DRAFT SCOPE OF WORK

1. Introduction

This Draft Scope of Work (the "Draft Scope") outlines the technical areas to be analyzed in the preparation of a Targeted Environmental Impact Statement (EIS) for the series of discretionary land use actions including a zoning map amendment, zoning text amendments, and a special permit (the "Proposed Actions") from the City Planning Commission (CPC). Richmond SI Owner LLC, the project Applicant, seeks the Proposed Actions to facilitate the development of a mixed use project comprising residential and commercial uses, open space, and accessory parking (the "Proposed Development") in the St. George neighborhood of Staten Island, Community District 1 (see Figure 1). This Draft Scope outlines the technical areas to be analyzed and methodologies to be employed in a Targeted Environmental Impact Statement (EIS) for the Proposed Actions.

The Proposed Actions would facilitate the development of 911,752 gross square feet (gsf) of floor area within four buildings across two development sites. The Applicant's site ("Projected Development Site 1") would be developed with three buildings totaling 793,904 gsf. The Applicant also would develop an approximately 7,790 square foot (sf) privately owned public space next to the intersection of Stuyvesant Place and Hamilton Avenue. An additional site that is not controlled or under ownership of the Applicant ("Projected Development Site 2," see Figure 2) is projected to be developed as a result of the Proposed Actions.

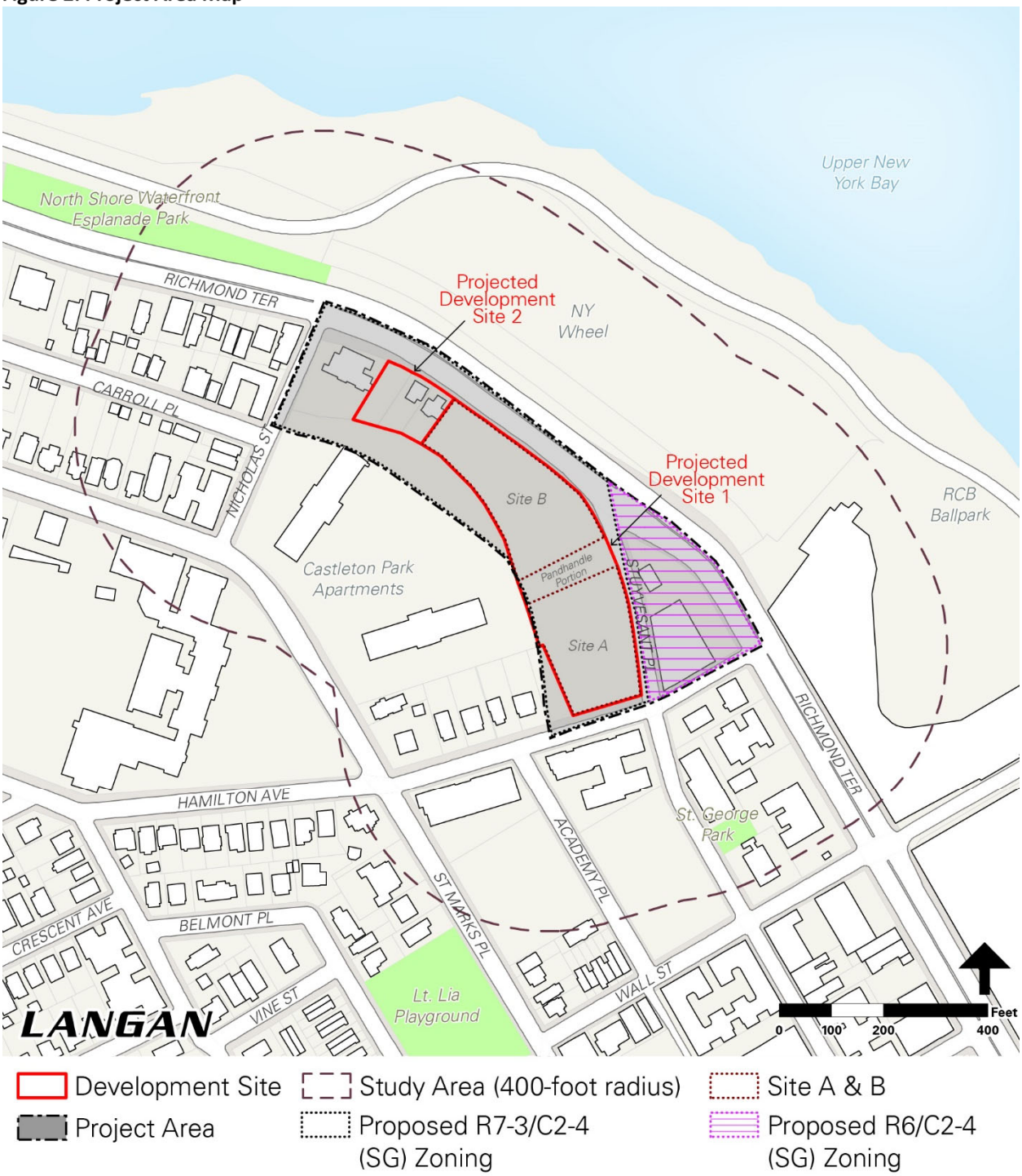
The Proposed Actions are subject to City Environmental Quality Review (CEQR). The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), is the lead agency for the environmental review.

Based on the Environmental Assessment Statement (EAS) dated 16 October 2020, DCP has issued a Positive Declaration requiring further analysis for several CEQR technical areas including socioeconomic conditions, open space, transportation, air quality, greenhouse gas emissions, noise, public health, neighborhood character, and construction, thereby requiring the preparation of a Targeted EIS.

Figure 1: Regional Location Map



Figure 2: Project Area Map



2. Project Description and Proposed Actions

Proposed Actions

To facilitate the proposed three buildings on Projected Development Site 1 (the Applicant's site), the Applicant seeks a zoning map amendment, zoning text amendments, and a CPC special permit. Specially, the Applicant proposes the following discretionary land use actions (the "Proposed Actions"):

1. A zoning map amendment to:
   - change an area bounded by Nicholas Street, Richmond Terrace, Stuyvesant Place, Hamilton Avenue and a 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 to an R7-3 district with a C2-4 commercial overlay at a depth of 185 feet within the Special St. George District; and
   - 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. A series of zoning text amendments to the New York City Zoning Resolution (ZR), Article II including to:
   - ZR Section 21-15 to allow an R7-3 district to be mapped in the Special St. George District; and
   - ZR Section 23-011(c) to allow optional quality housing regulations to apply to the Special St. George District.
3. A series of zoning text amendments to ZR Article XII, Chapter 8 (Special St. George District) to:
   - ZR Section 128-00 (General Purposes) to include an additional goal to promote housing including affordable housing with the Special St. George District.
   - ZR Section 128-02 General Provisions) to clarify that the Quality Housing Program option is inapplicable in C4-2 districts to maintain current regulations within majority of the Special District. However, floor area exemptions associated with the Quality Housing Program would be permitted.
   - ZR Section 128-03 (District Plans and Maps) to include the Project Area within the Upland Subdistrict and potentially designate the western side of the Block 12, Lot as a commercial street to complement the Proposed Project and open space directly to the west, and to limit curb cuts along Stuyvesant Place.
   - 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 make the Special St. George District height and setback regulations inapplicable to the R6 and R7-3

districts. R6 districts would be regulated by the underlying district. R7-3 districts would be regulated by proposed Section 128-36 (Height and Setback Regulations in R7-3 Districts).

- Proposed ZR Section 128-36 (Height an Setback Regulations in R7-3 Districts) to establish requirement setbacks of a minimum of 10 feet from a wide street and 15 feet from a narrow street above a maximum base height and 75 feet, and a maximum building height of 185 feet or 18 stories for R7-3 districts. Rooftop regulations of ZR Section 128-31 would be applicable in R7-3 Districts.
- 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 Special St. George District. 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 Developments in R7-3 Districts within the Upland Subdistrict) to facilitate the Proposed Project and allow modification to bulk and mandatory improvements regulations.

4. A zoning text amendment to Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to establish the Project Area as a Mandatory Inclusionary Housing (MIH) area. At this time, the Applicant intends to propose MIH Option 2, which would require a minimum of 30% of residential units be permanently affordable for households at a weighted average of 80% of the area median income (AMI);
5. A CPC Special Permit pursuant to proposed ZR 128-62, which would permit modification of bulk regulations (except FAR) and mandatory improvements in R7-3 districts within the Upland Subdistrict. The special permit is only proposed for Projected Development Site 1, the Applicant-owned development site.

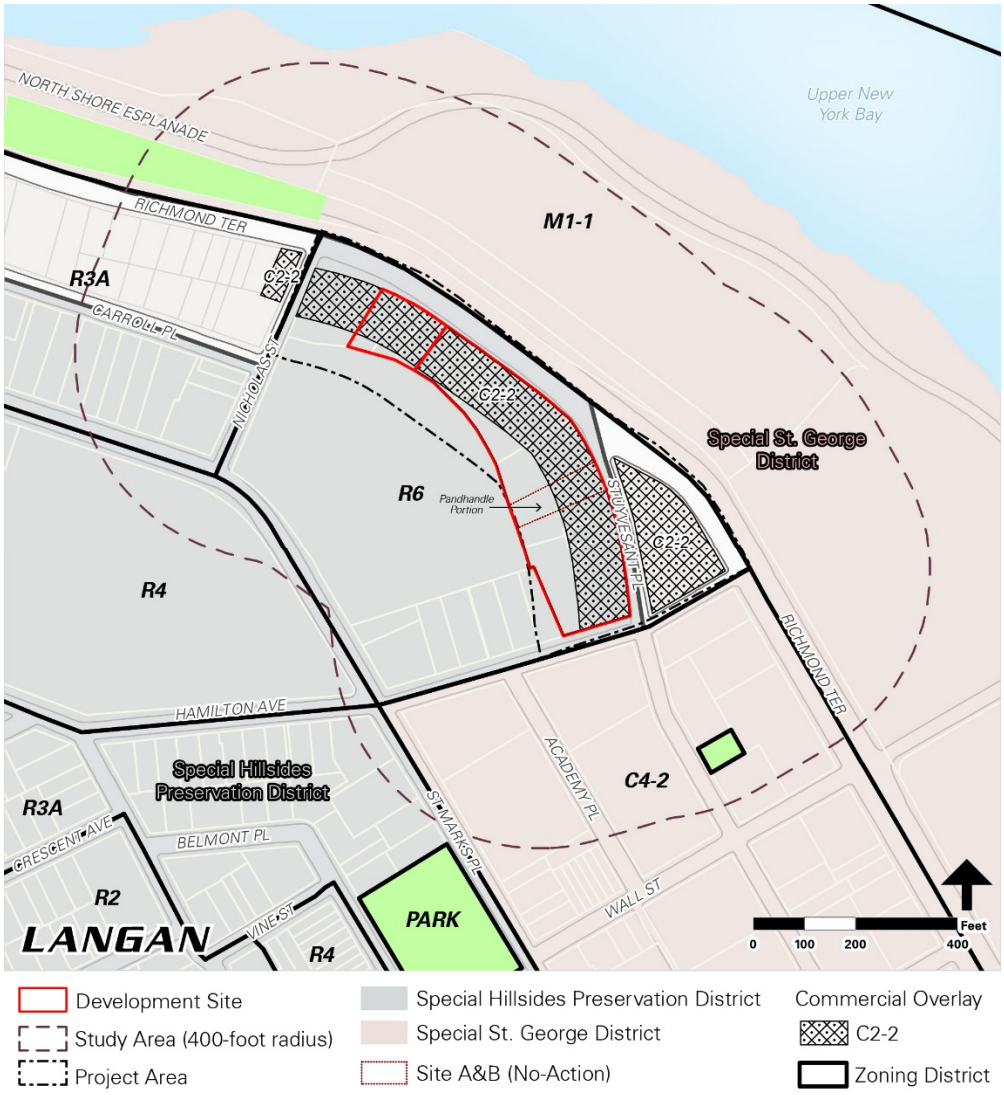
The Proposed Actions are classified as Unlisted, as defined under 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended, and are subject to environmental review in accordance with City Environmental Quality Review (CEQR) guidelines.

Project Area

The "Project Area" is bound by Richmond Terrace to the north and east, Hamilton Avenue to the south, a distance of 185 feet west of Stuyvesant Place and Richmond Terrace to the south and west, and Nicholas Street to the west. The Project Area contains Block 12, Lot 1, Block 13 Lots 60, 68, 71, 73, 82, 92, and 100, and portions of Block 13 Lots 8, 116, and 119.

The Block 13 portion of the Project Area is in the Special Hillsides Preservation District, and the Block 12 portion is outside any special purpose districts. An R6 district is mapped across the Project Area with a C2-2 commercial overlay district within 100 feet of Richmond Terrace and Stuyvesant Place. Block 12, Lot 1 is also zoned R6 with a C2-2 overlay. The Special St. George District is mapped across Hamilton Avenue and Richmond Terrace from the Project Area. The Project Area includes two projected development sites. The existing zoning is shown in Figure 3.

Figure 3: Existing Zoning Map



Proposed Development

The Applicant proposes to develop three quality housing buildings (the "Proposed Development") across Projected Development Site 1 (Block 13, Lots 82, 92, 100, and the portion of Lot 8 within 185 feet of Stuyvesant Place). The Proposed Development would have 750 residential units, at least 30 percent of which would be permanently affordable (225 affordable units). Each building would contain retail uses below the second floor. Floor area by use is shown in Table 1.

Table 1: Proposed Development - Floor Area by Use

	GSF by Use				Program		
Building	**Residential**	**Retail**	**Parking**	**Total**	**Bldg Height (ft)***	**DU**	**Parking Spaces**
Bldg 1	311,291	9,697	66,349	387,337	293	327	
Bldg 2	235,327	1,715	0	237,042	265	295	341
Bldg 3	133,997	7,468	35,750	177,215	152	128	
TOTAL	**680,615**	**18,880**	**102,099**	**801,594**	**Up to 291**	**750**	**341**

* The building height includes 20-foot bulkheads on each building.

Development Sites

The Reasonable Worst Case Development Scenario (RWCDS) for this project established that there would be two "projected development sites" as a result of the Proposed Actions. Projected Development Site 1 is owned by the Applicant and comprises two zoning lots under ownership of the Applicant: Site A and Site B. Site A comprises Block 13, Lot 100, and has 39,771 square feet (sf) of lot area. It is a vacant corner lot and has street frontage along Stuyvesant Place to the east and along Hamilton Avenue to the south. Site B comprises Block 13, Lots 82 and 92, and has 49,530 sf of lot area. It is an irregular interior lot with street frontage only along Richmond Terrace. Site B is vacant except for scattered vegetation and remnants of building foundations on Lot 82.

Sites A and B are bisected by Block 13, Lot 8 (the "Castleton lot"), a 209,088-sf irregular lot with frontage along Stuyvesant Place, St. Marks Place, and Nicholas Street. The Castleton lot contains the Castleton Park Apartments, which comprise two multi-family residential height factor buildings, an accessory parking garage, and private recreation areas. The portion of the Castleton lot nearest Stuyvesant Place is a panhandle shape that separates the Site A and Site B portions of Projected Development Site 1. Independent of the Proposed Actions, the Applicant will acquire the panhandle portion of the Castleton lot, the area within 185 feet of Stuyvesant Place (9,428 sf). The acquisition would also allow Projected Development Site 1 to be one zoning lot in the With-Action Condition (but not the No-Action Condition because the open space is required to meet the height factor requirements of R6 on the Castleton lot).

Street widening is mapped along the Stuyvesant Place frontage of Site A and the approximately 50-foot frontage of the Castleton Lot along Stuyvesant Place. The area mapped for street widening includes 185.2 sf of the Castleton Lot, 409.7 sf of Lot 100, 314.5 sf of Lot 103, and 750.25 sf of Lot 104.

Projected Development Site 2 is to the west of Site B and comprises Block 13, Lots 68, 71, 73. Lot 68 is vacant, and Lots 71 and 73 are each listed for sale and are each developed with one two-family house. Projected Development Site 2 is not under control of the Applicant.

The projected development sites generally slope up from lower elevations along Richmond Terrace frontage to higher elevations to the west. The entirety of both projected development sites are in the Special Hillsides Preservation District (see Figure 3).

Other Lots

Lot 60 is developed with a 58,795 gsf multi-family residential building, "The View," which has 40 dwelling units (DUs) and ground floor retail. Along Hamilton Avenue, Lots 116 and

119 are partially within the Project Area; Lot 116 is vacant and Lot 119 contains a two-family detached house.

Block 12 Lot 1 contains two commercial buildings totaling 17,500 gsf and accessory parking areas that are accessed from Richmond Terrace and Stuyvesant Place. The eastern building contains office space, while the western building is used as an eating and drinking establishment. The site slopes from its lower elevations along Richmond Terrace to its highest elevations along Stuyvesant Place. The change in elevation allows a rooftop parking area to be accessed from Stuyvesant Place.

3. Purpose and Need

The Project Area serves as the northern gateway to St. George along Richmond Terrace and has the potential to serve as a northern extension of Downtown Staten Island. Currently, Sites A and B are within the Special Hillsides Preservation District, which limits the development potential of these sites. As a result, Sites A and B have remained fallow for many years. At the same time, the natural slope – a significant feature in the Special Hillsides Preservation District – within the Project Area and on Block 13 has been compromised by development such as the Castleton Park Apartments to the west. Other previous developments that have been demolished within the Project Area have also modified the hillside. The Project Area within the Special Hillsides Preservation District is atypical:

- The Special Hillsides Preservations District is predominately comprised of lower density (R1-R4) residential districts, districts that permit one- and two-family residences. The Project Area is in an R6 district, a medium density district that permits taller multi-family residential buildings;
- The hillside within the Project Area has been compromised by historical and surrounding development including the parking garage of the Castleton Park Apartments, and previous development that was demolished in the late 1970s; foundations still remain on Site B;
- The Project Area is at the very edge of the Special Hillsides Preservation District; and
- The Project Area is across Richmond Terrace and Hamilton Avenue from the Special St. George District, a special district that encourages denser urban development and is largely within a C4-2 commercial zoning district (which has an R6 equivalent).

Development under the Proposed Actions would respond to the site's location as a gateway to Downtown Staten Island and St. George, and would capitalize on the Project Area's proximity to mass transportation. Similar to other recent development along Richmond Terrace and Bay Street - such as the Empire Outlets and Lighthouse Point – the Proposed Project would provide housing, including affordable options, active retail, and privately owned, publicly accessible open space. The proposed zoning map and text amendments – along with the special permit that would be created through the proposed text amendments – would allow the building location and massing to respond to the surrounding urban context and support a superior site plan and better urban design. Overall, the Proposed Actions are consistent with public policies such as OneNYC, Housing New York, and North Shore 2030 and would accomplish multiple land use goals for the neighborhood, borough and the City.

4. Analysis Framework

The 2014 *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria to evaluate the potential environmental effects of the Proposed Actions.

Analysis (Build) Year

The analysis year established for this project is 2025, the year when new development generated by the Proposed Actions would be complete and fully occupied. The analysis year assumes the Proposed Actions would be adopted in 2021, and construction would commence soon after and last approximately three years.

Reasonable Worst Case Development Scenario (RWCDS)

Identification of Development Sites

In addition to the Applicant's site (Projected Development Site 1), there would be one projected development site that is not Applicant-controlled, Projected Development Site 2. Because the Proposed Actions would significantly increase the permissible FAR with the mandatory provision of affordable housing on these sites, and remove provisions of the Special Hillsides Preservation District, the Proposed Actions could facilitate new development on Projected Development Site 2. The RWCDS memorandum for this project assumed Projected Development Site 2 would be developed as a mixed use building with an FAR of 6.0 (the maximum FAR that would be permitted) in the With-Action Condition). Being a site not controlled by the Applicant, the With-Action Condition established in the RWCDS for Projected Development Site 2 does not reflect the Applicant's proposed plans.

No-Action Condition

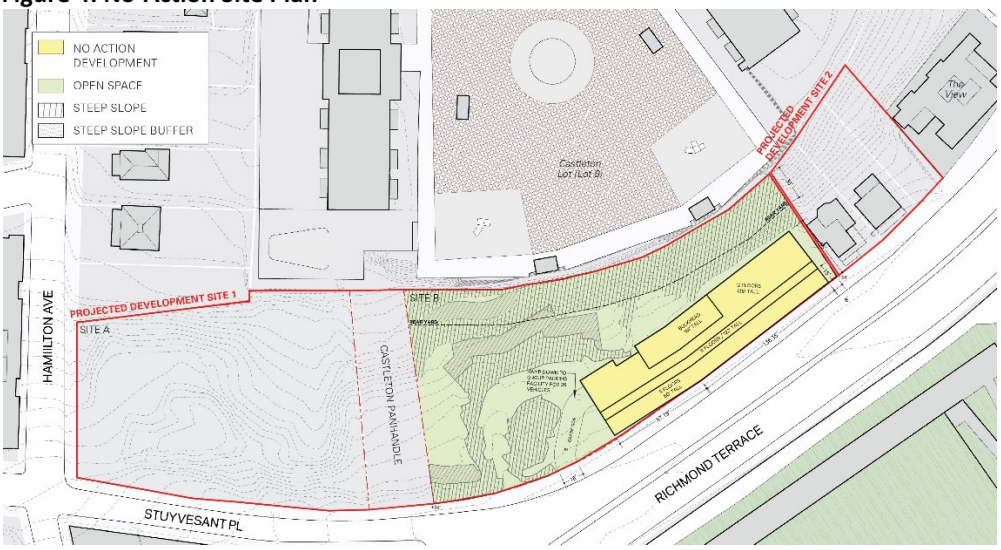
In the No-Action Condition, the Site A portion of Projected Development Site 1 would remain vacant because of the provisions of the Special Hillsides Preservation District that protect steep slope and steep slope buffers make development of this site difficult to develop as-of-right. The street widening line is only on Site A. Because there would be no development on Site A in the No-Action Condition, no street widening would occur and Stuyvesant Place would remain as existing conditions.

The Site B portion of Projected Development Site 1 would be developed with a 143,030 gsf building comprising 167 market rate DU (128,169 gsf), 8,240 gsf of retail space, and 12,125 gsf of accessory parking (29 spaces). Of the 131 required parking spaces, 103 would be provided off-site and within 600 feet of Site B. The building would be developed pursuant to R6 height factor regulations. The building base would rise five floors to a height of 60 feet along the Richmond Terrace frontage before a 15-foot setback. The building would then rise six stories before a second setback at the 12th floor. The building would have a roof height of 136 feet. Including a 30-foot-tall bulkhead, the building would be 166 feet tall.

Independent of the Proposed Actions, the Applicant would acquire the Castleton lot's panhandle portion (the area within 185 feet of Stuyvesant Place). This panhandle would not be incorporated into Sites A and B because it is needed for the Castleton lot's required open space ratio, and a non-compliance would occur if subdivided from this zoning lot under existing zoning.

At Projected Development Site 2, the two existing two-family houses would remain as existing conditions. Lot 68 would remain vacant. The No-Action site plan is shown in Figure 4.

Figure 4: No-Action Site Plan



For illustrative purposes only.
Source: FXCollaborative

With-Action Condition

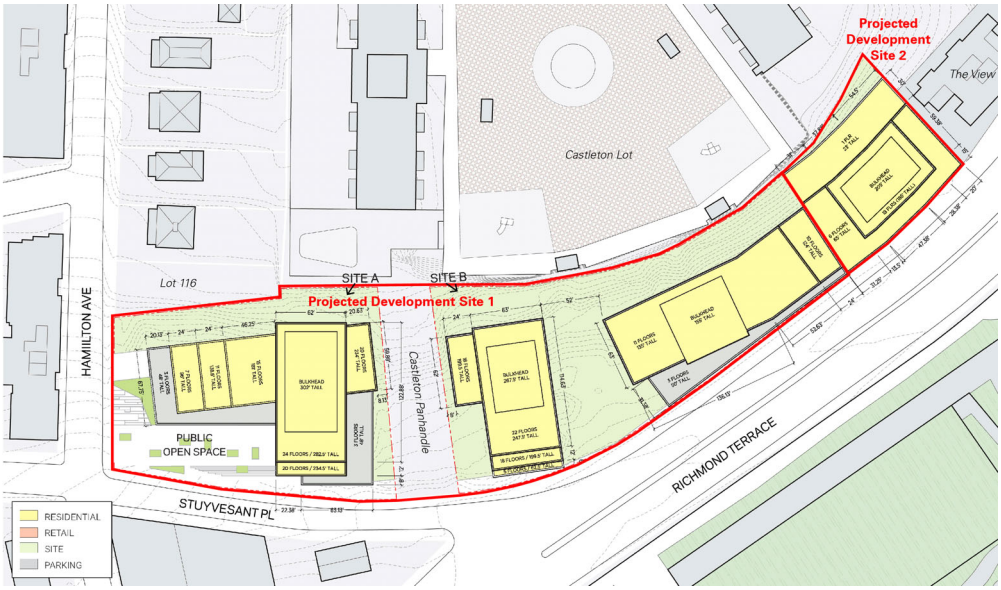
The RWCDS With-Action Condition differs from the Proposed Development. In the With-Action Condition, the Proposed Actions would be adopted, and the Applicant would acquire the panhandle portion of the Castleton Lot (like the No-Action Condition) and allow Projected Development Site 1 to be one zoning lot. The RWCDS for this project established that the Proposed Actions would facilitate development on two projected development sites.

The RWCDS differs from the Proposed Development because the RWCDS established that Projected Development Site 1 would be developed with 797 DUs (687,794 gsf, or a "DU factor" of 863 residential gsf per DU) and up to 23,145 gsf of retail, which is 47 DUs and 4,265 gsf of retail greater than the Proposed Development. The With-Action building envelope also differs from the Proposed Development. In the RWCDS, the roof height of each building would be the same as the Proposed Development, but the bulkhead of each building on Projected Development Site 1 would be 5 feet taller. The street widening line would not affect the floor area of the building, which would be determined by the property line, per Buildings Bulletin 2014-011 issued by the NYC Department of Buildings.[1] The buildings would be sited outside the street widening line, and the depth of the required setbacks would be measured from the mapped street line. The proposed special permit, which requests waivers to the underlying height and setback regulations, would address setback requirements based on the street widening line.

At this time, the Applicant intends to propose MIH Option 2, which would require a minimum of 30% of residential units be permanently affordable at a weighted average of 80% of the AMI. The With-Action site plan is shown in Figure 5.

[1] http://www.nyc.gov/html/dob/downloads/bldgs_bulletins/bb_2014-001.pdf

Figure 5: With-Action Site Plan



Projected Development Site 1

Building 1 would be a 26-story, 396,016 gsf building comprising 325,310 gsf of residential space (348 DU, or a DU factor of 935 residential sf per DU), 11,888 gsf of retail space, and 58,818 gsf of accessory parking (assuming 200 sf per parking space, up to 294 spaces). The building would have a three-story podium with a base height of 36 feet. The tower portion would rise to a roof height of 273 feet. Including a 25-foot bulkhead, Building 1 would rise to a height of 298 feet. The massing would incorporate a series of setbacks to "step down" to Hamilton Avenue from taller components further west along Stuyvesant Place. At the ground level, a 7,790 sf privately owned, publicly accessible open space would be developed adjacent to the intersection between Stuyvesant Place and Hamilton Avenue. Building 1 would contain 105 affordable units, of which 70 would be reserved for households earning up to 80% of the AMI.

Building 2 would be sited 60 feet to the north of Building 1, and would be a 25-story, 237,559 gsf building comprising 2,102 gsf of retail space and 235,457 gsf of residential space (313 DUs, or a DU factor of 759 residential gsf per DU). There would be no accessory parking within Building 2. The building would have a podium height of 75 feet before a 12.5-foot setback along the Richmond Terrace frontage. The building would then rise to a height of 200 feet to the 20th floor before a 7-foot setback from Richmond Terrace. Above this setback and at a height of 200 feet, the building would rise to a height of 245 feet. Including a 25-foot bulkhead, Building 2 would rise to a height of up to 270 feet. Of the 313 DU in Building 2, 94 would be affordable units, of which 63 would be reserved for households earning up to 80% of the AMI.

Building 3 would be sited on the northwestern portion of Projected Development Site 1. Building 3 would be an 11-story, 173,646 gsf building comprising 9,155 gsf of retail space, 127,027 gsf of residential space (136 DUs, or a DU factor of 935 residential gsf per DU), and 37,464 gsf of accessory parking (assuming 200 sf per space, up to 187 spaces). At the Richmond Terrace frontage, the building would rise to a podium height of 75 feet before a 14-foot setback. The building would then rise to a roof height of 132 feet. Including a 25-foot bulkhead, Building 3 would rise to a height of 157 feet. Of the 136 DU in Building

3, 41 would be permanently affordable units, of which 27 would be reserved for households earning up to 80% of the AMI.

Projected Development Site 2

Projected Development Site 2 is not controlled by the Applicant. Lots 68 and 71 are listed for sale, and Lot 73 is owned by a known developer. The Proposed Actions have the potential to facilitate development on Projected Development Site 2 by introducing an additional 3.0 permissible floor area ratio (FAR) and removing the site from the Special Hillsides Preservation District. To present a conservative analysis, the With-Action Condition assumes Projected Development Site 2 would be developed with the maximum permissible FAR of 6.0, and to the maximum height permitted by the Proposed Actions.

The RWCDS established that the building would have a 65-foot-tall podium along the entirety of the Richmond Terrace frontage. Above the podium, the tower component would be set back from the side lot lines and 15 feet from Richmond Terrace before rising to the 18th floor and to a roof height of 185 feet. The building would be 205 feet tall including a 20-foot-tall bulkhead. The 117,848 gsf building would contain 4,929 gsf of retail, 100,019 gsf of residential space (100 DUs, or a DU factor of 1,000 residential gsf per DU), and 12,900 sf of accessory parking (43 spaces). Of the 100 DUs, 30 would be permanently affordable units, of which 20 would be reserved for households earning up to 80 percent the AMI.

Increment

Compared to the No-Action Condition, the With-Action Condition would result in larger building envelopes and an increment of 776,535 gsf. The increment established in the RWCDS is shown in Table 2.

Table 2: Project Increment by Use

Condition	DU	Parking Spaces	Residential gsf	Retail gsf	Parking gsf	Total gsf
No-Action	171	58	128,169	8,240	12,125	148,534
With-Action	897	409	787,813	28,074	109,182	925,069
Increment	**726**	**351**	**659,644**	**19,834**	**97,057**	**776,535**

City Environmental Quality Review

All City discretionary land use approvals require environmental review under State Environmental Quality Review Act (SEQRA) and CEQR procedures. DCP is the CEQR lead agency for the Proposed Actions.

The Proposed Actions are considered Unlisted. As detailed in "Part II, Technical Analysis" of the EAS form, the Proposed Actions would not have the potential to result in significant adverse environmental impacts in the following areas: land use, zoning, and public policy; community facilities and services; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; and energy.

As described below, through the incorporation of (E) Designations, the EAS concluded the Proposed Actions would not result in significant adverse impacts related to hazardous materials. The (E) Designation would require specific protocols to be undertaken prior to

and during construction of the project. With the implementation of these measures, no significant adverse impacts related to hazardous materials would occur.

The EAS determined that the Proposed Actions may result in significant adverse impacts in the areas of socioeconomic conditions, open space, transportation, air quality, greenhouse gas emissions, noise, public health, neighborhood character, and construction. Therefore, a detailed assessment of likely effects in those areas will be prepared in a Targeted EIS (see Section 7, "Scope of Work for the EIS").

Scoping

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. At the same time, the process allows other agencies and the public a voice in framing the scope of the EIS. This Draft Scope sets forth the analyses and methodologies proposed for the EIS. During the scoping period, those interested in reviewing the Draft Scope may do so and provide comments in writing to the lead agency or at a public scoping meeting to be held virtually. A public scoping meeting has been scheduled for 2 PM, on Thursday, November 19th, 2020. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public scoping meeting remotely through video conferencing. The meeting will be live streamed and accessible from New York City's online remote meeting portal—NYC Engage: https://www1.nyc.gov/site/nycengage/events.

Comments received during the Draft Scope's public hearing, and written comments received up to 10 days after the hearing, will be considered and incorporated as appropriate into a final scope of work. The comment period will close at 6PM on November 30th, 2020. The final scope of work will be used as a framework for preparing the Draft EIS (DEIS) for the Proposed Actions.

5. Proposed Scope of Work for the EIS

The Targeted EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617.9, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the 2014 *CEQR Technical Manual*.

The Targeted EIS will contain:

- A description of the Proposed Project and its environmental setting;
- A statement of the potential environmental impacts of the Proposed Actions, including its short- and long-term effects and typical associated environmental effects;
- An identification of any potential significant adverse impacts that cannot be avoided if the Proposed Actions are approved;
- A discussion of reasonable alternatives to the Proposed Project;
- A description of irreversible and irretrievable commitments of resources that would be involved in the Proposed Project should it be implemented; and
- A description of mitigation proposed to minimize any significant adverse impacts.

The specific CEQR technical areas and tasks to be included in the EIS are described below.

Task 1: Project Description

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. The chapter will contain the background and purpose and need for the Proposed Project; the Proposed Actions; a detailed description of the Proposed Project and Proposed Actions; and a discussion of the roles of involved public agencies, procedures to be followed, and the role of the EIS in the CEQR process. This chapter is basic to understanding the Proposed Actions and its impacts, and gives the public and decision-makers a context from which to evaluate the Proposed Project.

Task 2: Socioeconomic Conditions

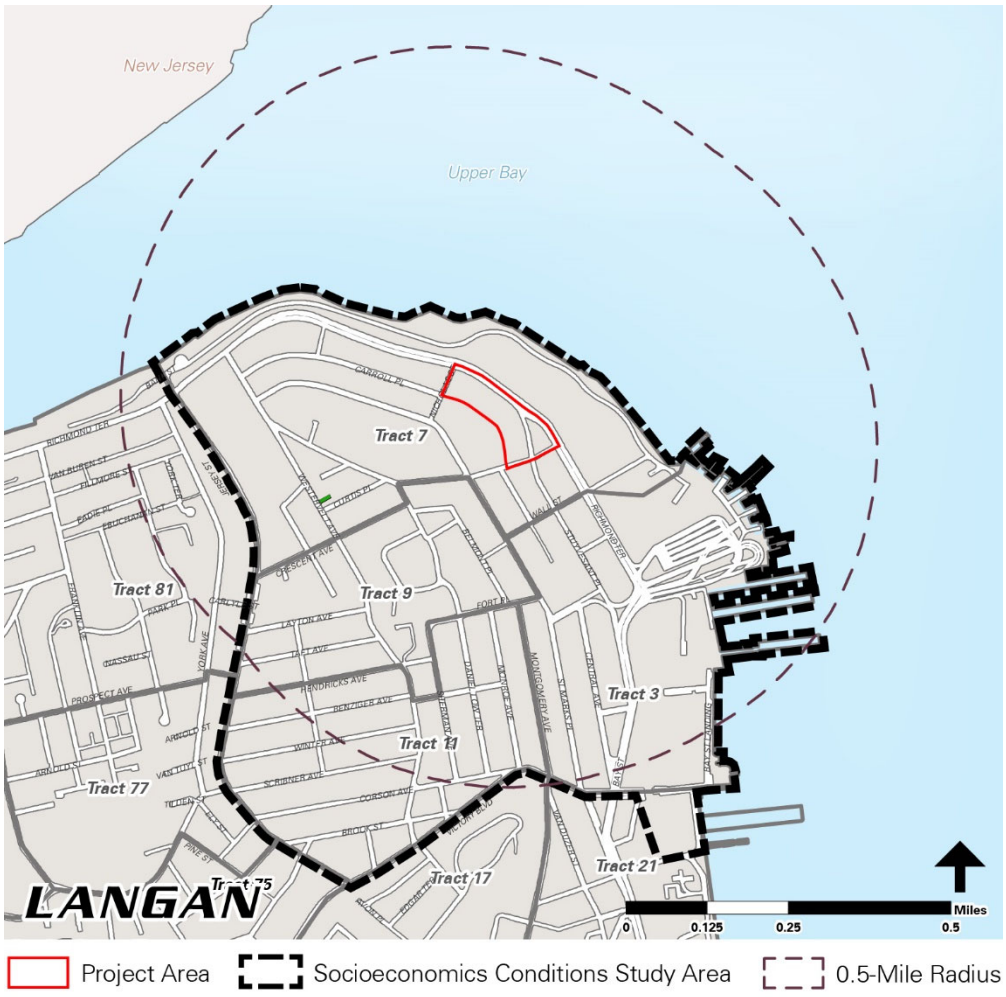
As defined in the *CEQR Technical Manual,* the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area, regardless of whether the changes result in other environmental impacts under CEQR. A socioeconomic assessment considers whether a proposed project could result in significant adverse impacts on the socioeconomic character of an area due to the direct displacement of the residential population on a project site, indirect displacement of the residential population within a study area, direct displacement of existing businesses on a project site, indirect displacement of existing businesses within a study area, or adverse effects on specific industries.

The Proposed Actions would not directly displace more than 500 residents or more than 100 employees, and therefore assessment is not anticipated in the areas of residential or business direct displacement. The Proposed Actions would not result in 200,000 square feet or more of commercial space, and therefore the Proposed Actions are not anticipated to warrant an assessment in indirect business displacement. Additionally, the Proposed Actions are not anticipated to adversely affect conditions in a specific industry. Because the Proposed Actions would introduce more than 200 residential units, a socioeconomics conditions assessment focusing on indirect residential displacement will be presented in the Targeted EIS.

Indirect Residential Displacement

Indirect displacement is defined in the *CEQR Technical Manual* as "the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions in a particular study area as a result of the proposed project." The objective of indirect residential displacement assessment is to determine whether the Proposed Actions may either introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, most notably renters living in privately-held units unprotected by rent control, rent stabilization, or other government regulations. The Study Area will include all 2010 Census Tracts where 50 percent of more of the tract's area is within one half-mile of the Project Area, as shown in Figure 6.

Figure 6: Socioeconomics Conditions Study Area



The potential for indirect displacement depends not only on the characteristics of the imposed project but on the characteristics of a study area. These characteristics include:

- Total population by Census Tract, for a study area, the borough, and New York City. In addition, demographic data from the larger Public Use Microdata Area (PUMA) 3903, which encompasses the study area, will also be considered.
- Housing values and rent. This assessment will utilize data received from real estate brokers active in the study area, in addition to review of online market data for current and recent rental listings in the study area and surrounding environs. Real estate brokers will also be asked about local activity related to conversion of rental units to condominium or cooperative ownership units.
- Estimates of the number of housing units not subject to rent control. This assessment will utilize data from the U.S. Census related to the total number of rental units in the study area and data from the Bay Street Corridor Rezoning and Related Actions Final Environmental Impact Statement (FEIS) to identify existing and protected rental units. Based on real estate market data, this assessment will also project the number of total rental units and protected rental units in future No-Action and With-Action conditions.

- Household income. Median household income and percentage of population living below the poverty line will be identified based on data from the U.S. Census.

After identifying these characteristics, the socioeconomic analysis will comprise four general components:

1. Determine if the Proposed Actions would add new population with higher average incomes than existing and projected average incomes in the study area;
2. Determine if the increase in population due to the Proposed Actions is large enough, relative to the size of the population expected to live in the study area without the Proposed Actions, to affect the local residential real estate market for rental properties. If the population increase is five percent or greater, then further analysis is needed;
3. Consider whether the study area has experienced a readily observable trend toward increasing rents and the likely effect of the Proposed Actions on such trends; and
4. Determine whether the low-income renter population in the Study Area (for this assessment defined as households with incomes at 80 percent or less of the New York City Area Median Income (AMI)) exceeds the supply of protected rental units in the study area and, if so, quantify that population that is vulnerable to displacement due to increasing rents.

According to the *CEQR Technical Manual*, if the population that is vulnerable to displacement due to increasing rents exceeds five percent of a study area, a significant adverse impact may occur. If the project would result in significant adverse socioeconomic impacts, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 3: Open Space

According to the *CEQR Technical Manual*, an assessment of potential effects on open space resources are typically required if a proposed project would have the potential to result in either direct or indirect effects on open spaces. Direct effects may occur when the proposed project would encroach on, or cause a loss of, open space. Indirect effects may occur when the population generated by the proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished.

The Proposed Actions would introduce a new publicly accessible open space on Projected Development Site 1, the Applicant's site. Because the Proposed Actions would result in a decrease in residential open space ratio (OSR) beyond the five percent threshold described in the *CEQR Technical Manual*, an analysis of the effects of the Proposed Actions on open space will be included in the EIS.

This task involves the following and will be documented in the EIS chapter:

- Delineate a study area comprising the 2010 census tracts with 50 percent or more of their area within one half-mile of the Project Area. Figure 7 shows 2010 Census Tracts 3, 7, 9, and 11 have more than 50 percent of their area within one half-mile of the Rezoning Area. Because Lyons Pool is adjacent to Tract 3 and is a unique open space resource containing a pool that would be expected to draw users from the Rezoning Area and beyond, Lyons Pool would be included in the open space Study Area.

Figure 7: Open Space Resource Map



- Identify the open space resources in the study area. These include, but are not necessarily limited to NYC Department of Parks and Recreation (NYC Parks)-operated parks, Privately Owned Public Spaces (POPS), and publicly accessible open areas on private properties.
- Determine the existing, No-Action, and With-Action populations in the open space study area.
- Calculate the OSR based on the acreage of open space resources and population anticipated in each condition.

- Describe the study area population by age group as reported in the 2013-2017 American Community Survey.
- Assess the availability and quality of open space programming of open space for age groups.

If the project would result in a significant adverse open space impact (i.e., would result in conflicts in open space use or result in a user group being underserved), the EIS would identify measures to avoid, minimize, or mitigate adverse impacts to open space.

Task 4: Hazardous Materials

The potential for significant impacts from hazardous materials occurs when hazardous materials exist on a site and an action would increase pathways to their exposure to humans and the environment, or an action would introduce new activities or processes using hazardous materials. Potential routes of exposure to hazardous materials can include direct contact, such as contact between contaminated soil and skin (dermal contact), breathing of VOCs or chemicals associated with suspended soil particles (inhalation), or swallowing soil or water (ingestion)

The hazardous materials section of the Targeted EIS will examine the potential for significant hazardous materials impacts from the Proposed Actions, as defined in the *CEQR Technical Manual*. The EIS will include a discussion of the development site's history and current environmental conditions. The EIS will also summarize the findings of the completed Phase I ESA(s) conducted for the Development Site and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project. The appropriate remediation measures specific to the future uses of the site, including any New York City Department of Environmental Protection (DEP) recommendations, will be provided in the EIS. If necessary, measures to avoid or reduce potential significant adverse impacts will be identified and discussed in the EIS.

Projected Development Site 2

Projected Development Site 2 is not under control of the applicant. To preclude the potential for significant adverse impacts related to hazardous materials, an (E) Designation would be placed on the NYC Zoning Map as part of the Proposed Actions to ensure requirements pertaining to hazardous materials would be addressed during any future redevelopment involving soil disturbance of this site. An (E) Designation imposes pre- and post-construction requirements overseen by the New York City Office of Environmental Remediation (OER).

Task 5: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public transportation facilities and services; pedestrian elements and flow; safety of roadway users (pedestrians, bicyclists and vehicles); and parking. The *CEQR Technical Manual* describes a two-tier screening process to determine if quantified analyses of transportation conditions are warranted. The preliminary assessment begins with a trip generation analysis (Level 1) to estimate person and vehicle trips that would result from the Proposed Actions.

According to the *CEQR Technical Manual*, a project that is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips does not warrant further quantified analyses. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions could generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a pedestrian element, then further quantified analyses of transportation conditions may be warranted to assess transportation conditions in the Study Area. Based on a preliminary travel demand assessment, the Proposed Project's residential and retail trip generation would exceed CEQR thresholds during the weekday AM, midday, PM, and Saturday midday peak hours for detailed transportation analyses. Therefore, quantified analyses will be required to assess the potential impacts of project-generated trips on key traffic intersections, pedestrian locations, nearby transit services, the area's parking resources, and vehicular and pedestrian safety. If the project would result in a significant adverse impact to transportation, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Specific tasks to be undertaken as part of the Transportation assessment are as follows:

Travel Demand Screening Assessment

The transportation analysis will use the RWCDS to assess potential transportation impacts of the Proposed Actions. Travel demand estimates for the Proposed Actions will be prepared based on trip generation, modal split, and vehicle occupancy assumptions from standard sources such as the *CEQR Technical Manual*, U.S. Census data, approved studies, and other references. The trip estimates (Level-1 screening assessment) will be summarized by peak hour, mode of travel, and person versus vehicle trips. The trip estimates will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner reservoirs, and crosswalks. The results of these estimates will be summarized in a Travel Demand Factors (TDF) memorandum for review and concurrence by DCP and New York City Department of Transportation (DOT). In addition to trip estimates, detailed vehicle, pedestrian and transit trip assignments will be prepared to validate the intersections and pedestrian/transit elements selected for undertaking quantified analysis and will be summarized in the TDF Memorandum.

Traffic

A traffic study area will be selected for detailed analysis. The traffic study area will include intersections closest to the project site as well as key intersections at the portals which would experience major project-generated traffic volumes.

Data Collection

Given the current New York City Department of Transportation (DOT) moratorium on traffic data collection and COVID-19 restrictions, it is not possible to perform traffic and pedestrian counts at this time and it is unlikely counts can be obtained in the coming months. Existing data will be obtained from a variety of sources that may also include new data collection, in consultation with the Lead Agency and DOT. The data will be normalized to establish estimated current conditions. Information pertaining to street widths, traffic

flow directions, lane markings, parking regulations, and bus stop locations at study area intersections will be inventoried and traffic control devices (including signal timings) in the study area will be recorded and verified with official signal timing data from DOT.

Existing Traffic Analysis

Balanced peak hour baseline traffic volume networks will be prepared to conduct capacity analysis of study area intersections. The capacity analysis will be conducted using the *2000 Highway Capacity Manual* (HCM) methodology with DOT's approved version of Highway Capacity Software (HCS).). The existing volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for the weekday AM, midday, and PM and Saturday midday peak hours will be calculated.

Future No-Action Condition Analysis

Future No-Action traffic volumes will be calculated in accordance with *CEQR Technical Manual* guidelines. This will be accomplished by incorporating the background growth to existing traffic volumes, and accounting for any incremental changes in traffic volumes resulting from future planned developments in the study area. Trip estimates for future projects will be determined using the approved set of travel demand factors and other appropriate references. In addition, geometric changes that could be implemented independent of the proposed project would be incorporated into the Future No-Action traffic analysis. The Future No-Action v/c ratios, delays, and LOS at the study area intersections will be calculated.

Future With-Action Condition Analysis

Traffic impact analysis for the Proposed Project will be conducted by adding project-generated trips onto the Future No-Action traffic network. Physical and operational changes resulting from the Proposed Project will also be incorporated into the analyses. The potential traffic impacts will be evaluated in accordance with *CEQR Technical Manual* criteria. If any significant adverse traffic impacts are identified, mitigation measures will be recommended to mitigate such impacts.

Parking

Parking surveys will be performed within a ¼-mile study area to record on-street and off-street parking supply and utilization. Parking accumulation estimates for the Proposed Actions will be developed to identify peak parking time periods and 24-hour in/out activities for any proposed on-site parking facilities. Project-generated parking demand projections will be compared to the available supply in the study area to determine if project-generated demand could result in a potential for parking shortfall. The effects of on-street parking spaces displacement resulting from traffic mitigation measures will also be addressed.

Transit

The Project Area is served by three different transit modes at the nearby St. George Terminal: the NYCDOT Staten Island Ferry to Manhattan, the MTA Staten Island Railway to Tottenville, and numerous MTA NYCT local Staten Island bus routes. Based on the availability of several mass transit options in the study area, transit trip levels are not anticipated to exceed the CEQR thresholds for detailed subway, bus, railroad, or ferry analyses. However, a qualitative description of available transit options in the study area

will be included in the transportation analyses and quantitative analyses will be prepared, if needed based on the guidance provided in the *CEQR Technical Manual*.

Pedestrians

Pedestrian analysis for the Proposed Project will be conducted pursuant to CEQR guidelines (including sidewalks, crosswalks and corner reservoirs), for the weekday AM, midday, and PM and Saturday midday peak periods. Project-generated pedestrian trips will be assigned to pedestrian facilities adjacent to the project site as well as along primary routes to and from the area's transit facilities (primarily the St. George Terminal). The pedestrian analysis will be conducted for the existing, Future No-Action and Future With-Action conditions. If needed, measures will be recommended to mitigate any potential significant adverse pedestrian impacts.

Vehicular and Pedestrian Safety

Accident data for the study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from the New York State Department of Transportation (NYSDOT). The data will be summarized by accident-type on a yearly basis to determine if any of the study area locations may be classified as a high pedestrian/bicycle accident location per *CEQR Technical Manual* criteria. If any high accident locations are identified, measures will be recommended to alleviate potential safety issues.

Task 6: Air Quality

According to *CEQR Technical Manual (2014)* guidelines, an air quality analysis is conducted to assess the effect of a proposed action on ambient air quality (i.e., the quality of the surrounding air), or effects on a proposed project because of ambient air quality. Air quality can be affected by mobile sources (such as pollutants produced by motor vehicles) and by stationary sources (such as pollutants produced by fixed facilities). If the project would result in significant adverse air quality impacts, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Stationary Industrial and Large or Major Source Emissions

The Clean Air Tracking System (CATS) maintained by the NYC Department of Environmental Protection (DEP) will be reviewed to identify potential sources of emissions from manufacturing/industrial operations within 400 feet of the development sites. If any such sources are identified, the relevant air emissions permits will be obtained from the NYCDEP and an industrial source air quality assessment will be conducted following the *CEQR Technical Manual* guidance. There are no large or major sources (as defined by the *CEQR Technical Manual*) within 1,000 feet of the development sites, and therefore the Targeted EIS is not expected to include modeling of emissions from large or major sources.

Stationary Source Emissions from HVAC Systems

Emissions from the HVAC systems of project-generated buildings may affect air quality levels at nearby existing or future land uses. The effects of these emissions would be a function of fuel type, boiler capacity and type, stack height and location, building dimension, and location relative to a nearby sensitive receptor sites. An HVAC screening would be completed for each building following the guidance provided in the *CEQR Technical Manual*, including for project-on-project effects and project-on-existing effects.

If the screening cannot rule out the potential for significant adverse air quality impacts, detailed dispersion analysis of impacts of the HVAC emissions will be conducted using the EPA's AERSCREEN or AERMOD modeling software in accordance with CEQR guidance.

Mobile Source Emissions

The Proposed Actions are expected to generate traffic volumes that exceed the heavy duty vehicle-equivalent thresholds listed in Chapter 17, Section 210 of the *CEQR Technical Manual*, and a mobile source assessment will be conducted for particulate matter ($PM_{2.5}$ and PM_{10}) following the guidance established in the *CEQR Technical Manual*. Project-generated traffic is not expected to exceed the *CEQR Technical Manual* threshold of 170 incremental auto trips at any intersection that would warrant carbon monoxide (CO) assessment; therefore, the Targeted EIS is not expected to include an assessment of project-generated CO assessment from mobile sources. The Proposed Actions would facilitate two large enclosed parking facilities. The Targeted EIS will include a parking facility air quality assessment consistent with CEQR guidance.

Task 7: Greenhouse Gas (GHG) Emissions and Climate Change

As described in the *CEQR Technical Manual,* the GHG Emissions and Climate Change assessment consists of two steps, which include estimating the project's emissions and examining the project in terms of the qualitative goals for reducing GHG emissions**.** The operational and mobile source emissions generated by the Proposed Actions will be estimated using Table 15-1 of the *CEQR Technical Manual*. The EIS will then qualitatively assess the project in terms of the qualitative goals for reducing GHG emissions. Once the emissions are estimated, the project's consistency with the City's GHG reduction goal will be assessed following the guidance of the *CEQR Technical Manual*. If the project would result in a significant adverse GHG Emissions and Climate Change impact, the EIS would identify measures to avoid, minimize, or mitigate such adverse impact.

Task 8: Noise

The Noise assessment will analyze the potential noise effects associated with the Proposed Actions. The Proposed Actions would introduce new noise-sensitive receptors to the Project Area, consisting of residential, commercial, and accessory parking. According to the *CEQR Technical Manual*, the purpose of a CEQR noise assessment is to determine:

1. a proposed project's potential effects on sensitive noise receptors, including the effects on the level of noise inside residential, commercial, and institutional facilities (if applicable), and at open spaces; and
2. the effects of ambient noise levels on new sensitive uses introduced by a proposed project. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable.

This noise analysis will establish the ambient noise levels and determine the level of building attenuation required to ensure that interior noise levels within the proposed project would satisfy applicable interior noise criteria. For this project, noise assessment is warranted in both the areas of stationary and mobile sources.

Stationary noise sources do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment, such as

those associated with a building's heating, ventilating, and air-conditioning (HVAC) system. The Proposed Actions would facilitate the development of new stationary sources due to mechanical equipment, and therefore a stationary source assessment will be provided. The Targeted EIS will assess project-generated stationary noise sources and noise generated by nearby stationary noise sources, including the playgrounds at the Castleton Park Apartments and noise generated by game day events at the Staten Island Yankees stadium.

Mobile noise sources move in relation to receptors. The mobile source screening assessment will address potential noise impacts associated with vehicular traffic generated by the Proposed Actions. Mobile noise assessment will be completed using proportional modeling of passenger-car-equivalents using traffic data analyzed in the Transportation assessment. This traffic data will be used to calculate the future No-Action and With-Action noise levels and determine if attenuation is warranted per the guidance set forth in the *CEQR Technical Manual*.

Noise survey locations were selected by examining the Projected Development Sites' location and the location of the dominant sources of ambient noise. Existing noise levels were determined at each location by performing field measurements. The measured noise levels will be used to determine minimum window/wall attenuation requirements to satisfy CEQR interior noise level criteria. If warranted, required window/wall sound attenuation would be defined and mandated through (E) designations placed on the Projected Development Sites. If the project would result in a significant adverse noise impact, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 9: Public Health

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

When no significant unmitigated adverse impact is found in other CEQR analysis areas -- such as air quality, water quality, hazardous materials, or noise -- a public health analysis is not warranted. If unmitigated adverse impacts are found in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis would be provided for the specific technical area or areas in accordance with CEQR guidelines. If the project would result in a significant adverse public health impacts, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 10: Neighborhood Character

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include noise levels, traffic, and pedestrian patterns. Most of these elements will already be covered in other EIS sections but salient points from those analyses will be summarized. Tasks will include:

- Drawing on other Targeted EIS sections, the predominant factors that contribute to defining the character of the neighborhood will be described.
- Based on planned development projects, public policy initiatives, and planned public improvements, the changes that can be expected in the character of the neighborhood will be summarized.
- The Proposed Action's effects on neighborhood character relative to the No-Action Condition will be assessed and summarized.

If the preliminary assessment determines that the Proposed Actions would affect neighborhood character, a detailed analysis would be conducted in accordance with the *CEQR Technical Manual* guidelines. If the results of the assessment identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified

Task 11: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration across the two projected development sites. Information will be provided on applicable oversight and regulations for various aspects of construction. Information on how New York City regulates construction hours will be described. The EIS will include a discussion of the construction period, equipment, and phasing. Because of the duration and location of construction, the potential for construction-period impacts in the areas of land use, transportation, air quality, noise, historic resources, and hazardous materials will be assessed per the guidance set forth in the *CEQR Technical Manual*. If the project would result in a significant adverse construction impacts, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 12: Mitigation

Where significant impacts have been identified, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the Lead Agency and other responsible City and State agencies as necessary. If identified impacts cannot be mitigated, they will be described as unmitigated and unavoidable adverse impacts (see "EIS Summary Chapters" below).

Task 13: Alternatives

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the stated goals and objectives of the Proposed Project. Alternatives must be feasible, considering the objectives and capabilities of the project sponsor. Typically, alternatives to the Proposed Project are identified as project impacts are clarified during the preparation of the EIS.

The EIS will identify a No-Action Alternative, which assumes that the Proposed Actions would not be approved. In addition, if unmitigated significant adverse impacts are identified during the preparation of the EIS, a No-Unmitigated Adverse Impacts Alternative will be included to describe Proposed Project modifications needed to avoid

any such impacts. Additional alternatives to the Proposed Actions will also be considered once the full extent of the impacts has been identified.

Task 14: EIS Summary Chapters

In accordance with *CEQR Technical Manual* guidelines, the Targeted EIS will include the following three summary chapters, where appropriate:

- Unavoidable Adverse Impacts—which summarizes any significant adverse impacts that are unavoidable if the Proposed Project is implemented regardless of the mitigation employed (or if mitigation is not feasible);
- Growth-Inducing Aspects of the Proposed Actions—which generally refers to "secondary" impacts of Proposed Actions that trigger further development; and
- Irreversible and Irretrievable Commitments of Environmental Resources—which summarizes the Proposed Actions and their impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long-term.

Task 15: Executive Summary

The executive summary will utilize relevant material from the body of the Targeted EIS to describe the Proposed Actions, their significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project.