# BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
## BOROUGH OF STATEN ISLAND

# DRAFT SCOPE OF WORK
# FOR AN
# ENVIRONMENTAL IMPACT STATEMENT

***CEQR No.:***
***16DCP156R***

***Lead Agency:***
***New York City Planning Commission***

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## TABLE OF CONTENTS

**A. INTRODUCTION ..... 5**
**B. REQUIRED APPROVALS AND REVIEW PROCEDURES ..... 12**
Zoning Map Amendment ..... 12
Zoning Text Amendments ..... 18
Disposition of City-Owned property ..... 18
City Map Amendment (Street Demapping) ..... 19
**C. CITY ENVIRONMENTAL REVIEW (CEQR) AND SCOPING ..... 19**
**D. BACKGROUND ..... 20**
Community Engagement and Interagency Participation ..... 20
**E. CONTEXT AREA ..... 21**
Project Area ..... 22
**F. EXISTING ZONING ..... 23**
Bay Street Corridor Project Area ..... 23
Canal Street Corridor Project Area ..... 23
City Disposition Sites ..... 25
Stapleton Waterfront Phase III Site ..... 26
Special Purpose Districts ..... 26
**G. PURPOSE AND NEED FOR PROPOSED ACTIONS ..... 27**
**H. DESCRIPTION OF PROPOSED ACTIONS ..... 29**
Proposed Zoning Map Amendments ..... 29
Proposed Text Amendments ..... 31
Proposed Disposition of City-Owned Property ..... 33
Proposed City Map Amendment ..... 34
**I. ANALYSIS FRAMEWORK ..... 34**
Reasonable Worst Case Development Scenario ..... 34
The Future Without the Proposed Action (No-Action Condition) ..... 41
The Future With the Proposed Action (With-Action Condition) ..... 42
Incremental Difference: No Action and With-Action conditions ..... 44
**J. PROPOSED SCOPE OF WORK ..... 45**
Task 1: Description of the Proposed Project ..... 46
Task 2: Land Use, Zoning, and Public Policy ..... 46
Task 3: Socioeconomic Conditions ..... 53
Task 4: Community Facilities and Services ..... 57
Task 5: Open Space and Recreation ..... 60
Task 6: Shadows ..... 61
Task 7: Historic and Cultural Resources ..... 62
Task 8: Urban Design and Visual Resources ..... 64
Task 9: Natural Resources ..... 65
Task 10: Hazardous Materials ..... 66
Task 11: Water and Sewer Infrastructure ..... 67
Task 12: Solid Waste and Sanitation Services ..... 68
Task 13: Energy ..... 68
Task 14: Transportation ..... 69
Task 15: Air Quality ..... 75
Task 16: Greenhouse Gas Emissions and Climate Change ..... 78
Task 17: Noise ..... 79
Task 18: Public Health ..... 80
Task 19: Neighborhood Character ..... 80

Task 20: Construction ..... 81
Task 21: Mitigation ..... 82
Task 22: Alternatives ..... 82
Task 23: Summary EIS Chapters ..... 83
Task 24: Executive Summary ..... 83

**Appendix A: List of Blocks and Lots Included in Proposed Project Area** ..... 84
**Appendix B: Projected and Potential Development Sites RWCDS Table** ..... 86
**Appendix C: Breakdown of 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites** ..... 89
**Appendix D: Projected and Potential Development Site Profiles** ..... 92

## LIST OF FIGURES

Figure 1: Regional Location Map
Figure 2: Project Area Location Map
Figure 3-A: Bay Street Corridor Project Area Tax Map
Figure 3-B: Canal Street Corridor Project Area Tax Map
Figure 3-C: City Disposition Sites Tax Map
Figure 4-A: Proposed Map Amendment - Bay Street Corridor
Figure 4-B: Proposed Map Amendment - Canal Street Corridor
Figure 5: Existing Zoning Map
Figure 6: Overview of Projected and Potential Development Sites
Figure 7: Bay Street Corridor Projected and Potential Sites
Figure 8: Canal Street Corridor Projected and Potential Sites
Figure 9-A: Land Use Map
Figure 9-B: City Disposition Site 1 Land Use Map
Figure 9-C: City Disposition Site 2 Land Use Map
Figure 9-D: City Disposition Site 3 Land Use Map
Figure 10: Coastal Zone Boundary Map

## LIST OF TABLES

Table 1: 2030 RWCDS No-Action and With-Action Conditions

## A. INTRODUCTION

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

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

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

The Plan's recommendations support the following Guiding Principles:

- Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;
- Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, workforce families, lower income families;
- Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton; and
- Align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth.

The Proposed Actions include approval of zoning map and text amendments, a text amendment to the Special Stapleton Waterfront District (SSWD), changes to the City map to demap a portion of unbuilt Victory Boulevard Extension, and disposition of city-owned property. Implementation of

the Proposed Actions requires review and approval pursuant to the City's Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR).

The Project Area is approximately 45 acres and consists of four sub-areas:

1. A contiguous 14-block area on Bay Street, generally bounded by Victory Boulevard to the north; Van Duzer Street to the west, Staten Island Railroad (SIR) tracks to the east; and Sands Street to the south;

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

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

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

Within these areas, the Proposed Actions are anticipated to facilitate new residential, commercial, and mixed-use development. In total, the Proposed Actions are expected to result in an incremental *increase* over the No-Action Condition of approximately 2,557 dwelling units; 257,159 square feet (sf) of commercial uses including retail, office, and restaurant space; and 48,595 sf of community facility space; and a net *decrease* of 21,322 sf of space generally compliant with the existing M1-1 zoning district.[1] Sites within the rezoning area are subject to Mandatory Inclusionary Housing (MIH) program and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. The Canal Street Corridor will contain between 60 and 72 affordable units.

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

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

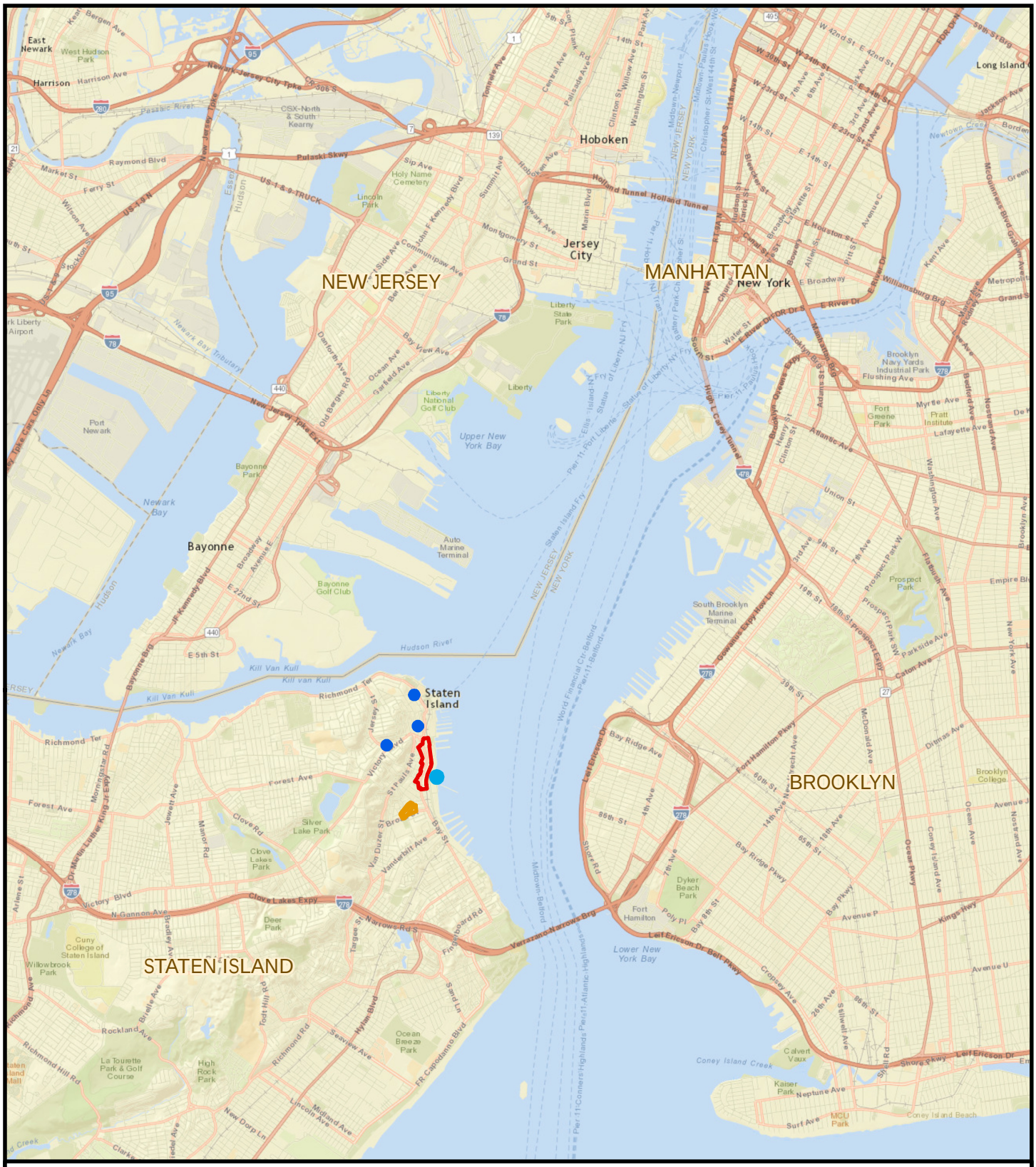


FIGURE 1: REGIONAL LOCATION MAP
BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

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

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**

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

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

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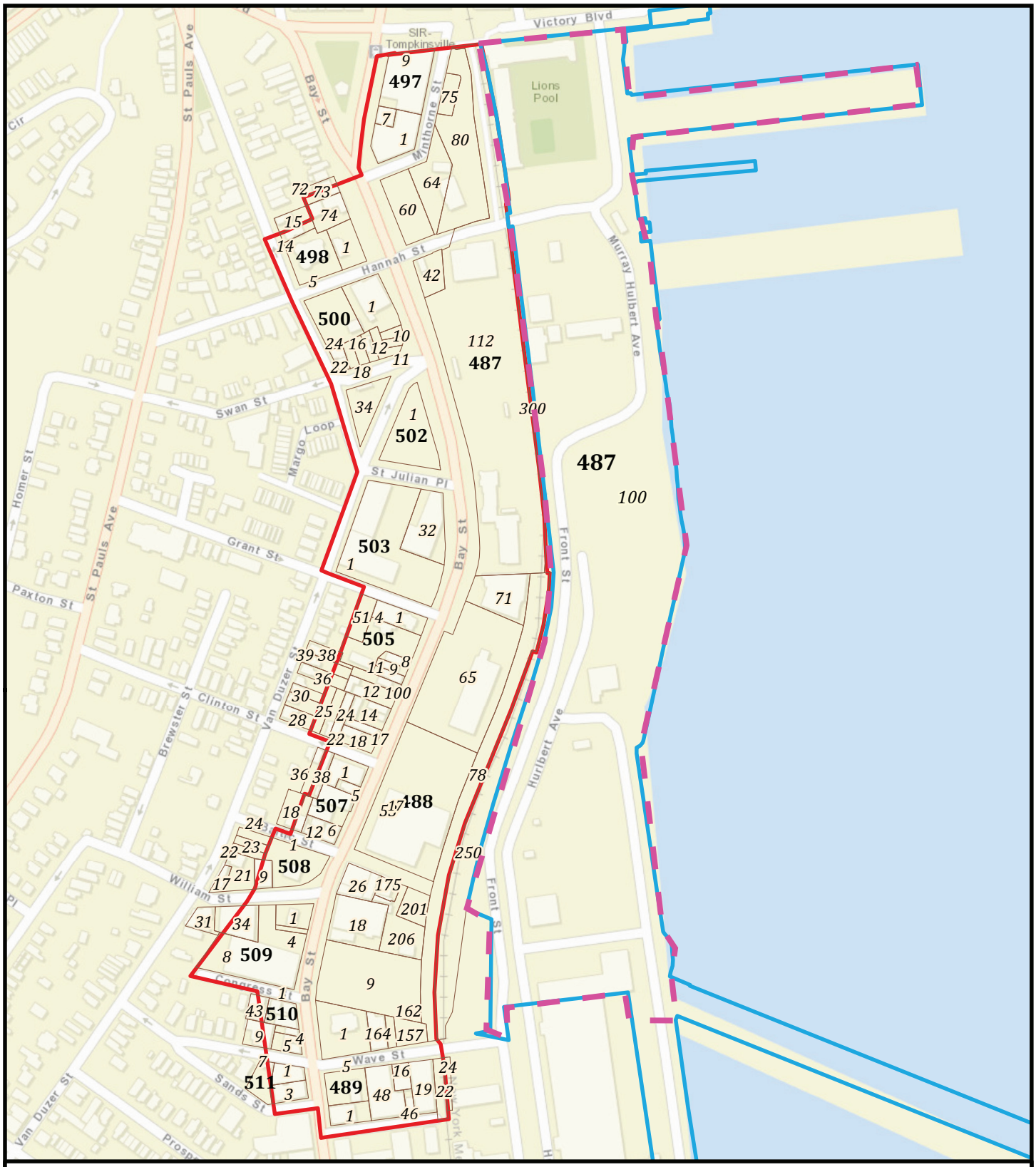


**FIGURE 3-A: BAY STREET CORRIDOR PROJECT AREA TAX MAP**

**BAY STREET REZONING AND RELATED ACTIONS**

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**

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

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

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

Canal Street Corridor Project Area
1 Block
*65* Lot

0 50 100 200 Feet

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

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Sites
1 Block
*65* Lot

0 400 800 Feet

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## B. REQUIRED APPROVALS AND REVIEW PROCEDURES

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

ZONING MAP AMENDMENT

*Bay Street Corridor*

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

- Rezone the Bay Street Corridor Project Area, predominately an existing M1-1 zoning district, to R6 and R6B zoning districts, with C2-3, and C2-4 commercial overlay districts as shown in Figure 4-A and described below:

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

    - To the north by:

        - In locations east of Bay Street, Victory Boulevard;

        - In locations west of Bay Street, the prolongation of the Minthorne Street centerline to the centerline of Block 498. From this location, the zoning boundary continues generally south along the centerline of Block 498 to a distance of 150 feet from Hannah Street, then generally west to Van Duzer Street;

    - To the east by the Staten Island Railway;

    - To the south by Sands Street; and

    - To the west by:

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

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

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

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

        - On Block 509:

- A distance of 100 feet from Van Duzer street in areas beyond 60 feet from William Street; or
- In areas within 60 feet of William Street, 75 feet from Van Duzer Street.

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

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

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

- In locations east of Bay Street, between Bay Street and the SIR along the Swan Street centerline prolongation;

- In locations west of Bay Street, the prolongation of the Minthorne Street centerline to the centerline of Block 498. From this location, the zoning boundary continues generally south along the centerline of Block 498 to a distance of 150 feet from Hannah Street, then generally west from the Block centerline at an angle perpendicular to Van Duzer Street;

- To the south by Sands Street; and

- To the west by:

  - Van Duzer Street from a distance measured 150 feet along the edge of Van Duzer Street on Block 498 from the intersection between Van Duzer Street and Hannah Street. Van Duzer Street then serves as the western boundary further south to Grant Street;

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

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

  - The intersection of Van Duzer Street and Baltic Street to a distance 60 feet from William Street on Block 510, and beyond 60 feet from William Street, a distance of 100 feet from Van Duzer Street.

  - On Block 510, a distance of 130 feet from Bay Street; and

  - On Block 511, a distance of 100 feet from Bay Street.

It should be noted the Bay Street Corridor Project Area will extend beyond the existing M1-1 zoning district boundary, and include the following lots, currently zoned R3X:

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

- A C2-4 commercial overlay is proposed to be mapped and bounded:

  - To the north by Victory Boulevard;

  - To the south and east by Minthorne Street; and

- To the west by Bay Street.

- As shown in Figure 4-A, a C2-3 commercial overlay is proposed to be mapped and bounded:
  - To the north by:
    - The Minthorne Street centerline, in locations east of Bay Street and Victory Boulevard;
    - The prolongation of the Minthorne Street centerline of Block 498, then generally south along the centerline of Block 498 to a distance of 150 feet from Hannah Street, then generally west to Van Duzer Street, in locations west of Bay Street;
  - To the east by the Staten Island Railway;
  - To the south by Sands Street; and
  - To the west by:
    - Van Duzer Street from a distance measured 150 feet generally north from the northeast corner of the intersection between Van Duzer Street and Hannah Street to Grant Street;
    - A distance of 100 feet from Van Duzer Street along Block 505;
    - A distance of 100 feet from Bay Street along Block 507, including an area 100 feet from Baltic Street and 150 feet from Van Duzer Street;

      Van Duzer Street between Baltic Street and a distance of 50 feet generally southwest along the centerline of Van Duzer Street from its intersection with William Street, then at a depth of 100 feet from Van Duzer Street, as measured perpendicular from Van Duzer Street to Congress Street;
    - A distance of 130 feet from Bay Street between Congress Street and Wave Street; and
    - A distance of 100 feet from Bay Street between Wave Street and Sands Street.

*Canal Street Corridor*

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

- Rezone the existing R3-2/C2-2 (part of Block 527) and R4/C2-2 (Block 526) districts of the Canal Street Corridor with a R6B/C2-3 district, as shown in Figure 4-B.

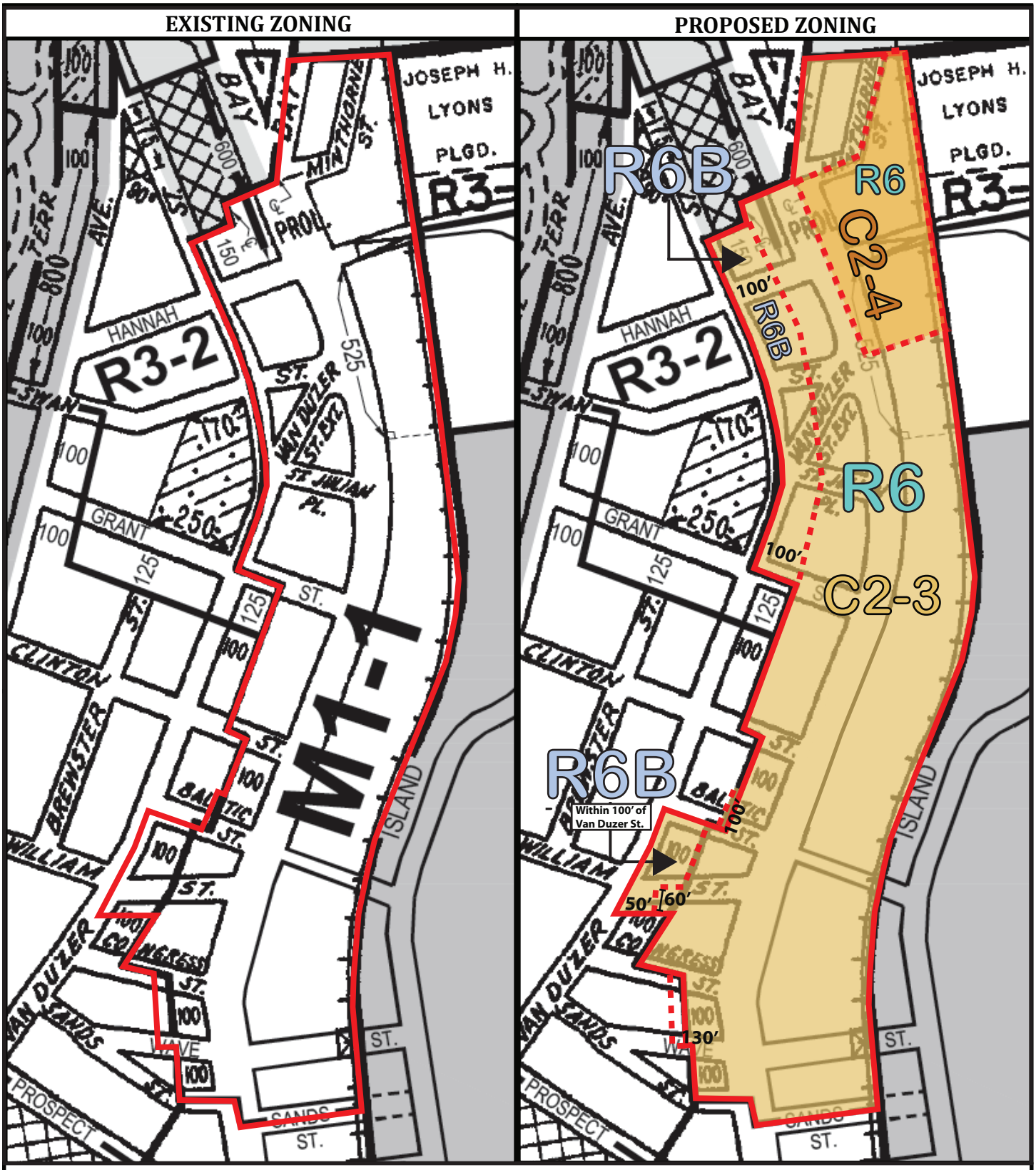


**FIGURE 4-A: PROPOSED MAP AMENDMENT-BAY STREET CORRIDOR PROJECT AREA**
**BAY STREET REZONING AND RELATED ACTIONS**

Bay Street Corridor Project Area

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

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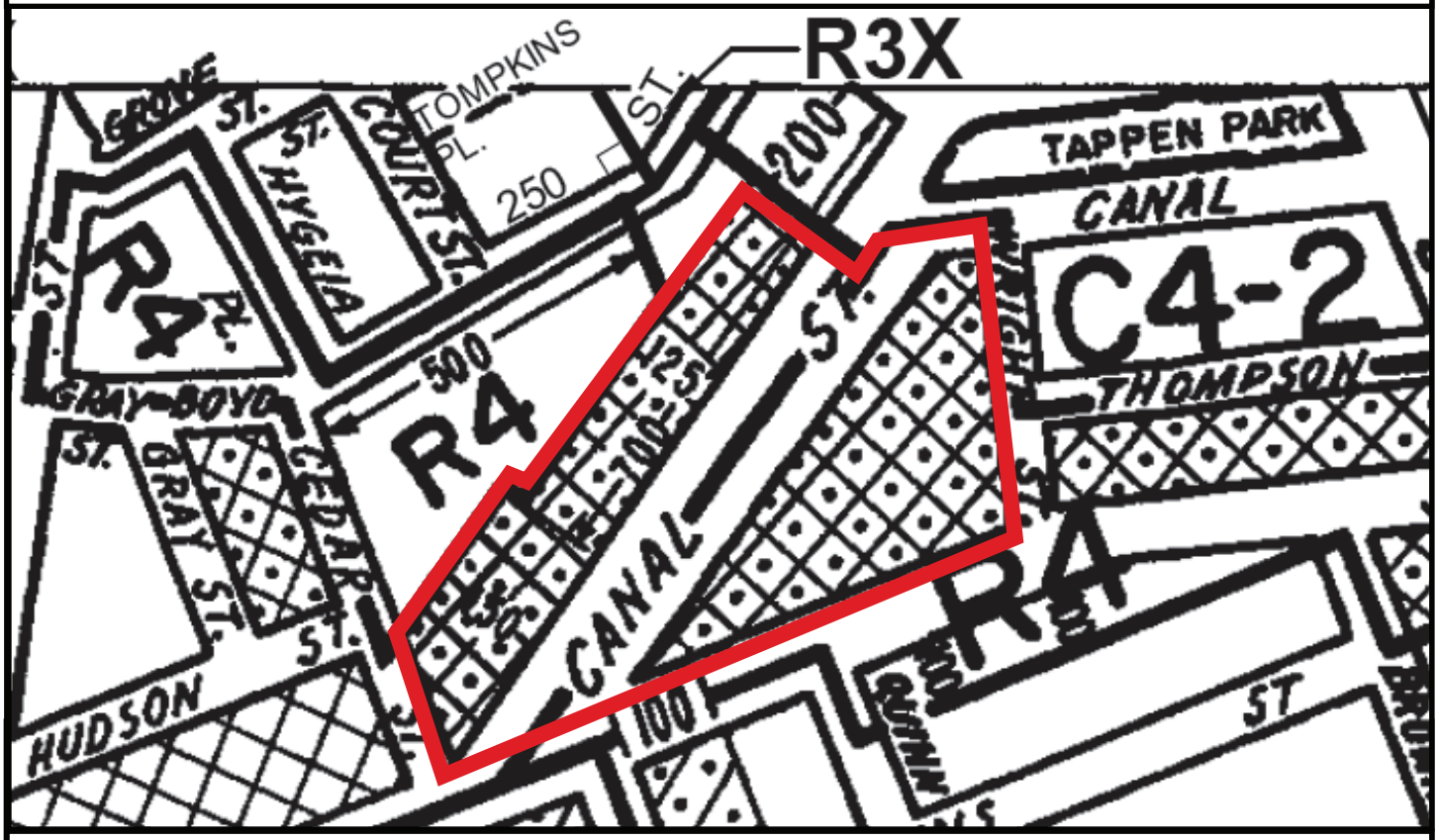
## EXISTING ZONING




## PROPOSED ZONING

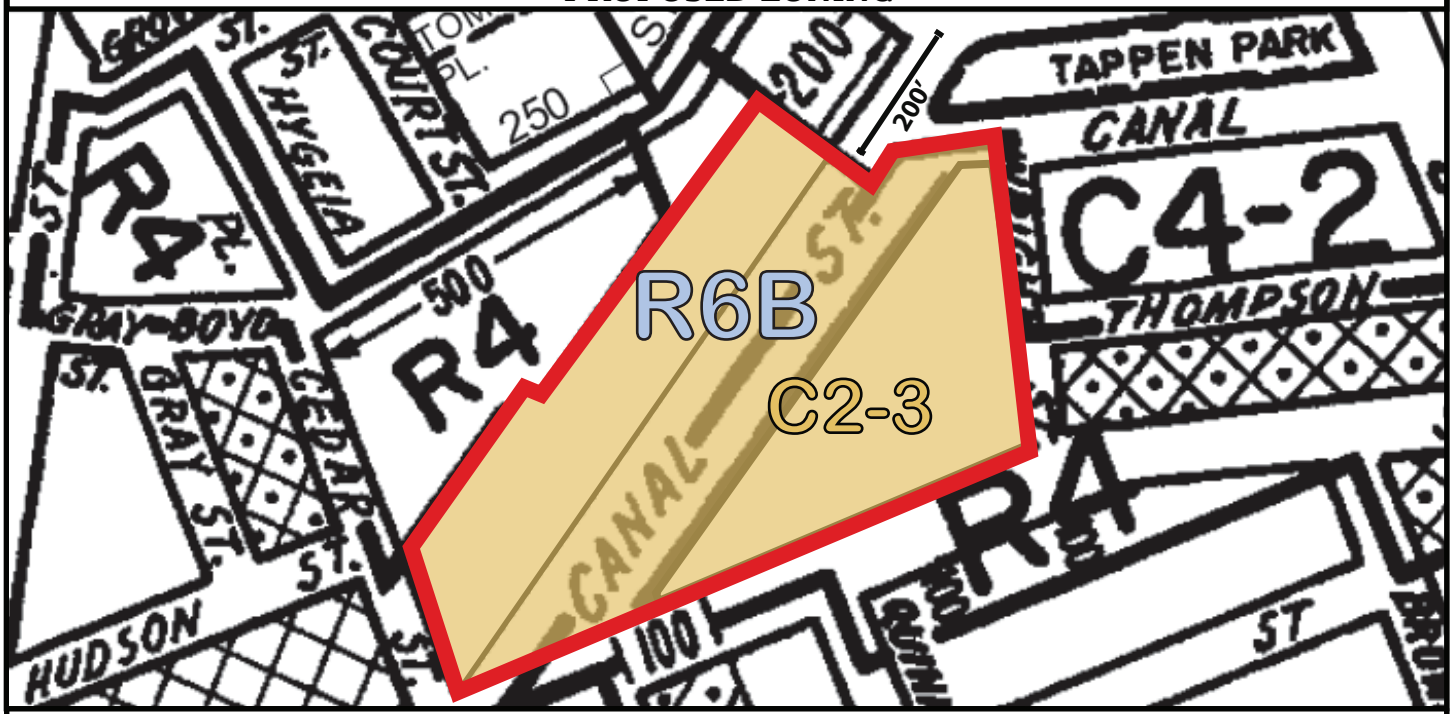



**FIGURE 4-B: PROPOSED MAP AMENDMENT-CANAL STREET CORRIDOR PROJECT AREA**
**BAY STREET REZONING AND RELATED ACTIONS**

Canal Street Corridor Project Area

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

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*Stapleton Waterfront Phase III Site*

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

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

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

ZONING TEXT AMENDMENTS

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

- Section 116-00 (Special Stapleton Waterfront District (SSWD)): The following text amendments are proposed to the SSWD:
    - Create a new sub-district within the SSWD. Text amendments would also modify the underlying use, bulk, and parking regulations, including, but not limited to:
        - Maximum permissible Floor Area Ratio (FAR);
        - Maximum height of buildings;
        - Streetwall and streetscape requirements;
        - Location of curb cuts;
        - Parking requirements for ground floor non-residential uses;
        - Non-residential uses maximum FAR and location within buildings;
        - Location of parking spaces; and
        - Ground floor uses in the Lower Density Growth Management Area.
    - Within the Stapleton Waterfront Sub-Districts A and B1, modify the existing height controls, including the maximum height of buildings from 55 feet to 125 feet.
- Appendix F (Inclusionary Housing): Designate the Bay Street and Canal Street Corridor project areas subject to a Zoning Map Amendment, as described above, as Mandatory Inclusionary Housing Areas (MIHAs).

DISPOSITION OF CITY-OWNED PROPERTY

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

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

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

CITY MAP AMENDMENT (STREET DEMAPPING)

In order to facilitate development on 54 Central Avenue (Block 6, Lot 20), a City Map Amendment is proposed to demap the unimproved portions of the Victory Boulevard Extension on Block 6; Portions of Lots 14, 18, and 20.

## C. CITY ENVIRONMENTAL REVIEW (CEQR) AND SCOPING

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

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

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

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

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

## D. BACKGROUND

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

*Bay Street Corridor @ Downtown Staten Island Neighborhood Planning Initiative*

The Bay Street Rezoning and Related Actions builds on the work of the Bay Street Corridor @ Downtown Staten Island Neighborhood Planning Initiative ("the Plan"). The Plan is part of Mayor Bill De Blasio's *Housing New York* plan proposed in 2015, which seeks to build and preserve affordable housing through community development initiatives and to foster a more equitable and livable city, and builds on the *North Shore 2030* report, released by DCP and NYCEDC in 2011. The Plan aims to examine key land use and zoning issues in the neighborhood through a ground-up planning process in collaboration with the DCP, NYCEDC, the New York City Department of Small Business Services (SBS), and other city agencies. The Plan also takes a broader, more comprehensive look at current and future community needs to identify a wide range of strategies and investments for the Bay Street Corridor's growth and vitality.

Plan objectives were identified through engagement with Community Board 1, the Local Advisory Committee (LAC), local civic groups, community residents and stakeholders. DCP worked with the LAC to build upon the four goals of *North Shore 2030*, and create the Guiding Principles that would apply to the Bay Street Rezoning and Related Actions project. The Bay Street Corridor Guiding Principles were refined and confirmed with the LAC at a meeting convened on October 22, 2015.

This engagement process solicited the following Guiding Principles:

- Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;
- Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, workforce families, lower income families;
- Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton; and
- Align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth.

*North Shore 2030*

The *North Shore 2030* study ("the Study") grew out of the Mayor's Growth Management and Transportation Task Forces and was completed in 2011 by NYCEDC and DCP. The Study conducted a comprehensive land use and transportation study to identify opportunities for improvement in

transportation connections, job creation, environmental protection, public access, and other public goals. Specifically, the Study aimed to improve the North Shore's development potential through four strategies: (i) promote quality jobs and workplaces; (ii) reconnect people with the working waterfront; (iii) support and create neighborhood centers; and (iv) improve connections and mobility. NYCEDC initiated the Study to ensure future land use and transportation growth patterns for the North Shore would follow the economic growth objectives identified. Based on extensive community engagement, the following growth strategies were identified:

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

**E. CONTEXT AREA**

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

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

- To the north is a C4-2 zoning district within the SSGD. C4 zoning districts are typically mapped in regional commercial centers outside central districts, and permit wholly commercial buildings and mixed-use development. The SSGD allows developments on larger sites to achieve a maximum building height of 200 feet. The uses within the SSGD include residential, mixed-use, commercial (office), and smaller scale retail and restaurants.
- To the northeast is Bay Street Landing, a series of buildings that have recently been converted from industrial uses to residential condominium units. There are also a number of public utilities, including the Tompkinsville SIR Station, the Hannah Street Pump Station, and Lyons Pool (under jurisdiction of NYC Department of Parks and Recreation (DPR)) in this area, as well as a commercial maritime use (Millers Launch).
- To the southeast of the Bay Street Corridor Project Area and the SIR right-of-way is a C4-2A zoning district within the SSWD. Development in this district is generally limited to a

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

maximum building height of 55 feet. A large-scale mixed-use development is currently underway in this area, with Phase IA of the development anticipated to be completed in the coming months, which includes 300 residential units, local retail, and publicly-accessible waterfront open space. Phase IB will introduce an additional 300 residential units.

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

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

PROJECT AREA

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

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

2. **Canal Street Corridor Project Area**: two blocks along Canal Street, bounded by part of Canal Street, Tappen Park and 200 feet of Block 527 from Wright Street and Tappen Park to the north; Wright Street to the east; Broad Street to the south; and the C2-2 commercial overlay boundary to the west, as shown in Figure 4-B;

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

4. **City Disposition Sites**: three sites located north and west of the Bay Street Corridor and Canal Street Corridor project areas. Disposition Site 1 is located at 55 Stuyvesant Place on Block 9, Lot 9, and is in the block bounded to the north by Hamilton Avenue; Richmond Terrace to the east; Wall Street to the south; and Stuyvesant Place to the west. Disposition Site 2 is located at 539 Jersey Street/100 Brook Street on Block 34, Lot 1, and is bounded to the north by Brook Street; Pike Street to the east; Victory Boulevard to the south; and Jersey Street to the west. Disposition Site 3 is located at 54 Central Avenue on Block 6, Lot 20, and is an interior through lot between Central Avenue and St Marks Place. An amendment to the City Map would demap the unimproved Victory Boulevard Extension from Block 6; Portions of Lots 14, 18, and 20.

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

## F. EXISTING ZONING

BAY STREET CORRIDOR PROJECT AREA

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

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

Portions of the Bay Street Corridor Project Area are also zoned R3X. Contextual districts are mapped extensively in lower-density neighborhoods which permit only one- and two-family detached homes on lots that must be at least 35 feet wide. The 0.5 floor area ratio (FAR) in R3X zoning districts may be increased by an attic allowance of up to 20 percent for the inclusion of space beneath a pitched roof. The maximum building height in R3X zoning districts is 35 feet. Two side yards that total at least 10 feet are required and there must be a minimum distance of eight feet between houses on adjacent lots. The front yard of a new home must be at least 10 feet deep.

CANAL STREET CORRIDOR PROJECT AREA

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

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

  R4 zoning districts allow all similar types of housing with a slightly higher density than permitted in R3-2 districts. An R4 zoning district permits development at a maximum FAR of 0.75, plus an attic allowance of up to 20 percent for inclusion of space under the pitched roof is common within these districts, which usually produces buildings with three stories

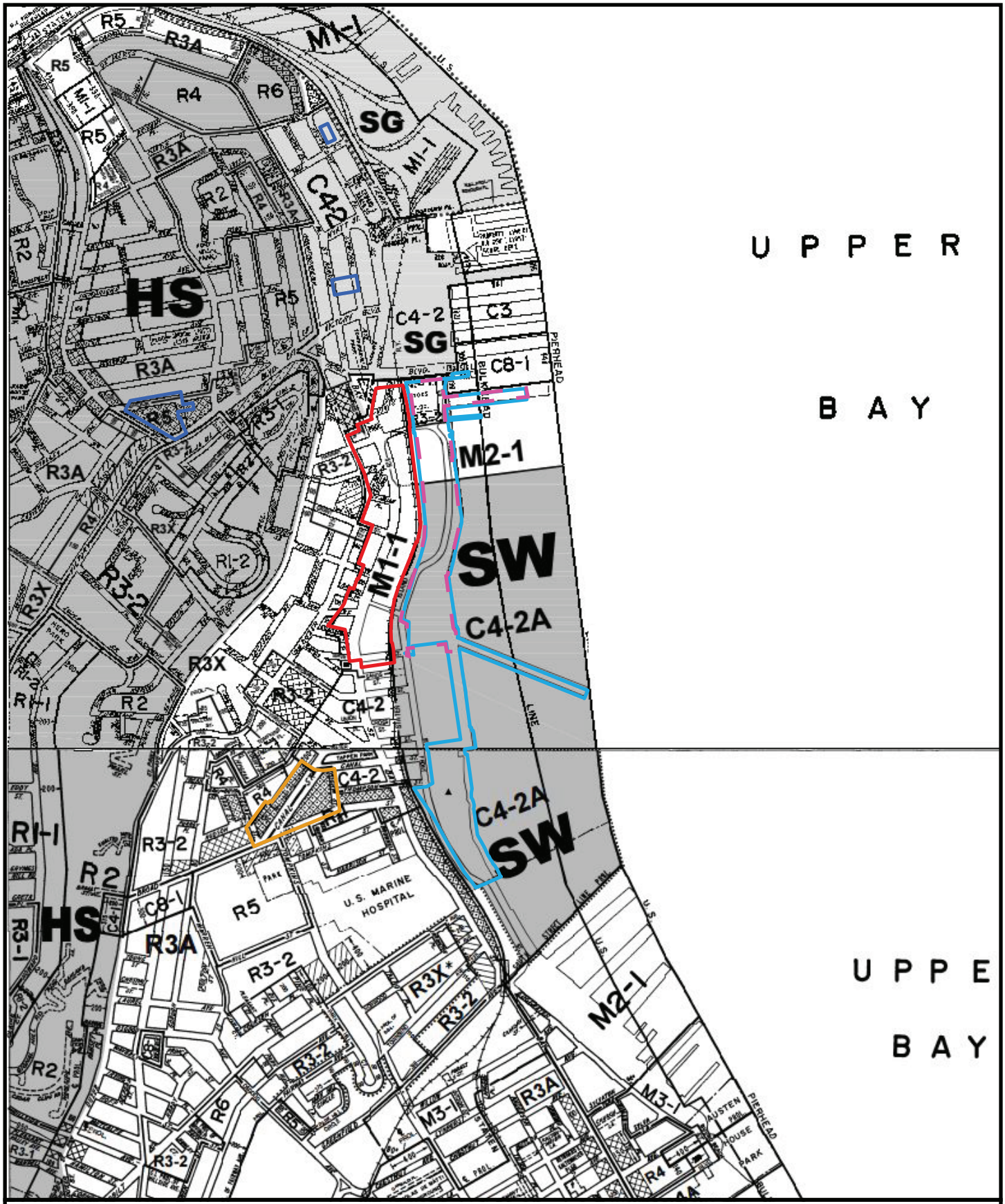


**FIGURE 5: EXISTING ZONING MAP**
**BAY STREET REZONING AND RELATED ACTIONS**
**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**
*Map Reference: NYC Dept of City Planning (zoning map #21c and 21d)*

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

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

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instead of the two-story homes characteristic of R3 districts. On a block entirely within an R4 zoning district (without a suffix), optional regulations may be used to develop infill housing in predominately built-up areas. On sites that qualify for infill housing, the higher FAR of 1.35 and lot coverage of 55 percent, as well as, more relaxed parking requirements, permit developments with greater bulk and more dwelling units than are otherwise permitted in R4 districts. Infill regulations typically produce three-story buildings with three dwelling units. Infill regulations can also produce small apartment buildings.

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

CITY DISPOSITION SITES

- Disposition Site 1, 55 Stuyvesant Place (Block 9, Lot 9) is zoned C4-2 and is currently an office building (Use Group 6(b)) under the jurisdiction of the NYC Department of Health and Mental Hygiene (DOHMH). C4 zoning districts are typically mapped in regional commercial centers outside central districts, and allow commercial uses at maximum FAR of 3.4. Residential uses are permitted in C4 zoning districts at a maximum FAR of 3.44. Typical uses found in C4 commercial zoning districts include specialty and department stores, theaters, and other commercial and office uses serve a larger region. The site is located within the Special St. George District (SSGD).

  Disposition Site 2, Jersey Street Garage (Block 34, Lot 1) is zoned R5 with a C2-2 commercial overlay and currently functions as a sanitation garage under the jurisdiction of the NYC Department of Sanitation (DSNY). The site is becoming vacant pursuant to DSNY plans to relocate the SI-1 District Garage to the DSNY garage complex at 1000 West Service Road. R5 zoning districts allow a variety of higher densities than permitted in R3-2 and R4 districts. Underlying R5 zoning permits residential use at a maximum FAR of 1.25, which typically produces three- and four-story attached houses. Buildings are limited to a maximum height of 40 feet, with a maximum street wall height of 30 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line.

  - On a block entirely within an R5 zoning district, optional regulations may be used to develop “Infill” housing in predominately built up areas. R5 “Infill” permits a higher FAR than R5 (1.65 FAR) and a parking requirement of 66 percent. Height and setback regulations of R6B apply (30 feet maximum street wall, 33 feet maximum building height).

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

- Disposition Site 3, 54 Central Avenue (Block 6, Lot 20) is located in a C4-2 zoning district in the SSGD, which allows a range of residential and commercial uses including office. C4 zoning districts are typically mapped in regional commercial centers outside central districts, and allow commercial uses at maximum FAR of 3.4. Residential uses are permitted in C4 zoning districts at a maximum FAR of 3.44. Typical uses found in C4 commercial zoning districts include specialty and department stores, theaters, and other commercial and office uses serve a larger region.

STAPLETON WATERFRONT PHASE III SITE

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

SPECIAL PURPOSE DISTRICTS

*Special Stapleton Waterfront District (SSWD)*

The SSWD is located partially within the Bay Street Corridor Project Area. The SSWD is part of a comprehensive plan to develop the former U.S. Navy homeport into a 12-acre waterfront esplanade, extending the Stapleton town center to the waterfront with mixed-uses. As a special commercial district, regulations permit mixed-use buildings with ground floor retail uses to include waterfront-related uses in a walkable neighborhood. Design controls in this district include street wall requirements and low building heights that respect the character and scale of Stapleton's upland area. In order to encourage similar development on designated streets that link the Stapleton town center to the waterfront, non-residential ground floor uses in buildings containing residential uses will not count as floor area. In addition, pedestrian connections to the waterfront esplanade and unobstructed visual corridors, although not subject to waterfront design rules, are required at regular intervals as extensions of the Stapleton town center streets.[3]

*Special St. George District (SSGD)*

Two city disposition sites under the Proposed Actions, 55 Stuyvesant Place and 54 Central Avenue, lie within the SSGD. The SSGD supports a pedestrian-friendly commercial and residential district in

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

a unique waterfront community on the North Shore of Staten Island. The SSGD is adjacent to the Staten Island Ferry, where the area is characterized as a transit hub and the borough's civic center. Special rules that require continuous ground floor commercial uses with large windows and wider sidewalks are used to enhance designated commercial streets in the SSGD. In order to preserve views from upland areas to the waterfront, configuration of towers is also regulated. Within the SSGD, vacant office buildings can be converted more easily to residential uses, and special parking and landscaping requirements are intended to provide a more pedestrian-friendly experience.[4]

*Special Hillsides Preservation District (SHPD)*

One of three city disposition sites under the Proposed Actions lies within the SHPD, located at 539 Jersey Street/100 Brook Street in the St. George neighborhood of Staten Island. The SHPD assists in shaping and guiding development in the steep slope areas of Staten Island's 1,900-acre Serpentine Ridge in the northeastern part of the borough.[5] The purpose of the district is to reduce hillside erosion, landslides, and excessive stormwater runoff by preserving the area's hilly terrain and natural resources. Within the district, development is regulated by the amount of the lot that can be covered by a building. Permitted lot coverage decreases as the development site becomes steeper, resulting in taller buildings with subsequently less impact on steep slopes and natural features. In addition, there are special regulations for the removal of trees, grading of land, and construction of driveways and private roads within the SHPD.

## G. PURPOSE AND NEED FOR PROPOSED ACTIONS

The proposed actions are a response to the community objectives identified as part of the Plan, through engagement with representatives of Staten Island Community Board 1, the Local Advisory Committee (LAC), local civic organizations, community residents, and stakeholders. DCP, together with other City agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services, and capital investments. This engagement process solicited community goals and objectives, which included:

- Create a vibrant, resilient, downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;
- Support creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, workforce families, lower income families;
- Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton; and
- Align investment in infrastructure, public open spaces, and service in the Bay Street Corridor to support current demands and future growth.

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

[4] Ibid.
[5] Ibid.

The Proposed Actions would allow for residential and commercial uses within the New York Harbor and surrounding neighborhoods. Bay Street presents the greatest opportunity for residential and commercial development. The proposed commercial overlays would permit a broad range of commercial uses with a parking requirement that reflects the local transit opportunities.

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

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

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

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

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

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

from the streets. Maintaining a relatively contiguous street wall would contribute to making the neighborhood more pedestrian-friendly.

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

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

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

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

## H. DESCRIPTION OF PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of Bay Street Corridor @ Downtown Staten Island Neighborhood Planning Initiative (the "Plan"). The Plan is the subject of an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure within an approximately 20-block area ("Project Area") in Downtown Staten Island (roughly defined as Tompkinsville and Stapleton neighborhoods), Community District 1. The Proposed Actions include Zoning Map and Text Amendments sought by DCP, the disposition of three city-owned properties sought by NYCEDC, DOHMH, DSNY, DOT, and DCAS; and a City Map Amendment sought by NYCEDC.

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

### PROPOSED ZONING MAP AMENDMENTS

*Proposed R6*

The proposed R6 zoning district, in conjunction with text amendments to establish an MIHA and a new sub-district within the SSWD, is proposed to permit a range of FARs between 3.0 and 4.6 for residential and community facility uses, depending on location and configuration of sites, as discussed below. The maximum base height before setback would range between 45 and 65 feet with a maximum building height that ranges between 65 feet and 165 feet dependent on site configuration and location. The Quality Housing Program would be mandatory, and the height-factor height and setback regulations typically applicable in a non-contextual R6 zoning district

would not be permissible. The area between a building's street wall and the street line must be planted. Off-street parking, which is not permitted in front of a building, is required for 50 percent of all market-rate dwelling units, and 25 percent of affordable units.

The underlying R6 zoning district bulk provisions are proposed to be modified through Special District controls, which would be made possible by creation of the Bay Street Corridor sub-district of the SSWD. This proposed new sub-district in the existing Special District is proposed in order to provide tailored urban design controls that respond to the unique context of the Bay Street Corridor.

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

- To both the north and south, C4-2 zoning districts (R6 equivalent) are mapped along Bay Street in the St. George and Stapleton commercial centers.
    - In St. George, the maximum permitted FAR is 3.4 and maximum permitted height is 200 feet); and
    - In the Stapleton town center, there is no mapped special district, and the underlying C4-2 provisions apply, including a maximum permitted FAR of 3.0, or 3.6 with Inclusionary Housing, and a maximum permitted height of 75 feet.

*Proposed R6B Zoning District*

R6B zoning districts are typically row house districts consisting of four-story attached buildings that reflect the scale and context of neighborhoods often developed during the 19th century. Many of these houses are set back from the street with stoops and small front yards. Within MIHAs, R6B zoning districts permit residential or community facility use at a maximum FAR of 2.2. The mandatory Quality Housing regulations also accommodate apartment buildings at a similar four- to five-story scale.

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

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

The proposed contextual R6B zoning district for the Bay Street Corridor reflects the nearby residential scale of adjacent R3-2 and R3X zoning districts to the west. This proposed Zoning Map

Amendment would apply to the area of the Bay Street Corridor Project Area without frontage on Bay Street, generally within 100 feet of Van Duzer Street.

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

*Proposed Commercial Overlays: C2-3 and C2-4*

C2-3 and C2-4 commercial overlay districts are mapped within residential zoning districts. Commercial overlays are mapped along streets that serve local retail needs, with typical retail uses including neighborhood grocery stores, restaurants, and beauty parlors. Compared to C1 districts, C2 districts permit a slightly more flexible range of uses, such as funeral homes and repair services. In mixed-use buildings, commercial uses are limited to one floor in mixed-use buildings and must always be located below the residential use. When commercial overlays are mapped in R6 through R10 zoning districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules.

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

- In C2-4 zoning districts, parking is required at 1 space per 1,000 gsf of commercial space, with a waiver if fewer than 40 spaces are required.

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

Similar to the Bay Street Corridor Project Area, a C2-3 zoning district, which generally requires one space per 400 sf of commercial use, with a waiver if fewer than 25 parking spaces are required, is proposed to facilitate mixed-use development with locally oriented commercial activity in this corridor. The ground-floor use requirements of the Lower Density Growth Management Area would require nonresidential use on the ground floors, promoting the urban design goals identified by the community.

PROPOSED TEXT AMENDMENTS

*ZR Section 116: Special Stapleton Waterfront District (SSWD)*

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

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

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

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

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

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

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

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

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

- Ground floor provisions would be modified as follows:

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

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

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

- View corridors, open from the ground to the sky, are proposed at the following locations east of Bay Street:

- In the prolongation of Swan Street (for any new residential or commercial development);
- In a flexible zone near the prolongation of Grant Street; and
- In the prolongation of Clinton Street.

*Stapleton Waterfront Phase III*

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

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

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

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

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

*ZR Appendix F: Mandatory Inclusionary Housing Areas (MIHAs)*

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

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

*55 Stuyvesant Place*

In the future condition at the time of the build year, absent the Proposed Actions, the building would be expected to remain empty. Under the Proposed Actions, it is expected that the existing 37,675 sf building would be disposed to a private tenant and repurposed for office uses. The site is located in a C4-2 zoning district in the SSGD which allows a range of residential and commercial

uses including office. This site would provide creative office uses and job opportunities to the growing population of St. George and nearby Stapleton neighborhoods. A commercial office use would be consistent with the context of St. George as a downtown commercial and civic core of northern Staten Island.

*539 Jersey Street/100 Brook Street*

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

*54 Central Avenue*

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

PROPOSED CITY MAP AMENDMENT

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

## I. ANALYSIS FRAMEWORK

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

REASONABLE WORST CASE DEVELOPMENT SCENARIO

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

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

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

*Development Site Criteria*

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

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

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

- Lots which utilize more than 50 percent of the maximum FAR that would be permitted by the Proposed Actions (except when part of a potential assemblage, in which case lots utilizing more than 50 percent of proposed zoning FAR were also included, if assemblage seemed probable);
- Lots smaller than 3,500 sf (except when part of a potential assemblage, in which case smaller lots were also included, if assemblage seemed probable);
- Lots which are government owned properties (development and/or sale of which may require discretionary actions from the pertinent government agency), sites of public utilities and/or public transportation, schools (public and private), parks, municipal libraries, government offices, large medical centers, and houses of worship; and
- Lots that would be subject to split zoning district conditions under the Proposed Actions and the proposed zoning would not be the principal zoning district.

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

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

*Projected and Potential Development Sites*

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

- Lots more likely to be developed within the 14-year analysis period; and
- Lots of the four city-owned properties identified for disposition and building height modification.

Potential Development Sites are considered less likely to be developed over the approximately 14-year analysis period. Potential Development Sites were identified based on the following criteria:

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

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




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

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**

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

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**FIGURE 7: BAY STREET CORRIDOR PROJECTED AND POTENTIAL DEVELOPMENT SITES**
**BAY STREET REZONING AND RELATED ACTIONS**

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**
*Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data*

0 250 500 1,000 Feet

N

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

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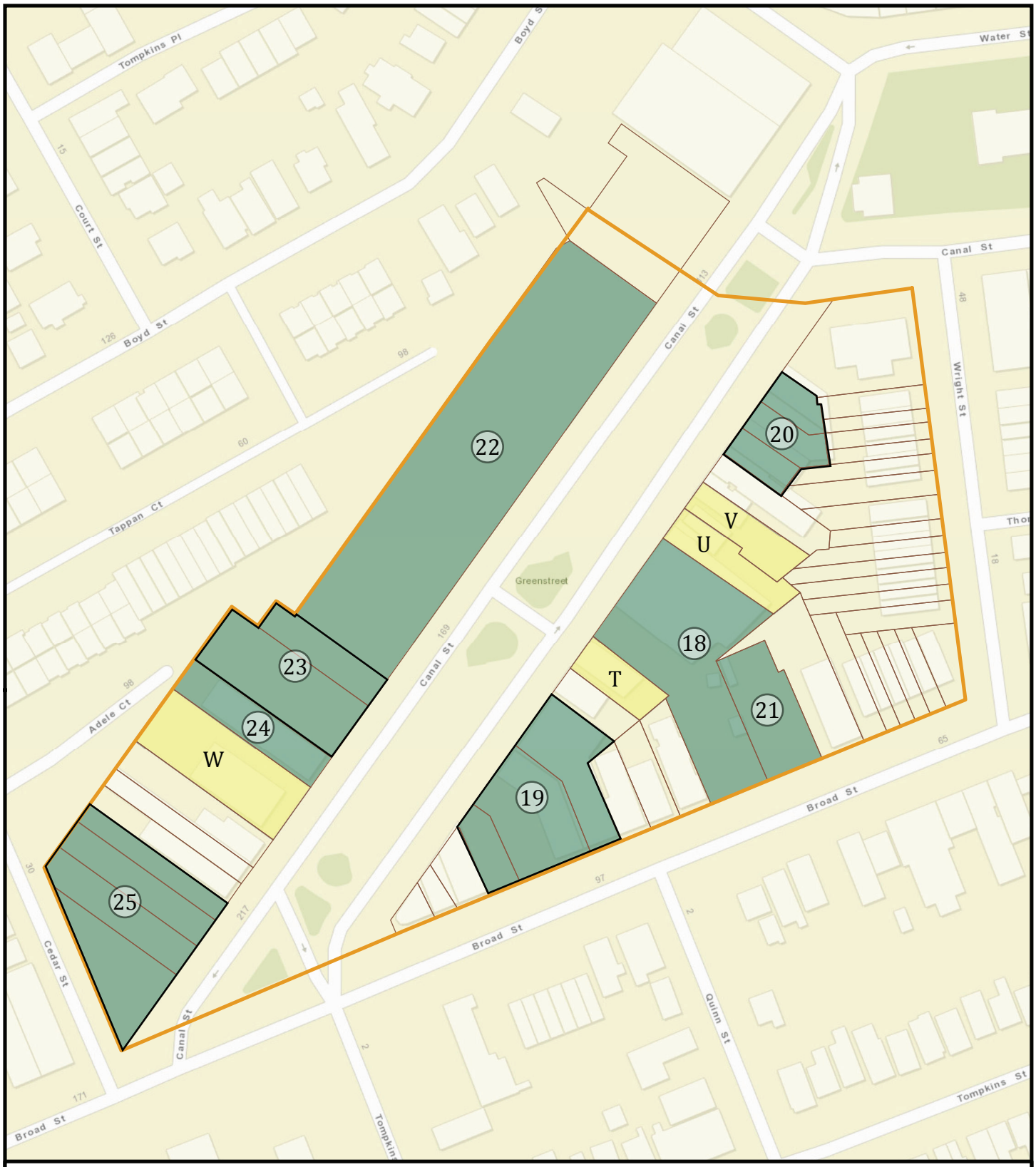


**FIGURE 8: CANAL STREET CORRIDOR**
**PROJECTED AND POTENTIAL DEVELOPMENT SITES**
**BAY STREET REZONING AND RELATED ACTIONS**

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**
*Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data*

0 75 150 300 Feet

N

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

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*Development Scenario Parameters*

Dwelling Unit Factor

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

Affordable Housing Assumptions

Additionally, the number of affordable dwelling units assumed was estimated based on known development proposals, past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, and the proposals in *Housing New York*, the Mayor's ten-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs. Unless available information indicates otherwise,[6] the analysis has assumed the worst-case scenario of 30 percent of new units to be inclusionary (affordable) housing units. The Stapleton Phase III Projected Development Site is a city-owned site and planned development is anticipated at a rate of 50 percent affordable.

The amount of affordable housing constructed in the future with the action, and income levels for this housing, will depend on several factors. On privately owned sites, the MIH program would require 25 or 30 percent of new housing to be affordable at a range of low and moderate income levels. In addition, sites may utilize affordable housing subsidies to produce additional affordable housing at a range of income levels; the amount and levels of affordability would vary depending on the programs utilized. On publicly controlled sites, the affordable program will be determined based on an agreement reached in conjunction with disposition of the site.

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

Commercial Use Assumptions

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

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

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

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

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

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

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

Community Facility Use Assumptions

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

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

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

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

It is anticipated that in a No-Action scenario, within the Bay Street Corridor Project Area, only the vacant sites located 269, 271, and 273 Van Duzer Street would each develop as single family dwelling units (2 dwelling units) pursuant to the R3X zoning district these sites are located within. Recent development trends in the neighborhood have shown a lack of private investment along Bay Street Corridor. Existing conditions along the Bay Street Corridor are expected to remain in the No-Action Scenario due to the limited development potential currently afforded by the existing M1-1 zoning district where a maximum FAR of 1.0 is permitted, and residential uses are precluded.

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

The resulting development under a No-Action Condition would be 12 residential units, being 6 in Bay Street Corridor and 6 in Canal Street Corridor; 338,295 gsf of additional commercial space, being 97,455 gsf office space and 193,435 gsf local retail; and 36,083 gsf of additional community facility space.

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

The With-Action Condition identifies the development projected to occur as a result of the Proposed Actions.

*Bay Street Corridor – Projected Development Sites*

The Proposed Actions would allow for the development of new uses and higher densities at the Projected and Potential development sites. The proposed map amendment would map all of the Bay Street Corridor Project Area as R6 zoning district, with the exception of Block 497 east of Bay Street, which would be mapped as R7-1, which would permit a maximum FAR of 4.6 and a maximum building height of 135 feet. As such, all Projected Development Sites, including Projected Site 7, were assumed to provide residential development under the Proposed Actions, with the exception of Projected Site 2 and Projected Site 15. Maximum heights for sites west of Bay Street would be modified as well as portions of zoning lots east of Bay Street along its curvature.

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

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

Lot area, shape, and location of Projected Development Sites 4 (Block 488, Lots 18, 26, 175, 201, and 206) and 5 (Block 488, Lots 53 and 65) deemed these sites ideal for additional community facility use. Based on the required design parameters, Site 5 is projected to contain three separate buildings, providing community facility use on the second floor of two of these buildings.

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

Sites within the rezoning area are subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. Under the With-Action Condition, 1,592 residential units would be proposed for the 17 Projected Development Sites in the Bay Street Corridor Project Area, except as mentioned above (Projected Sites 2 and 15). The projected 380,779 gsf of commercial uses have been estimated across all sites fronting on Bay Street that are required to have non-residential use on the ground floor such as, retail, restaurant, and/or office space. This projected commercial floor space is assumed based on proposed permissible commercial FAR, urban design and zoning requirements of the Proposed Actions, and anticipated need to support the residential growth projected as a result of the Proposed Actions in the Project Area.

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

*Bay Street Corridor – Potential Development Sites*

Nineteen Potential Development Sites were identified for Bay Street Corridor Project Area. Only Potential Development Site A falls within the proposed C2-4 commercial overlay. As such, this site (Block 487, Lot 42), if developed, would likely take advantage of the allowable full residential FAR for commercial development by providing office use, similar to Projected Development Site 2. The remainder of the identified Potential Development Sites are within the proposed R6/C2-3 zoning district and have been assumed that in a With Action Scenario would be developed as either mixed-use development (if the site has frontage to Bay Street, where ground-floor non-residential uses would be required, specifically Potential Development Sites B, D, H, I, J, K, L, M, P, and S), or as solely residential use (where no frontage exists to Bay Street, or where non-residential floor space would be impractical specifically Potential Development Sites C, E, F, G, N, O, Q, and R).

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

*Canal Street Corridor – Projected Development Sites*

The zoning map amendment proposed as part of the Proposed Actions would map a R6B/C2-2 zoning district along the R3-2/C2-2 (part of Block 527), and R4/C2-2 (Block 526) part of Canal Street Project Area. The proposed MIH text amendment to map the Canal Street Corridor Project

Area as an MIH Area would permit a maximum FAR of 2.2. It would also modify the maximum building height to 55 feet, as permitted by the underlying R6B zoning district.

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

*Canal Street Corridor – Potential Development Sites*

Sites within the rezoning area subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The four (4) Potential Development Sites, if developed, could provide 39 residential units, 3,400 gsf of commercial use, and 3,000 gsf of community facility.

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

INCREMENTAL DIFFERENCE: NO ACTION AND WITH-ACTION CONDITIONS

As shown in Table 1, the incremental difference between the No-Action and With-Action conditions provides the basis by which the potential environmental impacts of the Proposed Actions are evaluated. As shown in Table 1, the With-Action Condition would result in a net *increase* of approximately 2,548,848 sf of residential use consisting of 2,557 dwelling units ; a net *increase* of approximately 48,595 gsf of community facility use; and a net *increase* of approximately 257,159 gsf of commercial use compared to the No-Action Condition. Sites within the rezoning area are subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. The Canal Street Corridor will contain between 60 and 72 affordable units.

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

| Land Use | No-Action Condition | With-Action Condition | Incremental Difference |
|---|---|---|---|
| **RESIDENTIAL UNITS** | | | |
| Market-Rate Residential | 12 | 1,529 | 1,517 |
| Affordable Residential | 0 | 1,039 | 1,039 |
| Total Residential | 12 | 2,569 | 2,557 |
| **COMMERCIAL (SQUARE FEET)** | | | |
| Office | 97,455 | 293,810 | 196,355 |
| Local Retail | 193,435 | 230,644 | 37,209 |
| Restaurant | 0 | 71,000 | 71,000 |
| Total Commercial | 338,295 | 595,454 | 257,159 |
| **COMMUNITY FACILITY (SQUARE FEET)** | | | |
| Total Community Facility | 36,083 | 84,678 | 48,595 |
| **PARKING** | | | |
| Total Parking Spaces | 417 | 1,712 | 1,295 |
| **POPULATION** | | | |
| Total Residents | 32 | 6,911 | 6,878 |
| Total Workers | 1,434 | 2,673 | 1,239 |
| *Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21* | | | |

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

## J. PROPOSED SCOPE OF WORK

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

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

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

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

TASK 1: DESCRIPTION OF THE PROPOSED PROJECT

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

The Project Description will also present the planning background and rationale for the Proposed Actions and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, zoning map amendment, and City map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

Pursuant to CEQR guidelines, a land use analysis characterizes the uses and development trends in the area that may be affected by a Proposed Project, and determines whether the potential impacts from the Proposed Project would impact existing land uses, zoning, and public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy,

pursuant to the methodologies presented in the *CEQR Technical Manual*. The Land Use Study Area would include the Project Area and the area within 400 feet of the Project's boundaries. The Secondary Land Use Study Area includes the neighboring areas within a 0.25-mile radius of the Project Area's boundaries.

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

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

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

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

- Based on field surveys and current land use data obtained from DCP, identify, describe, and graphically display predominant land use patterns in the Study Area. The sites directly affected by the Proposed Project will be the focus of this effort, with a more general discussion of the surrounding areas. Based on discussions with DCP and other public or private agencies and local real estate brokers, describe recent land use trends in the Primary and Secondary study areas and identify major factors influencing land use trends;

- Describe existing zoning districts in the Primary and Secondary study areas;

  Prepare a list of future developments in the Primary and Secondary study areas that could affect future land use patterns and trends and identify pending zoning actions, and other public policy actions that could affect land use patterns and trends as they relate to the Proposed Actions. Based on these changes, assess future conditions in land use and zoning without the Proposed Project (No-Action Condition);

- Describe proposed zoning changes, and the potential land use changes based on the RWCDS (With-Action Condition);

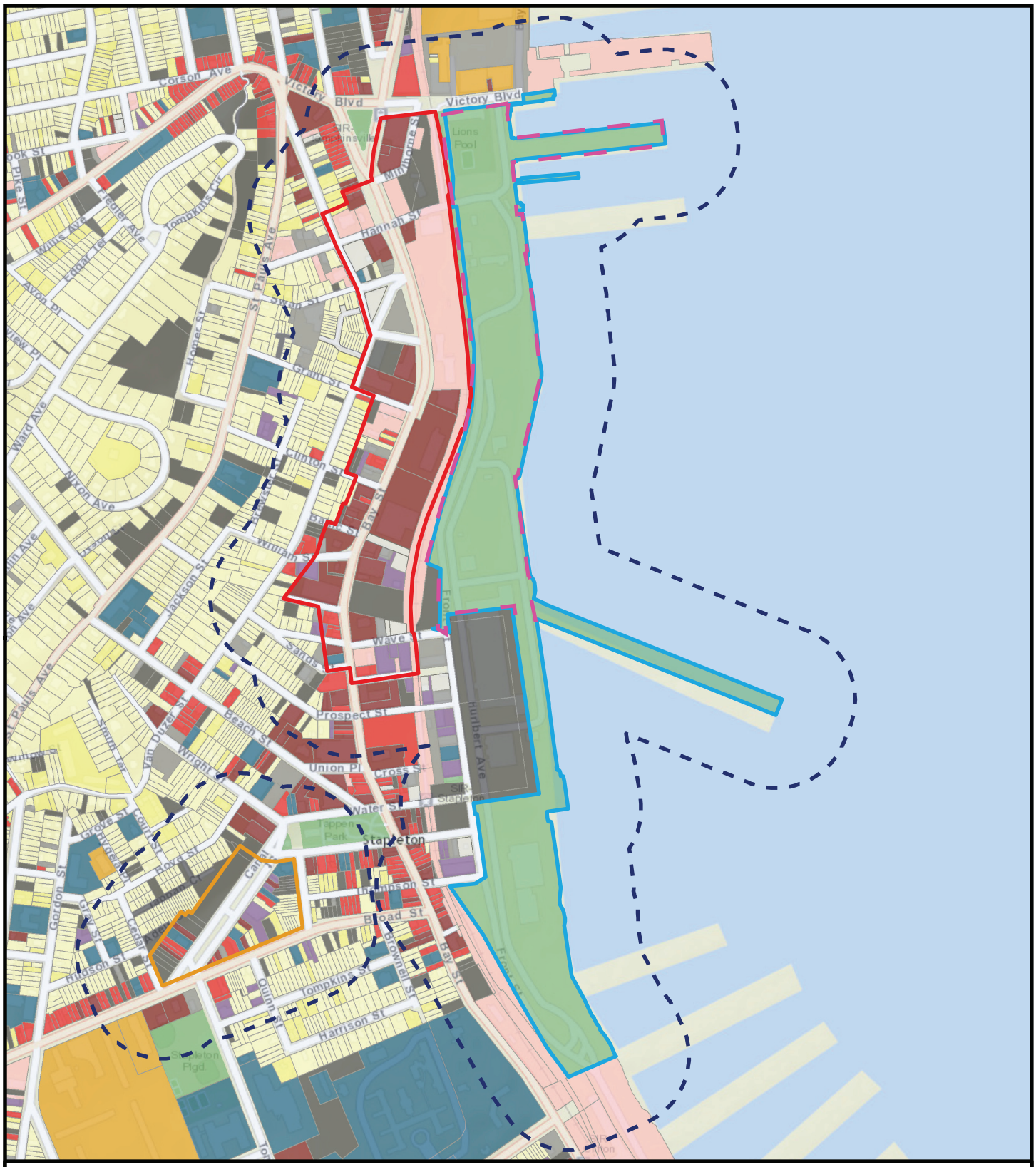


**FIGURE 9-A: LAND USE MAP**
**BAY STREET REZONING AND RELATED ACTIONS**

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**

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

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

**Land Use**

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

0 375 750 1,500 Feet

N

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FIGURE 9-B: CITY DISPOSITION SITE 1 LAND USE MAP

BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Site 1

Study Area (400-foot Study Area)

Land Use

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

0 75 150 300 Feet

N

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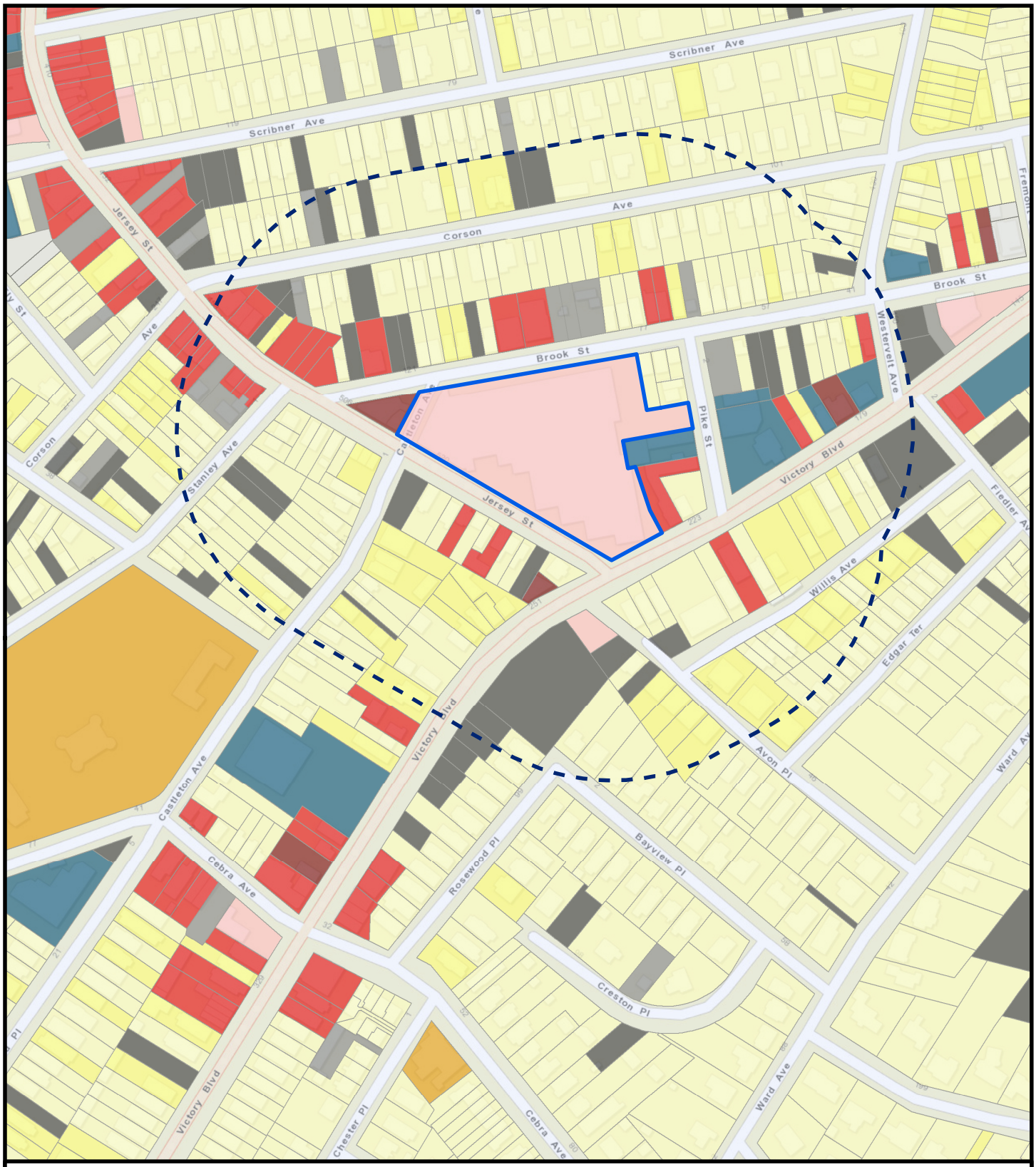


## FIGURE 9-C: CITY DISPOSITION SITE 2 LAND USE MAP

BAY STREET REZONING
AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

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

0 100 200 400 Feet

N

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

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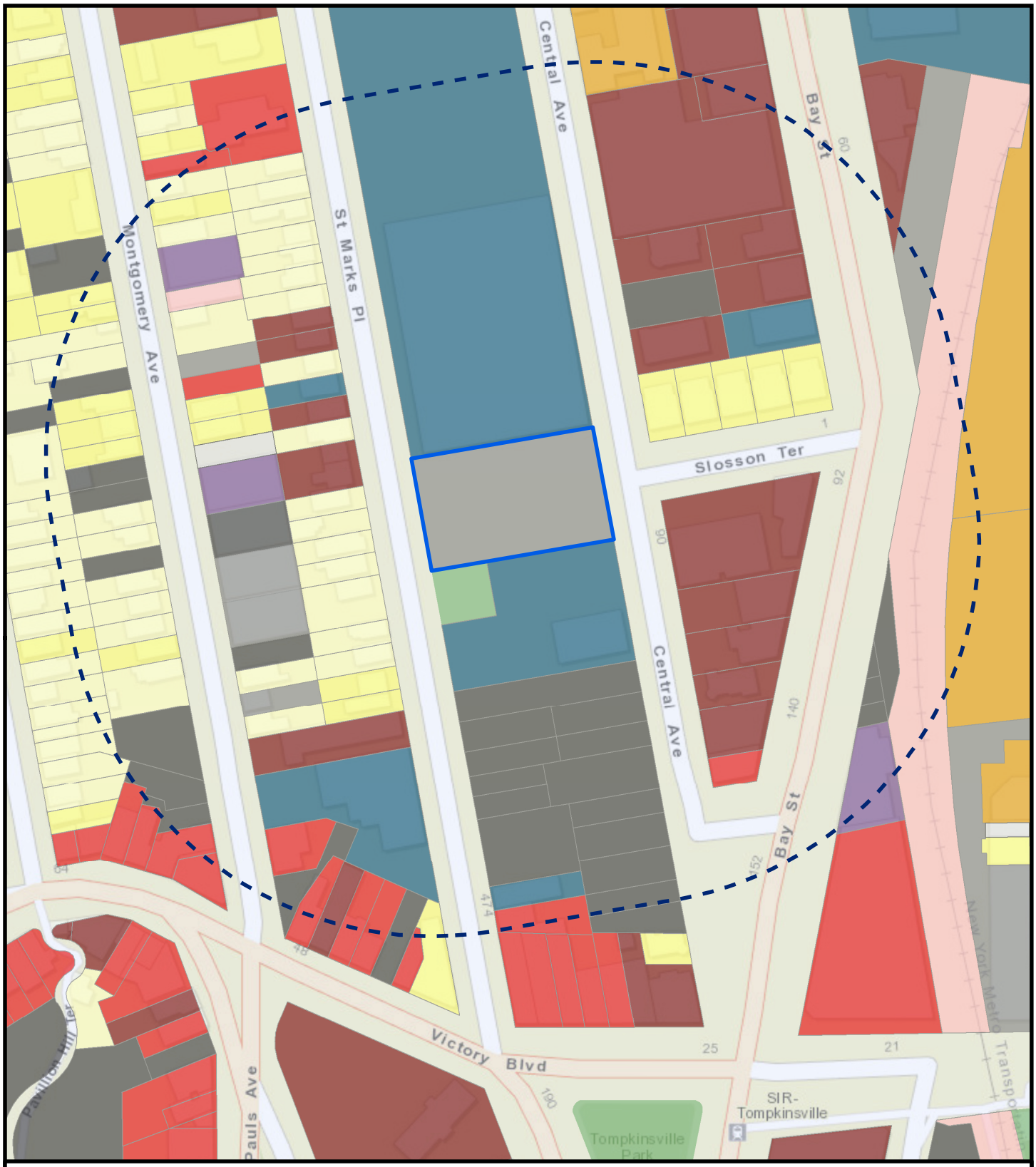


FIGURE 9-D: CITY DISPOSITION SITE 3 LAND USE MAP

BAY STREET REZONING AND RELATED ACTIONS

TOMPKINSVILLE/STAPLETON
STATEN ISLAND, NY

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

City Disposition Site 3

Study Area (400-foot Study Area)

0 75 150 300 Feet

N

Land Use

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

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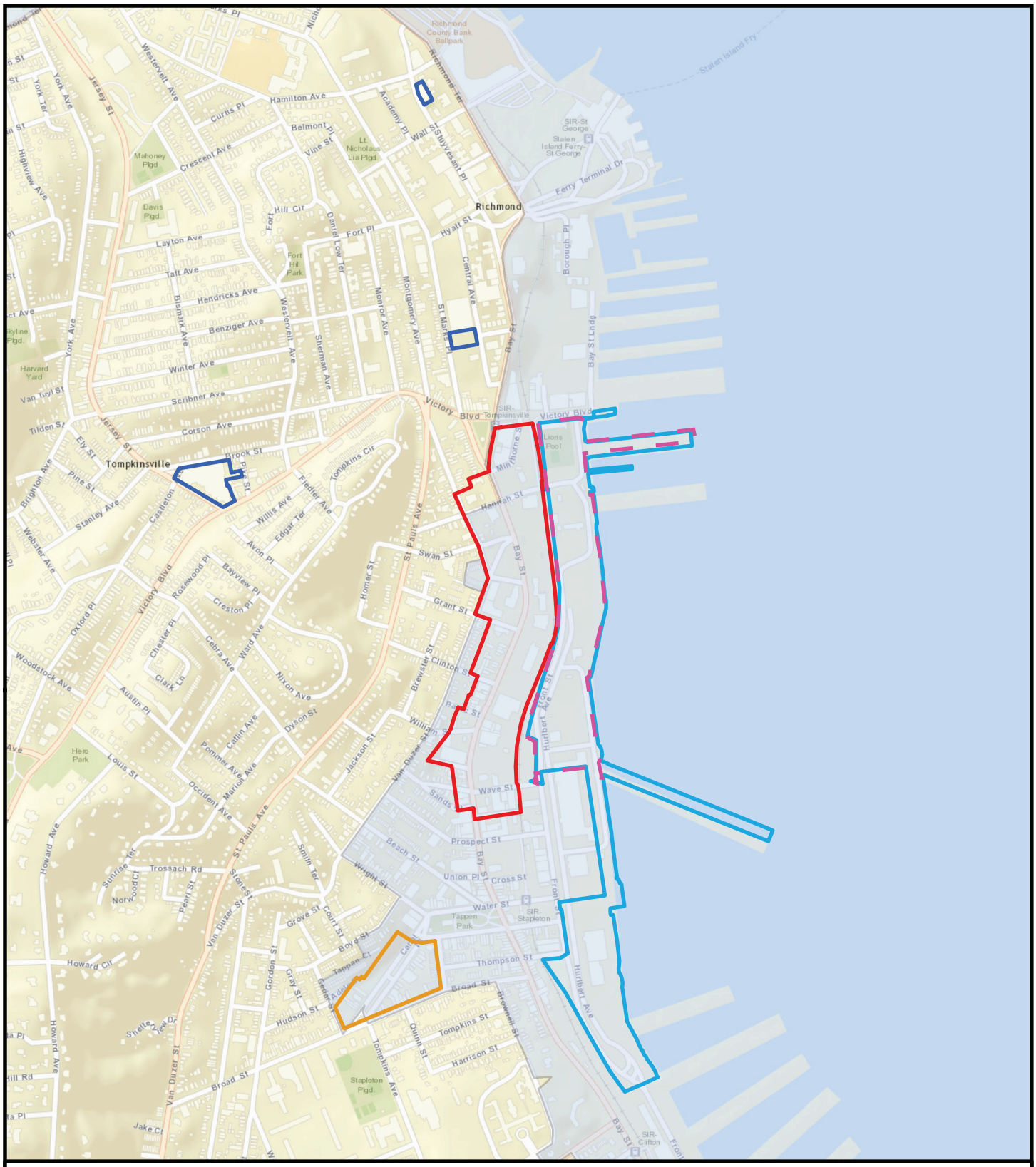


**FIGURE 10: COASTAL ZONE BOUNDARY MAP**
**BAY STREET REZONING AND RELATED ACTIONS**

**TOMPKINSVILLE/STAPLETON**
**STATEN ISLAND, NY**

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

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

0 500 1,000 2,000 Feet

Coastal Zone Boundary

N

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- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the Primary and Secondary study areas; and

- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified in consultation with DCP.

TASK 3: SOCIOECONOMIC CONDITIONS

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

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

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

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries, pursuant to the *CEQR Technical Manual*. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal

issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to Study Area population.

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

*Direct Business Displacement*

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

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

*Indirect Business Displacement*

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

which exceeds the CEQR threshold for "substantial" new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

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

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

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

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

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

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

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

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

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

serving or regional serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidelines established in the *CEQR Technical Manual*. As the Proposed Actions and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

*Indirect Residential Displacement*

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

The indirect residential displacement analysis will utilize the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, and current real estate market data, to present demographic and residential market trends and conditions for the Socioeconomic Study Area. The analysis will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

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

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

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

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

*Adverse Effects on Specific Industries*

The Proposed Project will be analyzed for its potential adverse effects on specific industries to determine whether it would impact the operation and viability of a specific industry non-related to the project. A preliminary analysis will evaluate whether (1) the Proposed Project has the potential to affect business conditions in any category of businesses within or outside the Study Area; and (2) the Proposed Project would substantially reduce employment or impair the economic viability in the industry or category of business. The North American Industry Classification System (NAICS) will be used to classify the categories and businesses that should be considered in this analysis.

TASK 4: COMMUNITY FACILITIES AND SERVICES

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

The RWCDS associated with the Proposed Actions would add 2,557 dwelling units to the Project Area compared to the No-Action Condition. Sites within the rezoning area are subject to MIH and will provide between 25 percent and 30 percent affordable residential units. The Bay Street Corridor will contain between 398 and 620 affordable units. The Canal Street Corridor will contain between 60 and 72 affordable units. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, child care facilities, and libraries, according to the *CEQR Technical Manual* and as presented in the EAS document. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the Project Area will be provided in the EIS.

*Public Schools*

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

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

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

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

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

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

*Child Care Facilities*

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

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

Area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the Study Area will be calculated for the No-Action Condition;

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

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

*Libraries*

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

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

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

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

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

TASK 5: OPEN SPACE AND RECREATION

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

*Direct Effects*

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

*Indirect Effects*

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

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

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

- Compile an inventory of all publicly accessible passive and active open spaces, both publicly and privately owned, for the Study Area. This will be accomplished by coordination with DPR and private owners of open spaces, and verified through field visits. The inventory will

include an evaluation of the condition and use of existing open spaces, as well as acreage. Qualitative discussions of major publicly accessible open spaces in proximity to the Project Area but outside the Study Area will also be included;

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

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

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

TASK 6: SHADOWS

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

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

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

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

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

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

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

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

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

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

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

TASK 7: HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for

S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed actions would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the proposed actions have the potential to result in impacts to archaeological and architectural resources.

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

*Task 7a: Architectural Resources:*

- Submit the proposed project to the LPC for its review and determination regarding architectural sensitivity;

- If sites are determined to be sensitive for architectural resources, research and describe history of land use and architecturally sensitive locations in the project area;

- Identify, map and describe LPC-designated, S/NR-listed, and LPC and S/NR Eligible architectural resources in the proposed project area. All potential architectural resources should be photographed and keyed to a Sanborn map. Address, block/lot, architect, date, and original use should be provided for each eligible property; and

- Identify and assess the probable impacts of development resulting from the proposed action on architectural resources in the study area.

*Task 7b: Archaeological Resources*

- Submit the proposed project to LPC for its review and determination regarding archaeological sensitivity;

- If sites are determined to be sensitive for archaeological resources, research and describe history of land use and potentially archaeologically sensitive locations in the project area as identified by LPC;

- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations;

- Identify any other areas thought to be archaeologically sensitive within the project area; and

- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed actions and any resulting potential archaeological impacts.

TASK 8: URBAN DESIGN AND VISUAL RESOURCES

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

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

The Urban Design Study Area will be the same as that used for the land use analysis (delineated by a 0.25-mile radius from the proposed Project Area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the Study Area from which such resources are publicly viewable should be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and include the following:

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

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

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

- If a detailed analysis is warranted, the analysis would describe potential changes that could occur to urban design and visual resources in the With-Action Condition as compared to the

Future Without the Proposed Project. Changes that could negatively affect a pedestrian's experience of the area would be identified and if necessary, mitigation measures to avoid or reduce potential significant adverse impacts would be identified.

TASK 9: NATURAL RESOURCES

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

Preliminary analysis demonstrates the potential for natural communities as well as endangered or threatened within the Project Area and surrounding 0.5-mile Study Area.[7] An assessment of potential impacts on natural resources will contain the following tasks:

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

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

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

- Examine the environmental systems that support the natural resources in the Project Area and surrounding 0.5-mile Study Area; and

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

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

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

TASK 10: HAZARDOUS MATERIALS

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

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

A hazardous materials assessment will determine whether the Proposed Action's Projected and Potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. In accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York, a preliminary screening assessment will be conducted for the Projected and Potential development sites to determine which sites warrant an institutional control, such as an E-Designation or land disposition restriction, for city-owned properties.

The hazardous materials assessment will include the following tasks:

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

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

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

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

TASK 11: WATER AND SEWER INFRASTRUCTURE

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

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

*Water Supply*

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

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

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

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

*Wastewater and Stormwater Infrastructure*

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

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

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

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

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

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

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

TASK 12: SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. A project that would directly affect a component of the local integrated solid waste management system may require a detailed analysis to determine if it has the potential to cause a significant impact requiring mitigation. A solid waste assessment will:

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

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

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

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

TASK 13: ENERGY

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

consumption. If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area will be consulted.

*Task 13a: Preliminary Energy Assessment*

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

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

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

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

TASK 14: TRANSPORTATION

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

*Task 14a: Travel Demand Analysis:*

The RWCDS exceeds the minimum development density screening thresholds identified in Table 16-1 the *CEQR Technical Manual*. Therefore, as described in Section 200 of the *CEQR Technical Manual*, a travel demand forecast is required to determine if the Proposed Project would generate 50 or more vehicle trips in any peak hour. Trip generation projections for the Weekday AM, midday, and PM peak hours, and Saturday midday peak hour will be developed using standard sources,

including the *CEQR Technical Manual*, U.S. census data, recently-approved studies, and other references. A travel demand forecast (a Level 1 screening assessment) will be prepared for each peak hour and mode of travel. In addition, detailed vehicle, pedestrian, and transit trip assignments (a Level 2 screening assessment) will be prepared to determine the intersections and pedestrian/transit elements to be selected for quantified analysis. The results of the Level 1 and Level 2 screenings will be summarized in a Transportation Demand Factors (TDF) memorandum for review by DCP and in consultation with DOT.

*Task 14b: Intersection Traffic Analyses:*

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

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

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

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

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

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

- Develop a balanced traffic network;

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

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

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

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

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

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

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

*Task 14c: Parking*

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

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

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

*Task 14d: Transit*

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

Subway/SIR

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

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

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

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

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

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

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

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

Bus

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

Staten Island Ferry

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

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

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

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

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

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

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

*Task 14e: Pedestrian*

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

*Task 14f: Safety Analysis*

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

TASK 15: AIR QUALITY

*CEQR Technical Manual* criteria require an air quality assessment for action that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

*Task 15a: Mobile Source Analysis*

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

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

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

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

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

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

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

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

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

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

*Task 15b: Stationary Source Analysis*

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

*Task 15c: Heat and Hot Water Systems Analysis*

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

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

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

*Task 15d: Industrial Source Analysis*

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

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

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

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

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

*Task 15e: Large and Major Source Analysis*

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

TASK 16: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

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

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

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

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

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

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

TASK 17: NOISE

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

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

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

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

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

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

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

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

TASK 18: PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of the Proposed Project, and if so, to identify measures to mitigate such effects. According to the guidelines of the *CEQR Technical Manual*, a public health analysis is required if a project results in a significant unmitigated adverse impact in other health-related CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any one of these technical areas, and DCP determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

TASK 19: NEIGHBORHOOD CHARACTER

The *CEQR Technical Manual* states that neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources,

socioeconomic conditions, traffic, and noise. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

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

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

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

TASK 20: CONSTRUCTION

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

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction/operation and identify the increase in vehicle trips from construction workers and workers/residents from already completed project sites and

equipment. A travel demand forecast for the RWCDS peak construction/operation period(s) will be prepared.

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

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

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

TASK 21: MITIGATION

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

TASK 22: ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives must include a No-Action Alternative, and may include a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative, as appropriate. A lesser density alternative would be pursued only if it is found to have the potential to

reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 23: SUMMARY EIS CHAPTERS

*Task 23a: Unavoidable Adverse Impacts*

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

*Task 23b: Irreversible and Irretrievable Commitment of Resources*

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

*Task 23c: Growth Inducing Aspects of the Project*

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

TASK 24: EXECUTIVE SUMMARY

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

## APPENDIX A:

## LIST OF BLOCKS AND LOTS INCLUDED IN PROPOSED PROJECT AREA

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

## APPENDIX B:

## PROJECTED AND POTENTIAL DEVELOPMENT SITES RWCDS TABLE

| Site Information | | | Existing Conditions | | | | | | | | | | | | No Action Condition | | | | | | | With-Action Condition | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site | Block | Lot | Lot Area (SF) | Existing Zoning | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Retail Area (SF)* | *Garage Area (SF)* | *Storage Area (SF)* | *Factory Area (SF)* | *Other Area (SF)* | Total Dwelling Units (DU's) | Use | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Retail Area (SF)* | Community Facility Area (SF) | Total Dwelling Units (DU's) | Total Parking | Proposed Zoning | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Local Retail Area (SF)* | *Restaurants (SF)* | Community Facility Area (SF) | Market Dwelling Units (DU's) | Affordable Dwelling Units (DU's) | Total Dwelling Units (DU's) | Total Parking |
| ***Bay Street Corridor Project Area*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 488 | 71 | 15,000 | M1-1 | n/a | 27,759 | *27,759* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT OFFICE BUILDING | n/a | n/a | *n/a* | *n/a* | 27,759 | n/a | n/a | R6/C2-3 | 46,700 | 2,800 | *n/a* | *2,800* | *n/a* | n/a | *33* | *14* | 47 | 20 |
| 2 | 487 | 60, 64, 80 | 80,647 | M1-1 | n/a | 4,672 | *n/a* | *3,520* | *n/a* | *n/a* | *n/a* | *1,152* | n/a | GAS STATION | n/a | 4,672 | *n/a* | *4,672* | n/a | n/a | n/a | R6/C2-4 | n/a | 226,135 | *186,135* | *20,000* | *20,000* | 40,000 | *n/a* | *n/a* | n/a | 266 |
| 3 | 488 | 9 | 53,422 | M1-1 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | PARKING LOT | n/a | n/a | *n/a* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 203,551 | 8,000 | *n/a* | *8,000* | *n/a* | n/a | *n/a* | *204* | 204 | 51 |
| 4 | 488 | 18, 26, 175, 201, 206 | 54,709 | M1-1 | n/a | 42,467 | *n/a* | *21,988* | *5,401* | *1,428* | *13,650* | *n/a* | n/a | MOTORCYCLE AND BOAT DEALER | n/a | 42,467 | *n/a* | *42,467* | n/a | n/a | n/a | R6/C2-3 | 189,294 | 12,000 | *n/a* | *7,000* | *5,000* | 15,354 | *133* | *57* | 189 | 80 |
| 5 | 488 | 53, 65 | 160,265 | M1-1 | n/a | 45,050 | *n/a* | *45,050* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | GROCERY, PHARMACY, BANK, LAUNDRY | n/a | 45,050 | *n/a* | *45,050* | n/a | n/a | 204 | R6/C2-3 | 476,875 | 31,000 | *n/a* | *21,000* | *10,000* | 21,000 | *334* | *143* | 477 | 203 |
| 6 | 489 | 5 | 11,020 | M1-1 | n/a | 1,736 | *n/a* | *n/a* | *1,736* | *n/a* | *n/a* | *n/a* | n/a | CAR DEALER | n/a | 1,736 | *n/a* | *1,736* | n/a | n/a | n/a | R6/C2-3 | 32,366 | 4,000 | *n/a* | *n/a* | *4,000* | n/a | *23* | *10* | 32 | 14 |
| 7 | 497 | 1, 7, 9 | 37,379 | M1-1 | n/a | 83,530 | *49,980* | *n/a* | *n/a* | *n/a* | *14,550* | *19,000* | n/a | BREWERY, GOVT LEASED OFFICE, OFFICES, RESTAURANT | n/a | 83,530 | *49,980* | *n/a* | n/a | n/a | n/a | R6/C2-4 | 154,138 | 35,000 | *n/a* | *25,000* | *10,000* | n/a | *108* | *46* | 154 | 66 |
| 8 | 498 | 1 | 9,488 | M1-1 | n/a | 1,320 | *n/a* | *1,320* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | GAS STATION | n/a | 1,320 | *n/a* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 27,960 | 3,350 | *n/a* | *3,350* | *n/a* | n/a | *20* | *8* | 28 | 12 |
| 9 | 500 | 16, 18, 20, 22, 24 | 27,135 | M1-1 | 840 | 2,970 | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *2,970* | 1 | RESIDENTIAL USE AND VACANT LAND | 840 | 2,970 | *n/a* | *2,970* | n/a | 1 | n/a | R6B/C2-3 | 65,667 | n/a | *n/a* | *n/a* | *n/a* | n/a | *46* | *20* | 66 | 28 |
| 10 | 502 | 1 | 23,000 | M1-1 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LAND | n/a | n/a | *n/a* | *n/a* | n/a | n/a | n/a | R6/R6B/ C2-3 | 63,260 | 10,000 | *n/a* | *5,000* | *5,000* | n/a | *44* | *19* | 63 | 27 |
| 11 | 505 | 4, 51 | 25,250 | M1-1 | n/a | 2,520 | *n/a* | *n/a* | *2,520* | *n/a* | *n/a* | *n/a* | n/a | AUTO DEALER | n/a | 2,520 | *n/a* | *2,520* | n/a | n/a | n/a | R6/C2-3 | 80,325 | 3,000 | *n/a* | *3,000* | *n/a* | n/a | *56* | *24* | 80 | 34 |
| 12 | 505 | 11, 12, 14 | 17,787 | M1-1 | 3,316 | 7,800 | *1,500* | *1,800* | *1,500* | *3,000* | *n/a* | *n/a* | 3 | AUTO SHOP, RES, SALON, HOUSE OF WORSHIP | 3,316 | 7,800 | *n/a* | *7,800* | n/a | 3 | n/a | R6/C2-3 | 44,697 | 14,000 | *8,000* | *n/a* | *6,000* | n/a | *31* | *13* | 45 | 19 |
| 13 | 505 | 22, 24, 25 | 11,730 | M1-1 | n/a | 3,664 | *n/a* | *n/a* | *n/a* | *3,664* | *n/a* | *n/a* | n/a | GARAGE AND VACANT LAND | n/a | 3,664 | *n/a* | *3,664* | n/a | n/a | n/a | R6/C2-3 | 38,709 | n/a | *n/a* | *n/a* | *n/a* | n/a | *27* | *12* | 39 | 16 |
| 14 | 505 | 18 | 5,185 | M1-1 | n/a | 1,568 | *n/a* | *n/a* | *1,568* | *n/a* | *n/a* | *n/a* | n/a | AUTO REPAIR | n/a | 1,568 | *n/a* | *1,568* | n/a | n/a | n/a | R6/C2-3 | 14,111 | 3,000 | *n/a* | *n/a* | *3,000* | n/a | *10* | *4* | 14 | 6 |
| 15 | 507 | 12,17 | 7,890 | M1-1 | n/a | 5,244 | *1,724* | *3,052* | *468* | *n/a* | *n/a* | *n/a* | n/a | MOTORCYCLE DEALER | n/a | 5,244 | *n/a* | *5,244* | n/a | n/a | n/a | R6/C2-3 | n/a | 10,294 | *n/a* | *10,294* | *n/a* | n/a | *n/a* | *n/a* | n/a | n/a |
| 16 | 508 | 22,23,24 | 7,500 | R3X | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LAND | 4,500 | n/a | *n/a* | *n/a* | n/a | 2 | 4 | R6B/C2-3 | 13,950 | 4,200 | *n/a* | *4,200* | *n/a* | n/a | *10* | *4* | 14 | 6 |
| 17 | 509 | 1, 4, 8 | 46,791 | M1-1 | n/a | 26,274 | *5,000* | *5,274* | *n/a* | *16,000* | *n/a* | *n/a* | n/a | PLUMBING SUPPLY WAREHOUSE AND DELI | n/a | 26,274 | *n/a* | *26,274* | n/a | n/a | n/a | R6/C2-3 | 140,410 | 14,000 | *n/a* | *6,000* | *8,000* | n/a | *98* | *42* | 140 | 60 |
| ***Canal Street Corridor Project Area*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 526 | 11 | 18,560 | C2-2/R4 | n/a | 10,400 | *n/a* | *2,700* | *n/a* | *n/a* | *7,700* | *n/a* | n/a | CLOTHING STORE & BEAUTY SALON | n/a | 10,400 | *n/a* | *10,400* | n/a | n/a | n/a | R6B/C2-3 | 36,915 | 8,000 | *n/a* | *8,000* | *n/a* | n/a | *26* | *11* | 37 | 16 |
| 19 | 526 | 19,21,25 | 14,350 | C2-2/R4 | 7,676 | 8,324 | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *8,324* | 2 | RESIDENTIAL, COMMERCIAL & PARKING | 7,676 | n/a | *n/a* | *n/a* | 8,324 | 2 | 9 | R6B/C2-3 | 26,403 | n/a | *n/a* | *n/a* | *n/a* | 8,324 | *18* | *8* | 26 | 11 |
| 20 | 526 | 57, 59 61 | 5,627 | C2-2/R4 | n/a | 7,690 | *n/a* | *4,740* | *n/a* | *2,950* | *n/a* | *n/a* | n/a | AUTO PARTS STORE (3 BUILDINGS) | n/a | 7,690 | *n/a* | *7,690* | n/a | n/a | n/a | R6B/C2-3 | 10,617 | 3,000 | *n/a* | *3,000* | *n/a* | n/a | *7* | *3* | 11 | n/a |
| 21 | 526 | 8 | 5,790 | C2-2/R4 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LOT | 3,790 | n/a | *n/a* | *2,000* | n/a | 4 | 4 | R6B/C2-3 | 12,012 | 2,000 | *n/a* | *2,000* | *n/a* | n/a | *8* | *4* | 12 | n/a |
| 22 | 527 | 49 | 39,940 | C2-2/ R3-2 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LOT | n/a | 21,000 | *6,800* | *14,200* | n/a | n/a | 70 | R6B/C2-3 | 85,155 | 11,500 | *n/a* | *11,500* | *n/a* | n/a | *60* | *26* | 85 | 65 |
| 23 | 527 | 50,52 | 12,600 | C2-2/ R3-2 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LOT | n/a | 6,300 | *n/a* | *6,300* | n/a | n/a | 21 | R6B/C2-3 | 25,992 | 4,500 | *n/a* | *4,500* | *n/a* | n/a | *18* | *8* | 26 | 11 |
| 24 | 527 | 55 | 4,500 | C2-2/ R3-2 | n/a | 2,880 | *n/a* | *2,880* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | 1 STORY COMMMERCIAL BUILDING (POSSIBLY VACANT) | n/a | 2,880 | *n/a* | *2,880* | n/a | n/a | n/a | R6B/C2-3 | 8,890 | 2,000 | *n/a* | *2,000* | *n/a* | n/a | *6* | *3* | 9 | n/a |
| 25 | 527 | 65,66, 68,70 | 17,312 | C2-2/ R3-2 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LOT | n/a | 9,000 | *3,000* | *6,000* | n/a | n/a | 30 | R6B/C2-3 | 35,895 | 6,000 | n/a | 6,000 | n/a | n/a | *25* | *11* | 36 | 15 |
| ***City Disposition Sites*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 9 | 9 | 11,500 | C4-2/SG | n/a | 37,675 | *37,675* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | COMMERCIAL | n/a | 37,675 | *37,675* | *n/a* | n/a | n/a | n/a | C4-2 /SSGD[1] | n/a | 37,675 | *37,675* | *n/a* | *n/a* | n/a | n/a | n/a | n/a | n/a |
| 2 | 34 | 1 | 114,730 | C2-2/ R5/HS | n/a | 14,535 | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *14,535* | n/a | TRANSPORTATION/ UTILITY | n/a | 14,535 | *n/a* | *n/a* | n/a | n/a | n/a | R5/C2-2 | 108,413 | 35,000 | *n/a* | *35,000* | *n/a* | n/a | 76 | 33 | 108 | 189 |
| 3 | 6 | 20 | 25,038 | C4-2/SG | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | PARKING | n/a | n/a | *n/a* | *n/a* | n/a | n/a | 75 | C4-2/SSGD | n/a | 62,000 | *62,000* | *n/a* | *n/a* | n/a | n/a | n/a | n/a | 154 |
| ***Stapleton Waterfront Phase III*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A* | 487 | 100 | 159,333 | C4-2A/ SW | n/a | n/a | n/a | n/a | n/a | *n/a* | n/a | n/a | n/a | OPEN SPACE AND RECREATION | n/a | n/a | *n/a* | *43,000* | n/a | n/a | n/a | C4-2A/ SSWD[2] | 318,666 | 43,000 | *n/a* | *43,000* | *n/a* | n/a | 159 | 159 | 319 | 151 |
| B1* | 487 | 100 | 154,545 | C4-2A/ SW | n/a | n/a | n/a | n/a | n/a | *50,000* | n/a | n/a | n/a | OPEN SPACE AND RECREATION | n/a | n/a | *n/a* | *n/a* | n/a | n/a | n/a | C4-2A/ SSWD | 308,000 | n/a | *n/a* | *n/a* | *n/a* | n/a | 154 | 154 | 308 | 116 |
| | | | | | | | | | | | | | | **TOTAL** | **20,122** | **338,295** | ***97,455*** | ***193,435*** | **36,083** | **12** | **417** | | **2,568,970** | **595,454** | ***293,810*** | ***230,644*** | ***71,000*** | **84,678** | ***1,529*** | ***1,039*** | **2,569** | **1,712** |
| | | | | | | | | | | | | | | **INCREMENT** | | | | | | | | | **2,548,848** | **257,159** | ***196,355*** | ***37,209*** | ***71,000*** | **48,595** | ***1,517*** | ***1,039*** | **2,557** | **1,295** |

*Note: (1) SSGD: Special St. George District; (2) SSWD: Special Stapleton Waterfront District; * Stapleton Waterfront Phase III Sites assumes 50 percent affordable under the No-Action Condition*

| Site Information | | | | Existing Conditions | | | | | | | | | | | No Action Condition | | | | | | | With-Action Condition | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site | Block | Lot | Lot Area (SF) | Existing Zoning | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Retail Area (SF)* | *Garage Area (SF)* | *Storage Area (SF)* | *Factory Area (SF)* | *Other Area (SF)* | Total Dwelling Units (DU's) | Use | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Retail Area (SF)* | Community Facility Area (SF) | Total Dwelling Units (DU's) | Total Parking | Proposed Zoning | Residential Area (SF) | Commercial Area (SF) | *Office Area (SF)* | *Local Retail Area (SF)* | *Restaurants (SF)* | Community Facility Area (SF) | Market Dwelling Units (DU's) | Affordable Dwelling Units (DU's) | Total Dwelling Units (DU's) | Total Parking |
| ***Bay Street Corridor Project Area*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 487 | 42 | 7,940 | M1-1 | n/a | 800 | *n/a* | *800* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | CAR RENTAL | n/a | 800 | *n/a* | *800* | n/a | n/a | n/a | R6/C2-4 | 0 | 26,202 | *21,202* | *5,000* | *n/a* | n/a | *0* | *n/a* | 0 | 0 |
| B | 488 | 1 | 19,600 | M1-1 | n/a | 7,131 | *n/a* | *7,131* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | FAST FOOD | n/a | 7,131 | *n/a* | *7,131* | n/a | n/a | n/a | R6/C2-3 | 56,180 | 8,500 | *n/a* | *n/a* | *8,500* | n/a | *39* | *17* | 56 | 24 |
| C | 488 | 157, 162, 164 | 13,386 | M1-1 | n/a | 4,248 | *n/a* | *n/a* | *4,248* | *n/a* | *n/a* | *n/a* | n/a | AUTO REPAIR | n/a | 4,248 | *n/a* | *4,248* | n/a | n/a | n/a | R6/C2-3 | 44,174 | n/a | *n/a* | *n/a* | *n/a* | n/a | *31* | *13* | 44 | 19 |
| D | 489 | 1 | 6,394 | M1-1 | 3,600 | 3,150 | *n/a* | *3,150* | *n/a* | *n/a* | *n/a* | *n/a* | 4 | LAUNDRY AND RES | 3,600 | 3,150 | *n/a* | *3,150* | n/a | 4 | n/a | R6/C2-3 | 17,600 | 3,500 | *n/a* | *3,500* | *n/a* | n/a | *12* | *5* | 18 | 7 |
| E | 489 | 16 | 3,750 | M1-1 | n/a | 3,750 | *n/a* | *n/a* | *n/a* | *3,750* | *n/a* | *n/a* | n/a | ELECTRICAL SUPPLY WAREHOUSE | n/a | 3,750 | *n/a* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 12,375 | n/a | *n/a* | *n/a* | *n/a* | n/a | *9* | *4* | 12 | 0 |
| F | 489 | 19 | 9,216 | M1-1 | n/a | 11,644 | *2,507* | *n/a* | *n/a* | *n/a* | *4,657* | *4,480* | n/a | WAREHOUSE | n/a | 11,644 | *n/a* | *11,644* | n/a | n/a | n/a | R6/C2-3 | 30,413 | n/a | *n/a* | *n/a* | *n/a* | n/a | *21* | *9* | 30 | 13 |
| G | 498 | 5 | 18,580 | M1-1 | n/a | 5,270 | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *5,270* | n/a | VEHICLE INSPECTION | n/a | 5,270 | *n/a* | *5,270* | n/a | n/a | 4 | R6B/C2-3 | 44,964 | n/a | *n/a* | *n/a* | *n/a* | n/a | *31* | *13* | 45 | 19 |
| H | 498 | 74 | 6,000 | M1-1 | n/a | 3,000 | *n/a* | *3,000* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | FURNITURE/APPLIANCE RENTAL | n/a | 3,000 | *n/a* | *3,000* | n/a | n/a | n/a | R6/C2-3 | 17,800 | 2,000 | *n/a* | *2,000* | *n/a* | n/a | *12* | *5* | 18 | 8 |
| I | 500 | 1, 10, 11, 12 | 22,308 | M1-1 | n/a | 7,800 | *n/a* | *7,800* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | AUTO PARTS STORE | n/a | 7,800 | *n/a* | *7,800* | n/a | n/a | n/a | R6/C2-3 | 64,516 | 9,100 | *n/a* | *9,100* | *n/a* | n/a | *45* | *19* | 65 | 27 |
| J | 502 | 34 | 11,173 | M1-1 | n/a | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | VACANT LAND/STORAGE | n/a | n/a | *n/a* | *n/a* | n/a | n/a | n/a | R6B/C2-3 | 23,539 | 3,500 | *n/a* | *3,500* | *n/a* | n/a | *16* | *7* | 24 | 10 |
| K | 503 | 1 | 53,425 | M1-1 | n/a | 65,934 | *n/a* | *35,934* | *n/a* | *n/a* | *n/a* | *30,000* | n/a | RETAIL STRIP, MOTORCYCLE DEALER, GYM | n/a | 65,934 | *n/a* | *35,934* | n/a | n/a | n/a | R6/R6B/C2-3 | 142,170 | 9,000 | *n/a* | *9,000* | *n/a* | n/a | *100* | *43* | 142 | 60 |
| L | 503 | 32 | 16,925 | M1-1 | n/a | 12,600 | *12,600* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | CITY LEASED SPACE PROBATION | n/a | 12,600 | *12,600* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 47,853 | 8,000 | *n/a* | *8,000* | *n/a* | n/a | *33* | *14* | 48 | 20 |
| M | 505 | 1 | 7,500 | M1-1 | 800 | 5,000 | *n/a* | *n/a* | *5,000* | *n/a* | *n/a* | *n/a* | 2 | AUTO SHOP AND HOUSE OF WORSHIP | 800 | 5,000 | *n/a* | *5,000* | n/a | 2 | n/a | R6/C2-3 | 18,750 | 6,000 | *n/a* | *6,000* | *n/a* | n/a | *13* | *6* | 19 | 8 |
| N | 507 | 1, 5, 6 | 19,635 | M1-1 | 800 | 14,720 | *n/a* | *3,751* | *n/a* | *10,969* | *n/a* | *n/a* | 1 | HVAC WAREHOUSE AND RESTAURANT | 800 | 14,720 | *n/a* | *14,720* | n/a | 1 | n/a | R6/C2-3 | 58,296 | n/a | *n/a* | *n/a* | *n/a* | 6,500 | *41* | *17* | 58 | 25 |
| O | 508 | 9, 21 | 12,322 | M1-1 | 4,602 | 7,900 | *3,950* | *n/a* | *3,950* | *n/a* | *n/a* | *n/a* | 7 | AUTO SHOP AND RESIDENTIAL USE | 4,602 | 7,900 | *n/a* | *7,900* | n/a | 7 | n/a | R6/R6B/C2-3 | 33,059 | n/a | *n/a* | *n/a* | *n/a* | n/a | *23* | *10* | 33 | 14 |
| P | 508 | 1 | 17,608 | M1-1 | n/a | 1,575 | *n/a* | *1,575* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | RESTAURANT DRIVE THRU | n/a | 1,575 | *n/a* | *1,575* | n/a | n/a | n/a | R6/C2-3 | 50,106 | 8,000 | *n/a* | *8,000* | *n/a* | n/a | *35* | *15* | 50 | 21 |
| Q | 509 | 34 | 10,493 | M1-1 | n/a | 10,600 | *2,300* | *n/a* | *n/a* | *8,300* | *n/a* | *n/a* | n/a | RETAIL AND WAREHOUSE | n/a | 10,600 | *n/a* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 34,627 | n/a | *n/a* | *n/a* | *n/a* | n/a | *24* | *10* | 35 | 15 |
| R | 510 | 43 | 3,500 | M1-1/R3X | n/a | 3,216 | *n/a* | *n/a* | *3,216* | *n/a* | *n/a* | *n/a* | n/a | VEHICLE INSPECTION | n/a | 3,216 | *n/a* | *n/a* | n/a | n/a | n/a | R6/C2-3 | 11,550 | n/a | *n/a* | *n/a* | *n/a* | n/a | *8* | *3* | 12 | 0 |
| S | 511 | 1 | 4,000 | M1-1 | n/a | 4,000 | *n/a* | *4,000* | *n/a* | *n/a* | *n/a* | *n/a* | n/a | POOL HALL | n/a | 4,000 | *n/a* | *4,000* | n/a | n/a | n/a | R6/C2-3 | 11,700 | 1,500 | *n/a* | *1,500* | *n/a* | n/a | *8* | *4* | 12 | 0 |
| ***Canal Street Corridor Project Area*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | 526 | 43 | 2,814 | C2-2/R4 | n/a | 3,016 | *2,444* | *n/a* | *n/a* | *572* | *n/a* | *n/a* | n/a | UNKNOWN | n/a | 3,016 | *n/a* | *3,016* | n/a | n/a | n/a | R6B/C2-3 | 5,610 | 1,200 | *n/a* | *1,200* | *n/a* | n/a | *4* | *2* | 6 | n/a |
| U | 526 | 52 | 3,374 | C2-2/R4 | 1,665 | n/a | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | 1 | SINGLE FAMILY HOME | 1,665 | n/a | *n/a* | *n/a* | n/a | 1 | n/a | R6B/C2-3 | 7,465 | 700 | *n/a* | *700* | *n/a* | n/a | *5* | *2* | 7 | n/a |
| V | 526 | 53 | 3,773 | C2-2/R4 | 1,200 | 1,000 | *n/a* | *n/a* | *n/a* | *1,000* | *n/a* | *n/a* | 1 | CONSTRUCTION OFFICE | 1,200 | 1,000 | *n/a* | *1,000* | n/a | 1 | n/a | R6B/C2-3 | 7,631 | 1,500 | *n/a* | *1,500* | *n/a* | n/a | *5* | *2* | 8 | n/a |
| W | 527 | 59 | 9,000 | C2-2/R3-2 | n/a | 6,400 | *n/a* | *n/a* | *n/a* | *n/a* | *n/a* | *6,400* | n/a | 2 STORY DAY CARE | n/a | n/a | *n/a* | *n/a* | 6,400 | n/a | n/a | R6B/C2-3 | 18,780 | n/a | *n/a* | *n/a* | *n/a* | 3,000 | *13* | *6* | 19 | 8 |
| | | | | | | | | | | | | | | **TOTAL** | **12,667** | **176,354** | ***12,600*** | ***116,188*** | **6,400** | **16** | **4** | | **759,156** | **88,702** | ***21,202*** | ***59,000*** | ***8,500*** | **9,500** | ***531*** | ***228*** | **759** | **299** |
| | | | | | | | | | | | | | | **INCREMENT** | | | | | | | | | **746,489** | **-87,652** | ***8,602*** | ***-57,188*** | ***8,500*** | **3,100** | ***515*** | ***228*** | **743** | **295** |

# APPENDIX C:

# BREAKDOWN OF 2030 RWCDS NO-ACTION AND WITH-ACTION CONDITIONS FOR PROJECTED DEVELOPMENT SITES

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

| Land Use | No-Action Condition | With-Action Condition | Incremental Difference |
|---|---|---|---|
| **RESIDENTIAL UNITS** | | | |
| *Market-Rate Residential* | 6 | 972 | 966 |
| *Affordable Residential* | *0* | *620* | *620* |
| **COMMERCIAL (SQUARE FEET)** | | | |
| *Office* | *49,980* | *194,135* | *144,155* |
| *Local Retail* | *143,965* | *115,644* | *-28,321* |
| *Restaurant* | *0* | *71,000* | *71,000* |
| **COMMUNITY FACILITY (SQUARE FEET)** | | | |
| *Community Facility* | *27,759* | *76,354* | *48,595* |
| **PARKING** | | | |
| *Parking Spaces* | 208 | 908 | 700 |
| **POPULATION** | | | |
| *Residents* | 16 | 4,282 | 4,266 |
| *Workers* | *977* | *1,757* | *780* |
| *Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21* | | | |

**Table C-2: Canal Street Corridor 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites**

| Land Use | No-Action Condition | With-Action Condition | Incremental Difference |
|---|---|---|---|
| **RESIDENTIAL UNITS** | | | |
| *Market-Rate Residential* | *6* | *168* | *162* |
| *Affordable Residential* | *0* | *73* | *73* |
| **COMMERCIAL (SQUARE FEET)** | | | |
| *Office* | *9,800* | *0* | *0* |
| *Local Retail* | *49,470* | *37,000* | *-12,470* |
| *Restaurant* | *0* | *0* | *0* |
| **COMMUNITY FACILITY (SQUARE FEET)** | | | |
| *Community Facility* | *8,324* | *8,324* | *0* |
| **PARKING** | | | |
| *Parking Spaces* | *134* | *118* | *-16* |
| **POPULATION** | | | |
| *Residents* | *16* | *648* | *632* |
| *Workers* | *248* | *176* | *-72* |
| *Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21* | | | |

**Table C-3: City Disposition Sites 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites**

| Land Use | No-Action Condition | With-Action Condition | Incremental Difference |
|---|---|---|---|
| **RESIDENTIAL UNITS** | | | |
| *Market-Rate Residential* | *0* | *76* | *76* |
| *Affordable Residential* | *0* | *33* | *33* |
| **COMMERCIAL (SQUARE FEET)** | | | |
| *Office* | *37,675* | *99,675* | *62,000* |
| *Local Retail* | *0* | *35,000* | *35,000* |
| *Restaurant* | *0* | *0* | *0* |
| **COMMUNITY FACILITY (SQUARE FEET)** | | | |
| *Community Facility* | *0* | *0* | *0* |
| **PARKING** | | | |
| *Parking Spaces* | *75* | *343* | *268* |
| **POPULATION** | | | |
| *Residents* | *0* | *293* | *293* |
| *Workers* | *209* | *543* | *334* |
| *Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21* | | | |

**Table C-4: Stapleton Phase III Site 2030 RWCDS No-Action and With-Action Conditions for Projected Development Sites**

| Land Use | No-Action Condition | With-Action Condition | Incremental Difference |
|---|---|---|---|
| **RESIDENTIAL UNITS** | | | |
| *Market-Rate Residential* | *0* | *313* | *313* |
| *Affordable Residential* | *0* | *313* | *313* |
| **COMMERCIAL (SQUARE FEET)** | | | |
| *Office* | *0* | *0* | *0* |
| *Local Retail* | *0* | *43,000* | *43,000* |
| *Restaurant* | *0* | *0* | *0* |
| **COMMUNITY FACILITY (SQUARE FEET)** | | | |
| *Community Facility* | *0* | *0* | *0* |
| **PARKING** | | | |
| *Parking Spaces* | *0* | *343* | *343* |
| **POPULATION** | | | |
| *Residents* | *0* | *1,687* | *1,687* |
| *Workers* | *0* | *197* | *197* |
| *Source (Population Multiplier): 2010-2014 American Community Survey 5 Year Estimates average household size of renter-occupied unit for Staten Island Census Tract 21* | | | |

# APPENDIX D:

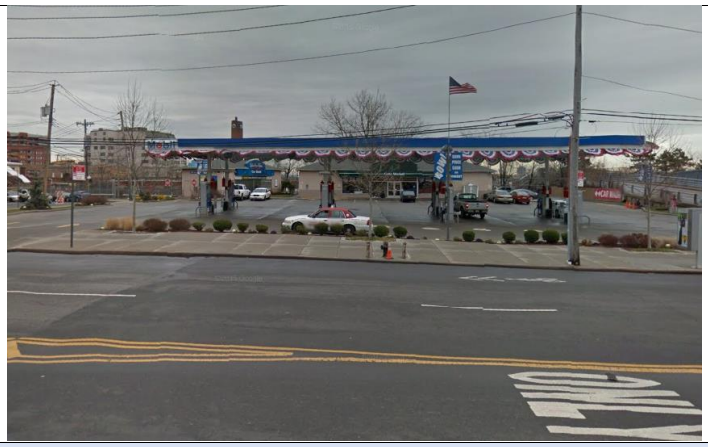
# PROJECTED AND POTENTIAL DEVELOPMENT SITE PROFILES

# PROJECTED DEVELOPMENT SITES

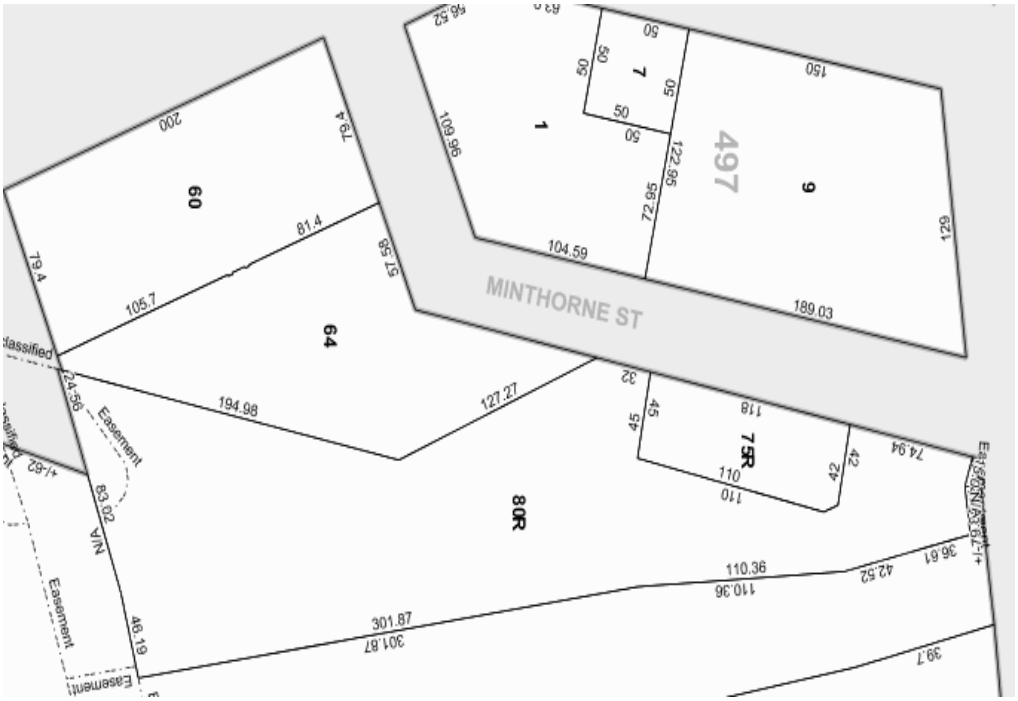


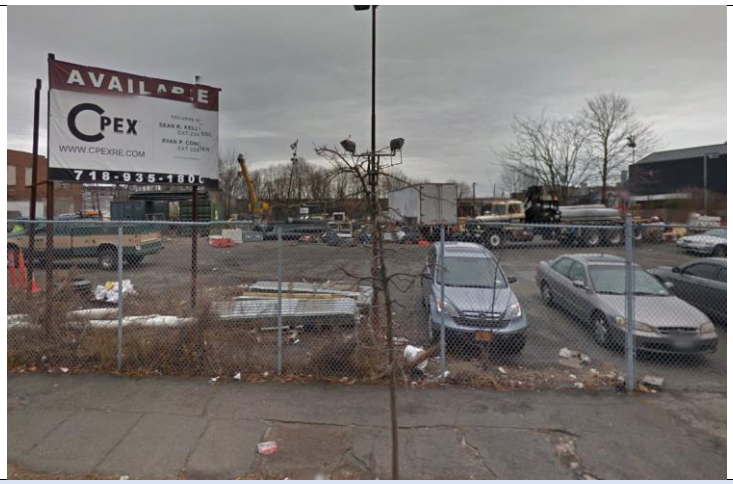
| **Projected Site 1** |
|---|
| **Address:** 365 BAY STREET |
| **B:** 488 **L:** 71 |
| **Lot Area:** 15,000 sf |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** Vacant office building |
| **No Action:** |
| Conversion of existing building to provide 27,759 sf of community facility; max community facility FAR 2.4, built FAR 1.85 |
| **With Action:** |
| A mixed-use residential/commercial building with 2,800 sf of commercial/local retail; 46,700 sf of residential (47 total dwelling units, 33 market rate, 14 affordable); 20 total residential parking spaces, commercial parking waived); building height: 85'; with-action FAR: 3.0 |
| **Increment:** |
| -27,759 sf of community facility |
| +46,700 sf of residential (+47 DUs) |
| +2,800 sf of commercial |





| |
|---|
| **Projected Site 2** |
| **Address:** 253 BAY STREET |
| **B:** 487 **L:** 60, 64, 80 |
| **Lot Area:** 80,647 sf |
| **From:** M1-1 **To:** R6/C2-4 |
| **Description:** Gas station |
| **No Action:** |
| Continuation of existing use: a gas station on a large lot with 4,672 sf of commercial; built FAR: 0.06 |
| **With Action:** |
| An entirely non-residential building 226,135 sf of commercial: 186,135 sf of office; 20,000 sf of local retail; 20,000 sf of restaurants; 40,000 sf of community facility; commercial/comm facility parking: 266 spaces; building height: 125'; with-action FAR: 3.00 |
| **Increment:** |
| +221,463 sf of commercial |
| +40,000 sf of community facility |






**Projected Site 3**

**Address:** 475 BAY STREET

**B:** 488 **L:** 9

**Lot Area:** 53,422 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Surface parking lot

**No Action:**

Continuation of existing use: surface parking with a maximum commercial FAR: 1; maximum community facility FAR: 2.4; built FAR: 0

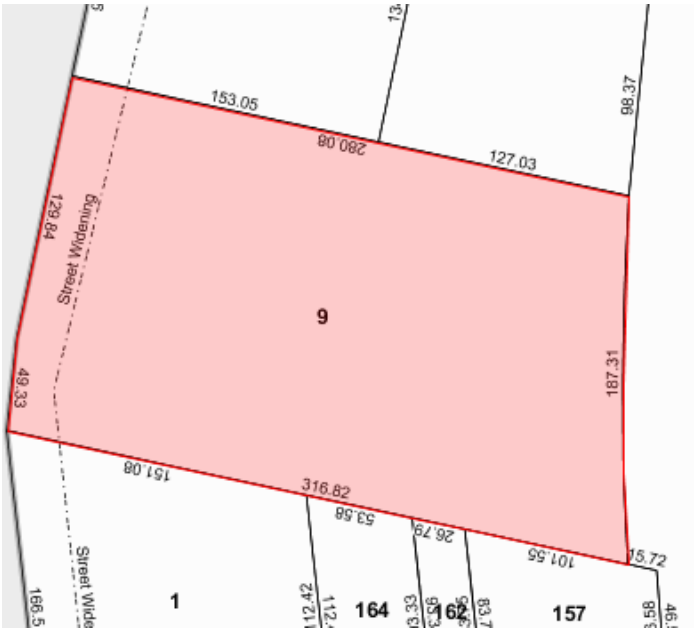
**With Action:**

A mixed-use residential/community facility with 203,551 sf of residential; 8,000 sf of local retail; total dwelling units: 204 (100% affordable); residential affordable parking (25%): 51 spaces; building height 125’; with-action FAR: 3.6

**Increment:**

+203,551 sf of residential (+204 DUs)

+8,000 sf of commercial (local retail)






**Projected Site 4**

**Address:** BAY AND BALTIC

**B:** 488 **L:** 18, 26, 175, 201, 206

**Lot Area:** 54,709 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Motorcycle and boat dealer

**No Action:**

Continuation of existing use: an entirely commercial building with 42,467 sf of commercial; commercial FAR: 1.0; community facility FAR: 2.4; built FAR: 0.78

**With Action:**

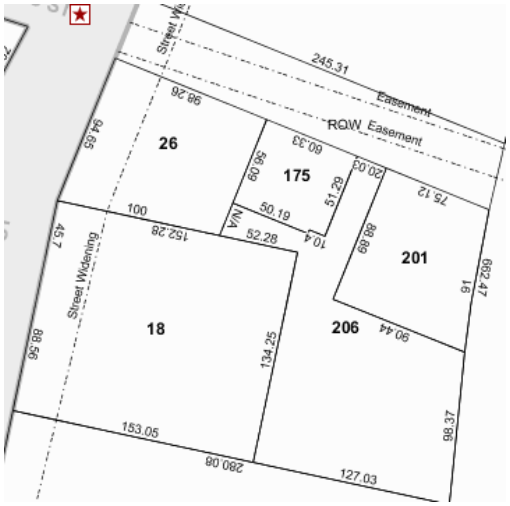
A mixed-use residential/commercial/community facility building with 189,294 sf of residential; 12,000 sf of commercial (7,000 for local retail, 5,000 for restaurants) 15,354 sf of community facility; 189 total dwelling units (133 market rate, 57 affordable); required residential parking spaces: 80; commercial parking waived); with-action FAR: 3.6

**Increment:**

-30,467 sf of commercial

+189,294 sf residential (+189 DUs)

+15,354 of community facility





**Projected Site 5**

**Address:** 385 & 425 BAY STREET

**B:** 488 **L:** 53, 65

**Lot Area:** 160,265 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Grocery store, pharmacy, bank

**No Action:**

Continuation of existing use: an entirely commercial strip development with 45,050 sf of retail/commercial; commercial parking: 204 spaces; maximum commercial FAR: 1.0; maximum community facility FAR: 2.4; total parking provided: 204 spaces; no-action FAR: 0.28

**With Action:**

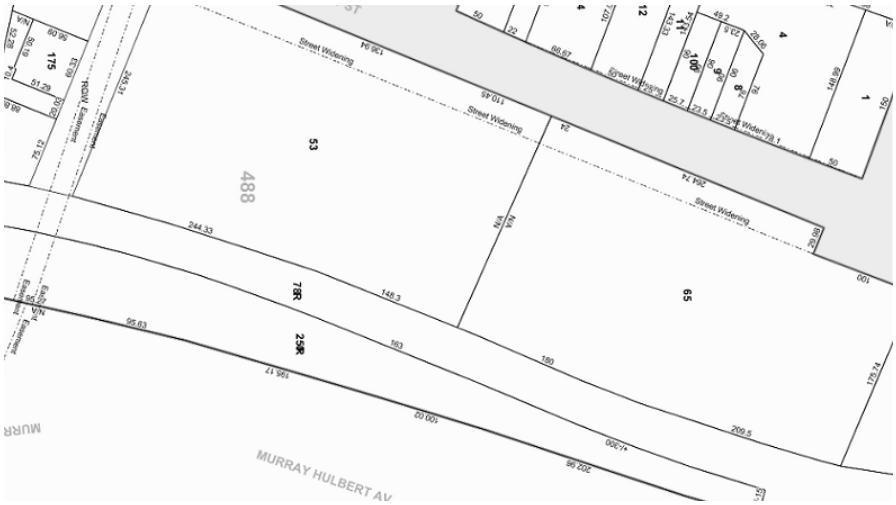
A mixed-use residential/community facility with 476,875 sf of residential; 31,000 sf of commercial (21,000 sf of local retail, 10,000 sf of restaurants); 21,000 sf of community facility; 477 total dwelling units (334 market rate, 143 affordable); 203 total residential parking spaces, commercial/community facility parking waived; building height: 85'; with-action FAR: 3.0

**Increment:**

-14,050 sf of commercial

+476,875 sf of residential (+477 DUs)

+21,000 sf of community facility






**Projected Site 6**

**Address:** 511 BAY STREET

**B:** 489 **L:** 5

**Lot Area:** 11,020 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Car dealership

**No Action:**

Continuation of existing use: a car dealership with 1,736 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.16

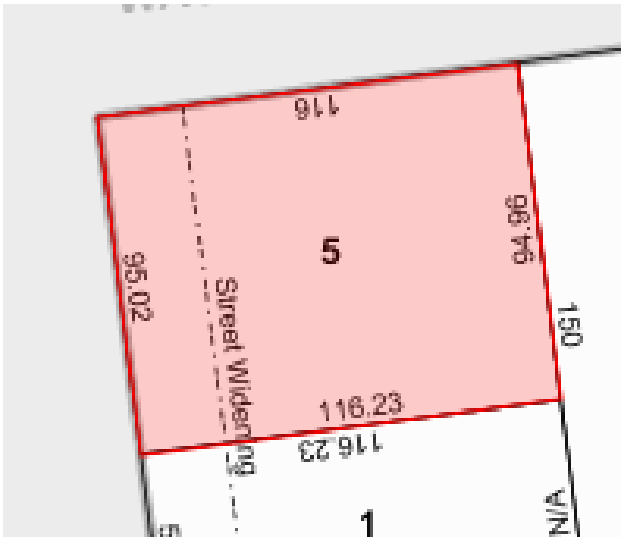
**With Action:**

A mixed-use residential/community facility with 32,366 sf of residential; 4,000 sf of commercial (4,000 for restaurants); 36 dwelling units (25 market rate, 11 affordable); 16 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

**Increment:**

+2,264 sf of commercial

+32,366 sf of residential (36 DUs)





**Projected Site 7**

**Address:** BAY AND MINTHORNE

**B:** 497 **L:** 1, 7, 9

**Lot Area:** 37,379 sf

**From:** M1-1 **To:** R6/C2-4

**Description:** Brewery, government-leased office space

**No Action:**

Continuation of existing use: an entirely commercial/factory facility with 83,530 sf of commercial area (49,980 sf of office area; 14,550 sf of factory area, 19,000 sf of "other" area); max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 2.23

**With Action:**

A mixed-use residential/commercial facility with 154,138 sf of residential; 35,000 sf of commercial (25,000 sf of local retail, 10,000 sf of restaurants); 154 dwelling units (108 market rate, 46 affordable); 106 total residential parking spaces, commercial/community facility parking waived; building height: 165'; with-action FAR: 4.6

**Increment:**

-48,530 sf of commercial

+154,138 sf of residential (+154 DUs)






**Projected Site 8**

**Address:** 248 BAY STREET

**B:** 498 **L:** 1

**Lot Area:** 9,488

**From:** M1-1 **To:** R6/C2-3

**Description:** Gas station

**No Action:**

Continuation of existing use: a gas station with 1,320 sf of commercial area; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.14

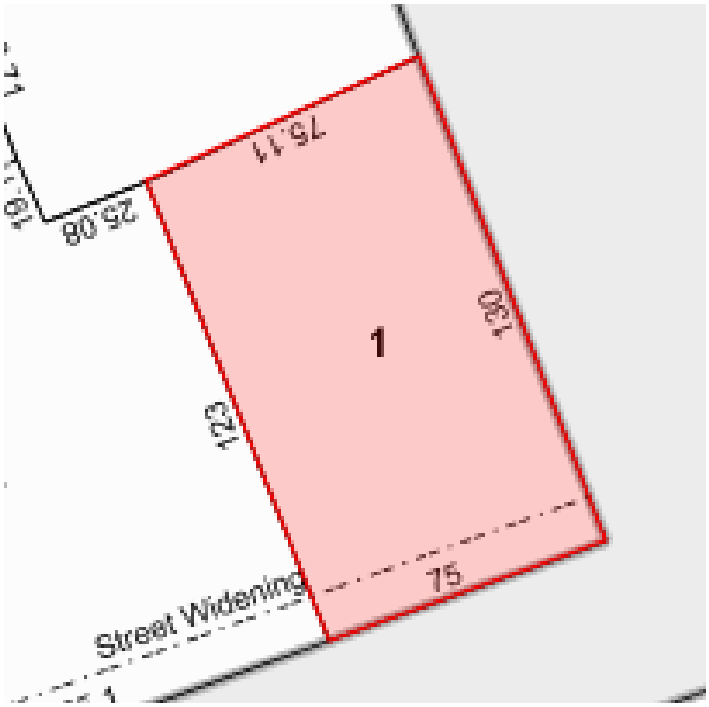
**With Action:**

A mixed-use residential/commercial facility with 27,960 sf for residential; 3,350 sf for commercial (entirely local retail); 28 dwelling units (20 market rate, 8 affordable); 12 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

**Increment:**

+2,030 sf of commercial

+27,960 sf of residential (+28 DUs)





**Projected Site 9**

**Address:** VAN DUZER/ HANNAH/ SWAN STREETS

**B:** 500 **L:** 16, 18, 20, 22, 24

**Lot Area:** 27,135 sf.

**From:** M1-1 **To:** R6B/C2-3

**Description:** residential use and vacant land

**No Action:**

Continuation of existing use: a mixed-use residential/commercial facility with 840 sf of residential (1 dwelling unit); 2,970 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; number of dwelling units: 1; no-action FAR: 0.14

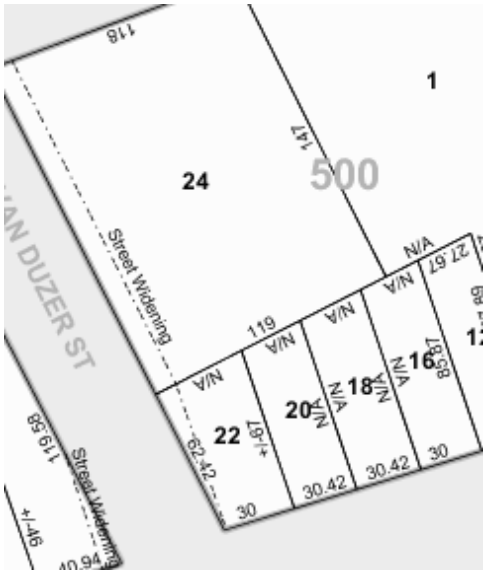
**With Action:**

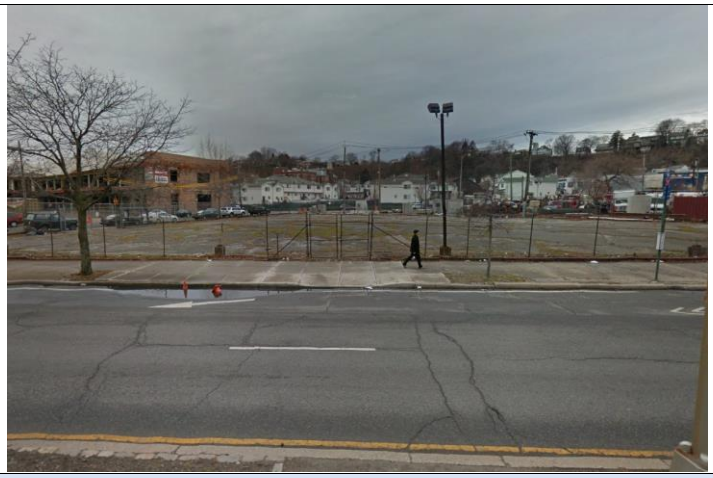
An entirely residential facility with 65,667 sf of residential; 66 dwelling units (46 market rate, 20 affordable); 28 total residential parking spaces, commercial parking waived); max building height: 55'; with-action FAR: 2.2

**Increment:**

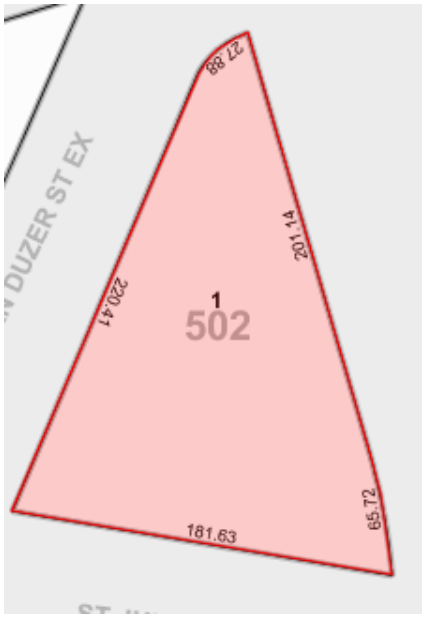
-2,970 sf of commercial

+64,827 sf of residential (+65 DUs)





| **Projected Site 10** |
|---|
| **Address:** BAY STREET |
| **B:** 502 **L:** 1 |
| **Lot Area:** 23,000 sf. |
| **From:** M1-1 **To:** R6/R6B/C2-3 |
| **Description:** Vacant land |
| **No Action:** |
| Max commercial FAR: 1.0; max community facility FAR: 2.4 |
| **With Action:** |
| 63,260 sf of residential; 10,000 sf of commercial (5,000 for local retail, 5,000 for restaurants); 63 dwelling units (44 market rate, 19 affordable); 27 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 2.90 |
| **Increment:** |
| +63,260 sf of residential (+63 DUs) |
| +10,000 sf of commercial (5,000 sf for local retail, 5,000 sf for restaurants) |






**Projected Site 11**

**Address:** 380 BAY STREET

**B:** 505 **L:** 4, 51

**Lot Area:** 25,250 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Auto dealership

**No Action:**

Continuation of existing use: an auto dealership with 2,520 sf of commercial/garage area; max commercial FAR: 1.0; no-action FAR: 0.10

**With Action:**

A mixed-use residential/commercial facility with 80,325 residential sf; 3,000 commercial sf; max commercial FAR: 2.0; 80 total dwelling units (56 market rate, 24 affordable); 34 total residential parking spaces, commercial parking waived; building height: 75'; with-action FAR: 3.0

**Increment:**

+80,325 sf of residential (+80 DUs)

+480 sf of commercial






**Projected Site 12**

**Address:** 392-398 BAY STREET

**B:** 505 **L:** 11, 12, 14

**Lot Area:** 17,787 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Auto shop, residences, salon, house of worship

**No Action:**

Continuation of existing use: a mixed-use residential/commercial facility with 3,316 sf of residential (3 DUs); 7,800 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4, no-action FAR: 0.62

**With Action:**

A mixed-use residential/commercial facility with 44,697 sf of residential; 14,000 sf of commercial (8,000 for office, 6,000 for restaurants); 45 total dwelling units (31 market rate, 13 affordable); 19 total residential parking spaces, commercial parking waived; max building height: 75'; with-action FAR: 3.0

**Increment:**

+41,381 sf of residential (+42 DUs)

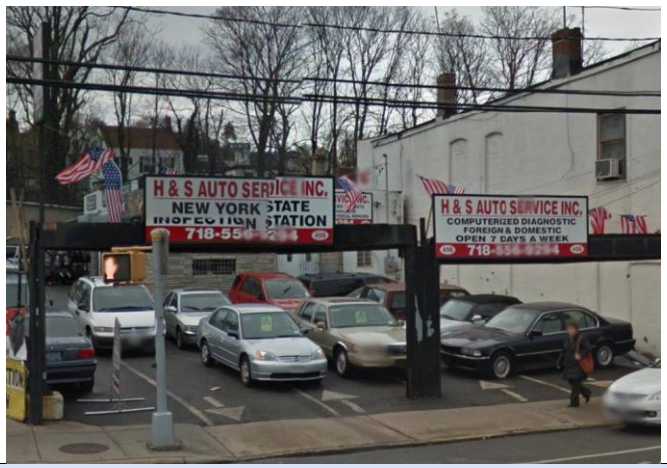
+6,200 sf of commercial



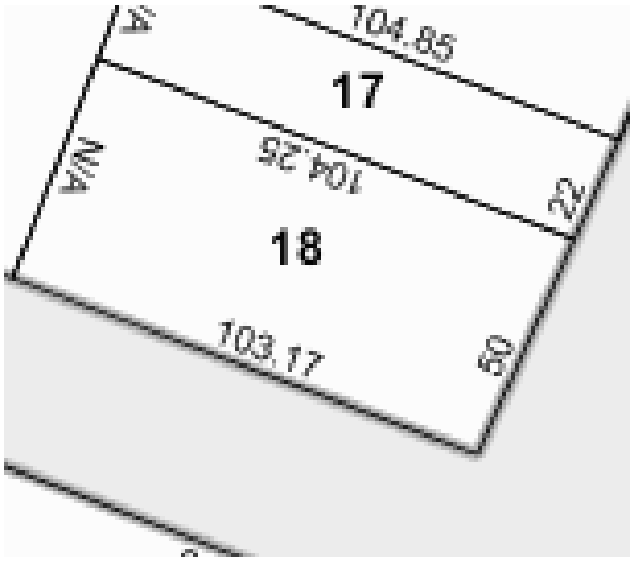



| **Projected Site 13** |
|---|
| **Address:** 13 CLINTON STREET |
| **B:** 505 **L:** 22, 24, 25 |
| **Lot Area:** 11,730 sf. |
| **From:** M3-1 **To:** R6/C2-3 |
| **Description:** Garage and vacant land |
| **No Action:** |
| Continuation of existing use: an entirely commercial facility 3,664 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.31 |
| **With Action:** |
| An entirely residential facility with 38,709 sf of residential; 39 dwelling units (27 market rate, 12 affordable); 17 residential parking spaces; max building height: 75'; with-action FAR: 3.0 |
| **Increment:** |
| -3,664 sf of commercial |
| +38,709 sf of residential (+39 DUs) |






| **Projected Site 14** |
|---|
| **Address:** 406 BAY STREET |
| **B:** 505 **L:** 18 |
| **Lot Area:** 5,185 sf. |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** Auto repair |
| **No Action:** |
| Continuation of existing use: an entirely commercial facility with 1,568 sf for commercial/garage use; built FAR 0.3; max commercial FAR: 1.0; max community facility FAR: 2.4; |
| **With Action:** |
| A mixed-use residential/commercial facility with 14,111 sf for residential; 3,000 sf for commercial; 14 dwelling units (10 market rate, 4 affordable); 6 total residential parking spaces, commercial parking waived; max building height: 75'; with-action FAR: 3.00 |
| **Increment:** |
| +14,111 sf of residential (+14 DUs) |
| +1,432 sf of commercial |






**Projected Site 15**

**Address:** 442 BAY STREET

**B:** 507 **L:** 12, 17

**Lot Area:** 7,890 sf.

**From:** M3-1 **To:** R6/C2-3

**Description:** Motorcycle dealership

**No Action:**

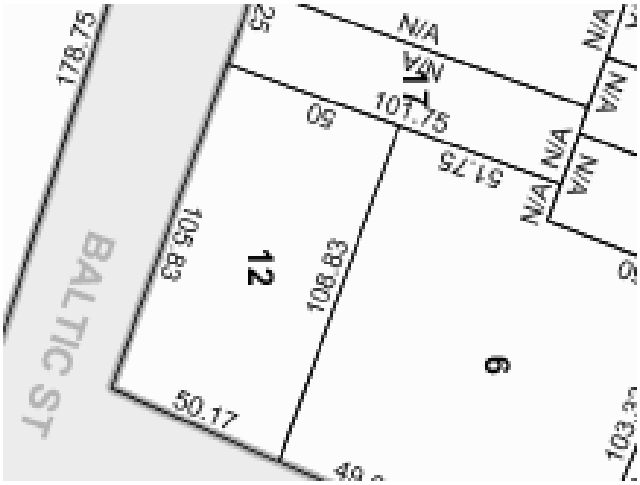
Continuation of existing use: a motorcycle dealership in a three-story structure with 5,244 sf of commercial space, 468 sf of garage space, and 1,724 sf of office space; no commercial parking provided; built FAR: 0.66

**With Action:**

Enlargement of existing building with 10,294 sf of commercial space; max building height: 75'; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 1.44; commercial parking waived

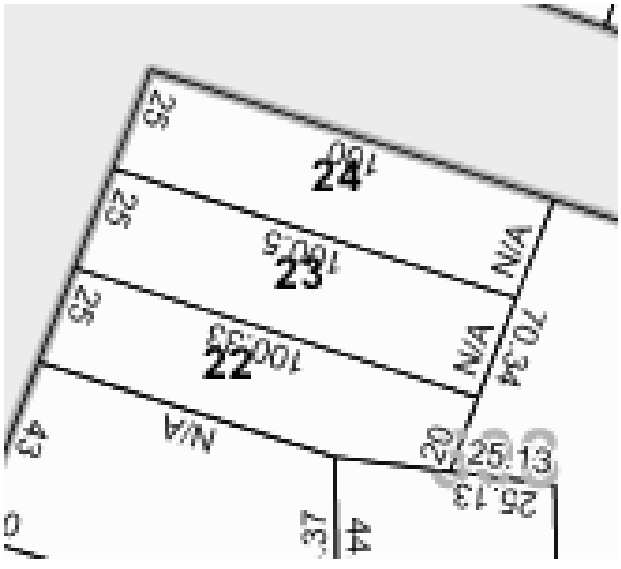
**Increment:**

+5,050 sf of commercial






| **Projected Site 16** |
|---|
| **Address:** 269 & 271 & 273 VAN DUZER STREET |
| **B:** 508 **L:** 22, 23, 24 |
| **Lot Area:** 7,500 sf. |
| **From:** R3X **To:** R6B/C2-3 |
| **Description:** Vacant land |
| **No Action:** |
| A 4,500 sf residential building could develop under existing zoning with a no-action FAR of 0.6; 2 dwelling units and 4 residential parking spaces |
| **With Action:** |
| A mixed-use residential/commercial building could develop under proposed zoning with 4,200 sf of commercial space; 13,950 sf of residential space- 14 dwelling units (10 market rate/4 affordable); 6 total residential parking spaces, commercial parking waived; max building height: 55'; with-action FAR: 2.20 |
| **Increment:** |
| +9,450 sf of residential (+12 DUs) |
| +4,200 sf of commercial |






**Projected Site 17**

**Address:** 466 & 478 BAY STREET

**B:** 509 **L:** 1, 4, 8

**Lot Area:** 46,791 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Plumbing supply warehouse

**No Action:**

Continuation of existing use: 26,274 sf of commercial (5,000 sf of office, 5,274 sf of retail, 16,000 sf of storage) built FAR: 0.56

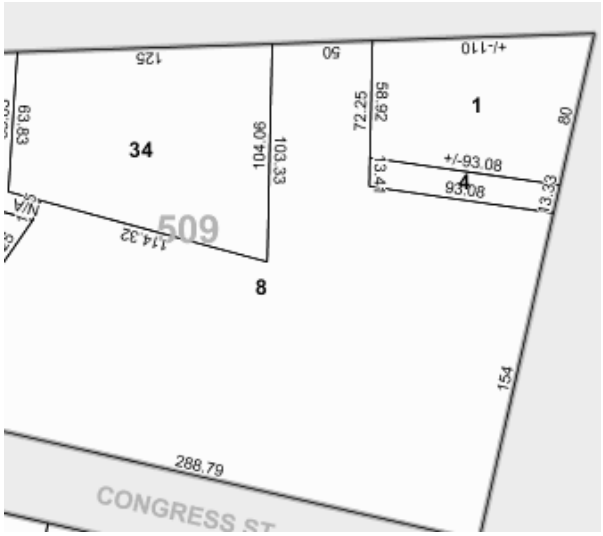
**With Action:**

A mixed-use residential/commercial facility with 14,000 sf of commercial (6,000 sf of local retail, 8,000 sf of restaurants); 140,410 sf of residential (140 dwelling units: 98 market rate, 42 affordable); total residential required parking: 60 spaces, commercial parking waived; max FAR: 3.0 (commercial FAR: 2.0, community facility FAR: 3.0); with-action FAR: 3.00; max building height: 75'

**Increment:**

-12,274 sf of commercial

+140,410 sf of residential (+140 DUs)






**Projected Site 18**

**Address:** 164 CANAL STREET

**B:** 526 **L:** 11

**Lot Area:** 18,560 sf

R4/C2-2 **to R6B/C2-3**

**Description:** Clothing store and beauty salon

**No Action:**

Continuation of existing use: entirely commercial building with 10,400 sf of retail/commercial space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 0.56.

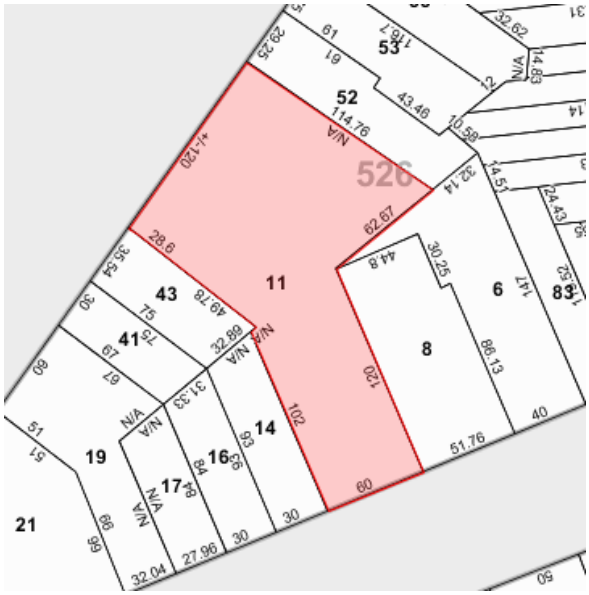
**With Action:**

A mixed-use residential/commercial facility with 8,000 sf of commercial space and 36,915 sf of residential space (37 units, 26 market rate and 11 affordable); 16 residential parking spaces provided, commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.2; with-action FAR: 2.2; max building height: 55'.

**Increment:**

-2,400 sf of commercial

+36,915 sf of residential (+37 DUs)





**Projected Site 19**

**Address:** CANAL AND BROAD (184 CANAL ST)

**B:** 526 **L:** 19, 21, 25

**Lot Area:** 14,350 sf

R4/C2-2 **to R6B/C2-3**

**Description:** Residential, community facility and parking

**No Action:**

Continuation of existing use: a mixed-use residential/community facility building with 7,676 sf of residential space (2 dwelling units) and 8,324 sf of community facility space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 1.11

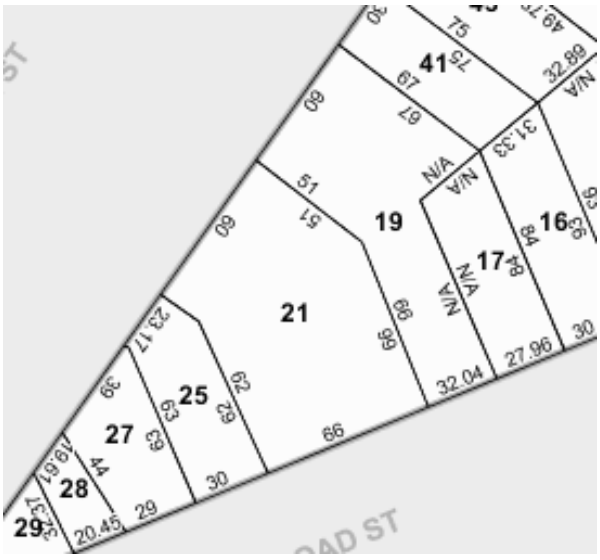
**With Action:**

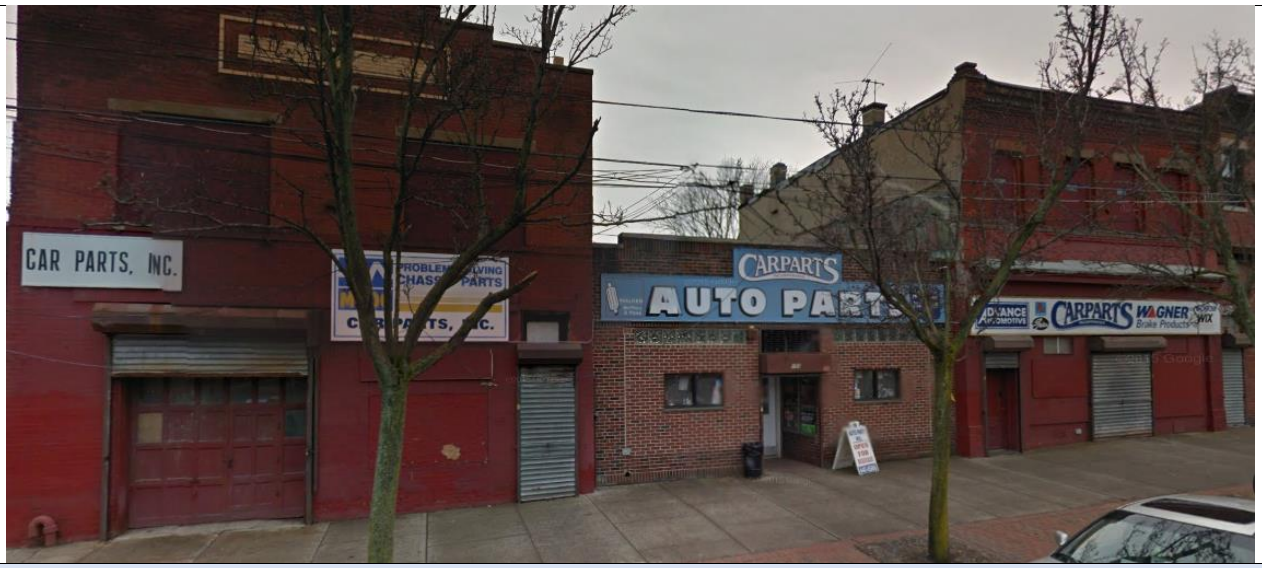
A mixed-use residential/community facility building with 8,324 sf of community facility space and 26,403 sf of residential space (26 dwelling units, 18 market rate and 8 affordable); 11 residential parking spaces provided; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.2; with-action FAR: 2.2; max building height: 55’

**Increment:**

No increase/decrease in community facility space

+ 18,727 sf. of residential (+24 DUs)






**Projected Site 20**

**Address:** 146-152 CANAL STREET

**B:** 526 **L:** 57, 59, 61

**Lot Area:** 5,627 sf

R4/C2-2 **to R6B/C2-3**

**Description:** Auto parts store, 3 buildings

**No Action:**

Continuation of existing use: an entirely commercial building with 7,690 sf of commercial space; max residential FAR: 0.9; max commercial FAR: 1.0; max community facility FAR: 2.0; built FAR: 1.37

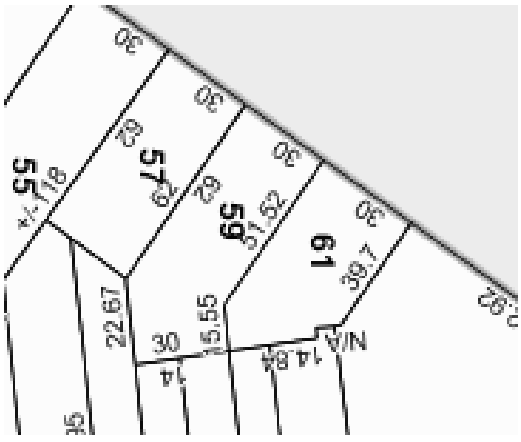
**With Action:**

A mixed-use residential/commercial building with 3,000 sf of commercial space and 10,617 sf of residential space (11 total dwelling units, 8 at market rate and 3 at affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

-4,690 sf of commercial

+10,617 sf of residential (11 DUs)





**Projected Site 21**

**Address:** BROAD STREET

**B:** 526 **L:** 8

**Lot Area:** 5,790 sf.

R4/C2-2 **to R6B/C2-3**

**Description:** Vacant lot

**No Action:**

A mixed-use residential/commercial facility could develop under existing zoning with 2,000 sf of commercial space and 3,790 sf of residential space (4 dwelling units, 4 parking spaces); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; no-action FAR: 1.0

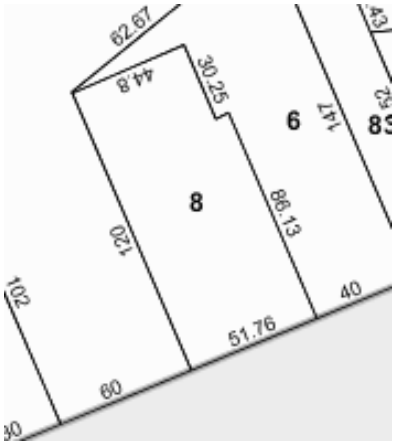
**With Action:**

A mixed-use residential/commercial facility with 2,000 sf of commercial space and 12,012 sf of residential space (12 total dwelling units, 8 market rate and 4 affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55'

**Increment:**

No increase or decrease in commercial space

+8,222 sf of residential (+8 DUs)





**Projected Site 22**

**Address:** CANAL STREET

**B:** 527 **L:** 49

**Lot Area:** 39,940 sf

R3-2/C2-2 **to R6B/C2-3**

**Description:** Vacant lot

**No Action:**

An entirely commercial building could develop under existing zoning with 21,000 sf of commercial space (14,200 for retail and 6,800 for office); max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; commercial parking provided: 70 spaces; no-action FAR: 0.53

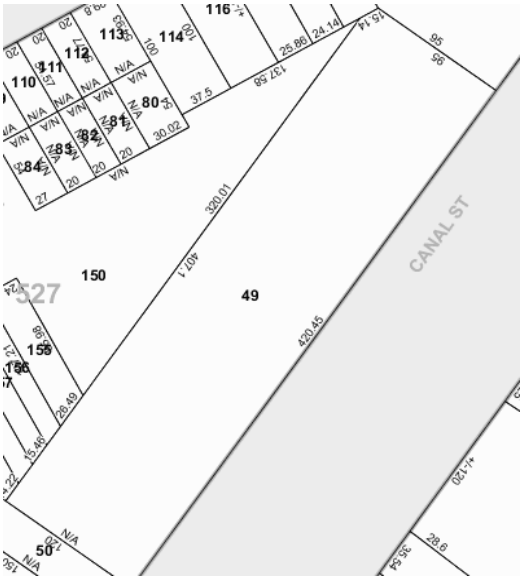
**With Action:**

A mixed-use residential/commercial building with 11,500 sf of commercial space and 85,155 sf of residential space (85 dwelling units: 60 for residential and 25 for affordable); total parking provided: 65 spaces (30 for market rate, 6 for affordable, 29 for commercial); max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+ 85,155 sf of residential (+85 DUs)

- 9,500 sf of commercial





**Projected Site 23**

**Address:** CANAL STREET

**B:** 527 **L:** 50, 52

**Lot Area:** 12,600 sf

R3-2/C2-2 **to R6B/C2-3**

**Description:** Vacant lot

**No Action:**

An entirely commercial building could develop under existing zoning with 6,300 sf of commercial space; max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; total parking provided: 21 spaces; no-action FAR: 0.50

**With Action:**

A mixed-use residential/commercial facility with 4,500 sf of commercial space and 25,992 sf of residential space (26 dwelling units, 18 for market rate and 8 for affordable); 11 residential parking spaces provided (commercial parking waived); max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+25,992 sf of residential (+26 DUs)

-1,800 sf of commercial





**Projected Site 24**

**Address:** 205 CANAL STREET

**B:** 527 **L:** 55

**Lot Area:** 4,500 sf

R3-2/C2-2 **to R6B/C2-3**

**Description:** Commercial building

**No Action:**

Continuation of existing use: an entirely commercial facility with 2,800 sf of commercial space; max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; no parking provided; built FAR: 0.64

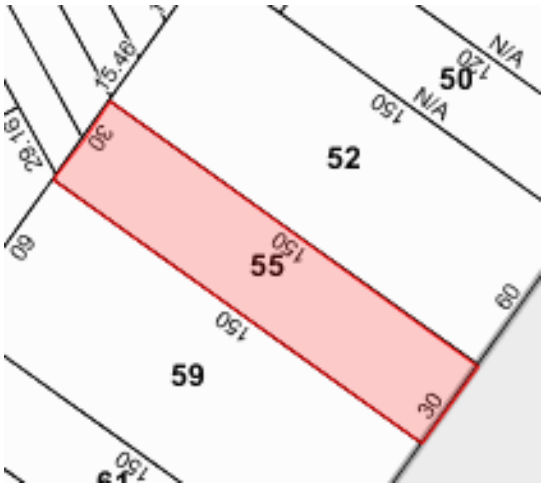
**With Action:**

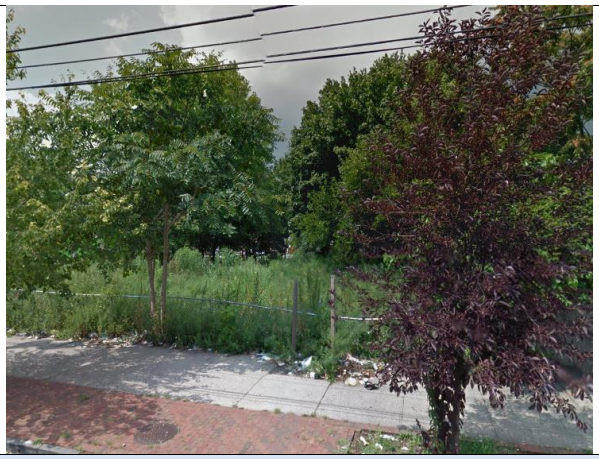
A mixed-use residential/commercial facility with 2,000 sf of commercial and 8,890 sf of residential (9 dwelling units, 9 for market rate and 3 for affordable); commercial and residential parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55'

**Increment:**

+8,890 sf of residential (+9 DUs)

-880 sf of commercial





**Projected Site 25**

**Address:** 223 CANAL STREET

**B:** 527 **L:** 65, 66, 68, 70

**Lot Area:** 17,312

R3-2/C2-2 **to R6B/C2-3**

**Description:** Vacant lot

**No Action:**

An entirely commercial building could develop under existing zoning with 9,000 sf of commercial space (6,000 sf for retail and 3,000 sf for office); max residential FAR: 0.6; max commercial FAR: 1.0; max community facility FAR: 1.0; total parking provided: 30 spaces; no-action FAR: 0.52

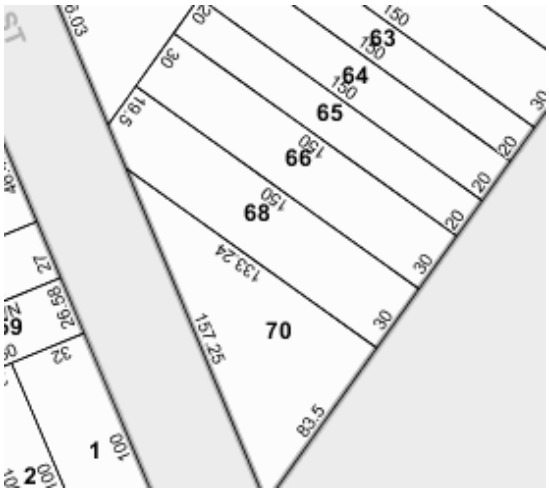
**With Action:**

A mixed-use residential/commercial facility with 6,000 sf of commercial space and 35,895 sf of residential space (36 dwelling units, 25 market rate and 11 affordable); total residential parking provided: 15 spaces; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+35,895 sf of residential (+36 DUs)

-3,000 sf of commercial






**Projected Site 26 (City Disposition Site 1)**

**Address:** 55 STUYVESANT PLACE

**B:** 9 **L:** 9

**Lot Area:** 11,500 sf

**From:** C4-2/SG **To:** C4-2/SG

**Description:** Vacant Commercial/Office building (DOH)

**No Action:**

Continuation of existing use: a vacant commercial building with 37,675 sf of vacant space; 0 parking spaces provided; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; built FAR: 3.28

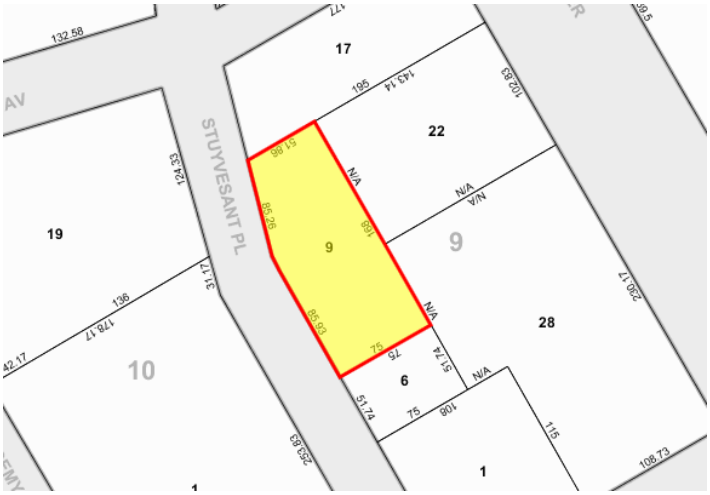
**With Action:**

An entirely commercial building with 37,675 sf of commercial space; commercial parking waived; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; with-action FAR: 3.28; max building height: 52’

**Increment:**

No increase or decrease of commercial space

No increase or decrease in parking spaces






**Projected Site 27 (City Disposition Site 2)**

**Address:** 539 JERSEY STREET

**B:** 34 **L:** 1

**Lot Area:** 114,730 sf

**From:** C2-2/R5/HS **To:** C2-2/R5

**Description:** Sanitation garage (DSNY)

**No Action:**

A vacant commercial building with 14,535 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.0; max residential FAR: 1.25; built FAR: 0.13; no parking spaces provided

**With Action:**

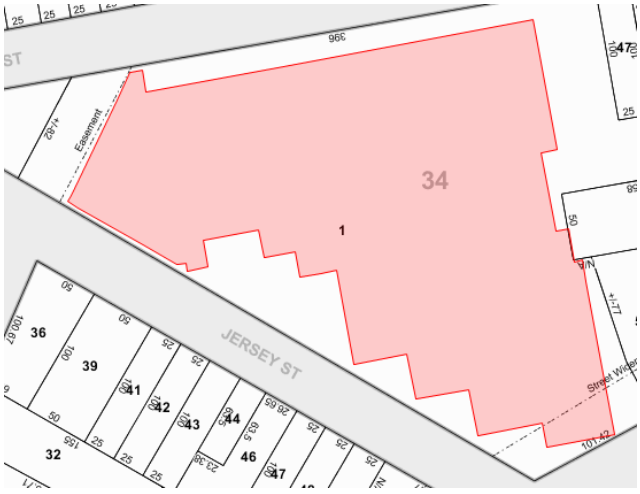
A mixed-use residential/commercial facility with 108,413 sf of residential (108 dwelling units: 76 for market rate and 33 for affordable); 35,000 sf of commercial; 189 parking spaces provided (65 for market rate, 8 for affordable, 117 for commercial); max residential FAR: 1.25; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 1.25, max building height: 40’

**Increment:**

+20,465 sf of commercial

+108,413 sf residential (+108 DUs)

+189 parking spaces






**Projected Site 28 (City Disposition Site 3)**

**Address:** 54 CENTRAL AVENUE

**B:** 6 **L:** 20

**Lot Area:** 25,038 sf

**From:** C4-2/SG **To:** C4-2/SG

**Description:** Municipal surface parking (DOT)

**No Action:**

Continuation of existing use: a surface parking lot with 75 spaces

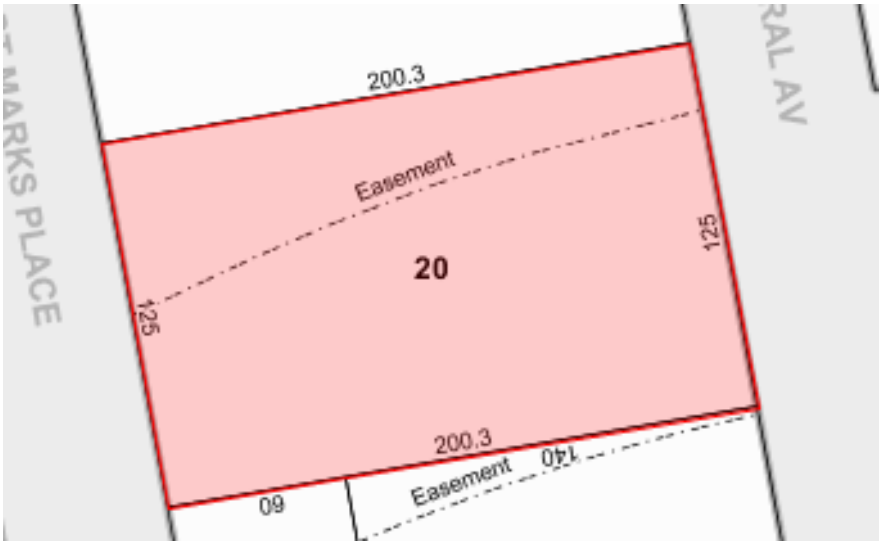
**With Action:**

An entirely commercial facility with 62,000 sf of commercial area (office); 154 parking spaces provided; max residential FAR: 3.4; max commercial FAR: 3.4; max community facility FAR: 3.4; with-action FAR: 3.40; max building height: 70’

**Increment:**

+62,000 sf of commercial

+79 parking spaces





**Projected Site 29 (Stapleton Waterfront Phase III – Site A)**

**Address:** 355 FRONT STREET

**B:** 487 **L:** 100

**Lot Area:** 159,333 sf

**From:** C4-2A/SW **To:** C4-2A/SW

**Description:** Vacant Site

**No Action:**

Vacant

**With Action:**

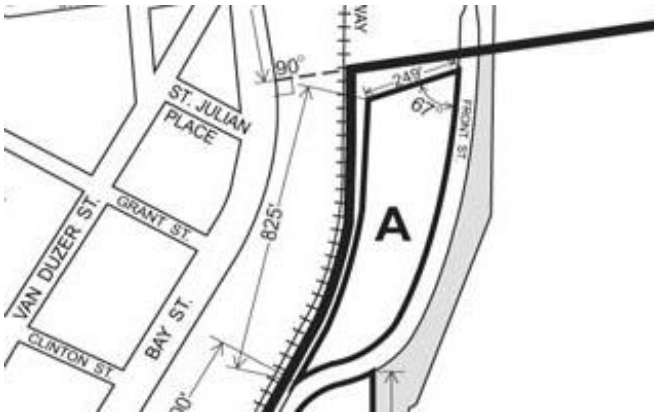
A mixed use residential building with 43,000 sf of ground floor local retail; 318,666 sf of residential space; total number of residential units: 319 (50% of units - affordable); residential parking: 120 spaces; commercial parking: 108 spaces; building height: 125'; with-action FAR: 2.0

**Increment:**

+ 318,666 of residential space (319 units: 159 market rate units, 159 affordable units)

+43,000 of commercial space

+ 227 parking spaces





**Projected Site 30 (Stapleton Waterfront Phase III – Site B)**

**Address:** 355 FRONT STREET

**B:** 487 **L:** 100

**Lot Area:** 154,545 sf

**From:** C4-2A/SW **To:** C4-2A/SW

**Description:** Vacant Site

**No Action:**

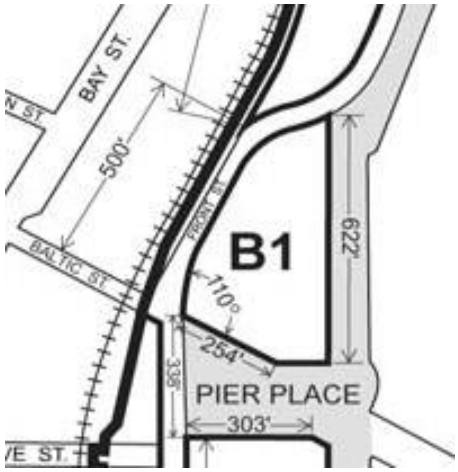
Vacant Site

**With Action:**

Developed with an entirely residential building with 308,000 sf of residential (308 total dwelling units: 154 market rate, 154 affordable); 116 total parking spaces; max building height: 125'; max FAR: 2.0; with-action FAR: 2.0

**Increment:**

+308,000 of residential space (308 units: 154 market rate units, 154 affordable units)
+ 116 parking spaces



# POTENTIAL DEVELOPMENT SITES




**Potential Site A**

**Address:** 263 BAY STREET

**B:** 487 **L:** 42

**Lot Area:** 7,940 sf.

**From:** C4-2 **To:** R6/C2-4

**Description:** Car rental facility

**No Action:**

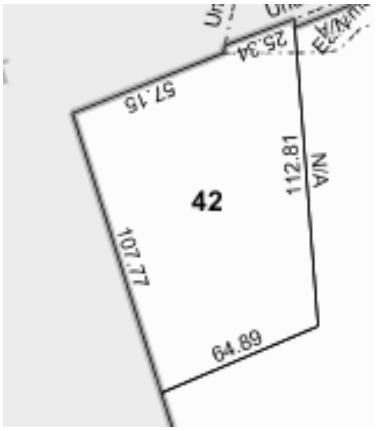
Continuation of existing use: 800 sf of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.10;

**With Action:**

A fully commercial building with 26,202 sf of commercial space (18,820 sf of office, 5,000 sf of local retail);

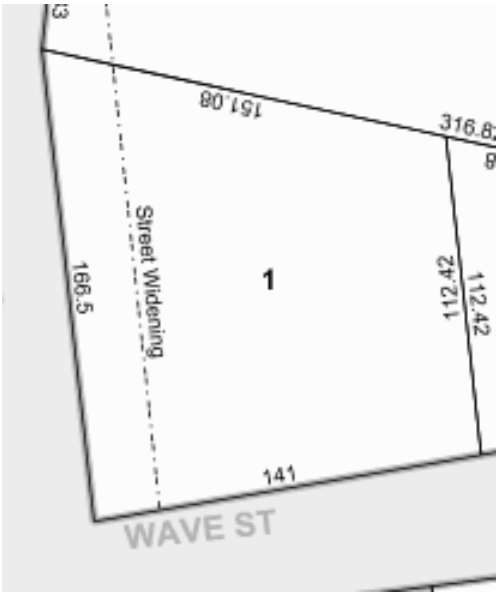
**Increment:**

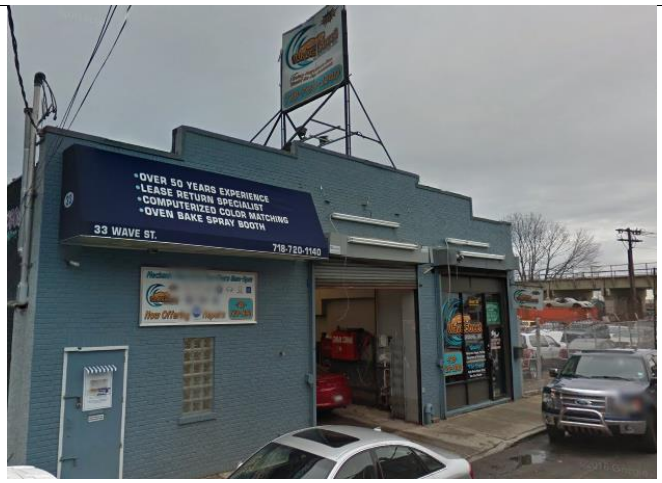
+25,402 sf of commercial



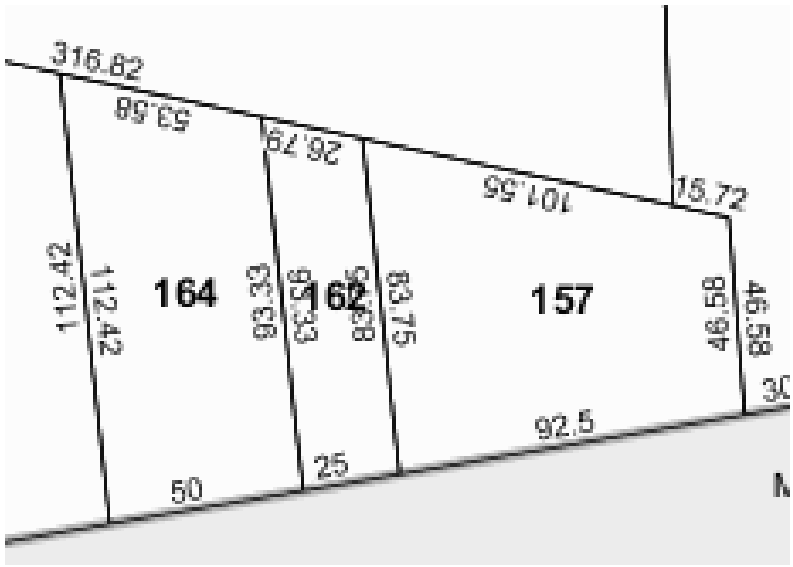


| **Potential Site B** |
|---|
| **Address:** 491 BAY STREET |
| **B:** 488 **L:** 1 |
| **Lot Area:** 19,600 sf |
| **From:** C4-2 **To:** R6/C2-3 |
| **Description:** Fast food facility |
| **No Action:** |
| Continuation of existing use: 7,131 sf commercial facility; max commercial FAR: 1.0; max community facility FAR: 2.4 |
| **With Action:** |
| A mixed-use residential/commercial facility with 8,500 sf of commercial and 56,180 sf of residential (56 total dwelling units: 39 market rate units and 17 affordable units); 24 required residential parking spaces, commercial parking waived; max commercial FAR: 3.0; max community facility FAR: 3.0; with-action FAR: 3.00; max building height: 75’ |
| **Increment:** |
| +1,369 sf of commercial |
| +56,180 sf of residential (+56 DUs) |






| **Potential Site C** |
|---|
| **Address:** 33 WAVE STREET |
| **B:** 488 **L:** 157, 162, 164 |
| **Lot Area:** 13,386 sf |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** Auto repair facility |
| **No Action:** |
| Continuation of existing use: 4,248 sf of commercial; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.32 |
| **With Action:** |
| An entirely residential building with 44,174 sf of residential space, 44 total dwelling units (31 market rate, 13 affordable units); 19 total residential parking spaces; with-action FAR: 3.0; max building height: 75’ |
| **Increment:** |
| -4,248 sf of commercial |
| +44,174 sf of residential (+44 DUs) |





**Potential Site D**

**Address:** 521 BAY STREET

**B:** 489 **L:** 1

**Lot Area:** 6,394 sf

**From:** C4-2 **To:** R6/C2-3

**Description:** Mixed-use building with a laundromat on the ground floor and residences above

**No Action:**

Continuation of existing use: 3,150 sf of commercial; 3,600 sf of residential (4 dwelling units); max commercial FAR: 1.0; max community facility FAR: 2.4; 4 dwelling units; built FAR: 1.06

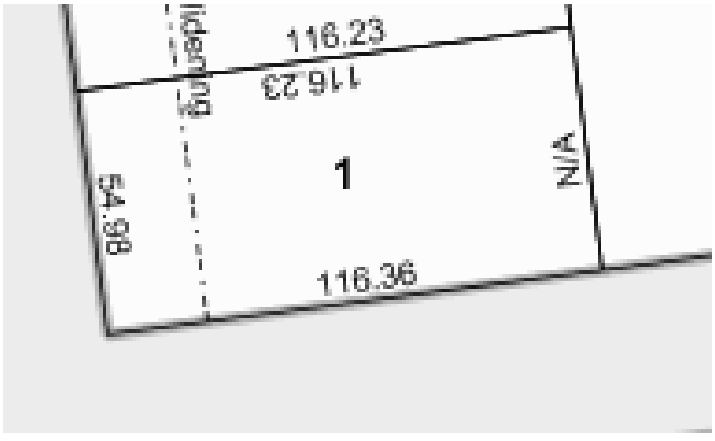
**With Action:**

A mixed-use residential/commercial facility with 3,500 sf for commercial, 17,600 sf of residential (18 total dwelling units: 12 market rate, 5 affordable); 7 total residential parking spaces, commercial parking waived; max commercial FAR: 2.0; max community facility FAR: 3.0, with-action FAR: 3.0; max building height: 75’

**Increment:**

+350 sf of commercial

+14,000 sf of residential (+14 DUs)





**Potential Site E**

**Address:** 26 WAVE STREET

**B:** 489 **L:** 16

**Lot Area:** 3,750 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Electrical supply warehouse

**No Action:**

Continuation of existing use: 3,750 sf of commercial space; max commercial FAR: 2.0; max community facility FAR: 2.4; built FAR: 1.0

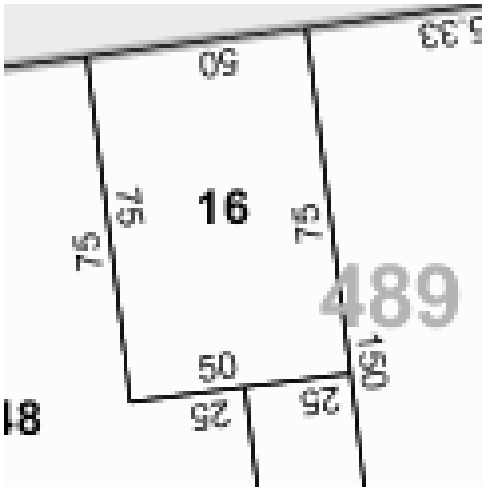
**With Action:**

An entirely residential building with 12,375 sf of residential space (12 total dwelling units: 9 market rate units, 4 affordable units); residential parking requirements waived; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 3.0; max building height: 75’

**Increment:**

-3,750 sf of commercial

+12,375 sf of residential (+12 DUs)





**Projected Site F**

**Address:** 22 WAVE STREET

**B:** 489 **L:** 19

**Lot Area:** 9,216 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Warehouse

**No Action:**

Continuation of existing use: 11,644 sf of commercial space; max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.26

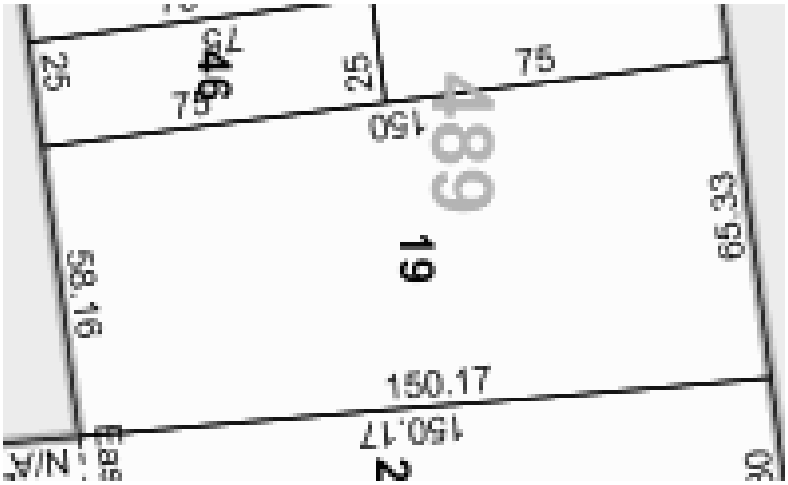
**With Action:**

An entirely residential building with 30,413 sf of residential space (30 total dwelling units, 21 for market rate, 9 for affordable); 13 total residential parking spaces; max commercial FAR: 2.0; max community facility FAR: 3.0; with-action FAR: 3.0; max building height: 75’

**Increment:**

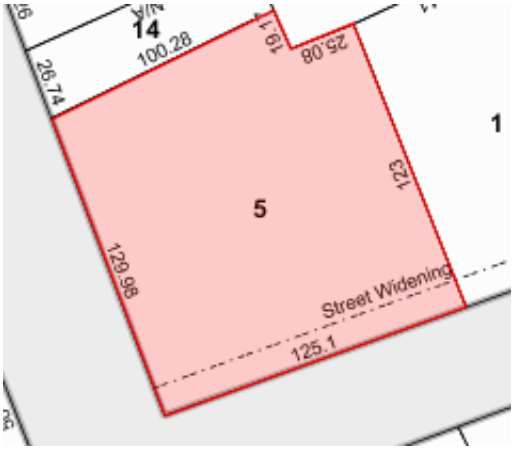
-11,644 sf of commercial

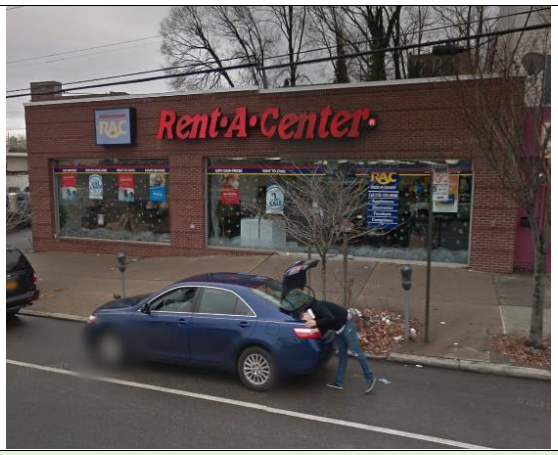
+30,413 sf of residential (+30 DUs)





| |
|---|
| **Potential Site G** |
| **Address:** 89 VAN DUZER STREET |
| **B:** 498 **L:** 5 |
| **Lot Area:** 18,580 sf |
| **From:** M1-1 **To:** R6B/C2-3 |
| **Description:** Car wash/vehicle inspection facility |
| **No Action:** |
| Continuation of existing use: 5,270 sf of commercial area, max commercial FAR: 1.0; max community facility FAR: 2.4, required commercial parking: 4 spaces; total parking provided: 4 spaces; built FAR: 0.28 |
| **With Action:** |
| An entirely residential facility with 44,963.6 sf of residential space (45 total dwelling units, 31 for market rate, 13 for affordable); total residential parking required: 19 spaces; max FAR: 2.20; with-action FAR: 2.20; max building height: 55’ |
| **Increment:** |
| -5,270 sf of commercial |
| +44,964 sf of residential (+45 DUs) |






**Potential Site H**

**Address:** 230 BAY STREET

**B:** 498 **L:** 74

**Lot Area:** 6,000 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Furniture/appliance rental facility

**No Action:**

Continuation of existing use: 3,000 SF of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.50

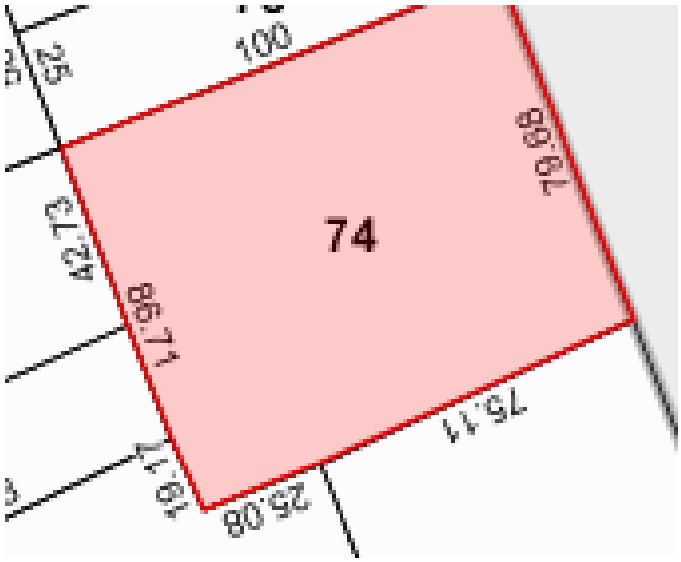
**With Action:**

Mixed-use residential and commercial facility with 2,000 sf of commercial; 17,800 sf of residential (18 total dwelling units: 12 market rate units, 5 affordable units); total residential parking required: 8 spaces; commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

**Increment:**

-1,000 sf of commercial

+17,800 sf of residential (+18 DUs)





**Projected Site I**

**Address:** BAY AND HANNAH AND SWAN

**B:** 500 **L:** 1, 10, 11, 12

**Lot Area:** 22,308 sf

**From:** M1-1 **To:** R6/C2-3

**Description:** Auto parts store

**No Action:**

Continuation of existing use: 7,800 sf of commercial space; max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.35

**With Action:**

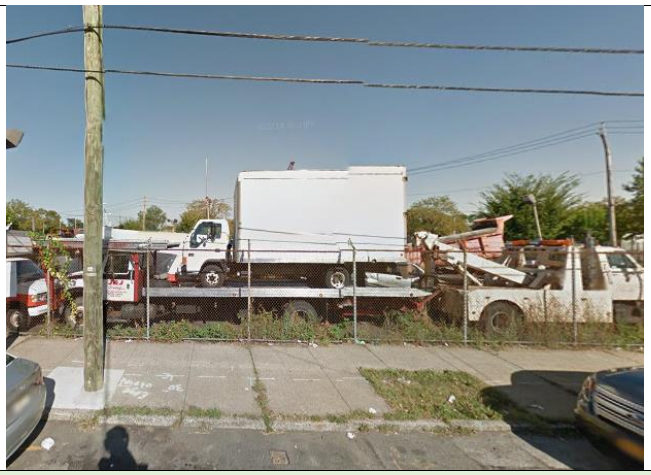
Mixed-use residential/commercial facility with 9,100 sf of commercial and 64,516.4 sf of residential (65 total dwelling units: 45 market rate units, 16 affordable units); 27 total residential required parking spaces, commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

**Increment:**

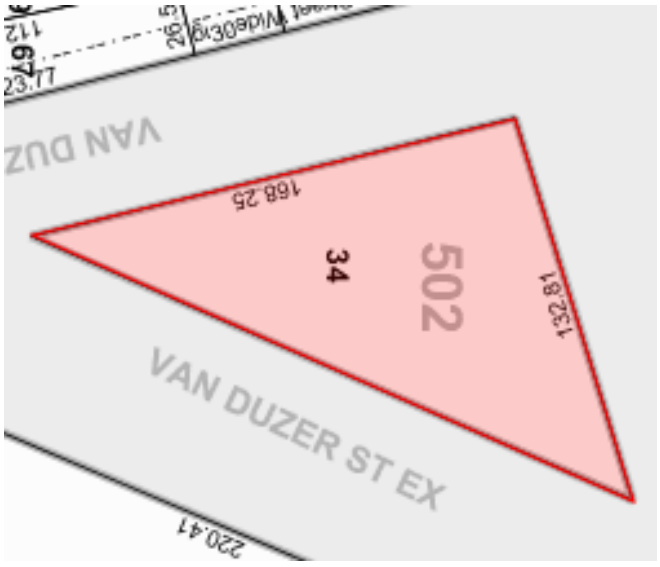
+1,300 sf of commercial

+64,516 sf of residential (+65 DUs)





| |
|---|
| **Potential Site J** |
| **Address:** VAN DUZER STREET |
| **B:** 502 **L:** 34 |
| **Lot Area:** 11,173 sf. |
| **From:** M1-1 **To:** R6B/C2-3 |
| **Description:** Vacant land/storage |
| **No Action:** |
| Continuation of existing use: vacant land on a 11,173 sf lot; max commercial FAR: 1.0; max community facility FAR: 2.4; no-action FAR: 0.00 |
| **With Action:** |
| Mixed-use residential and commercial facility with 3,500 sf of commercial space, 23,538.6 sf of residential space (24 total dwelling units: 16 for market rate, 7 for affordable); 10 total required residential parking spaces, commercial parking waived; max FAR: 2.2; with-action FAR: 2.2; max building height 55’ |
| **Increment:** |
| +3,500 sf of commercial |
| +23,539 sf of residential (+24 DUs) |





**Projected Site K**

**Address:** 364 BAY STREET

**B:** 503 **L:** 1

**Lot Area:** 53,425 sf.

**From:** M1-1 **To:** R6/R6B/C2-3

**Description:** Retail strip, motorcycle dealer, gym

**No Action:**

Continuation of existing use: 65,934 sf for commercial space; max commercial FAR: 1.00, max community facility FAR: 2.4; built FAR: 1.23

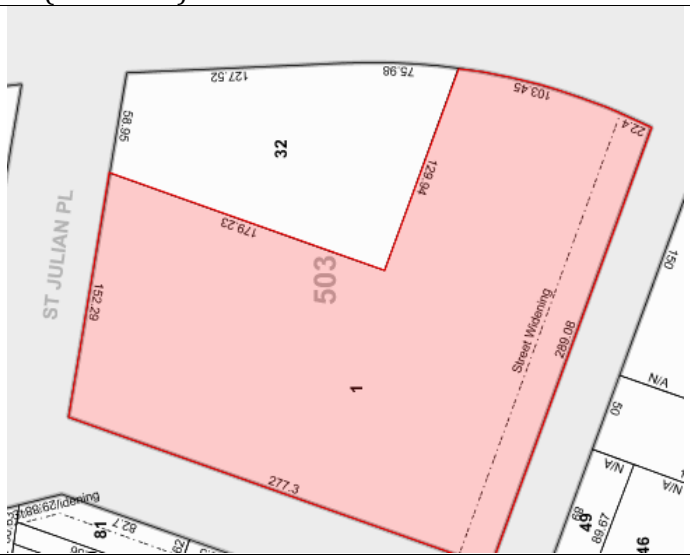
**With Action:**

Mixed-use residential/commercial facility with 9,000 sf for commercial space, 142,169.7 sf of residential space (142 total dwelling units: 100 for market rate, 43 for affordable); total required residential parking: 60 spaces, commercial parking waived; max FAR: 3.0; with-action FAR: 3.0; max building height: 75’

**Increment:**

-56,934 sf of commercial

+142,170 sf of residential (+142 DUs)





**Potential Site L**

**Address:** 340 BAY STREET

**B:** 503 **L:** 32

**Lot Area:** 16,925 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Probation office- City leased space

**No Action:**

Continuation of existing use: 12,600 sf for commercial space, max commercial FAR: 1.0; max community facility FAR: 2.4; built FAR: 0.74

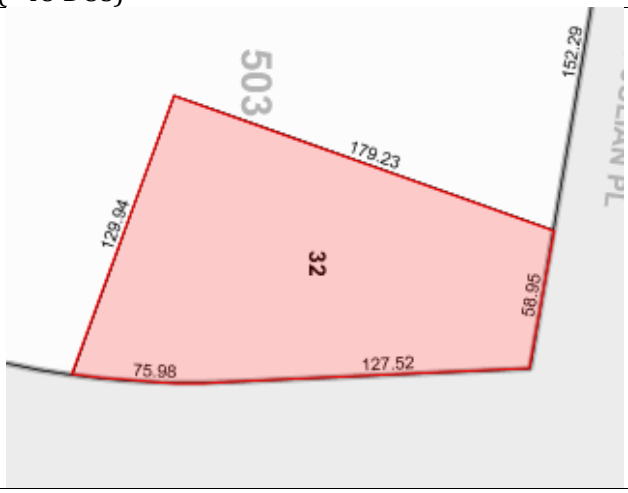
**With Action:**

Mixed-use residential and commercial facility with 8,000 sf of commercial space and 48,853 of residential space (48 total dwelling units: 33 for market rate, 14 for affordable); 20 total required residential parking spaces, commercial parking waived; max FAR: 3.0, max building height: 75’

**Increment:**

-4,600 sf of commercial

+48,853 sf of residential (+48 DUs)





**Potential Site M**

**Address:** 372 BAY STREET

**B:** 505 **L:** 1

**Lot Area:** 7,500 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Auto shop and house of worship

**No Action:**

Continuation of existing use: 5,000 sf of commercial, 800 sf of residential (2 dwelling units); max commercial FAR: 1.0, max community facility FAR: 2.4; built FAR: 0.77

**With Action:**

A mixed-use residential/commercial facility with 6,000 sf of commercial space and 18,750 sf of residential space (19 total dwelling units: 13 for market rate, 6 for affordable); 8 required residential parking spaces, commercial parking requirements waived; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’

**Increment:**

+1,000 sf of commercial

+17,950 sf of residential (+17 DUs)





| **Potential Site N** |
|---|
| **Address:** 420-436 BAY STREET |
| **B:** 507 **L:** 1, 5, 6 |
| **Lot Area:** 19,635 sf |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** HVAC warehouse and restaurant |
| **No Action:** |
| Continuation of existing use: a mixed-use facility with 14,720 sf for commercial; 800 sf of residential (1 dwelling unit); max res. FAR: 0.00, max commercial FAR: 1.0, max community facility FAR: 2.4; 1 dwelling unit, built FAR: 0.79 |
| **With Action:** |
| A mixed-use facility with 58,295.5 sf of residential space (58 total dwelling units: 41 for market rate, 17 for affordable); 6,500 sf of community facility space (medical office); 25 total required residential parking spaces; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’ |
| **Increment:** |
| -14,720 sf of commercial |
| +57,496 sf of residential (+58 DUs) |
| +6,500 sf of community facility |






**Potential Site O**

**Address:** VAN DUZER AND WILLIAM STREET

**B:** 508 **L:** 9, 21

**Lot Area:** 12,322 sf.

**From:** M1-1 (lot 9) and R3X (lot 21) **To:** R6B/R6/C2-3

**Description:** Auto shop and residential use

**No Action:**

Continuation of existing use: 7,900 sf for commercial use; 4,602 sf for residential use (7 dwelling units); max residential FAR: 0.0, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.01

**With Action:**

Residential-only development with 33,059 sf for residential use, 33 total dwelling units (23 for market rate, 10 for affordable); 14 required residential parking spaces; max FAR: 3.0(R6)/2.2(R6B), with-action FAR: 2.44, max building height: 75’

**Increment:**

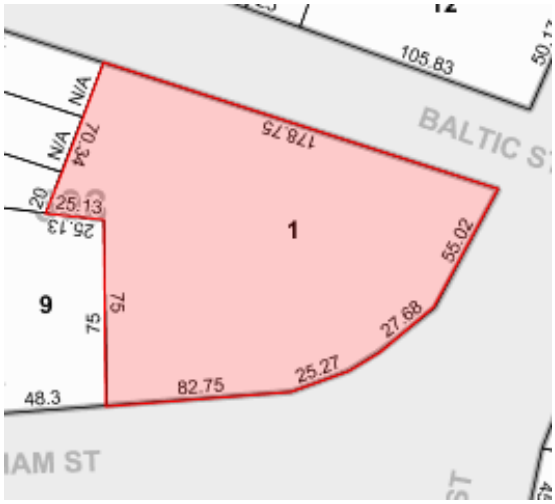
-7,900 sf of commercial

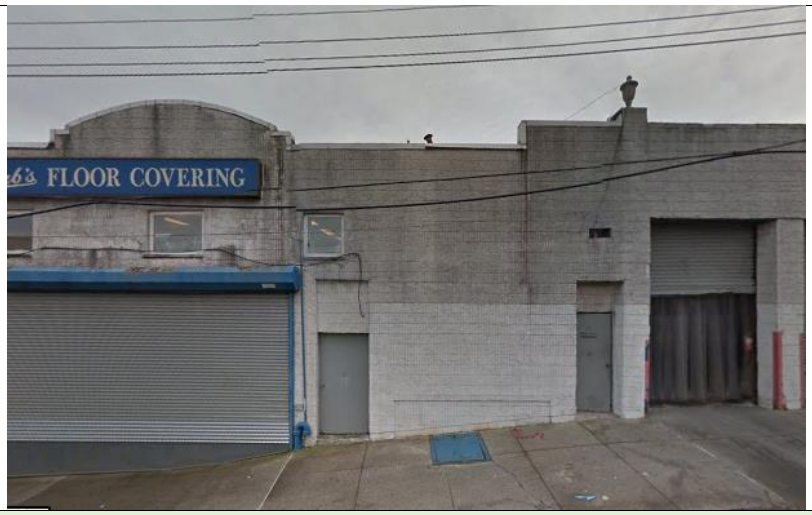
+28,457 sf of residential (+26 DUs)





| **Potential Site P** |
|---|
| **Address:** 450 BAY STREET |
| **B:** 508 **L:** 1 |
| **Lot Area:** 17,608 sf. |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** Drive-thru restaurant |
| **No Action:** |
| Continuation of existing use: 1,575 sf for commercial space, max commercial FAR: 1, max community facility FAR: 2.4, built FAR: 0.09 |
| **With Action:** |
| A mixed-use residential/commercial facility with 8,000 sf of commercial space and 50,106 sf of residential space (50 total dwelling units: 35 for market rate, 15 for affordable); 21 total residential parking spaces required, commercial parking waived; max FAR: 3.0, with-action FAR: 3.0, max building height: 75’ |
| **Increment:** |
| +6,425 sf of commercial |
| +50,106 sf of residential (+50 DUs) |






**Potential Site Q**

**Address:** 24 WILLIAM STREET

**B:** 509 **L:** 34

**Lot Area:** 10,493 sf.

**From:** M1-1 **To:** R6/C2-3

**Description:** Retail and warehouse

**No Action:**

Continuation of existing use: 10,600 sf for commercial, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 1.01

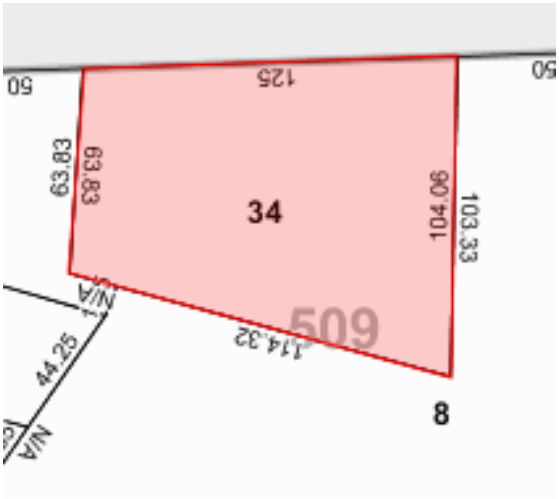
**With Action:**

A residential-only building with 34,627 sf for residential use, 35 total dwelling units (24 for market rate, 10 for affordable); 15 total residential required parking spaces; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’

**Increment:**

-10,600 sf of commercial

+34,627 sf of residential (+35 DUs)





**Potential Site R**

**Address:** 10 CONGRESS STREET

**B:** 510 **L:** 43

**Lot Area:** 3,500 sf.

**From:** M1-1/R3X **To:** R6/C2-3

**Description:** Vehicle inspection

**No Action:**

Continuation of existing use: 3,216 sf for commercial use, max commercial FAR: 1.0, max comm facility FAR: 2.4, built FAR: 0.92

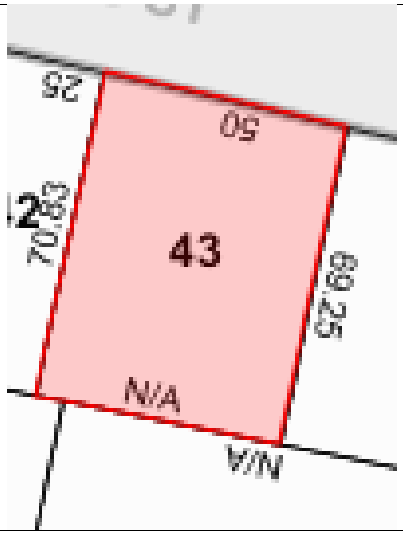
**With Action:**

A residential-only building with 11,550 sf for residential use, 12 total dwelling units (8 for market rate, 3 for affordable); parking requirements waived; max FAR: 3.0, with-action FAR: 3.0, max building height: 75’

**Increment:**

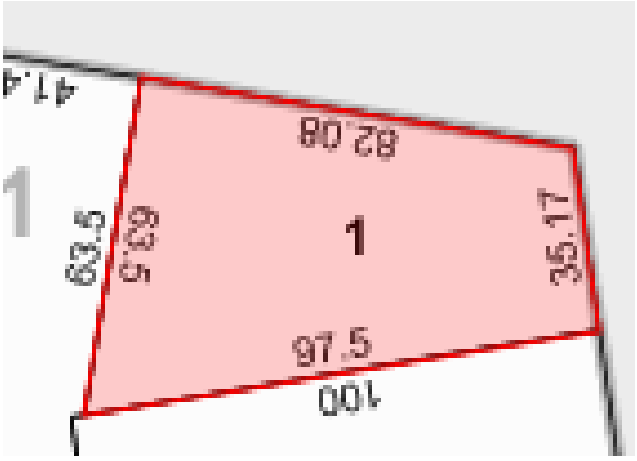
-3,216 sf of commercial

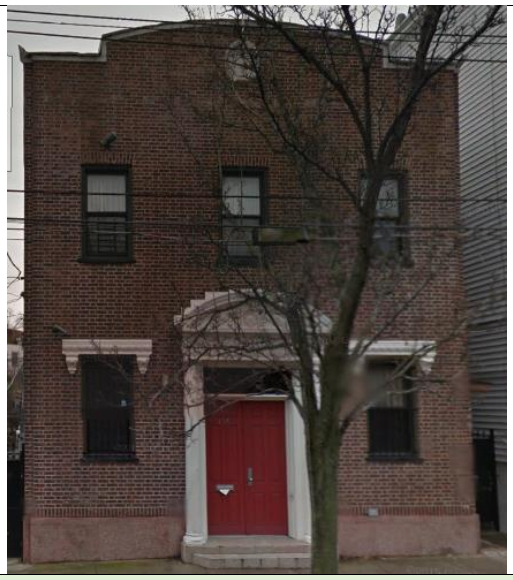
+11,550 sf of residential (+12 DUs)





| |
|---|
| **Potential Site S** |
| **Address:** 510 BAY STREET |
| **B:** 511 **L:** 1 |
| **Lot Area:** 7,500 sf. |
| **From:** M1-1 **To:** R6/C2-3 |
| **Description:** Pool hall |
| **No Action:** |
| Continuation of existing use: 4,000 sf of commercial, max commercial FAR: 1.0, max community facility FAR: 2.4, built FAR: 0.99 |
| **With Action:** |
| A mixed-use residential/commercial facility with 1,500 sf of commercial space and 11,700 sf of residential space (12 total dwelling units: 8 for market rate, 4 for affordable); residential and commercial parking requirements waived; max FAR: 3.0, with-action FAR: 3.0; max building height: 75’ |
| **Increment:** |
| -2,500 sf of commercial |
| +11,700 sf of residential (+12 DUs) |





**Potential Site T**

**Address:** 176 CANAL STREET

**B:** 526 **L:** 43

**Lot Area:** 2,814 sf

R4/C2-2 **to R6B/C2-3**

**Description:** Commercial building

**No Action:**

Continuation of existing use: an entirely commercial building with 3,016 sf of commercial space; max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 1.07; no parking provided

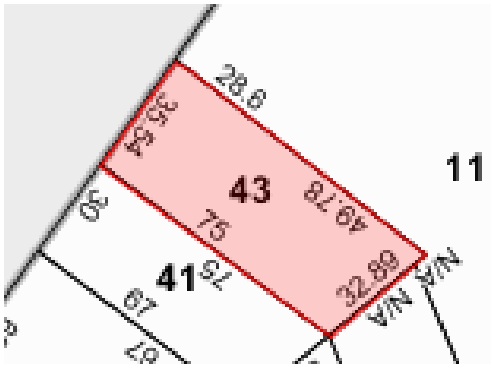
**With Action:**

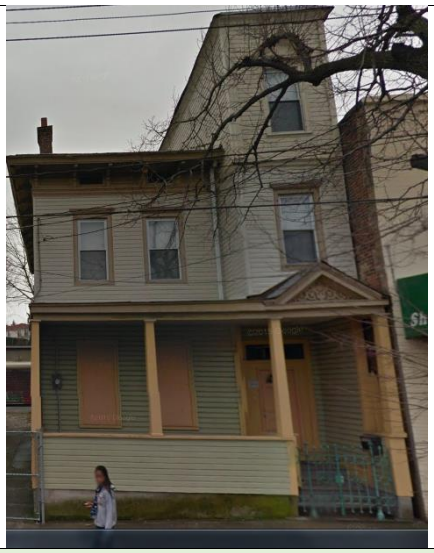
A mixed-use residential/commercial facility with 1,200 sf for commercial use and 5,610 sf for residential use (6 dwelling units, 4 for market rate and 2 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+5,610 sf of residential (+6 DUs)

-1,816 sf of commercial





**Potential Site U**

**Address:** 160 CANAL STREET

**B:** 526 **L:** 52

**Lot Area:** 5,220 sf.

R4/C2-2 **to R6B/C2-3**

**Description:** Single family home

**No Action:**

Continuation of existing use: a single-family residential facility with 1,665 sf of residential space (1 dwelling unit); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 0.49; no parking provided

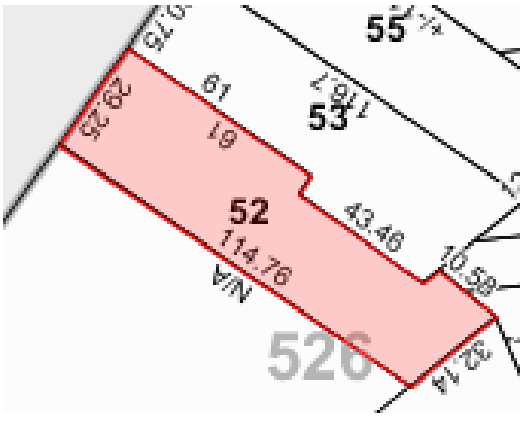
**With Action:**

A mixed-use residential/commercial facility with 700 sf of commercial and 7,466 sf of residential (7 dwelling units: 5 for market rate, 2 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+5,800 sf of residential (+6 DUs)

+800 sf of commercial






**Potential Site V**

**Address:** 156 CANAL STREET

**B:** 526 **L:** 53

**Lot Area:** 5,612 sf.

R4/C2-2 **to R6B/C2-3**

**Description:** Construction office and residential

**No Action:**

Continuation of existing use: A mixed-use residential/commercial facility with 1,000 sf of commercial and 1,200 sf of residential (1 dwelling unit); max residential FAR: 0.9, max commercial FAR: 1.0, max community facility FAR: 2.0; built FAR: 0.58; no parking provided

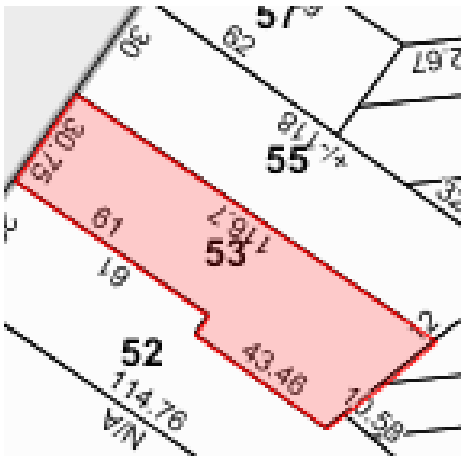
**With Action:**

A mixed-use residential/commercial facility with 1,500 sf of commercial and 7,631 sf of residential (8 dwelling units, 5 for market rate and 3 for affordable); residential and commercial parking waived; max residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

+6,430 sf of residential (+7 DUs)

+500 sf of commercial






**Potential Site W**

**Address:** 211 CANAL STREET

**B:** 527 **L:** 59

**Lot Area:** 11,246 sf.

R3-2/C2-2 **to R6B/C2-3**

**Description:** Day care facility

**No Action:**

Continuation of existing use: an entirely community facility building with 6,400 sf for community facility space; max residential FAR: 0.6; max commercial FAR: 1.0, max community facility FAR: 1.0; built FAR: 0.71; no parking provided

**With Action:**

A mixed-use residential/community facility building with 3,000 sf of community facility space and 18,780 sf of residential space (19 total dwelling units: 13 for market rate and 6 for affordable); 8 residential parking spaces provided, commercial parking waived; residential FAR: 2.2; max commercial FAR: 2.0; max community facility FAR: 2.0; with-action FAR: 2.2; max building height: 55’

**Increment:**

-3,400 sf of community facility

+18,780 sf of residential (+19 DUs)

