is intended to succeed?

MR. PRENDAMANO: So, from a public transportation prospective, this district by

far, in a way is the most served district. I believe the ferry terminal now we're holding like 2,300 public transportation opportunities per day. I think that improving some of the existing public transportation, some of the train stops, would be a big help. But I think that the largest commodity that we have for transportation, as far as I'm concerned, is the water. It never has to be paved. It never has to be plowed, you know, it's free. And we've got a successful network now of ferryboats that connect all of the boroughs. We recently got access to Manhattan, which was a tremendous win for Staten Island. But I think adding an additional dock in Stapleton on a pier, by the way, that already exists, would be a huge boom for the neighborhood. Certainly, it's the path of least resistance. It's immediate access and it wouldn't be all that expensive.

MS. LAGO: Other questions --

MR. CERULLO: I certainly agree with you on that, but I --

MR. PRENDAMANO: Me too.

MR. CERULLO: I will say that -- and I'm sure if anybody from the MTA is here, but I think that because of this Staten Island railway, I think anybody on Staten Island who is familiar with the train stops as great as our particular system of rail transit is, and it is used and very much appreciated and, obviously, this is going to be the lifeblood for this neighborhood, that we need to figure out how we get the MTA to the table on this. Because this is not a DOT issue. It's an -- because the improvements that are necessary for the system to really work in a respectful way for the people on it, the train itself may be fine, but no one wants to get off on the stations that we consider being the key stations that support this potential new neighborhood. I mean, it's an embarrassment and it is really unacceptable. So, I think at some point we need to figure out how we get the MTA involved in this too. Because those improvements are going to have to be done by them or in some agreement with them.

But it won't work 'cause we can build the most beautiful homes for people at every possible income band, but when they get off the train at the stop, they'll be afraid to get to their house. So, it's not okay.

MR. PRENDAMANO: To build more transit-based development, you have to have more transit.

MR. CERULLO: Correct.

MR. PRENDAMANO: Right.

MR. CERULLO: So, thank you, James.

MR. PRENDAMANO: Thank you, Commissioner.

MS. LAGO: Commissioner Ortiz.

If you wouldn't mind waiting another moment.

MR. CERULLO: James?

MS. LAGO: We have a question from Commissioner Ortiz.

MR. PRENDAMANO: I'm sorry.

MS. ORTIZ: Since you are clearly knowledgeable about the subject, we've discussed at this hearing the high vacancy rate, which is twenty-one percent of just

storefronts, not by square footage. The City does the best it can. And there were some discussions about the Urby space, which is 35,000 square feet, which is off of Bay Street. Do you have any insight into, you know, what's happening with Urby, you know, some of the space that's off the street? And then with respect to Bay Street, what's the potential of that to accommodate all of the new commercial development? What do you think?

MR. PRENDAMANO: So, part of the issue on the Corridor now is that there is no continuous streetscape, right? You have a building and then you've got -- you know, I mentioned four or five buildings that we were involved in, there's not many more than that in the last fifty years that have been built. So, you've got these massive breaks and without having that continuous street front, it becomes difficult for retail to survive and certainly without having the residents, it becomes -- that's why I had mentioned that perhaps more density -- you know, this is New

York City waterfront. That will work, but the way it's set up now with these M zone properties, we have these oasises of no residents at all (sic), it becomes very difficult for retail to work.

As for Urby, there's some restaurants in there that are doing something that we haven't seen in thirty, forty years in Staten Island, which is bringing people from the South Shore to the North Shore on a regular basis. You know, certainly there are iterations and you go through a learning curve particularly because there has not been the continuity from the waterfront where we did the 800 units up to the Bay Street Corridor -- Prospect and all of those connector streets -- have not taken off the way we had hoped. Again, because of -- zoning is one issue, the fairytale of the Renaissance on the North Shore. A lot of those parcels have been owned by the same people for a very long time. They've kind of weathered the storm already and without an inducement, without a shot in the arm,

they're not likely to sell. We're starting to see a turnover now as in time we've established more and more comps that's starting to happen.

I don't have any trepidation with the added retail. A little bit of concern with the amount of office that's added. Historically, Staten Island, we're very difficult to get to. You know, it's very expensive to get to us. If we add the infrastructure improvements and we're able to provide connectivity to the other boroughs, I think it's a breeze. But without that, the office vacancy rate, I think, covers quite a bit above twenty-one percent. Because of that, it's difficult for a large industry or a large company to locate here because it's so expensive to get their employees on and off the borough.

MS. ORTIZ: So, in your opinion, is the new development absolutely necessary to support the additional retail --

MR. PRENDAMANO: Yes.

MS. ORTIZ: -- that's being proposed?

MR. PRENDAMANO: Yes.

MS. ORTIZ: Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you.

MR. PRENDAMANO: Thank you.

MS. LAGO: Our next speaker is Rose Uscianowski, who will be followed by Terrell Estesen.

MS. USCIANOWSKI: Hello, my name is Rose Uscianowski. I am a Staten Island organizer with transportation alteratives, and also a member of the Van Duzer Street Civic Association. However, I'm just speaking as a Stapleton resident. And I want to clarify my support by saying that I support the idea of rezoning Bay Street Corridor, not necessarily the plan, as it currently exists. So, either way, living off the Bay Street Corridor, I've discovered three different Stapletons. There's a Stapleton of art, creativity, creation, entrepreneurialism, and vibrance. The Stapleton of gated and remote luxury

apartments. And right in the middle, there's a Stapleton that's defined by empty storefronts, half-rented office spaces, dilapidated warehouses, uninviting strip malls, and underutilized public space.

My neighborhood is a tension between old and new divided by empty potential. For all its obscurities, I somehow adore Stapleton. I long to see its potentials reached. Implemented thought for you, the Bay Street Corridor rezoning is a rare opportunity to bring life into the heart of the community I love and connect with this current Stapleton that Bay Street straddles, it's a chance to add points making a street that neither feels like nor reflects the neighborhood it serves and open up a waterfront that's brimming with unlocked potential and underappreciated beauty. But the devil is in the details and the details don't hold water. The draft environmental impact statement assumes no significant adverse impacts on residential or commercial displacement or on healthcare facilities. As

a rent-burdened millennial who is at risk of losing half of her local grocery store options and relies on a single clinic for all her healthcare needs already, I find that difficult to trust.

I'm scared, quite frankly, that I'll be priced out of my home. On the other hand, the impact statement assumes significant impact on transportation but limits mitigation plans to the resignalling of some traffic lights, a few new buses, lane re-striping and sidewalk widening that the same statement even admits, won't be adequate. When's the last time you simply tried catching any bus from anywhere on the Corridor during morning rush hour? It's not easy. These mitigation plans are better suited to meet in current conditions than conditions --

(Bell rings.)

MS. USCIANOWSKI: -- that will exist 6,000 plus new residents in the future.

MS. LAGO: Thanks --

MS. USCIANOWSKI: And if not

(inaudible) --

MS. LAGO: -- Ms. Uscianowski.

MS. USCIANOWSKI: -- then where is the improvements?

MS. LAGO: Questions?

>>: (No response.)

MS. LAGO: Thank you.

Our next speaker is Terrell Estesen, who will be followed by José Lopez.

MR. ESTESEN: Good afternoon, commissioners. My name is Terrell Estesen. I work with New York City Department of Environmental Protection. I'm the director of Wastewater Review and Special Projects. I'm here with Michael DeLoach, our Deputy Commissioner for Public Affairs, but he had to step out and take a call. I don't have anything prepared. I'm primarily here to answer questions. But I want to say that DEP has been talking with City Planning. We see this rezoning as an opportunity to invest in the area. We're working on a drainage plan in developing initial investments for the area. The area is very near the

interceptor serving Port Richmond Wastewater Treatment Plant and our Hannah Street Pumping Station, which is being -- going to be upgraded in the near future. Just to bring it up to a good state of repair.

So, we don't have details to discuss, but we want to be available to answer questions, if you have any.

MS. LAGO: Questions?

Commissioner Cerullo.

MR. CERULLO: So, first of all, thank you for being here, Terrell.

MR. ESTESEN: Sure.

MR. CERULLO: Probably, next to DOT, you're the agency that -- although your issues aren't as obvious to the eye, but they are obvious to the quality of life of the people who will live and work and do business here. So, I'm glad you're here. Let me ask you this: What is the department's sense of the kind of work that needs to be done today to support the kind of development that is being proposed? And when I say that -- because I don't want to get trapped in -- and

I don't want any of us to be trapped in the fact that this is this proposal, but where this proposal is running alongside another development plan that's drawing off the same system.

So, we have the Front Street development, we'll call it. And we have the Bay Street Corridor development, which, of course, has a piece on Canal and Van Duzer. So, the conversation from your -- that I'm asking you about, I need you to be broad so that we're talking about not just one piece, but what's happening to the community with respect to the infrastructure in water and sewer? And what kind of investment does the agency see needed? And is that commitment there? And how long will it take to ensure that we can build what we're providing the opportunity to build?

MR. ESTESEN: Those are good questions. We're still developing what the projects to serve this area would be in terms of answering what are we going to do today to serve the projects that will be build up.

We'll have to be doing something as the work is build-out over the time horizon. So, we're developing a drainage plan, it takes the Front Street and Stapleton projects into consideration and it goes back up the drainage area. Based on that, we don't see immediate needs. So, we would be putting in some type of flow monitoring and, of course, monitoring the development.

The initial projects we would develop, we don't have the projects developed yet, but we would develop the projects to serve the greatest, the Bay Street area, the Canal Street area. We're looking at a drainage plan that would take into consideration what we call, "separating out the sewers," so to lead the storm water to the waterfront and take the sanitary to the treatment plant. But we would develop a capital plan to focus on the area that's going to get the most investment. But we would confine that with monitoring so we can make adjustments to make sure that when work gets underway, which can be a multi-year process, that it would be

serving the first flush of development.

MR. CERULLO: Okay. Let me ask sort of the -- start at the beginning. When the neighborhood was developed and in its existing zoning it's for manufacturing. Is the infrastructure from DEP's point of view, is that a different infrastructure? So, when this neighborhood was manufacturing in industrial, the system that was constructed, is it different than the system that would be needed to house six thousand new residents in ten and twelve-story buildings? So, I'm just trying to -- I know you said you see no immediate needs. So, I'm --

MR. ESTESEN: Yes.

MR. CERULLO: -- just going back to the beginning. Which is --

MR. ESTESEN: Right.

MR. CERULLO: What is there now? Is it a system that you can just build? If it was one building with, you know, ten units, could that be connected to the existing system on its face? Or was the system built to support manufacturing and industrial uses not capable

of really servicing residential and commercial mixed-uses?

MR. ESTESEN: Understood, and good question. It's a combined system. That means that it would, you know, it's a pipe underground that would take the storm and the sanitary flow, whether it's manufacturing use or residential use. So, some of the area that's going to be rezoned is residential, presently. And the combined system, it's got pros and cons. One of the cons is, it's combined, which means in wet weather conditions, it results in combines or overflow.

However, it's got ample capacity for dry weather flow and, therefore, is a little bit more responsive to growth because the sewers are sized to handle both the dry weather flow and the wet weather flow to get it to the regulator. The drainage plan that we're looking at developing, again, we're looking at separating out the system that would be sized for the maximum proposed growth. But in terms of whether today's

sewers would serve residential as opposed to manufacturing, the combined system would work for either. It's the sizing, it's the amount of, you know, square footage. That's what the drainage plan is going to look at and what the investments would --

MR. CERULLO: Are there any deficiencies now in the system?

MR. ESTESEN: For today's zoning?

MR. CERULLO: Yes.

MR. ESTESEN: It's built to -- it's an old system, like, a lot of the City. So, if we were to build it -- forget the rezoning, if we're just to build it today, we'd probably update it to, like, a more current design standard. But in terms of deficiencies in the system, not that we're aware of. It's a build-out system and it's -- yeah. It's a combined area. I don't know. So, it's today's five-year standard that we design to, but no deficiencies that we're aware of.

MR. CERULLO: And I'm sure the community board would know the answer to this

question instantly and so would residents of the neighborhood. But are there any streets or areas in this district, in this zoning application area or in the special Stapleton district that is not served by sewers now where there's requests for capital for sewer projects now?

MR. ESTESEN: Not that I'm aware of.

MR. CERULLO: Okay. I see the community board nodding. So, perhaps they --

AUDIENCE MEMBER: Yeah, we have a problem with the storm --

MS. LAGO: Actually, if you -- please feel free to sign up to testify on this --

MR. CERULLO: I'm sure she has.

MS. LAGO: Great. All right.

MR. CERULLO: Okay. Well, I will say this, and this goes to sort of the testimony of DOT and it goes to the testimony of Parks that we really need to know what the plan -- I mean, every agency we need to know from, but the infrastructure related questions that DEP has jurisdiction over, and the infrastructure related questions that DOT has

jurisdiction over, and the idea of dealing with deficiencies in open space, we need answers to those questions at some point.

So, while there are studies and there's reviews going on, at some point, you know, we have a limited amount of time that we can sit to wait to vote. The clock is ticking. And so, that really needs to be done and I will say that a million times over, if it's necessary. But we really need those answers. Because this can't proceed if there isn't answers as to how the system will support the development. You know, it looks great. This is all underground, so people don't think about it. But when they're in their homes, their lives will never be the same. So, we need to fix it in advance and we need to know what the plan is to see if it's sufficient to us. Thank you.

MS. LAGO: Other questions?

Commissioner Levin.

MS. LEVIN: Following up on that. How often are there storm sewer overflow events in this area? Do you keep track of that?

MR. ESTESEN: We do keep track of it. The citywide average is about a hundred per year. I don't know this area, whether it differs. We have what are called, "early tipper outfalls" and we have different tiers for those that have higher volumes.

MS. LEVIN: Okay.

MR. ESTESEN: This area doesn't have any of the, I guess, biggest offenders, early tippers. So, that would make me guess it's also in that area of about a hundred times a year; any appreciable rainfall, basically.

MS. LEVIN: Okay. But you don't bring particular information about this area?

MR. ESTESEN: We don't meter the outfalls. So, we model it, but we don't have -- there's 495 outfalls. We don't have information for every one. But we've modeled to know where the biggest ones that would tip first are.

MS. LAGO: Other questions?

Commissioner Cerullo.

MR. CERULLO: Just one follow up. You mentioned that there is an upgrade occurring

at the Hannah Street station?

MR. ESTESEN: Yes.

MR. CERULLO: What is the upgrade and what is it for?

MR. ESTESEN: It's an old station. The upgrade is going to make it modern. It's going to make it resilient. It's in the floodplain. So, we're going to be elevating the equipment for that and flood plan. It can continue to operate -- it's going to have basically the same operating capacity. It's got plenty of operating capacity combined with some 40 million --

MR. CERULLO: So, this isn't about capacity. It's just about upgrade and sustainability.

MR. ESTESEN: Maintaining that ample capacity in a more redundant way. We'd have, like, extra pumps that we can work on stuff and keep operations going.

MR. CERULLO: And you don't foresee a problem with the new development impacting -- I'm sure it will draw the capacity --

MR. ESTESEN: Neither the pump station

nor the interceptors look like they would be affected by this. As big as it is, those are already big structures.

MR. CERULLO: Okay. Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Mr. Estesen.

MR. ESTESEN: Thank you.

MS. LAGO: We'll now turn to speakers in opposition beginning with José Lopez to be followed by Chris Walters.

MR. LOPEZ: Great. Thank you for having me. José Lopez, organizing director, Make the Road New York and we're a member of the Housing Dignity Coalition. Since I only have three minutes, I just wanted to give you six reasons why you should oppose and vote no on the North Shore rezoning. One, MIH New York City is flawed. On Bay Street, we're projecting the fourteen-block stretch of manufacturing land would be converted to residential use. This means that the owner of a one-story factory today could be allowed to build a fourteen-story condo, leading to

significant profit gains for that owner in exchange for little affordability for the community.

And you think about it in the context of an R6 site that already exists. The developer moving from R6 to R6A must set aside a minimum of twenty percent of units. A developer moving from N11 to R6A must set aside the same minimum, twenty percent. That doesn't make sense to me. Two, as stated earlier by Commissioner De La Uz, we have never seen MIH Options 1 through 4 mapped on a rezoning application. Why have we mapped all four options in a community where forty-three percent of the families earn below $50,000 and seventy-five percent of those families are already rent-burdened. This signals to us that the only plan here is to successfully displace the neediest families.

Three, in response to Commissioner Cerullo questioning HPD on tenant protections. I ask you to remember this: Over eighty percent of the housing stocks

surrounding Bay Street is unregulated. This means those renters have zero protection. There is no guaranteed right to a lease renewal. There is nothing HPD and the City can do about that. It is up to the state. It is a state function to protect unregulated tenants and give them protection. This means, per the EIS, that those 1,700 vulnerable tenants that were cited would become even more vulnerable and will likely be displaced if the application moves forward.

Four, Site 3, Block 4A8 Lot 9 on Bay Street, cites 204 total affordable units with a private owner. We have asked repeatedly to see the contract that guarantees a hundred percent affordability on that site and we have yet to see that contract. We should not inflate affordability numbers on an application when those units are not yet guaranteed.

Five, as the City Planning Commission, you should not vote on an application that I believe is incomplete. This application

touts new affordable housing, but it fails to tell the community what the depth of affordability looks like. Affordable to me is completely different than what affordable to you may be. Why should you be called to vote on an application that does not define affordability? And finally, this feels like another City Planning hostage situation. For years, advocates of the North Shore have called for real investments --

(Bell rings.)

MS. LAGO: Questions for Mr. Lopez?

Commissioner Cappelli.

MR. CAPPELLI: You used "advocates have called for --" what was it that you were saying?

MR. LOPEZ: So, advocates have called for real investments -- if I can finish my sentence.

MR. CAPPELLI: Uh-huh.

MR. LOPEZ: -- in the community and were largely ignored. I think, earlier, Kelly spoke to some of that. This plan takes precious city-owned land, hangs it over the

head of Staten Island residents and tells them, "You can only get good stuff on this publicly-owned land if you allow us to ram through this Bay Street rezoning application."

MR. CAPPELLI: Thank you.

MR. LOPEZ: And I think this is a false dichotomy. You can deliver the goods for Staten Island without a Bay Street rezoning.

MR. CAPPELLI: Thank you.

MS. LAGO: Yes, Commissioner De La Uz.

MS. DE LA UZ: José, with regard to the very real point that you raised about the eighty percent of the renters that don't enjoy any rent protections, besides a solution from Albany, does the coalition have any recommendations? I mean, I know we had an HPD representative talk about the legal services and there was somebody else with Make the Road that talked about, you know, sixty-three percent of the folks in Staten Island receiving legal services. I know one of the issues that's come up lately with the Tenant Right to Counsel legislation is that

we're actually seeing longer wait times to actually access attorneys at this point. So, I'm wondering if there's a concrete recommendation that you all have specific to that initial risk here and then also with regard to MIH options?

MR. LOPEZ: I think the only recommendation is, do not certify this application. Do not vote yes on this application and let's wait until we have a state that takes seriously the protection of tenants. Because, again, the City can do nothing here. You can tell a tenant that is unregulated today that you're going to give them protection or that they're going to have access to an HPD program or access to a lawyer in housing court, but if they don't have guaranteed access to a lease renewal and there is not a cap on the amount of rent that a landlord can charge that tenant, what they will simply do is lift the rent, bring them to court on a non-pay and eventually push them out. The only thing we can do when we provide legal services at our organization is

try to buy time for tenants. We will never be successfully able to keep unregulated tenants in their units because there's no protection for them.

So, let's pass a state law, which already is introduced by Senator Julia Salazar and Assemblymember, Pamela Hunter. When we pass state law, let's come back to the conversations of rezonings in New York City neighborhoods, so that those who are vulnerable today won't continue to be vulnerable.

MS. LAGO: Other questions?

MS. DE LA UZ: I absolutely hear you. Did you want to weigh in on the MIH options?

MR. LOPEZ: Yes. So, I think, again, the communities in which we represent have been asking for if we're going to apply MIH options. The two deepest options -- forty percent and sixty percent and we'd like to see those mapped. But, again, we are in opposition because what we have been asking for steadily is a 50/50 deal. My testimony, which I edited based on what I heard today,

the original testimony is in this folder, which talks to you all about how we get to 50/50 if we do more on the Stapleton Waterfront site. And so, what we think are the solutions, exist in this blue folder.

MS. LAGO: Thank you. And you'll leave that with Madam Secretary. Thank you.

Other questions?

>>: (No response.)

MS. LAGO: Thank you, Mr. Lopez.

MR. LOPEZ: Thank you.

MS. LAGO: Our next speaker will be Chris Walters, followed by Deacon Bernice Alleyne.

MR. WALTERS: Good afternoon, and thank you for the opportunity to testify. My name is Chris Walters, and I'm the Rezoning Technical Assistance Coordinator with the Association for Neighborhood and Housing Development, ANHD. ANHD is a coalition of community groups across the City working to build community power to win affordable housing and thriving equitable neighborhoods for all New Yorkers. In my testimony today,

I want to echo the vital concerns raised by community members, asking who this rezoning will actually serve and how to fix it. A concern that is borne out by looking at the numbers.

The DEIS identifies an at-risk population of over 1,700 tenants who are vulnerable to the increase in rents the rezoning could bring. But the EIS errs in assuming that the projected affordable housing this rezoning may provide will be enough to offset that displacement risk. First and foremost, this assumption is wrong because it has been noted that DCP is currently proposing to map all four MIH options as part of this rezoning, including Option 2 and the workforce housing option, which together will serve families making an average of eighty to one hundred fifteen percent AMI or $75,000 to over $100,000 a year for a family of three. Yet, currently, fifty-eight percent of households on the North Shore earn less than $75,000. These numbers are even starker when you

consider race.

Two-thirds of households of color on the North Shore earn less than $75,000. These are the same households facing the highest rent burdens in the district. Seventy percent of families earning less than $75,000 are rent-burdened as opposed to just three percent of families earning more. Once an MIH option is mapped, it's the developers discretion as to which option to choose. Mapping Option 2 and the workforce option, even if other options are mapped, means there's no guarantee that almost any housing below eighty percent AMI would be built; putting both the affordable and unregulated units out of reach for over half the district, including those families with the greatest need.

There are several steps that must be taken to remedy these problems. First, is to ensure that only the deepest affordability options for MIH, Option 1 and the deep affordability option are mapped as part of this rezoning. I would note that the A Techs

Application, The Tech Memo for the A Techs Application seems to indicate that the deep affordability option is not being proposed based on info in Appendix A. I would request this be clarified and corrected if that's not the case.

Second, is to ensure that public land is used for maximum public good. We commend the City for using the AIRS program to increase the amount of affordable housing on Jersey Street. But more must be done elsewhere to achieve the deepest and broadest affordability possible. If the Jersey Street, Central Street and most importantly Stapleton Phase 3 sites were all developed as one hundred percent affordable, it could mean over 900 units of affordable housing for the North Shore on top of MIH. Taken together, these changes could help create a rezoning that would ensure fifty percent of new units are affordable, as José and others have touched upon, at levels that serve those households most in need. The City must not pass up this opportunity. We urge the CPC to

heed the voices of the community and make this a rezoning that works for everyone, including those most in need.

(Bell rings.)

MS. LAGO: Great timing, Mr. Walters. Questions?

>>: (No response.)

MS. LAGO: Thank you.

MR. WALTERS: Thank you.

MS. LAGO: Our next speaker is Deacon Bernice Alleyne, and she will be followed by Reverend Janet Jones.

MS. ALLEYNE: Good afternoon.

>>: (No response.)

MS. ALLEYNE: Good afternoon.

(Chorus) Good afternoon.

MS. ALLEYNE: I was eating.

My name is Bernice Alleyne. I'm a deacon at St. Philips Baptist Church in Staten Island, and I have served on the Housing Dignity Coalition board. I became a part of the coalition for the simple reason, to have a seat at the table to bring back the issues that affect the community and my

congregation. What is affecting the community is housing affordability, as well as housing that is dignified, as our name states. Our concerns pour over to the Bay Street Corridor that we believe will displace tenants. And as you will hear today, religious institutions that will hurt our community because the congregations will have to leave, not only because the church can't stay, but the rents in that location will be too high.

Recently, I received two phone calls from members to assist them in finding apartments -- two different parishioners, one who must move and called the church seeking someone to rent an apartment with her because the studio was not affordable. So, she decided to at least go for a two-bedroom although she would no longer live on her own, at least she will get more space for her money. The other congregant is looking for a roommate because of the sale of her house, she doesn't want to give up her asset from the sale of the house to rent an apartment

that is now two times more than her mortgage was. They both are looking for affordability and dignified residence, neither wanting to leave their familiar surroundings.

The rezoning does not give us dignified housing and we must, therefore, ask for the City Planning Commission to reject the plan. Thank you for listening and also for hearing the cries and the concerns of the community organizations who have come before you on this very day. Thank you.

MS. LAGO: Thank you, Deacon Alleyne.

Questions?

>>: (No response.)

MS. LAGO: Our next speaker is Reverend Janet Jones, who will be followed by Priscilla Briggs.

MS. JONES: I'm Reverend Janet Jones. I am one of the founding members of the Housing Dignity Coalition that came into -- that was founded in 2004 to advocate for housing affordability on Staten Island in the wake of Hurricane Sandy. I have served as the pastor of the Rossville AME Zion Church

for the last fifteen and a half years. I'm also a past president of the Staten Island Council of Churches and currently serve as their co-chair of social witness and interfaith committee. And I'm also a member of the Staten Island Inter-Religious Leadership.

Most of the congregants of the Rossville church live on the North Shore; many are homeowners, some are renters. In my years on Staten Island, I've seen North Shore residents with housing issues. Young adults I know have moved out of state. I've seen it and I see multiple families and multiple generations living in housing that was built for one family. And I've seen a young working mother forced -- with a child, forced into a shelter because she could no longer afford the rent on her apartment. And she's not alone on the North Shore. There are many renters who are just one rent increase away from homelessness. Based on the City's own data, based on housing dignity research, our conversations with elected officials and

efforts in the community over the last four years, we have determined that we cannot support a rezoning plan that puts millions of dollars in the pockets of developers and provides little benefit for the North Shore community. (Applause.)

The Housing Dignity Coalition demands a development plan that provides local jobs and job training and employment. Meaning, fifty percent of all new jobs created be set aside for Staten Islanders. We demand equity in housing. That is, housing that supports all families, including extremely low-income families. We cannot support the rezoning plan as it is written today. My faith commands me to name injustice and to seek justice in all facets of life. When the City puts forth a rezoning plan that increases the vulnerability of current renters and the 1,753 that the City projects will face or could face displacement, when the City puts forth a plan that ignores fifty percent of the North Shore families, particularly the ones that earn less than $75,000 per year.

When the City ignores the forty-three percent --

(Bell rings.)

MS. LAGO: Thank you, Reverend Jones.

MS. JONES: Okay.

MS. LAGO: Commissioner Cappelli. I think I anticipate what you're going to say.

MR. CAPPELLI: Reverend, excuse --

MS. LAGO: Reverend?

MS. JONES: I'm sorry.

MS. LAGO: Thank you.

MR. CAPPELLI: What happens when the City ignores --

MS. JONES: I beg your pardon?

MS. LAGO: You might have to finish your thought.

MR. CAPPELLI: Your last thought.

MS. JONES: Oh, oh, oh, oh. I thought it was a quick three minutes.

When the City ignores forty percent of the North Shore families that earn less than $50,000 a year, you've heard these numbers, seventy-five percent of whom are already rent-burdened, that's injustice. And so, we

reject MIH Options 2 and 4, and urge this commission to endorse -- not to endorse the plan as it is written. Do not endorse a plan that does not do justice for the Staten Island residents.

(Applause.)

MS. LAGO: You may have thought that it was a quick three minutes, but it was a compelling three minutes, Reverend. So, thank you. (Applause.)

MS. JONES: Okay.

MS. LAGO: Our next speaker is Priscilla Briggs, who will be followed by Leticia Remauro.

MS. BRIGGS: My name is Priscilla Briggs. I'm a lifelong North Shore Staten Island resident. I raised three daughters, two nieces and a nephew. I'm just here to say that there's not enough affordable apartments for families who earn less than $31,000 a year. My home is overcrowded because two adult parents -- two of my adult parents -- two of my adult children who are parents work every day but can't afford to

provide for their children and apartments.

I am with the Housing Dignity Coalition, and I oppose this rezoning plan because it forgets about the forty-three percent of North Shore families whose income is less than $50,000 a year. Thank you.

(Applause.)

MS. LAGO: Thank you, Ms. Briggs.

Questions?

>>: (No response.)

MS. LAGO: Thank you.

We will now turn to speakers in support, starting with Leticia Remauro.

MS. REMAURO: Thank you, Chairwoman Lago. Thank you, commission. My name is Leticia Remauro. I am the former Chair of Community Board 1 in Staten Island. I am currently serving as secretary to the Staten Island Downtown Alliance. In my career, I spent twelve years as a vice president at the Battery Park City Authority developing that very well-integrated community. And I just want to go over a couple of problems that

we've been facing. I've been around for about thirty years on the North Shore. I live there. And I work there. And I volunteer there.

And here are the problems that I have heard over and over and over again. "We don't have enough apartments. We are chasing young people and seniors off of the North Shore because we don't have apartment buildings like we do in Manhattan and Brooklyn and Queens. We don't have enough shopping in the North Shore. We don't have enough parks and open space in the North Shore." Over the years while I was Chair of the community board, we addressed many of these issues. One of the things that we did was we created Greenway Trail, which the City is now fulfilling part of that with the Urby structure, the Urby park, and the parks that Councilmember Debi Rose has given us with Heritage Park, Van Name and Van Pelt Avenue parks. So, we started to address these things. But one of the things that we can't address, until now, was density in the

area. We needed more people. If we had more people, we'd have more shopping. This has been an ongoing saga for us. And I just want to tell you why we at the Downtown Alliance support this rezoning and ask you to too.

I think there's been a little bit of misinformation out there. There are 1,700 people right now who are living without protections in their apartment. They live underneath the poverty line, but they're not protected by any program right now. If we pass this rezoning, we will create at least 2,700 new affordable apartments, and that's why we would like to see MIH Number 2. Because what will happen with that, with the HPD plan, as we have seen with the Rail, which was my first Chair I ever chaired a meeting, was to pass the Rail, which is a mixed-use, one hundred percent affordable apartment -- what we saw was that people who had Section 8 vouchers, people who were paying a higher market rate of different income levels all living together in a building that before was a parking lot. So,

it wasn't serving the community. And now, the people, the tenants in this very beautiful building, they walk the streets. They shop at the local stores. They see their kids are in school. And guess what has happened? The crime that we used to see on a regular basis on the streets, it has subsided. Why? Because when the Rail opened, it brought density. There are sixty-five apartments there. It has promise of more apartments in the area. In essence, what I'm saying, before my time runs out, is please understand, nobody is throwing people out.

(Bell rings.)

MS. LAGO: Thank you, Ms. Remauro.

Questions?

MR. CERULLO: Leticia, thank you.

MS. LAGO: Our next speaker is Kevin Fullington, who will be followed by Michael DeLoach.

MR. FULLINGTON: Thank you for all sticking around, much appreciated. Good afternoon. My name is Kevin Fullington. I

am general counsel for BFC Partners. BFC Partners is the developer of the Empire Outlets shopping mall and multiple other developments on the North Shore Staten Island. It's probably the biggest single investor in the history of the North Shore. So, we're committed to, and invested significantly in the success of the area. And we're here today to testify in support of the application.

We, right now, own property 475 Bay Street, which is at the southern end of the rezoning area. Right now, it is a 53,000-square-foot underutilized parking lot. It's underutilized, and that's probably a good thing, because that means there's a significant use of public transportation in the area. If this rezoning goes through, we would build, on this site, 200 units of affordable housing and probably about a 10,000-square-foot retail use and a couple of thousand square feet of community space. But to Commissioner Cappelli's point, this is really a once in a generation opportunity to

rezone this area that people have been waiting for, for a long time. And we think it's missed opportunity to not look at increased density and lower parking requirements.

For example, on the northern end of this rezoning area, the Department is proposing a lot that would be rezoned to a 4.6 FAR. If our spot on the southern end was similarly mapped to a 4.6 FAR instead of 200 units of affordable housing, we would do closer to 300 units of affordable housing, not 275. And if you reduce the parking requirements, instead of a 10,000-square-foot retail use, which is more of a smaller retail you're seeing commonly on the North Shore, we might be able to attract a bigger national retailer, no disrespect to Western Beef, but we might be able to attract a significantly higher quality supermarket that we think would be vital to the neighborhood. So, while we support this application, we would suggest that you think about increased density and lower parking restrictions along

the whole corridor. Thank you.

MS. LAGO: Questions for Mr. Fullington?

Commissioner De La Uz.

MS. DE LA UZ: Thanks for being here. So, I take it that when one of the HPD staffers was speaking -- I don't know if you were here at the very beginning -- about in discussions with developers about potential hundred percent affordable housing, I guess yours was one of those sites.

MR. FULLINGTON: Yes, (inaudible) initial conversations of that.

MS. DE LA UZ: Do you anticipate -- do you know yet what source of financing -- which of the HPD term sheets are you thinking of using?

MR. FULLINGTON: So, again, I'm the lawyer, not the business person. So, don't hold me to this. But my view, I think it's unlikely we would just do a typical MIH development. It's almost certain we would go to HPD. And I'm not sure exactly which program we would use, but one that seems to

me would be reasonably likely would be the Mix-N-Match program, which would be fifty percent of the units would be at under sixty percent of AMI, fifty percent would be up to one hundred thirty percent of AMI. So, if we did this increased density zoning that we're suggesting, we would commit to a hundred percent affordable project, 275 units, that would be a mixed-income project across all income bands.

MS. DE LA UZ: And if you were to be granted the increased FAR to go up to an increased number of units, would you also be willing to increase the number of units at the deepest affordability levels, in particular, below fifty percent of AMI?

MR. FULLINGTON: Absolutely. And we are in conversations with the local councilmembers, with City Planning staff and preliminary conversations with HPD. But yes, we're open to a range -- we think it's important to provide a range at the lower and the upper end. But, certainly, we're flexible on either of those to reflect what's

important to the community and its representatives.

MS. DE LA UZ: Are you planning to submit your testimony in writing as well?

MR. FULLINGTON: I didn't have anything in writing.

MS. DE LA UZ: Okay. Because I think it would be helpful to have as part of our post-hearing follow up in writing.

MR. FULLINGTON: Okay. Absolutely.

MS. DE LA UZ: Thank you.

MS. LAGO: Other questions?

>>: (No response.)

MS. LAGO: Thank you, Mr. Fullington.

MR. FULLINGTON: Okay. Thank you all.

MS. LAGO: Our next speaker is Michael DeLoach, to be followed by Debra Barone. It looks as if Mr. DeLoach may have left after his colleague testified. So, we will go to Debra Barone, to be followed by Taneequa Briggs.

MS. BARONE: Good afternoon. I'm Debra Santulli-Barone. I'm a resident and a homeowner in Staten Island. I'm here with

the Housing Dignity Coalition to stand in opposition to the Bay Street Corridor rezoning, as it is currently written. I have two well-educated sons that work. And at 28, one of them wanted to move out and couldn't afford to move out. So, he was compelled to move in with his girlfriend who couldn't afford to live alone either. My twenty-four-year-old son is a struggling musician, and he'll be living with me for a while. I feel my kids will never own a house until I die, and then they'll get my house at that point.

I have a cousin who is thirty-five and he's still living with his parents; I wonder when that's going to end. I have a friend whose daughter hasn't moved out and she's thirty-eight. I know an elderly person who didn't have a pension whose Social Security is quite low, and when the rent went up, she had to move in with her son. You know, talk about dignity on top of everything else. It's kind of sad. I have friends that are on the North Shore and they're finding it hard.

Now, these are the people on the North Shore that have really held up the whole community. They're the ones that go shopping and are keeping the stores open, and now they feel that they're pushed away. It's really sad at this point.

I know a wife who is in an unhealthy marriage, can't even leave her husband at this point because she can't afford the rent anywhere else. So, I ask and I urge you to take another look at this rezoning plan and present one with deep affordability that will better address the needs of all Staten Islanders and to help everyone on the island. Because we were here first before all these big companies came in and want to make everything beautiful, and it's all about money, I understand, but what about the people that were there from the beginning? Shame on everybody. Thank you.

MS. LAGO: Thank you.

Questions for Ms. Barone?

>>: (No response.)

MS. LAGO: Thank you for your

testimony.

Our next speaker is Taneequa Briggs, who will be followed by Reverend Dr. Kathlyn Barrett-Layne.

MS. BRIGGS: Hello. My name is Taneequa Briggs. I'm here because I have moved from my mother's house, that's Priscilla. And, unfortunately, I was put in a domestic violence situation, which led me into a shelter. And even though I was granted with a voucher, I still couldn't afford an apartment anywhere for me and my two sons. So, I definitely oppose the rezoning. And although I know it's a lot of jobs that's going to be created, I'm going to have to be working about two or three of them to support my family and pay for the apartment. And that's going to leave my mom to raise my sons. So, I would appreciate it if it was -- if I could oppose, maybe see if it could be looked over again to support people who really need it. With really, like, real affordable housing and maybe stabilized rent, so maybe I can get on my

feet. And that's it.

(Applause.)

MS. LAGO: I want to thank you, Ms. Briggs. And I should also have said that to Ms. Barone for bringing your personal stories. Very brave of you and very impactful. Thank you.

MS. BRIGGS: You're welcome.

(Applause.)

MS. LAGO: Our next speaker is Reverend Dr. Kathlyn Barrett-Layne, who will be followed by Deborah Poleshuck.

MS. BARRETT-LAYNE: Good afternoon. I am the current president of the Staten Island Council of Churches and part of the Housing Dignity Coalition. Thank you for hearing me this afternoon. I have been a resident of the upper New Brighton area, Silver Lake area since 1995. I've raised my two daughters, who both earned their graduate degrees. And I worked and am presently retired. And I am a homeowner. My eldest daughter left New York City to go to school and she can't return right now. It's just not affordable

for her. But she is doing quite well, her and her husband and their three children. However, my youngest daughter, who took ill, is still presently living with me and right now, is on a fixed income. She is in a situation where she will probably, as Ms. Barone said, be with me and will inherit my home.

So, my position to the North Shore rezoning is coming about as a result, not only of my personal experiences, but also because as a pastor of a congregation in Staten Island, I've seen the devastation of not having affordable housing. And there was, particularly the extortion of individuals on Staten Island following Sandy, how rents because they were not stabilized, individuals took advantage of those who needed housing. And because of that, I'm terribly opposed to anything that is not going to take into consideration affordability.

One story, and I will close with this story of one of my parishioners who was

forced to live inside of our church building for a couple of years working -- was able to work, but that work was not something that would afford a really decent housing. He did, however, find a room where he was able to rent. And that room, he is now paying for that room at $800 per month. When you think about affordability, you must think about the fact that there are individuals who do work every day but do not have the luxury of affording what some may consider affordability.

Thank you for hearing me this day.

MS. LAGO: Thank you, Reverend Doctor.

Questions?

>>: (No response.)

MS. LAGO: Our next speaker is Deborah Poleshuck, who will be followed by Betty Tucker.

MS. POLESHUCK: Hi. My name is Deborah Poleshuck, and I've lived on the North Shore of Staten Island for forty years. I've been a teacher on the North Shore of Staten Island for thirty-four years. Presently, four

generations of my family are living on Staten Island. And as a result of my past and present experiences, I care deeply about the community my grandsons will inherit. I have felt privileged to live and work on the North Shore of Staten Island because it defied the stereotypes of Staten Island that the rest of the world believes is true.

To me, it has been a small town in a larger metropolitan community that enables people of different classes, colors, and nationalities to interact and find a home. The recent example of the community's opposition to Amazon in Staten Island City reflects the increased skepticism of New Yorkers to giving huge monetary abatements and incentives to the business community and receiving unfair returns. The Bay Street Corridor comprises one of the last opportunities for developers to exploit the New York City waterfront. So far, development of this waterfront has been a detriment to Staten Islanders. The building of the mall has negatively affected the

movement of public buses down Richmond Terrace and delayed commuters.

The developers appear to have no concern about how their projects will affect other Staten Islanders because their concept is that by using public and private money, they will create a bubble environment with schools, transportations, public places and shopping dedicated to their housing projects. On Staten Island, we need a plan that will greatly improve public transportation, which despite what the guy from the MTA said, is a disaster. It should decrease class size in public schools and preserve our public spaces for the enjoyment of all North Shore residents. Part of the proposal is to rezone the R3X district west of Bay Street. This is a low-density residential district. 1,700 tenants living in these one and two-family homes have no legal protections, as was said before. Fifty-eight percent of tenants in the North Shore are paying thirty percent or more of their income toward rent. Tenants must not be forced out of their homes and

into the streets.

Option 4, which our borough president, Mr. Oddo supports, a two-bedroom apartment with a rental of $2,759 per month would be impossible for these tenants to pay. Allowing the destruction of current affordable housing should not be part of any plan. People on the North Shore want to keep and build affordable housing. I hope new people bring their vitality and concerns to enrich the community.

(Bell rings.)

MS. LAGO: Thank you, Ms. Poleshuck.

MS. POLESHUCK: You're welcome.

MS. LAGO: Questions?

(Applause.)

MS. LAGO: Our next speaker will be Betty Tucker, who will be followed by Dahlia Simpson.

MS. TUCKER: Good afternoon, Chair Lago and commissioners. My name is Betty Tucker. I am a deacon at First Central Baptist Church in Stapleton in landlord -- I mean in Staten Island. I have lived on the North Shore for

over forty years. I am a senior, and I'm living on a reduced income. Because of my age and my difficulty climbing stairs, I can no longer live in my home. As I find myself looking for an apartment, I continually find that the rents are too high for my limited income. I thought I would be able to find an apartment specifically for senior citizens, but there is just not enough senior residence in Staten Island or for Staten Islanders. Some senior buildings that are built, only offer fifty percent of the apartments to Staten Island seniors limiting the availability even more.

My family, friends, and my church are all here on Staten Island. It scares me that I may be forced to move far from my support group. Nowhere in this rezoning is there any plan to accommodate the growing need for apartments for seniors. We have worked so many years and should not have to have these types of stumbling blocks, we're just trying to live out the remainder of our lives. I feel that we've been forgotten in this whole

rezoning process. My question is, how can we let any rezoning happen that totally ignores the need of affordable housing, not only for senior citizens, but for all families with limited income living on the North Shore of Staten Island?

I urge the City Planning Commission to reject this rezoning due to the fact that it does not offer enough affordable housing and deeply affordable housing for anyone. Thank you.

MR. KNUCKLES: Thank you, Ms. Tucker.

Questions?

>>: (No response.)

MR. KNUCKLES: Thank you for your testimony.

MS. TUCKER: Thank you.

MR. KNUCKLES: Dahlia Simpson? Dahlia Simpson?

MS. SIMPSON: Good afternoon, Chair Lago and commissioners. Hello. My name is Dahlia Simpson. I live on Bay Street in the Stapleton neighborhood on Staten Island. I live with my daughter and son. I work as a

home healthcare aide for a not-for-profit organization on Staten Island. I've been looking for an apartment for over a year because my living conditions are terrible. My search has been very difficult because my salary does not match the increase in rents in my neighborhood.

My current apartment is infested with rodents causing a serious health problem for my children, especially my three-year-old son. I have visited the emergency room and urgent care several times for asthma-like symptoms that my son has been experiencing. Although this apartment is inhabitable, I am forced to live there because I can't afford to live anywhere else. I have made every reasonable attempt to deal with this on our own, and I don't think I'll be ever able to move if this rezoning is allowed to pass. Families like mine will have no hope. Therefore, I'm not in favor of the rezoning as it stands now.

MR. KNUCKLES: Thank you, Ms. Simpson.

Questions?

>>: (No response.)

MR. KNUCKLES: Thank you for coming.

MS. SIMPSON: You're welcome.

MR. KNUCKLES: Deacon Mary Bourne.

MS. BOURNE: Good afternoon.

MR. KNUCKLES: Good afternoon.

MS. BOURNE: Good afternoon, everyone. My name is Deacon Mary Bourne. I'm a deacon at First Central Baptist Church and also a member of the Housing Dignity Coalition. While I personally have a lot to say against this rezoning as it is, I was compelled to read a letter that one of my members of my church wrote. And it just -- it's just so heartbreaking. She said, she writes, "I am a Section 8 --" and she wanted me to read this because she couldn't make the meeting. She really wanted to make the meeting. "I am a Section 8 tenant, residing on Targee Street. I have three daughters, one son, and a two-year-old grandson. I am struggling with harassment from my landlord who does not want to fix the problems in my home. I have also struggled with too many rent increases in one

year's time. I went to Section 8 to express my situation concerning the rent increases, the non-fixing of violations, and the verbal abuse of my landlord. I have been told to move. But how can I afford to move with the high rents? The places that I can afford present the same conditions that I'm experiencing now, some even worse. However, because of the constant rent increases and repairs that come out of my pockets, it's very difficult to make ends meet. My utilities are high. I pay for heat and hot water. And my apartment hasn't been painted in eight years. My landlord wants me to sign papers stating that he's completed repairs and I refuse. If I refuse, he threatens me with eviction. I've called 311 with several complaints, which has just caused him to be more abusive. I need access to affordable housing that gives me and my children a life without so many issues and harassments. To put it simply, a new home where my family and I can live in peace and be proud. Please help me and people like me. Don't throw us

away and forget about us."

I'm sorry. So, this is something that I hear all the time in my church. And it's just so unfair. That's why -- not only as a deacon of a congregation but as a member of the Housing Dignity Coalition, I cannot approve this rezoning as it stands. Thank you.

MR. KNUCKLES: Thank you, Deacon Bourne.

Questions? Any questions?

>>: (No response.)

MR. KNUCKLES: Thank you.

Pastor Faith.

MS. LAGO: I might note that if either of the prior two speakers who spoke about challenges with their particular units would want to come over to these gentlemen who are seated over here, we would be glad if you would like us to refer to HPD.

MR. TOGBA: Good afternoon. My name is Reverend Faith Togba, senior pastor of Bethel Worship Center, an interdenominational and multicultural church on 402 Bay Street,

Staten Island, for seventeen years. Every day in church, I have members come forward to share their struggle with rising rents for decades. The gap between higher housing costs and low-wage has grown surely and unfortunately causing crisis in most of the homes of the members that I pastor. Homeless -- I'm sorry. Homeless data that I have, 88 -- I mean 89,000 people are homeless today statewide. In November of 2019, the Department of City Planning certified a plan to rezone a fourteen-block stretch of manufacturing land on Bay Street. The plan would allow developers to convert that manufacturing site into residential towers that expands six to fourteen stories.

While some are making the case of economical development on the North Shore, we think it is important to make the case for equitable economical development on the Bay Street plan that moves and supports all families, including extreme low-income families, such as seniors. Our children are graduating from colleges and cannot afford to

move out. I currently have children that have graduated from college and cannot afford to rent apartments and they have to live with me. I urge this group not to support any rezoning that would not take into consideration deeper affordable homes for all families, especially families on the North Shore. And to add, most of the members are home attendants that work on the South Shore, but when they come back on the North Shore, cannot afford homes. Please consider them. I'm a picture of them. Thank you.

MS. LAGO: Thank you, Pastor Togba.

Questions?

>>: (No response.)

MS. LAGO: Our next speaker will be Victor Benadava, to be followed by Stephen Albonesi.

MR. BENADAVA: Good afternoon, commissioners. My name is Victor Benadava. I'm a teacher. I've lived in St. George for the last eighteen years, today at Victory Boulevard and Montgomery. In the morning, I

run past what was a wonderful park, but now it's a ferris wheel, an ugly unfinished (inaudible) parking. I usually (inaudible) transportation we have, shop around in the Western Beef. I go to Jimmy Tompkinsville at the Lyons Pool. We lost Cromwell and we're still waiting for a new center. I enjoy Stapleton and its mix of antiques, restaurants and great melting pot of immigrants community -- Liberian, West Indian, Albanians, Sri Lankans, Mexicans, to name a few, and I'm concerned. I love my neighbors, my neighborhood. And I repeat, I'm concerned that the affordable housing unit proposed in the Bay Street Corridor will require families to earn over 75,000 dollars a year. There are no units proposed for people of really low-income. For a teacher aide, the nursing assistant, (inaudible), the woman who works two jobs, two low-paying jobs to support her children, the retiree, the young person who works for their first job, the (inaudible) there is no room for any of them in the Bay Street

Corridor project.

This is not who we are in the North Shore of Staten Island. Forty-three percent of the North Shore tenants make less than $50,000 a year. Rents are high enough as it is, and they spend more than half of their income in rent. This Bay Street Corridor project will serve the residents of the Bay Street Corridor community. People are desperate for truly affordable housing. Please, do not leave us out of this plan. Someday, you could be one of us. Thank you.

MS. LAGO: Thank you, Mr. Benadava. Our next speaker is Stephen Albonesi, who will be followed by Denise Harris.

MR. ALBONESI: Good afternoon. My name is Stephen Albonesi. I'm here representing the Municipal Art Society of New York. MAS believes the Bay Street Corridor rezoning poses several opportunities and many challenges for the North Shore. On the one hand, it has the potential to foster a more vibrant downtown environment and add new affordable housing units. However, we cannot

support the proposal until several critical deficiencies are addressed. As discussed in the full version of our testimony, we believe that a shortage of public school seats, open space resources, and traffic infrastructure improvements could undermine the goals of the rezoning. We also have concerns about the lack of flood resiliency measures in the current plan.

The rezoning would greatly exacerbate the lack of school seats at elementary schools, which we're at one hundred nineteen percent capacity within the study area. The rezoning would introduce an additional 766 elementary school students to the study area, bringing the deficit to over 4,000 seats in the utilization rate to one hundred thirty-eight percent by 2030. It is of the utmost importance that the City guarantees enough public school seats are available to support the new growth. The project area is also grossly underserved by open space. Yet, according to the DEIS, under the rezoning, passive and active open

space within the half mile study area is expected to decrease further to fifty-one percent below the City line average and nineteen percent below DCP recommendations. MAS urges the creation of additional open space to help fill this critical gap.

Regarding transportation, significant adverse impacts will occur during various peak-hour evaluation time to thirty-one intersections in the project area, twenty-two of which would remain unmitigated. We urge the City to perform a comprehensive traffic study and develop a transportation mitigation plan that addresses worsening congestion. In almost thirty-eight percent of the rezoning area, including 2012 projected development sites is within the 2015, 100-year flood zone. By 2050, seventy-six percent of residential construction expected under the rezoning would occur within the 100-year flood zone, a fifty-five percent increase. We implore the City to create a regulatory framework for new housing construction and

flood prone rezoning areas.

In conclusion, taken together, these issues reflect a need for transparency and comprehensive planning. Currently, the rezoning proposal lacks both. Our support for the project is contingent on all impact calculation methodologies being disclosed and critical infrastructure deficiencies being addressed in the FEIS. Thank you very much.

MS. LAGO: Thank you, Mr. Albonesi.

Questions?

Yes, Commissioner Cerullo.

MR. CERULLO: It's more of a comment than a question. I just want to thank you for raising the school seat issue. I know the Department of Education was not here, unless they're here --

MS. LAGO: No.

MR. CERULLO: -- at the end. But there were a series of questions I would have posed had they been here. But I just want to say first, I think there are some questions that we will need answers to from DOE and SCA. So, I just want to say, I appreciate that you

raised that issue.

MR. ALBONESI: Thank you.

MS. LAGO: I also wanted to note that the City is now -- has already had a scoping hearing and is preparing the environmental analysis for a citywide water flood text zoning that will be pathbreaking in preparing the City using the zoning tools we have to address the challenges of climate change and resiliency.

MR. ALBONESI: Great.

MS. LAGO: So, thank you.

MR. ALBONESI: Thank you, very much.

MS. LAGO: Our next speaker will be Denise Harris, to be followed by Theo Dorian. Okay. Ms. Harris is not here. So, we would welcome Theo Dorian, to be followed by Phil Marius.

MR. DORIAN: Good afternoon, Chair Lago and commissioners -- Commissioner Cerullo and Commissioner Cappelli, especially. I'm Theo Dorian. I'm the president of the St. George Civic Association, at whose recent meeting we discussed this issue, and over 150 people in

attendance voted unanimously to oppose the district. The Van Duzer Civic Association, who is our next one up as we go along the Corridor that's planned, well over 100 people were in attendance at their meeting, all of whom opposed this plan. The presidents of those associations, as well as the other civic associations along the North Shore, every single one of them is in opposition to this plan, and every single one of them, as far as I know, unanimously opposes it.

For many, many reasons, pretty much all that we have heard about the housing question and there's no minimizing that. That is probably the most important issue facing us. But there are quite a few other concerns that we presented. And I'm on the advisory committee for this plan. In other words, City Planning has been inviting me to beseech my community to all turn out for all the planning sessions, which we have done. We've given up many, many, many nights and days of our time. And the presidents of the other associations, who I can name. I'll give

their names later, but I don't want to use up my time, have asked me to speak on their behalf as well.

The many, many problems with this plan have been enumerated by all of us. We made so many suggestions and we were shocked when the plan came from the City Planning Department and we saw that none of them, literally none of them, had found a place in the document. Those included: Overcrowded schools, overcrowded roads, the traffic is unspeakable at the moment and the mall has yet to open. The public access to the waterfront. And this is probably the most important thing, we would not hear of this being spoken about, DUMBO, Brooklyn Bridge Park or the entire west coast of Manhattan where I used to live near.

What they did there was brilliant. By opening up the waterfront to public access rather than to a string of gated residential communities. What they did was allow the people who already live there, and we've heard on their behalf many times, to have

access to their waterfront. The result in skateboards and strollers and tourists that have flocked to that area, have uplifted those areas to a great extent and provided recreational space that's desperately needed and park space that's desperately needed by the people who already live there, who are now in danger of being thrown out.

There's no public hospital in the area. Staten Island is the size of Pittsburgh or New Orleans, half a million people have only two hospitals, no public hospital and those two hospitals have been rated D minus and F. We have half a million people there and we have only one food store that serves the North Shore, and that -- within this corridor, and somebody said that it could attract more food stores if we build the corridor. Well, let's put the horse before the cart. What they propose to do is to remove the only one that we have, Western Beef, a store that provides affordable food to the low-income people who live in the area. So, it is such an -- I'm giving up yet

one more day because I have that luxury, my fellow --

(Bell rings.)

MR. DORIAN: -- colleagues don't.

MS. LAGO: And we very much appreciate -- and I would say both you, Mr. Dorian, and all the people who have come and given up this time.

Questions for Mr. Dorian?

Yes, Vice Chair Knuckles.

MR. KNUCKLES: Thank you for your testimony.

MR. DORIAN: Thank you.

MR. KNUCKLES: Based on what you said, could I summarize your comments by saying they seem to focus on infrastructure, the lack of infrastructure that could accommodate the proposed development here.

MR. DORIAN: Right.

MR. KNUCKLES: Assuming that's accurate, my question would be, how do you feel about the other areas that have been critiqued around affordability, et cetera?

MR. DORIAN: How do I feel about the

other areas, meaning?

MR. KNUCKLES: That have been critiqued --

MR. DORIAN: Oh, the other categories you mean?

MR. KNUCKLES: Yes.

MR. DORIAN: Oh, I agree wholeheartedly with all of the housing advocates, which is mainly what we've heard from today. Their point is an extremely well-made one. We've been talking about potential residents in the area and what their affordability structure should be for them, but we're not talking enough about the people who live there already who are predominantly -- you've heard the demographic that they represent -- minorities, low-income people who have been displaced by this kind of zoning. And they're all opposed to it, but you should know that people from all strata are opposed to this.

And also, if I may mention, although it may not be in direct answer to your question, but Commissioner Cerullo and others have

spoken of the additional ferry service that has accrued to so much improvements in our quality of life. Well, that -- indeed, Mayor De Blasio does, agreed, deserve some credit for that. But our Borough President, Oddo, deserves even more credit for that. But with no modesty, may I say that that plan came out of St. George Civic Association, that we proposed it, I personally cowrote it with council -- then Councilman McMahon. And over years and years, it was vetoed by the mayor, Bloomberg, and it has finally come to fruition by an excellent partnership between our mayor and our borough president.

I want to take nothing away from that. But I do want to stress that these things come out of the residents and the Civic Associations represented those residents. And the reason that our community board voted thirty-five to one to oppose this plan, the reasons were many, many. I threw out a list of them, by no means complete. You have it before you and you can look at it yourselves. But the community board opposed this nearly

unanimously, but for one vote, even in spite of the support of our councilmember and it's now, I understand, opposed by our borough president. Because there are so, so many reasons that this is harmful. And I ask you to please look over what the community board has submitted to you for conditions. Because the City Planning Commission did not include anything that we gave up all of our days and nights -- and I can name the authorities that we have from our neighborhood who gave up their time to make all of these suggestions, and now I very much appreciate that you've let me use a moment of this time to say it.

Because -- I'm talking fast, but in a couple of minutes to represent the many things that we spent three and a half years going over, only to see none of them included in this plan, is really quite upsetting. And it shows the distinct -- most of my colleagues would not come today because they said, "City Planning Commission is going to rubber stamp this. They've ignored everything that we have said. They have not

included any of it." And here we have -- and here I am trying to give you a three-minute summation of the things that we've included. Nowhere would this be done, would land be turned over to developers. And the way that Midtown Towers do when they want to build up higher than the air rights and they need to buy variants, what they do is they are required by you to provide public plazas or something. This should be public space and the waterfront of Staten Island, it is magnificent. I'm sure most of you have been out there. It is spectacular. It is our only stretch of views like this that we have left. We've given up a lot of them for the projects that we're getting in St. George, and we don't think that this land should be taken away from the people. This plan is so utterly flawed --

MR. KNUCKLES: Mr. Dorian.

MR. DORIAN: -- in so many ways.

MR. KNUCKLES: Thank you.

MR. DORIAN: Thank you.

MS. LAGO: Commissioner Levin.

MS. LEVIN: I'd like to ask you about the waterfront. We heard from EDC about their $20 million commitment to building out the waterfront. That's going to be publicly accessible, no?

MR. DORIAN: No.

MS. LEVIN: No?

MR. DORIAN: No. What they're proposing, there's no mandate for making public -- first of all, I question that figure, but there's no mandate for making any of it accessible. As a matter of fact, the only parcel the City owns is proposed to be turned over as well to private development. So, unless that is stipulated that a certain amount of public access has to be given, what the community feels -- and I want to reiterate this. Unanimously at every one of the Civic Association meetings and thirty-five to one at our community board, every single testimony was against this plan. And one of the largest reasons, possibly the biggest, is that it does not provide for public access to the waterfront. And this

would never have been done in the other boroughs.

MS. LAGO: We will have a post-hearing follow-up. I can assure the commissioner that this is publicly accessible --

MS. LEVIN: I believe this access is being provided a somewhat different mechanism than we may have seen in other waterfront areas. But I'm not voting for this if there's not public access.

MR. DORIAN: It's not in the plan. And if it is, I overlooked it. So, please point it out to me if it's in there.

MS. LAGO: We will clearly address --

MR. DORIAN: But even twenty percent is nothing. They've got a hundred percent in Brooklyn and along the whole west side of Manhattan. And that is --

MS. LAGO: Thank you, Mr. Dorian.

MR. DORIAN: And that's for the benefit of those who live there.

MS. LAGO: Commissioner Ortiz, did you have a question as well?

(Applause.)

MS. LAGO: Great. Thank you.

Our next speaker is Phil Marius, who will be followed by Steven Joseph.

Is Mr. Marius here?

AUDIENCE MEMBER: He left.

MS. LAGO: Okay. And then Steven Joseph? Okay those are --

MR. JOSEPH: I thought somebody was coming up.

MS. LAGO: The floor is yours.

MR. JOSEPH: My name is Steve Joseph. I had the Lyons Pool Lap Swimmers Group. There were several errors in the environmental impact study of the Bay Street Corridor. Tall buildings will impact users of the pool and make the pool not usable on some days. The report incorrectly states the pool is open from 11 a.m. to 7 p.m. Lyons Pool is actually open from 7 a.m. to 8:30 p.m. or dusk. This is important because the sun heats the pool. Less sun, due to the pool being in a shadow for an additional hour to hour and a half a day, will make it cooler. I can list a half a dozen other

programs offered before and after general swim if there's time at the end of this.

As an example, on July 11, 2016 at 7:30 a.m., the pool was 72 degrees during the lap swimming program. Cloudy cool weather, which included rain on July 8th and 9th, had a lot to do with low temperature. The pool was tolerable on Friday, July 8th for the morning lap swim. If 72 degrees sounds warm, you need to know your body loses heat twenty times faster in water than it does in air. Indoor pools are typically held at 79 degrees, which is considered good for competition to 82 degrees.

Lyons Pool is located at the edge of New York Harbor. So, often wind, speed there -- sorry, I lost my place. Temperatures will affect users of the pool. If it is a cool day and the pool is in a shadow with just a little wind, bathers will find the pool too cold to use. Buildings casting shadows on public amenities that Staten Islanders have enjoyed for generations will make it unusable even when the sun is on

it if the water temperature is too cold.

The report incorrectly states the pool is open from Memorial Day to Labor Day. It is open from the last few days of June to the weekend after Labor Day. From the report itself it says, "Although active recreation air --" this is the shadow section chapter 6, page 1. "Although the active recreation areas of Lyons Pool, the entire property and Lyons Pool main pool would receive sizable incremental shadow coverage during the summer analysis days. The pool would continue to receive direct sunlight through the late morning and early afternoon when utilization would be the highest. With the proposed population increase, there will be more people using the pool for both sessions."

(Bell rings.)

MS. LAGO: Thank you, Mr. Joseph.

You're giving me a flashback. Years ago, I was a New Hampshire lap swimmer, and they kept the indoor pool at 68 degrees. Boy, it was rough.

Questions?

Yes, Commissioner De La Uz.

MS. DE LA UZ: Mr. Joseph, were you here when the woman from the Parks Department spoke about --

MR. JOSEPH: Yes.

MS. DE LA UZ: So, can you provide any more details about the current status of conversations between your organization and the New York City Parks Department?

MR. JOSEPH: We haven't had any talks with them about the shadows. Actually, in the report, it states that Parks' officials says that the shadows will not impact the pool temperature. As a swimmer there for more than thirty years, I swim thirty miles a summer there, I can tell you that when we have a few rainy days, it gets cold. And within an hour and a half of less sunlight per day, the pool will be colder. And there are people using the pool during the day, you know, in the afternoon. That's when the shadow will fall. People will be getting out of the water with the wind blowing and no sun on them and even sitting on the deck. Oh,

and I should say that New York City Parks does not allow people to bring sweatshirts into the pool. You can only bring a white T-shirt.

MS. DE LA UZ: Thank you.

MS. LAGO: Commissioner Levin.

MS. LEVIN: I was hoping you were going to speak up. Because I read your testimony at the scoping session for the EIS and you clued me into this important issue. And, you know, I think the pool is a significant public resource that we have to be very careful about. And I would be curious to know -- I think it's the taller buildings that are proposed at the northern end of the rezoning that would cast a shadow on the pool. So, I would be curious to know what size building could be built without casting a shadow. If we can get that information as part of the follow-up.

MS. LAGO: Will do. And we'll also mention how many units, housing units would be in the buildings and both ways --

MR. JOSEPH: Commissioner Levin, I'm

not even clear from reading this report that they took into account that the pool is about two stories lower than Bay Street. So, if the buildings were built to -- I forgot what it is -- fifteen or sixteen stories, whether they'd actually be more like eighteen stories.

MS. LEVIN: Okay. Well, so that is doublechecking the shadow analysis, it would be important to get the level of the pool and the level of the development correct.

MS. LAGO: Yes, gladly.

Other questions?

>>: (No response.)

MS. LAGO: Thank you.

Now, Mr. Joseph is the last person who had signed up to speak on this topic. But if there's anyone else who would like to speak, please come forward.

>>: (No response.)

MS. LAGO: Okay. I will note that the record is going to remain open through the 11th of March of this year, and we'll be receiving written comments on the draft

environmental impact statement. And with that, the public hearing on this matter is closed.

Madam Secretary, any other business?

MS. GRUEL: No, Madam Chair.

MS. LAGO: Okay. So, the public meeting is over. And, again, thank you to all who came and testified.

(TIME ESTIMATED: 7:05 p.m.)

C E R T I F I C A T E

STATE OF NEW YORK)
:SS
COUNTY OF QUEENS)

I, Sabrina Brown Stewart, a shorthand reporter within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the statement taken on February 27, 2019.

I further certify that I am not related to any of the parties to this action by blood or by marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 27th day of February, 2019.

Sabrina Brown Stewart
Sabrina Brown Stewart

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