Description of Proposal

River North, Staten Island

SITE: Block 13, Lots 82, 92, 100 and a part of Lot 8 (Tentative Lot 95)
24 Stuyvesant Place, 170 Richmond Terrace, 180 Richmond Terrace

I. Introduction

Richmond SI Owner LLC (the "Applicant") is requesting several land use actions to facilitate a 592,014 square feet development with 750 housing units comprising three mixed-use residential buildings (the "Proposed Development") on the property located at 24 Stuyvesant Place (Block 13, Lots 82, 92, 100 and a part of Lot 8, Tentative Lot 95 ("Tentative Lot 95") (the "Development Site") within the St George neighborhood, Community District 1 in Staten Island. The Proposed Development would also provide approximately 225 affordable housing units in accordance with the Mandatory Inclusionary Housing ("MIH") program. Land use actions include zoning map and text amendments that affect, in addition to the Development Site, Block 13, partial Lot 8 (p/o), lots 60, 68, 71, 73, and partial lots 116 (p/o) and 119 (p/o) and Block 12, Lot 1 (together the "Rezoning Area"), and a zoning special permit to modify bulk regulations to facilitate a superior site plan and urban design associated with the Proposed Development.

Specifically, the Applicant is requesting the following land use actions:

(1) Zoning map amendment:

a) to change an area bounded by Nicholas Street, Richmond Terrace, Stuyvesant Place, Hamilton Avenue and line 185 feet from and parallel to Richmond Terrace and Stuyvesant Place between Hamilton Avenue and Nicholas Street from an R6 district with a C2-2 commercial overlay at a depth 100 feet located within the Special Hillsides Preservation District ("SHPD") to an R7-3 district with a C2-4 commercial overlay at a depth of 185 feet within the Special St. George District ("SSGD"); and

b) to change an area bounded by Richmond Terrace, Hamilton Avenue and Stuyvesant Place from an R6 district with a C2-2 commercial overlay to an R6 district with a C2-4 commercial overlay within the SSGD.

(2) Zoning text amendment:

a) to Article II (Residence District Regulations) of the New York City Zoning Resolution ("Zoning Resolution" or "ZR") to allow an R7-3 district and the optional Quality Housing Program within the SSGD;

b) Article XII, Chapter 8 (Special St. George District) regulations to include the Proposed Area within the Upland Subdistrict, establish bulk and other regulations for

the R7-3 district within the SSGD, and establish a new special permit to modify bulk and mandatory improvements within the R7-3 district; and

c) Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to include Proposed R7-3/C2-4 (SG)) district as a mandatory inclusionary housing area.

(3) Zoning special permit pursuant to proposed ZR Section 128-62 to allow modifications to building setback, height, rear yard, and mandatory improvements for the Proposed Development.

II. Background

The Rezoning Area is located at the northeastern edge of the SHPD, and also at the northwestern end of the St. George neighborhood. St. George has historically been the civic and commercial hub of Staten Island – the area is serviced by the best mass transportation in the Borough including the Staten Island Ferry, the Staten Island Railroad ("SIRR"), and the majority of the Island's bus-lines which end at the Ferry Terminal. The neighborhood is walkable with a street pattern and ground floor uses that support an active pedestrian environment. However, the Development Site is currently vacant except for abandoned foundations towards the western portion of the site. Previous proposals to develop the Development Site as two separate zoning lots under the current the SHPD zoning regulations, were abandoned leaving the site fallow for over a decade.

Over the last several decades, various planning studies and significant zoning actions have taken place that have shaped land uses and built environment of the Rezoning Area and surrounding neighborhood.

Special Hillsides Preservation District

The majority of the Rezoning Area is within the SHPD which was established in 1987 (City Planning Commission ("CPC") Report N 870002 ZRR) to guide development so as to: reduce hillside erosion, landslides and excessive storm-water runoff; preserve the hillside's unique aesthetic value; protect, maintain and enhance natural features; and protect the neighborhood character of the district. The special district covers approximately 1,900 acres including portions of St. George in the northeast and Snug Harbor to the west and extends south to the Staten Island Expressway. The SHPD was modified in 1992 (CPC Report N 900691 ZRR) and 1999 (CPC Report N 990687 ZRR) to strengthen the special district regulations pertaining to the preservation slopes and trees. Areas within the SHPD are typically characterized by lower density detached, semi-detached and attached homes located in R2, R3 and R4 districts.

Special St. George District

Adjacent to the Rezoning Area is the SSGD, which was established in 2008 (CPC Report N 080425 ZRR) and covers 12 blocks located in the St George neighborhood. The goals of the SSGD include building upon the neighborhoods existing strengths as a civic center and transit hub to bolster a thriving pedestrian friendly business and residential district; facilitate continuous

ground floor uses and a critical mass to attract a broader mix of uses; allow slender towers that would capitalize on the neighborhoods' hillside topography and waterfront vistas; and accommodate appropriate levels of parking while reducing their visual impact. In 2013, the SSGD was modified (CPC Report N 30316 ZRR) to expand the boundaries to the northwest to include significant waterfront city-owned sites to be developed for large retail and hotel use, and an observation wheel and terminal building (the "Proposed Wheel"). Further, the regulations were amended to create a new "North Waterfront Subdistrict" and new special permits to facilitate the two developments on the city-owned sites. Special permits for the Empire Outlet mall and hotel (CPC Report C 130318 ZSR), and the Proposed Wheel (CPC Report C 130317 ZSR) were approved at the same time as the text amendments to the SSGD. Since then, construction has been completed on the Empire Outlet mall which opened in May 2019. NY Wheel LLC abandoned building the Proposed Wheel in end of 2018, however the parking garage with approximately 950 parking spaces was constructed and is in operation. NYC Economic Development Corporation ("EDC") is exploring reviving the observation wheel proposal with different private sector interest.

Other Recent Studies and City Actions

Bay Street Rezoning

The City Council approved the Department of City Planning's ("DCP") proposal to rezone the Bay Street Corridor on June 26, 2019. The rezoning covers approximately 20 blocks and includes portions of the St. George, Tompkinsville and Stapleton neighborhoods. The rezoning implements the Bay Street Corridor Neighborhood Plan that sought to: create additional opportunities for affordable housing through the MIH program; foster a vibrant walkable mixed-use corridor that would connect the surrounding communities; facilitate commercial development; and align investments in infrastructure, public open space and services. As a part of the application, the City Council also approved the disposition of 55 Stuyvesant Place, a city-owned site, which includes a parking lot and 5-story building for private investment and office use.

Staten Island/Bronx Special Districts Zoning Text Amendments

On May 6, 2019, the CPC referred out a proposed text amendment package to comprehensively address, update and streamline several special districts in Staten Island and the Bronx that were created in the 1970's and 1980's to protect neighborhoods with environmentally sensitive natural features. Staten Island has three such special districts including the SHPD, Special Natural Area District and Special South Richmond District. During the public review, the Staten Island section of the text was withdrawn (September 2019) requiring further study. Based on further study of the Staten Island natural areas and special districts, in consultation with the community and stakeholders, DCP released preliminary recommendations and a public scoping session was held on January 28, 2021.

North Shore 2030

In 2012, NYC Economic Development Corporation ("EDC") and Department of City Planning ("DCP") released a comprehensive plan for the North Shore of Staten Island titled "North Shore 2030". The report is intended to guide and coordinate public and private actions over a 20 year period. The recommendations reflect a comprehensive planning process with the participation of many stakeholders including several city agencies, Community Board 1, local community, civic,

business and professional groups, and elected officials. The report focuses on six neighborhood opportunity areas including the St. George neighborhood. Strategies include: promoting quality jobs in the work place, connecting people with a working waterfront, supporting and creating neighborhood centers, and improving connections and mobility. The report acknowledged large waterfront sites as development opportunities for the area and identified upland connections along Richmond Terrace.

Previous Actions on the Development Site

Applications for CPC authorizations were filed in 2008, pursuant to Application Nos. N 080329 ZAR and N 080330 ZAR to permit: (1) development on a steep slope and a steep slope buffer; (2) modification of the height and setback regulations; and (3)allow certain uses and a parking garage with more than 30 vehicles. The development contemplated by the authorizations included development on two zoning lots -- a 208-foot tall residential building with 139,670 gross square feet on a parcel at the corner of Stuyvesant Place and Hamilton Avenue and a 203-foot tall residential development with 175,878 gross square feet on a parcel in the midblock along Richmond Terrace. An environmental assessment was prepared for these authorizations, and a conditional negative declaration was issued in June 2008 pursuant to CEQR No. 08DCP049R. The conditional negative declaration imposed conditions requiring an archaeological investigation prior to any development and conditions on the height and location of exhaust stacks and fuel types used in the development. These applications were never advanced or approved, and the site has remained vacant.

III. **Description of Surrounding Area**

The Rezoning Area is located in the St. George neighborhood on the North Shore, north of the Stapleton and Tompkinsville and east of New Brighton, fronting on the New York Harbor to the northeast. St. George is the most densely developed of all Staten Island's neighborhoods anchored by the Borough's transportation hub which includes the Staten Island Ferry and SIRR terminals and transfer point for majority of the Island's bus routes that terminate at the Ferry Terminal.

The Rezoning Area occupies the northeastern portion of Block 13, an irregular and curvilinear block bounded by Nicholas Street, Richmond Terrace, Stuyvesant Place, Hamilton Avenue and St Marks Place. The entire block is zoned R6 and is within the SHPD. The western portion of the block is occupied by two 20-story high-rise residential towers, known as Castleton Park Apartments, which were built in 1976 and predate the SHPD. Castleton Park Apartments has frontage on St Marks Place and Nicholas Street and is a typical "towers in the park" development fostered under the 1961 Zoning Resolution. There is a significant drop in elevation of 40 to 75 feet from St. Marks Place to Richmond Terrace. However, the natural topography on the Castleton Park Apartment complex was likely removed to build a parking structure that is oriented and graded towards St Marks Place and that forms the platform for the towers, and the open space of the complex. As the towers are located at the top of the slope on Block 13, its relative height is emphasized and, as a result, the towers dominate the built context of the block as well as streetscape of the surrounding area, particularly from Richmond Terrace and the waterfront. A row of one- and two-family detached homes occupy the remaining portion of the block along Hamilton Avenue outside of the Rezoning Area.

Across Richmond Terrace, along the waterfront, there has been significant development activity and investment over the past several decades. Immediately across from the Rezoning Area is the stalled construction site of the Proposed Wheel, which was approved at over 625 feet in 2013. A parking structure containing around 950 parking spaces, which was a part of the approval, has been constructed.

To the southeast of the Proposed Wheel is the stadium for the Staten Island Yankees minor league baseball team and parking facility which opened in June 2001 and the new 340,000 square-foot Empire Outlet mall. In addition, an associated 1,250-space parking garage has been constructed which serves the mall and stadium, and offers commuter parking for the Staten Island Ferry Terminal. The project also included a 200-room hotel which has not been constructed. To the south of the Ferry Terminal is the site of Lighthouse Point – a mixed use residential and hotel development on the site of former US Lighthouse Service Depot that is currently under construction. Along the waterfront is the North Shore Esplanade which includes an upland portion and a promenade along the water. These facilities and open, for most part, are all located in an M1-1 zoning district and within the SSGD. Lighthouse Point is located partially in a C4-2 district.

The inland area to the south of Hamilton Avenue, between Richmond Terrace and St. Marks Place is within the SSGD and is zoned C4-2 -- a medium-density commercial district. The C4-2 district encompasses the Civic Center, comprising Borough Hall, several courts, the library, and public office facilities, and adjacent medium-density residential, commercial, and institutional blocks. Several 6-story apartment buildings are located on the south side of Hamilton Avenue along the edge of the SSGD. Several New York City landmarks are located to the south of the Rezoning Area along Richmond Terrace including Staten Island Family Courthouse, 78 Richmond Terrace Police Precinct, Richmond County Courthouse and Staten Island Borough Hall.

The western, upland part of the neighborhood, west of the Rezoning Area primarily comprises one- and two-family homes that date from the late 19th century. Zoned R3A and R4, it features notable Queen Anne and Colonial Revival architecture, designed to capitalize on the area's sloping topography. The area, centered on St. Marks Place, has been designated by the Landmarks Preservation Commission ("LPC") as the St. George/New Brighton Historic District. Just south of the historic district and across from Castleton Park Apartments is Curtis High School, a New York City individual landmark which is within an R4 zoning district.

IV. Description of the Rezoning Area

The Rezoning Area includes a portion of Block 13 as well as Block 12. Specifically, on Block 13 it includes: the Development Site which has frontage on Richmond Terrace, a wide street with a width of a 100 feet, and on Stuyvesant Place and Hamilton Avenue, both narrow streets with a width of 45 and 50 feet respectively; a part of Lot 8 or Tentative Lot 95 which has frontage on St. Marks Place and Nicholas Street, both narrow streets with widths of 60 feet and 50 feet respectively; Lots 60, 68, 71 and 73 with frontage on Richmond Terrace; and partial lots 116 and 119 with frontages on Hamilton Avenue. In addition, Block 12, Lot 1 bounded by Richmond Terrace, Hamilton Avenue, and Stuyvesant Place is in the Rezoning Area. (A detailed description of each property follows).

The Rezoning Area contains several irregular lots with varying depths along Richmond Terrace and Stuyvesant Place. Block 13 is trapezoidal in shape, with a curved northwestern boundary forming the edge of the Rezoning Area and following the street pattern and geometry of Richmond Terrace and Stuyvesant Place. The Rezoning Area is also heavily sloped where the lower elevations are at the intersection of Nicholas Street and Richmond Terrace, and the elevation increases both south and west of the Block.

The Rezoning Area contains low-scale one- and two-family homes, a medium-rise apartment building ("the View") along Richmond Terrace and a low scale commercial building along Richmond Terrace and Stuyvesant Place. The majority of the Rezoning Area is vacant land. The underlying R6 district allows medium-density residential development at 2.43 FAR and community facility use at 4.8 FAR. The C2-2 zoning overlay along Richmond Terrace and Stuyvesant Place allows 1.0 FAR commercial in mixed-use developments and 2.0 FAR in purely commercial developments.

The Rezoning Area is predominantly within the SHPD. The SHPD regulations limit development on zoning lots with a steep grade. The special district regulations classify zoning lots as either "Tier 1" or "Tier II" sites based on their average percent slope – sites with less than an average slope of 10 percent are considered Tier I and sites with 10 percent or greater average slopes are considered Tier II. Areas of a zoning lot that have a slope greater than 25 percent are considered steep slopes and are excluded from the calculation of average slope of a zoning lot for purposes of classifying the zoning lot as Tier I or Tier II. Steep slopes and the area around the ridge of such steep slope are considered "areas of no disturbance" in which development and site alterations are generally prohibited. As-of-right development may take place on Tier I Sites with requirements pertaining to either the preservation of existing trees or newly planted trees, as well as regulations pertaining to soil disturbance. Tier II sites, in addition to having tree preservation and planting requirements and soil disturbance protections, also impose lot coverage, specific height and setback requirements, grading restrictions, and restrictions on private roads and driveways. The special district regulations permit modifications to some of these restrictions by City Planning Commission ("CPC") authorization.

Properties within the Rezoning Area outside of the Development Site are described below:

- Lot 8 is an irregular lot with 392 feet of frontage along St Marks Place, 285 feet of frontage along Nicholas Street. Lot 8 contains a total lot area of 212,942 square feet of lot area. A part of former Lot 8 or Tentative Lot 95 which contains approximately 9,100 square feet, is included within the Rezoning Area and will become a part of the Development Site zoning lot. Lot 8 is developed with two 20-story residential towers known as Castleton Park Apartments, containing approximately 419,960 square feet of floor area and 454 housing units. The portion of Lot 8 within the Rezoning Area is 27,297 square feet and is occupied by the parking platform and open space of the complex.

- Lot 60 is located at the corner of Nicholas Street and Richmond Terrace with approximately 136.56 feet of frontage on Nicholas Street and 102.51 feet along Richmond Terrace. It contains approximately 16,901 square feet of lot area and is

occupied by a 58,972 square feet 11-story mixed residential and commercial building with approximately 40 housing units, known as the View that was constructed in 2012.

§ Lot 68 contains 5,921 square feet and has approximately 48.34 feet of frontage along Richmond Terrace and a lot depth that varies from 119.09 to 130.27 feet. The site is currently vacant.

§ Lot 71 has 47.35 feet of frontage on Richmond Terrace, has a depth that varies from 109.07 to 119. 09 feet and contains approximately 5,317 square feet of lot area and is developed with a 2.5-story 2,359 square feet 2-family detached home.

§ Lot 73 has 29.94 feet of frontage and has a depth that varies from 109.07 to 103.45 feet. The lot contains approximately 4,837 square feet and is developed with a 2.5-story 3,145 square feet 2-family detached home.

§ Lot 116 is trapezoidal in shape and has 50 feet of frontage on Hamilton Avenue and a depth of approximately 148 feet. The site contains 5,995 square feet of lot area and is vacant.

§ A negligible portion of lot 119 falls within the Rezoning Area. The lot has 50 feet of frontage and depth of 146 feet and contains approximately 8,081 square feet of lot area. It is occupied by a two-story 2,580 square feet 2-family detached home.

§ Block 12, Lot 1 is outside the SHPD, is triangular in shape and has 29,500 square feet of lot area and is occupied by 1-and 2-story commercial building which houses Project Hospitality, a community-based social service organization, and a one-story diner and surface parking. The property is located outside of both, the SSGD and SHPD and is zoned R6 with a C2-2 overlay.

V. Description of the Development Site

The Development Site comprises Block 13, lots 82, 92, 100 and Tentative Lot 95, which constitute a single zoning lot. The zoning lot contains approximately 97,009[1]square feet and is located at the corner of Hamilton Avenue and Stuyvesant Place with 132.69 feet of frontage along Hamilton Avenue, approximately 703.93 feet along Stuyvesant Place and Richmond Terrace. The Development Site is both irregular in that, the depth of the lot varies between approximately 185 feet from Stuyvesant Place at its deepest to approximately 103.45 feet from Richmond Terrace at its shallowest, and curvilinear where the front and rear lot lines curve following the street geometry of Richmond Terrace and Stuyvesant Place. The Development Site also includes areas of steep slopes and grade changes -- the site overall slopes from approximately 38 feet to 54 feet in elevation along Richmond Terrace and Stuyvesant Place, and slopes up to 72 feet to 86 feet in elevation along the rear lot line of the Development Site. A very narrow sliver of the Development Site along Stuyvesant Place (approximately 1,659.68

[1] The Development Site is approximately 98,669 square feet. The zoning lot and zoning lot area which is defined by street lines is 97,009.32 square feet as a portion of the Development Site (approximately 1,659.96 square feet) is within the mapped street line. However, as that portion within the mapped street line is unbuilt, the maximum floor area generated is based on the Development site area.

square feet) is located in the bed of a mapped street. Currently, Stuyvesant Place is built to a width of 45 feet, but not to the full extent of its mapped width of 50 feet. There are no curb cuts along Hamilton Avenue, or Richmond Terrace and Stuyvesant Place.

The Development Site is located in an R6/ C2-2 district within the SHPD and is currently vacant with steep slopes and dense vegetation on significant portion the southern half of the site. A portion of the northern part of the site has been cleared and leveled and includes foundations and retaining walls along Richmond Terrace. While the underlying R6 district allows up to 2.43 FAR for residential development under height factor zoning and 4.8 FAR for community facility, the SHPD regulations limit the location and amount of development based on the topography and natural features of the site. Under the current zoning, the Development Site would be developed as two separate zoning lots without Tentative Lot 95. The two separate zoning lots together could generate a maximum of approximately 216,856 square feet (or 2.43 FAR) of residential use and 428,356 square feet (or 4.8 FAR) of community facility use. However, the SHPD limits the amount of development that could occur as-of-right, as the zoning lot along Stuyvesant Place and Hamilton Avenue would be considered a Tier II site under the SHPD regulations.

VI. Description of the Proposed Development

The Proposed Development would include three mixed-use residential buildings with a total of 592,014 square feet of floor area or 6.0 -- the program would include 750 housing units of which 225 units would be affordable, 7,020 square feet of floor area for retail (a total 18,880 gross square of retail including cellar space); and 331 accessory parking spaces. The three residential buildings would range in heights from a 26-story building located on the southern portion of the Development site at Stuyvesant Place and Hamilton Avenue ("Building 1"); a 25-story building fronting on Richmond Terrace in the middle of the site ("Building 2") and an 11-story building fronting on Richmond Terrace at the northern end of the site ("Building 3"). The buildings would be separated by natural or landscaped passive open space for the residents of the building that would provide swaths of greenery through the site. An approximately 7,790 square feet publicly accessible open space that would be accessed from both Hamilton Avenue and Stuyvesant Place is proposed at the corner of Hamilton Avenue and Stuyvesant Place that would form a terminus to the Stuyvesant Place commercial corridor of the SSGD.

Building 1, located at the southeast portion of the site, would contain approximately 278,974 square feet of floor area with 327 units, approximately 9,697 square feet[2] of retail at the base of the building, and approximately 66,349 square feet of parking on the second and third levels of the building that would be exempt from zoning floor area[3] and parking at the cellar level providing a total of 200 parking spaces. Building 1 is an "L" shaped building that would frame the publicly accessible open space by a three story base with a street wall height of 37.35 feet which may be increased to 75 feet. The building tower with its loner dimension parallel to Stuyvesant Place would set back from Stuyvesant Place and rise to 21 stories (226.03 feet)[4], set back again and then rise to 26 stories (or 273.03 feet) or the full height of the building. The portion of the tower that faces Hamilton Avenue would step back from the street wall and then

[2] Based on base plane for Building 1, the retail square footage is exempt from zoning floor area.
[3] Parking above grade is exempt from zoning floor area pursuant to ZR Section 128-52 (Special Floor Area Regulations)
[4] Heights of buildings are taken from the base plane of each building.

rise in steps to 8 stories (98.03 feet), 13 stories (147.03 feet), 18 stories (198.03 feet) and 23 stories (243.03), and then to 26 stories. Building 1 would set back from Stuyvesant Place to respect the street widening mapped on the property, and the building would be set back a minimum of 29.38 to 142.01 feet from Hamilton Avenue, and 42.5 to 46.8 feet from Stuyvesant Place to provide the publicly accessible open space and a view corridor along Hamilton Avenue. Retail at the base would front on the publicly accessible open space. The main entrance to the residential tower would be from Stuyvesant Place. Accessory parking in the base of the building at the second and third level would have access from Hamilton Avenue, while parking in the cellar would have access from Stuyvesant Place.

Building 2, located in the middle of the site at the intersection of Richmond Terrace and Stuyvesant Place, would contain approximately 203,010 square feet of floor area with 295 units and approximately 1,715 square feet[5] of retail at the base of the building. Building 2's tower is oriented east-west with a street wall height of 50.14 feet that may increase to 75 feet. The building tower oriented towards Stuyvesant Place would set back from the street line and rise to 20 stories (or 199.64 feet), set back again and then rise to 25 stories (or 244.64 feet) or the full height of the building. Building 2 is set back from Stuyvesant Place to respect the sidewalk widening mapped on the property. The main entrance would be from Richmond Terrace.

Building 3, located at the north end of the site, would contain approximately 110,030 square feet of floor area with 128 units, approximately 7,020 square feet of floor area of retail at the base of the building, and approximately 35,750 square feet of parking on second and third levels of the building that would be exempt from zoning floor area providing 116 parking spaces. Building 3 would have a 3-story base and street wall at the street line of 47.14 feet that may be increased to 75 feet. The portion of the building above the base would set back from the base, angle to the west to open up views to the water – the building would rise above the base to 11 stories or 132.14 feet or the full height of the building. The building would step down to 10 stories or 126.14 feet towards the west. The building and garage entrance would be from Richmond Terrace, and the remaining portion of the ground floor would be retail.

The buildings would be spaced to meet all zoning requirements regarding minimum distance between buildings. Build 1 and 2 would have a minimum of 50.25 feet between them at the southern end that would increase to approximately 58.75 feet at the northern end (approximately 98.1 feet at the street line). Similarly Building 2 and 3 would have a minimum distance of 40 feet at the southern end that would increase to 61.13 feet at the northern end (approximately 95 feet at the street line). This would allow not only light and air, but also facilitate the provision of public and private open space and preservation of some of the sites existing topography.

The Proposed Development is summarized in the table below:

	Building 1	Building 2	Building 3	Total
Total ZSF	278,974	203,010	110,030	592,014

[5]Based on base plane for Building 1, the retail square footage is exempt from zoning floor area.

Residential ZSF	278,974	203,010	103,010	584,984
Commercial ZSF	0	0	7,020	7,020
Commercial GSF	9,697	1,715	7,468	18,880
Parking (includes above grade space exempt from zoning floor area)	66,349	0	35,750	102,099
Total Number of Housing Units	327	295	128	750
Total Number of Parking Spaces	215		116	331
Building Height in feet from Base Plane	273.03	244.64	132.14	
Number of Stories	26	25	11	

The Proposed Development would provide 750 units of housing including 255 units of affordable housing at a central and desirable location adjacent to mass transit, the Civic Center, retail and waterfront and would significantly enhance the street environment by providing new sidewalks where they currently do not exist, ground floor retail, and a publicly accessible open space, connecting the Proposed Development with surrounding built fabric, and to the pedestrian corridor of the SSGD. The proposed improvements including the sidewalk widening, open space and retail along Richmond Terrace and Stuyvesant Place would promote connectivity and walkability by enhancing the pedestrian experience along Richmond Terrace and Stuyvesant Place.

VII. Actions necessary to facilitate the Project

As noted, the Development Site is located at the northwestern edge of the St. George neighborhood and immediately adjacent to the SSGD with frontage along Richmond Terrace, a major transportation route on the North Shore. It is within walking distance from the Staten Island Ferry, SIRR and the Borough's bus terminal, as well as from Borough Hall and the civic center. It is across the street from the North Shore waterfront and esplanade where the City has actively supported economic development including the Empire Outlet, the Proposed Wheel and Lighthouse Point. Despite significant land use activity and City investments in the area, the Development Site has remained vacant.

The Development Site, unique by virtue of its size at 98,669 square feet (97,009.32 square feet of zoning lot area), location and surrounding built mixed-use and high-rise context, presents a significant and singular opportunity to advance multiple planning goals for northern Staten Island. The Proposed Development would provide the borough with much needed housing,

particularly affordable housing, active retail, and public open space, and would create the connective tissue between the epicenter of activity in St George and Bay Street with the neighborhoods to the north and west.

Several zoning actions would be required to facilitate the Proposed Development and are the subject of these land use applications. They include: (1) zoning map amendments to rezone the Rezoning Area to a R7-3/ C2-4 (SG) zoning district; (2) zoning text amendments to General Residential Regulations, the SSGD and Appendix F; and (3) zoning special permit pursuant to proposed ZR Section 128-62 to modify bulk and mandatory improvements to facilitate a superior site plan and urban design.

Zoning Map Amendments

The proposed zoning map amendments include:

> (a) rezoning an area bounded by Nicholas Street, Richmond Terrace, Stuyvesant Place Hamilton Avenue and line 185 feet from and parallel to Richmond Terrace and Stuyvesant Place between Hamilton Avenue and Nicholas Street from an R6 district with a C2-2 overlay at a depth 100 feet within the SHPD to an R7-3 district with a C2-4 commercial overlay at a depth of 185 feet and to be located within the SSGD; and
>
> (b) rezoning an area bounded by Richmond Terrace, Hamilton Avenue and Stuyvesant Place from an R6/ C2-2 overlay to a R6/C2-4 overlay and to be located within the SSGD.

Existing Zoning and Land Use

The majority of the Rezoning Area is located at the northeastern edge of the SHPD bordering the SSGD. The goals of the SHPD is to: reduce hillside erosion, landslides and excessive storm water runoff associated with development by conserving vegetation and protecting natural terrain; preserve hillsides having unique aesthetic value to the public; guide development in areas of outstanding natural beauty in order to protect, maintain and enhance the natural features of such areas; and to promote the most desirable use of land and to guide future development in accordance with a comprehensive development plan, and to protect the neighborhood character of the district.

SHPD regulations limit development on zoning lots with a steep grade and classify zoning lots as either “Tier 1” or “Tier II” sites based on their average percent slope – sites with less than an average slope of 10 percent are considered Tier I and sites with 10 percent or greater average slopes are considered Tier II. Areas of a zoning lot that have a slope greater than 25 percent are considered steep slopes and are excluded from the calculation of average slope of a zoning lot for purposes of classifying the zoning lot as Tier I or Tier II. Steep slopes and the area around the ridge of such steep slope are considered “areas of no disturbance” in which development and site alterations are generally prohibited. As-of-right development may take place on Tier I Sites with requirements pertaining to either the preservation of existing trees or newly planted trees, as well as regulations pertaining to soil disturbance. Tier II sites, in addition to having tree preservation and planting requirements, and soil disturbance protections, also impose lot coverage, specific height and setback requirements, grading restrictions, and restrictions on private roads and

driveways. The special district regulations permit modifications to some of these restrictions by City Planning Commission ("CPC") authorization.

The SHPD covers 1900 blocks that are characterized by low-density residential development, mostly one and two family homes, and natural areas with distinct topography. The majority of the SHPD is zoned for 0.5 residential FAR, with the exceptions of other lower density R4 and R5 districts which allow 0.75 and 1.25 FAR respectively. In contrast, the portion of the Rezoning Area within the SHPD is zoned R6, a medium density residential district, and is one of only two areas within the SHPD that is zoned R6. Further, while one of the defining characteristics of the SHPD is its natural features, vegetation and topography, the construction of Castleton Park Apartments in 1976 significantly altered the natural topography on the block. Castleton Park Apartments sits on a parking platform that is generally oriented and graded towards St Marks Place and atop a parking structure that is over 30 to 40 feet above Richmond Terrace. Vacant land along Richmond Terrace and Stuyvesant Place, including the Development site, while retaining some of the natural slope and vegetation, remains disconnected from the SHPD topography caused by the intervening Castleton Park Apartments. The Rezoning Area which fronts Richmond Terrace also borders the SSGD to the north- and southeast. The Development Site, thus far, has been unable to capitalize on its proximity to the Island's transportation hub, city investments and land use activity in the surrounding area – instead it remains burdened by the SHPD regulations which restrict as-of-right development despite its unique location and size, and adjacency to the SSGD.

Overall, while the Rezoning Area and block is within the SHPD, the existing context of the block does not represent the special district's character. The block's natural terrain and other features have been compromised by the construction of Castleton Park Apartments. The special district is primarily mapped R1, R2 and R3 districts and is characterized by single and two family developments at considerably lower densities of 0.5 FAR. The R6 zoning district on Block 13 is a departure from the predominant zoning districts in SHPD and is one of only two areas mapped R6 within the special district. Block 13, in contrast to other areas within the special district, is a mix of high-rise apartment buildings, one and two family homes, and vacant lots along Richmond Terrace and Stuyvesant Place.

Proposed Rezoning

The Development Site and Rezoning Area is adjacent to the SSGD to the northeast, east and south. Inclusion of the Development Site within the SSGD would facilitate the Proposed Development and provide housing, foster pedestrian activity and mass transportation use; support local retail and businesses; and significantly increase the neighborhood's and the Borough's supply of affordable housing. The surrounding land use and built context, including the Rezoning Area's proximity to the Staten Island Ferry terminal and SIRR station, and its adjacency to the waterfront, to Castleton Park Apartments and Downtown St. George, support higher density than the underlying R6 district. Further, a higher density zoning district would allow the urbanized context of St George to extend to the Development Site, and the Proposed Development that it would facilitate would be consistent with goals for the SSGD and the North Shore as well the as the City's overarching land use policies to align infrastructure and transit-rich areas with the production of affordable housing.

The proposed rezoning of the Rezoning Area to an R7-3 district and its inclusion within the Special St George District is, therefore, supported by the following:

- adjacency to the SSGD, and its anomalous condition within the SHPD;

- surrounding existing built and proposed context including the 20-story Castleton Park Apartments that is at an elevation over 75 feet above Richmond Terrace (and at a relative height of approximately 242 feet above Richmond Terrace); and adjacent Proposed Wheel project which was approved at a height of 600 feet on the waterfront.

- proximity to the Staten Island Ferry and the terminus of the SIRR, and on Richmond Terrace, a wide street and major corridor on the North Shore;

- recent public policy actions and planning goals for North Shore of Staten Island;

- citywide goals to deliver affordable housing and encourage the use of mass transportation; and

- the opportunity to enhance retail and the pedestrian environment, as well as strengthen existing street connections and land uses within the SSGD.

The Proposed R7-3 zoning would allow a maximum of 6.0 FAR with MIH – and would allow non-contextual quality housing development with a maximum street wall of 75 feet and an overall height of 185 feet or 18 stories. The confluence of the factors above warrant additional density and taller buildings. The R7-3 zoning district would have the same parking requirements as an R7-2 district which requires one parking space per unit for 50 percent of the market rate units and one parking space for 15 percent of the affordable housing units. The reduced parking requirement from the current R6 zoning (70 percent of the units) reflects the Proposed Development's proximity to mass transportation as well as the walkability of the neighborhood. The height and setback controls under the R7-3 district allow for towers at a height of 185 feet which would be consistent with the SSGD's policies that favor slender towers at a maximum height of 200 feet that respond to the area's topography and allow for visual corridors and connections to the waterfront.

The depth of the R7-3 district would be at 185 feet from Richmond Terrace and Stuyvesant Place. The depth of 185 feet responds to the existing irregular tax lot patterns that front Richmond and Stuyvesant Place, as well as the configuration of the Development Site and it would ensure that development under the proposed zoning would not be encumbered by split zoning district regulations. This would be consistent with other zoning districts depths in the surrounded area – where such depths have deviated from the standard 100 feet to accommodate irregular block and lot patterns.

The proposed rezoning would also change the existing C2-2 commercial overlay mapped to a depth of 100 feet along Richmond Terrace and Stuyvesant Place to a C2-4 zoning district to a depth of 185 feet. The proposed C2-4 district regulations are the same as the C2-2 except for a lower parking requirement for commercial uses. The C2-4 overlay is consistent with the commercial overlays mapped in the 2019 Bay Street Corridor Rezoning. The depth of the

commercial overlay at 185 feet would be consistent with the block/lot patterns unique to the Rezoning Area. The depth of 185 feet would provide the flexibility to locate ground floor retail within the footprints of residential buildings on very deep lots. Further, the area immediately south and east of the Rezoning Area is within the Special St George District and is zoned C4-2 – a medium density commercial district which allows a maximum FAR of 3.4 for commercial, residential and community facility use. The proposed C2-4 overlay would be immediately across from the existing C4-2 district to the south which extends south of Hamilton Avenue between Richmond Terrace and St Marks Place, and from the waterfront east of Richmond Terrace which is zoned M1-1. The commercial overlay would support commercial and retail uses along, both Stuyvesant Place and Richmond Terrace. Richmond Terrace is a major vehicular corridor while Stuyvesant Place is identified as a commercial street within the existing St George District. The existing land use character of both streets support the mapping of C2-4 within the Rezoning Area.

Zoning Text Amendments

Zoning text amendments would affect three Articles in the ZR: (1) Article II (General Residence District); (2) Article XII Chapter 8 (Special St George District); and (3) Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas).

Article II (General Residence District)

The application includes mapping an R7-3 zoning district in the SSGD. R7-3 was originally established as a waterfront zoning district that allowed a maximum FAR of 5.0 and where height factor zoning would not apply. Instead, it allowed a non-contextual building form with a slender tower up to a height of 185 feet above a maximum street wall height of 65 feet. R7-3 districts are also mapped in mixed use districts and certain special districts. In 2016, with the adoption of MIH, the R7-3 district was afforded a maximum FAR of 6.0 under the MIH program. The application seeks to map the R7-3 district within Special St George District and achieve 6.0 through the MIH program. Further, the applications seeks to allow buildings constructed under the MIH program to avail the Quality Housing option, consistent with other MIH developments in the City. In order to do so, certain technical zoning amendments are required in the general text to enable its application in the SSGD. These include:

- ZR Section 21-15 (General Residence Districts) to allow an R7-3 district to be mapped the SSGD.

- ZR Section 23-011(c) (Quality Housing Program) to allow optional quality housing regulations to apply within the SSGD and to the Proposed Project.

Article XII, Chapter 8 (Special St. George District)

Text amendments are also required to the SSGD to clarify or modify existing regulations or establish new regulations that would apply to the proposed R7-3 zoning district. Text amendments would also include changes to extend or modify district-wide or subdistict-wide regulations to the Rezoning Area as appropriate. Further, a new special permit mechanism is proposed to modify bulk and mandatory improvements for sites within the R7-3 district. This is

similar to and consistent with special permits that allow modification to bulk and/or use regulations in several special districts including Special College Point District, Special Willets Point District and Special Downtown Far Rockaway District. The text changes include modification to:

- ZR Section 128-00 (General Purposes) to include an additional foster economic diversity by supporting a broad range of housing including affordable housing with the SSGD.

- ZR Section 128-03 (District Plans and Maps) to include the Rezoning Area within the Upland Subdistrict.

- ZR Section 128-056 (Applicability of the Quality Housing Program) to clarify that the optional Quality Housing Program would be applicable in the R7-3 district.

- ZR Section 128-21 (Maximum Floor Area Ratio) to establish the maximum floor area ratio of 6.0 within R7-3 Districts under the MIH program.

- ZR Section 128-22 (Maximum Lot Coverage) to establish lot coverage of 70 percent for interior lots and 100 percent for corner lots for residential buildings in R7-3 districts.

- ZR Section 128-30 (Height and Setback Regulations) to clarify that R7-3 is subject to regulations under this Section.

- ZR Section 128-31(Street Wall Location) to clarify that street wall location requirements are inapplicable in the R7-3 district

- ZR Section 128-33 (Maximum Base Height) to establish a maximum street wall height of 75 feet in an R7-3 district.

- ZR Section 128-34 (Maximum Building Height) to establish a maximum building height of 185 feet or 18 stories within an R7-3 district.

- ZR Section 128-51 (Required Off-street Parking and Loading) to make the underlying R7-3 and R6 parking and loading regulations applicable to such districts within the SSGD. R7-3 regulations would be governed by R7-2 district regulations.

- ZR Section 128-60 (Special Approvals) to create a new special permit (ZR 128-62) to allow bulk and mandatory improvements modifications for R7-3 districts within the Upland Subdistrict.

- Proposed ZR Section 128-62 (Special Permit for Buildings in R7-3 Districts) to facilitate the Proposed Project and allow modification to bulk and mandatory improvements regulations.

<u>Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas)</u>

The proposed zoning text amendments would also include amendments to Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to include

the proposed R7-3/C2-4 (SG) area as a mandatory inclusionary housing area. Under MIH, a portion of new housing is required to be permanently affordable when land use actions create significant new housing potential, either as part of a City neighborhood plan or private land use application.

MIH consists of two main options: for Option 1, under which 25 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 60 percent of the average median income ("AMI"); or Option 2, under which 30 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 80 percent of the AMI. As part of this application, both Option 1 and Option 2 are proposed to apply within the MIH.

Zoning Special Permit

The land use actions also include a special permit pursuant to proposed ZR Section 128-62 (Special Permit for Developments in R7-3 Districts within the Upland Subdistrict) to facilitate the Proposed Development. The Proposed Development establishes an overall vision for the site -- three articulated residential towers that are integrated with the sites natural topography and vegetation, that allow for visual connections to the waterfront, that integrate open space, both public and private, through and around the site enhancing its connection with SHPD, and an enhanced pedestrian environment with street wall and retail continuity and public amenities. The site planning and urban design approach locates the three towers with varying heights in a manner that responds the geometry of the site and the curved street pattern, the adjacent built context and the goals of the SSGD. The special permit would facilitate a better overall site plan and urban design for the Development Site by allowing the following modifications to existing and proposed special district regulations related to bulk and mandatory improvements. The following sections would be to modified under the Special Permit:

- ZR Sections 128-33 (Maximum Base Height) and ZR Section 128-34 Maximum Building Height): The proposed text amendment establishes the height and setback regulations for R7-3 districts which require setbacks of 10 feet from a wide street and 15 feet from a narrow street above a maximum base height of 75 feet, and limits the overall height of the building to 185 feet or 18 stories whichever is less.

  The proposed special permit would allow the proposed maximum building heights of 273.03 feet and 26 stories in Building 1 (a waiver of 88.03 feet or 8 stories) and 244.64 feet and 25 stories in Building 2 (a waiver of 59.64 feet or 6 stories). Further, the special permit would allow a portion of the 21-story tower in Building 1 to encroach within the 15 foot setback required from Stuyvesant Place by a maximum of 9.34 feet; the corner of the 20-story portion of Building 2 within the 10 foot setback required from Richmond Terrace by 5.17 feet and a sliver of the 11-story portion of Building 3 within the 10 foot setback required from Richmond Terrace by a maximum of 3.01 feet. Such waivers would facilitate a site plan and massing for taller, more slender building forms with less lot coverage to allow for more visual connections to the water from the adjacent streets and residential uses, and more green areas, natural topography and vegetation, and public and private open space integrated into the site plan.

- ZR Section 128-31 (Rooftop Regulations). The proposed special permit would allow the bulk heads and other equipment at the top Building 2 exceed 20 percent up to 38 percent of the building lot coverage in order to allow more flexibility including screening and articulation at the top of buildings.

- ZR Section 23-47 (Minimum Required Rear Yard): The proposed special permit would allow a waiver to the underlying rear yard requirement for a small portion where Building 1 encroaches into the rear yard required beyond a hundred feet from Hamilton Avenue varying from 9.13 feet to 10.38 feet in an area approximately 95 square feet as a result of the irregularity of the side lot and rear lot lines of the Development Site.

- ZR Section 128-42 (Planting Areas): The SSGD requires the entire area of the zoning lot between the street line and the sidewalk widening line, and all street walls to be planted, with the exception of building and accessory parking entrances. The proposed waiver would facilitate the inclusion and location of the proposed publicly accessible open space at the corner of Stuyvesant Place and Hamilton Avenue and areas where the sidewalk would be widened beyond the sidewalk widening line. The publicly accessible open space would have landscaping, as well as paved areas for seating and circulation.

VIII. Conclusion

The Proposed Development would transform a vacant and underutilized site into a vibrant mixed use development with housing, including a significant amount of affordable housing, retail, and landscaped publicly accessible open space and private open space as well as passive natural greenspaces that provide a visual public amenity. The Proposed Development would provide the connective tissue between mixed-use neighborhood along Bay Street, the mixed commercial and institutional areas of St George and the public and commercial activities along the waterfront to the upland residential neighborhoods to the north and west. The Proposed Development would complement recent and future developments and public investment in the SSGD as well as in the larger North Shore Area. It would provide a unique living and commuting experience for existing and future Staten Island residents, add to the dynamic streetscape and strengthen the retail and pedestrian environment. The Proposed design would contribute to the streetscape and skyline of Staten Island reflecting the Borough's position as a destination and as livable and sustainable neighborhood.