CHAPTER 8: URBAN DESIGN AND VISUAL RESOURCES

A. INTRODUCTION

This chapter assesses the potential effects of the Proposed Actions on urban design and visual resources within the Project Area and Study Areas. As outlined in Chapter 1, "Project Description," the Proposed Actions includes a series of land use actions intended to implement recommendations of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan"). The Proposed Actions would affect an approximately 45-acre area on Staten Island's North Shore in the Tompkinsville, Stapleton, and St. George neighborhoods, Community District 1 (the "Project Area"). The Project Area comprises four parts: (i) Bay Street Corridor Project Area; (ii) Canal Street Corridor Project Area; (iii) Stapleton Waterfront Phase III Sites A and B1; and (iv) three City Disposition Sites. The Proposed Actions seek to create a vibrant, resilient, downtown environment with stronger connections to New York Harbor and surrounding neighborhoods. In addition, the Proposed Actions would also create new housing opportunities, including affordable housing, as well as support existing and new commercial development in the Project Area. As described in Chapter 1, "Project Description," 30 sites have been identified as Projected Development Sites and 23 as Potential Development Sites in the Reasonable Worst Case Development Scenarios (RWCDS).

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience. These components include streets, buildings, open spaces, wind, natural resources, and visual resources. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources. A detailed assessment of urban design and visual resources examines the effect of a proposed action on a pedestrian's visual experience, primarily focusing on the components of the proposed action that may have the potential to significantly and adversely affect the arrangement, appearance, and functionality of the built and natural environment. The detailed analysis presented in this chapter follows *CEQR Technical Manual* guidance. The technical analysis examines each of the urban design characteristics listed above for existing conditions, the Future Without the Proposed Actions (No-Action Condition), and the Future With the Proposed Actions (With-Action Condition) for Build Year 2030 to determine potential urban design and visual resource impacts.

B. PRINCIPAL CONCLUSIONS

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

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

The scale of the Projected and Potential development would be compatible with the existing street network within the Primary Study Area. Under the proposed zoning, higher density buildings would be concentrated along the northern and southern boundaries of the Bay Street Corridor Project Area, to reflect the higher maximum building heights in the Special St. George District and Stapleton neighborhood. The remaining Projected and Potential Development Sites along the Bay Street Corridor Project Area, would act as a transition from the proposed higher density buildings along the northern and southern boundaries of the Bay Street Corridor Project Area to the lower density buildings in the surrounding area. The heights of the buildings on the Projected and Potential Development Sites would complement the existing scale and character of the residential side streets. In addition, the maximum building height on the Projected and Potential Development Sites within the Canal Street Corridor Project Area would be limited to five stories (approximately 55 feet), which would complement the existing buildings in the western portion of the subarea that is currently zoned R4 and typically permits three-story buildings.

New development is generally expected to replace vacant lots and underbuilt buildings with previous or existing light industrial and transportation/utility uses along these streets that currently detract from desirable street-level activity. Projected and potential development is expected to increase pedestrian activity and create a safer and more vibrant experience that enhances walkability along these primary streets by activating ground floors with commercial and community facility uses.

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

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

With-Action Condition would be limited to the parts of the Secondary Study Area that are closest to the Project Area.

C. METHODOLOGY

Based on the guidance and definitions in the *CEQR Technical Manual*, the assessment of urban design and visual resources considers the effect of the Proposed Actions on one or more of the following elements that collectively form an area's urban design and may affect a pedestrian's experience of public space:

1. Street Pattern and Streetscape: Street pattern refers to the arrangement and orientation of streets (the "street grid") that defines the location and flow of activity in an area, sets street views, and creates the blocks on which buildings and open spaces are organized. The streetscape elements are physical features that make up a streetscape, such as building street walls, building entrances, sidewalks, street trees, street furniture, and other permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands are critical to making a successful streetscape;

2. Buildings: Buildings support the street grid and the streetscape, by conveying a sense of the overall form and design of a block or a larger area. A building's street wall forms the most common backdrop in the city for public space and includes a building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape;

3. Visual Resources: A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources;

4. Open Space: For the purpose of urban design, open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots;

5. Topography and Natural Features: Topography and natural features help define the overall visual character of an area and may include vegetation and aquatic features, rock outcroppings, steep slopes or varied ground elevations, beaches, or wetlands may help define the overall visual character of an area; and

6. Wind: Channelized wind pressure from between tall buildings and down-washed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.[1]

The Proposed Actions would facilitate development that would differ from the existing building bulk and height permitted by the existing zoning regulations in the Project Area, resulting in physical changes that have the potential to change pedestrian experience. Therefore, the Proposed Actions' potential impacts to urban design and visual resources are analyzed in this chapter.

[1] *CEQR Technical Manual* (2014), Chapter 10, "Urban Design," 10-1.

A pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology. According to the *CEQR Technical Manual*, a pedestrian wind condition analysis is warranted for substantially sized projects involving construction of multiple buildings at locations that experience high wind conditions, such as along the waterfront, which may result in an exacerbation of wind conditions that may affect pedestrian safety. The Project Area is located along the New York Bay waterfront; however, the Project Area is not in a location exposed to high wind conditions, such as along west- and northwest-facing waterfronts, and the buildings developed under the With-Action Condition are not expected to exceed 145 feet in height and would not be located in close proximity to one another. Thus, the proposed development in the With-Action Condition would not create down-washed winds and channeling effects, and consequently would not elevate pedestrian-level wind conditions within the Project Area and the Primary Study Area. Therefore, a pedestrian wind condition analysis is not warranted, and the Proposed Actions are not anticipated to result in significant pedestrian wind condition impacts.[2]

STUDY AREA

According to the *CEQR Technical Manual*, the study area for urban design corresponds to the area where a project may influence land use patterns and the built environment and is generally consistent with the study area used for the land use analysis (400-foot Study Area). For visual resources, the view corridors within the 400-foot Study Area from which such resources are publicly viewable are identified.

The urban design assessment considers the Primary Study Area, which comprises the Bay Street Corridor Project Area, the Canal Street Corridor Project Area, the Stapleton Waterfront Phase III Sites, and the area within 400 feet from their respective boundaries (Figure 8-1). For the purposes of this assessment, the Primary Study Area is further divided into four subareas: (i) Bay Street Corridor Subarea; (ii) Stapleton Waterfront Subarea; (iii) Van Duzer Street Subarea; and (iv) Canal Street Corridor Subarea.

The Primary Study Area and subareas are defined as follows:

- *Bay Street Corridor Subarea*: comprises all, or a portion of, 19 blocks on either side of Bay Street between Victory Boulevard to the north and Union Place to the south.
- *Stapleton Waterfront Subarea*: comprises a single lot between the waterfront and Front Street, bounded by Victory Boulevard to the north, Prospect Street to the south, and the Staten Island Railway (SIR) tracks to the west and the New York Bay to the east.
- *Van Duzer Street Subarea:* comprises all, or a portion of, 14 blocks on either side of Van Duzer Street between Victory Boulevard to the north and Beach Street to the south.
- *Canal Street Corridor Subarea*: comprises all, or a portion of, 14 blocks along Canal Street from the intersection of Canal Street and Bay Street to the north, to Broad Street to the south.

[2] *CEQR Technical Manual* (2014), Chapter 10, "Urban Design and Visual Resources," 10-1.

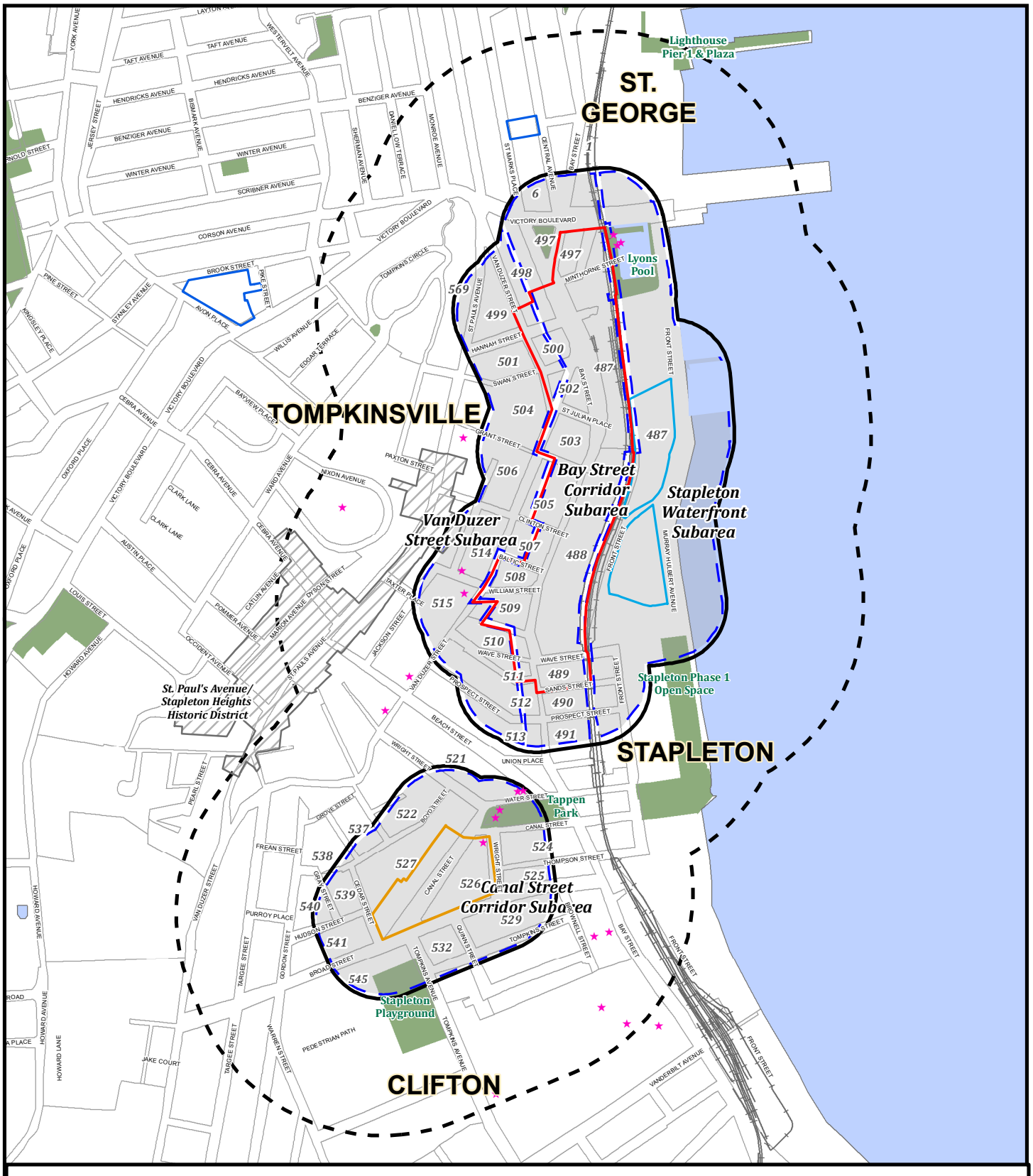


FIGURE 8-1: URBAN DESIGN AND VISUAL RESOURCE STUDY AREAS

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: NYC Department of City Planning; USGS National Hydrography Dataset (NHD). Prepared by Langan

The Secondary Study Area extends approximately 0.25 miles from the boundary of the Bay Street Corridor Project Area, the Canal Street Corridor Project Area, and Stapleton Phase III Sites A and B1, and includes the area between the 400-foot Primary Study Area boundary and 0.25-mile Secondary Study Area boundary (*i.e.,* the Primary Study Area is excluded) (Figure 8-1). The Secondary Study Area is consistent with the subareas presented in Chapter 2, "Land Use, Zoning, and Public Policy" and generally comprises four defined neighborhoods surrounding the Primary Study Area: St. George to the north; Tompkinsville to the west; Stapleton to the east and the area between the Bay Street and Canal Street Project Areas; and Clifton to the south. The analysis of urban design and visual resources is based on field visits, photographs of the area, and photo simulations of the proposed buildings in the With-Action Condition.[3]

D. PRELIMINARY ASSESSMENT

According to the *CEQR Technical Manual*, a preliminary assessment 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, including the following: (i) projects or actions that permit the modification of yard, height, and setback requirements; and (ii) projects or actions that result in an increase in built floor area beyond what would be allowed as-of-right or in the future without the proposed action. Beyond a preliminary assessment, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are generally appropriate for all area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. Because the Proposed Actions includes rezoning of the Bay Street Corridor and the Canal Street Corridor Project Areas, and an increase in permitted height and changes to the underlying street wall regulations on Stapleton Waterfront Phase III Sites A and B1, a detailed analysis is provided below.

Because the Proposed Actions would not modify the existing zoning requirements for yard, height, and setback for development on the three City Disposition Sites, or result in an increase in built floor area beyond what would be allowed as-of-right on these sites, a preliminary assessment of urban design for the three City Disposition Sites is not warranted.

E. DETAILED ASSESSMENT

EXISTING CONDITIONS

The following section discusses existing urban design components in the Primary and Secondary study areas. The assessment focuses on streets, buildings, open space, and visual resources. As noted above, the Proposed Actions would not create down-washed winds and channeling effects, and therefore, would not elevate pedestrian-level wind conditions within the Project Area and the Primary Study Area. Therefore, a pedestrian wind condition analysis is not warranted, and no significant pedestrian wind condition impacts are anticipated. The visual resources assessment considers important views of landmark structures and other distinct buildings within, or viewable

[3] An urban design site visit was performed on September 23, 2016.

from, the Primary Study Area that may be obstructed due to buildings developed under the Proposed Actions.

The figures referenced throughout the existing conditions discussion below include Figures 8-2a through 8-2b, which show the existing density in floor area ratios (FAR) for the Primary and Secondary study areas, respectively; Figures 8-3a and 8-3b, which show the existing building heights in the Primary and Secondary study areas, respectively; Figures 8-4a through 8-6b, which include photographs of the Primary Study Area; and Figures 8-8 through 8-11, which include photographs of the Secondary Study Area.

PRIMARY STUDY AREA

The Primary Study Area comprises the Bay Street Corridor and Canal Street Corridor Project Areas, Stapleton Waterfront Phase III Sites A and B1, and the area within 400 feet from their respective boundaries. As noted above, for the purposes of this assessment, the Primary Study Area is divided into four subareas: (i) Bay Street Corridor Subarea; (ii) Stapleton Waterfront Subarea; (iii) Van Duzer Street Subarea; and (iv) Canal Street Corridor Subarea. The urban design components and visual resources of each of these subareas are described below.

Bay Street Corridor Subarea

The Bay Street Corridor Subarea comprises all, or a portion of, 19 blocks on either side of Bay Street between Victory Boulevard to the north and Sands Street to the south (Figure 8-1). The subarea primarily includes two- and three-story commercial and office buildings along Bay Street, with limited residential uses in mixed-use buildings. The subarea also includes a small number of open parking lots interspersed along Bay Street. Manufacturing uses are predominantly located in the southern part of the Bay Street Corridor Subarea along Baltic Street, Wave Street, and Front Street. The subarea is currently mapped with an M1-1 zoning district. The proposed zoning map changes would replace the existing zoning district within this subarea with R6, R6B zoning districts with C2-3 and C2-4 commercial overlays.

Streets

Bay Street runs north-south through the center of the Bay Street Corridor Subarea, from Central Avenue to the north and Union Place to the south. Bay Street and the bisecting residential side streets do not follow a traditional street grid; rather, Bay Street follows the curvature of the Tompkinsville and Stapleton shoreline (Figure 8-1). Bay Street varies in width, with its widest portion (approximately 58 feet wide) in the north and its narrowest portion (approximately 32 feet wide) in the south. A majority of Bay Street carries four lanes of traffic: two lanes of northbound and southbound traffic each. Almost the entire length of Bay Street has on-street parking along each curb line (Figure 8-4A, Photographs 1 and 2). There are two SIR station entrances located between the Bay Street Corridor Subarea and the Stapleton Waterfront Subarea: Tompkinsville Station in the north and Stapleton Station in the south. Although the elevated SIR tracks are partially within the Bay Street Corridor Subarea, the elevated rail is not visible from a majority of locations within the subarea. As shown in Figure 8-4A, Photograph 1 and 3, the sidewalks along Bay Street that are generally 11 feet in width, and typical streetscape elements include street signs, lampposts, wire mesh garbage cans, fire hydrants, bus stop signs, overhead power lines, mailboxes, and bicycle racks.

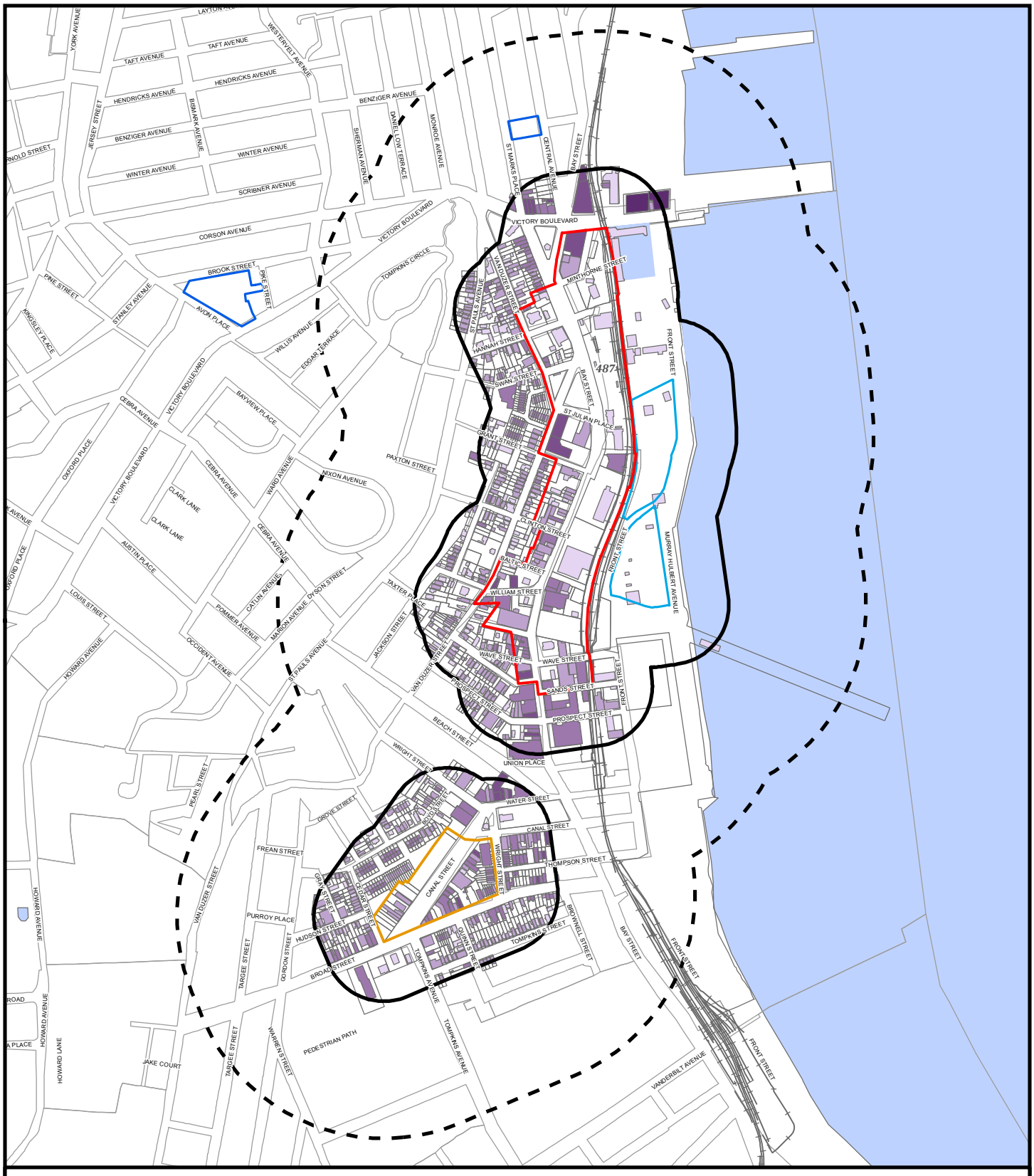


FIGURE 8-2A: PRIMARY STUDY AREA BUILT FAR

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: ESRI; NYC Department of City Planning; USGS National Hydrography Dataset (NHD). Prepared by Langan

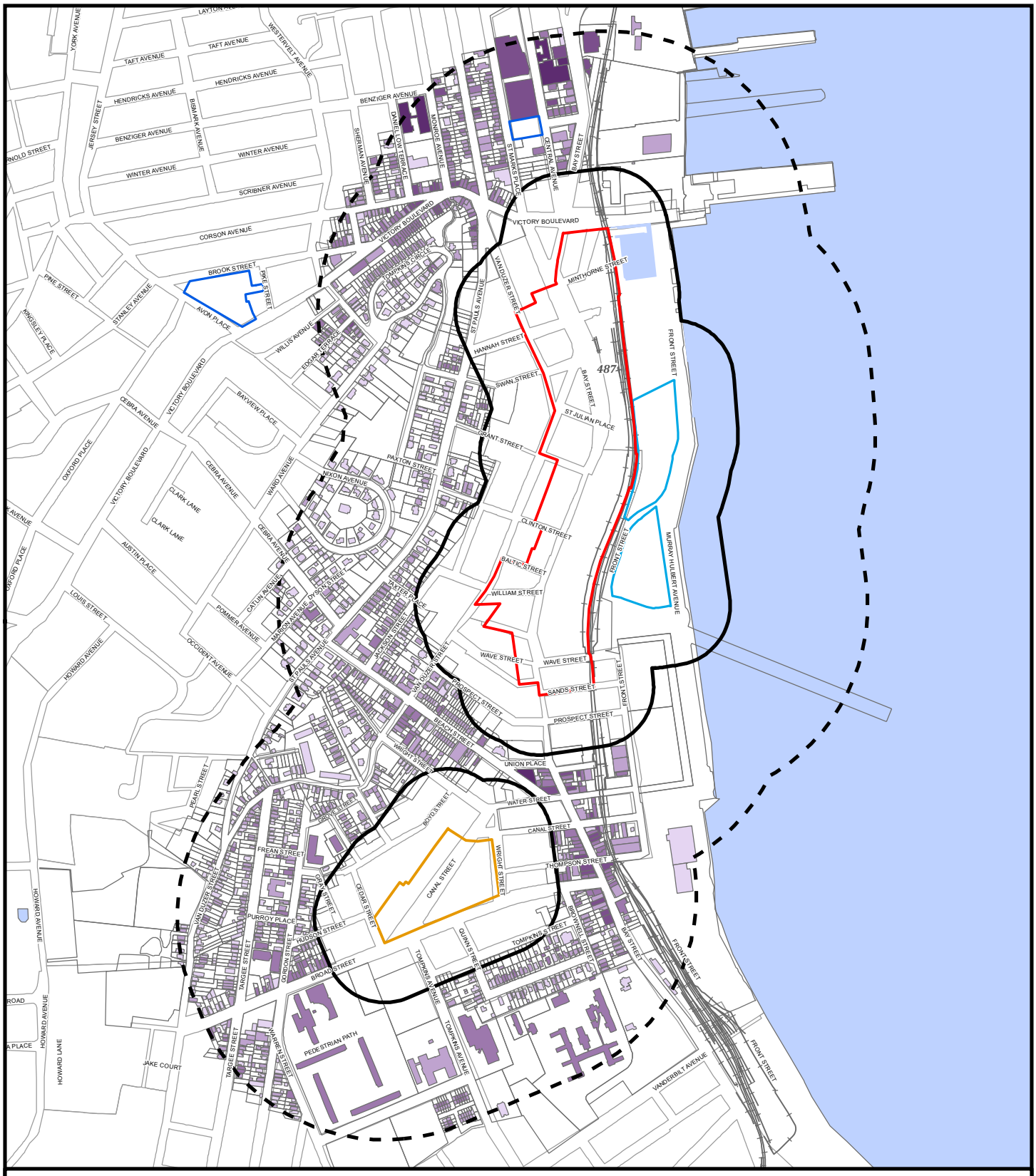


FIGURE 8-2B: SECONDARY STUDY AREA BUILT FAR

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: ESRI; NYC Department of City Planning; USGS National Hydrography Dataset (NHD). Prepared by Langan

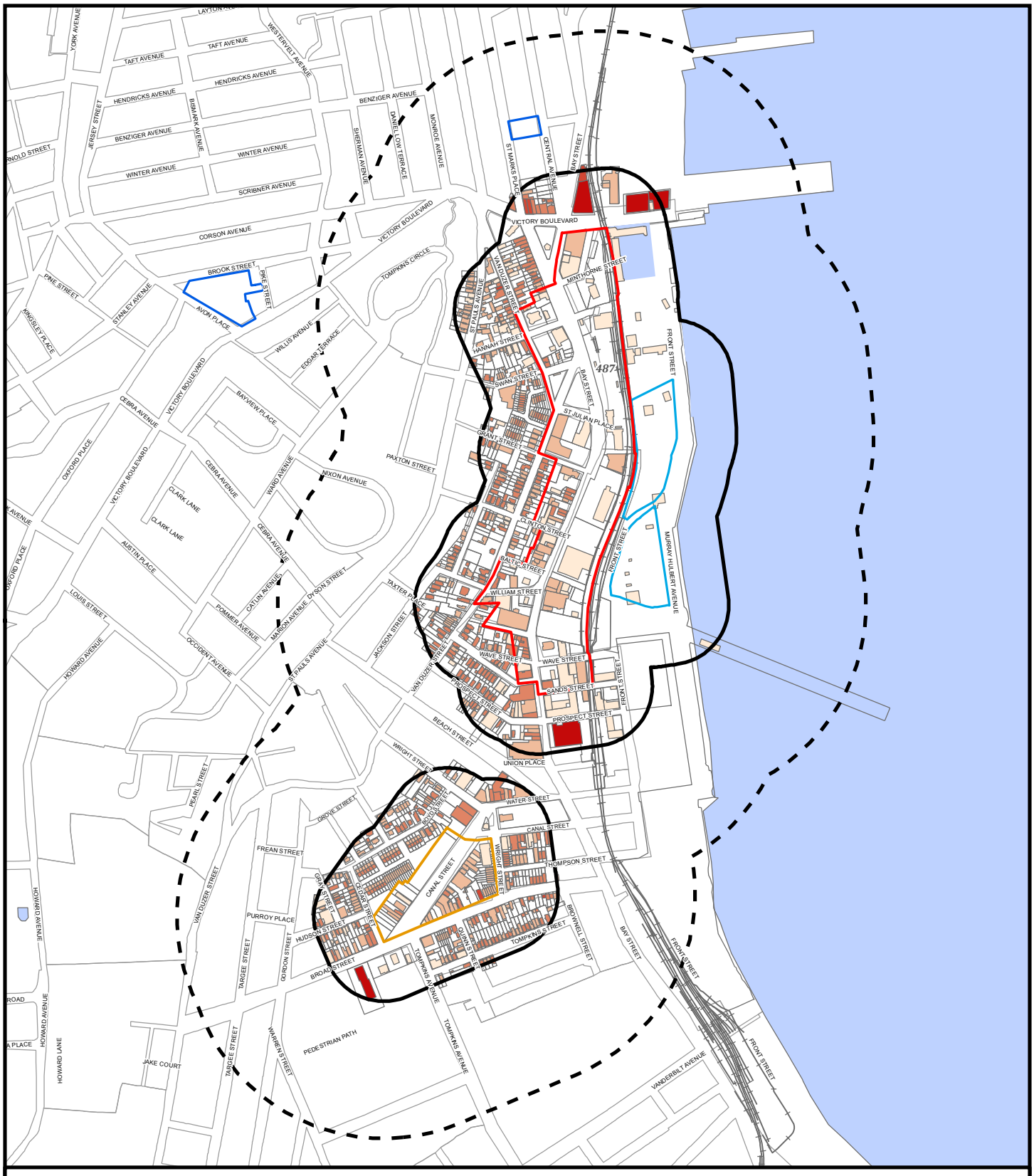


FIGURE 8-3A: PRIMARY STUDY AREA
EXISTING BUILDING HEIGHTS
BAY STREET CORRIDOR
REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: ESRI; NYC Department of City Planning; USGS National Hydrography Dataset (NHD). Prepared by Langan

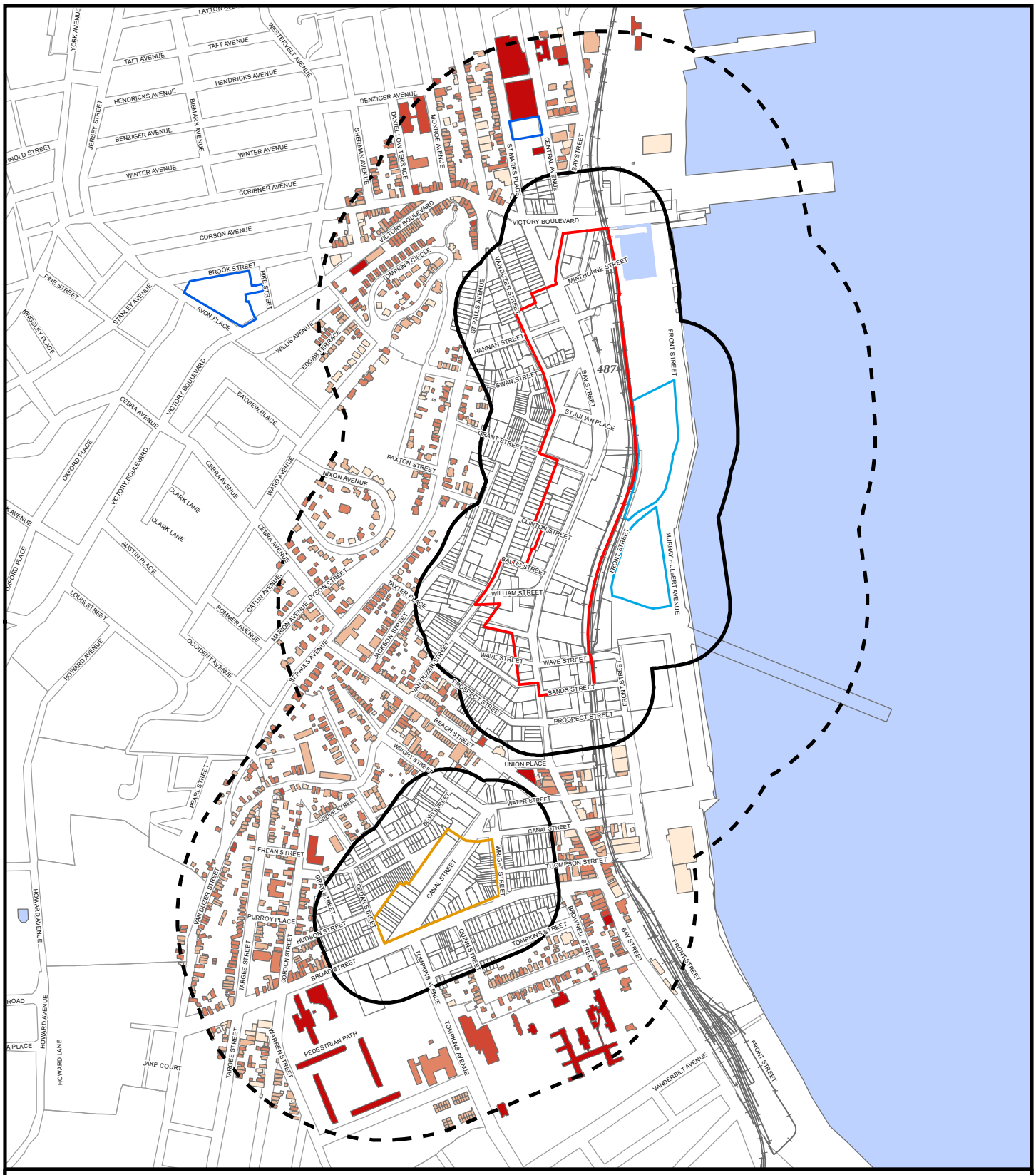


FIGURE 8-3B: SECONDARY STUDY AREA EXISTING BUILDING HEIGHTS

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: ESRI; NYC Department of City Planning; USGS National Hydrography Dataset (NHD). Prepared by Langan

Some of the lampposts have neighborhood signs identifying the area as "Stapleton" and "Historic Tappen Park." As shown in Figure 8-4A, Photograph 3, the streetscape in the southern portion of the Subarea is punctuated with multiple curb cuts that provide vehicular access to parking lots accessory to adjacent businesses.

As shown in Figure 8-4B, Photographs 7 and 8, residential side streets within the Bay Street Subarea are mostly one-directional streets that vary in width; St. Julian Place, the widest side street in the Subarea, is approximately 40 feet wide, and Grant Street, the narrowest side street in the subarea, is approximately 20 feet wide. Sidewalks widths are between approximately 6 and 9 feet wide.

Buildings

The majority of buildings along Bay Street are between one and three stories in height with built FARs of less than 4.0 (Figure 8-2A and Figure 8-3A). The Subarea includes a variety of building forms and uses, which include residential, commercial, transportation/utility, and industrial. Mixed-use buildings with ground floor commercial space are located along the Bay Street south of Congress Street and are predominately built to the lot line without accessory parking lots (Figure 8-4A, Photograph 1). Larger commercial establishments, such as the Western Beef Supermarket, drive-thru fast food restaurants, and auto-related commercial businesses, are setback from the street and contain accessory parking lots (Figure 8-4A, Photograph 4).

The majority of the residential uses within the Bay Street Corridor Subarea are primarily located on residential side streets west of the main commercial strip on Bay Street. These residential uses include one- and two-family residential buildings that are typically between one and three stories in height (Figure 8-4B, Photograph 7 and 8). Residential uses along Bay Street are located in mixed-use buildings with commercial uses on the ground floor (Figure 8-4A, Photograph 1).

Open Space

Open space within the Bay Street Corridor Subarea is limited to vacant land, surface parking lots, open car sales lots, and front yards accessory to residential buildings along the residential side streets to the west of Bay Street (Figure 8-4B, Photograph 5). Tompkinsville Park, located at the intersection of Victory Boulevard and Bay Street, is the only publicly accessible open space resource within the Primary Study Area (Figure 8-4B, Photograph 6). The park includes benches and vegetated areas for passive recreation uses.

Visual Resources

The Bay Street Corridor Subarea does not contain any significant visual resources as defined in the *CEQR Technical Manual*.

FIGURE 8-4A: BAY STREET CORRIDOR SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking south on Bay Street from the intersection of Bay Street and Congress Street (side street)



Photograph 2: Looking east on Wave Street (side street) from the intersection of Bay Street and Wave Street



Photograph 3: Looking south on Bay Street from the intersection of Bay Street and William Street (side street)



Photograph 4: Looking east on Bay Street from the intersection of Bay Street and Clinton Street (side street)

Prepared by Langan

FIGURE 8-4B: BAY STREET CORRIDOR SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 5: Looking south on Bay Street from the intersection of Bay Street and Hannah Street (side street)



Photograph 6: Looking south at Tomkinsville Park at the intersection of Bay Street and Victory Boulevard



Photograph 7: Looking east on Grant Street (Side Street) towards Bay Street



Photograph 8: Looking east on William Street (Side Street) towards Bay Street

Prepared by Langan

Stapleton Waterfront Subarea[4]

The Stapleton Waterfront Subarea comprises a single lot between the waterfront to the east and Front Street to the west (Figure 8-1). The Subarea is bounded by Victory Boulevard to the north, the New York Bay to the east, Prospect Street to the south, and the elevated SIR tracks to the west. The Stapleton Waterfront Subarea includes the former U.S. Navy Homeport site and adjacent properties. Although documented under MapPLUTO as open space, approximately 95 percent of the lot is vacant and undeveloped (Figure 8-5A, Photographs 1 and 2).[5] The northern portion of the lot includes Tompkinsville (Joseph H. Lyons) Pool ("Lyons Pool"), a publicly accessible recreation facility (Figure 8-5A, Photograph 3).

Streets

The majority of the Stapleton Waterfront Subarea contains the former U.S. Navy Homeport site. A series of internal private roads are interspersed throughout the property, traversing north-south on both the eastern and western side of the existing buildings. The only public street bordering the former Homeport Site is Front Street, which measures between approximately 34 to 40 feet in width in different parts of the subarea. The former Homeport Site features little variety in streetscape elements. There is some grass landscaping along the northern perimeter of the subarea, with minimal trees interspersed among the internal roads and buildings; and chain-link fences and construction sites encompass the property (Figure 8-5A, Photographs 1 and 2). No street furniture can be seen from Front Street. The lack of distinction in streetscape elements further sets apart the former Homeport Site as an industrial campus, as compared to the more diverse urban character of the Stapleton neighborhood. To the north of the former Homeport Site, Hannah Street and Hannah Street Bridge connect Bay Street to the northern Stapleton waterfront parcels. The Lyons Pool complex is located to the north of the Hannah Street Bridge in the Stapleton Waterfront Subarea. To the south of the former Homeport Site, Water Street bisects Front Street and leads directly into the URBY Staten Island development site, which comprises several recently constructed buildings as well as the newly constructed Stapleton Waterfront Phase I open space. The only streetscape elements within the Stapleton Waterfront Subarea are on the URBY property (Figure 8-5A, Photograph 6).

Buildings

The buildings on the former Homeport site are generally boxy, low-rise buildings with metal and masonry exteriors and adjacent at-grade parking (Figure 8-5A, Photograph 2). The buildings on the site comprise more than 60,000 square feet (sf) of office space and approximately 200,000 sf of industrial/warehouse space. Largely built as a warehousing complex, the existing buildings front an internal street that runs parallel to the shoreline. An industrial aesthetic dominates the site both in the design of the buildings and the layout of the overall site (Figure 8-5A, Photographs 1 and 2). The site is underbuilt at an FAR less than 0.5. The original purpose of the site as a naval base is evident in the existing building arrangement. The buildings on the former Homeport Site are positioned in relationship with the waterfront and the existing pier, predominately aligned in linear fashion and

[4] Information on the existing conditions of the former U.S. Homeport Site has been taken from the *New Stapleton Waterfront Redevelopment Plan FEIS*, Chapter 8, "Urban Design and Visual Resources."
[5] MapPLUTO is a land use and geographic dataset created and managed by the Department of City Planning (DCP). This dataset represents a compilation of data from various government agencies throughout the City of New York and includes tax lot data with tax lot features from the Department of Finance's Digital Tax Map (DTM).

parallel to the waterfront (Figure 8-5B, Photograph 4). A majority of buildings are detached structures with adjacent parking and are surrounded by a chain-link fence, which delineates the property boundary of the site. There is no coherent design relationship among the buildings, with many facing the Upper New York Bay and away from the Stapleton neighborhood.

A series of industrial and commercial buildings are located across Front Street, to the west of the former Homeport Site in the Stapleton Waterfront Subarea. The majority of these buildings, bounded by Wave Street and Thompson Street, are manufacturing and automotive repair-related uses, with steeped roofs and garage door openings onto Front Street (Figure 8-5B, Photograph 5 and 6). The buildings in this area vary in height, with the tallest rising approximately 25 feet. The built FAR of existing buildings on this site is less than 1.0. Buildings are between one and three stories in height and are equally set back in a row. Some of the properties are vacant or are used as parking or storage. The most recent construction in the Stapleton Waterfront Subarea is URBY Staten Island (Figure 8-5B, Photograph 7 and 8), a mixed-use development at the intersection of Front Street and Navy Pier Court. The first of two phases of this development opened in 2016, offering a range of social spaces that encourage neighborhood interaction as well as connections to the new Stapleton waterfront esplanade. The development will transform the former Homeport Site and greater Subarea into a new residential and commercial destination for Stapleton.

Open Space

The Stapleton Waterfront Subarea contains Lyons Pool, located in the northern portion of the subarea on the block bounded by Victory Boulevard to the north, Murray Hubert Avenue to the east, Hannah Street to the south, and the SIR to the west. The Lyons Pool complex comprises a main outdoor swimming pool, diving pool, and spray showers, as well as an indoor bathhouse and fitness center. There is minimal vegetation or landscaping along Front Street, which includes weeds, grasses and small bushes surrounding street fixtures, such as utility poles and dilapidated fences (Figure 8-5A, Photographs 1 and 2). To the east of Front Street, the new Stapleton Waterfront Esplanade contains a total 4.6 acres of open space, of which 2.3 acres are active open space and 2.3 acres are passive open space (Figure 8-5B, Photograph 8; Table 5-5 in Chapter 5, "Open Space").

Visual Resources

The Lyons Pool complex is a New York City Landmark (NYCL), designated by the Landmark Preservation Commission (LPC), and is eligible for listing on the State and National Register of Historic Places (S/NR) (Figure 8-5A, Photograph 3). Therefore, Lyons Pool is a prominent historic resource and is considered a significant visual resource.

The Stapleton Waterfront Subarea contains publicly accessible views of the Upper New York Bay, which is the major visual resource in the Stapleton Waterfront Subarea. The newly constructed Stapleton Waterfront open space provides many opportunities to view the bay and surrounding areas from the subarea. Looking east from the waterfront, there are impressive views of the Manhattan skyline to the north and the Verrazano-Narrows Bridge to the south. The waterfront is an asset to the Stapleton Waterfront Subarea, providing urban design and visual character to the area.

FIGURE 8-5A: STAPLETON WATERFRONT SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking north on Front Street from Stapleton Waterfront Phase III Site



Photograph 2: Looking southeast on Front Street from Stapleton Waterfront Phase III Sites B1



Photograph 3: Looking at Lyons Pool On Victory Boulevard



Photograph 4: Looking southeast from the intersection of Victory Boulevard and Murray Hulbert Avenue

Prepared by Langan

FIGURE 8-5B: STAPLETON WATERFRONT SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 5: Looking southwest on Front Street at the intersection of Front Street and Wave Street



Photograph 6: Looking south on Front Street from Stapleton Waterfront Phase III Site B1



Photograph 7: Streetscape elements on URBY propoerty



Photograph 8: Looking north at URBY located along Front Street from the Stapleton Waterfront Park

Prepared by Langan

Van Duzer Street Subarea

The Van Duzer Street Subarea comprises all, or a portion of, 14 blocks on either side of Van Duzer Street between Victory Boulevard to the north and Beach Street to the south (Figure 8-1). The subarea includes predominantly residential uses fronting Van Duzer Street and the side streets.

Streets

Van Duzer Street is the primary residential corridor in the Van Duzer Street Subarea as well as the greater Bay Street Corridor Project Area (Figure 8-6A). Located east of St. Paul's Avenue, Van Duzer Street is angled from the northeast to the southwest and runs parallel to Bay Street. The Van Duzer Street Subarea comprises the area within one block to the west of Van Duzer Street between Victory Boulevard in the north and Prospect Street to the south. Van Duzer Street is an approximately 30-foot wide street that carries one lane of northbound traffic and is lined with parallel-parked cars (Figure 8-6A). The majority of land uses along Van Duzer Street include one-and two-family detached residences. Most of the side streets, which include Hannah Street, Swan Street, Grant Street, Clinton Street, William Street, Wave Street, Sands Street, and Prospect Street, are one-directional streets that carry eastbound and westbound traffic (Figure 8-6B, Photographs 1, 2, and 3). Land uses along these side streets primarily include one-and two-family detached residences.

Streets in the subarea vary in width, but are roughly between 20 and 30 feet wide and feature parallel-parked cars. At 30 feet wide, Swan Street is the widest side street in the subarea (Figure 8-6B, Photograph 5). Grant Street, which is 20 feet wide, is the narrowest side street in the subarea (Figure 8-6B, Photograph 6). Sidewalks are typically between approximately 6 to 9 feet wide, and several are overgrown with vegetation (Figure 8-6B, Photograph 3).

Buildings

The Van Duzer Street Subarea includes a mix of older and newly constructed, one- and two-family detached homes along Van Duzer Street and St. Paul's Avenue (Figure 8-6A). The east-west side street in the subarea include commercial uses closer to the intersection with Bay Street; and solely residential buildings closer to the intersection with Van Duzer Street and St. Paul's Avenue to the west. As shown in Figures 8-2A and 8-3A, residential buildings in the subarea are underbuilt at 2.0 FAR or below and are two to three stories in height. A majority of the homes are set back from the lot line and feature small front yards and driveways.

Some of the homes located in the Van Duzer Street Subarea that are adjacent to the LPC-designated St. Paul's Avenue/Stapleton Heights Historic District are reminiscent of several architectural styles popular from the 1870s through the early- to mid-1900s in the historic district. These styles include Second Empire, Stick Style, Queen Anne style, Shingle Style, Colonial Revival buildings, and later one- and two-family Neo-Colonial and Craftsman style homes (Figure 8-6A and Figure 8-6B).

Open Space

Open space within the Van Duzer Street Subarea is limited to front yards and driveways accessory to residential buildings.

FIGURE 8-6A: VAN DUZER STREET SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking south on Van Duzer Street from the intersection of Van Duzer Street and Grant Street (residential side street)



Photograph 2: Looking south on Van Duzer Street from the intersection of Van Duzer Street and Clinton Street (residential side street)



Photograph 3: Looking north on Van Duzer Street at the intersection of Van Duzer Street and William Street (residenital side street)



Photograph 3: Looking southeast on Van Duzer Street between at the intersection of Van Duzer Street and Hannah Street (residential side street)

Prepared by Langan

FIGURE 8-6B: VAN DUZER STREET SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 5: Looking east on Swan Street from the intersection of Van Duzer Street and Swan Street



Photograph 6: Looking west on Grant Street (residenital side street) from the intersection of Van Duzer Street and Grant Street



Photograph 6: Looking east on Clinton Street from the intersection of Clinton Street and Van Duzer Street



Photograph 8: Mary and David Burgher House on William Street at the intersection of Brewster Street

Prepared by Langan

Visual Resources

There are two significant visual resources in the Van Duzer Street Subarea: the Mary and David Burgher House and 292 Van Duzer Street. The Mary and David Burgher House is an LPC-designated (2010), and S/NR-eligible individual landmark located on the block bounded by Clinton Street to the north, Van Duzer Street to the east, William Street to the south, and Brewster Street to the west, in the Stapleton neighborhood of Staten Island (Figure 8-6B, Photograph 8). Constructed in 1844, the building has a distinct Greek Revival construct and is a rare surviving example of a building type that was once prominent on Staten Island. The residential building located at 292 Van Duzer Street is S/NR-eligible and is located on the block bounded by William Street to the north, Van Duzer Street to the east, Beach Street to the south, and Jackson Street to the west in the Stapleton neighborhood of Staten Island. The house is located on a corner lot with a large front yard and narrow side yard.

Canal Street Corridor Subarea

The Canal Street Corridor Subarea comprises all, or a portion of, 14 blocks along Canal Street, Wright Street, Water Street, Broad Street, and Boyd Street (Figure 8-1). The subarea includes commercial and community facility uses fronting Canal Street; one- and two-story mixed-use buildings, with ground floor fronting Wright Street; primarily one- and two-family residences and a few ground floor commercial uses fronting on Broad Street; and ground floor commercial uses fronting Water Street. Canal Street dissects the subarea into two parts; the western part includes Boyd Street, Cedar Street, Tappan Court, and Wright Street to the west and north of Canal Street, and the eastern part includes Broad Street, Tompkins Avenue, Quinn Street, Thompson Street, and Water Street to the south and east of Canal Street.

Streets

Water Street is an approximately 26-foot-wide westbound street that runs parallel to the northern border of Tappen Park. Water Street becomes Wright Street at the northwest corner of Tappen Park. Canal Street is an approximately 26-foot-wide eastbound street that runs parallel to the southern border of Tappen Park; it widens south of Tappen Park and runs diagonally between the southwest corner of Tappen Park and Broad Street to the south (Figure 8-7A, Photograph 1). There is on-street parking parallel to the curb line on either side of the one-directional streets along Tappen Park and angled parking in the center of the two-directional section of Canal Street (Figure 8-7A, Photograph 2). Broad Street runs east-west and bisects the southern part of the subarea (Figure 8-7A, Photograph 3). Sidewalk widths vary in the subarea, with the widest sidewalk measured at approximately 18 feet along Canal Street.

Residential side streets within the subarea include Boyd Street, Tappen Court, Hudson Street, and Cedar Street to the northwest of the Canal Street Corridor Project Area; and Thompson Street and Tompkins Street to the southeast of the Canal Street Corridor Project Area. Broad Street measures approximately 50 feet wide between Wright Street and Cedar Street (Figure 8-7A, Photograph 3). Wright Street measures approximately 36 feet between Canal Street and Broad Street. Boyd Street is approximately 24 to 28 feet wide between Wright Street and Cedar Street (Figure 8-7A, Photograph 4). Sidewalk widths on residential side streets are generally between approximately 6 feet to 9 feet wide.

Buildings

There are one- to two-story mixed-use and commercial buildings, built at an FAR of 4.0 or less, along Canal Street. The ground floor commercial uses include small restaurants, clothing stores, beauty supply and hair salons, and transportation/utility supply businesses (Figure 8-7B, Photographs 5 and 6). Castle Day Care, an Islamic Cultural Center, a Pentecostal church, and the Stapleton Branch of the New York Public Library (NYPL) are community facility uses located along the Canal Street. The commercial and mixed-use buildings continue onto Broad Street, Water Street, and Wright Street from the Canal Street (Figure 8-7A, Photographs 1 and 3). The western part of the Canal Street Corridor Subarea includes Boyd Street, Cedar Street, Tappen Court, and Tompkins Street that are lined with a mix of one- to two-story, one- and two-family residential buildings, as well as multifamily walk-up residential buildings (Figure 8-7B, Photographs 7 and 8). The eastern part of the subarea bound by Water Street to the north, Bay Street to the east, Tompkins Street to the south, and Canal Street to the north, includes one- and two-story residential, and mixed-use buildings. There are small number two-story commercial buildings located along Broad Street.

Residential side streets within the Canal Street Corridor Subarea include Boyd Street to the northwest; Tappen Court, Cedar Street and Hudson Street to the west; Quinn Street and Tompkins Street to the south, and Wright Street and Thompson Street to the east. Residential buildings in the subarea are predominately one, two, or three stories in height and are built to no more than 4.0 FAR (Figure 8-7A and Figure 8-7B). The majority of residential buildings in the subarea are attached row houses and one- and two-family detached houses (Figure 8-7A, Photograph 4; Figure 8-7B, Photographs 7 and 8).

There are several historic buildings within the Canal Street Corridor Subarea. As discussed below, Edgewater Village Hall (S/NR-listed and LPC-designated), the Staten Island Savings Bank (LPC-designated), and the Stapleton Branch of the NYPL (S/NR-eligible) are located in the northern portion of the subarea. These buildings are significant architectural resources in the subarea and the greater Stapleton neighborhood.

Open Space

The Canal Street Corridor Subarea contains two open space resources: Tappen Park, in the northern portion of the subarea, and Stapleton Playground, in the southern portion of the subarea. Both open space resources serve the Stapleton neighborhood. Tappen Park is an is bounded by Water Street to the north, Bay Street to the east, and Canal Street to the south and west (Figure 8-7C, Photograph 9). Tappen Park contains approximately 1.78 acres of passive open space, which includes a green lawn, trees, and benches around the perimeter of the park. Stapleton Playground is located on the block bounded by Broad Street to the north, Tompkins Avenue to the east, Hill Street to the south, and Gordon Street and Warren Street to the west. The playground contains approximately 4.1 acres of active open space, which includes baseball fields, basketball courts, playgrounds, and an outdoor pool.

Visual Resources

The Canal Street Corridor Subarea contains three visual resources of significance: (i) Tappen Park and Edgewater Village Hall; (ii) the Staten Island Savings Bank; and (iii) the NYPL – Stapleton Branch in the north of the subarea (Figure 8-7C).

Tappen Park is recognized by its classic 19th-century urban park design and is the second oldest park in Staten Island (Figure 8-7C, Photograph 9).[6] The western side of Tappen Park is graced by a Romanesque comfort station with wrought iron lanterns, a gazebo, benches, and ornamental brickwork. The park features London plane trees and sugar maples.[7] Tappen Park also houses Edgewater Village Hall, a LPC-designated (1968) and S/NR-listed building (Figure 8-7C, Photograph 10). The park continues to serve the Stapleton neighborhood and hosts various community events throughout the year.

The Staten Island Savings Bank Building is a LPC-designated (2006) individual landmark located on the block bounded by Beach Street to the north and east, Water Street to the south, and Wright and Van Duzer streets to the west (Figure 8-7C, Photograph 11). The building is an important example of 20th-century Renaissance-inspired Neo-Classicism in Staten Island.

The Stapleton Branch of the NYPL is an S/NR-eligible property located on the block bounded by Canal Street to the north and west, Wright Street to the east, and Broad Street to the south (Figure 8-7C, Photograph 12). The library is architecturally significant and is an intact example of early 20th-century libraries in New York City. The original structure is a red brick, single-story Classical Revival building with stucco trim, a hipped roof, and tall round-arched window openings. The library was closed in 2010 for extensive expansion and renovations and reopened on June 11, 2013, with a new, modern addition. The library continues to be operational and plays an important role in the history of the Stapleton neighborhood.[8]

SECONDARY STUDY AREA

The Secondary Study Area extends approximately 0.25 miles from the boundary of the Bay Street Corridor Project Area, the Canal Street Corridor Project Area, and the Stapleton Waterfront Phase III Sites. The Secondary Study Area comprises the area between the 400-foot Primary Study Area boundary and 0.25-mile Secondary Study Area boundary (*i.e.,* the Primary Study Area is excluded). As noted previously, the Secondary Study Area comprises the four defined neighborhoods: St. George, Tompkinsville, Stapleton, and Clifton; therefore, for the purposes of this assessment, the urban design components and visual resources of each of these neighborhoods are described below.

[6] Historic Tappen Park Community Partnership. http://historictappenpark.com/about (Accessed June 22,2016)
[7] New York City Department of Parks and Recreation. https://www.nycgovparks.org/parks/tappen-park/history (Accessed June 22, 2016)
[8] New York State Historic Preservation Office's (SHPO) *Cultural Resource Information System (CRIS)* database https://cris.parks.ny.gov/Uploads/ViewDoc.aspx?mode=A&id=57593&q=false (Accessed 06/21/2016)

FIGURE 8-7A: CANAL STREET CORRIDOR SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking southwest along Canal Street (two-way) from the intersection Wright Street (one-way), Water Street (one-way) and Canal Street



Photograph 2: Looking northeast on Canal Street (parking/green street) between Broad Street and Water Street



Photograph 3: Looking northeast on Broad Street from the intersection of Broad Street and Tompkins Avenue/Canal Street



Photograph 4: Looking southwest on Boyd Street between Cedar Street and Wright Street (residential side streets)

Prepared by Langan

FIGURE 8-7B: CANAL STREET CORRIDOR SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 5: Looking northeast on Canal Street between Broad Street and Water Street



Photograph 6: Looking southeast on Canal Street from Canal Street between Water Street and Broad Street



Photograph 7: Looking west on Wright Street at the intersection of Wright Street and Boyd Street (residential side street)



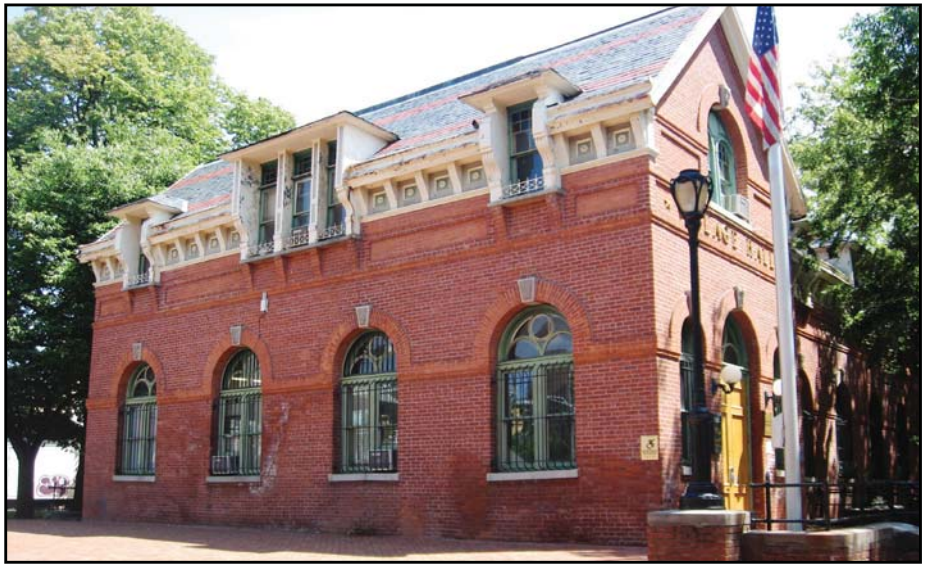
Photograph 8: Looking east on Tappen Court (residential side street) from the intersection of Tappen Court and Cedar Street

Prepared by Langan

FIGURE 8-7C: CANAL STREET CORRIDOR SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 9: Looking west at Tappen Park from Bay Street between Water Street and Canal Street



Photograph 10: Looking east at Edgewater Village Hall from Tappen Park



Photograph 11: Looking west on Water Street at Staten Island Savings Bank at the intersection of Water Street and Beach Street



Photograph 12: Looking southeast from Tappen Park at the New York Public Library - Stapleton Branch

Prepared by Langan

St. George

The portion of the St. George neighborhood within the Secondary Study Area comprises the area north of the Primary Study Area (Figure 8-1). The neighborhood is predominately zoned for commercial uses (C4-2 zoning district), and commercial office uses are concentrated along the St. George waterfront south of the St. George Ferry Terminal (C3 and C8-1 zoning districts). Commercial overlay districts are primarily found along Victory Boulevard, Jersey Street, and Richmond Terrace (C2-1 commercial overlay).

Urban Design

The St. George neighborhood follows an irregular street grid pattern, and Victory Boulevard is the major thoroughfare that runs east-west along southern edge of the neighborhood. Residential side streets are one-way, north-south streets and include St. Marks Place, Montgomery Avenue, Monroe Avenue, and Daniel Low Terrace (Figure 8-8, Photographs 1 and 2). Central Avenue is a commercial two-directional street that runs north-south in the eastern portion of the neighborhood. Buildings along Central Avenue and the northeastern side of St. Marks Place are four stories or greater and are the tallest buildings within the neighborhood (Figure 8-8, Photograph 3). The majority of these buildings are community facility uses, and the buildings that are less than four stories are a mix of one- and two-family residences, commercial, and mixed-use buildings (Figure 8-8, Photograph 4). Buildings at the Benziger Avenue and Monroe Avenue intersection, as well as select buildings along Central Avenue, are built to a maximum FAR of 4.0 and above. Mixed-use buildings along Victory Boulevard vary in FAR, majority of which are built between 1 and 2 FAR.

There are minimal open space resources in the neighborhood; small pocket parks and playgrounds are dispersed throughout the St. George.

Visual Resources

The St. George neighborhood provides views to the Upper New York Bay and non-obstructed views of the Manhattan skyline.

Tompkinsville

The Tompkinsville neighborhood includes the area north of the Stapleton neighborhood and south of the St. George neighborhood (Figure 8-1). The area south of Victory Boulevard and west of Van Duzer Street is predominately zoned for residential uses (R1-1, R2, R3-1, R3-2, R3A, R3X, and R4 zoning districts). Commercial overlays are located along Victory Boulevard and Jersey Street (C1-2, C1-3, C2-1, and C2-2 commercial overlays).

Urban Design

The Tompkinsville neighborhood is categorized by an irregular street grid and includes the predominately residential uses along one-directional side streets between Victory Boulevard to the north and Clinton Street to the south (Figure 8-9, Photograph 1 and 2). St. Paul's Avenue is a southbound avenue that runs along the eastern edge of the neighborhood within the Secondary Study Area boundaries between Victory Boulevard and Van Duzer Street and includes larger one- and two-

FIGURE 8-8: ST. GEORGE SECONDAY SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking north along St. Marks Place between Victory Boulevard and Hyatt Street



Photograph 2: Looking northeast at the intersection of St. Marks Place, Victory Boulevard and Bay Street



Photograph 3: Looking north on Central Avenue between Victory Boulevard and Hyatt Street



Photograph 4: Looking north on Central Avenue between Hyatt Street and Slosson Terrace

Prepared by Langan

FIGURE 8-9: TOMPKINSVILLE SECONDARY SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking northwest along Jersey Street (residential side street) from the intersection of Jersey Street and Castleton Avenue



Photograph 3: Looking southwest along Castleton Avenue from the intesection of Castleton Avenue and Jersey Street



Photograph 3: Looking south at the intersection of St. Paul's Avenue and Clinton Street



Photograph 4: Looking south at Tompkinsville (Joseph H. Lyons) Pool from Victory Boulevard between Murray Hulbert Avenue and Bay Street

Prepared by Langan

family residences. Nixon Avenue and Tompkins Circle to the west of St Paul's Avenue are circular loops that disrupt the street grid and reflect the undulating topography of the neighborhood. A portion of the area on either side of the avenue is within the St. Paul's Avenue/Stapleton Heights Historic District, and homes in the area provide an excellent example of an early 19th- to early 20th-century suburban residential community (Figure 8-9, Photograph 3).

The commercial buildings fronting Victory Boulevard and the northern portion of St. Paul's Avenue are built to an FAR between 2.0 and 4.0. The residential buildings in the neighborhood include one- and two-family detached houses with a building height between one to three stories, and are built to an FAR of 0.5 to 2.0.

Visual Resources

The Tompkinsville neighborhood within the Secondary Study Area boundaries includes one historic resource the Public School 14 – Daniel D. Tompkins School (LPC-designated).

Stapleton

The Stapleton neighborhood within the Secondary Study Area boundaries comprises the area north of the Clifton neighborhood and south of the Tompkinsville neighborhood (Figure 8-1). The neighborhood predominately contains residential uses west and south of Van Duzer Street (R3X, and R3-2 and R4 zoning districts, respectively).

Urban Design

The Stapleton neighborhood is categorized by an irregular street grid. St. Paul's Avenue runs southbound and Van Duzer Street runs northbound through the Stapleton neighborhood between Clinton Street to the north and Broad Street to the south. Nixon Avenue and Tompkins Circle to the west of St Paul's Avenue are circular loops that disrupt the street grid and do not provide east-west access within the neighborhood, specifically from St. Paul's Avenue.

The western portion of the Stapleton neighborhood is predominately residential and includes one- and two-family residences. The portion of the neighborhood east of Van Duzer Street includes commercial and mixed–use buildings along Bay Street, Beach Street, Water Street, Canal Street, and Broad Street (Figure 8-10). The residential buildings within the Stapleton neighborhood are built to a maximum FAR of 2.0 with mixed residential/commercial buildings built to a maximum FAR of 4.0. The majority of residential buildings in the neighborhood have building heights between one and three stories, and most residential buildings are one-and two-family detached homes. Commercial and mixed commercial residential buildings along Bay Street have building heights between two and four stories. There is one five-story building at the intersection of Beach Street and Union Street within the Stapleton neighborhood.

Phase 1 of the new Stapleton Waterfront open space was opened in Spring 2016. The 4.6-acre park includes grass and landscaped areas, benches, water fountains, a fish cleaning station, and lit walkways. The park is intended to facilitate community connections and provide needed open space and access to the waterfront. The City is undertaking major road reconstruction and the creation of a waterfront esplanade.

Visual Resources

As discussed above, there are four historic resources within the Stapleton neighborhood: 364 Van Duzer Street (LPC-designated), 390 Van Duzer Street (LPC-designated), St. Paul's Memorial Church and Rectory (LPC-designated), and Caleb T. Ward Mansion at 141 Nixon Avenue (LPC-designated). In addition to these individual historic resources, the St. Paul's Avenue – Stapleton Heights Historic District is located within the neighborhood. The St. Paul's Avenue–Stapleton Heights Historic District is a LPC-designated (2004) historic district that is roughly bounded by Grant Street to the north; Jackson Street and Brewster Street to the east; Trossach Road and Willow Street to the south; and Ward Street to the west. The historic district is an excellent example of an early 19th- to early 20th-century suburban residential community and encompasses 92 buildings, including some smaller secondary structures located on or west of St. Paul's Avenue.

Clifton

The Clifton neighborhood within the Secondary Study Area boundaries comprises the area south of the Stapleton Neighborhood (Figure 8-1). The neighborhood contains predominately residential uses west of Bay Street (R3A, R3X, R3-2, R4, and R5 zoning districts). Commercial districts are concentrated to the north and west (C8-1 commercial district) as well as to the east along the Stapleton waterfront (C4-2A commercial district). Commercial overlays are focused to the north and east along Broad Street, Bay Street, and Vanderbilt Avenue (C1-1, C2-1, and C2-2 commercial overlays).

Urban Design

The Clifton neighborhood is categorized by an irregular street grid. The neighborhood is anchored by Bay Street, Tompkins Avenue, and Broad Street. Bay Street and Tompkins Street run northbound and southbound along the eastern boundary and the center of the neighborhood, respectively. Broad Street runs eastbound and westbound along the northern boundary of the neighborhood.

The Richmond University Medical Center-Bayley Seton Hospital is the largest community facility use within the Clifton neighborhood. This hospital is bounded by Harrison Street to the north, Bay Street to the east, Vanderbilt Avenue to the south, and Tompkins Avenue to the west (Figure 8-11). The seven-story tall hospital building and the nine-story tall New York City Housing Authority (NYCHA) Stapleton building along Broad Street are the only buildings within the neighborhood that are greater than four stories in height, with FARs between 1.0 and 2.0. The NYCHA development is a tower in the park style development, in which buildings are setback from the streets, leaving room on the property around the buildings for open space and parking. Residential buildings are located throughout the neighborhood, south of Broad Street and west of Bay Street. Residential buildings in the neighborhood have a building height between one and three stories, with an FAR of less than 2.0.

The one open space resources within the neighborhood include the Stapleton Playground at the intersection of Broad Street and Tompkins Avenue, open space on the hospital campus, and open space surrounding the NYCHA development. The Stapleton Playground contains approximately 4.1 acres of active open space, which includes baseball fields, basketball courts, playgrounds, and outdoor pools.

FIGURE 8-10: STAPLETON SECONDARY SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking southwest at Boyd Street from the intersection of Boyd Street and Wright Street



Photograph 2: Looking south on St. Pauls Avenue within the St. Pauls Avenue - Stapleton Heights Historic District



Photograph 3: Looking north at 309 St. Pauls Avenue from intersection of St. Pauls Avenue and Beach Street



Photograph 4: Looking east at Tappen Court from the intersection of Tappen Court and Cedar Street

Prepared by Langan

FIGURE 8-11: CLIFTON SECONDARY SUBAREA PHOTOGRAPHS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Photograph 1: Looking west on Broad Street from the intersection of Broad Street and Wright Street



Photograph 2: Looking west on Broad Street between Bay Street and Brownell Street



Photograph 3: Looking northeast on Tompkins Street between Quinn Street and Brownell Street



Photograph 4: Looking south on Quinn Street between Broad Street and Tompkins Street

Prepared by Langan

Visual Resources

There are several historic resources within the Clifton neighborhood, including, Boardman-Mitchell House (LPC-designated) located at 710 Bay Street, Seaman's Retreat: Physician-in-Chief's Residence (LPC-designated) located at 131 Bay Street, Seaman's Retreat: Main Building (LPC-designated) located at 75 Vanderbilt Avenue, and 92 Harrison Street House (LPC-designated). The Clifton neighborhood also has access to the new Stapleton waterfront esplanade, which provides views of the Upper New York Bay, the Manhattan skyline, and the Verrazano Narrows Bridge.

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

In the Future Without the Proposed Actions (No-Action Condition), it is anticipated that the Bay Street Corridor and Canal Street Corridor Project Areas would not be rezoned, and the permitted building height on Stapleton Waterfront Phase III Sites A and B1 would remain unchanged; therefore, it is anticipated that current development patterns in the Primary and Secondary study areas would remain unchanged. Existing land use trends include residential, commercial, and transportation/utility uses. As described in Chapter 2, "Land Use, Zoning, and Public Policy," recent development trends in the neighborhood have shown little new private investment in the Primary Study Area. As this trend would be expected to generally continue, existing conditions in the Primary Study Area are largely expected to remain in the No-Action Condition. Overall street walls patterns and building forms are expected to remain largely unchanged from existing conditions on the Projected or Potential development sites. Although the No-Action Condition is not anticipated to result in development that would alter the existing buildings in the Primary Study Area, the individual subareas that would experience some growth under the No-Action Condition are discussed qualitatively below.

PRIMARY STUDY AREA

Bay Street Corridor Subarea

Absent the Proposed Actions, it is anticipated that Projected Development Site 16, which is currently vacant would be developed with a residential building, pursuant to the existing R3X zoning. In the existing M1-1 zoning district, due to the limited development potential currently afforded by existing zoning where a maximum FAR of 1.0 is permitted and residential uses are precluded, no additional development is anticipated within the Bay Street Corridor Subarea. The existing non-conforming residential uses within the M1-1 zoning district are expected to remain in the No-Action Condition. These uses include two, one- and two-family detached buildings between Grant Street and Clinton Street along Bay Street. Other non-conforming uses include residential uses in several mixed commercial and residential buildings along Bay Street, south of Grant Street.

In the Bay Street Corridor Subarea, under the No-Action Condition, one No-Build project would take be built at 533 Bay Street. The site would be developed with an as-of-right, mixed-use building that would be six stories, containing approximately 60,000 sf of senior housing (67 dwelling units) (No-Build Project). As the building would be constructed pursuant to existing C4-2 zoning, the development would not alter the streetscape, surrounding buildings, open space, visual resources, or view corridors in the area.

Stapleton Waterfront Subarea

Absent the Proposed Actions, there would be no development on Stapleton Waterfront Phase III Sites A and B1.

In the Stapleton Waterfront Subarea, under the No-Action Condition, two No-Build projects would be built Urby Phase 1A and Urby Phase 1B, at properties located at 7 Navy Pier Court and 8 Navy Pier Court, respectively. Development of URBY Phase 1A has recently been completed and the Phase 1B site is currently vacant. The proposed No-Build projects are part of the existing URBY development in the Stapleton neighborhood. URBY Phase 1A and Phase 1B are anticipated to be complete and operational under the No-Action Condition by Build Year 2030 would consist of mixed residential and commercial uses.

URBY Phase 1A has resulted in approximately 34,765 sf of retail use and 571 dwelling units, of which 20 percent will be permanently affordable. URBY Phase 1B would result in approximately 10,235 sf of retail use and 379 dwelling units, of which 20 percent would be permanently affordable. The resulting development would not alter the existing streetscape or surrounding buildings. The development would allow for additional public access to the Stapleton waterfront. By activating this currently underdeveloped waterfront site, URBY is enhancing visual resources in the Stapleton Waterfront Subarea. This development would be in accordance with EIS documents for the Stapleton Waterfront Plan (CEQR #06DME001R). The plan promotes new development complementing the existing environment of the Stapleton area and opening up view corridors to better connect the neighborhood to the waterfront to enhance the existing visual resources. Front Street reconstruction and a new waterfront esplanade will also improve the aesthetic and the pedestrian experience, making it more inviting for the public. These changes will create a more unified neighborhood, revitalizing and reconnecting these developments to the historic waterfront.

Van Duzer Street Subarea

Within the Van Duzer Subarea, absent the Proposed Actions, one No-Build Project would be built on property located at 12 Van Duzer Street. The new development would include a mixed-use building known as Pavillion Hill Terrace. The six-story Pavilion Hill Terrace development would approximately 1,000 sf commercial space and 10 dwelling units. The development would not alter the streetscape, surrounding buildings, open space, visual resources, or view corridors in the area.
Canal Street Corridor Subarea

Absent the Proposed Actions, it is anticipated that Projected Development Sites 21, 22, 23, and 25 on the west side of Canal Street would be developed with new mixed-use and commercial buildings, pursuant to the existing R3-2/C2-2 district. These four sites are currently vacant. Given the ground floor non-residential requirements of a Low Density Growth Management Area (LDGMA) and the parking requirements of the C2-2 commercial overlay district, it would be expected these sites would develop as commercial developments (1.0 FAR) with required parking provided at the surface level. However, for the sites that are not be able to accommodate the required parking at the surface level, it is anticipated that they would be developed as commercial uses with approximately 50 percent of the permissible FAR. These sites include Projected Development Sites 22 and 25. Based on the current and foreseeable market conditions along the Canal Street Corridor, it is anticipated that the

remaining Canal Street Corridor Project Area sites would remain unchanged from existing conditions.

SECONDARY STUDY AREA

Absent the Proposed Actions, several No-Build projects will take place in the Secondary Study Area. However, urban design characteristics would be generally unchanged.

St. George Neighborhood

In the St. George neighborhood within the Secondary Study Area boundaries, the Lighthouse Point development along Bay Street is expected to alter the existing streetscape, roadways, and provide additional open space to the Secondary Study Area. The Lighthouse Point development would result in a mixed-use development that would activate a currently underdeveloped U.S. Coast Guard complex in St. George by repurposing existing structures for mixed residential and commercial uses. Additionally, the development would create 1.29 acres of open space. In the No-Action Condition, although the proposed Lighthouse Point development would result in buildings along Bay Street that are larger in height and bulk than the existing buildings in the area, the development would provide greater opportunity to access Staten Island waterfront and views of the New York Harbor. In addition, the Lighthouse Point development would enhance the visual character of the Secondary Study Area as compared to the existing and No-Build conditions. According to the Lighthouse Point Environmental Assessment Statement, the restoration of the historic structures within the Lighthouse Point development, new development, and the reactivation of the project site may further enliven the surrounding area, activate the sidewalks and enhance the street frontages, which are currently underutilized.[9]

Tompkinsville Neighborhood

No new development is anticipated in the Tompkinsville neighborhood within the Secondary Study Area boundaries that would alter the existing streetscape within the neighborhood.

Stapleton Neighborhood

In the Stapleton neighborhood within the Secondary Study Area boundaries, a mixed-use development would be built at 631 Bay Street, which would include approximately 1,733 sf of commercial space and 6 dwelling units. The property located at 104 Gordon Street would be developed with an intermediate school (I.S. 82). The school is expected to be operational by the Build Year 2030.

In addition, No-Action transportation improvements are expected to take place within St. George, Tompkinsville, and Stapleton as part of the Lighthouse Point development, Stapleton Waterfront development, and the New York City Department of Transportation's (DOT) roadway improvements.

[9] "Lighthouse Point Environmental Assessment Statement." CEQR No. 13DME008R.

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

As described in Chapter 1, "Project Description," the Proposed Actions would include a series of land use actions affecting an approximately 45-acre area within the St. George, Tompkinsville, and Stapleton neighborhoods. The proposed zoning actions are being proposed to facilitate the implementation of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan"). The Plan is the subject of an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure within the Project Area.

The following sections describe the anticipated urban design conditions in the Future With the Proposed Actions (With-Action Condition). Figure 8-12 through 8-25 show illustrative renderings of modified views in the With-Action Condition, compared to both existing and No-Action conditions. As described in Chapter 1, "Project Description," the analysis assumes that under the With-Action Condition, the development proposed on Projected Development Sites would maximize the permitted floor area under the proposed zoning district regulations. It should be noted that, for conservative purposes, the With-Action RWCDS assumes the buildings proposed on the Projected and Potential development sites would be built up to the lot line, with the exception of the Stapleton Waterfront Phase III Sites A and B1. The specific building heights and bulks considered in this analysis present a reasonably conservative estimate of the development potential under the Proposed Actions.

PRIMARY STUDY AREA

Bay Street Corridor Subarea

Under the With-Action Condition, it is anticipated that development would occur on 16 Projected Development Sites within the Bay Street Corridor Subarea (Projected Development Sites 1 through 8 and Projected Development Sites 10 through 17). Projected Development Sites 2, 3, 4, and 7 contain the tallest buildings on the Projected Development Sites and are located at the northern and southern boundaries of the subarea, with maximum building heights ranging from 12 to 14 stories (approximately 125 feet to 145 feet). The remaining Projected Development Sites along the Bay Street would have maximum building heights of seven or eight stories (approximately 75 to 85 feet). Projected Development Site 16, located at Baltic Street and Van Duzer, would have a building height of five stories (approximately 55 feet), as it is located on a residential side street.

In addition, 17 Potential Development Sites were identified in (or partially within) the Bay Street Corridor Subarea of the Primary Study Area (Potential Development Sites A through F, Potential Development Sites H and I, part of Potential Development Site K, and Potential Development Sites L through S). Potential Development Sites would have building heights ranging from five to eight stories (approximately 55 to 85 feet) along the Bay Street.

The proposed R6 and R6B zoning districts, in conjunction with text amendments to designate a Mandatory Inclusionary Housing (MIH) area and to establish a new Special Bay Street Corridor District (SBSCD), are proposed to permit a range of FARs between 2.0 and 4.6 for residential and community facility uses, depending on location and configuration of sites, as discussed below. SBSCD regulations would also permit fully commercial office buildings (Use Group 6) above the second

story. The maximum base height before setback would range from 45 to 65 feet, with a maximum building height that ranges from 55 feet to 145 feet, depending on site configuration and location. For Projected Development Sites 9, 10 and 16, and Potential Development Sites G, J, K, and O located in the proposed R6B zoning district, the base height of a new building before setback would be between 30 and 45 feet, with the maximum building height limited to 55 feet at no more than five stories.

The underlying bulk provisions of the proposed R6 and R6B zoning districts would be modified through Special District controls, which would be made possible by creation of the SBSCD. 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.

In addition, the SBSCD would allow for modifications to parking requirements and curb cut regulations, ground floor provisions, and location of uses within buildings (see Chapter 1, "Project Description").

Assessment

As shown in Figures 8-12 through 8-17, the With-Action development in the Bay Street Corridor Subarea would change the urban design character of the area. The increased scale, both in terms of height and bulk, of the Projected and Potential development sites in the With-Action Condition over the No-Action Condition would result in a notable change from the pedestrians' perspective to the appearance of the subarea. However, development on the Projected and Potential development sites would conform to the existing lots and would not alter the existing sidewalks along the Bay Street Corridor Subarea.

The mix of uses and density of development anticipated under the Proposed Actions would complement the location and characteristics of Bay Street Corridor Subarea. The proposed R6 and R6B districts, 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 subarea. To both the north and south of the Bay Street Corridor Subarea, C4-2 zoning districts (R6 equivalent) are mapped along Bay Street in the St. George and Stapleton commercial centers. In the Special St. George District, the maximum permitted FAR is 3.4 and maximum permitted height is 200 feet. In the Stapleton town center, the maximum permitted FAR is 3.0, or 3.6 with Inclusionary Housing, and maximum permitted height is 75 feet. The proposed contextual R6B zoning district reflects the nearby residential scale of adjacent R3-2 and R3X zoning districts to the west and provides a transition between the existing lower-density upland neighborhoods and the proposed new development along Bay Street.

The existing building stock along the Bay Street contains many one- and two-story commercial buildings, mixed-use buildings, and transportation/utility uses. Commercial uses consist of predominately one-story auto-related businesses as well as fast food restaurants and local convenience stores. The majority of the commercial buildings are set back from the street wall and

surrounded by surface parking lots with multiple curb cuts along Bay Street. These one-story auto-related uses are not consistent with the older building stock, which includes two- to three-story mixed-use buildings along the Bay Street. The older mixed-use buildings are built up to the lot line and consist of retail uses on the ground floor with residential or office uses on the upper stories.

The development anticipated under the With-Action Condition on the Projected and Potential development sites would generally replace transportation/utility, parking uses, vacant land, as well as one- to two-story commercial buildings. The Projected and Potential development would be built to the lot line, which would be consistent with the older mixed-use buildings along the Bay Street. The proposed development would establish a continuous street wall, which is currently lacking along the Bay Street because it is interrupted by existing parking and low-density commercial uses that are set back from the sidewalk.

As described in the "Existing Conditions" section above, due to the existing concentration of transportation/utility and parking uses, the existing streetscape does not offer the experience of an active mixed-use corridor. The ground floor retail uses in the With-Action Condition would activate the streetscape and enhance the pedestrian experience. The Proposed Actions would allow for a diverse range of commercial uses, including retail, restaurants, and offices, as well as community facility uses that would activate the currently underutilized Projected and Potential development sites identified along the Bay Street and within the subarea. The anticipated development under the With-Action Condition would include ground floor commercial uses and street wall articulation, which would improve the visual quality of the streetscape, and as such, enhance the existing commercial corridor and viewsheds along the Bay Street by activating the streetscape and promoting pedestrian activity.

While the development under the With-Action Condition in the Bay Street Corridor Subarea would result in buildings that are larger in scale, in terms of both height and bulk, the Projected and Potential development sites would not modify views to visual resources within the subarea. As part of the proposed SBSCD visual corridors would be provided east of Bay Street, prolonging Swan Street, Clinton Street and Grant Street. The location of the visual corridor prolonging Grant Street may be located within 130 feet of the centerline of Grant Street. Visual corridors shall be 60 feet wide and shall be improved to minimum Department of Transportation (DOT) standards for public streets. The special visual corridor requirements would enhance the viewsheds along the Bay Street by activating the streetscape and promoting pedestrian activity. Visual corridors also limit lengths of street walls on large sites on the east side of Bay Street to better related to the scale on the west side of Bay Street, as well as limit the need for curb cubs on Bay Street.

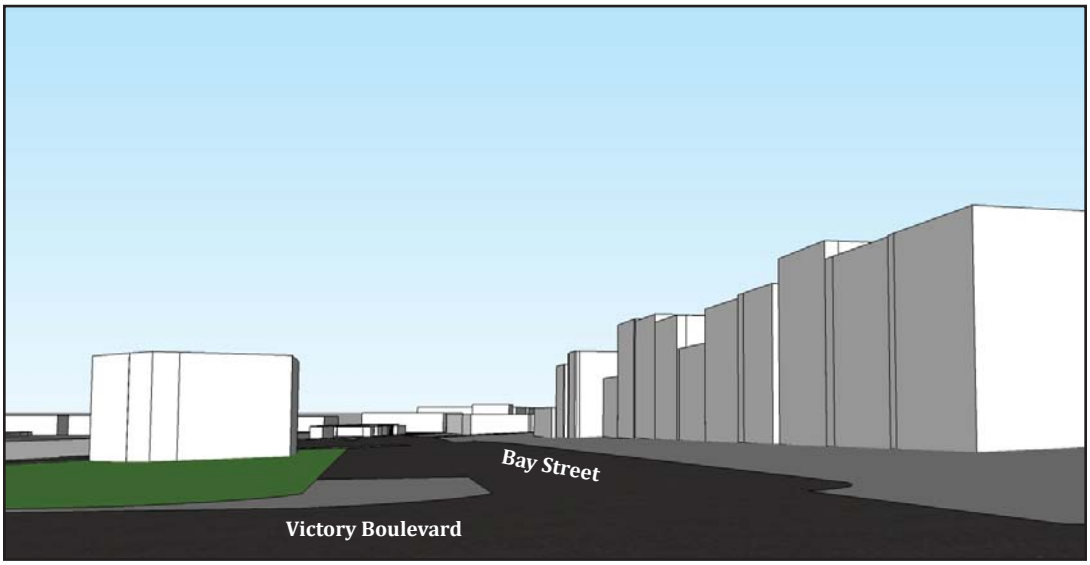
Stapleton Waterfront Subarea

Under the With-Action Condition, it is anticipated that development would occur on two Projected Development Sites within the Stapleton Waterfront Subarea – Stapleton Waterfront Phase III Sites A and B1. The Proposed Actions would allow a maximum building height of 125 feet, which is an increase from the as-of-right permitted building height of 55 feet. The underlying street wall locations would be modified to require at least 70 percent of the width of street wall be located within 15 feet of the street, and extend to the minimum base height.

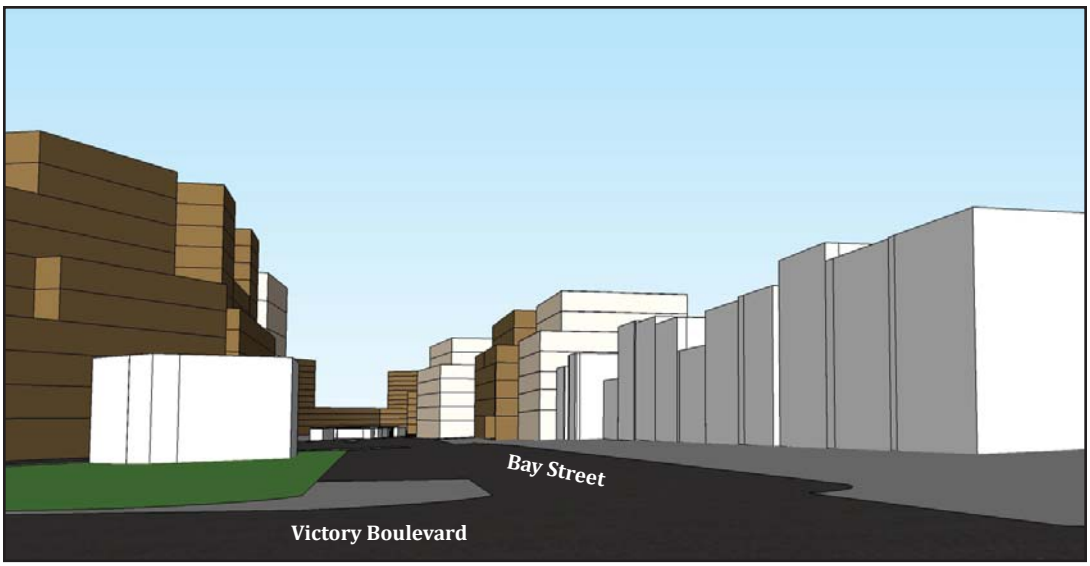
FIGURE 8-12: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings
Potential Development Sites
Projected Development Sites
Open Space

Prepared by Langan

FIGURE 8-13: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

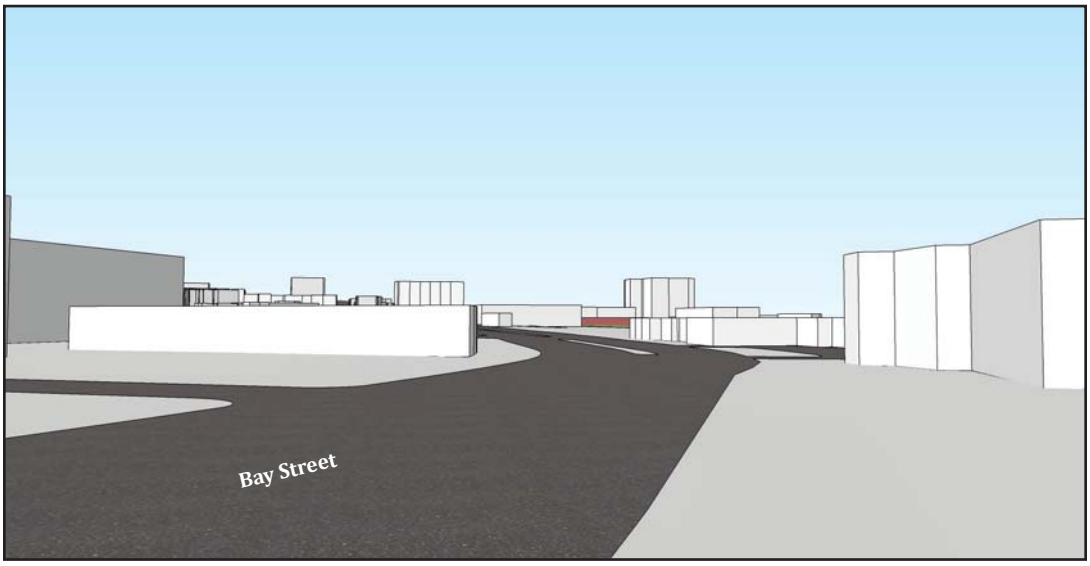
Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

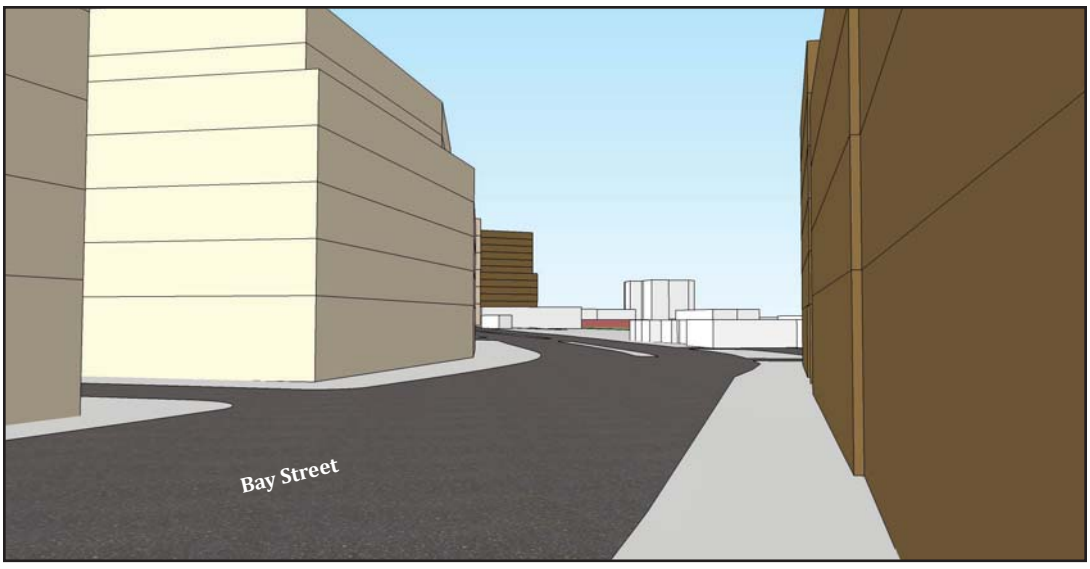
FIGURE 8-14: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings
Potential Development Sites
Projected Development Sites
Historic Resources
Open Space

Prepared by Langan

FIGURE 8-15: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

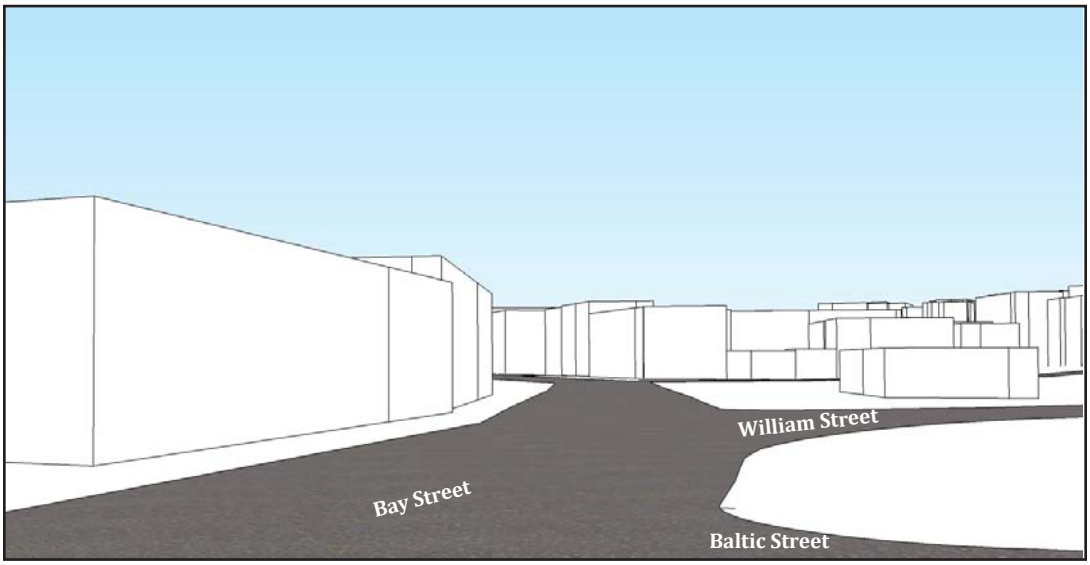
Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

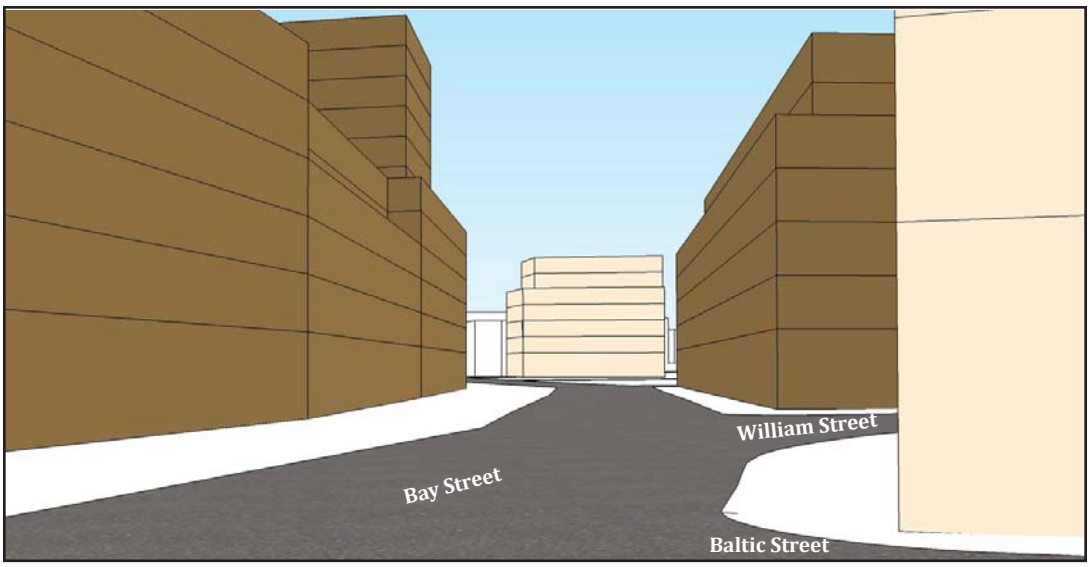
FIGURE 8-16: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

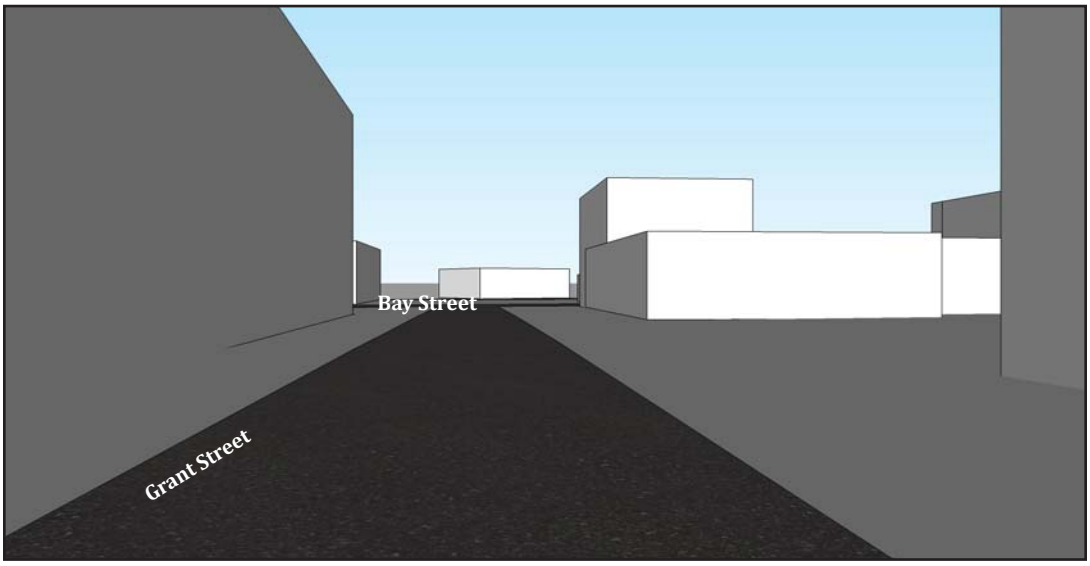
Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

FIGURE 8-17: BAY STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

The Proposed Actions would not alter underlying FAR permitted through the Special Stapleton Waterfront District.

Assessment

The Stapleton Waterfront Phase III Sites A and B1 are mostly vacant and underdeveloped; therefore, the increase in building height in the With-Action Condition would result in a notable change in the pedestrians' perspective along Front Street as compared to the No-Action Condition (Figure 8-18). The projected development on Stapleton Waterfront Phase Sites A and B1 would be visible from the Bay Street Project Area, which would alter the urban design character of the Primary Study Area. However, the projected development would be built up to the lot lines; therefore, it would not alter the existing arrangement and orientation of streets and sidewalks in the Stapleton Waterfront Subarea. The increase in maximum permitted building height under the With-Action Condition would also allow for improved bulk distribution. The additional height 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. In addition, the Proposed Actions would modify the existing street wall requirements for Subareas A and B1 to allow greater flexibility for future development to meet resiliency and accessibility regulations.

In addition, the Proposed Actions would improve underdeveloped waterfront sites with predominantly residential buildings and ground floor retail space along Front Street. The proposed development would also include new open space (Stapleton Phase III Open Space) along the waterfront, which would activate and expand waterfront access and provide new recreational open space within Primary Study Area.

Therefore, although the Proposed Actions would result in taller building heights in the Stapleton Waterfront Subarea, the proposed mix of uses and bulk would improve the visual quality of the streetscape along Front Street and create a vibrant waterfront by promoting pedestrian activity.

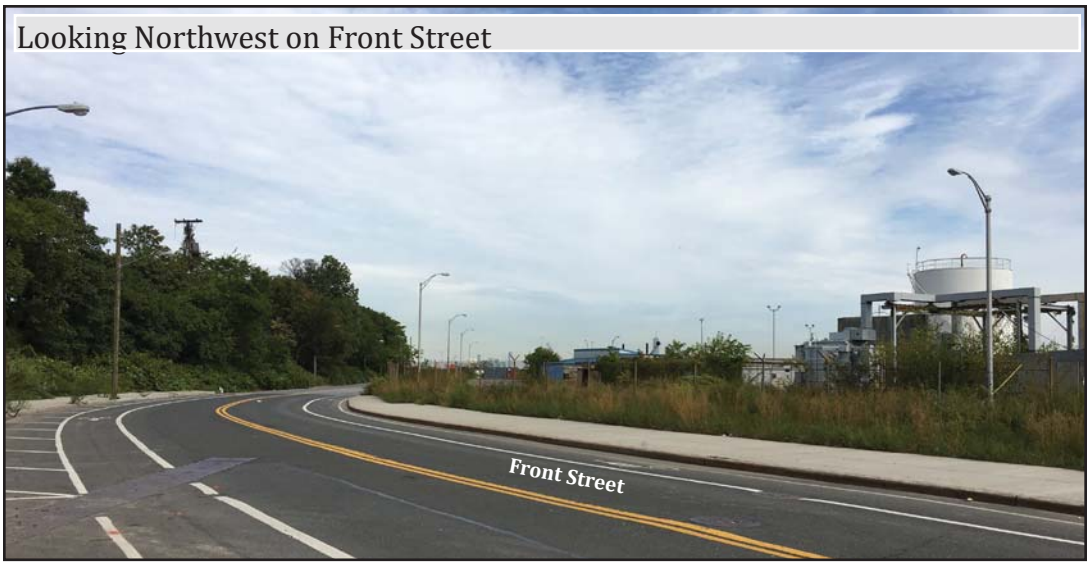
Van Duzer Street Subarea

Under the With-Action Condition, it is anticipated that development would occur on one Projected Development Site, and two Potential Development Sites within (or partially within) the Van Duzer Street Subarea (Projected Development Site 9, and Potential Development Sites G, and J). The anticipated development would have a maximum building height of five stories (approximately 55 feet) along Van Duzer Street, and a base height between 30 and 45 feet before initial setback.

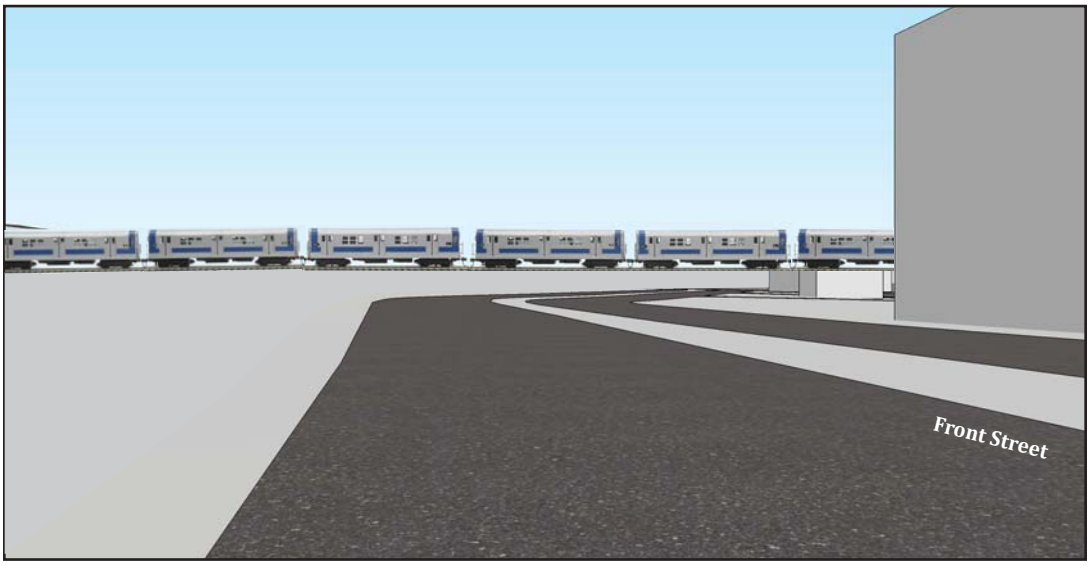
Assessment

As shown in Figures 8-19 through 8-21, the development under the With-Action Condition in the Van Duzer Street Subarea would change the urban design character of the residential side streets in the subarea. The increased scale, in terms of both height and bulk, on the Projected and Potential development sites within the subarea in the With-Action Condition when compared to the No-Action Condition would result in a notable change in the pedestrians' perspective on the residential side streets. However, development on the Projected and Potential development sites would conform to the existing lots lines and would not alter the existing sidewalks in the Van Duzer Street Subarea.

FIGURE 8-18: STAPLETON WATERFRONT SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

Expected development in the Van Corridor Subarea would take place on three sites west of the Bay Street that have frontage on Van Duzer Street, Hannah Street, and Swan Street. These sites are currently occupied by single-story commercial, auto-related uses, parking, or vacant land. The expected development would result in five-story buildings (approximately 55 feet). In the With-Action Condition, the development anticipated on these sites will be pursuant to the proposed R6B district, which would reflect the nearby residential scale of adjacent R3-2 and R3X zoning districts to the west. The expected and would provide a transition from the existing two- to three-story residential building stock in the subarea to the development proposed at a greater height and bulk along the Bay Street.

The development proposed on the Projected and Potential development sites within the subarea is expected to be fully residential. However, the proposed SBSCD modifications would permit non-residential ground floors within the proposed residential zoning district, limited to 50 feet within the Bay Street. The proposed land uses would be consistent with the residential character of the Van Duzer Street Subarea, and the permitted non-residential uses closer to Bay Street Corridor would facilitate transition from commercial uses along the Bay Street to more residential uses moving to the west. As illustrated in Figures 8-19 through 8-21, the proposed building street walls would be built up to the lot lines and the proposed active ground floor uses would promote pedestrian activity in the neighborhood. Thus, the development under the With-Action Condition would establish an active pedestrian streetscape on the side streets that connect the Bay Street and Van Duzer Street.

As discussed under the "Existing Conditions" section above, there are two significant visual resources in the Van Duzer Street Subarea: the Mary and David Burgher House and 292 Van Duzer Street. Both historic resources are residential buildings located west of the Van Duzer Street in the southern part of the subarea. Because there are no Projected or Potential development sites adjacent to these resources, no direct visual resource impacts are expected. In addition, the Mary and David Burgher House is not visible from Van Duzer Street or William Street. Although, the home at 292 Van Duzer Street is currently visible from William Street, Bay Street, and Van Duzer Street, these views would not be altered in any way by development anticipated on the Projected and Potential development sites in the subarea. Therefore, no significant adverse visual resource impacts are anticipated.

Canal Street Corridor Subarea

Under the With-Action Condition, it is anticipated that development within the Canal Street Corridor Subarea would occur on eight Projected Development Sites (Projected Development Sites 18 through 25) and four Potential Development Sites (Potential Development Sites T through W). For Projected and Potential development sites located in a designated MIH area and the proposed R6B zoning district, the base height of new buildings before setback must be between 30 and 45 feet, and the maximum building height would be limited to 55 feet (or five stories).

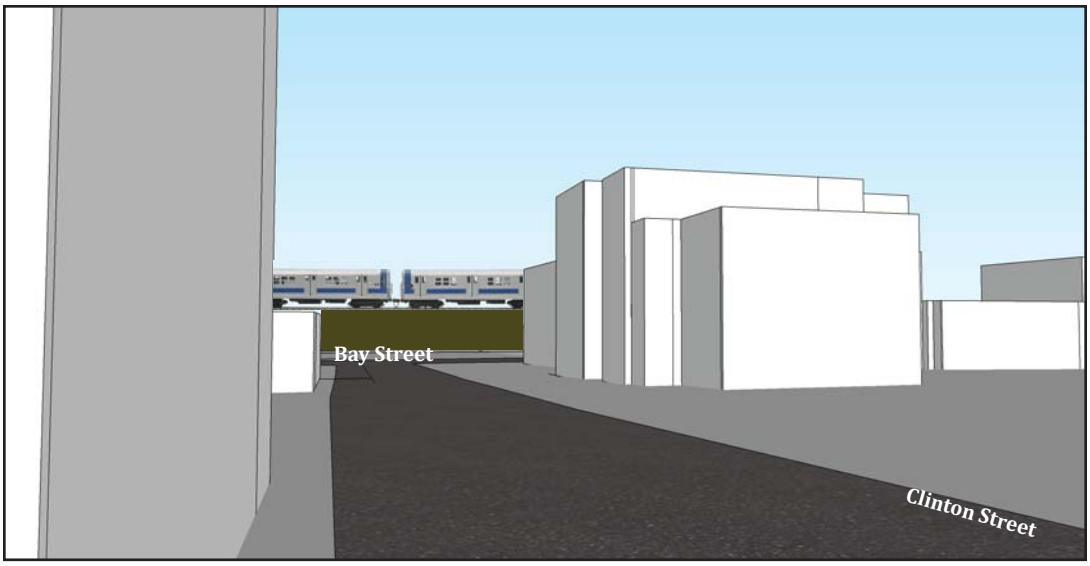
Assessment

As shown in Figures 8-22 through 8-25, the development under the With-Action Condition in the Canal Street Corridor Subarea would change the urban design character of the subarea. The increased scale, in terms of both height and bulk, of the development anticipated on the Projected and Potential development sites in the With-Action Condition as compared to the No-Action Condition would result in a notable change in the pedestrians' perspective of the subarea. However, anticipated development

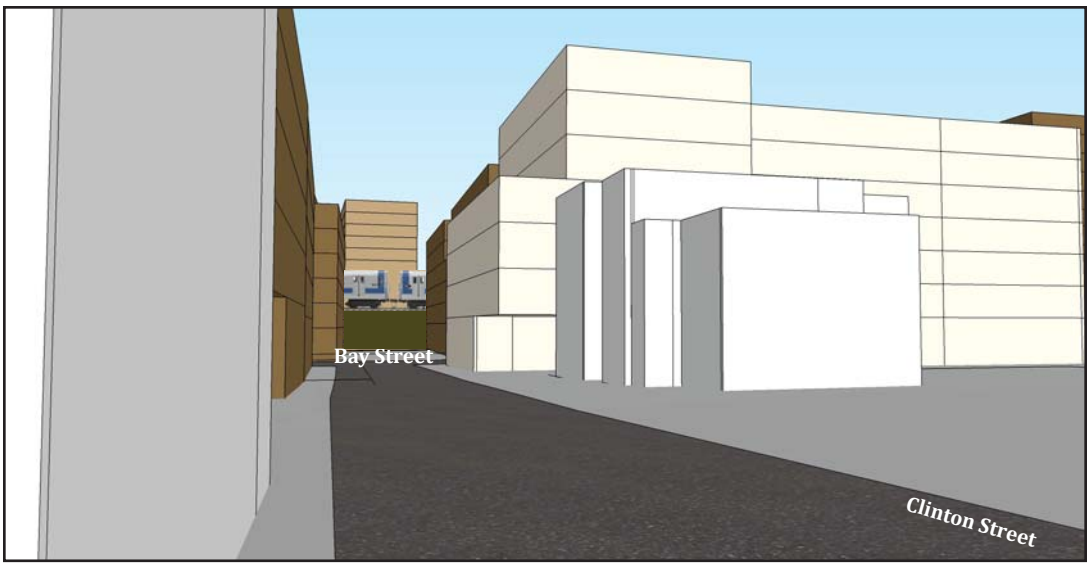
FIGURE 8-19: VAN DUZER STREET CORRIDOR SUBAREA - EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition

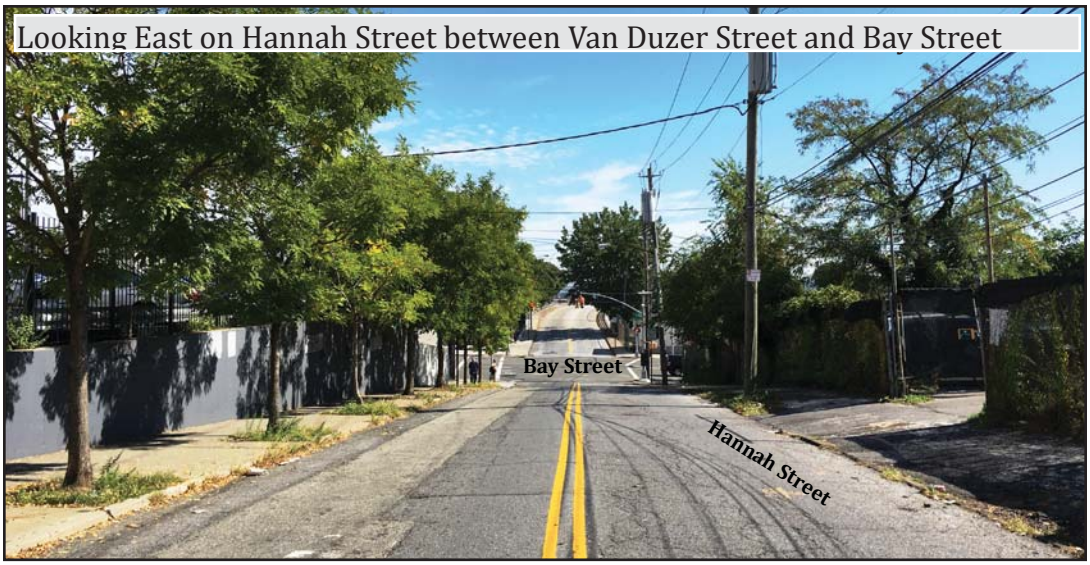


With-Action Condition

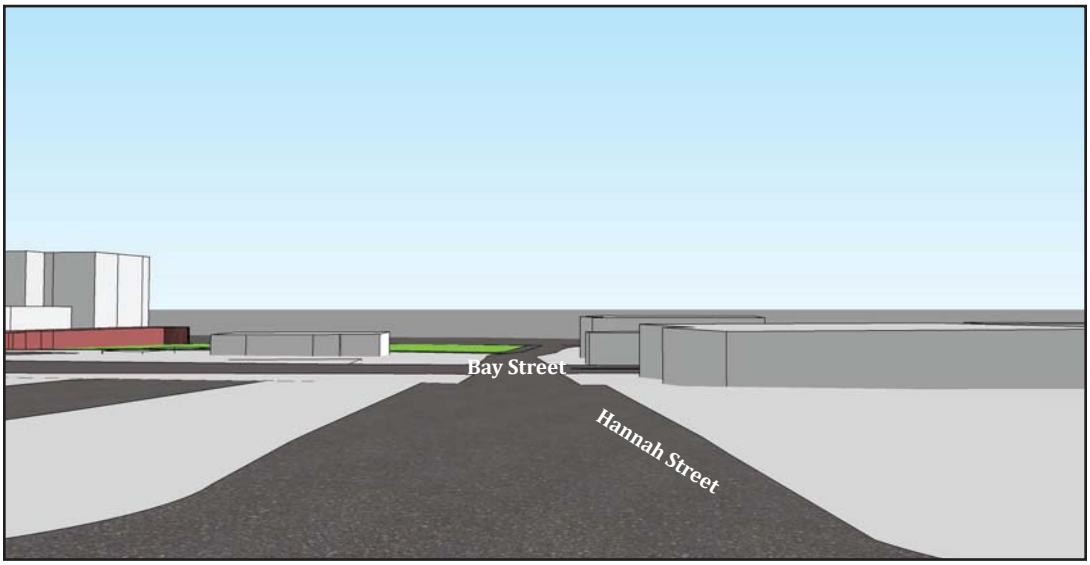
Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

FIGURE 8-20: VAN DUZER STREET CORRIDOR SUBAREA - EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

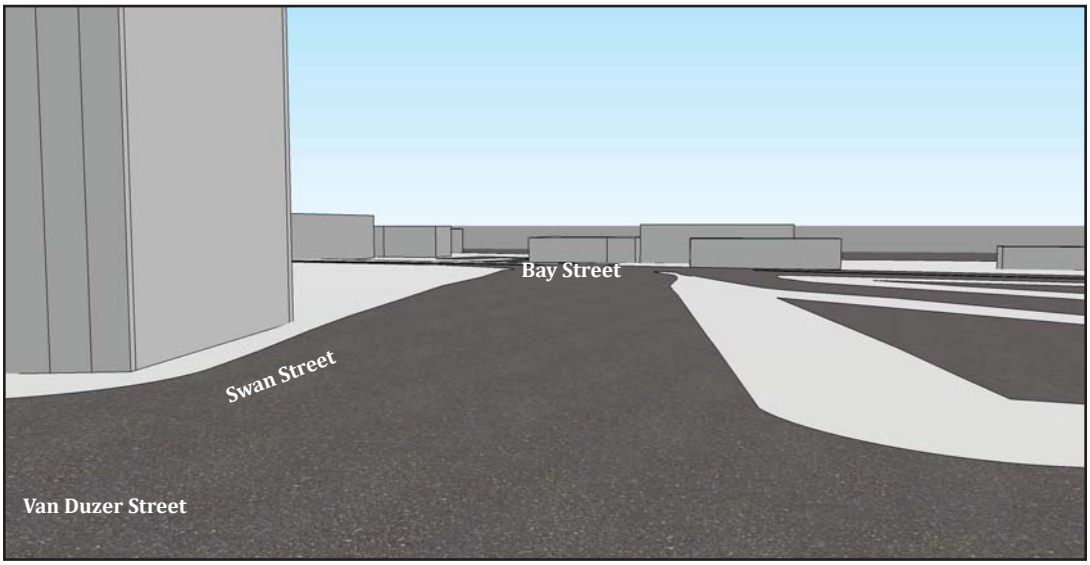
Existing Buildings
Potential Development Sites
Projected Development Sites
Historic Resources
Open Space

Prepared by Langan

FIGURE 8-21: VAN DUZER STREET CORRIDOR SUBAREA - EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings | Potential Development Sites | Projected Development Sites

Prepared by Langan

would conform to the existing lots and would not alter the existing sidewalks along the Canal Street Corridor Subarea.

The proposed density and mix of uses under the With-Action Condition would be appropriate for the Canal Street Corridor Subarea. Canal Street represents the widest street within the subarea, measuring approximately 95 feet wide at its widest location south of Tappen Park, where traffic becomes two-directional. All Projected and Potential development sites are located along the widest portion of the Canal Street. In addition, the Proposed Actions would increase existing allowable heights by two- to three-stories, to a maximum height of 55 feet.

The existing building stock along the Canal Street includes one- to two-story commercial or mixed-use buildings, community facility uses, and large swaths of vacant land. Commercial uses consist of predominately small restaurants, clothing stores, beauty supply and hair salons, and transportation/utility supply businesses. Most commercial uses along the eastern side of Canal Street are built to the street wall, creating continuous building frontages. The development anticipated under the With-Action Condition on the Projected and Potential development sites would generally replace vacant land, as well as one- to two-story commercial buildings with five-story mixed-use buildings, which would be consistent with the existing commercial character along Canal Street. The proposed development would be built to the lot line and would establish a continuous active street wall, which is currently lacking, interrupted by large vacant lots on the western side of Canal Street and inactive ground floor commercial uses. In addition, the active ground floor retail and community facility uses would encourage pedestrian circulation in the subarea, which is currently characterized by blank street walls with minimal streetscape elements resulting in minimal pedestrian activity.

As described in the "Existing Conditions" section, above, due to a concentration of vacant land along Canal Street, the existing streetscape does not offer the experience of an active mixed-use corridor. The proposed ground floor retail uses in the With-Action Condition would activate the streetscape and prioritize the pedestrian experience. The Proposed Actions would allow for a diverse range of commercial uses including retail, restaurants, and offices, as well as community facility uses that would activate the currently underutilized Projected and Potential development sites within the subarea. The anticipated development under the With-Action Condition would improve the visual quality of the streetscape and enhance the existing commercial corridor and viewsheds along the Canal Street by activating the streetscape and promoting pedestrian activity.

While the development under the With-Action Condition on the Projected and Potential development sites in the Canal Street Corridor Subarea would result in buildings that are larger in scale, in terms of both height and bulk, the proposed development would not modify existing views of visual resources within the subarea. As demonstrated in Figures 8-22 through 8-25, existing views of the historic and open space resources within the subarea, which include (i) Tappen Park; (ii) Edgewater Village Hall; (iii) the Staten Island Savings Bank; and (iv) the NYPL – Stapleton Branch would not be modified due to the proposed development along the Canal Street. Therefore, no significant adverse visual resource impacts are anticipated.

SECONDARY STUDY AREA

While the Proposed Actions would not induce any new development in the Secondary Study Area, many of the Primary Study Area Projected and Potential development site buildings located at, or

near, the edge of the rezoning area would be visible from the Secondary Study Area. However, by focusing the highest density development along the central streets of the Primary Study Area (Bay Street and Canal Street), the building heights adjacent to the rezoning area boundary would serve as a visual transition to these primary commercial corridors. The With-Action Projected and Potential development in the Primary Study Area would add vibrancy to the Bay Street Corridor and Canal Street Corridor subareas by introducing residential and commercial uses to currently underbuilt and underutilized corridors and attracting pedestrians to the area. While the Projected and Potential development buildings in the With-Action Condition would be taller than the existing buildings in the Secondary Study Area, views of the Primary Study Area With-Action buildings would be limited to the portions of the Secondary Study Area that are closest to the rezoning area.

FIGURE 8-22: CANAL STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

Existing Condition



No-Action Condition



With-Action Condition



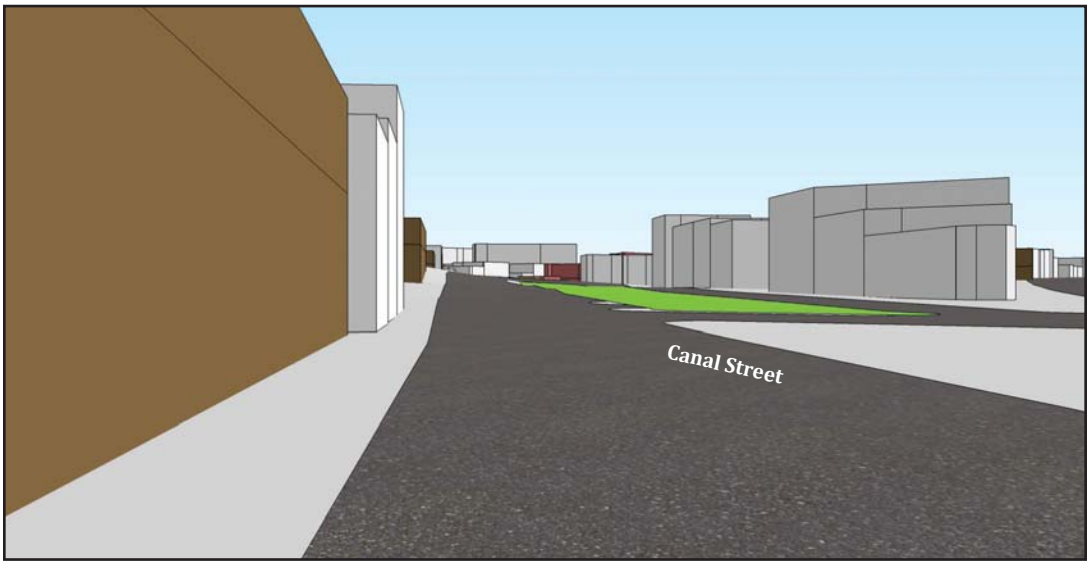
Existing Buildings
Potential Development Sites
Projected Development Sites
Open Space

Prepared by Langan

FIGURE 8-23: CANAL STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

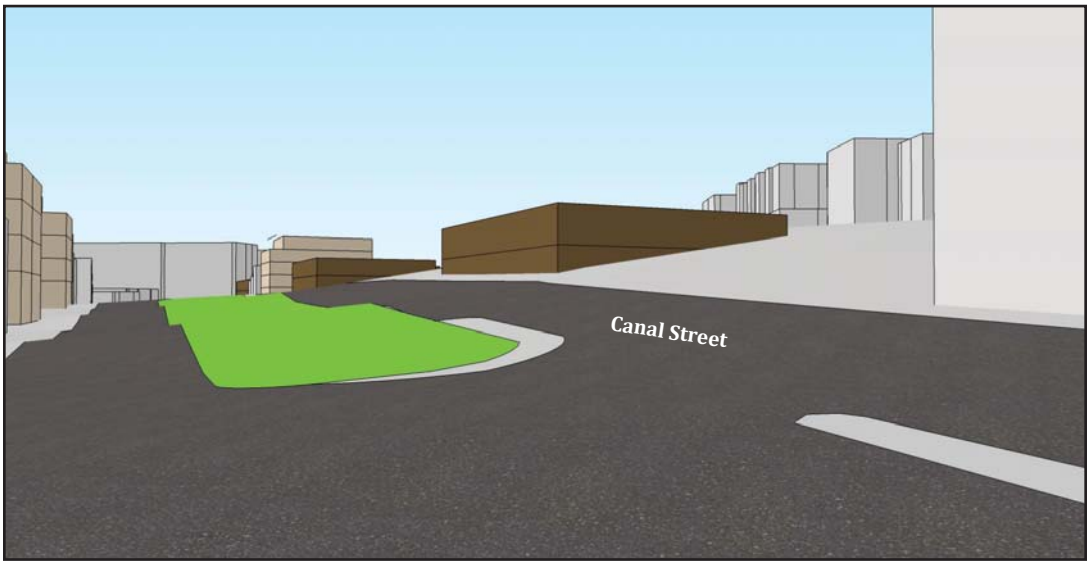
Existing Buildings
Potential Development Sites
Projected Development Sites
Historic Resources
Open Space

Prepared by Langan

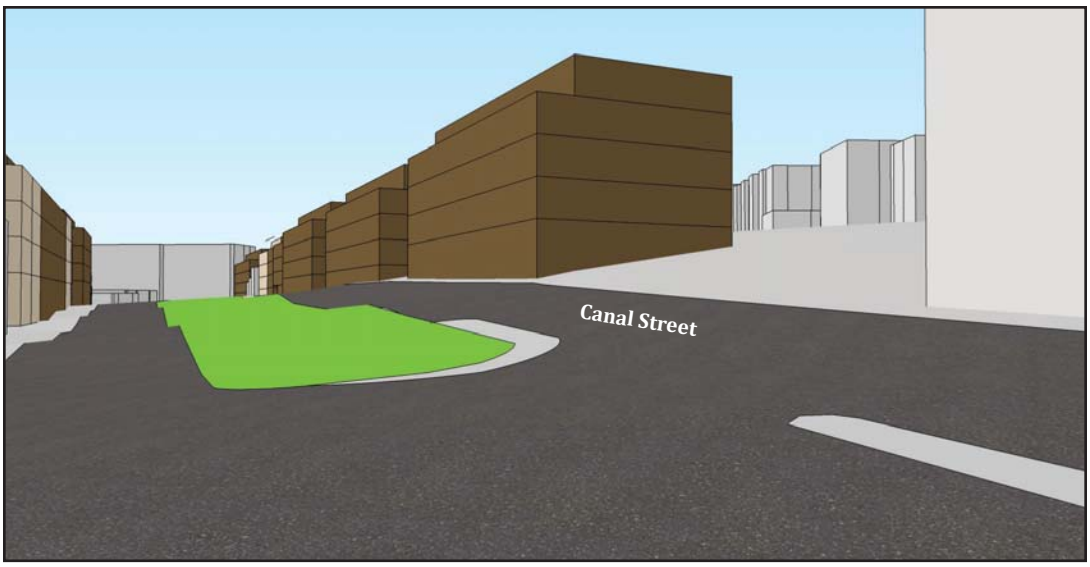
FIGURE 8-24: CANAL STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

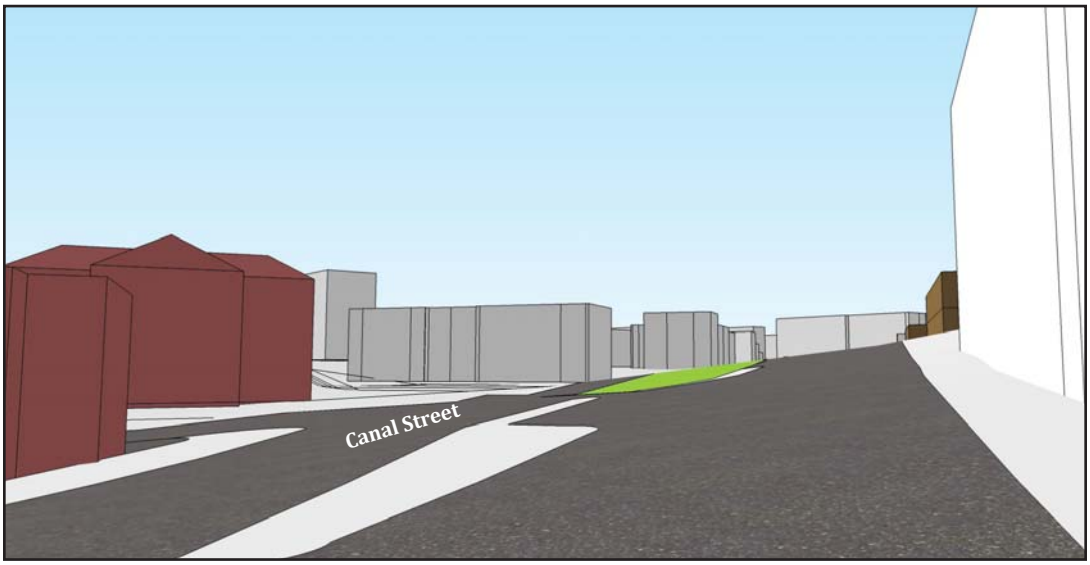
Existing Buildings
Potential Development Sites
Projected Development Sites
Open Space

Prepared by Langan

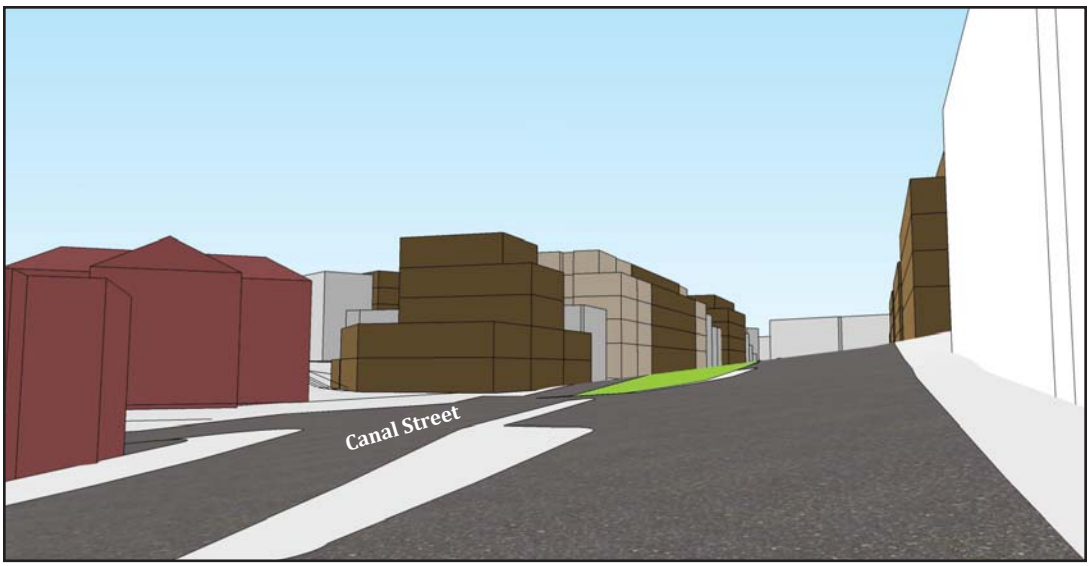
FIGURE 8-25: CANAL STREET CORRIDOR SUBAREA -
EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS



Existing Condition



No-Action Condition



With-Action Condition

Existing Buildings
Potential Development Sites
Projected Development Sites
Open Space
Historic Resources
Prepared by Langan