NYC PLANNING

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Anita Laremont, *Director*
Department of City Planning

Richmond SI Owner LLC
c/o Zach Kadden
520 Madison Ave
Suite 3501
New York, NY 10022

Re:	**River North (formerly Liberty Towers)**
CEQR No.	20DCP140R
ULURP No(s).	C 210289 ZMR, N210290 ZRR, C 210291 ZSR, N210281LDR
SEQRA Classification:	Unlisted
Staten Island Community District:	SI01

Dear Zach Kadden,

Under City Environmental Quality Review, the lead agency is required to determine whether a proposed action may have a significant adverse impact on the environment. In accordance with this regulation, the City Planning Commission has determined that the proposed action would not have a significant adverse impact on the environment.

Enclosed is the Technical Memorandum for CEQR No. 20DCP140R, River North, in connection with the modifications being considered by City Council. The Technical Memorandum analyzes whether the proposed modifications would result in any significant adverse environmental impacts not already identified in the Final Environmental Impact Statement (FEIS) for the proposed actions. The Technical Memorandum concludes that the proposed modifications would not result in any significant adverse environmental impacts not already identified in the FEIS for the proposed actions, and was issued on 10/29/2021.

Sincerely,

Stephanie Shellooe, AICP, *Deputy Director*

October 29, 2021
Date

cc: Project File
Anita Laremont, Chair
City Planning Commissioners
Raju Mann, Director, City Council Land Use Division
James Oddo, Staten Island Borough President
Staten Island Community Board SI01

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TECHNICAL MEMORANDUM 001
Potential City Council Modifications
River North (formerly Liberty Towers)
CEQR No. 20DCP140R

ULURP Nos.: C 210289 ZMR, N 210290 ZRR, C 210291 ZSR
29 October 2021

A. INTRODUCTION

River North (formerly Liberty Towers) is the subject of a Uniform Land Use Review Procedure (ULURP) application currently under consideration by the New York City Council. On August 20, 2021, a Final Environmental Impact Statement (FEIS) was completed and a Notice of Completion was issued. On September 1, 2021, the Applicant, Richmond SI Owner LLC, received approval from the New York City Planning Commission (CPC) for a series of discretionary land use actions (Land Use Application numbers C 210289 ZMR, N 210290 ZRR, and C 210291 ZSR) including a zoning map and text amendments and a special permit (the "Proposed Actions"). The FEIS analyzed the development of a mixed-use project comprising residential and commercial uses, open space, and accessory parking in the St. George neighborhood of Staten Island, Community District 1. The Department of City Planning (DCP) is the Lead Agency on behalf of the CPC. The Proposed Actions include:

1. A zoning map amendment to:
    a. 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 ("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. 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:
    a. ZR 21-15 to allow an R7-3 district to be mapped in the SSGD; and
    b. ZR 23-011(c) to allow optional quality housing regulations to apply to the SSGD.
3. A series of zoning text amendments to ZR Article XII, Chapter 8 (Special St. George District) to:
    a. ZR Section 128-00 (General Purposes) to include an additional goal to foster economic diversity by supporting a broad range of housing including affordable housing with the SSGD.
    b. ZR Section 128-03 (District Plans and Maps) to include the Project Area within the Upland Subdistrict.
    c. ZR Section 128-056 to clarify that the optional Quality Housing Program would be applicable in the R7-3 district within SSGD.

d. 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.

e. 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.

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

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

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

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

j. 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.

k. 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.

l. 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.

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.

5. A CPC Special Permit pursuant to ZR Section 128-62 (Special Permit for Buildings in R7-3 Districts) modifying the following sections:

   a. ZR Section 128-33 (Maximum Base Height) and ZR Section 128-34 (Maximum Building Height) to allow Building 1 and Building 2 to exceed the maximum height limit of 185 feet, and to allow Building 1, 2 and 3 to encroach within the required setback along Stuyvesant Place and Richmond Terrace in order to facilitate the proposed massing and site plan.

   b. ZR Section 128-31 (Rooftop Regulations) to allow the bulkheads and other equipment at the top of Building 2 to 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.

   c. ZR Section 23-47 (Minimum Required Rear Yard) to 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.

   d. ZR Section 128-42 (Planting Areas) to facilitate the inclusion and location of the proposed publicly-accessible passive open space at the corner of Stuyvesant Place and Hamilton Avenue and the proposed 5,700-sf active open space, as well as 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.

Following the publication of the FEIS, potential modifications to the proposed actions have been identified by the City Council. This Technical Memorandum examines whether the proposed City Council modifications have

the potential to result in any new significant adverse environmental impacts that were not previously disclosed in the FEIS.

B. PROJECT ANALYZED IN THE FEIS

The RWCDS presented in the FEIS assumed the Proposed Actions would result in two projected development sites. It assumed that the Applicant's site – Projected Development Site 1 – would be developed with up to 797 dwelling units (DUs), up to 23,145 gsf of retail, 366 enclosed accessory parking spaces (the minimum accessory parking required by zoning for the assumed programming), and two publicly accessible private open spaces.[1] In terms of height, the FEIS considered:

- Building 1 would rise to a roof height of 273 feet (298 feet including a 25-foot-tall bulkhead);
- Building 2 would rise to a roof height of 245 feet (270 feet including a 25-foot-tall bulkhead); and
- Building 3 would rise to a roof height of 132 feet (157 feet including a 25-foot-tall bulkhead).

Projected Development Site 2, which is not controlled by the Applicant, does not have any specific development proposal. However, the RWCDS assumed that Projected Development Site 2 (Block 13, Lots 68, 71, and 73) would be developed with 4,929 gsf of retail, 100,019 gsf of residential space, and 43 accessory parking spaces.

C. DESCRIPTION OF THE PROPOSED CITY COUNCIL MODIFICATIONS

City Council is considering the following "Modified Actions":

1. Reconfiguring the Rezoning Area to exclude, from Staten Island Block 13, Projected Development Site 2 (Lots 68, 71, and 73) and Lot 60[2]; and
2. Reducing the height of Buildings 1, 2, and 3 to 16, 11, and 13 stories, respectively. This reduced height would negate the need for a building height waiver (waiving the height provisions of tentative ZR 128-34) proposed through the CPC special permit pursuant to (tentative) ZR 128-62.

The Modified Actions would remove Projected Development Site 2 from the Rezoning Area and reduce the heights of Buildings 1, 2, and 3 on Projected Development Site 1 to maximum roof heights (top of roof) to 173.03 feet, 104.64 feet, and 132.14 feet, respectively. The height modifications to the buildings on Projected Development Site 1 would result in a reduction of floor area and dwelling units and the reconfiguration of parking facilities.

Figure 1 shows the Modified Rezoning Area, and Table 1 shows the change in programming between the FEIS and the programming that is projected to result from the Modified Actions. The special permit drawings for the Modified Project are provided in Appendix A.

[1] The active open space between Buildings 2 and 3 was identified as a measure that would partially mitigate a significant adverse open space impact (indirect residential active open space).
[2] The "Modified Rezoning Area" would include the area bound by Richmond Terrace, Stuyvesant Place, Hamilton Avenue, a line 185 feet westerly of Stuyvesant Place, a line located 260 feet (as measured along the streetline) southeasterly from the point of intersection of the southwesterly streetline of Richmond Terrace and the southeasterly streetline of Nicholas Street.

Figure 1: Modified Rezoning Area

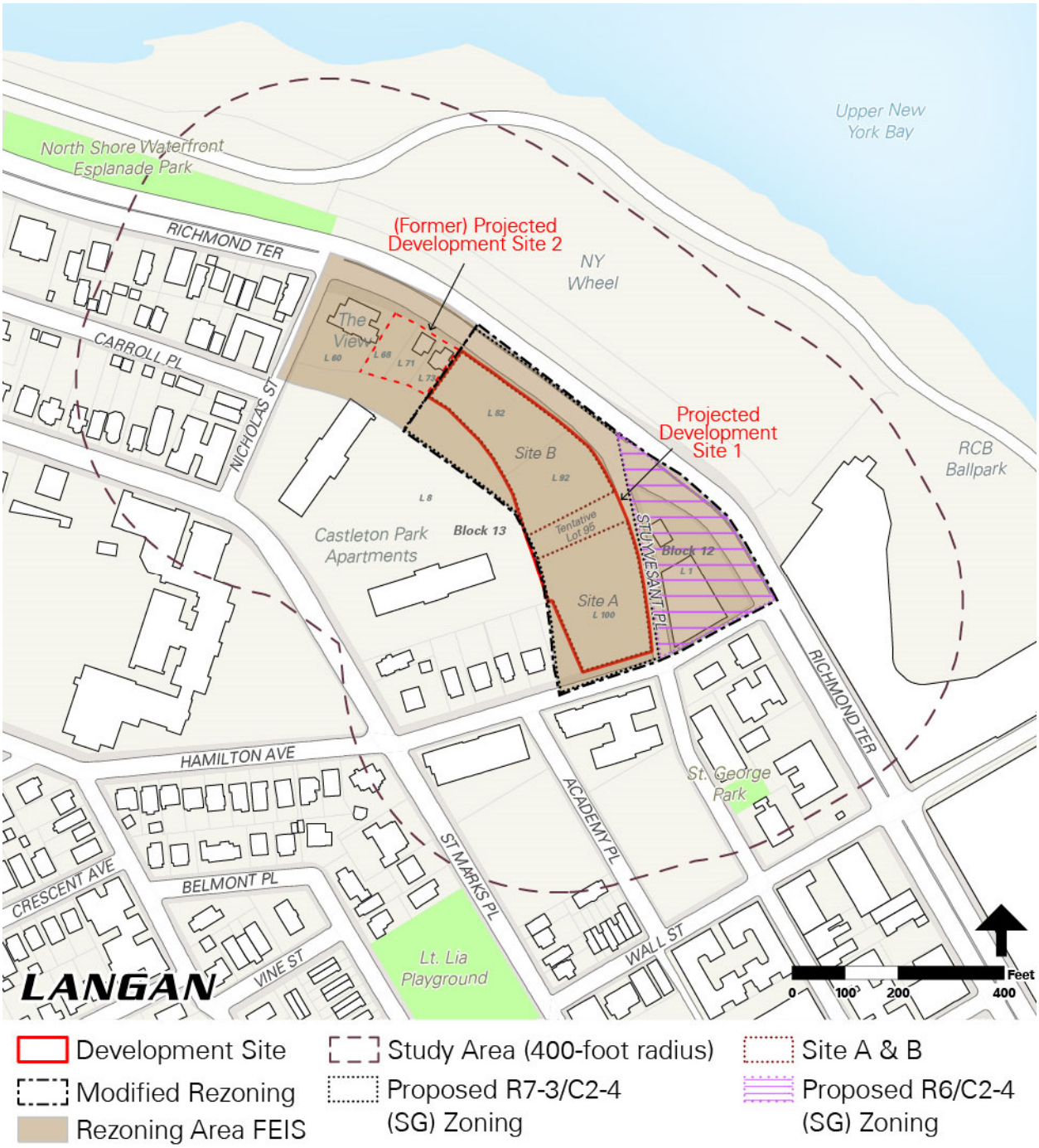


Table 1: Changes between FEIS Program (Proposed Actions) and the Modified Project

Programming	FEIS Program)	Modified Project	Change
Gross Square Footage by Use			
Residential	787,813	525,226	-262,587
Retail	28,074	19,123	-8,951
Parking	114,999	54,763	-60,236
Total	***930,886***	***599,112***	***-331,774***
Gross Square Footage by Building			
Building 1	403,547	279,799	-123,748
Building 2	237,559	121,587	-115,972
Building 3	171,932	197,726	+25,794
Building 4[1]	117,848	(Removed)	-117,848
Total	***930,886***	***599,112***	***-331,774***
Dwelling Units[1]			
Market Rate DUs	627	437	-190
Affordable DUs (>80% AMI)	90	63	-27
Affordable DUs (≤80% AMI)	180	125	-55
Total Dwelling Units	***897***	***625***	***-272***
Estimated Population (2.51 Residents per DU)	*2,251*	*1,569*	*-682*
Accessory Parking Capacity (Spaces)			
Building 1 (Upper)	146	0	-146
Building 1 (Lower)	78	100	+22
Building 3	142	166	+24
Building 4[1]	43	0	-43
Total Parking Spaces	***409***	***266***	***-143***
Building Roof Height (Elevation)[2]			
Building 1	273.03 (329.50)	173.03 (229.50)	-100
Building 2	244.64 (293.00)	104.64 (153.00)	-140
Building 3	132.14 (171.00)	132.14 (171.00)	0
Building 4*	185	(Removed)	(Removed)
Proposed Publicly Accessible Private Open Space (sf) - Projected Development Site 1			
Passive	7,790	7,790	0
Active	5,700	5,700	0

[1] The Modified Project would remove Projected Development Site 2 (Building 4) from the Rezoning Area.
[2] The building bulkhead would rise up to 25 feet above the roof height – see Figure 2.

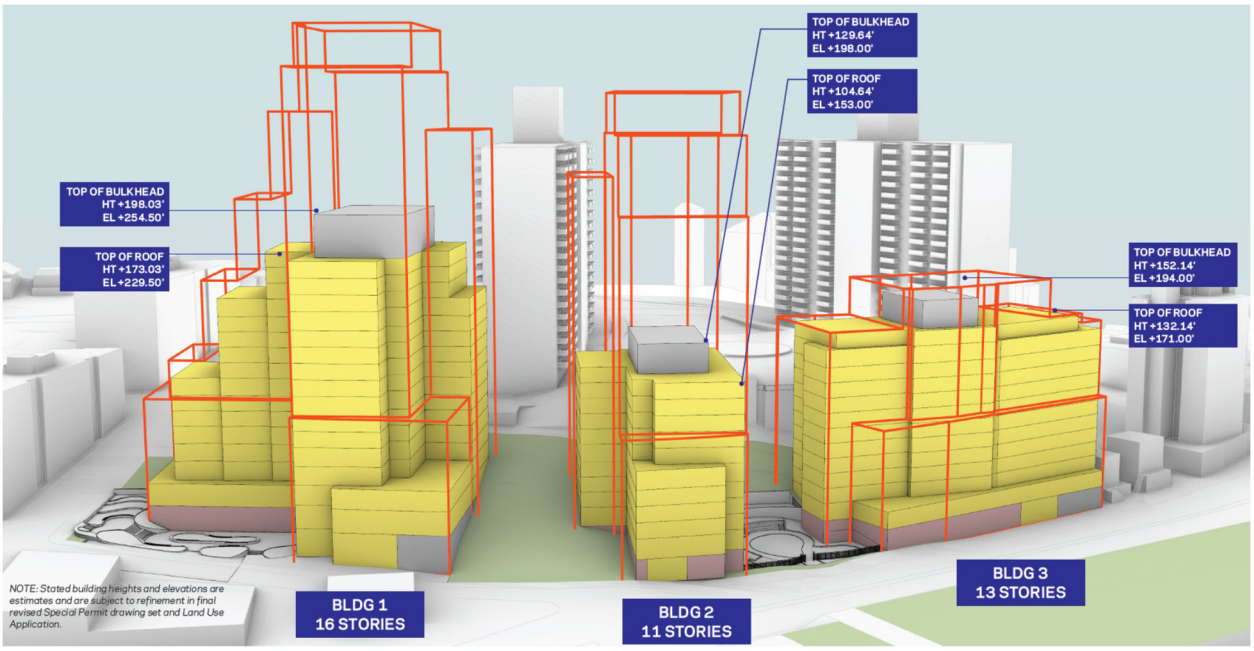
In addition to removing Projected Development Site 2 from the analysis framework, the Modified Actions would change the development programming on Projected Development Site 1. With the Modified Actions, Projected Development Site 1 would contain 525,226 gsf of residential space (625 DUs), 19,123 gsf of retail, and 54,763 gsf (266 spaces) of enclosed accessory parking (the "Modified Project").

As shown in Table 1, the Modified Project would result in fewer DUs than what was assessed in the FEIS, representing a decrease of 272 DUs, including 82 fewer affordable DUs (of which approximately 55 would be for low-income households and approximately 27 would be for households earning more than 80 percent the AMI).

Commercial floor area would decrease by 8,951 gsf. Enclosed accessory parking would be reconfigured across the site resulting in a decrease of up to 143 accessory spaces; the upper parking facility in Building 1 (accessed from Hamilton Avenue) would be removed. Overall, the gross square footage of the Modified Project would decrease by approximately 331,774 gsf compared to the RWCDS established for the FEIS. There would be no modification to the proposed publicly accessible private open spaces, which would include an approximately 7,790-sf passive open space near the intersection of Stuyvesant Place and Hamilton Avenue, and an approximately 5,700-sf active open space (a partial mitigation measure, as noted in the FEIS) between Buildings 2 and 3.

Figure 2 shows the building bulk that would result on Projected Development Site 1 from the Modified Actions; the Modified Project would be wholly within the building envelopes analyzed in the FEIS.

Figure 2: Modified Building Massings



Note: The red lines show the maximum building envelopes analyzed in the FEIS.

D. ASSESSMENT OF POTENTIAL FOR SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS UNDER PROPOSED MODIFICATIONS

This section considers whether the Modified Project would result in any new or different significant adverse environmental impacts not already identified in the FEIS. A detailed comparative assessment is provided below for each impact area analyzed in the FEIS.

Initial CEQR Screening

The Modified Project does not have the potential to modify the conclusions of the FEIS in many of the CEQR analysis areas because the Modified Project would:

- Remove Projected Development Site 2 from the analysis framework;
- Not introduce new land uses or increase the square footage of the land uses analyzed in the FEIS;

- Reduce the building heights within the envelopes analyzed in the FEIS; and
- Reduce the residential floor area, the number of DUs, and project-generated residents.

Specifically, the Modified Project does not have the potential to result in new or different significant adverse impacts in the following CEQR analysis areas: Socioeconomic Conditions; 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; Energy; Greenhouse Gas Emissions and Climate Change; Neighborhood Character; and Construction.

The Modified Project has the potential to alter the FEIS's conclusions in the following CEQR technical areas: land use, zoning, and public policy; open space; transportation; air quality; noise; public health; and construction.

Land Use, Zoning, and Public Policy

Land Use

Compared to the Proposed Actions, the Modified Project would reconfigure the floor area by use and remove the need for a height waiver (to waive the height provisions of [tentative] ZR 128-34). Therefore, a land use, zoning, and public policy analysis is warranted.

The FEIS concluded that the Proposed Actions would not result in a significant adverse indirect impact to land use, zoning and public policy. The Proposed Actions would allow additional floor area for residential, commercial, and accessory parking uses in the Rezoning Area over the No-Action Condition. The Proposed Actions would allow Projected Development Site 1 to transform a vacant site in Downtown Staten Island into a mixed-use development comprising residential, commercial, accessory parking, and publicly accessible private open space. The Proposed Actions have the potential to displace two two-family residences on Projected Development Site 2. The land uses anticipated to result from the Proposed Actions already exist within the Study Area and would not result in a significant adverse land use or zoning impact.

The Modified Project would not introduce any new land uses not contemplated in the FEIS. However, compared the Proposed Actions, the gross floor area of residential, commercial, and parking uses would respectively be reduced in the Modified Project by 262,587 gross square feet (gsf), 8,951 gsf, and 60,236 gsf. The acreage of the publicly accessible private open spaces would not be reduced by the Modified Actions. Therefore, the Modified Project would not result in any new or different significant adverse impacts to land use compared to the FEIS.

Zoning

The Proposed Actions would allow new, higher-density mixed-use development along Richmond Terrace, reflecting the Rezoning Area's gateway location in St. George. With the Proposed Actions, the Block 13 portion of the Rezoning Area would be rezoned from R6 and R6/C2-2 to an R7-3/C2-4 district. The Special Hillsides Preservation District (HS) would be demapped in the Rezoning Area and replaced with the Special St. George District (SG). In the Block 13 portion of the Rezoning Area, the Proposed Actions would increase maximum permitted base and building heights, and increase the maximum permitted floor area ratio (FAR) for residential uses. The FEIS determined that the Proposed Actions would not be incompatible with surrounding residential districts and would produce zoning that would be similar in use and scale to existing zoning districts.

Like the Proposed Actions, the Modified Project would rezone the Block 13 portion of the Modified Rezoning Area to an R7-3/C2-4 (SG) district, and would modify zoning provisions of the SG district through a CPC special

permit pursuant to (tentative) ZR 128-62. The Modified Project would remove the height waiver provided by the ZR 128-62 special permit, thereby reducing the degree of height waivers from the underlying zoning compared to the Proposed Actions. Therefore, the Modified Project would not result in any new or different significant adverse impacts to zoning compared to the FEIS.

Public Policy

The FEIS concluded that the Proposed Actions would support the goals of *OneNYC 2050*, *Housing New York 2.0*, *North Shore 2030*, North Shore Bus Rapid Transit, and FRESH. The Project Area is wholly outside of the New York City Coastal Zone Boundary and outside the 100-year and 500-year flood zones delineated by the Federal Emergency Management Agency. The Proposed Actions would not conflict with applicable public policy and would not result in a significant adverse public policy impact.

The Modified Project would continue to provide affordable units, although reduced from the Proposed Actions. Therefore, the Modified Project would also further the goals of *OneNYC 2050*, *Housing New York 2.0*, and *North Shore 2030*.

Open Space

The FEIS found that the Proposed Actions would result in significant adverse indirect impacts to active open space. The Study Area is extremely deficient of active open space, and, absent mitigation, residents generated by the Proposed Actions would decrease the Study Area's active open space ratio (OSR) by 12.1 percent, which would exceed the one percent impact threshold. The significant adverse impact would be partially mitigated with the provision of an on-site 0.13-acre (5,700 sf) active open space located between Buildings 2 and 3. This partial mitigation would decrease the change in the active OSR to 9.79 percent.

The Modified Project would result in 272 fewer DUs than what was assessed in the FEIS, equating to approximately 672 fewer residents (10 residents would continue to occupy the former Projected Development Site 2 in the Modified Project). The active open space partial mitigation would also be provided in the Modified Project. Table 2 shows the change in open space conditions between the No-Action, Proposed Actions, and the Modified Project.

Table 2: OSR Percent Change by Condition

Condition	Pop.	Open Space Acreage			OSR (Acres per 1,000 Residents)		
		Total	Passive	Active	Total	Passive	Active
No-Action	13,232	16.61	11.67	4.94	1.26	0.88	0.37
Proposed Actions[1]	15,054	16.92	11.85	5.07	1.12	0.79	0.34
Modified Project[1,2]	14,382	16.92	11.85	5.07	1.18	0.82	0.35
Absolute Change	-672	0	0	0	+0.06	+0.03	+0.01
OSR Change Between No-Action and Modified Project (%)					**-6.35**	**-6.81**	**-5.41**

[1] Includes active open space partial mitigation on Projected Development Site 1.
[2] Includes 10 existing residents who would remain on Projected Development Site 2 in the Modified Project.

With the Modified Project, the OSR compared to the No-Action Condition would be reduced by 5.41 percent, a reduction of 4.38 percentage points. Because the Open Space Study Area is severely deficient of active open space, a reduction in the OSR relative to the No-Action Condition by as little as one percent would constitute a significant adverse impact to active open space. Accordingly, like the Proposed Actions, the Modified Project

would also result in an indirect significant adverse impact to active open space; however, the degree of the impact would be reduced with the Modified Project.

The Modified Project would not result in significant adverse direct impacts to an open space resource.

Transportation

The Modified Actions would not result in any new significant adverse transportation impacts. A detailed trip generation analysis was performed to estimate person and vehicle trips generated by the Modified Actions. The Modified Actions would introduce a development that is different from the RWCDS analyzed in the FEIS. With the Modified Actions, Projected Development Site 2 would be removed from the analysis framework, and Projected Development Site 1 would contain fewer DUs, less retail space, and fewer accessory parking spaces. In addition, the upper parking facility in Building 1 (accessed from Hamilton Avenue) would be removed resulting in reassignment of auto trips to the Building 1 lower parking facility accessed from Stuyvesant Place. Travel demand projections were prepared for the Modified Project during the weekday AM, midday, PM, and Saturday peak hours, using transportation planning assumptions from the FEIS.

Trip Generation

The total person and vehicle trips generated by the Modified Project are summarized in Table 3. In total, the Modified Project would generate approximately 384, 604, 464, and 526 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. In terms of vehicle trips, the Modified Project would generate approximately 118, 118, 116, and 130 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively.

In comparison, the FEIS Program was expected to generate 626, 1052, 780, and 884 person trips, and 190, 199, 190 and 213 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. As shown in Table 4, a comparison of the person and vehicle trips generated by the FEIS Program indicates an incremental change of approximately 242, 447, 316, and 359 person trips, and 72, 80, 74, and 83 vehicle trips during the AM, midday, PM and Saturday peak hours, respectively. Therefore, the number of person and vehicle trips expected to be generated by the Modified Project would be lower than the FEIS Program during AM, midday, PM and Saturday peak hours.

Table 3: Modified Project Trip Generation Summary

			Person Trips									Vehicle Trips			
Use	**Peak Hour**	**In/Out**	**Auto**	**Taxi**	**Subway**	**Bus**	**Railroad**	**Ferry**	**Bicycle**	**Walk**	**Total**	**Auto**	**Taxi**	**Delivery**	**Total**
Residential	Weekday AM	In	25	0	8	17	1	16	1	6	74	24	0	2	26
		Out	88	0	29	61	2	57	3	20	261	84	0	2	86
		Total	**113**	**0**	**38**	**79**	**3**	**73**	**4**	**25**	**334**	**108**	**1**	**3**	**112**
	Weekday Midday	In	38	0	13	26	1	24	1	8	111	36	0	1	37
		Out	38	0	13	26	1	24	1	8	111	36	0	1	37
		Total	**75**	**0**	**25**	**52**	**2**	**49**	**3**	**17**	**223**	**72**	**0**	**2**	**75**
	Weekday PM	In	63	0	21	44	1	41	2	14	187	60	0	0	61
		Out	37	0	12	26	1	24	1	8	110	35	0	0	36
		Total	**100**	**0**	**33**	**70**	**2**	**65**	**4**	**22**	**297**	**96**	**1**	**1**	**97**
	Saturday Midday	In	57	0	19	40	1	37	2	13	168	54	0	0	55
		Out	55	0	18	38	1	35	2	12	162	52	0	0	53
		Total	**111**	**0**	**37**	**77**	**3**	**72**	**4**	**25**	**330**	**106**	**1**	**1**	**108**
Local Retail	Weekday AM	In	5	0	0	2	0	0	0	19	25	3	0	0	3
		Out	5	0	0	2	0	0	0	19	25	3	0	0	3
		Total	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**38**	**50**	**6**	**0**	**0**	**6**
	Weekday Midday	In	34	0	0	11	0	0	0	145	191	21	0	0	22
		Out	34	0	0	11	0	0	0	145	191	21	0	0	22
		Total	**69**	**0**	**0**	**23**	**0**	**0**	**0**	**290**	**382**	**43**	**0**	**0**	**43**
	Weekday PM	In	15	0	0	5	0	0	0	64	84	9	0	0	9
		Out	15	0	0	5	0	0	0	64	84	9	0	0	9
		Total	**30**	**0**	**0**	**10**	**0**	**0**	**0**	**127**	**167**	**19**	**0**	**0**	**19**
	Saturday Midday	In	18	0	0	6	0	0	0	74	98	11	0	0	11
		Out	18	0	0	6	0	0	0	74	98	11	0	0	11
		Total	**35**	**0**	**0**	**12**	**0**	**0**	**0**	**149**	**196**	**22**	**0**	**0**	**22**
Total	Weekday AM	In	29	0	8	19	1	16	1	25	99	27	0	2	29
		Out	93	0	29	63	2	57	3	39	286	87	0	2	89
		Total	**122**	**0**	**38**	**82**	**3**	**73**	**4**	**63**	**384**	**114**	**1**	**4**	**118**
	Weekday Midday	In	72	0	13	38	1	24	1	153	302	57	0	1	59
		Out	72	0	13	38	1	24	1	153	302	57	0	1	59
		Total	**144**	**0**	**25**	**75**	**2**	**49**	**3**	**307**	**604**	**115**	**0**	**3**	**118**
	Weekday PM	In	78	0	21	49	1	41	2	78	271	70	0	0	70
		Out	52	0	12	31	1	24	1	72	194	45	0	0	46
		Total	**130**	**0**	**33**	**80**	**2**	**65**	**4**	**150**	**464**	**115**	**1**	**1**	**116**
	Saturday Midday	In	74	0	19	45	1	37	2	87	266	65	0	0	66
		Out	72	0	18	44	1	35	2	87	260	63	0	0	64
		Total	**147**	**0**	**37**	**89**	**3**	**72**	**4**	**174**	**526**	**129**	**1**	**1**	**130**

Table 4: Net Incremental Trips (FEIS Program vs. Modified Project)

			Person Trips									Vehicle Trips			
Use	**Peak Hour**	**In/Out**	**Auto**	**Taxi**	**Subway**	**Bus**	**Railroad**	**Ferry**	**Bicycle**	**Walk**	**Total**	**Auto**	**Taxi**	**Delivery**	**Total**
Residential	Weekday AM	In	-15	0	-5	-10	0	-10	-1	-3	-44	-14	0	-1	-15
		Out	-53	0	-18	-37	-1	-34	-2	-12	-156	-50	0	-1	-52
		Total	**-68**	**0**	**-22**	**-47**	**-2**	**-44**	**-2**	**-15**	**-200**	**-65**	**0**	**-2**	**-67**
	Weekday Midday	In	-23	0	-7	-16	-1	-15	-1	-5	-67	-22	0	-1	-22
		Out	-23	0	-7	-16	-1	-15	-1	-5	-67	-22	0	-1	-22
		Total	**-45**	**0**	**-15**	**-31**	**-1**	**-29**	**-2**	**-10**	**-133**	**-43**	**0**	**-1**	**-45**
	Weekday PM	In	-38	0	-13	-26	-1	-24	-1	-8	-112	-36	0	0	-37
		Out	-22	0	-7	-15	-1	-14	-1	-5	-66	-21	0	0	-22
		Total	**-60**	**0**	**-20**	**-42**	**-1**	**-39**	**-2**	**-13**	**-178**	**-57**	**0**	**0**	**-58**
	Saturday Midday	In	-34	0	-11	-24	-1	-22	-1	-8	-101	-33	0	0	-33
		Out	-33	0	-11	-23	-1	-21	-1	-7	-97	-31	0	0	-32
		Total	**-67**	**0**	**-22**	**-46**	**-2**	**-43**	**-2**	**-15**	**-198**	**-64**	**0**	**0**	**-65**
Local Retail	Weekday AM	In	-4	0	0	-1	0	0	0	-16	-21	-2	0	0	-2
		Out	-4	0	0	-1	0	0	0	-16	-21	-2	0	0	-2
		Total	**-7**	**0**	**0**	**-2**	**0**	**0**	**0**	**-31**	**-41**	**-5**	**0**	**0**	**-5**
	Weekday Midday	In	-28	0	0	-9	0	0	0	-119	-157	-18	0	0	-18
		Out	-28	0	0	-9	0	0	0	-119	-157	-18	0	0	-18
		Total	**-56**	**0**	**0**	**-19**	**0**	**0**	**0**	**-238**	**-314**	**-35**	**0**	**0**	**-36**
	Weekday PM	In	-12	0	0	-4	0	0	0	-52	-69	-8	0	0	-8
		Out	-12	0	0	-4	0	0	0	-52	-69	-8	0	0	-8
		Total	**-25**	**0**	**0**	**-8**	**0**	**0**	**0**	**-105**	**-138**	**-15**	**0**	**0**	**-16**
	Saturday Midday	In	-15	0	0	-5	0	0	0	-61	-81	-9	0	0	-9
		Out	-15	0	0	-5	0	0	0	-61	-81	-9	0	0	-9
		Total	**-29**	**0**	**0**	**-10**	**0**	**0**	**0**	**-122**	**-161**	**-18**	**0**	**0**	**-18**
Total	Weekday AM	In	-19	0	-5	-12	0	-10	-1	-19	-65	-17	0	-1	-18
		Out	-56	0	-18	-38	-1	-34	-2	-27	-177	-53	0	-1	-54
		Total	**-75**	**0**	**-22**	**-50**	**-2**	**-44**	**-2**	**-46**	**-242**	**-69**	**0**	**-2**	**-72**
	Weekday Midday	In	-51	0	-7	-25	-1	-15	-1	-124	-224	-39	0	-1	-40
		Out	-51	0	-7	-25	-1	-15	-1	-124	-224	-39	0	-1	-40
		Total	**-102**	**0**	**-15**	**-50**	**-1**	**-29**	**-2**	**-249**	**-447**	**-78**	**0**	**-2**	**-80**
	Weekday PM	In	-50	0	-13	-30	-1	-24	-1	-61	-181	-44	0	0	-44
		Out	-35	0	-7	-20	-1	-14	-1	-57	-135	-29	0	0	-29
		Total	**-85**	**0**	**-20**	**-50**	**-1**	**-39**	**-2**	**-118**	**-316**	**-73**	**0**	**0**	**-74**
	Saturday Midday	In	-49	0	-11	-29	-1	-22	-1	-69	-181	-42	0	0	-42
		Out	-47	0	-11	-28	-1	-21	-1	-69	-177	-40	0	0	-41
		Total	**-96**	**0**	**-22**	**-56**	**-2**	**-43**	**-2**	**-137**	**-359**	**-82**	**0**	**-1**	**-83**

Traffic

As shown in Table 3, the Modified Project would generate approximately 118, 118, 116 and 130 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. In comparison, the FEIS Program was expected to generate 190, 199, 190 and 213 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. As shown in Table 4, a comparison of the vehicle trips generated by the FEIS Program to the Modified Project indicates an incremental change of approximately -72, -80, -74, and -83 vehicle trips during the AM, midday, PM and Saturday peak hours, respectively. Therefore, the number of vehicle trips

expected to be generated by the Modified Project would be lower than the FEIS Program during AM, midday, PM and Saturday peak hours.

Although, this incremental vehicle trip activity is negative during the four peak hours, the change in the Building 1 trip assignments resulting from the removal of the Hamilton Avenue parking facility could potentially affect the traffic conditions at study area intersections. Therefore, a Level 2 screening assessment was conducted to distribute the incremental vehicle trips through the study area intersections to assess potential increases in traffic volumes.

Transit and Pedestrians

The FEIS did not identify any potential significant adverse impacts for either transit or pedestrians. As shown in Table 4, the Modified Project would generate fewer transit and pedestrian trips than the FEIS Program. Therefore, like the Proposed Actions, the Modified Project would not result in significant adverse transit or pedestrian impacts.

Trip Distribution

Traffic

A CEQR Level 2 detailed trip distribution and assignment of projected vehicle trips was conducted for the four peak hours, in line with trip assignments for the FEIS Program. Specifically, the trips generated by Building 1 in the FEIS Program were distributed to the two parking facilities accessed via Hamilton Avenue and Stuyvesant Place. With the removal of the Hamilton Avenue parking facility in the Modified Project, all the trips generated by Building 1 were assigned to the Stuyvesant Place facility.

The FEIS analyzed 13 intersections in the study area. The incremental vehicle trips resulting from the Modified Project at the study area intersections are shown in Table 5. Based on these increments, none of the study area intersections would experience a net increase in vehicle trips with the Modified Project. However, three individual traffic movements could experience an increase in traffic volume in one or more peak hours (maximum of up to 18 vehicles in any given peak hour).

Table 5: Incremental Vehicle Trips at Study Area Intersections

Intersection ID	Intersection	Vehicle Trip Increment (Modifed Project minus FEIS Program)			
		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
1	Richmond Terrace & Jersey Street	-18	-21	-19	-21
2	Richmond Terrace & Westervelt Avenue	-17	-21	-19	-21
3	Richmond Terrace & Nicholas Street	-23	-29	-31	-31
4	Richmond Terrace & Stuyvesant Place	-39	-22	-12	-22
5	Richmond Terrace & Hamilton Avenue	-33	-39	-36	-40
6	Richmond Terrace & Wall Street	-33	-39	-36	-40
7	Victory Boulevard & Bay Street	-16	-26	-27	-27
8	Victory Boulevard & St. Marks Place/Bay Street	-29	-22	-16	-22
9	Fort Place & St. Marks Place	-36	-31	-26	-32
10	Wall Street & St. Marks Place	-36	-31	-26	-32
11	Hamilton Avenue & St. Marks Place	-58	-59	-53	-62
12	Hamilton Avenue & Academy Place	-56	-53	-45	-55
13	Hamilton Avenue & Stuyvesant Place	-7	-40	-48	-42

Traffic Analysis

The FEIS identified significant adverse traffic impacts at four study area intersections in at least one peak hour. Out of these, two intersections remained unmitigated with standard traffic engineering measures in at least one peak hour. A traffic analysis was conducted for the Modified Project to determine if the Modified Actions would result in significant adverse impacts as compared to the FEIS, and if any mitigation measures identified previously in the FEIS would require any modification.

Based on the traffic analysis results, the Modified Project would not result in new significant adverse traffic impacts. In addition, with the Modified Project, one intersection that the FEIS identified as an unmitigated significant adverse impact in three peak hours would be fully mitigated in two of the three peak hours when a significant adverse traffic impact was projected to occur. Furthermore, under the Modified Project, the mitigation measures proposed to improve the traffic operations at one of the impacted intersections would be reduced.

The key results of the traffic analysis are summarized as follows:

- At the intersection of Bay Street and Victory Boulevard, like the Proposed Actions, significant adverse impacts identified at this intersection would remain unmitigated with the Modified Project. However, as described in the FEIS, as part of the *Bay Street Rezoning and Related Actions FEIS*, the City committed to a Traffic Monitoring Plan, which includes the intersection of Bay Street and Victory Boulevard. Therefore, this intersection will be monitored in the future as changes to the area's traffic network arise over time.

- At the intersection of Richmond Terrace and Jersey Street, the significant adverse impacts during the weekday AM peak hour could be mitigated by shifting only four (4) seconds from the NB left-turn/SB left-turn phase to the EB/WB phase with the Modified Project. The additional shifts of four (4) seconds

from the EB phase and one (1) second from the NB/SB phase as identified as mitigation in the FEIS would not be required with the Modified Project.

Parking

The Modified Project would provide 100 and 166 parking spaces in Building 1 and Building 3, respectively, totaling 266 parking spaces on Projected Development Site 1. A 24-hour parking accumulation analysis was conducted for the Modified Project based on the With-Action Trip Generation Estimates (see Table 3) and 24-hour temporal distributions from the Bay Street Rezoning and Related Actions FEIS. The 24-hour parking accumulation for the Modified Project in comparison to the total proposed on-site parking supply is shown in Table 4 and Table 5 for a typical weekday and Saturday, respectively.

Based on the 24-hour parking accumulation projected in the Modified Project, parking demand is anticipated to peak overnight for both the typical weekday and Saturday conditions, when approximately 331 spaces would be in demand (see Table 6 and Table 7). During these overnight periods, a parking shortfall of approximately 65 spaces is projected; however, this demand could be accommodated at the public parking facilities within ¼-mile of the Project Site. Additionally, any anticipated on-site parking shortfalls outside of the overnight period would also be accommodated at the public parking facilities within ¼-mile of the Project Site (see Table 8).

Table 6: Modified Actions Project-Generated Hourly Parking Accumulation – Weekday

	Projected Site 1-A			Projected Site 1-B					
Time period	Res	Retail	Total	Res	Retail	Total	Total Demand	Supply [1]	Shortfall
Overnight [2]	155	0	155	176	0	176	331	266	**(65)**
12:00 AM -- 1:00 AM	155	0	155	176	0	176	331	266	**(65)**
1:00 AM -- 2:00 AM	155	0	155	176	0	176	331	266	**(65)**
2:00 AM -- 3:00 AM	155	0	155	176	0	176	331	266	**(65)**
3:00 AM -- 4:00 AM	155	0	155	176	0	176	331	266	**(65)**
4:00 AM -- 5:00 AM	155	0	155	176	0	176	331	266	**(65)**
5:00 AM -- 6:00 AM	155	0	155	176	0	176	331	266	**(65)**
6:00 AM -- 7:00 AM	155	0	155	176	0	176	331	266	**(65)**
7:00 AM -- 8:00 AM	133	0	133	150	0	150	283	266	**(17)**
8:00 AM -- 9:00 AM	94	0	94	106	0	106	200	266	**66**
9:00 AM -- 10:00 AM	62	0	62	70	0	70	131	266	**135**
10:00 AM -- 11:00 AM	42	0	42	48	0	48	91	266	**175**
11:00 AM -- 12:00 PM	38	0	38	44	0	44	82	266	**184**
12:00 PM -- 1:00 PM	38	0	38	44	0	44	82	266	**184**
1:00 PM -- 2:00 PM	40	0	40	45	0	45	85	266	**181**
2:00 PM -- 3:00 PM	45	0	45	51	0	51	96	266	**170**
3:00 PM -- 4:00 PM	47	0	47	53	0	53	101	266	**165**
4:00 PM -- 5:00 PM	61	0	61	69	0	69	130	266	**136**
5:00 PM -- 6:00 PM	77	0	77	88	0	88	165	266	**101**
6:00 PM -- 7:00 PM	101	0	101	115	0	115	216	266	**50**
7:00 PM -- 8:00 PM	114	0	114	129	0	129	244	266	**22**
8:00 PM -- 9:00 PM	127	0	127	144	0	144	271	266	**(5)**
9:00 PM -- 10:00 PM	137	0	137	155	0	155	292	266	**(26)**
10:00 PM -- 11:00 PM	149	0	149	168	0	168	317	266	**(51)**
11:00 PM -- 12:00 AM	155	0	155	176	0	176	331	266	**(65)**

1. The Proposed Actions would provide 266 on-site parking spaces.
2. Overnight parking demand estimated based on a vehicle ownership rate of 53% for renter occupied units per U.S. Census Data.

Table 7: Modified Actions Project-Generated Hourly Parking Accumulation – Saturday

Time period			Projected Site 1-A Res	Retail	Total	Projected Site 1-B Res	Retail	Total	Total Demand	Supply [1]	Shortfall
Overnight [2]			155	0	155	176	0	176	331	266	(65)
12:00 AM	--	1:00 AM	155	0	155	176	0	176	331	266	(65)
1:00 AM	--	2:00 AM	155	0	155	176	0	176	331	266	(65)
2:00 AM	--	3:00 AM	155	0	155	176	0	176	331	266	(65)
3:00 AM	--	4:00 AM	155	0	155	176	0	176	331	266	(65)
4:00 AM	--	5:00 AM	155	0	155	176	0	176	331	266	(65)
5:00 AM	--	6:00 AM	155	0	155	176	0	176	331	266	(65)
6:00 AM	--	7:00 AM	155	0	155	176	0	176	331	266	(65)
7:00 AM	--	8:00 AM	128	0	128	146	0	146	274	266	(8)
8:00 AM	--	9:00 AM	73	0	73	83	0	83	156	266	110
9:00 AM	--	10:00 AM	36	0	36	41	0	41	77	266	189
10:00 AM	--	11:00 AM	15	0	15	17	0	17	32	266	234
11:00 AM	--	12:00 PM	9	0	9	11	0	11	20	266	246
12:00 PM	--	1:00 PM	11	0	11	12	0	12	23	266	243
1:00 PM	--	2:00 PM	11	0	11	12	0	12	23	266	243
2:00 PM	--	3:00 PM	24	0	24	27	0	27	50	266	216
3:00 PM	--	4:00 PM	24	0	24	27	0	27	51	266	215
4:00 PM	--	5:00 PM	27	0	27	31	0	31	58	266	208
5:00 PM	--	6:00 PM	72	0	72	82	0	82	154	266	112
6:00 PM	--	7:00 PM	96	0	96	109	0	109	206	266	60
7:00 PM	--	8:00 PM	115	0	115	130	0	130	245	266	21
8:00 PM	--	9:00 PM	127	0	127	144	0	144	272	266	(6)
9:00 PM	--	10:00 PM	137	0	137	156	0	156	293	266	(27)
10:00 PM	--	11:00 PM	149	0	149	169	0	169	318	266	(52)
11:00 PM	--	12:00 AM	155	0	155	176	0	176	331	266	(65)

1. The Proposed Actions would provide 266 on-site parking spaces.
2. Overnight parking demand estimated based on a vehicle ownership rate of 53% for renter occupied units per U.S. Census Data.

Table 8: With-Action Condition Off-Street Public Parking Utilization within ¼-mile

	Weekday				Saturday	
	AM	MD	PM	Overnight	MD	Overnight
2025 No-Action Public Parking Supply Total	2,558	2,558	2,558	2,558	2,558	2,558
2025 No-Action Public Parking Demand (Excluding AOR Project)	1,735	2,090	1,772	1,470	1,805	1,513
2025 No-Action Public Parking Utilization (Excluding AOR Project)	68%	82%	69%	57%	71%	59%
2025 No-Action Public Parking Supply	2,558	2,558	2,558	2,558	2,558	2,558
New Proposed Actions Public Parking Supply Total	0	0	0	0	0	0
2025 With-Action Public Parking Supply Total	2,558	2,558	2,558	2,558	2,558	2,558
2025 Proposed Actions Parking Demand	200	82	165	331	23	331
2025 Proposed Actions Parking Demand Accommodated by Public Parking	0	0	0	65	0	65
2025 With-Action Public Parking Demand Total	1,735	2,090	1,772	1,536	1,805	1,578
2025 With-Action Public Parking Utilization	68%	82%	69%	60%	71%	62%
2025 With-Action Available Spaces	**823**	**468**	**786**	**1,022**	**753**	**980**

With the parking demand generated by the Modified Project, the off-site public parking facilities would operate at 68, 82, 69, 60, 71, and 62 percent utilization, with 823, 468, 786, 1,022, 753, and 980 available parking spaces during the weekday morning, weekday midday, weekday evening, weekday overnight, Saturday midday and Saturday overnight time periods, respectively. Accordingly, like the Proposed Actions, the parking demand generated by the Modified Project would not result in a parking shortfall in the study area.

Vehicular and Pedestrian Safety

The FEIS presented crash data for the study area intersections. As shown in Table 5-27 of the FEIS, no intersections were identified as high-crash locations. Therefore, the Modified Actions would not adversely affect the vehicle and pedestrian safety conditions in the study area.

Transportation Conclusion

In terms of traffic operations, the incremental vehicle trips generated by the Modified Project would be lower as compared to the Proposed Actions during all four peak hours. In addition, the net incremental trips at the study area intersections would be lower with the Modified Project compared to the Proposed Actions. Therefore, as compared to the Proposed Actions analyzed in the FEIS, the Modified Project would not result in new significant adverse traffic impacts. The Modified Project would enable mitigation of significant adverse impacts at the intersection of Bay Street and Victory Boulevard during two peak hours where the FEIS found the Proposed Actions would result in an unmitigated significant adverse impact. Compared to the Proposed Actions, the Modified Project would require fewer changes to signal timing to mitigate the significant adverse impact at the intersection of Richmond Terrace and Jersey Street.

Transit and pedestrian trips generated by the Modified Project would be lower in comparison to the FEIS Program in all four peak hours. Accordingly, like the Proposed Actions, the Modified Project would not result in significant adverse transit or pedestrian impacts. In terms of vehicular and pedestrian safety, none of the study area's intersections are high-crash locations. Like the Proposed Actions, the Modified Project would not result in significant adverse safety impacts.

The projected parking demand from the Modified Project during the weekday morning, weekday midday, weekday evening, weekday overnight, Saturday midday and Saturday overnight periods would be partially accommodated by the public parking facilities within ¼-mile of the Project Site. Therefore, like the Proposed Actions, the Modified Project would not result in a parking shortfall in the study area.

Air Quality

Existing-On-Project Stationary Sources

The FEIS found that there would not be a significant adverse air quality impact from nearby existing emissions sources. No industrial emissions sources of concern were identified within 400 feet of the CPC-Approved Rezoning Area that warranted detailed air quality analysis. Similarly, the FEIS found that no large or major emissions sources within 1,000 feet of the development sites.

Like the Proposed Actions, the Modified Project would not be within 400 feet of an industrial emission source that warrants detailed air quality analysis, and would be beyond 1,000 feet of any large or major source. Accordingly, the Modified Project would not result in a significant adverse impact from existing stationary emissions sources.

Project-Generated Stationary Sources

The FEIS found that the Proposed Actions would not result in significant adverse air quality impacts with an E-Designation specifying the stack location and fuel type for heating, ventilation, and air conditioning (HVAC) and hot water systems. Specifically, the E-Designation associated with the Proposed Actions would require:

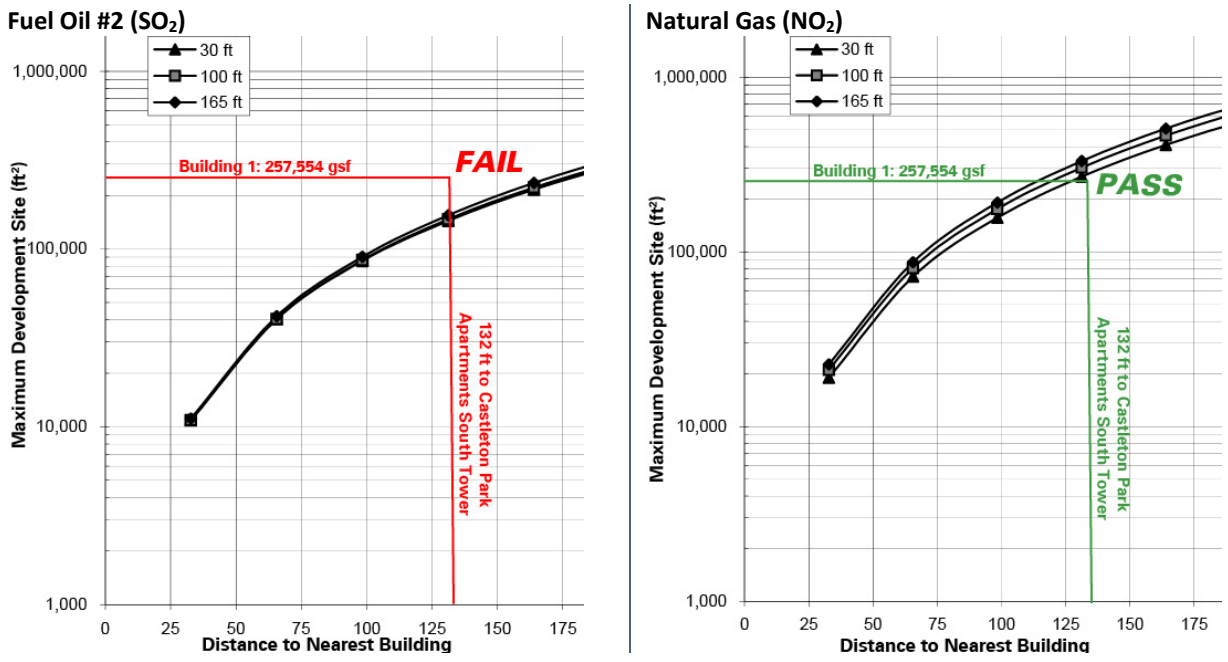
- The emissions stack from Building 1 to be located at the highest tier at least 301 feet above grade;
- Building 2 to use natural gas as a fuel source with the emissions stack located at the highest tier at least 273 feet above grade;
- Building 3 to use natural gas as a fuel source with the emissions stack located at the highest tier at least 160 feet above grade; and
- The emissions stack from Building 4 (on Projected Development Site 2) to be located at the highest tier at least 208 feet above grade.

The Modified Project would reconfigure building heights and have the potential to modify the air quality conditions from building-specific emissions and from the cumulative emissions from the three buildings that would result from the Modified Project. The Applicant intends to use electric-powered heating and cooling systems in the proposed buildings, which would significantly reduce the project-generated emissions of concern at Projected Development Site 1 relative to heating and cooling systems powered by fuel oil #2 or natural gas. However, to account for worst-case conditions, nomograph screenings were completed for the Modified Project.

Building 1

Because Building 1's emissions stack would be at 195 feet above grade and below the elevation of the sensitive receptors at the Castleton Park Apartments South Tower, an HVAC screening was warranted. Building 1 would contain 257,554 gsf of non-parking floor area (the parking area would not be served by the building's HVAC system). The bulkhead would be at least 127 feet from the nearest façade of the Castleton Park Apartments; because Building Code requires the emissions stack be at least 5 feet from the roof edge, the emissions stack on Building 1 will be at least 132 feet from the Castleton Park Apartments South Tower. The HVAC screenings for Building 1 are provided in Figure 3.

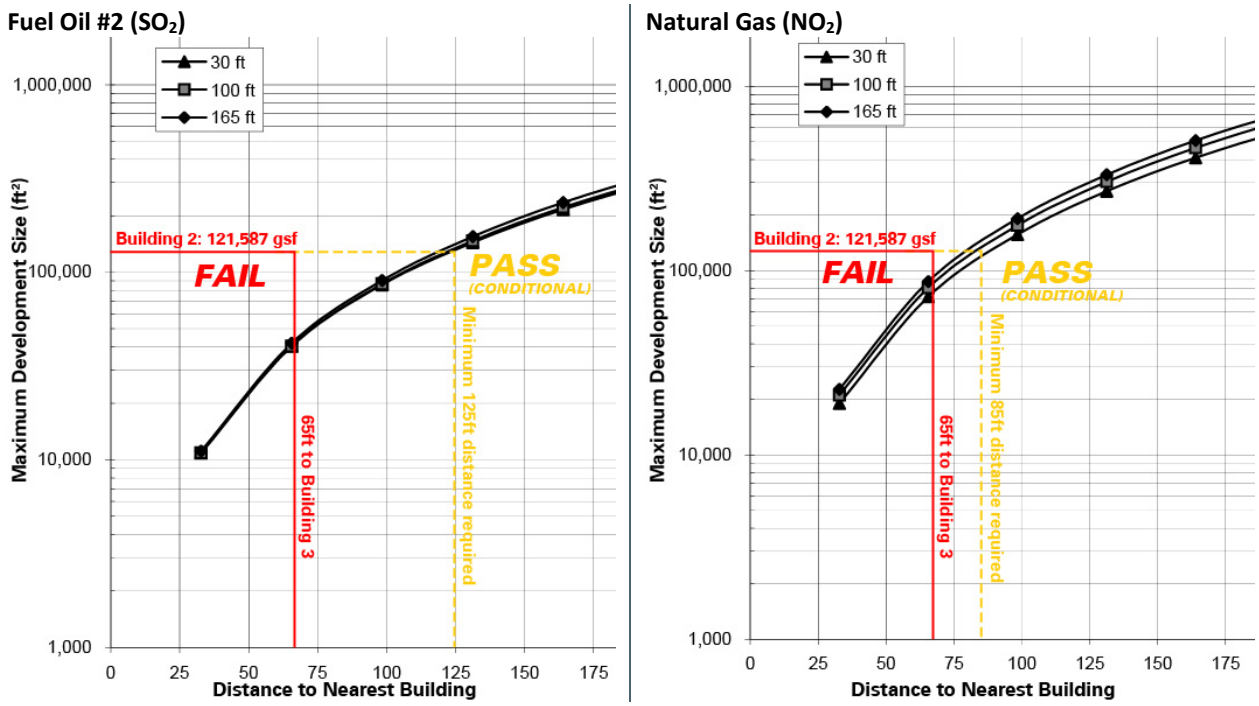
Figure 3: HVAC and Hot Water Emissions from Building 1



Building 2

Building 2 would have a bulkhead height of approximately 125 feet in the Modified Project, and an emissions release point of approximately 128 feet. The nearest receptor of similar or greater height to the building's bulkhead would be Building 3 at a minimum distance of 60 feet. When incorporating the 5-foot setback from the roof edge that is required by Building Code, Building 2's emissions stack would be at least 65 feet from Building 3. Building 2 would contain 121,587 gsf of floor area that would be served by the building's HVAC and hot water systems. Building 2's nomographs for both natural gas and fuel oil #2 are shown in Figure 4.

Figure 4: HVAC and Hot Water Emissions from Building 2



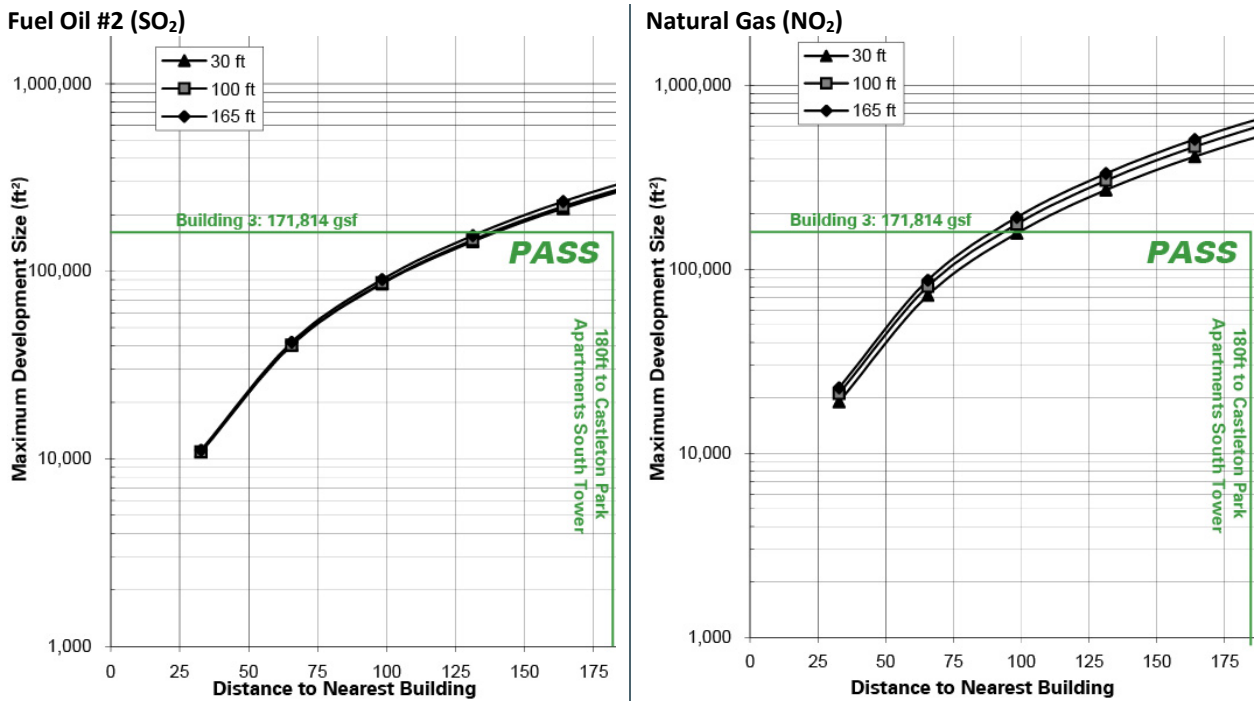
The nomograph shows that Building 2 would fail the screening with the use of fuel oil #2 if the emissions stack is located within 125 feet of a building of similar or greater height, or within 85 feet if natural gas is used. Because of the configuration of the proposed buildings and the location of Building 2's bulkhead, it may not be possible to site the emissions stack more than 125 feet from a receptor of similar or greater height. Portions of Building 2's bulkhead would be at least 85 feet from a receptor of similar or greater height and 5 feet from the bulkhead's edge. Accordingly, an E-Designation would be warranted specifying that the emissions stack on Building 2 be located at the highest tier at least 128 feet above grade and at least 85 feet from a receptor of similar or greater height.

Building 3

Building 3 would have a bulkhead height of approximately 152 feet in the Modified Project, and an emissions release point of approximately 155 feet. The nearest receptor of similar or greater height to the building's bulkhead would be the Castleton Park Apartments North Tower at a minimum distance of 180 feet, or 185 feet including the required 5-foot setback from the bulkhead's roof edge. Building 3 would contain 171,814 gsf of floor area that would be served by the building's HVAC and hot water systems. Building 3's nomographs for both natural gas and fuel oil #2 are shown in Figure 5.

The nomographs show that Building 3 would pass the screening with the use of either fuel oil #2 or natural gas if the emissions stack is located at the highest tier at least 155 feet above grade. Accordingly, and E-Designation would be warranted for Building 3 specifying that the emissions stack must be located at the highest tier.

Figure 5: HVAC and Hot Water Emissions from Building 3



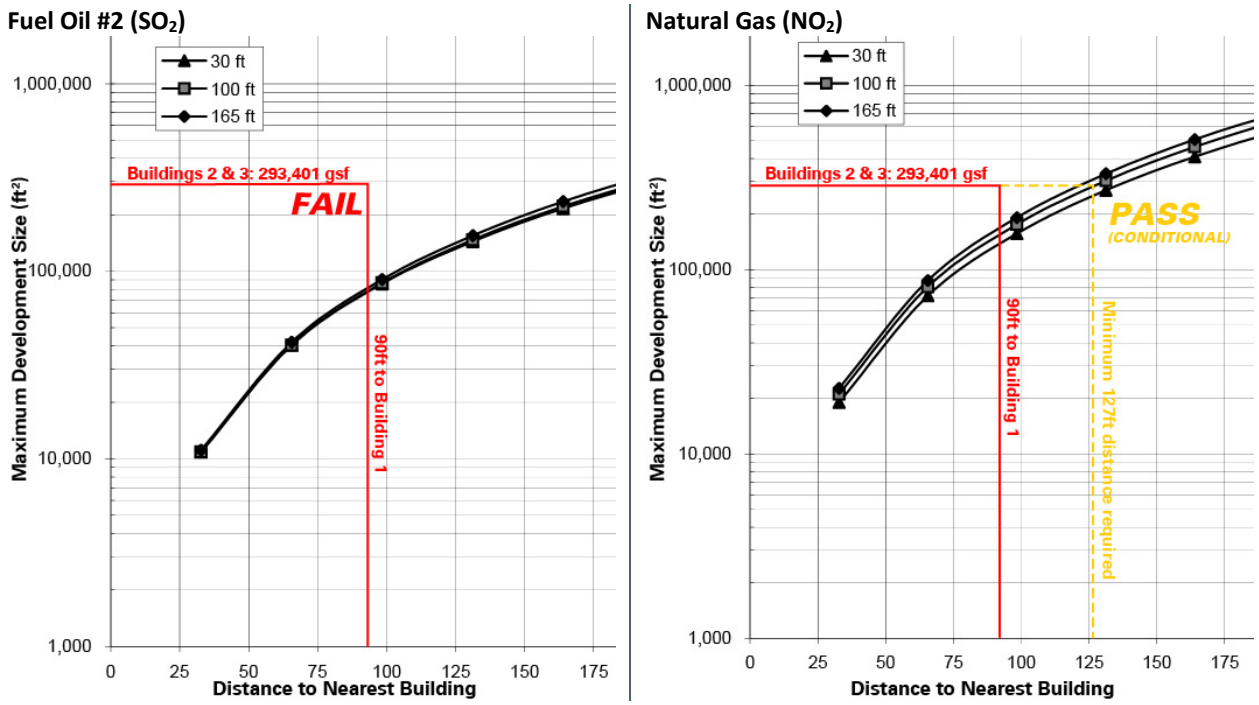
Cumulative Emissions

In the Modified Project, Buildings 2 and 3 would be of similar height and have the potential to result in cumulative emissions at nearby receptors of similar or greater height. Combined, Buildings 2 and 3 would contain 293,401 of floor area that would be served by the buildings' HVAC and hot water systems. The nearest receptor of similar or greater height to either Building 2 or 3 would be Building 1 at a minimum distance of 60 feet from Building 2; however, as currently contemplated, Building 2's bulkhead would be at least 90 feet from Building 1 at the emissions height. The nomograph showing the cumulative emissions from Buildings 2 and 3 on Building 1 are shown in Figure 6.

The nomograph of cumulative emissions from natural gas-powered systems in Buildings 2 and 3 show that the emissions stack on Building 2 must be sited at least 127 feet from Building 1 at the emissions height. Accordingly, an E-Designation is warranted for Building 2 specifying that the emissions stack be located at the highest tier and at least 127 feet from Building 1. Because Building 2 also warrants an E-Designation specifying the stack must be at the highest tier and at least 85 feet from Building 3, to account for cumulative emissions, an E-Designation is warranted specifying that:

- HVAC and hot water systems must use natural gas as a fuel source;
- the emissions stack on Building 2 must be located at the highest tier; and
- the emissions stack be located at least 85 feet from Building 3 and at least 127 feet from Building 1.

Figure 6: HVAC and Hot Water Cumulative Emissions from Buildings 2 and 3



E-Designation for Stationary Sources

To preclude the potential for project-on-project or project-on-existing air quality impacts from stationary sources, an E-Designation for air quality would be assigned to Projected Development Site 1 (Block 13, Lots 82, 92, and 100) for air quality with adoption of the Modified Actions. By placing this E-Designation, the potential for a significant adverse air quality impact from the Proposed Actions would be avoided. The requirements of E-Designation associated with the Modified Actions would be as follows:

Projected Development Site 1

Building 1 (Block 13, Lot 100): Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems and the hot water system (HVAC) stack is located at the highest tier and at least 195 feet above grade to avoid any potential significant adverse air quality impacts.

Building 2 (Block 13, Lot 92): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for the heating, ventilating and air conditioning systems and the hot water system (HVAC) and ensure that the HVAC stack is located at the highest tier and at least 128 feet above grade, and at least 127 feet from Building 1 and 85 feet from Building 3 to avoid any potential significant adverse air quality impacts.

Building 3 (Block 13, Lot 82): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for heating, ventilating and air conditioning systems and the hot water system (HVAC), and ensure that the HVAC stack is located at the highest tier and at least 155 feet above grade to avoid any potential significant adverse air quality impacts.

Mobile Sources

The FEIS found that the Proposed Actions would not result in significant adverse impacts from mobile source emissions.

The Modified Project would result in fewer project-generated trips than the Proposed Actions, and the volume of trips at most intersections would decrease relative to the Proposed Actions. The Modified Project may result in a nominal number of additional peak-hour vehicle trips at select intersections, however, the intersections where these nominal number of additional trips would occur would operate at acceptable levels and would not have the potential or result in new significant adverse air quality impacts from mobile sources. Accordingly, like the Proposed Actions, the Modified Project would not result in significant adverse air quality impacts from mobile source emissions.

Noise

The FEIS found that the Proposed Actions would not result in a significant adverse noise impact. The Project Area is proximate to the Richmond County Bank Ballpark, mechanical equipment on the roof of the Castleton Park Apartments parking garage, and other ambient noise sources in the area such as traffic along Richmond Terrace and Stuyvesant Place. The Proposed Actions are not projected to increase mobile source noise levels by more than 2.9 dBA. The proposed E-Designation would require the developer to coordinate with the NYC Mayor's Office of Environmental Remediation to incorporate the minimum noise attenuation that would be mapped upon adoption of the Proposed Actions. The design of and specification for building mechanical systems, such as HVAC, would meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Mechanical Code), ensuring that the equipment does not result in any significant increase in ambient noise levels.

Like the Proposed Actions, the Modified Project would be required to comply with the applicable noise regulations, including an E-Designation specifying attenuation at certain façades. Mechanical equipment would be sited wholly within the building footprint analyzed in the FEIS. The Modified Project would result in fewer passenger-car-equivalent (PCE) trips than the Proposed Actions, and therefore would result in fewer mobile source noise emissions. Because the FEIS found that the Proposed Actions would not result in a significant adverse noise impact, the Modified Project – with fewer PCEs and code-compliant mechanical equipment – would result in less noise and similarly would not result in a significant adverse noise impact.

Public Health

The FEIS concluded the Proposed Actions would not result in unmitigated significant adverse impacts in any of the technical areas related to public health (hazardous materials, water quality, air quality, and noise) and would not have the potential to result in significant adverse public health impacts.

The Modified Project similarly would not result in any new or different significant adverse impacts related to hazardous materials, water quality, air quality, or noise, as described in the relevant sections above. Therefore, like the Proposed Actions, the Modified Project would not result in a significant adverse public health impact.

Construction

The FEIS found that construction resulting the Proposed Actions on Projected Development Sites 1 and 2 would not have the potential to result in significant adverse impacts to open space, historic and cultural resources,

hazardous materials, or air quality, but would have the potential to result in significant adverse construction traffic and noise impacts.

The Modified Project would remove Projected Development Site 2 from the Rezoning Area, and this site would not be developed with the Modified Actions. The Modified Project would result in smaller buildings on Projected Development Site 1 compared to the Proposed Actions. While the smaller buildings of the Modified Project would be constructed in a timelier manner relative to the Proposed Actions, the construction activities in the "demolition, excavation, and foundation" stage would be similar to the Proposed Actions. Compared to the Proposed Actions, construction generated by the Modified Project during the "superstructure" and "envelope and façade" stages would be slightly reduced in duration and scale because the Modified Project would entail the development of smaller and shorter buildings. The "Interior Fit-Out" stage of Buildings 1 and 2 would be decreased in duration by approximately one month, and this stage would be expanded by approximately one month in Building 3, which would have 25,794 gsf of more floor area in the Modified Project than the Proposed Actions. Because the "demolition, excavation, and foundation," "superstructure," and "envelope and façade" stages would have the greatest potential to result in adverse effects, construction generated by the Modified Project would have slightly reduced construction-related effects on the surroundings than the Proposed Actions.

Traffic

The FEIS concluded that the peak construction traffic would occur in construction quarter 7, when approximately 462 workers would be arriving daily at Projected Development Site 1.

With the floor area reduction resulting from the Modified Project relative to the Proposed Actions, the peak construction traffic may be shifted to construction quarter 6. However, the Modified Project is anticipated to result in a similar number of construction-generated traffic trips during the peak AM and PM construction periods and during the surrounding network's peak hours. Accordingly, like the Proposed Actions, the Modified Project would result in significant adverse traffic impacts during construction. These impacts would not be greater than the impacts identified in the FEIS (and may be slightly reduced) because the Modified Project may result in a reduction of workers during the peak construction period and a reduction in overall construction activities.

Air Quality

The FEIS concluded that construction-generated air quality effects would not result in a significant adverse construction impact. Measures would be taken by the Applicant to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures, idling restrictions, and the use of ultra-low sulfur diesel (ULSD). In addition to the required laws and regulations, an emissions reduction program, including the use of best available tailpipe (BAT) reduction technologies and the use of newer equipment would be implemented.

In the Modified Project, the Applicant would commit to the same emissions reduction measures as the Proposed Actions. Projected Development Site 2 would also be removed from the Rezoning Area and would not be redeveloped with the Modified Actions. Compared to the Proposed Actions, the Modified Project would result in less floor area and less construction. Therefore, the Modified Project would result in fewer construction-generated air emissions of concern and would similarly not result in a significant adverse construction air quality impact.

Noise

The FEIS found that construction generated by the Proposed Actions would have the potential to exceed either the *CEQR Technical Manual* construction noise screening threshold for an extended period of time or the CEQR construction noise impact criteria at receptors surrounding the proposed construction work areas. The Applicant would commit to using auger drills in lieu of pile drivers, constructing a 15-foot-tall construction fence in certain locations, using ventilation fans that do not exceed an L_{max} noise level of 59-dBA at 50 feet, and using generators that have a capacity of less than 25 kilovolt amps (KVA). During worst-case conditions, construction from the Proposed Actions would result in increased maximum quarterly noise levels exceeding the 15-dBA threshold over 12 months at 11 locations and exceeding the 20-dBA threshold over three months at 9 locations in worst-case conditions. Project-generated construction would also exceed the CEQR screening threshold of 3-dBA over 24 months at up to 11 locations. Noise levels would be greatest during construction quarters 3, 4, and 5. The construction noise generated by the Proposed Actions is not projected to exceed 85 dBAs at any sensitive receptor.

In the Modified Project, the Applicant would commit to the same noise reduction and pathway measures as disclosed in the FEIS. The Modified Project would contain less floor area, would require less time to complete construction, and would not generate construction on Projected Development Site 2. The overall construction duration at Projected Development Site 1 would be slightly reduced by approximately one month during the "Interior Fit-out" stage of Buildings 1 and 2, and increased by approximately one month during Building 3's "Interior Fit-Out" stage. As disclosed in the FEIS, the "Interior Fit-Out" stage would have significantly reduced project-generated construction noise relative to other construction stages. Notwithstanding, the Modified Project would result in similar noise effects as the Proposed Actions because noise generated during the peak construction times would be similar to the Proposed Actions, with the peak construction noise likely occurring during construction quarters 3, 4, and 5. Similar to the Proposed Actions, the Modified Project has the potential to result in significant adverse construction noise impacts, although these construction noise impacts would occur at a reduced scale compared to the Proposed Actions.

E. CONCLUSION

This Technical Memorandum examined whether the Modified Project would result in any new or different significant adverse environmental impacts not already identified in the FEIS and concludes that no new or greater impacts would result with the Modified Project.

Like the Proposed Actions, the Modified Project would not result in significant adverse impacts in the CEQR areas of: land use, zoning, and public policy; socioeconomic conditions; 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; energy; air quality; greenhouse gas emissions and climate change; noise; public health; and neighborhood character.

The Modified Project would result in similar or reduced impacts in the areas of open space (indirect effects to active open space for residents), transportation (traffic), and construction (traffic and noise). Therefore, the same or similar mitigations and commitments discussed in the FEIS would be required for the Modified Project. Like the Proposed Actions, the Modified Project would also result in similar unmitigated significant adverse impacts in transportation (traffic) and construction (traffic and noise).

Overall, the Modified Project would not result in any new or greater significant adverse impacts that were not disclosed in the River North (formerly Liberty Towers) FEIS.



River North (Liberty Towers) Technical Memo
Modified Project Drawings
Prepared by FXCollaborative

LANGAN



RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART
OF LOT 8 (TENTATIVE LOT 95)
PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE, 180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS
OCTOBER 25, 2021

INDEX OF DRAWINGS

Z-000	COVER SHEET	**Z-300**	BUILDING ELEVATIONS
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Z-004	ZONING SITE PLAN		
		Z-500	PUBLIC OPEN SPACE PLAN
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Z-102	PARKING PLAN	**Z-502**	PLANTING AND GRADING PLAN
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		Z-510	ONSITE FITNESS DETAILS
		Z-511	ONSITE FITNESS SECTIONS

RIVER NORTH
STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART
OF LOT 8 (TENTATIVE LOT 95)
PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE,
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SPECIAL PERMIT DRAWING SET

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02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:
Z-000
COVER SHEET

Seal:

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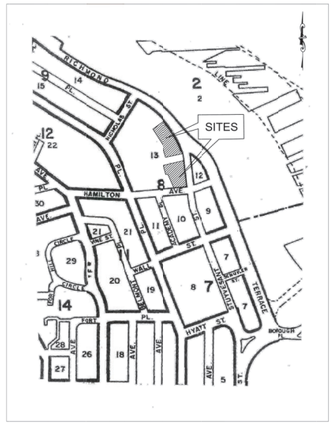
NOTE: PLACE HOLDER. NEW SURVEY INCLUDING PORTION OF LOT 13 AS PART OF ZONING LOT TO BE PROVIDED



VICINITY MAP, N.T.S.

FOR LOTS 75, 78, 79, 80, 81, 82 & 92,
HILLSIDE PRESERVATION DISTRICT SLOPE CALCULATIONS

LENGTH OF x CONTOUR INTERVAL / AREA = % SLOPE

AREA 'A': 324 x 2 / 8,370 = 6.8 %
AREA 'B': 884 x 2 / 8,333 = 56.8 %
AREA 'C': 84 x 2 / 1,060 = 17.2 %
AREA 'D': 1,394 x 2 / 4,802 = 58.0 %
AREA 'E': 79 x 2 / 2,240 = 7.8 %
AREA 'F': 828 x 2 / 6,358 = 14.0 %
AREA 'G': 3,843 x 2 / 12,511 = 61.4 %
AREA 'H': 87 x 2 / 1,260 = 13.8 %
AREA 'I': 1,330 x 2 / 26,580 = 10.0 %

AREA NOT EXCEEDING 20% SLOPE (AREAS 'A', 'E', 'F', AND 'H'): 1,330 x 2 / 26,580 = 10.0 %

THE AVERAGE PERCENT OF SLOPE FOR THE PORTION OF THE LOT UNDER 20% SHOWN HEREON IS IN THE CATEGORY OF UNDER 10%. SEE SECTION 119-01 OF THE SPECIAL HILLSIDE PRESERVATION DISTRICT REGULATIONS FOR THE FORMULA USED TO DETERMINE THIS PERCENTAGE.

FOR LOTS 100, 102 & 104,
HILLSIDE PRESERVATION DISTRICT SLOPE CALCULATIONS

LENGTH OF x CONTOUR INTERVAL / AREA = % SLOPE

AREA 'A': 88 x 2 / 1,288 = 13.7 %
AREA 'B': 56 x 2 / 1,420 = 7.9 %
AREA 'C': 2,811 x 2 / 11,137 = 50.5 %
AREA 'D': 185 x 2 / 2,750 = 13.5 %
AREA 'E': 739 x 2 / 9,438 = 15.6 %
AREA 'F': 729 x 2 / 8,770 = 9.8 %
AREA 'G': 1,531 x 2 / 6,098 = 50.2 %
AREA 'J': 67 x 2 / 852 = 15.7 %

AREA NOT EXCEEDING 20% SLOPE (AREAS 'A', 'B', 'D', 'E', 'F' AND 'J'): 1,467 x 2 / 22,536 = 13.0 %

THE AVERAGE PERCENT OF SLOPE FOR THE PORTION OF THE LOT UNDER 20% SHOWN HEREON IS IN THE CATEGORY OF 10 % TO 14.9%. SEE SECTION 119-01 OF THE SPECIAL HILLSIDE PRESERVATION DISTRICT REGULATIONS FOR THE FORMULA USED TO DETERMINE THIS PERCENTAGE.

STUYVESANT PL. / HAMILTON AVE. — RECORD LINE, MEASURED LINE, 0.4' — DETAIL N.T.S.

NOTE:
ELEVATIONS REFER TO NAVD 88 DATUM.

NOTES:

1.) UNAUTHORIZED ALTERATION OR AJDITION TO A SURVEY BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.

2.) ALL SUBSURFACE INFORMATION IS KNOWN HEREON IS TAKEN F ROM VARIOUS MAPS AND UTILITY COMPANIES. AND IS NO" GUARANTEED FOR ACCURACY OR COMPLETENESS BY THE SURVEYOR.

3.) SURVEYOR'S CONTRACTUAL LIABILITY SHALL RUN ONLY TO THOSE PARTIES TO WHOM THIS SURVEY IS CERTIFIEC.

4.) ONLY COPIES FROM 'THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S EMBOSSES SEAL SHALL BE CONSIDERED VALID TRJE COPIES.

5.) THIS IS TO CERTIFY 'HAT THERE ARE NO STREAMS OR NATURAL WATERCOURSES ACRCSS THE PROPERTY' AS SHOWN ON THIS SURVEY.

IT IS A VIOLATION OF THE STATE EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.

LEGEND

LEGAL GRADE [51.4]
EXISTING ELEVATION (56.4)
BUILDING
WALLS
FENCE
SEWER
WATER
THEORETICAL CURB LINE
CATCHBASIN
FIRE HYDRANT
PARTY WALL / INDEPENDENT

VALVE
TREE TYPE & TRUNK DIAMETER
CURB & CURB CUT
EASEMENT LINE & DIMENSION 40.00
LOT LINE & DIMENSION 40.00
RECORD STREET LINE & DIMENSION 200.00
WIDENING LINE & DIMENSION 100.00
ZONING DISTRICT DIVISION LINE

MANHOLES

MISCELLANEOUS: TRAFFIC SIGN; PARKING METER; COAL CHUTE; GAS VENT PIPE; FIRE CALL BOX; TRAFFIC CONTROL BOX; MAILBOX; TEL. PAY PHONE; ELECTRIC BOX; OIL FILL; MONUMENT; STANDPIPE OR SIAMESE; ROUND DRAIN; SQUARE DRAIN; SIGN; DIRECTION OF TRAFFIC

GUY WIRE; WOOD UTILITY POLE; WOOD UTILITY POLE W/ FIRE CALL BOX; WOOD UTILITY POLE W/ PEDESTRIAN SIGNAL; WOOD UTILITY POLE W/ TRAFFIC SIGNAL; TRAFFIC SIGNAL W/ PEDESTRIAN SIGNAL; WOOD UTILITY POLE W/ STREET LIGHT; WOOD UTILITY POLE W/ STREET LIGHT & PEDESTRIAN SIGNAL; WOOD UTILITY POLE W/ STREET LIGHT & TRAFFIC SIGNAL; STREET LIGHT & PEDESTRIAN SIGNAL; STREET LIGHT & TRAFFIC SIGNAL ON WOOD UTILITY POLE

STREET LIGHT & TRAFFIC SIGNAL W/ PEDESTRIAN SIGNAL; STREET LIGHT ON WOOD UTILITY POLE; STREET LIGHT (METAL LIGHT); STREET LIGHT W/ PEDESTRIAN SIGNAL; STREET LIGHT W/ TRAFFIC SIGNAL; STREET LIGHT & TRAFFIC SIGNAL W/ PEDESTRIAN SIGNAL; TRAFFIC SIGNAL; PEDESTRIAN SIGNAL; TRAFFIC SIGNAL W/ PEDESTRIAN SIGNAL

SEWER; ELECTRIC; S.T.EAM; SIMPLEX (NO ID); FROM RECORD MAP; WATER; GAS; N.Y.P.D.; TELEPHONE; BECO or CTIS; CABLE TV RCN

SCALE: 1" = 20'	TAX MAP INFORMATION: SEC. 1 VOL.
SURVEY # 41818	BLOCK 13 LOTS 75,78,79,80,81,82,92,101,103 & 104
F.B. #	FILED MNP INFORMATION
REV. DESCRIPTION F.B.	
06-25-19: DEPICT TAX LOTS	FINAL ELEVATIONS SHOWN THUS: ( )
	EXISTING ELEVATIONSSHOWN THUS: ( )
	BOROUGH DATUM ELEVATIONS SHOWN THUS: ( )
	ELEVATONS REFER TO NAVD 88 DATUM.
	COORDINATES AND BEARINGS ARE IN A SYSTEM ESTABLISHED BY THE USC & GS FOR THE BOROUGH OF RICHMOND

BOROUGH OF STATEN ISLAND
CITY OF NEW YORK
SURVEYED SEPTEMBER 13, 2018
WOHL & O'MARA, L.L.P.
CIVIL ENGINEERS AND LAND SURVEYORS
544 VANDERBILT AVENUE
S.I., N.Y. 10304 718-448-7456
FOUNDATION LOCATED:
FINAL LOCATION:
THIS SURVEY IS CERTIFIED TO

"Only copies from the original of this survey marked with an original of the land surveyor's embossed seal shall be considered valid true copies."

(ED; CRD#/09--13--18/WO PCS

RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE,
180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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01	SPECIAL PERMIT FILING	04/01/2021

DRAWN: 04-10-19

DRAWING TITLE:
Z-001
SITE SURVEY

Seal:

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	BLDG 1				BLDG 2				BLDG 3				TOTAL			
	GSF	ZSF	DEV. UNITS	ENCLOSED PARKING	GSF	ZSF	DEV. UNITS		GSF	ZSF	DEV. UNITS	ENCLOSED PARKING	GSF	ZSF	DEV. UNITS	ENCLOSED PARKING
RETAIL	251	222,076	293	-	119,683	103,419	295		164,282	154,434	204	-	525,226	479,929	792	-
PARKING	1897	9,115	-	-	1,904	1,714			7,522	7,071	-	-	19,123	17,899	-	-
TOTAL	851	-	-	100	-	-			25,912	-	-	166	54,783	-	-	266
	799	231,191			121,587	105,132			197,726	181,505			599,112	497,829		

NOTE: *eliminary and are subject to change. GSF includes below grade area. Parking is anticipated to be attended with stackers but is subject to change.*

3 AREA TOTALS SUMMARY

1. Zoning Map Amendments
   - Zoning map amendment to rezone an area bounded by Nicholas Street, Richmond Terrace, Stuyvesant Place, Hamilton Avenue and a line running parallel to Richmond Terrace and Stuyvesant Place at a depth of 185 feet from an R6/ C2-2 (HS) zoning district to an R7-3/C2-4 (SG) zoning district.
   - Zoning map amendment to rezone the block bounded by Richmond Terrace, Stuyvesant Place and Hamilton Avenue from an R6/C2-2 zoning district to an R6/C2-4 (SG) zoning district.
2. Zoning Text Amendments
   - 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;
   - 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
   - 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 permit a waiver to the Maximum Base Height (ZR 128-33) and the Maximum Building Height (ZR 128-34);
   - To permit an encroachment into the required rear yard (ZR Section 23-47); and
   - To permit a waiver to planting requirements (ZR Section 128-42) to allow the proposed publicly accessible open space with landscaping and paving to be located between the street wall of the building and the street line.

2 PROPOSED ZONING ACTIONS

SITE DATA

Borough	Staten Island
Zoning Lot	Block 11 Lots 82, 92, 100 & portion of lot 8
Addresses	24 Stuyvesant Place 170 Richmond Terrace 178 Richmond Terrace
Zoning Lot Area:	97,009.32
Street Widening	1,659.68
Total Lot Area	98,669.00
Community District	Staten Island Community District 1
Zoning District	R7-3 / C2-4 / SG / MIH
Zoning Map	21c

ITEM	ZR	PERMITTED / REQUIRED	PROPOSED	COMPLIANCE	COMPLIANCE NOTES
Uses	*22-00* *32-00*	Permitted uses in R7-3 Districts: Use Groups 1-4 Permitted uses in C2-4 Districts: Use Groups 1-9 & 14	Use Group 2 - Residential Use Group 6A - Retail	Yes	
Floor Area	*128-21* *33-123* *24-11* *128-21*	FAR / PERMITTED ZFA Maximum Res MIH FAR 6.00 — 98,669 x 6.00 = 592,014.80 Maximum Com FAR 2.00 — 98,669 x 2.00 = 197,338.80 Maximum CF FAR 6.00 — 98,669 x 6.00 = 592,014.80 Maximum FAR 6.00 — 592,014.80	FAR / ZFA Proposed Residential Floor Area: 4.86 — 479,929 Proposed Retail (UG 6A) Floor Area: 0.18 — 17,899 Proposed CF - - Total Proposed Floor Area:** 5.05 — 497,829	Yes Yes Yes	**Proposed floor area is illustrative and is subject to change.
Density Regulations	*23-22*	Density factor for determining maximum number of development units 680 Maximum number of development units 870 (592,014 / 680 = 870)	Proposed number of illustrative development units 625 *Maximum number of units pursuant to ES is 750*	Yes	
Lot Coverage Regulations	*128-22* *128-22*	Maximum residential corner lot coverage: 100% Maximum residential interior lot coverage: 70%	Proposed residential Corner lot coverage: 33.4% (3,483.84 / 10,187.27) x 100 = 33.5% Proposed residential interior lot coverage: 48.1% (42,389.73 / 88,481.73) x 100 = 48.1%	Yes Yes	
Yard Regulations	*23-45* *23-462 / 33-25* *23-47* *33-26* *23-471 / 33-26;*	No front yards required No Side Yards are required but if provided minimum is 8' Minimum required residential rear yard is 30' for interior lots Minimum required commercial rear yard is 20' for interior lots Beyond 100' of a street line a side lot line shall be considered a rear yard line and a 30' residential rear yard and or 20' commercial rear yard shall be provided where such rear yard line coincides with a rear yard line on an adjacent lot.	No Front yards provided No side yard's provided 30' residential rear yard provided along all rear lot lines 30' commercial rear yard provided along all rear lot lines Rear yard waiver required for building 1.	Yes Yes Yes Yes No*	*Special Permit to waive rear yard requirement pursuant to 128-62
Height & Setback Regulations	*128-30* *128-32* *128-33* *128-34* *128-34* *128-33* *128-33*	All buildings shall comply with Quality Housing height & setback regulations pursuant to 23-664(c) All heights shall be measure from the base plane Street wall location regulations do not apply to developments in R7-3 within the Special Saint George District Maximum Base Height :75' Maximum Building Height :85' Maximum number of stories :8 Stories Required Narrow Street Setback :5' Required Wide Street Setback :0'	See base plane calculations Street wall varries Building 1 Hamilton Ave (Narrow Street): Proposed Base Height 75'; Proposed Building Height 166.53'; Proposed Number of Stories 16; Proposed Narrow Street Setback Varies Min 44.28'* Stuyvesant Place (Narrow Street): 75'; 166.53'; 16; Varies Min 5.75'* Building 2 Richmond Terrace (Wide Street): Proposed Base Height 75'; Proposed Building Height 104.1'; Proposed Number of Stories 11; Proposed Wide Street Setback Varies Min 5.13' Building 3 Richmond Terrace (Wide Street): Proposed Base Height 75'; Proposed Building Height 132.1'; Proposed Number of Stories 13; Proposed Wide Street Setback Varies Min 6'*	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes No*	*Special Permit to waive height, setback & maximum number of stories requirements pursuant to 128-62 *Special Permit to waive height, setback & maximum number of stories requirements pursuant to 128-62 *Special Permit to waive setback requirements pursuant to 128-62
Rooftop Regulations	*128-31*	Provisions of 33-42 apply to all bldgs within The Special St George District Obstructions must be setback 10' from streetwall but need not be setback more than 25' from the street line Elevator, stair and mechanical bulkheads limited to 20% lot coverage of the building	Lot Coverage / Streetwall Setback Building 1 Bulkhead 20% — 31.75' Min Building 2 Bulkhead Lot Coverage 22% — 38.75' Min Building 3 Bulkhead Lot Coverage 20% — 16.5' Min	Yes No* Yes	*Special Permit to waive maximum bulkhead lot coverage regulations pursuant to 128-62
Distance Between Buildings	*23-711*	Minimum Distance Between Buildings Wall to wall :0' Window to wall 50' Window to Window 60'	Proposed Minimum Distance Between Buildings Distance between Bldg 1 & Bldg 2 50 min window to wall Distance between Bldg 2 & 3 40 min wall to wall	Yes Yes	
Parking & Loading Regulations	*128-51(b) / 25-13* *25-251* *36-21* *128-52* *128-54* *128-54*	Required Market Rate Residential Parking Spaces 219 50% of development units (438 Market Rate Units x 50% = 219 Parking Spaces) Required Affordable Residential Parking Spaces 28 15% of development units which are below 80% AMI (188 Affordable Units x 15% = 28 Parking Spaces) Required parking for retail (UG 6A) 18 Includes retailing area in the cellar per 12-00 definition of floor area 1 space per every 1,000 SF of UG 6A (17,899 SF / 1,200 = 17.89 Total number of required parking Spaces 265 Floor area of buildings shall not include parking in any story that complies with 128-54 All above grade parking must comply with the screening requirements 37-911 and shall be located within a facility that complies with 37-35. Required number of residential bicycle spaces 313 50% of development units (625 Development Units x 50% = 312.5 Bicycle Spaces) Required number of bicycle spaces for retail (UG 6A) 2 1 space per 10,000 SF (17,899 SF / 10,000 SF = 1.79) Total number of bicycle spaces 315 Required Loading for UG 6A Retail None required for less than 25,000 SF	Proposed Market Rate Residential Parking Spaces 219 Proposed Parking Spaces for Affordable Residential DU 28 Proposed Parking for Retail (UG 6A) 19 Total number of proposed parking spaces 266 All above grade parking shall be in compliance with 128-54 Ground floor parking will be limited to entrances and exits of the parking facility and parking above grade shall be screened in accordance with the Parking Wrap Proposed residential bicycle spaces 313 Proposed retail bicycle spaces 2 Total number of proposed bicycle spaces 315 No loading Provided. Proposed retail (UG 6A) less than 25,000 SF.	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	
Mandatory Improvements	*26-41* *128-12* *128-41* *128-42*	1 Street tree per 25' of street frontage Hamilton Avenue Frontage is 132.66': 132.66 / 25 = 5 Stuyvesant Place Frontage is 305': 305 / 25 = 13 Street Trees Richmond Terrace Frontage is 400': 400 / 25 = 16 Street Trees Ground commercial or community facility uses must comply with 37-34 Transparency Requirements Transparent materials shall occupy at least 50 percent of the surface area of such *ground floor level street wall* between a height of 2' and 12', or the height of the ground floor ceiling, whichever is higher, as measured from the adjoining sidewalk. Transparent materials provided to satisfy such 50 percent requirement shall not begin higher than 30" The combined width of the sidewalk within the street and the sidewalk widening within the property must equal 12', minimum. Area of zoning lot between the street line and street wall shall be planted at ground level except planting not required in front of building and or garage entrances	All trees will be planted adjacent to zoning lot or at alternate site(s) selected by the NYC Department of Parks and Recreation Ground floor retail use facades will provide 50% transparency between 30" above adjoining sidewalk to height of ceiling Hamilton Ave 12' Min. Stuyvesant Street 12' Min. Richmond Terrace 12' Min. Planting area between street wall and and street line of portions of Buildings 1, 2 & 3 not provided in accordance with 128-42 to permit new public open space. See waiver plan.	Yes Yes Yes No*	*Special Permit to waive planting area mandatory improvements pursuant to 128-62 to permit new public open space between street line and street wall of building 1.

1 ZONING CALCULATIONS

RIVER NORTH
STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE,
180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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02	SPECIAL PERMIT FILING - CPC REVISIONS	09/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-002
ZONING ANALYSIS

Seal:

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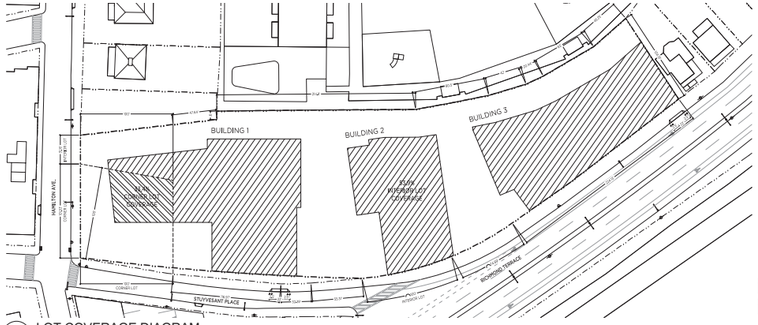
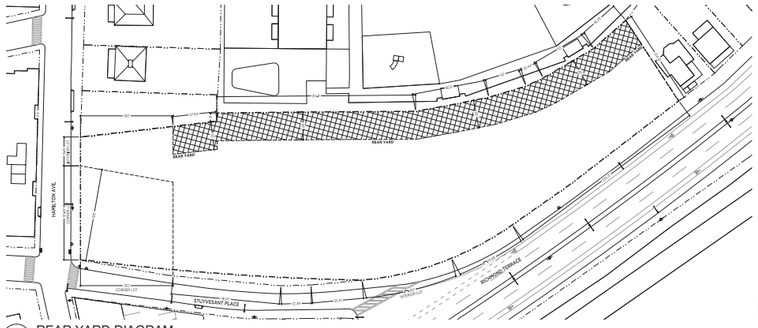


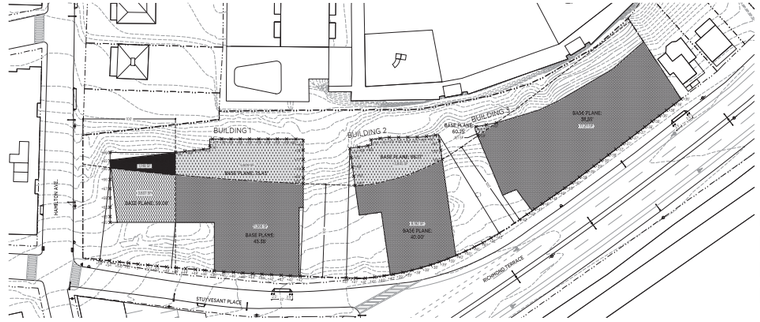
TAX LOT LINE
PROPERTY LINE
INTERIOR LOT COVERAGE
CORNER LOT COVERAGE

3 LOT COVERAGE DIAGRAM
1/60" = 1'-0"



TAX LOT LINE
PROPERTY LINE
REQUIRED REAR YARD

2 REAR YARD DIAGRAM
1/60" = 1'-0"



TAX LOT LINE
PROPERTY LINE
HAMILTON AVE INTERIOR LOT
STUYVESANT/RICHMOND INTERIOR LOT
STUYVESANT/RICHMOND CORNER LOT
BEYOND 100' OF STREET LINE

			Avg. Base Plane	Lot Coverage		Weighted Base Plane
BUILDING 1						
HAMILTON AVE STREET LINE (CORNER LOT)	66'+66'+67'+68'+67'+65'+65' / 7	=	66.29			
STUYVESANT STREET LINE (CORNER LOT)	55'+54'+53'+52'+52'+51'+51'+50'+49' / 8	=	51.88			
AVERAGE	66.50 + 52.67 / 2	=	59.08	3,637	17%	9.87
HAMILTON AVE STREET LINE (INTERIOR LOT)	66'+65'+66' / 3	=	65.67	1,148	5%	3.46
STUYVESANT STREET LINE (INTERIOR LOT)	49'+48'+48'+48'+48'+48'+46'+46'+44'+ 44'+42'+42'+42'+42' / 14	=	45.36	11,366	52%	23.69
BEYOND 100' FROM STREET LINE	67'+69'+71'+72'+74'+77'+78'+78'+78'+ 79'+79'+79'+79'+79'+80'+81'+78'+77'+ 74'+69'+66' / 21	=	75.43	5,609	26%	19.44
		TOTAL		21,760	100%	56.47

			Avg. Base Plane	Lot Coverage		Weighted Base Plane
BUILDING 2 RICHMOND (BLDG 2) STREET LINE	41'+41'+41'+41'+40'+40'+39'+39'+38'+ 38'+38'+39'+39'+40'+40'+41'+41'+42'+ 42' / 19	=	40.00	8,192	68%	27.22
BEYOND 100' FROM STREET LINE	60'+63'+68'+72'+74'+69'+68'+70'+70'+ 70'+70'+70'+67'+65'+62'+61'+58'+54' / 18	=	66.17	3,845	32%	21.14
		TOTAL		12,037	100%	48.36

			Avg. Base Plane	Lot Coverage		Weighted Base Plane
BUILDING 3 RICHMOND (BLDG 3) STREET LINE	42'+42'+41'+41'+41'+40'+40'+40'+39'+ 39'+39'+38'+38'+37'+37'+37'+37'+36'+ 36'+35'+36'+35' / 22	=	38.55	8,192	99%	37.98
BEYOND 100' FROM STREET LINE	59'+60'+61'+61' / 4	=	60.25	121	1%	0.88
		TOTAL		8,313	100%	38.86

1 BASE PLANE CALCULATIONS
1/60" = 1'-0"

RIVER NORTH

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DRAWING TITLE:

Z-003
ZONING ANALYSIS

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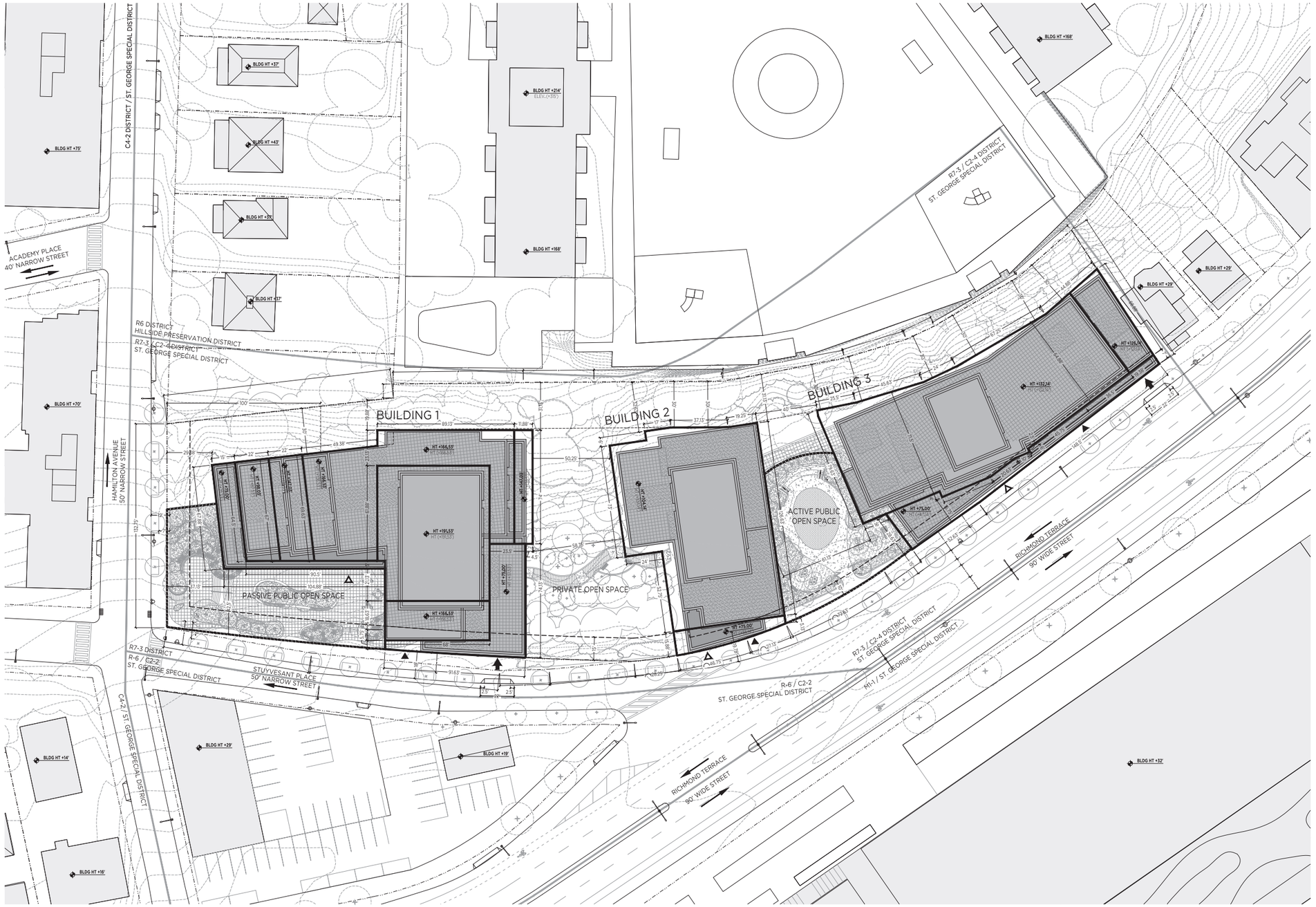

1 COMBINED SITE PLAN
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- RETAIL ACCESS POINT
- PARKING ACCESS POINT — BUILDING ENTRANCE POINTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
- ROAD DIRECTION
- R7-3 DISTRICT — ZONING DISTRICT
- HT +100.00' (+182.00') — ZONING ENVELOPE / ILLUSTRATIVE BUILDING HEIGHT
- ZONING LOT LINE
- TAX LOT LINE
- ZONING DISTRICT BOUNDARY
- ZONING SETBACK LINE
- REAR YARD LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- PUBLIC OPEN SPACE BOUNDARY
- TRAFFIC LIGHT
- STOP SIGN
- FIRE HYDRANT
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- STREET LAMP
- STREET LAMP
- EXISTING STREET TREE
- PROPOSED STREET TREE
- ILLUSTRATIVE SITE/ CONTEXT TREE
- ILLUSTRATIVE PLAZA TREE
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT

GENERAL NOTES

1. ELEVATIONS REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) WHICH IS 1.095 FEET ABOVE NATIONAL GEODETIC SURVEY DATUM AT SANDY HOOK, NJ.
2. BUILDINGS SHOWN WITHIN ZONING ENVELOPES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
3. ROOFTOP TERRACES & LANDSCAPE ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
4. THE ZONING ENVELOPE REPRESENTS THE MAXIMUM DEVELOPMENT BULK, EXCLUDING PERMITTED OBSTRUCTIONS, EXCEPT WHERE OBSTRUCTIONS WAIVER IS ALSO REQUESTED.
5. ADDITIONAL ENTRANCES FOR GROUND FLOOR RETAIL, COMMUNITY FACILITIES AND SECONDARY ENTRY AND EGRESS PERMITTED.
6. ALL EXISTING CONTEXT BUILDINGS FOOTPRINT AND HEIGHT PER NYC PLUTO DATABASE.
7. APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY, AND MAY NOT BE EXACT. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INEXACT INFORMATION ON SURROUNDING PROPERTIES.
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9. LOCATION OF INTERIOR PARTITIONS AND USES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
10. PROPOSED BUILDINGS WILL COMPLY WITH ZR 23-711 MINIMUM DISTANCE BETWEEN BUILDINGS.

RIVER NORTH

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SPECIAL PERMIT DRAWING SET

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DRAWING TITLE:

Z-004
ZONING SITE PLAN

Seal:

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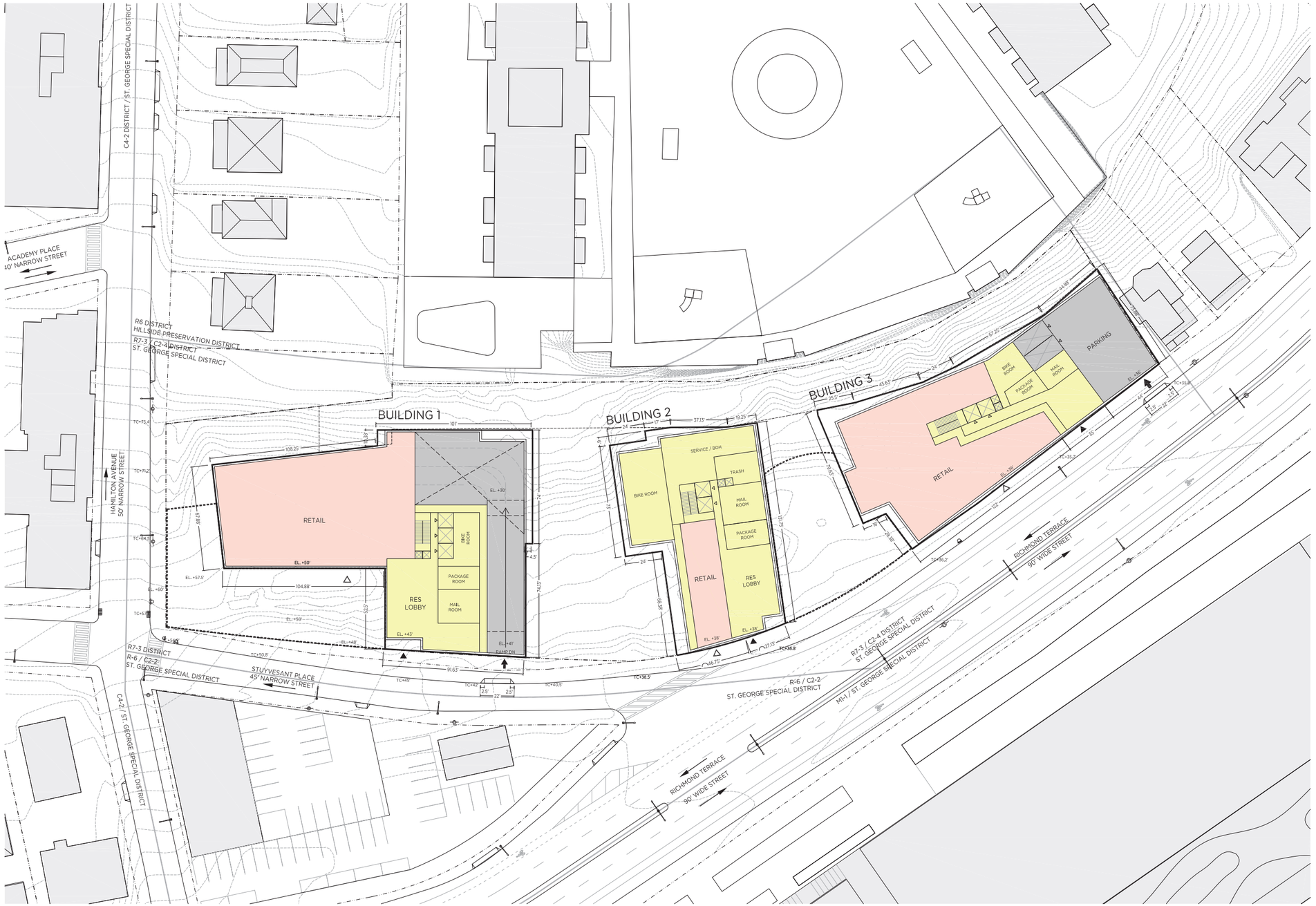

1 GROUND FLOOR PLAN
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'
1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- RETAIL ACCESS POINT
- PARKING ACCESS POINT — BUILDING ENTRANCE POINTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
- ROAD DIRECTION
- R7-3 DISTRICT — ZONING DISTRICT
- ZONING LOT LINE
- TAX LOT LINE
- ZONING DISTRICT BOUNDARY
- ZONING SETBACK LINE
- REAR YARD LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- PUBLIC OPEN SPACE BOUNDARY
- TRAFFIC LIGHT
- STOP SIGN
- FIRE HYDRANT
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- STREET LAMP
- STREET LAMP
- EXISTING STREET TREE
- PROPOSED STREET TREE
- ILLUSTRATIVE SITE/ CONTEXT TREET
- ILLUSTRATIVE PLAZA TREE
- EXISTING BUILDING FOOTPRINT
- RESIDENTIAL
- RETAIL
- PARKING

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DRAWING TITLE:

Z-101
GROUND FLOOR PLAN

Seal:

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2 PARKING PLAN - GROUND FLOOR
1/25" = 1'-0"

1 PARKING PLAN - CELLAR
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'
1/25" = 1'-0"
GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- RETAIL ACCESS POINT
- PARKING ACCESS POINT
  BUILDING ENTRANCE POINTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
- ROAD DIRECTION
- R7-3 DISTRICT ZONING DISTRICT
- ZONING LOT LINE
- TAX LOT LINE
- ZONING DISTRICT BOUNDARY
- ZONING SETBACK LINE
- REAR YARD LINE
- ILLUSTRATIVE BUILDING LINE
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- PROPOSED STREET TREE
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- ILLUSTRATIVE PLAZA TREE
- EXISTING BUILDING FOOTPRINT
- RESIDENTIAL
- RETAIL
- PARKING

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DRAWING TITLE:
Z-102
PARKING PLAN

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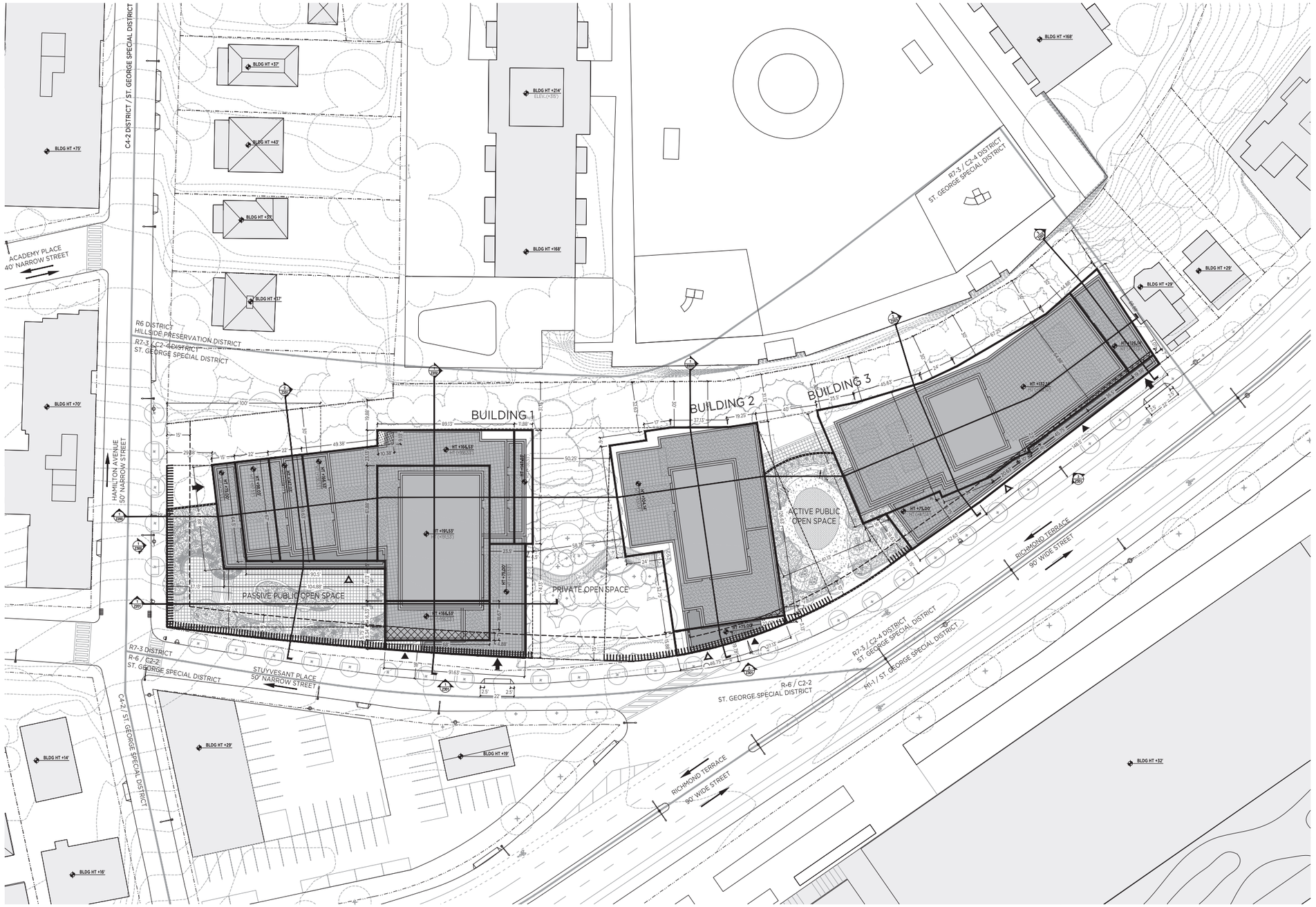

1 COMBINED SITE PLAN
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

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- RETAIL ACCESS POINT
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- ILLUSTRATIVE PLAZA TREE
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- REAR YARD WAIVER
- BUILDING HEIGHT & SETBACK WAIVER
- PLANTING AREAS BETWEEN STREET LINE & STREET WALL TO BE WAIVED*

* THE PLANTING AREAS TO BE WAIVED WILL BE OCCUPIED BY, BUT NOT LIMITED TO, FENCES, RETAINING WALLS, PAVED AREAS, SEATING LIGHTING AND ANY ELEMENTS TYPICALLY FOUND IN PLAZAS AS DEFINED IN ZR 37-70

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DRAWING TITLE:

Z-110
WAIVER PLAN

Seal:

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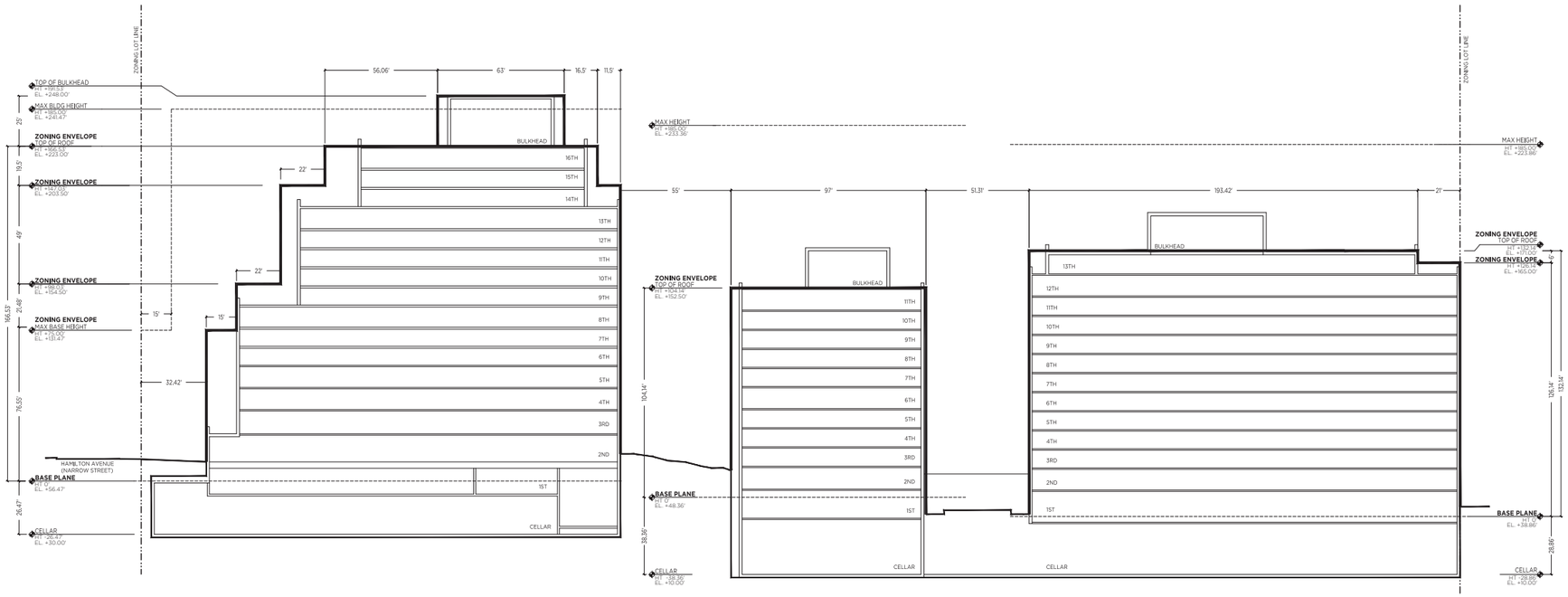

1 SECTION A
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

TRUE ELEVATION MEASURED FROM NAVD 88

- ZONING LOT LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- MINIMUM STREET WALL HEIGHT
- SETBACK LINE

- ZONING ENVELOPE (HT +85.00') — DEVELOPMENT ENVELOPE HEIGHT
- 3RD FLOOR (HT +48.00') — ILLUSTRATIVE BUILDING HEIGHT
- BUILDING HEIGHT & SETBACK WAIVER
- PLANTING AREAS BETWEEN STREET LINE & STREET WALL TO BE WAIVED*

* THE PLANTING AREAS TO BE WAIVED WILL BE OCCUPIED BY, BUT NOT LIMITED TO, FENCES, RETAINING WALLS, PAVED AREAS, SEATING LIGHTING AND ANY ELEMENTS TYPICALLY FOUND IN PLAZAS AS DEFINED IN ZR 37-70

GENERAL NOTES

1. ELEVATIONS REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) WHICH IS 1.095 FEET ABOVE NATIONAL GEODETIC SURVEY DATUM AT SANDY HOOK, N.J.
2. BUILDINGS SHOWN WITHIN ZONING ENVELOPES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
3. THE ZONING ENVELOPE REPRESENTS THE MAXIMUM DEVELOPMENT BULK, EXCLUDING PERMITTED OBSTRUCTIONS, EXCEPT WHERE OBSTRUCTIONS WAIVER IS ALSO REQUESTED.
4. THE NUMBER OF STORIES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
5. LOCATION OF INTERIOR PARTITIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.

RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE, 180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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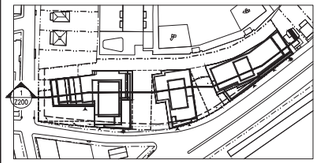
KEY PLAN



NO.	REVISIONS | SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS	10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-200
WAIVER SECTIONS

Seal:

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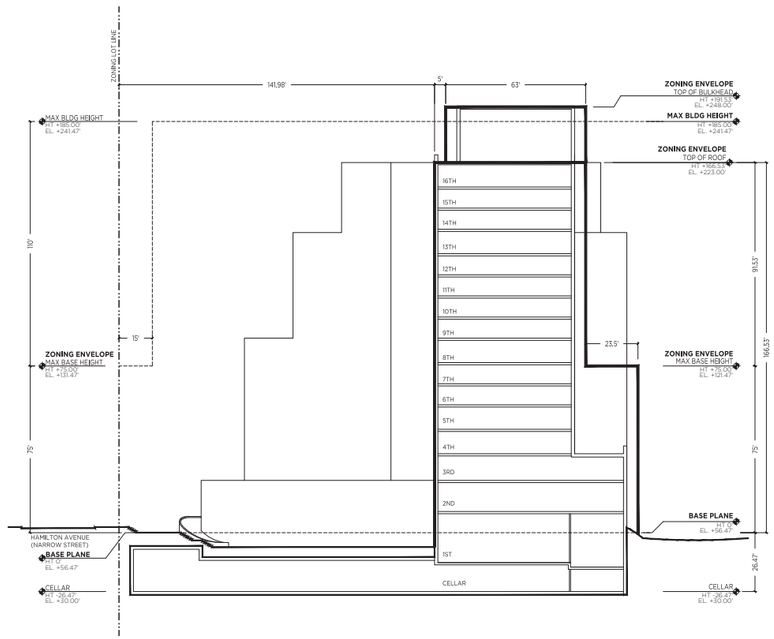
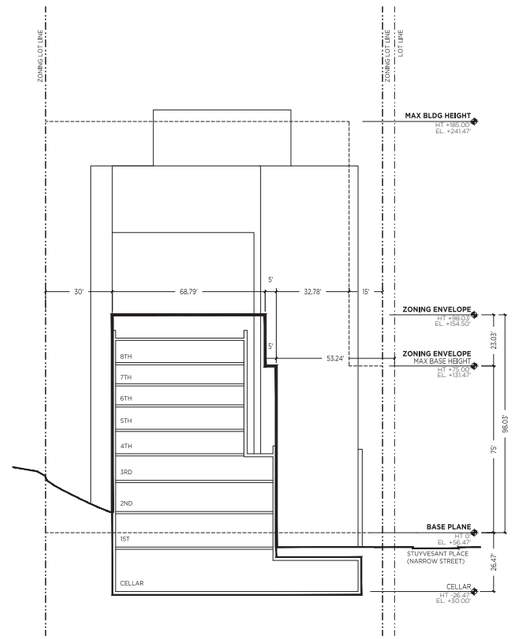


1 BUILDING 1 SECTION B
1/25" = 1'-0"



2 BUILDING 1 SECTION C
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

TRUE ELEVATION MEASURED FROM NAVD 88

- ZONING LOT LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- R7-3 PERMITTED HEIGHT & SETBACK LINE
- ZONING ENVELOPE (HT +85.00') DEVELOPMENT ENVELOPE HEIGHT
- 3RD FLOOR (HT +48.00') ILLUSTRATIVE BUILDING HEIGHT
- BUILDING HEIGHT & SETBACK WAIVER
- PLANTING AREAS BETWEEN STREET LINE & STREET WALL TO BE WAIVED*
  - * THE PLANTING AREAS TO BE WAIVED WILL BE OCCUPIED BY, BUT NOT LIMITED TO, FENCES, RETAINING WALLS, PAVED AREAS, SEATING LIGHTING AND ANY ELEMENTS TYPICALLY FOUND IN PLAZAS AS DEFINED IN ZR 37-70

GENERAL NOTES

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RIVER NORTH

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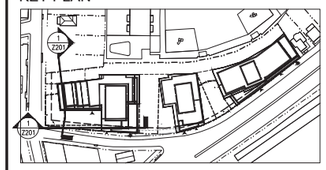
KEY PLAN



NO.	REVISIONS | SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS	10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-201
WAIVER SECTIONS

Seal:

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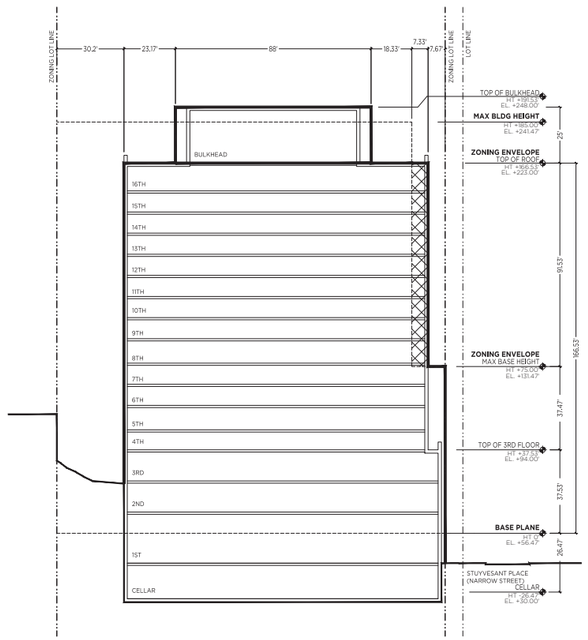

2 BUILDING 1 SECTION D
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

TRUE ELEVATION MEASURED FROM NAVD 88

- ZONING LOT LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- R7-3 PERMITTED HEIGHT & SETBACK LINE
- ZONING ENVELOPE (HT +85.00') DEVELOPMENT ENVELOPE HEIGHT
- 3RD FLOOR (HT +48.00') ILLUSTRATIVE BUILDING HEIGHT
- BUILDING HEIGHT & SETBACK WAIVER

GENERAL NOTES

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RIVER NORTH

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180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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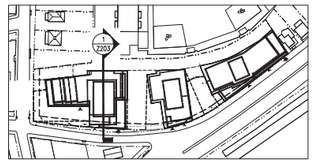
KEY PLAN



NO.	REVISIONS | SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS	10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-202
WAIVER SECTIONS

Seal:

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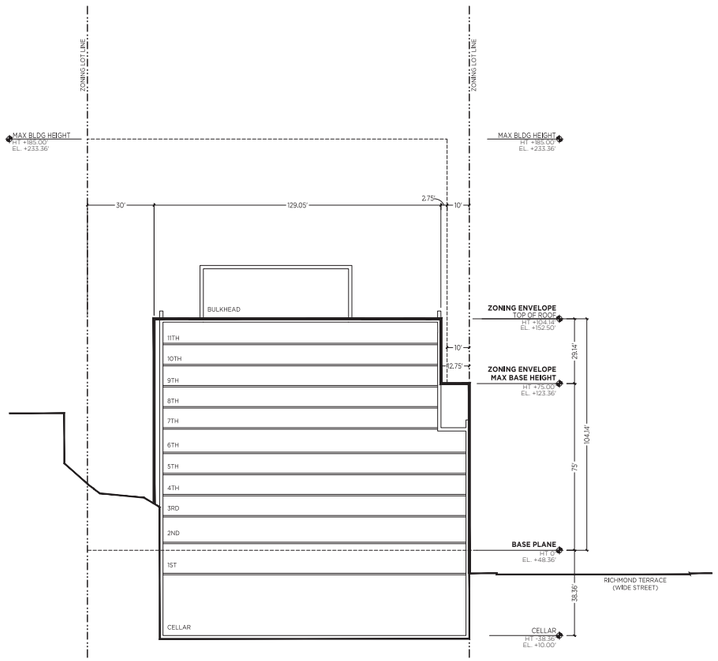
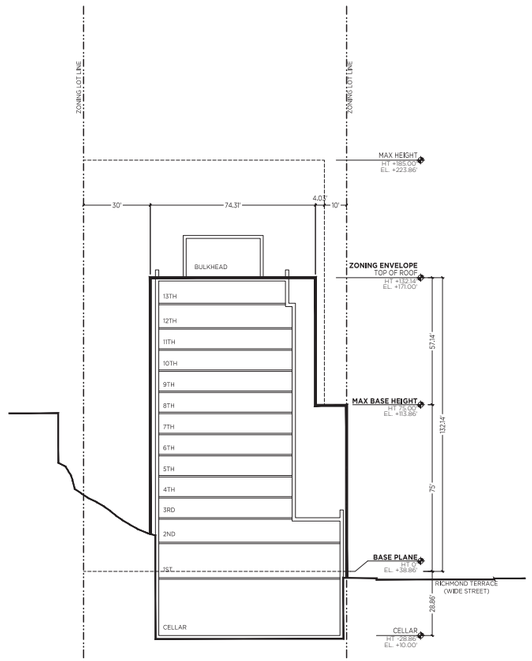
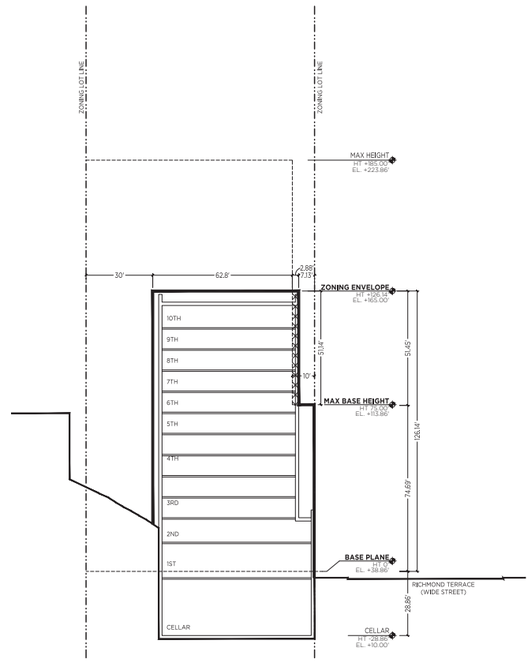


1 BUILDING 2 SECTION E
1/25" = 1'-0"



2 BUILDING 3 SECTION F
1/25" = 1'-0"



3 BUILDING 3 SECTION G
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

TRUE ELEVATION MEASURED FROM NAVD 88

- ZONING LOT LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- R7-3 PERMITTED HEIGHT & SETBACK LINE

ZONING ENVELOPE (HT +85.00') — DEVELOPMENT ENVELOPE HEIGHT

3RD FLOOR (HT +48.00') — ILLUSTRATIVE BUILDING HEIGHT

BUILDING HEIGHT & SETBACK WAIVER

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STATEN ISLAND, NY

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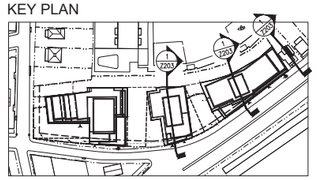
KEY PLAN



NO.	REVISIONS	SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS		10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS		08/27/2021
01	SPECIAL PERMIT FILING		04/01/2021

DRAWING TITLE:

Z-203
WAIVER SECTIONS

Seal:

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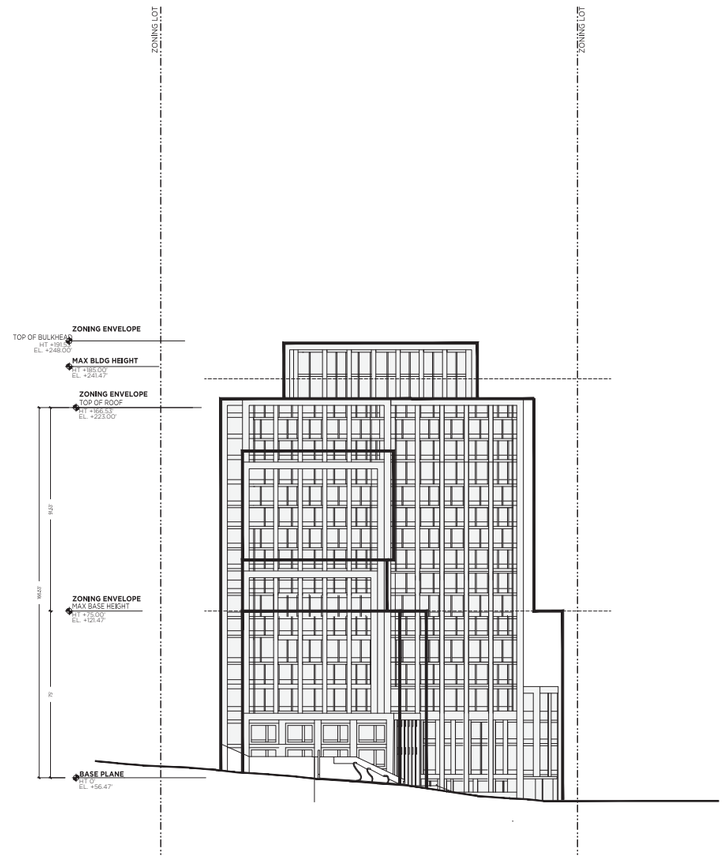

1 HAMILTON AVE. (SOUTH) ELEVATION
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- ILLUSTRATIVE BUILDING LINE
- PROPOSED MAXIMUM BUILDING ENVELOPE
- R7-3 PERMITTED HEIGHT & SETBACK LINE
- ZONING ENVELOPE (HT +85.00') — DEVELOPMENT ENVELOPE HEIGHT
- 3RD FLOOR (HT +48.00') — ILLUSTRATIVE BUILDING HEIGHT
- ILLUSTRATIVE BUILDING

GENERAL NOTES

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RIVER NORTH

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180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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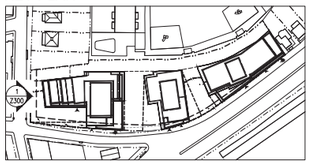
KEY PLAN



NO.	REVISIONS | SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS	10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-300
BUILDING ELEVATIONS

Seal:

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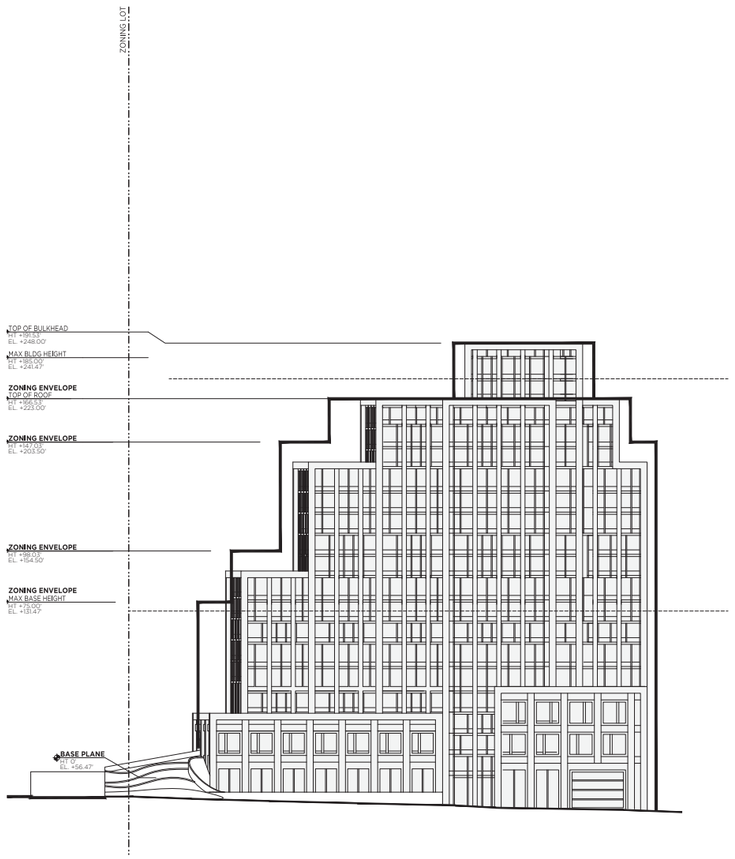
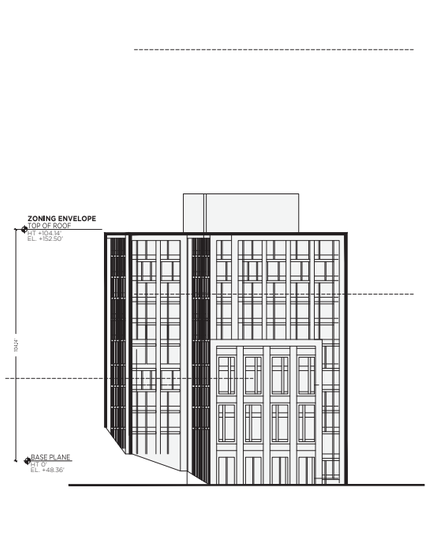
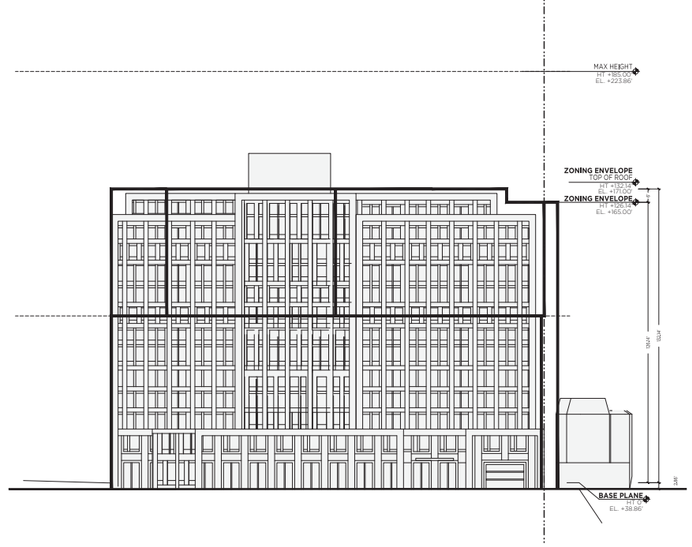


1 BUILDING 1 STUYVEASANT PLACE (EAST) ELEVATION
1/25" = 1'-0"



2 BUILDING 2 RICHMOND TERRACE (EAST) ELEVATION
1/25" = 1'-0"



3 BUILDING 3 RICHMOND TERRACE (NORTH) ELEVATION
1/25" = 1'-0"

LEGEND

0 12.5' 25' 50'

1/25" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

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- ILLUSTRATIVE BUILDING LINE
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- 3RD FLOOR (HT +48.00') — ILLUSTRATIVE BUILDING HEIGHT
- ILLUSTRATIVE BUILDING

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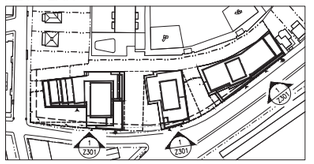
KEY PLAN



NO.	REVISIONS | SUBMISSIONS	DATE
03	SPECIAL PERMIT FILING - CITY COUNCIL REVISIONS	10/25/2021
02	SPECIAL PERMIT FILING - CPC REVISIONS	08/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-301
BUILDING ELEVATIONS

Seal:

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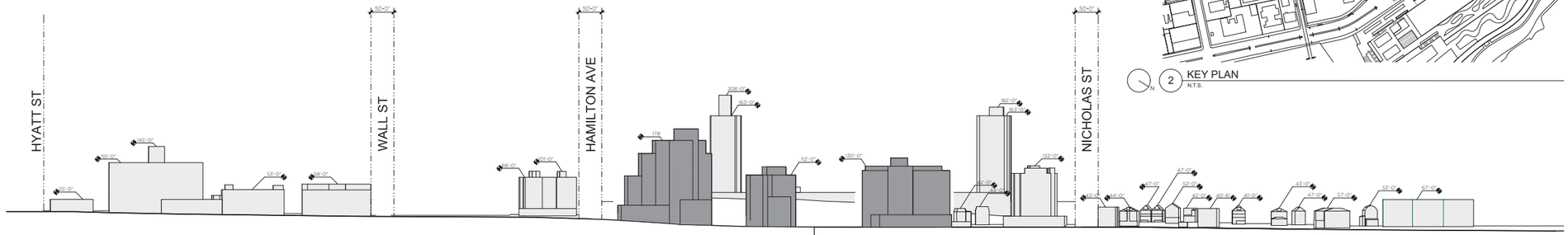
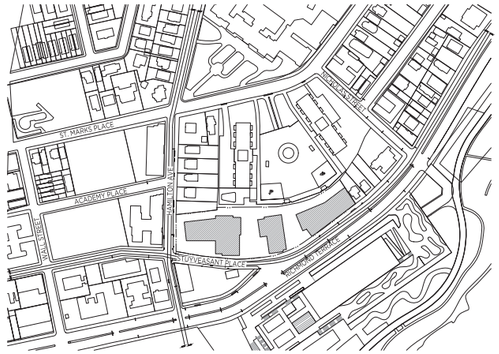
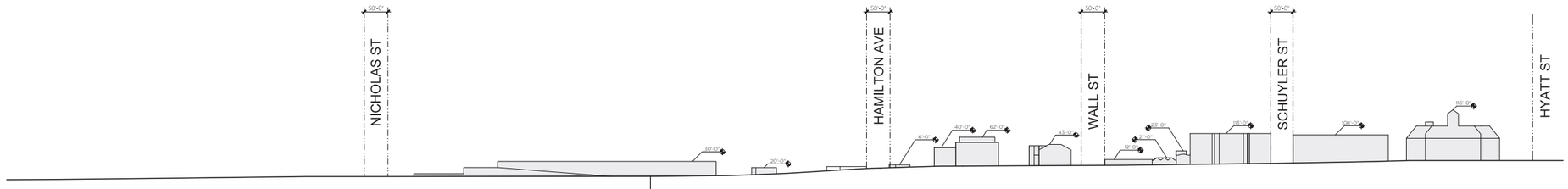
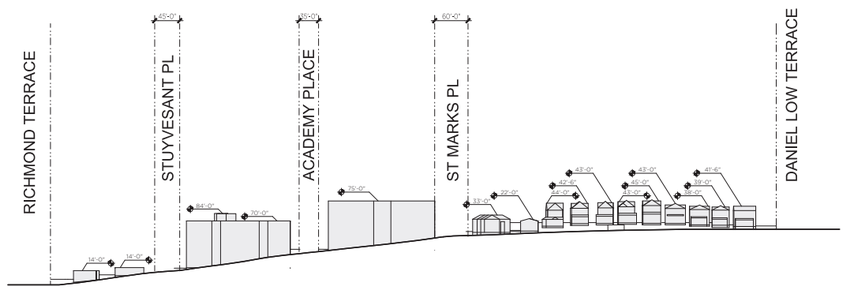
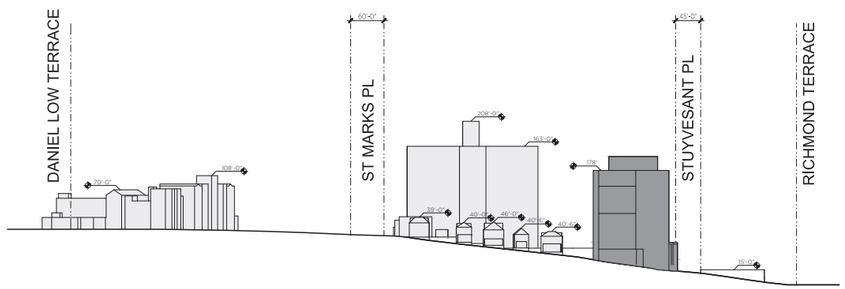




2 KEY PLAN
N.T.S.







1 NEIGHBORHOOD CHARACTER DIAGRAMS
1/100" = 1'-0"

LEGEND

0 50' 100' 200'

1/100" = 1'–0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- STREET LINE
- ILLUSTRATIVE BUILDING LINE
- EXISTING BUILDING
- PROPOSED BUILDING
- ZONING ENVELOPE (HT +85.00') — DEVELOPMENT ENVELOPE HEIGHT
- 3RD FLOOR (HT +48.00') — ILLUSTRATIVE BUILDING HEIGHT

GENERAL NOTES

1. PROJECT HEIGHTS ARE MEASURED FROM GROUND FLOOR LEVEL TO ROOF.
2. CONTEXT BUILDING HEIGHTS TAKEN FROM ZOLA AND GOOGLE EARTH.
3. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY.
4. APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY, AND MAY NOT BE EXACT. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INEXACT INFORMATION ON SURROUNDING PROPERTIES.

RIVER NORTH

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180 RICHMOND TERRACE
STATEN ISLAND, NY

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DRAWING TITLE:

Z-400
NEIGHBORHOOD CHARACTER DIAGRAMS

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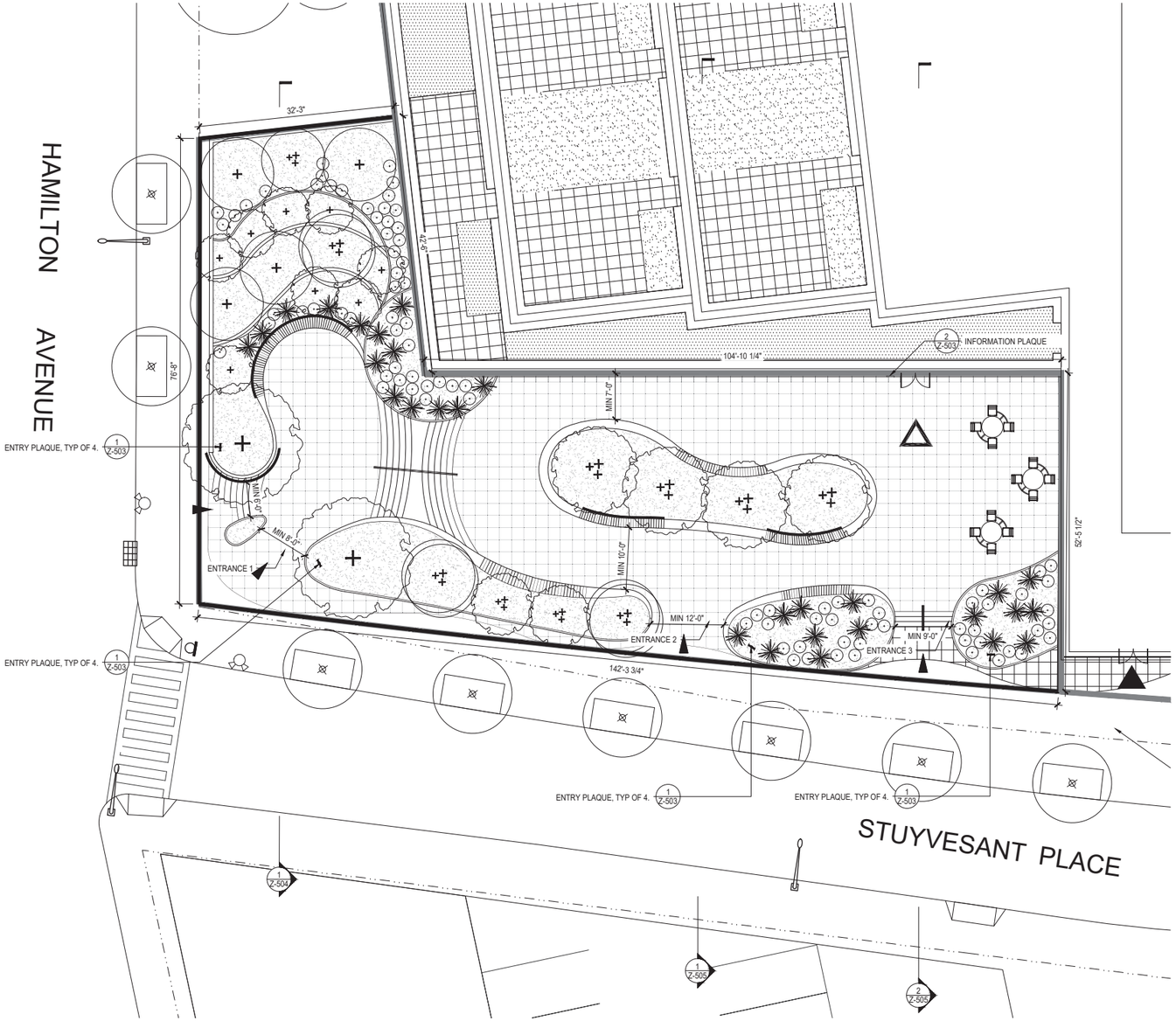
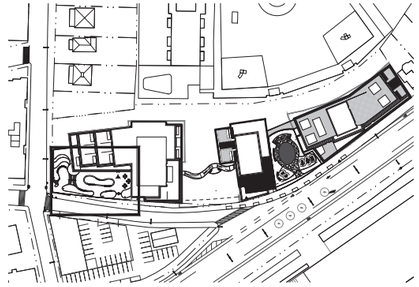


1 PUBLIC OPEN SPACE PLAN

1/8" = 1'-0"



2 KEY PLAN

1"=100'

TOTAL AREA OF PUBLIC SPACE	7900 SF
ENTRANCE WIDTHS	ENTRANCE 1: MIN 14'-0" ENTRANCE 2: MIN 12'-0" ENTRANCE 3: MIN 9'-0"
SIGNAGE: FOUR (4) ENTRANCE PLAQUES: ONE (1) LOCATED ON HAMILTON AVENUE AND THREE (3) LOCATED ON STUYVESANT PLACE ONE (1) INFORMATION PLAQUE LOCATED ON THE BUILDING	

LEGEND

0 2' 4' 8'

1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- RETAIL ACCESS POINT
- BUILDING ENTRANCE POINTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
- PLAZA ENTRANCE
- EXISTING CATCH BASIN
- PROPOSED STREET TREE
- ZONING LOT LINE
- TAX LOT LINE
- PUBLIC ACCESSIBLE OPEN SPACE
- ZONING SETBACK LINE
- ILLUSTRATIVE BUILDING LINE
- STREET LAMP
- STREET LAMP
- STOP SIGN
- FIRE HYDRANT
- PRIVATE OUTDOOR OPEN SPACE
- AMENITY OUTDOOR OPEN SPACE
- BACKLESS BENCH
- BENCH WITH BACK
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- PLAZA INFORMATION PLAQUE
- PLAZA ENTRY PLAQUE
- TABLE AND CHAIRS
- MAJOR TREE
- MINOR TREE
- SHRUB
- GROUND COVER / PERENNIALS

GENERAL NOTES

1. ELEVATIONS REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) WHICH IS 1.095 FEET ABOVE NATIONAL GEODETIC SURVEY DATUM AT SANDY HOOK, NJ.
2. BUILDINGS SHOWN WITHIN ZONING ENVELOPES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
3. ROOFTOP TERRACES & LANDSCAPE ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
4. THE ZONING ENVELOPE REPRESENTS THE MAXIMUM DEVELOPMENT BULK, EXCLUDING PERMITTED OBSTRUCTIONS, EXCEPT WHERE OBSTRUCTIONS WAIVER IS ALSO REQUESTED.
5. ADDITIONAL ENTRANCES FOR GROUND FLOOR RETAIL, COMMUNITY FACILITIES AND SECONDARY ENTRY AND EGRESS PERMITTED.
6. APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY, AND MAY NOT BE EXACT. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INEXACT INFORMATION ON SURROUNDING PROPERTIES.
7. ALL EXISTING CONTEXT BUILDINGS FOOTPRINT AND HEIGHT PER NYC PLUTO DATABASE.
8. PLANTING LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
9. THE OPEN SPACE DESIGN SHALL SUBSTANTIALLY COMPLY WITH THE PARAMETERS SHOWN IN TABLE ON SHEET Z-501.

RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE, 180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-500

PUBLIC OPEN SPACE PLAN

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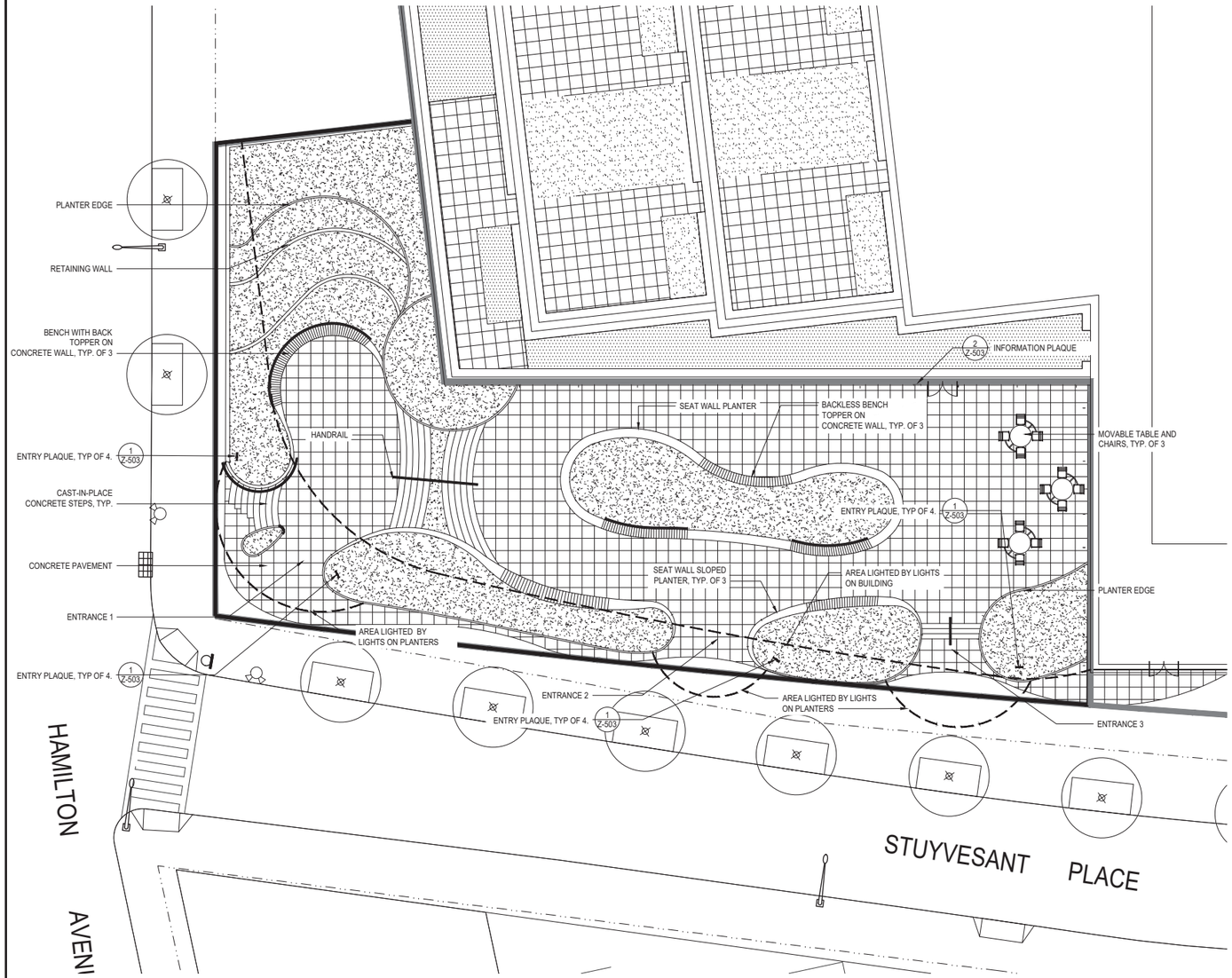
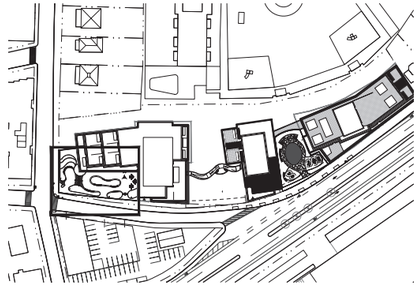


1 MATERIAL PLAN SEATING AND LIGHTING

1/8" = 1'-0"



2 KEY PLAN

1"=100'

TOTAL AREA OF PUBLIC SPACE	7900 SF
ENTRANCE WIDTHS	ENTRANCE 1: MIN 14'-0" ENTRANCE 2: MIN 12'-0" ENTRANCE 3: MIN 9'-0"
SIGNAGE: FOUR (4) ENTRANCE PLAQUES: ONE (1) LOCATED ON HAMILTON AVENUE AND THREE (3) LOCATED ON STUYVESANT PLACE ONE (1) INFORMATION PLAQUE LOCATED ON THE BUILDING	
MINIMUM AMOUNT OF SEATING AND BREAKDOWN	LF WITH BACK: 52' LF BACK-LESS: 44' LF MOVEABLE SEATING: 18' (3 TABLES WITH 4 SEATS EA.) LF TOTAL: 114'
SEATING: 1. THE DEPTH OF SEATING IS 18-20 INCHES, THE HEIGHT ABOVE THE PAVEMENT OF SEATING IS 16-18 INCHES. 2. FOR BACKLESS SEATING ON PLANTER LEDGE , THE DEPTH OF LEDGE IS AT LEAST 22 INCHES. 3. AT LEAST 50 PERCENT OF THE LINER FEET OF FIXED SEATING HAVE BACKS AT LEAST 14 INCHES HIGH. 4. ALL SEATS BACK ARE RECLINED FROM VERTICAL BETWEEN 10 TO 15 DEGREES.	
LIGHTING: 1. LOCATIONS AND TYPES OF LIGHTING ELEMENTS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE. 2. ALL PAVED SURFACES SHOULD BE ILLUMINATED FOR MIN. 1 FOOT-CANDLE DURING HOURS OF OPERATION.	
PLANTINGS / VEGETATION	MAJOR TREES: 3 MINOR TREES: 17 GROUND COVER / PERENNIAL : 2927.5 SF

LEGEND

0 2' 4' 8'

1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- TAX LOT LINE
- PUBLIC ACCESSIBLE OPEN SPACE
- ZONING SETBACK LINE
- ILLUSTRATIVE BUILDING LINE
- STREET LAMP
- EXISTING CATCH BASIN
- STOP SIGN
- FIRE HYDRANT
- BACKLESS BENCH
- BENCH WITH BACK
- LIGHTS ON PLANTERS
- LIGHTS ON BUILDING
- LIGHTED AREA
- PROPOSED STREET TREE
- PLAZA INFORMATION PLAQUE
- PLAZA ENTRY PLAQUE

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DRAWING TITLE:

Z-501

MATERIAL PLAN, SEATING AND LIGHTING

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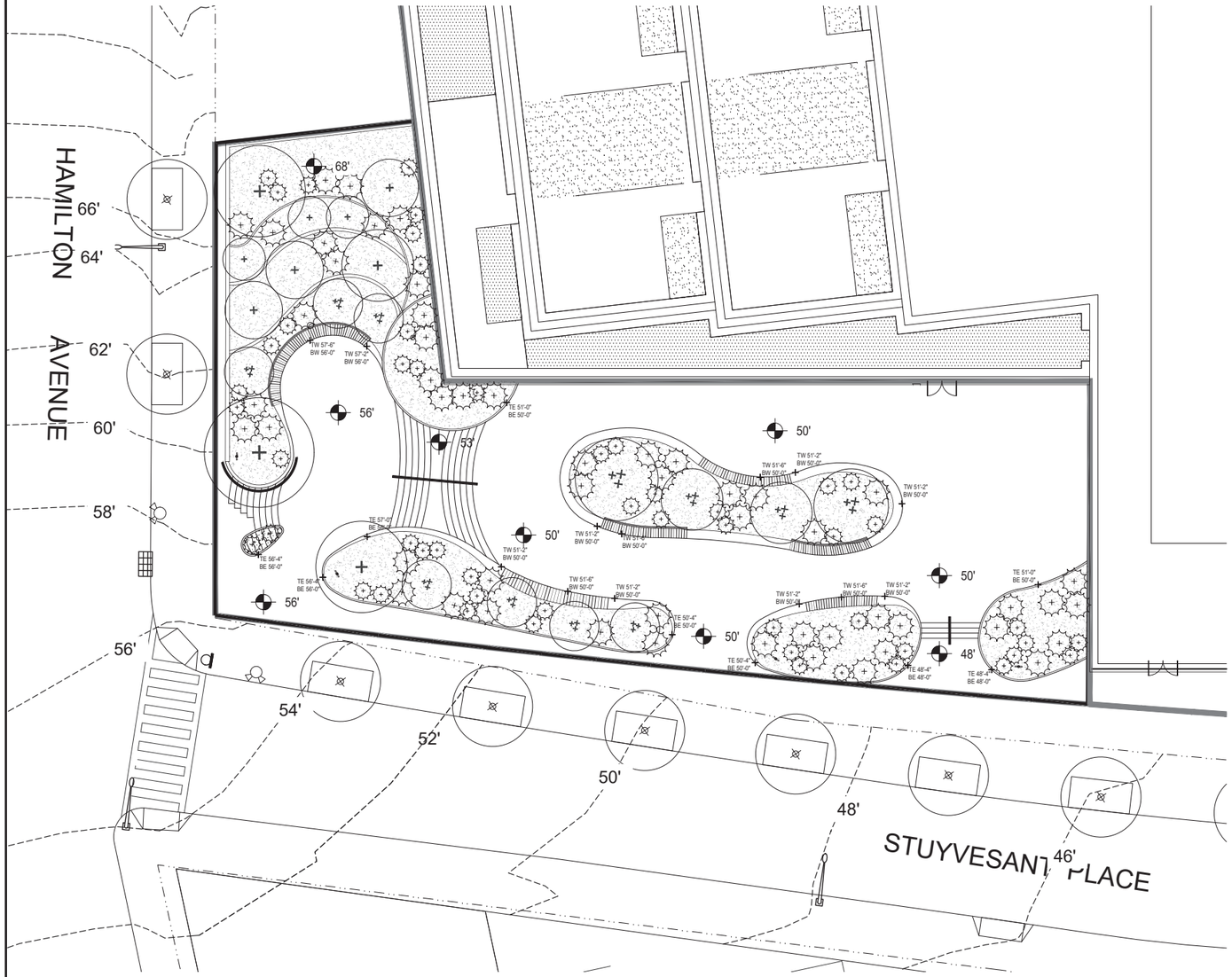
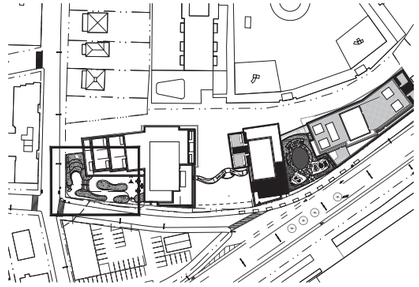


1 PLANTING AND GRADING PLAN

1/8" = 1'-0"



2 KEY PLAN

1"=100'

PLANTINGS / VEGETATION	MAJOR TREES: 3 MINOR TREES: 17 GROUND COVER / PERENNIAL : 2927.5 SF

LEGEND

0' 2' 4' 8'

1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- TAX LOT LINE
- ZONING DISTRICT BOUNDARY
- ILLUSTRATIVE BUILDING LINE
- EXISTING CONTOUR
- EXISTING CATCH BASIN
- STREET LAMP
- STOP SIGN
- FIRE HYDRANT
- PROPOSED TWO SIGNAL TREES AT ENTRANCE EX. HONEY LOCUST
- PROPOSED DECIDUOUS TREES ON THE TERRACE GARDEN
- PROPOSED DECIDUOUS MULTISTEM TREES
- PROPOSED SHRUB
- GROUND COVER / PERENNIALS
- GROUNDCOVER WITH PERENNIAL
- PRIVATE OUTDOOR OPEN SPACE
- AMENITY OUTDOOR OPEN SPACE
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- EXISTING STREET TREE

GENERAL NOTES

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STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-502

PLANTING AND GRADING PLAN

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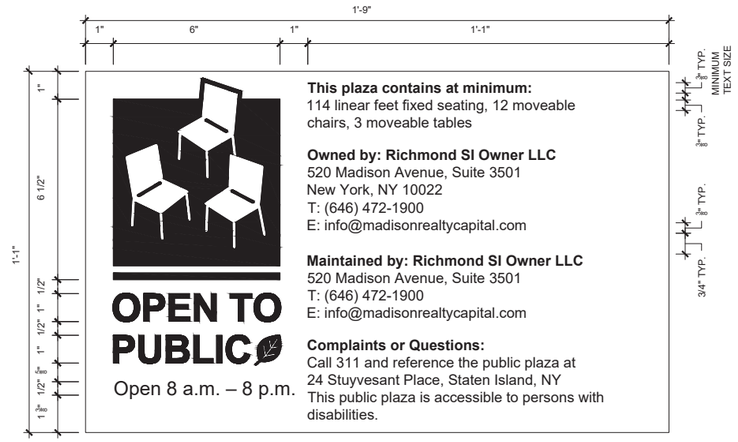
1 ENTRY PLAQUE

6" = 1'-0"

NOTE:

INFORMATION ON THIS PLAQUE IS SUBJECT TO CHANGE. OWNER AND MAINTENANCE PERSONNEL SUBJECT TO CHANGE. FINAL DETERMINATION OF EMAIL AND PHONE # ARE TO BE COORDINATED WITH THE OWNER.



2 INFORMATION PLAQUE

6" = 1'-0"

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DRAWING TITLE:

Z-503

PLAZA DETAILS

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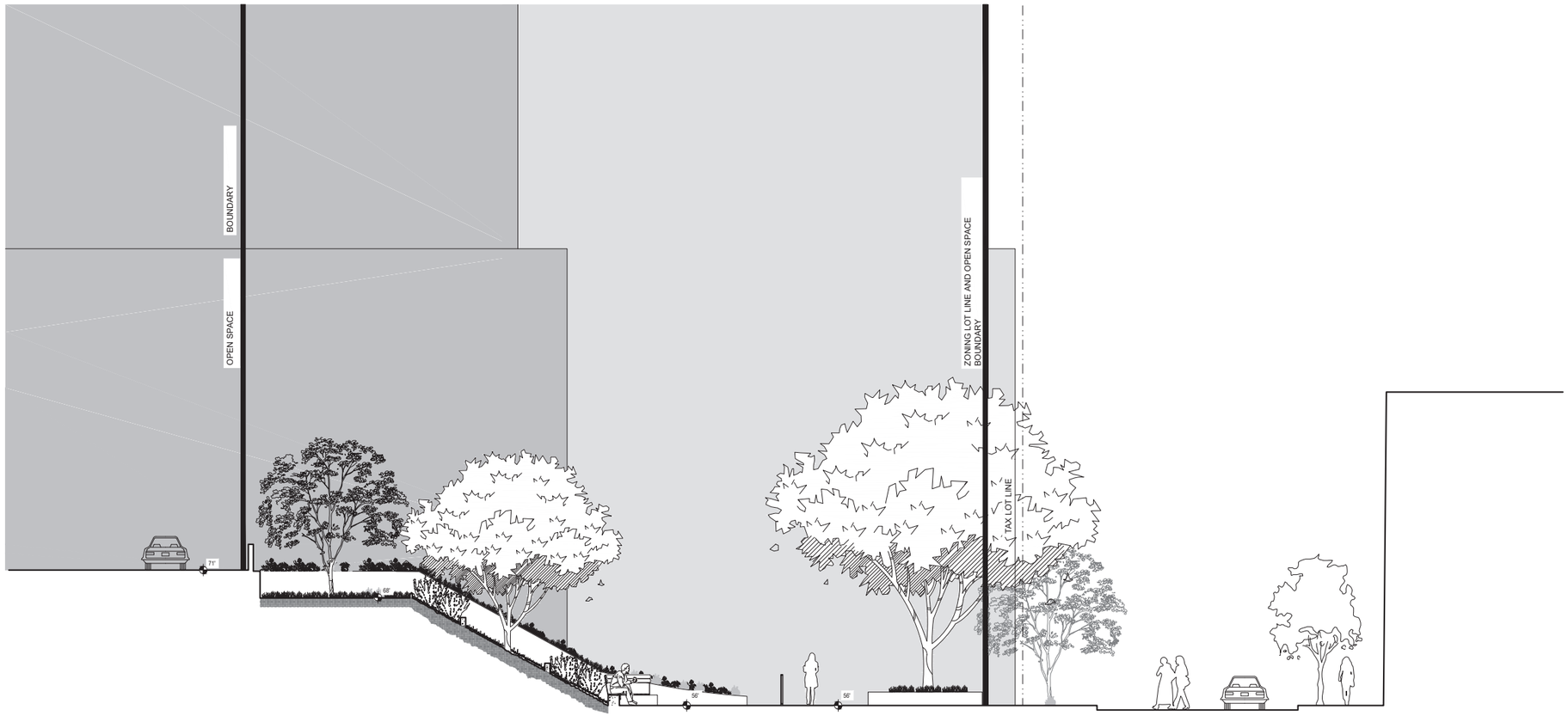
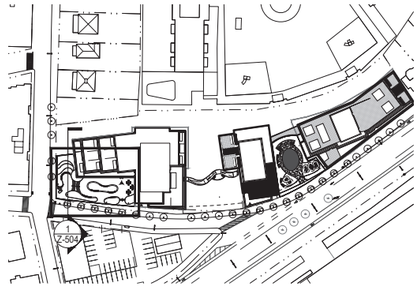


1 SECTION_TERRACE AND UPPER PLAZA

3/16" = 1'-0"



2 KEY PLAN

1"=100'

LEGEND

0 4' 8' 16'

3/16" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- TAX LOT LINE
- PUBLIC ACCESSIBLE OPEN SPACE
- ILLUSTRATIVE BUILDING LINE

GENERAL NOTES

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PUBLIC OPEN SPACE SECTIONS

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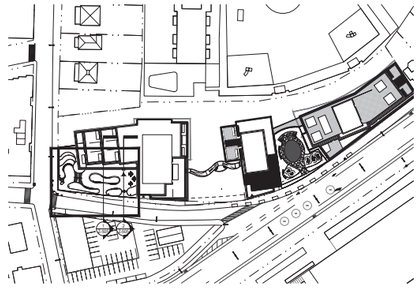
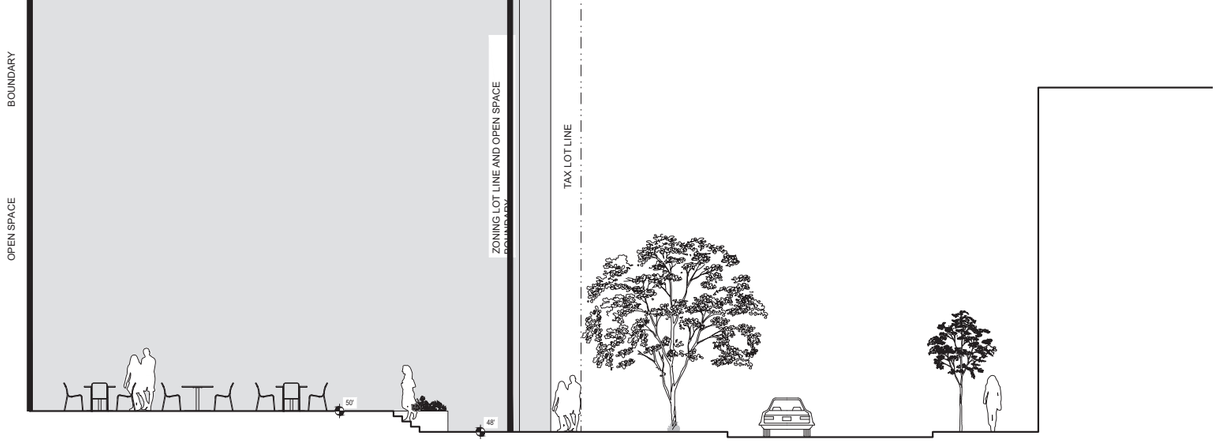
1 SECTION_CENTRAL GARDEN

3/16" = 1'-0"



2 KEY PLAN

1"=100'



2 SECTION_ENTRANCE

3/16" = 1'-0"

LEGEND

0 4' 8' 16'

3/16" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

— · · — ZONING LOT LINE

— · · — TAX LOT LINE

PUBLIC ACCESSIBLE OPEN SPACE

ILLUSTRATIVE BUILDING LINE

GENERAL NOTES

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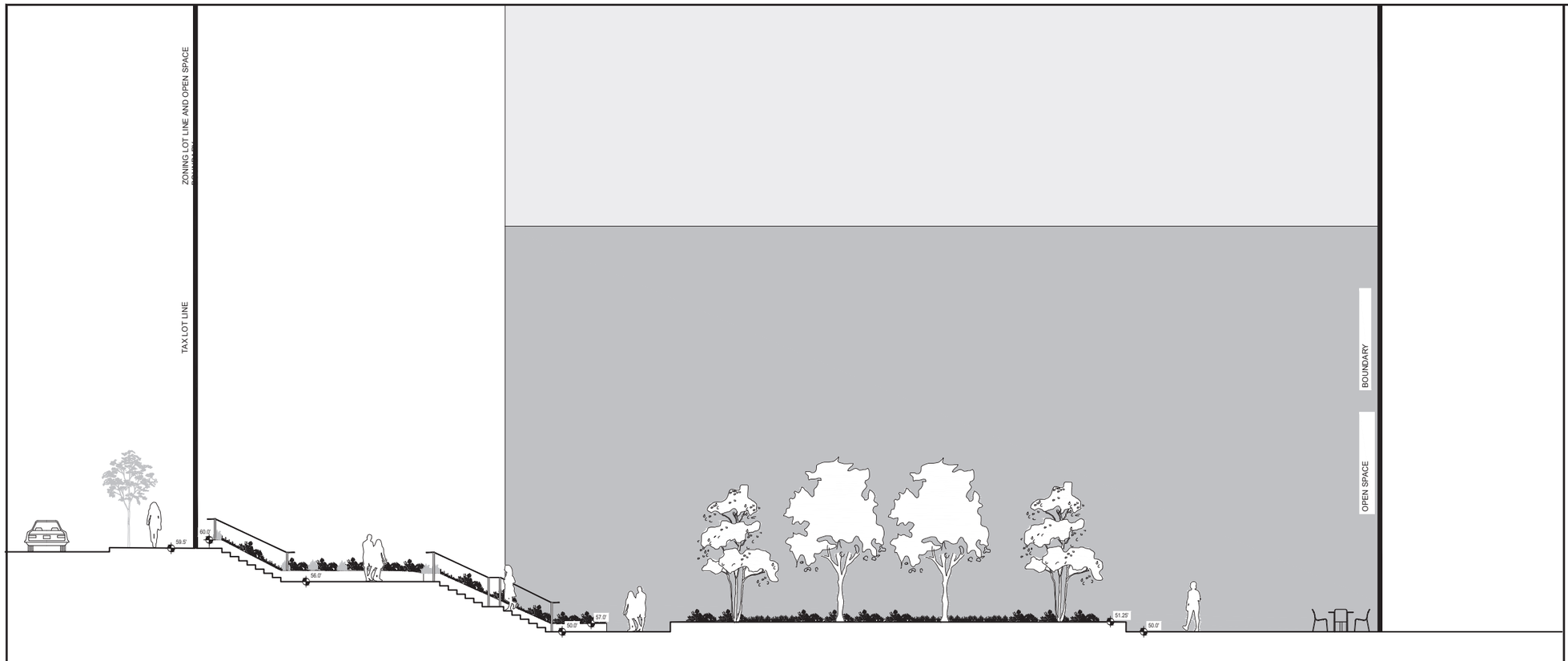
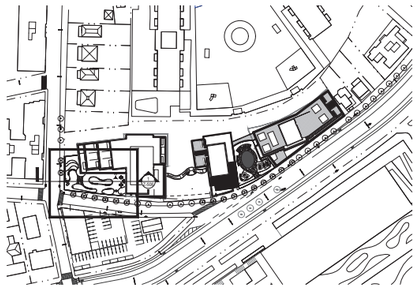


1 SECTION_OPEN SPACE PLAZA

3/16" = 1'-0"



2 KEY PLAN

1/128" = 1'-0"

LEGEND

0 4' 8' 16'

3/16" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

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- TAX LOT LINE
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2. BUILDINGS SHOWN WITHIN ZONING ENVELOPES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
3. ROOFTOP TERRACES & LANDSCAPE ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO CHANGE.
4. THE ZONING ENVELOPE REPRESENTS THE MAXIMUM DEVELOPMENT BULK, EXCLUDING PERMITTED OBSTRUCTIONS, EXCEPT WHERE OBSTRUCTIONS WAIVER IS ALSO REQUESTED.
5. ADDITIONAL ENTRANCES FOR GROUND FLOOR RETAIL, COMMUNITY FACILITIES AND SECONDARY ENTRY AND EGRESS PERMITTED.
6. APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY, AND MAY NOT BE EXACT. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INEXACT INFORMATION ON SURROUNDING PROPERTIES.
7. ALL EXISTING CONTEXT BUILDINGS FOOTPRINT AND HEIGHT PER NYC PLUTO DATABASE.
8. PLANTING LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
9. THE OPEN SPACE DESIGN SHALL SUBSTANTIALLY COMPLY WITH THE PARAMETERS SHOWN IN TABLE ON SHEET Z-501.

RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE,
180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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02	SPECIAL PERMIT FILING - CPC REVISIONS	09/27/2021
01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-506

PUBLIC OPEN SPACE SECTIONS

Seal:

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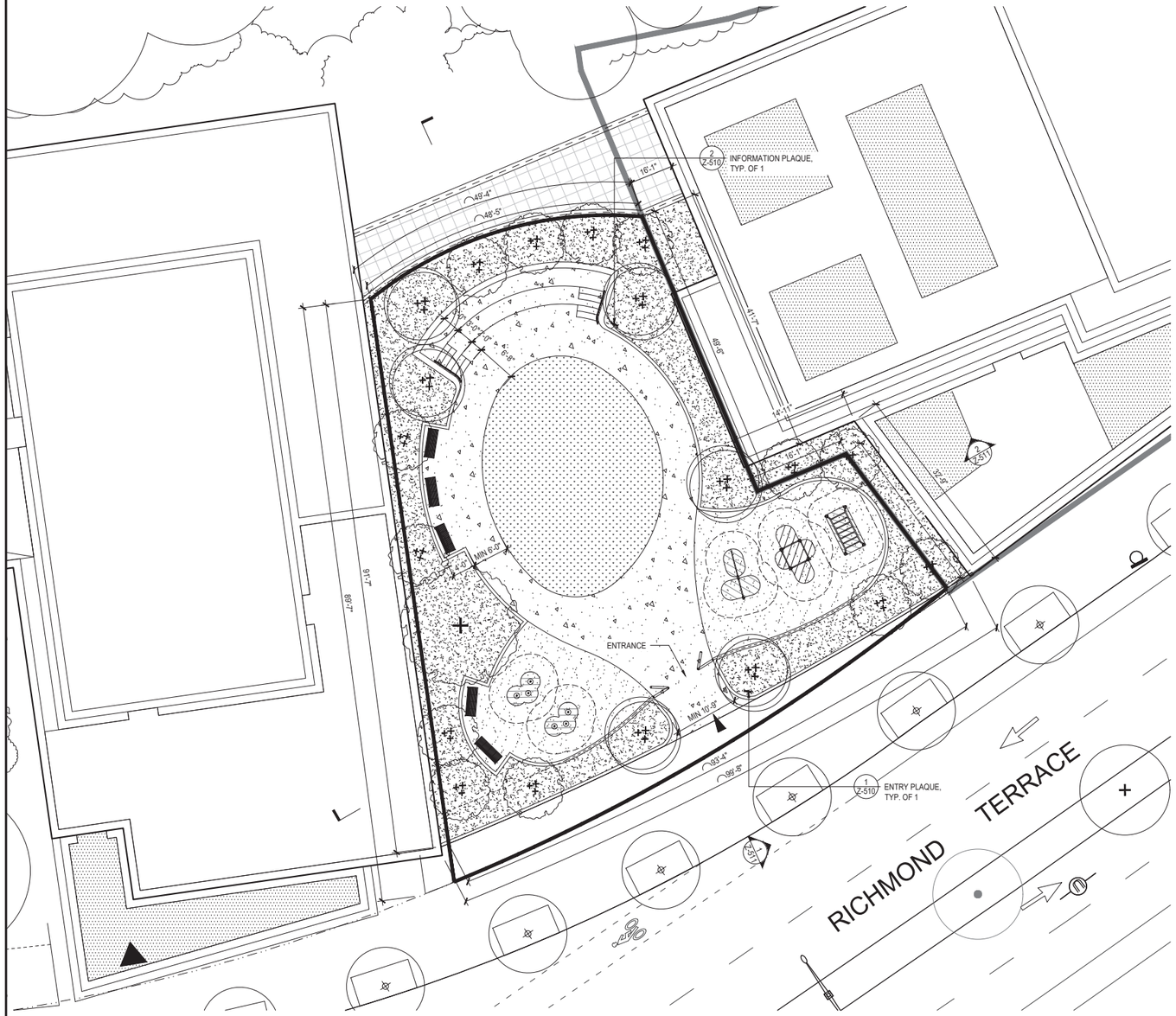
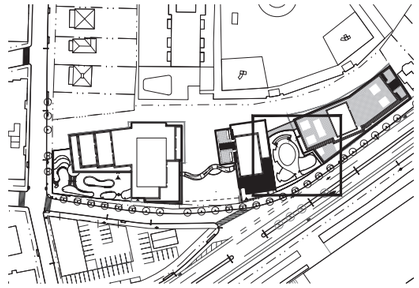


1 PUBLIC OPEN SPACE PLAN

1/8" = 1'-0"



2 KEY PLAN

1"=100'

TOTAL AREA OF PUBLIC SPACE	MINIMUM OF 5700 SF
ENTRANCE WIDTHS	ENTRANCE: MIN 10'-9"
SIGNAGE: ONE (1) ENTRANCE PLAQUE LOCATED ON RICHMOND TERRACE ONE (1) INFORMATION PLAQUE LOCATED ON WALKING LOOP	

LEGEND

0 2' 4' 8'
1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- RETAIL ACCESS POINT
- BUILDING ENTRANCE POINTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY
- PLAZA ENTRANCE
- EXISTING CATCH BASIN
- PROPOSED STREET TREE
- ZONING LOT LINE
- TAX LOT LINE
- PUBLIC ACCESSIBLE OPEN SPACE
- ZONING SETBACK LINE
- ILLUSTRATIVE BUILDING LINE
- STREET LAMP
- STREET LAMP
- STOP SIGN
- FIRE HYDRANT
- BENCH WITH BACK
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- PLAZA INFORMATION PLAQUE
- PLAZA ENTRY PLAQUE
- TABLE AND CHAIRS
- FENCE
- RAILING, 42" HT.
- CIP CONCRETE 12" WIDE RETAINING WALL
- CIP CONCRETE CURB 6" WIDE
- CIP CONCRETE PAVEMENT
- SAFETY SURFACE PAVEMENT
- CONCRETE TILES PAVEMENT
- GROUND COVER / PERENNIALS
- ARTIFICIAL TURF LAWN
- MAJOR TREE
- MINOR TREE

GENERAL NOTES

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8. PLANTING LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
9. THE OPEN SPACE DESIGN SHALL SUBSTANTIALLY COMPLY WITH THE PARAMETERS SHOWN IN TABLE ON SHEET Z-508.

RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
24 STUYVESANT PLACE, 170 RICHMOND TERRACE, 180 RICHMOND TERRACE
STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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DRAWING TITLE:

Z-507 ACTIVE PUBLIC OPEN SPACE PLAN

Seal:

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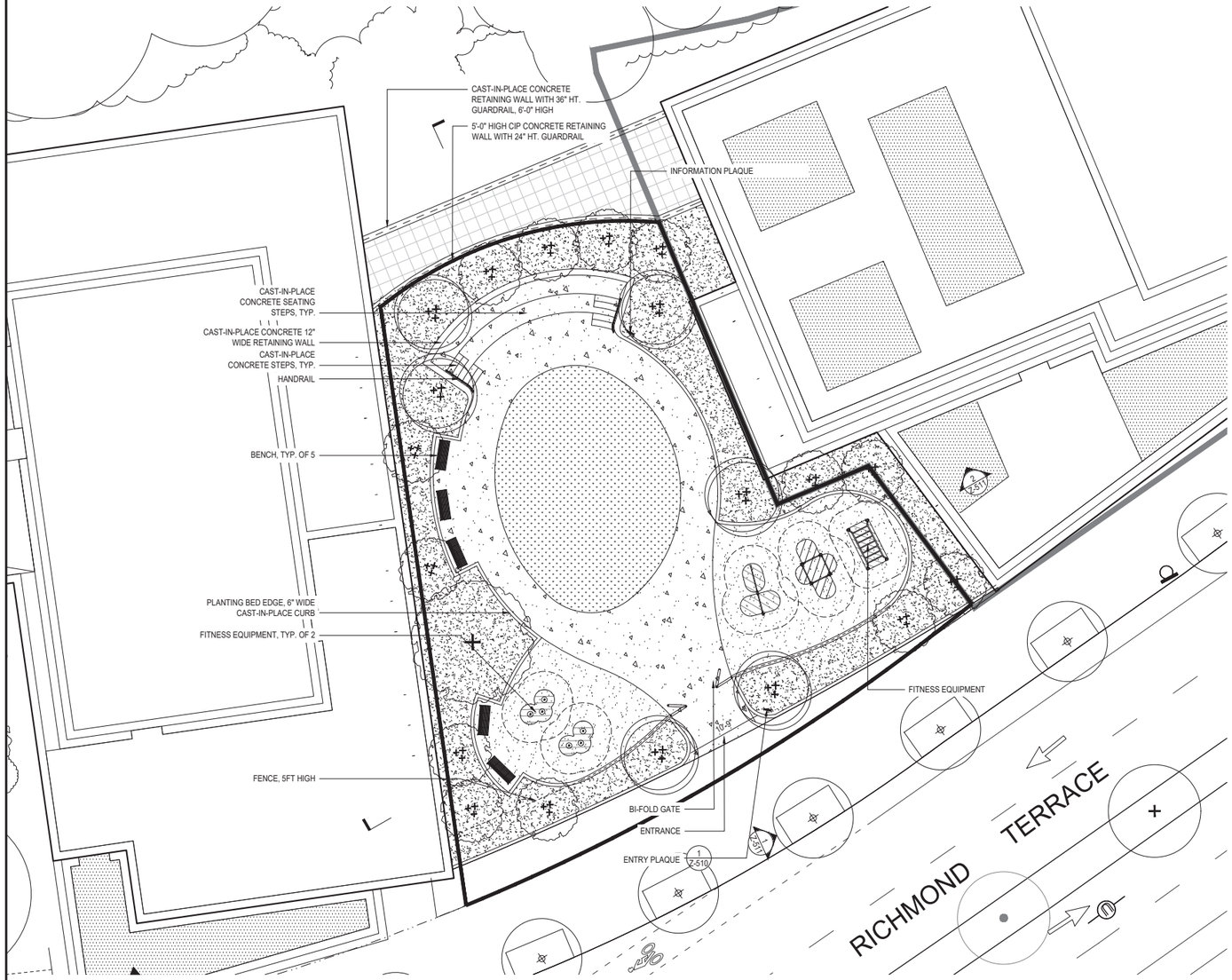
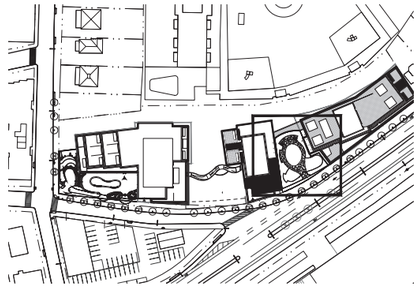


1 MATERIAL PLAN SEATING AND LIGHTING

1/8" = 1'-0"



2 KEY PLAN

1"=100'

TOTAL AREA OF PUBLIC SPACE	MINIMUM OF 5700 SF
ENTRANCE WIDTHS	ENTRANCE: MIN 10'-9"
SIGNAGE: ONE (1) ENTRANCE PLAQUE LOCATED ON RICHMOND TERRACE ONE (1) INFO PLAQUE LOCATED ON WALKING LOOP	
MINIMUM AMOUNT OF SEATING AND BREAKDOWN	LF WITH BACK: 24' (5 BENCHES) LF BACK-LESS: 44' (SEAT WALL) LF TOTAL: 68'
SEATING: 1. THE DEPTH OF STANDARD SEATING IS 18-20 INCHES, THE DEPTH OF SEATING STEPS IS 36", THE HEIGHT ABOVE THE PAVEMENT OF SEATING IS 16-18 INCHES. 2. AT LEAST 50 PERCENT OF THE LINER FEET OF FIXED SEATING HAVE BACKS AT LEAST 14 INCHES HIGH. 3. ALL SEATS BACK ARE RECLINED FROM VERTICAL BETWEEN 10 TO 15 DEGREES.	
ACTIVE RECREATION	ARTIFICIAL TURF: 934 SF SAFETY SURFACE: 1120 SF WALKING PATH: 155 LF
LIGHTING: 1. LOCATIONS AND TYPES OF LIGHTING ELEMENTS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE. 2. ALL PAVED SURFACES SHOULD BE ILLUMINATED FOR MIN. 1 FOOT-CANDLE DURING HOURS OF OPERATION.	
PLANTINGS / VEGETATION	MAJOR TREES: 1 MINOR TREES: 6 MINOR TREES MULTISTEM: 13 SHRUBS : 81 GROUND COVER / PERENNIAL : 2340 SF

LEGEND

0 2' 4' 8'

1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- TAX LOT LINE
- PUBLIC ACCESSIBLE OPEN SPACE
- ZONING SETBACK LINE
- ILLUSTRATIVE BUILDING LINE
- STREET LAMP
- EXISTING CATCH BASIN
- STOP SIGN
- FIRE HYDRANT
- BENCH WITH BACK
- LIGHTS ON RETAINING WALL
- LIGHTS ON BUILDING
- LIGHTED AREA
- PROPOSED STREET TREE
- PLAZA INFORMATION PLAQUE
- PLAZA ENTRY PLAQUE
- TABLE AND CHAIRS
- FENCE
- RAILING, 42" HT.
- CIP CONCRETE 12" WIDE RETAINING WALL
- CIP CONCRETE CURB 6" WIDE
- CIP CONCRETE PAVEMENT
- SAFETY SURFACE PAVEMENT
- CONCRETE TILES PAVEMENT
- GROUND COVER / PERENNIALS
- ARTIFICIAL TURF

GENERAL NOTES

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RIVER NORTH

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01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-508

ACTIVE PUBLIC OPEN SPACE MATERIAL, SEATING AND LIGHTING PLAN

Seal:

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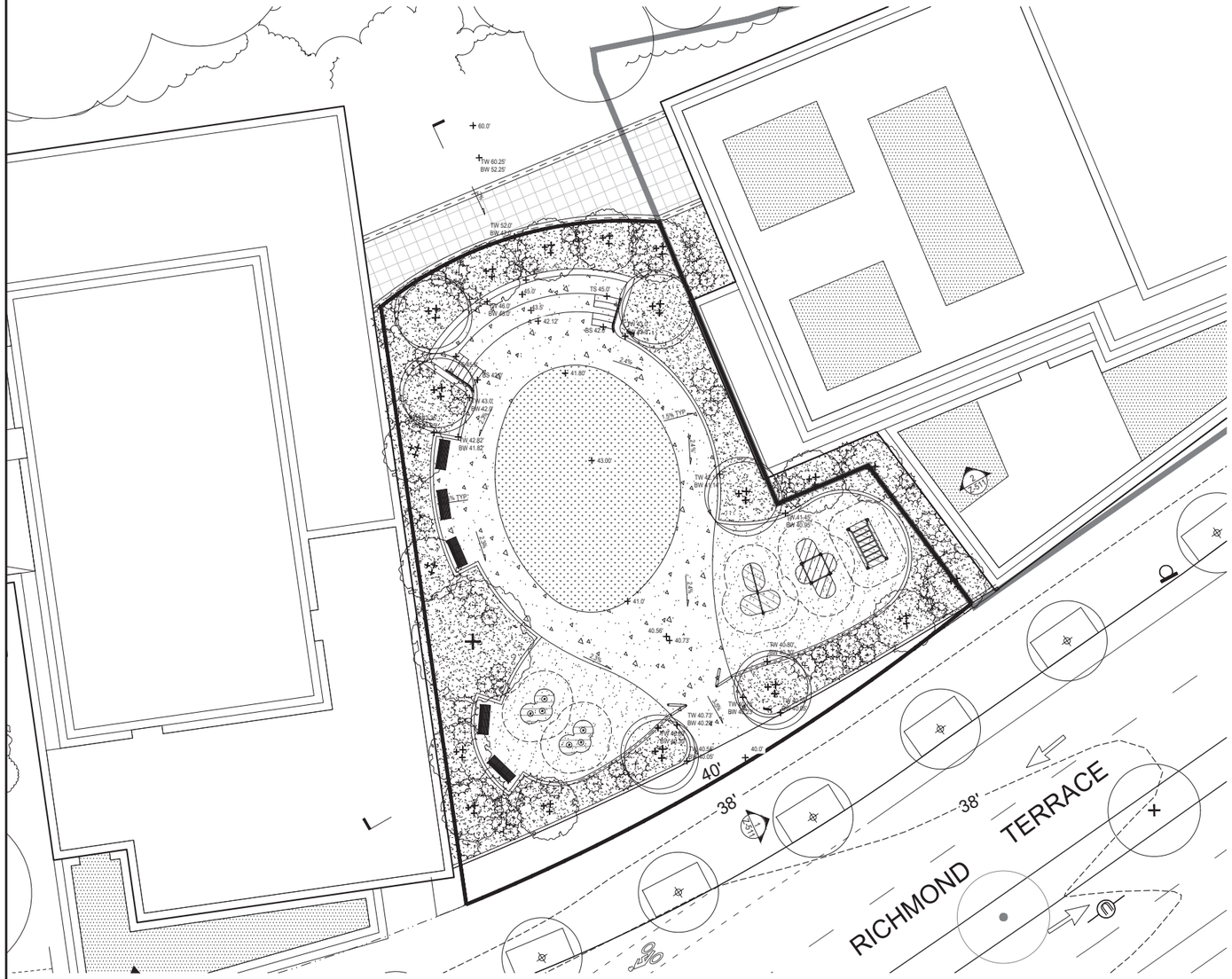
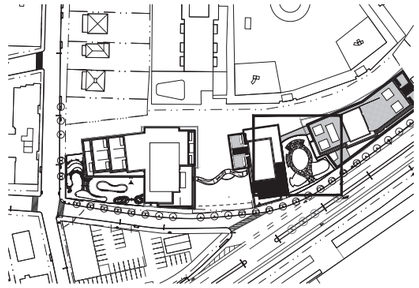


1 PLANTING AND GRADING PLAN

1/8" = 1'-0"



2 KEY PLAN

1"=100'

PLANTINGS / VEGETATION	MAJOR TREES: 1 MINOR TREES: 6 MINOR TREES MULTISTEM: 13 SHRUBS : 81 GROUND COVER / PERENNIAL : 2340 SF

LEGEND

1/8" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
- TAX LOT LINE
- ZONING DISTRICT BOUNDARY
- ILLUSTRATIVE BUILDING LINE
- EXISTING CONTOUR
- EXISTING CATCH BASIN
- STREET LAMP
- STOP SIGN
- FIRE HYDRANT
- PROPOSED MAJOR DECIDUOUS TREE
- PROPOSED DECIDUOUS TREES ON THE TERRACE GARDEN
- PROPOSED DECIDUOUS MULTISTEM TREES
- PROPOSED SHRUB
- GROUND COVER / PERENNIALS
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- PROPOSED STREET TREE
- PROPOSED ELEVATION

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RIVER NORTH

STATEN ISLAND BLOCK 13 LOTS 82, 92, 100 & PART OF LOT 8 (TENTATIVE LOT 95)

PROPOSED MIXED-USE BUILDINGS
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STATEN ISLAND, NY

SPECIAL PERMIT DRAWING SET

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01	SPECIAL PERMIT FILING	04/01/2021

DRAWING TITLE:

Z-509 ACTIVE PUBLIC OPEN SPACE PLANTING AND GRADING PLAN

Seal:

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1 ENTRY PLAQUE

6" = 1'-0"

NOTE:

INFORMATION ON THIS PLAQUE IS SUBJECT TO CHANGE. OWNER AND MAINTENANCE PERSONNEL SUBJECT TO CHANGE. FINAL DETERMINATION OF EMAIL AND PHONE # ARE TO BE COORDINATED WITH THE OWNER.



2 INFORMATION PLAQUE

6" = 1'-0"

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DRAWING TITLE:

Z-510 ACTIVE PUBLIC OPEN SPACE DETAILS

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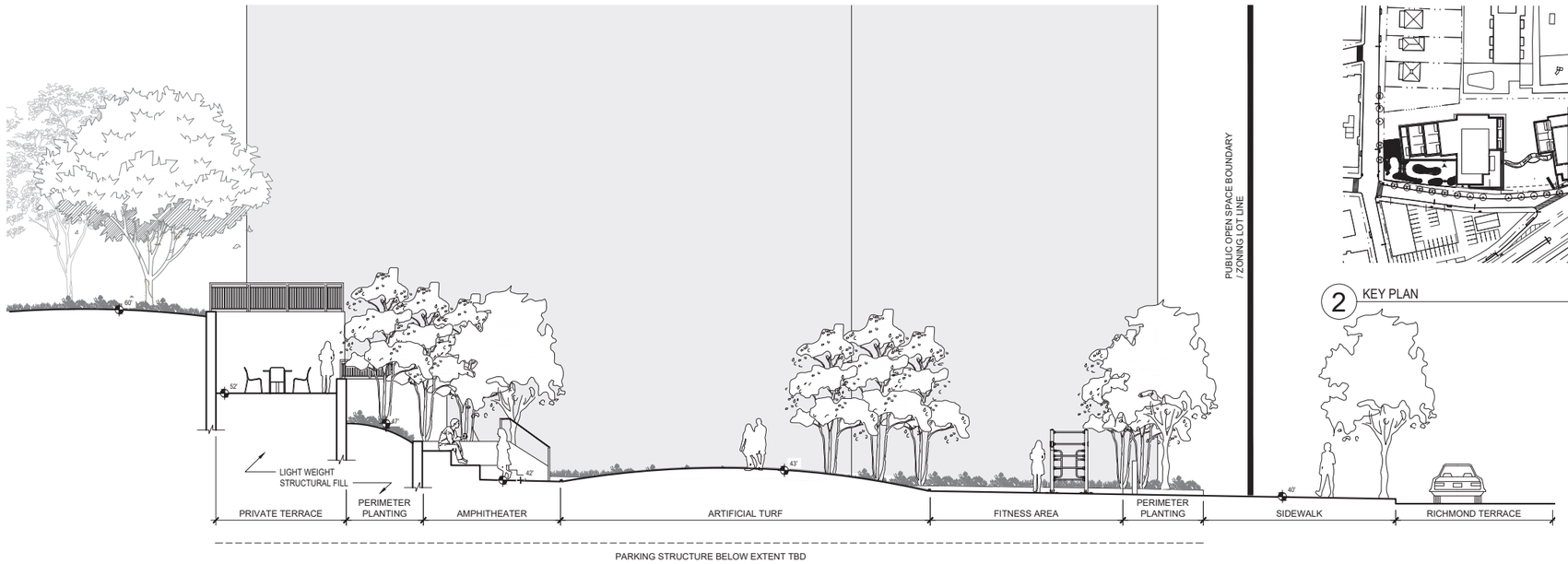
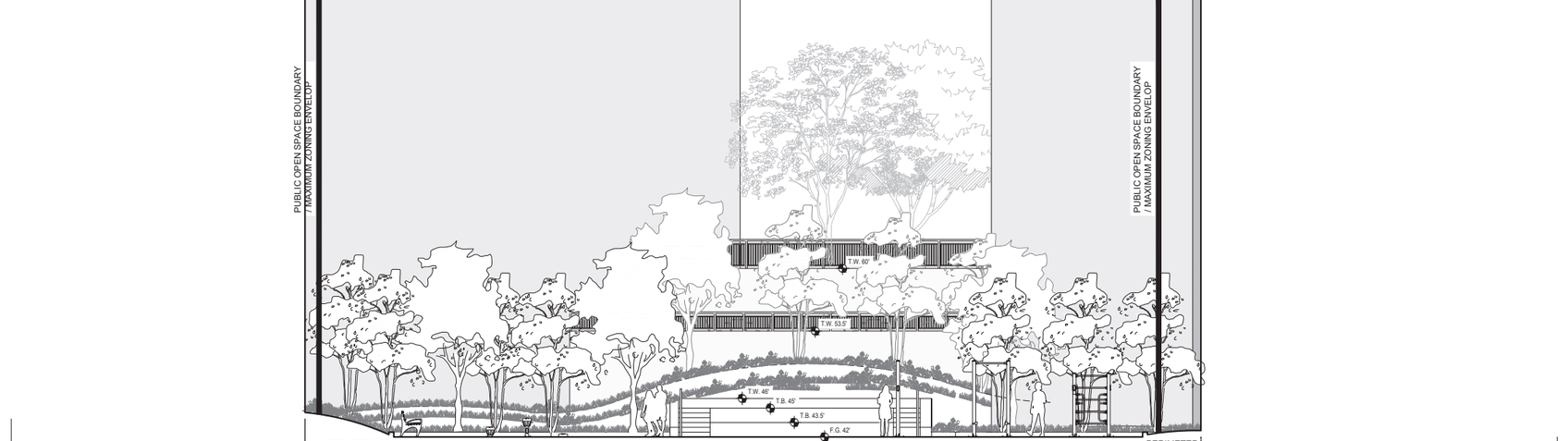


1 SECTION_FITNESS 1

3/16" = 1'-0"

2 KEY PLAN

1"=100'



2 SECTION_FITNESS 2

3/16" = 1'-0"

LEGEND

0 4' 8' 16'

3/16" = 1'-0"

GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- ZONING LOT LINE
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- ILLUSTRATIVE BUILDING LINE

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Z-511 ACTIVE PUBLIC OPEN SPACE SECTIONS

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