APPENDIX L:

Technical Memorandum 001
Bay Street Corridor Rezoning and
Related Actions
February 12, 2019

TECHNICAL MEMORANDUM 001
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
CEQR No. 16DCP156R
ULURP Nos.: C190113 ZRM, N190114ZRR,
C190115 PPR, C190179 HAR
N190114(A) ZRR, and C190179(A) HAR

February 12, 2019

A. INTRODUCTION

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), and the Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions including zoning map amendments, zoning text amendments, disposition of City-owned property, and Urban Development Action Area Project (UDAAP) designation (collectively, the "Proposed Actions") to implement recommendations of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan").[1] The Plan is the subject of an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure within an approximately 20-block area ("Project Area") in Downtown Staten Island (roughly defined as Tompkinsville, Stapleton, and St. George neighborhoods), Community District 1. The affected area within the Tompkinsville and Stapleton neighborhoods along Bay Street is generally bounded by Victory Boulevard to the north and to the east, Sands Street to the south, and Van Duzer Street to the west. The affected area in the Stapleton neighborhood along Canal Street is generally bounded by Tappen Park to the north, Wright Street to the east, Broad Street to the south, and Cedar Street to the west. The Project Area also includes three City-owned sites ("City Disposition Sites 1, 2, and 3") within the St. George and Tompkinsville neighborhoods and the Stapleton Waterfront Phase III Sites A and B1 located along Front Street between the prolongation of Swan Street and Wave Street. The Draft Environmental Impact Statement (DEIS) for the Proposed Actions was accepted as complete on November 9, 2018, by DCP, acting on behalf of the City Planning Commission (CPC) as lead agency. A public hearing on the DEIS is scheduled for February 27, 2019 at 10:00 a.m. at the City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, New York, 10271.

As noted in the *Community Facilities* analysis in the DEIS, the New York City School Construction Authority (SCA) released new data related to projected public school ratios, enrollment projections, and projected new housing statistics, as well as the 2017-2018 enrollment, capacity, and utilization data for the Project Area study area shortly before the DEIS was completed. Recently, new Projected

[1] For conservative analysis purposes, the *Bay Street Corridor Rezoning and Related Actions DEIS* also contemplated the disposition of the City-owned site located at 54 Central Avenue (Block 6, Lot 20 [City Disposition Site 3]) and the associated street demapping of the mapped, but unimproved, Victory Boulevard to facilitate future development of the site. The disposition of City Disposition Site 3 and the associated street demapping are not currently being sought as part of the ULURP application. Bay Street Corridor Rezoning and Related Actions ULURP applications. However, since these actions are expected to be sought by the City in the near future, the analysis accounts for them to present a conservative assessment.

Public School Ratios data were released by the SCA as part of the documents used in drafting the New York City Department of Education (DOE)/SCA Fiscal Year (FY) 2020-2024 Capital Plan (Proposed November 2018). According to these data, multipliers for primary and intermediate Schools have been refined to reflect how many pupils are generated by new housing at the school district level (multipliers for High Schools have been maintained at the borough level). This technical memorandum updates the indirect effects analysis on public elementary, intermediate and high schools for the Proposed Actions to determine if there is a possibility that a public schools impact could result given the new data and methodology changes. If a significant adverse impact is identified for public schools, this technical memorandum will also consider and identify potential mitigation measures.

Since the issuance of the DEIS, DCP has prepared and filed an amended zoning text application (referred to hereafter as the "A-Text Application") that addresses issues raised after issuance of the DEIS. DCP's amended application, as ULURP application N190114(A) ZRR, consists of modifications to the Proposed Actions that require additional environmental analysis, which are also considered in this technical memorandum. These A-Text modifications include: (1) zoning text amendments to modify the Special Stapleton Waterfront District (SSWD) regulations to allow buildings in Subareas A or B1 of the special district to waive from floor area calculation purposes up to 100,000 square feet (sf) of community facility floor area for school use; (2) zoning text amendments to modify the Special Bay Street Corridor District (SBSCD) to permit brewery uses throughout the proposed SBSCD; and (3) zoning text amendments to modify the SBSCD related to loading requirements and visual corridor design. In addition, HPD has prepared and filed an amended disposition and UDAAP designation application (ULURP No. C190179(A) HAR) consisting of modifications that also require additional environmental analysis, which will be provided in this technical memorandum. The disposition terms of City Disposition Site 2 would include Affordable Independent Residences for Seniors (AIRS) and modify the amount of community facility, commercial and parking. While the disposition of City Disposition Site 3 is not included in the land use application at this time, the action is expected to be sought in the near future and thus is included in the environmental assessment. The modified assumptions for City Disposition Site 3 reflect the anticipated mixed-use residential and commercial program. Together, these changes are considered the "A-Text Application."

This technical memorandum consists of two components and provides: (1) a revised indirect effects analysis on public elementary, intermediate and high schools for the Proposed Actions; and (2) a revised assessment of the Proposed Actions based on the A-Text Application (See Appendix A for the full revised zoning text amendments). *Section B* of this technical memorandum updates the DEIS indirect effects analysis of public schools to determine if there is a possibility that a public schools impact would occur given the release of new data and methodology. *Section C* of this technical memorandum considers whether the proposed A-Text has the potential to result in any new or different significant adverse environmental impacts not already identified in the DEIS.

As set forth below, this technical memorandum concludes that, except for elementary schools, the Proposed Actions with the addition of the A-Text would not result in any new or different significant adverse impacts not already identified in the DEIS; although it would worsen certain significant adverse impacts identified in the DEIS related to child care services, open space, and transportation. While the DEIS did not identify a significant adverse impact related to public schools, it was noted that new data was anticipated and may change these conclusions. Based on the re-analyzed indirect effects analysis on public schools reflecting the release of new data and methodology, both the Proposed Actions and the A-Text Application would potentially result in a significant adverse impact to public elementary schools in Community School District (CSD) 31, Sub-district 4.

The revised indirect effect analysis on public schools for the Proposed Actions and the analysis conducted for the A-Text Application in this technical memorandum will continue to be refined and will also be reflected in the Final EIS (FEIS).

In addition, shortly before issuance of this technical memorandum, an article was published regarding the future development of a homeless shelter in close proximity to the Proposed Actions[2]. Since no formal announcement has been made, and details are not known at this time regarding the anticipated program of the proposed shelter, including the number and composition of beds, it is not possible to incorporate this potential development into the analysis. If more information becomes available, an assessment will be provided in the FEIS.

B. REVISED INDIRECT EFFECTS ANALYSIS OF PUBLIC SCHOOLS FOR THE PROPOSED ACTIONS

This analysis assesses the potential effects of the Proposed Actions on public elementary, intermediate and high schools serving the Project Area. According to the guidance presented in the *City Environmental Quality Review (CEQR) Technical Manual*, CEQR analyzes potential impacts only on public schools operated by the DOE; private and parochial schools within the Study Area are not included in the analysis of schools.[3]

The demand for community facilities and services is directly related to the type and size of the new population generated by development under the With-Action Condition. As described in the DEIS, the Proposed Actions would result in a net increase of 2,557 dwelling units over the No-Action Condition.

As noted previously, the SCA recently released new Projected Public School Ratios data as part of the documents used in drafting the DOE/SCA Fiscal Year (FY) 2020-2024 Capital Plan (Proposed November 2018).[4] According to these data, multipliers for primary and intermediate schools have been refined to reflect how many pupils are generated by new housing at the community school district level based on the 2012-2016 American Community Survey (ACS)- Public Use Microdata Sample (PUMS) (multipliers for high schools have been maintained at the borough level).[5] Although the 2014 *CEQR Technical Manual* has not been updated to reflect this new methodology for determining the number of new pupils generated by new housing units, DCP as lead agency, in consultation with the Mayor's Office of Environmental Coordination (MOEC) has determined that the 2012-2016 ACS –PUMS data should be utilized as the basis for determining the need for an indirect public schools CEQR analysis, to present a reasonable and accurate environmental assessment. Considering the newly Projected Public Schools Ratios discussed above, the 2,557 incremental residential units anticipated in the With-Action scenario would exceed the thresholds for elementary, intermediate and high schools analysis. Based on the newly released multipliers, the Reasonable Worst Case Development Scenario (RWCDS) associated with the Proposed Actions would result in a net increase of approximately 716 elementary school students, 282 intermediate school students

[2] https://www.silive.com/news/2019/01/island-to-get-homeless-shelters-on-north-and-south-shores-with-more-in-the-works.html

[3] Pursuant to *CEQR Technical Manual* guidance, the public schools analysis does not consider charter schools.

[4] The DOE/SCA FY2020-2024 Capital Plan Proposed (November 2018) utilizes the 2012-2016 American Community Survey (ACS) – Public Use Microdata Sample (PUMS) and is available at SCA's website under Capital Plan Reports and Data.

[5] As a result, the thresholds for determining when public schools analyses are necessary have changed. For elementary and intermediate schools in Community School District (CSD) 31 in Staten Island, if a project is anticipated to introduce more than 128 incremental residential units, an analysis is warranted. For high schools in Staten Island, the new threshold is 1,205 incremental residential units.

and 333 high school students (a net increase of 1,331 total students). According to the *CEQR Technical Manual*, this level of development warrants a detailed analysis of elementary, intermediate, and high schools.

Following the methodologies outlined in the *CEQR Technical Manual*, the study area for the analysis of elementary and intermediate schools is the community school district's (CSD's) sub-district in which the project is located. As indicated in Figures 1 and 2, the Project Area falls within the boundaries of CSD 31, Sub-district 4 (the "Elementary and Intermediate School Study Area"). Table 1 below summarizes the number of new residential units and new elementary, intermediate and high school students that are expected to result from the Projected Development Sites due to the Proposed Actions. While the number of high school students generated by residential units is included in Table 1, high school students may attend any high school in the City if they meet the admissions criteria, and high schools compete to attract students based on specialized programs and overall reputation. Consequently, high school capacity assessments are not performed for small, localized study areas. The *CEQR Technical Manual* states that the borough in which a project is located should serve as the Study Area for high school analyses (High School Study Area).

TABLE 1: Projected Development Sites and Associated Number of Projected Incremental Students by Respective CSD Sub-District

Study Area	Total Dwelling Units (No-Action to With-Action Increment)	Number of Projected Elementary Students	Number of Projected Intermediate Students	Number of Projected High School Students
CSD 31, Sub-district 4	2,557	716	282	333[1]

Notes: [1] Per *CEQR Technical Manual* guidance, the borough in which the project is located serves as the respective study area for high school students.

The schools analysis below presents the most recent capacity, enrollment, and utilization rates for elementary, intermediate and high schools in the respective study areas. Future conditions for the No-Action Condition are forecast based on enrollment projections and proposed development projects.[6] The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential developments in the schools study area to DOE's projected enrollment (Projected 2018-2027) and comparing that number with projected school capacity. In addition, any new school projects identified in the DOE 2020-2024 Five-Year Capital Plan (and/or subsequent amendments) are included if construction has begun. According to the *CEQR Technical Manual*, some schools may be included in the analysis if they are in the DOE Five-Year Capital Plan but are not yet under construction if the lead agency, in consultation with the SCA, concurs that it is appropriate.

To determine With-Action school utilization rates, the net elementary and intermediate school population anticipated to be generated by the Projected Development Sites was added to CSD 31, Sub-district 4; the net high school students generated by all Projected Development Sites under the RWCDS was added to the borough-wide future high school population. The effect of the new students on the capacity of schools within the respective study areas was then evaluated. According to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed action would result in (i) a utilization rate of the elementary and/or intermediate schools that is equal to or greater

[6] School Construction Authority (SCA), "Projected New Housing Starts for the 2020-2024 Capital Plan."



FIGURE 1: PROJECT AREA COMMUNITY SCHOOL DISTRICT SUB-DISTRICT MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning; SCA School SubDistricts

Prepared by Langan



FIGURE 2: PUBLIC ELEMENTARY AND INTERMEDIATE SCHOOL LOCATION MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning; SCA School SubDistricts
Prepared by Langan

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- School Sub-districts

0 0.25 0.5 1 Miles

N

- Elementary Schools
- Elementary/Intermediate Schools
- Intermediate Schools

than 100 percent in the future With-Action Condition; and (ii) an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions.

Existing Conditions

As described above, elementary and intermediate schools in New York City are in geographically defined school districts. As shown in Figure 1, the Project Area is located within the boundaries of CSD 31, Sub-district 4. Elementary and intermediate schools analyzed within the Elementary and Intermediate School Study Area are defined by one of four categories: (i) elementary (PS) schools, which serve grades Pre-K through 5; (ii) intermediate (IS) schools, which serve grades 6 through 8; (iii) secondary schools, which serve grades 6 through 12; and (iv) K-8 schools, which serve grades Pre-K through 8. For utilization analysis purposes, the elementary/PS components of PS/IS and K-8 schools have been combined; the intermediate/IS components of PS/IS and IS/HS schools have been combined; and the high school components of secondary schools have been combined.

Tables 2 through 4 describe the existing enrollment, capacity, and utilization rates for elementary, intermediate, and high schools in their respective study areas. In instances where school buildings house more than one organization, these organizations are listed separately.

Elementary Schools

As shown in Table 2 and Figure 2, there are 20 elementary schools within the Study Area. As indicated below, within Sub-district 4 of CSD 31, elementary schools have an existing utilization rate of approximately 119 percent and a deficit of 1,906 seats.[7]

The Bay Street Corridor Project Area, Stapleton Waterfront Phase III Sites, and the three City Disposition Sites are zoned for the same elementary schools within CSD 31, Sub-district 4. Fort Hill Collaborative Academy, P.S. 16, and P.S. 74 are the zoned elementary schools for these areas. P.S. 78 is the zoned elementary school for the Canal Street Corridor Project Area.

Intermediate Schools

As described in Table 3 and illustrated in Figure 2, there are a total of seven intermediate schools within the Elementary and Intermediate School Study Area. As indicated below, within Sub-district 4 of CSD 31, intermediate schools have an existing utilization rate of approximately 77 percent with a surplus of approximately 1,287 seats.

[7] One transportable classroom, located within P.S. 19, was included in the existing conditions analysis for enrollment calculations; its capacity was excluded.

TABLE 2: CSD 31, Sub-district 4 Elementary School Enrollment, Capacity, and Utilization for the 2017-2018 Academic Year

Map No.[1]	School Name	Address	Grades Served	Enrollment[2]	Target Capacity	Available Seats	Utilization (%)
1	Fort Hill Collaborative Elementary School – P.S. 16	80 Monroe Ave.	Pre-K – 5	165	107	-58	154%
1	P.S. 16	80 Monroe Ave.	Pre-K – 5	522	515	-7	101%
2	P.S. 74	211 Daniel Low Terr.	Pre-K – 5	312	226	-86	138%
3	P.S.13	191 Vermont Ave.	Pre-K – 5	881	556	-325	159%
4	P.S. 78 / P.S. 14	100 Tompkins Ave.	Pre-K – 5	845	676	-169	125%
5	P.S. 18	221 Broadway	Pre-K – 5	573	563	-10	102%
6	P.S. 19	780 Post Ave.	Pre-K – 5	491	468	-23	105%
6	P.S. 19 - Transportable Classroom	780 Post Ave.	Pre-K – 5	100	-	-100	-
7	P.S. 20	161 Park Ave.	Pre-K – 5	464	201	-263	231%
8	P.S.21	168 Hooker Pl.	Pre-K – 5	367	364	-3	101%
9	P.S.22	1860 Forest Ave.	Pre-K – 5	983	916	-67	107%
10	P.S.29	1581 Victory Blvd.	Pre-K – 5	644	456	-188	141%
11	P.S.30	200 Wardwell Ave.	Pre-K – 5	822	684	-138	120%
12	P.S.31	55 Layton Ave.	Pre-K – 5	388	472	84	82%
13	P.S.35	60 Foote Ave.	Pre-K – 5	395	200	-195	198%
14	P.S.44	80 Maple Pkwy	Pre-K – 5	879	769	-110	114%
15	P.S.45	58 Lawrence Ave.	Pre-K – 5	862	640	-222	135%
16	P.S.57	140 Palma Dr.	Pre-K – 5	710	733	23	97%
17	The Harbor View School - P.S. 59	300 Richmond Terr.	Pre-K – 5	263	447	184	59%
18	P.S.65	98 Grant St.	Pre-K – 5	430	316	-114	136%
19	Forest Avenue Community Educational Complex/The Port Richmond School for Visionary Learning	1625 Forest Avenue	Pre-K – 5	152	198	46	77%
20	P.S. 861	280 Regis Dr.	Pre-K – 5	621	456	-165	136%
		CSD 31, Sub-district 4 Subtotals		**11,869**	**9,963**	**-1,906**	**119%**

Source(s): *Enrollment, Capacity, and Utilization Report (Blue Book), 2017-2018 School Year, New York City Department of Education.*
Note(s): *[1] Refer to Figure 2.*
[2] Includes transportable school enrollment.

TABLE 3: CSD 31, Sub-district 4 Intermediate School Enrollment, Capacity, and Utilization for the 2017-2018 Academic Year

Map No.[1]	School Name	Address	Grades Served	Enrollment	Target Capacity[2]	Available Seats	Utilization (%)
20	P.S.861[2]	280 Regis Dr.	6 – 8	285	209	-76	136%
21	I.S. 27	11 Clove Lake Pl.	6 – 8	1,005	1,421	416	71%
22	The Eagle Academy for Young Men of Staten Island- I.S. 49	101 Warren St.	6 – 8	179	224	45	80%
22	I.S. 49	101 Warren St.	6 – 8	612	902	290	68%
23	I.S. 51	20 Houston St.	6 – 8	1,315	1,299	-16	101%
24	I.S. 61	445 Castleton Ave.	6 – 8	981	1,379	398	71%
25[3]	The Eagle Academy for Young Men of Staten Island – I.S. 82	104 Gordon St.	6-8	34	264	230	13%
			CSD 31, Sub-district 4 Total	**4,411**	**5,698**	**1,287**	**77%**

Source(s): *Enrollment, Capacity, and Utilization Report (Blue Book), 2017-2018 School Year, New York City Department of Education.*
Note(s): *[1] Refer to Figure 2.*
[2] I.S. component based on information supplied by SCA.
[3] Since the issuance of the DEIS, the Eagle Academy for Young Men of Staten Island – I.S. 82 has been completed and operational and therefore has been included in the existing conditions for public intermediate school analysis.

The Bay Street Corridor Project Area, Stapleton Waterfront Phase III Sites A and B1, and the three City Disposition Sites are zoned for the same intermediate school within CSD 31, Sub-district 4. I.S. 61 is the zoned intermediate school for these areas. I.S. 49 is the zoned intermediate school for the Canal Street Corridor Project Area.

High Schools

Table 4 provides summary capacity, enrollment, and utilization figures for all high schools in Staten Island. As shown in Table 4, the borough's high schools operated at a utilization rate of approximately 106 percent with a shortfall of 902 seats, in the 2017-2018 school year. Although a one-mile radius is not used for assessment purposes, as high school students may attend any high school in the City if they meet the admissions criteria, Figure 3 illustrates the locations of all high schools within an approximately one-mile radius of the Project Area, for reference. As shown in Figure 3, there are two high schools within one mile of the Project Area.

TABLE 4: Staten Island Public High School Enrollment, Capacity, and Utilization for the 2017-2018 Academic Year

Map No.[1]	School Name	Address	Grades Served	Enrollment	Target Capacity[2]	Available Seats	Utilization (%)
1	Gaynor Mccown Expeditionary Learning School	100 Essex Dr.	9 – 12	439	450	11	98%
1	CSI High School for International Studies/Jerome Parker Campus	100 Essex Dr.	9 – 12	495	548	53	90%
2	New Dorp High School	465 New Dorp La.	9 – 12	3,045	3,232	187	94%
3	Port Richmond High School	85 St. Josephs Ave.	9 – 12	1,549	2,026	477	77%
4	Curtis High School	105 Hamilton Ave.	9 – 12	2,587	1,505	-1,082	172%
5	Tottenville High School	100 Luten Ave.	9 – 12	3,808	3,538	-270	108%
6	Susan E. Wagner High School	1200 Manor Rd.	9 – 12	3,284	2,809	-475	117%
7	Concord High School	109 Rhine Ave.	9 – 12	172	264	92	65%
8	Ralph R. McKee Career and Technical Education High School	290 St Marks Pl.	9 – 12	792	897	105	88%
			Borough-wide Totals	**16,177**	**15,269**	**-902**	**106%**

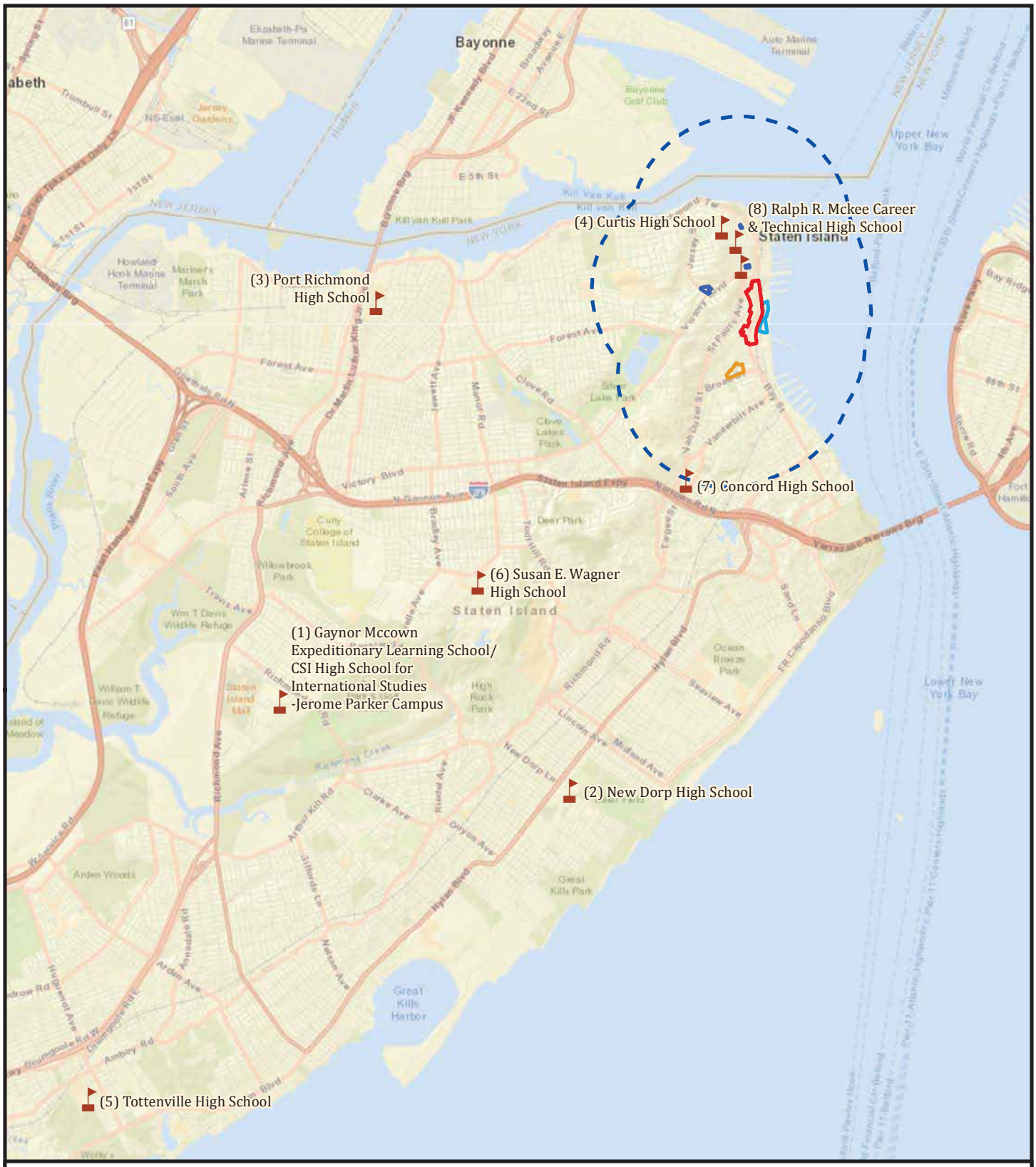
Source(s): *DOE, Enrollment – Capacity – Utilization Report, 2017-2018 School Year.*
Note(s): *[1] Refer to Figure 3.*
[2] Transportable classroom capacities are excluded.

The Future Without the Proposed Actions (No-Action Condition)

In the No-Action Condition, future utilization rates of public elementary, intermediate and high schools serving the Project Area and surrounding study areas would be affected by changes in enrollment, mainly due to aging of the existing student body and new arrivals, as well as changes in capacity and number of available seats within the CSD Sub-district and borough-wide schools.

Student Enrollment Projections

As noted above, SCA provides future enrollment projections by district for up to ten years. The latest available enrollment projections for 2027 have been used in this analysis to project student enrollment in 2030. These enrollment projections focus on the natural growth of the City's student


(8) Ralph R. Mckee Career & Technical High School
(4) Curtis High School
(3) Port Richmond High School
(7) Concord High School
(6) Susan E. Wagner High School
(1) Gaynor Mccown Expeditionary Learning School/ CSI High School for International Studies -Jerome Parker Campus
(2) New Dorp High School
(5) Tottenville High School
Bayonne
Staten Island
Upper New York Bay
Lower New York Bay
Kill Van Kull
NEW JERSEY
NEW YORK
Verrazzano Narrows Brg
Victory Blvd
Forest Ave
Richmond Ave
Hylan Blvd
Clove Rd
Manor Rd
Jewett Ave
Bradley Ave
Arthur Kill Rd
Great Kills Park
Great Kills Harbor
Arden Woods
Wolfe's Pond
Clove Lakes Park
Deer Park
Wilowbrook Park
Ocean Breeze Park
High Rock Park
Wm T Davis Wildlife Refuge
William T Davis Wildlife Refuge
Staten Island Mall
College of Staten Island
Curry
Howland Hook Marine Terminal
Mariner's Marsh Park
Kill van Kull Park
Bayonne Golf Club
Auto Marine Terminal
Elizabeth-Pt Marine Terminal
Jersey Gardens
Island of Meadow
Lincoln Ave
Midland Ave
Seaview Ave
Richmond Creek
Richmond Rd
Clarke Ave
Amboy Rd
Arden Ave
Arden Rd
Arthur Kill Rd
Gifford Ln
Nelson Ave
Riedel Ave
Guyon Ave
New Dorp Ln
Hylan Blvd
Seaside Blvd
Father Capodanno Blvd
Targee St
Richmond Terr
Victory Blvd
St Paul Ave
Van Duzer St
Vanderbilt Ave
Bay St
Broadway
Jersey St
Manor Rd
Clove Rd
Forest Ave
Victory Blvd
Staten Island Expy
N Gannon Ave
Bradley Ave
Travis Ave
Richmond Ave
Arthur Kill Rd
Gifford Ln
Arden Ave
Arden Rd
Amboy Rd
Hylan Blvd
Great Kills Harbor
Lincoln Ave
Midland Ave
Seaview Ave
New Dorp Ln
Clarke Ave
Guyon Ave
Richmond Creek
Richmond Rd
Father Capodanno Blvd
Sand Ln

population and other increases in populations that do not account for new residential development planned in the area ("No-Build" projects). The SCA also provides data on the number of new elementary and intermediate school students expected from new housing in CSD 31, Sub-district 4 based on capital planning work. In addition to the SCA 10-year high school enrollment projections, the 2030 No-Action high school enrollment was calculated by applying a multiplier of 0.11 to the number of new housing units anticipated in the borough by 2030 (4,137).[8] The anticipated No-Action elementary and intermediate school enrollment for the Sub-district and No-Action high school enrollment for the Borough of Staten Island are presented in Table 5 and Table 6, respectively.

Projected Capacity Changes

As outlined in the *CEQR Technical Manual*, No-Action school capacity changes considered in a community facilities analysis include information on proposed and adopted "Significant Changes in School Utilization" and the DOE's 2020-2024 Five Year Capital Plan. The SCA directs that the latest proposed or adopted Five Year Capital Plan (or plan amendment) be used in the No-Action school analysis. The most recent 2020-2024 Five Year Capital Plan (November 2018) identifies capacity changes for CSD 31, Sub-district 4 (North Shore), which are discussed below. Changes to the capacity of Staten Island elementary and high schools are detailed in Table 5.

Projected Community School District 31, Sub-District 4 Capacity Change

The most recent Five-Year Capital Plan (November 2018) proposes an additional 748 elementary school seats to CSD 31, Sub-district 4 at 357 Targee Street; the estimated completion date is June 2022.[9] In total, anticipated capacity changes to P.S. schools in CSD 31, Sub-District 4 are expected to result in a total net increase of 748 seats.

Projected Staten Island High School Capacity Changes

Staten Island high schools are expected to increase in capacity by the 2030 analysis year. As shown in Table 5, the most recent 2020-2024 Five Year Capital Plan (November 2018) includes 307 additional seats to Curtis High School; the estimated completion date is September 2017.[10] In total, anticipated capacity changes to high schools in Staten Island are expected to result in a net increase of 307 high school seats.

TABLE 5: 2030 No-Action Staten Island Primary School and High School Capacity Changes

School District/School	Grade Level	Capacity Change over 2017-2018 Capacity
P.S. at 357 Targee Street	Primary School	748
Curtis High School	High School	307
Total Proposed Primary Seats		748
Total Proposed High School Seats		307
Total Proposed School Seats (All)		**1,055**

Source(s): *2020-2024 Five Year Capital Plan (November 2018), DOE and SCA*

[8] New York City School Construction Authority, "Projected New Housing Starts as Used in 2018-2027 Enrollment Projection, 2020-2024 Capital Plan."

[9] Five Year Capital Plan Proposed (November 2018), DOE and SCA, pg. C14.

[10] Ibid. It should be noted that while the Curtis High School Annex has been opened since September 2017, the enrollment for the Annex is not accounted for in the *DOE, Enrollment – Capacity – Utilization Report, 2017-2018 School Year.* Therefore, the 345 additional high school seats are included in the No-Action Condition.

Elementary Schools

Elementary schools in CSD 31, Sub-district 4 currently operate over capacity (i.e., greater than 100 percent collective utilization rate) and are expected to continue to operate over capacity in the 2030 No-Action Condition. In the No-Action Condition, CSD 31, Sub-district 4 elementary school capacity is expected to increase by 748 seats, and enrollment is expected to increase from approximately 11,869 students under existing conditions to approximately 14,038 students. Therefore, the collective utilization rate is expected to increase from approximately 119 percent in existing conditions to approximately 131 percent in the No-Action Condition, with a deficit of approximately 3,327 seats.

Intermediate Schools

Intermediate schools in CSD 31, Sub-district 4 currently operate under capacity (i.e., less than 100 percent collective utilization rate) and are anticipated to continue to operate under capacity in the No-Action Condition. In the No-Action Condition, CSD 31, Sub-district 4 intermediate school enrollment is expected to increase from approximately 4,411 students under existing conditions to approximately 4,731 students. Therefore, the collective utilization rate is expected to increase from approximately 77 percent in existing conditions to approximately 83 percent in the No-Action Condition, with a surplus of approximately 967 seats.

TABLE 6: 2030 Estimated No-Action Elementary and Intermediate School Enrollment, Capacity, and Utilization

Study Area	Projected 2030 Enrollment[1]	Students Introduced by No-Action Residential Development[2]	Total No-Action Enrollment[3]	Capacity[4]	Available Seats	Utilization (%)
Elementary Schools						
CSD 31, Sub-district 4	13,465	573	14,038	10,711	-3,327	131
Intermediate Schools						
CSD 31, Sub-district 4	4,510	221	4,731	5,698	967	83

Note(s):

[1] DOE Enrollment Projections (Projected 2018-2027). Projections for 2027, the latest year for which enrollment projections are available were assumed for the 2030 analysis year, pursuant to CEQR.

[2] SCA, Projected New Housing Starts for the 2020-2024 Capital Plan.

[3] Includes incremental elementary (1 student) and intermediate (1 student) students generated on the Projected Development Sites between existing conditions and the No-Action Condition.

[4] Reflects anticipated capacity changes in Table 5.

High Schools

High schools in Staten Island currently operate over capacity (i.e., greater than 100 percent collective utilization rate), and are expected to continue to operate over capacity in the No-Action Condition. In the No-Action Condition, Staten Island high school capacity is expected to increase by 307 seats, and enrollment is expected to increase from approximately 16,177 students under existing conditions to approximately 20,081 students (see Table 7). Therefore, the collective utilization rate is expected to increase from approximately 106 percent in existing conditions to approximately 126 percent in the No-Action Condition, with a deficit of 4,198 seats.

TABLE 7: 2030 Estimated No-Action Staten Island High School Enrollment, Capacity, and Utilization

Study Area	Projected 2030 Enrollment[1]	Students Introduced by No-Action Residential Development[2]	Total No-Action Enrollment[3]	Capacity[4]	Available Seats	Utilization (%)
Staten Island	19,676	405	20,081	15,883	-4,198	126%

Note(s):
[1] DOE Enrollment Projections (Projected 2018-2027). Projections for 2027, the latest year for which enrollment projections are available were assumed for the 2030 analysis year, pursuant to CEQR.
[2] SCA Capital Division, Housing Pipeline.
[3]Includes incremental high school students (1 student) generated on the Projected Development Sites between existing conditions and the No-Action Condition.
[4] Reflects anticipated capacity changes noted in Table 5.

The Future With the Proposed Actions (With-Action Condition)

Under the RWCDS, the Proposed Actions would introduce 2,557 additional dwelling units to the Project Area. Based on updated student generation rates discussed above, the Proposed Actions would generate a total of approximately 1,331 new students to CSD 31, Sub-district 4, including approximately 716 elementary school students, 282 intermediate school students and 333 high school students (refer to Table 8).

TABLE 8: Estimated Number of Elementary, Intermediate and High School Students Introduced in the Study Area in the 2030 Future With the Proposed Actions

Study Area	Housing Units	Students Introduced by the Proposed Development Sites		
		Elementary	Intermediate	High School
CSD 31, Sub-district 4	2,557	716	282	-
Staten Island	2,557	-	-	333

Note(s): *Based on updated student generation rates*

Elementary Schools

As shown in Table 9, in the With-Action Condition, elementary school enrollment in CSD 31, Sub-district 4 would exceed capacity. Elementary school enrollment would increase from 14,038 students in the No-Action Condition to 14,754 students in the With-Action Condition. Therefore, the elementary school collective utilization rate for CSD 31, Sub-district 4 would increase from approximately 131 percent in the No-Action Condition to approximately 137 percent in the With-Action Condition (a 6.0-percentage-point increase), with a deficit of approximately 4,043 elementary school seats.

As discussed above, according to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed action would result in both (i) a utilization rate of the elementary schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action Condition; and (ii) an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions.

TABLE 9: 2030 Estimated With-Action Elementary and Intermediate School Enrollment, Capacity, and Utilization

Study Area	Projected 2030 Enrollment[1]	Students Introduced by With-Action Residential Development[2]	Total With-Action Enrollment	Capacity[3]	Available Seats	Utilization (%)	Change in Utilization (%) from No-Action Condition
Elementary Schools							
CSD 31, Sub-district 4	14,038	716	14,754	10,711	-4,043	137	+6.0
Intermediate Schools							
CSD 31, Sub-district 4	4,731	282	5,013	5,698	685	88	+5.0

Note(s): *[1] Refer to Table 6.*
[2] Refer to Table 8.
[3] Capacity based on No-Action capacity presented in Table 6.

Under the Proposed Actions, it is anticipated that the collective elementary school utilization rate in CSD 31, Sub-district 4 elementary schools would be 137 percent, which is an incremental increase of 6.0 percentage points over the No-Action Condition. Therefore, because elementary schools in CSD 31, Sub-district 4 would continue to operate over capacity in the With-Action Condition (i.e., greater than 100 percent collective utilization rate) and the incremental increase in the collective elementary school utilization rate of seven percentage points exceeds the CEQR threshold of five percentage points, the Proposed Actions are expected to have a significant adverse impact on elementary schools in CSD 31, Sub-district 4.

While the DEIS did not identify a significant adverse impact related to public schools, it was noted that new data was anticipated, which could potentially change the DEIS conclusions. As mentioned above, shortly before the issuance of the DEIS, new data from the SCA was released related to projected public school ratios, enrollment projections, and projected new housing starts. Based on the re-analyzed indirect effects analysis on public elementary schools, the Proposed Actions would potentially result in a significant adverse impact to public elementary schools in CSD 31, Sub-district 4.

To avoid the potential for a significant adverse impact on elementary schools in CSD 31, Sub-district 4, the Proposed Actions would need to add approximately 140 new elementary school seats increasing capacity. Potential mitigation measures pertaining to public elementary schools will be explored by the lead agency and the SCA and discussed in the Final Environmental Impact Statement (FEIS). To eliminate these impacts in CSD 31, Sub-district 4, the following mitigation measures could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under the DOE's control in order to make available more capacity in existing school buildings located within CSD 31, Sub-district 4; b) relocate administrative functions to another site, thereby freeing up space for classrooms; and/or c) create additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 31, Sub-district 4. These preliminary mitigation options will continue to be explored before the issuance of the FEIS. If feasible measures are not identified to fully mitigate, the impact would be considered unavoidable.

Intermediate Schools

As shown in Table 9, in the With-Action Condition, intermediate school enrollment in CSD 31, Sub-district 4 would not exceed capacity. Intermediate school enrollment would increase from

approximately 4,731 students in the No-Action Condition to approximately 5,013 students in the With-Action Condition. Therefore, the intermediate school collective utilization rate for CSD 31, Sub-district 4 would increase from approximately 83 percent in the No-Action Condition to approximately 88 percent in the With-Action Condition (a 5.0-percentage-point increase), with a surplus of approximately 685 intermediate school seats.

According to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed action would result in both (i) the utilization rate of the intermediate schools in the sub-district study area is equal to or greater than 100 percent in the With-Action Condition; and (ii) there is an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions.

Under the Proposed Actions, it is anticipated that the collective intermediate school utilization rate in CSD 31, Sub-district 4 would be approximately 88 percent, which is an incremental increase of 5.0 percentage points over the No-Action Condition. Although the incremental increase in the collective intermediate school utilization rate is at the CEQR threshold of five percentage points, because the intermediate schools in CSD 31, Sub-district 4 would continue to operate under capacity, the Proposed Actions are not anticipated to have a significant adverse impact on intermediate schools in CSD 31, Sub-district 4.

High Schools

As shown in Table 10, in the With-Action Condition, Staten Island high schools are expected to operate over capacity (i.e., more than 100 percent collective utilization rate). High school enrollment in Staten Island would increase from approximately 20,081 students in the No-Action Condition to approximately 20,414 students in the With-Action Condition. As such, the high school collective utilization rate in Staten Island would increase from approximately 126 percent in the No-Action Condition to approximately 129 percent in the With-Action Condition (a 3.0-percentage-point increase), with a deficit of 4,531 high school seats. Therefore, the Proposed Actions are not anticipated to result in any potential significant adverse impacts on high schools.

TABLE 10: Estimated With-Action Staten Island High School Enrollment, Capacity, and Utilization

Projected 2030 Enrollment[1]	Students Introduced by the Proposed Action[2]	Total With-Action Enrollment	Capacity[3]	Available Seats	Utilization (%)	Change in Utilization (%) from No-Action Condition
20,081	333	20,414	15,883	-4,531	129%	3.0%

Note(s): *[1] Refer to Table 7.*
[2] Refer to Table 8.
[3] Refer to Table 7.

C. A-TEXT APPLICATION MODIFICATIONS

The A-Text Application includes modifications to the proposed zoning text amendments related to the Special Stapleton Waterfront District (SSWD) and the proposed Special Bay Street Corridor District (SBSCD), and to the disposition terms of City Disposition Sites 2 (539 Jersey Street/100 Brook Street) and 3 (54 Central Avenue), described and analyzed in the DEIS.

Zoning Text Amendments

Special Stapleton Waterfront District (SSWD)

As described in the DEIS, the Proposed Actions include zoning text amendments to modify the underlying building height regulations of the existing SSWD, increasing the maximum building height on Stapleton Waterfront Phase III Sites A and B1 from 55 feet to 125 feet, and modifying the existing street wall requirements for Subareas A and B1 to allow greater flexibility for future development to meet resiliency and accessibility regulations. As modified under the A-Text Application, the SSWD regulations would also allow buildings in Subareas A or B1 of the special district to waive from floor area calculation purposes up to 100,000 sf of community facility floor area for a school (similar to the Reduced Rezoning Area Alternative analyzed in the DEIS). This proposed modification would increase the allowable density at the Stapleton Waterfront Phase III Sites A and B1, and would affect the amount and type of future development beyond what was analyzed for the Proposed Actions in the DEIS.[11] It would not alter the maximum building heights assumed for analysis purposes under the Proposed Actions, but would affect building envelopes, increasing the maximum base heights and increasing the amount of development assumed for the RWCDS for Stapleton Waterfront Phase III Sites A and B1.

Proposed Special Bay Street Corridor District (SBSCD)

The Proposed Actions would establish the Special Bay Street Corridor District (SBSCD) to include the entirety of the 14-block Bay Street Corridor Project Area, which is generally bounded by Victory Boulevard to the north and Van Duzer Street to the west, Staten Island Railroad (SIR) tracks to the east, and Sands Street to the south. The SBSCD would create new zoning regulations that would modify the underlying zoning district regulations, including use, bulk, and parking regulations. Under the Proposed Actions, the limited expansion of existing brewery uses would be permitted, provided that (i) the enlarged or extended area does not exceed 15,000 sf for a beverage manufacturing establishment or brewery; and (ii) such enlargement or extension is located within a completely enclosed building; and (iii) all construction has been completed prior to 15 years after date of enactment. As modified by the A-Text Application, brewery uses would be allowed to locate throughout SBSCD, provided that (i) the size of the brewery does not exceed 30,000 sf; and (ii) any brewery developed or enlarged after the date of enactment shall contain an accessory eating or drinking establishment.

This change would allow greater flexibility for additional commercial development and associated jobs in the Bay Street Corridor Project Area by further expanding the allowance of brewery uses in the special district. This proposed modification would not increase density, the amount, or location of development beyond what was analyzed in the DEIS, nor would it alter the maximum building

[11] Although the Reduced Rezoning Area Alternative in the DEIS analyzed this same larger density for Stapleton Waterfront Phase III Sites A and B1, it also evaluated a smaller rezoning area that excluded the Canal Street Corridor Project Area, and therefore differs from the A-Text Application.

heights or building envelopes conservatively assumed for analysis purposes in the DEIS. This proposed modification could affect the types of uses conservatively assumed for some of the technical areas, such as air quality, in the DEIS.

The proposed A-Text Application modifications to the SBSCD would also modify the special visual corridor requirements to allow greater flexibility in terms of parking, access and amenities. These modifications would enhance the public realm but would not affect the development assumptions in the RWCDS for either the Proposed Actions or A-Text Alternative. The A-Text Application would also modify loading berth requirements to allow for greater flexibility in the layout of parking and loading areas and to reduce the need for developments to provide below-grade parking within the floodplain. The proposed modifications also would better align the requirements for buildings containing commercial uses subject to different loading requirements such that each use in a mixed building would be subject to its respective loading requirement, instead of governed by the use with the highest loading requirement. These modifications would not affect the development assumptions in the Proposed Actions' RWCDS described and analyzed in the DEIS. Therefore, no further analysis of these modifications is required.

City Disposition

The Proposed Actions include the disposition of three City-owned properties located at: (i) 55 Stuyvesant Place (Block 9, Lot 9); (ii) 539 Jersey Street/100 Brook Street (Block 34, Lot 1); and (iii) 54 Central Avenue (Block 6, Lot 20).

The A-Text Application would modify the disposition requirements for two of the three City Disposition Sites (City Disposition Sites 2 and 3). The proposed modifications would increase residential use, including affordable housing units, and community facility use, and reduce the amount of commercial use proposed for the two disposition sites. The overall amount of development assumed at City Disposition Site 2 would also increase, whereas the overall amount of development at City Disposition Site 3 would slightly decrease. As modified, the terms of disposition for City Disposition Site 2 would also include a requirement for Affordable Independent Residents for Seniors (AIRS)[12] at the site. Table 11 details the program assumptions changes for City Disposition Sites 2 and 3 under the Proposed Action, as compared to the A-Text Application.

As indicated in Table 11, the proposed changes to the disposition terms of City Disposition Sites 2 and 3 would affect the amount and type of future development compared to what was analyzed in the DEIS for these two sites. It would also affect the maximum building height assumed for City Disposition Site 2, increasing it from 40 feet to 55 feet. Like under the Proposed Actions, both City Disposition Sites 2 and 3 would be redeveloped in accordance with existing zoning.

[12] Use Group 2 residence that requires a regulatory agreement with a City or State agency with a minimum term of 30 years. At least 90 percent of the space must be occupied by an elderly family, the head of which is 62 years or older. In addition, a minimum of four percent of the space must be dedicated to shared facilities for residents, like cafeterias and community rooms. Incomes are restricted to seniors making less than 80 percent of area median income (AMI).

TABLE 11: City Disposition Sites 2 and 3 under the Proposed Actions and A-Text Application

	City Disposition Site 2		City Disposition Site 3	
	Proposed Actions	**A-Text Application**	**Proposed Actions**	**A-Text Application**
Residential (sf)	***108,413***	***180,670 sf***	***0 sf***	***63,539 sf***
Unregulated Residential DUs	*54 DUs*	*33 DUs*	*0 DUs*	*0 DUs*
Affordable Residential DUs	*54 DUs*	*190 DUs[1]*	*0 DUs*	*64 DUs*
Total Residential DU	***108 DU***	***223 DUs[1]***	***0 DUs***	***64 DUs***
Retail (sf)	*35,000 sf*	*10,800 sf*	*0 sf*	*8,768 sf*
Office (sf)	*0*	*0 sf*	*85,129 sf*	*8,768 sf*
Total Commercial (sf)	***35,000 sf***	***10,800 sf***	***85,129 sf***	***17,536 sf***
Total Community Facility (sf)	***0 sf***	***5,700 sf***	***0 sf***	***0 sf***
Building Area (sf)	***143,413 sf***	***197,170 sf***	***85,129 sf***	***81,075 sf***
Maximum Height	40 feet	55 feet	70 feet	70 feet

Notes: [1] Under the A-Text Application, City Disposition Site 2 would be redeveloped with 90 Affordable Independent Residences for Seniors (AIRS), and 133 family units, including 100 affordable units at or below 80 percent of Area Median Income (AMI) and 33 market-rate units.

Purpose and Need for A-Text Application

The proposed A-Text Application aims to reinforce the goals of the Bay Street Corridor Neighborhood Plan, primarily facilitating the creation of a walkable mixed-use corridor with greater access to housing, local retail uses, and services that will benefit the current and future residents of the area. The proposed A-text would modify the SSWD regulations to allow buildings in Subareas A or B1 to waive from floor area calculation purposes up to 100,000 square feet (sf) of community facility floor area, modify the disposition terms of City Disposition Sites 2 and 3 to introduce a greater amount of residential dwelling units (DUs) and community facility space and reduce the amount of commercial use, and permit brewery uses throughout the proposed SBSCD, which are not currently within scope for consideration. The changes proposed as part of the A-Text are in response to views expressed during the public review process and are in appropriate areas of the district to allow continued consideration of appropriate building form and scale.

A key element of the Bay Street Corridor Neighborhood Plan is the creation of new housing, including prioritizing City-owned sites as generators of a greater number of affordable units than would otherwise be required through Mandatory Inclusionary Housing (MIH) program. In response to comments expressed by the community to include additional educational and recreational amenities at the Stapleton Waterfront, the proposed A-Text Application would allow for the creation of up to 100,000 sf of community facility use for a school, while retaining the development potential of commercial and residential floor area to be developed in Subareas A and B1. The proposed A-Text Application provides the ability to meet the objectives of the SSWD and Bay Street Corridor Neighborhood Plan and provide greater access to community-focused uses on the waterfront. In addition, the proposed A-Text Application modifications to the disposition terms of City Disposition Sites 2 and 3 is intended to meet the Plan objectives of providing an increased number of housing units on City-owned sites in response to community desire to see a greater number of affordable housing units produced within the study area addressing a wider range of needs.

The proposed A-Text Application modifications to the SBSCD to permit brewery uses throughout the corridor is intended to allow for greater flexibility of uses and jobs to be produced within the corridor. In recent years, the number of breweries throughout NYC has continued to grow. The cost of land zoned for manufacturing and land available for this use pose a challenge for the creation of smaller breweries. The A-Text Application would allow for brewery uses to be permitted as-of-right within the SBSCD, providing the ability for this use to tenant the ground floor of newly constructed mixed

buildings or the reuse existing buildings within the area. To ensure that breweries uses contribute to the Plan's goal of creating a lively, walkable retail corridor, the proposed A-text ensures that any brewery use contains an eating or drinking establishment.

The proposed A-Text Application also aims to ensure that visual corridor regulations and loading requirements are enhancing the public realm and providing greater flexibility for development sites to comply with all zoning regulations, including the proposed SBSCD. The Proposed Actions require that Visual Corridors be mapped through select sites located to the east of Bay Street to break up the street wall and provide access to parking. The proposed A-Text Application further defines the design standards for these Visual Corridors, allowing for these areas to serve as amenities to adjacent residential and commercial uses, provide seating and planting, further enhancing the public realm. The reduction in loading requirements proposed in the A-Text Application is intended to reflect the goals of the Plan to provide a variety of local retail uses and services and reduce the site planning constraints associated with the location of parking, high cost of providing structured parking, and the challenges of developing below-grade parking and loading within the flood zone. Similarly, the proposed modifications to the regulations governing the loading berth requirements for developments that contain uses subject to different requirements can present a conflict to the intent of the Plan. The Proposed Actions would permit the creation of second story commercial uses and fully commercial office buildings within the SBSCD. Under current regulations, the loading requirement for all commercial uses would be subject to the highest requirement use located in a building, placing a challenge to development of commercial buildings that intend to develop with a mix of commercial uses. The proposed A-Text Application aligns the underlying loading regulations with the goals of the Plan and encourages the creation of commercial uses and jobs within the area.

In total, the proposed A-Text Application modifications will strengthen the goals of the Bay Street Corridor Neighborhood Plan by providing a greater flexibility of uses, prioritizing City-owned land for the creation of affordable housing and community facilities, enhance the public realm and promote the creation of jobs and commercial uses within the Bay Street Corridor study area.

A-Text Application Reasonable Worst Case Development Scenario (RWCDS)

The A-Text would result in some changes to the RWCDS presented in the DEIS and accordingly, a modified RWCDS was created for the A-Text Application (referred to hereafter as the "A-Text Application RWCDS"). With the proposed A-Text Application, there would not be any new Projected or Potential Development Sites, nor would the Project Area change.

To assess the effects of the proposed allowance of brewery use in the SBSCD, the commercial restaurant use in one building of the With-Action Condition under the Proposed Actions at Projected Development Site 5 is assumed to be a 10,000-sf brewery use under the A-Text Application. While the proposed A-Text Application would permit brewery use up to 30,000 sf, given the ground floor site constraints on the Projected Development Sites throughout the rezoning area, 10,000 sf reflects a relatively large ground floor which could be occupied by a brewery. To assess the effects of the proposed community facility waiver in SSWD, Stapleton Waterfront Phase III Site A is assumed to include an additional building segment comprised of 100,000 sf community facility use. To assess the effects of the disposition terms for City Disposition Sites, a modified building program is assumed for City Disposition Sites 2 and 3. City Disposition Site 2 assumes 223 DUs (a portion of which would be affordable and AIRS) with retail and community facility uses; and City Disposition Site 3 assumes 64 DUs of affordable housing with commercial retail and office uses. As noted above, the other text changes proposed to the SBSCD do not warrant changes to the RWCDS and would have no effect on the anticipated development as a result of the A-Text Alternative.

As shown in Table 12, five (5) of the 30 Projected Development Sites from the original RWCDS would be affected by the A-Text Application, including Projected Development Site 5 in the Bay Street Corridor Project Area[13], City Disposition Sites 2 and 3, and the Stapleton Waterfront Phase III Sites A and B1. There would be no change to the amount of development, massing, or to the uses assumed on the remaining 25 Projected Development Sites, and none of the 23 Potential Development Sites would be affected by the A-Text Application.

TABLE 12: RWCDS Projected Development Sites Affected by the A-Text Application

Development Site	Block No.	Affected Lots	Changes to RWCDS under the A-Text Application
Projected Development Site 5[1]	488	53, 65	Development Program Changes- 10,000 sf of restaurant use assumed to be 10,000-sf brewery No changes to building envelope/massing
City Disposition Site 2 (539 Jersey Street/100 Brook Street)	34	1	Development Program Changes- increase in residential use (223 DUs including AIRS), decrease in commercial uses (10,800 sf), and addition of community facility space (5,700 sf) Max. Building Height Increases to 55 feet tall; increase in density
City Disposition Site 3 (54 Central Avenue)	6	20	Development Program Changes- addition of residential use (64 DUs), decrease in commercial uses (8,768 sf of retail and 8,768 sf of office) No changes to building envelope/massing
Stapleton Waterfront Phase III Sites A and B1	487	100	Development Program Changes- addition of 100,000 sf of community facility space No change to max. building height; additional building segment

Notes: [1] Under the A-Text Application, the With-Action scenario assumes a 10,000-sf brewery instead of 10,000 sf of restaurant use (pursuant to the proposed modifications to SBSC) on Projected Development Site 5 for air quality analysis purposes. Like the Proposed Actions, the A-Text Application With-Action scenario for all other technical areas conservatively assumes retail and restaurant uses at Site 5.

The A-Text Application would result in changes to the number of residential uses, and amount of commercial and community facility spaces. As compared to the RWCDS presented in the DEIS, the A-Text Application RWCDS would result in a net increase of approximately 180 DUs with a greater portion of affordable units and an introduction of AIRS units, a net increase of 105,700 gross square feet (gsf) in community facility uses, and a net decrease of 91,800 gsf in commercial uses. The loss of commercial floor area results from an incremental decrease of approximately 15,400 gsf in retail and an incremental decrease of roughly 76,400 gsf in office in the A-Text Application RWCDS for City Disposition Sites 2 and 3 as compared to the Proposed Actions. There would be no change in the increment of other commercial floor area. Table 13 shows the RWCDS development increment by use under the Proposed Actions versus that for the A- Text Application.

Although there would be changes to the overall development program and/or density for the five Projected Development Sites identified above, the locations of these and the other development sites would remain unchanged as shown in the "Projected and Potential Development Sites" figure (see Figure 4). Except for City Disposition Site 2 and the Stapleton Waterfront Phase III Sites A and B1, the proposed building heights, massing, and bulk on the Projected and Potential Development Sites would be the same as under the Proposed Actions, and there would be no change to the amount

[13] Under the A-Text Application, the With-Action scenario for Projected Development Site 5 assumes a 10,000-sf brewery instead of 10,000 sf of restaurant uses (pursuant to the proposed modifications to SBSCD) for air quality analysis purposes. Like the Proposed Actions, the With-Action scenario for Projected Development Site 5 for all other CEQR technical analysis areas conservatively assumes retail and restaurant uses. The proposed modification to SBSCD would not affect the amount of future development, increase density, or change the building envelope assumptions at Projected Development Site 5 beyond what was analyzed in the DEIS.

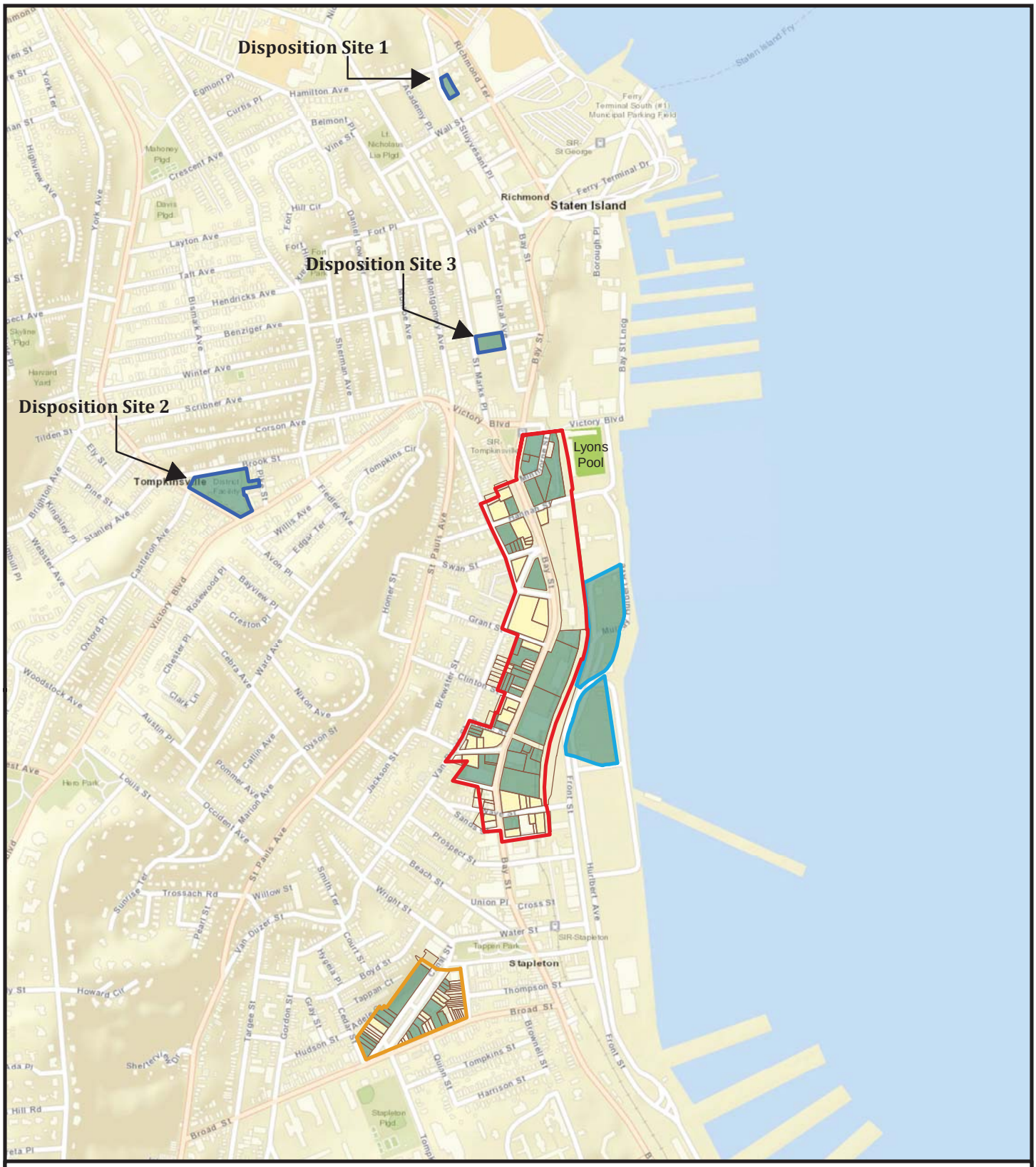


FIGURE 4: OVERVIEW OF PROJECTED AND POTENTIAL DEVELOPMENT SITES
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY
Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning, MapPLUTO Data
Prepared by Langan

of development or the building envelope assumed at each of the sites. The A-Text Application would include additional floor area on City Disposition Site 2 and the Stapleton Waterfront Phase III Sites, which would result in a building with a greater maximum height on City Disposition Site 2 and an additional building segment on Stapleton Waterfront Phase III Site A as compared to the Proposed Actions. The maximum building heights at the Stapleton Waterfront Phase III Sites would be the same as under the Proposed Actions. Except for these massing changes on City Disposition Site 2 and the Stapleton Waterfront Sites, there would be no other changes to the rest of the building envelopes assumed for the RWCDS Projected and Potential Development Sites.

TABLE 13: Comparison of RWCDS Increment for Proposed Actions vs. A-Text Application

Use	Proposed Actions RWCDS Increment	A-Text Application RWCDS Increment	Difference
Residential (gsf)	***2,553,585***	***2,689,381***	***135,796***
Total Residential DUs	***2,557***	***2,736***	***179***
Retail (gsf)	*36,461*	*21,029*	*-15,432*
Office (gsf)	*217,760*	*141,399*	*-76,361*
Restaurant (gsf)	*57,000*	*57,000*	*0*
Other Commercial (gsf)	*-35,873*	*-35,873*	*0*
Total Commercial	***275,348***	***183,555***	***-91,793***
Total Community Facility (gsf)	***46,799***	***152,499***	***105,700***

Revised Environmental Analyses Due to the A-Text Application

This section presents revised analyses based on the proposed A-Text Application. As described previously, the proposed A-Text Application would result in development program changes on five Projected Development Sites, which would result in a relatively small alteration to the incremental difference in residential dwelling units, commercial floor area, and community facility floor area, as well as massing changes on City Disposition Site 2 and the Stapleton Waterfront Phase III Sites.

The same (E) designations mapped in connection with the Proposed Actions to preclude exposure to noise, emissions (air quality) and hazardous materials would be mapped with the A-Text Application, with some minor modifications for Projected Development Site 5. With respect to the three City-owned sites (City Disposition Sites 1, 2, and 3) and the Stapleton Waterfront Phase III Sites, the A-Text Application would also require measures similar to the (E) Designation requirements and the provisions contained in Land Disposition Agreements (LDA) or comparable binding documents between the City of New York and the future selected developer(s).

As discussed in detail below, the A-Text Application is expected to result in the same or very similar significant adverse impacts related to community facilities, open space, historic and cultural resources, transportation (traffic and pedestrians), and construction (noise), as identified in the DEIS and the updated indirect public schools analysis provided in *Section B* of this technical memorandum. Consequently, the significant adverse impacts under the A-Text Application could be mitigated using the same types of mitigation measures identified for the Proposed Actions.

Land Use, Zoning and Public Policy

Like the Proposed Actions, the A-Text Application would not result any significant adverse impacts and would generally result in the same effects to land use, zoning and public policy. The A-Text Application would not adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the A-Text Application would not result in development that conflicts with adopted public policies. The A-Text Application would continue to provide opportunities for new housing, including substantial amounts of affordable housing, which would expand housing choices for current and future residents. Like the Proposed Actions, the A-Text Application would also create new commercial and community facility space to support job creation and provide services.

The A-Text Application would result in the same land uses as the Proposed Actions. As a result of the proposed use modification in the A-Text Application, it is anticipated that an additional brewery may locate within the SBSCD. The modification of the UDAAP Application would also result in the introduction of AIRS to meet the growing need for this use in the area. Both the Proposed Actions and the A-Text Application would result in an overall increase in residential, commercial, and community facility uses compared to the No-Action Condition. As described above, the A-Text Application would result in a greater number of dwelling units, including more affordable units and AIRS units, and more community facility space, but slightly less commercial space compared to the Proposed Actions. In addition, there would be an increase in total development under the A-Text Application.

As described earlier, the A-Text Application would include the same zoning actions (amendments to the zoning map, text and UDAAP) as the Proposed Actions, and would affect the same Project Area. The A-Text Application would include community facility space at Stapleton Waterfront Phase III Sites, a fully affordable mixed-use development at City Disposition Site 3, and a larger mixed-use development at City Disposition Site 2, which would include a greater amount of residential use, including affordable units and AIRS units, retail, and community facility space. As with the Proposed Actions, the A-Text Application would increase density within the Bay Street and Canal Street Corridor Project Areas. The allowable Floor Area Ratio (FAR) would range from 2.0 to 4.60 for development for residential, office uses, and community facility uses, depending on location (i.e., in a Special District Subdistrict) and configuration of sites. Both the Proposed Actions and the A-Text Application would map new commercial overlays along Bay Street to incentivize mixed-use development, facilitate active streetscapes, and encourage local retail to support the expected residential development in the area.

The A-Text Application would support, to a greater degree, the housing goals of the Proposed Actions. Development in the A-Text Application RWCDS would introduce approximately 1,830 dwelling units associated with the rezoning actions, 270 units on City-owned properties, and 630 units at Stapleton Waterfront Phase III, for a total of approximately 2,730 incremental dwelling units to the Project Area (compared to approximately 2,560 with the Proposed Actions). The A-Text Application is intended to support the goals and objectives of the Bay Street Corridor Neighborhood Planning Initiative, which are consistent with the City's housing policy of increasing the amount of housing, including affordable housing. In addition, like the Proposed Actions, the A-Text Application would be consistent with all applicable policies of the Waterfront Revitalization Program (WRP), including encouraging commercial and residential redevelopment in appropriate Coastal Zone areas where public facilities and infrastructure exist, protecting and restoring the quality and function of ecological systems, and providing access to NYC coastal waters.

Socioeconomic Conditions

Neither the Proposed Actions nor the A-Text Application would result in significant adverse impacts to any of the five areas of socioeconomic concern: direct residential displacement; indirect residential displacement; direct business displacement; indirect business displacement; and adverse effects on specific industries. As noted above, compared to the Proposed Actions, the A-Text Application would affect the RWCDS assumed for five Projected Development Sites. The A-Text Application RWCDS would generate a greater amount of residential and community facility development, with a reduction of approximately 91,793 sf of commercial use, and an increase of approximately 105,700 sf of community facility use and 179 DUs on the Projected Development Sites.

Compared to the Proposed Actions, under the A-Text Application, 179 (approximately seven percent) more total housing units and 200 (nearly 19 percent) more affordable housing units would be introduced to the Project Area. The A-Text Application would introduce an increment of 2,736 housing units, including 1,261 affordable housing units, compared to the No-Action condition. In addition, the A-Text Application would introduce 91,793 (approximately 33 percent) less commercial square footage, and an additional 105,700 sf of community facility uses as compared to the Proposed Actions. The A-Text Application would increase employment by an estimated 1,281 jobs compared to the No-Action condition, which represents a slight decrease in jobs compared to the Proposed Actions' increment of 1,312 workers.

The addition of commercial, housing, and community facility uses under the A-Text Application would not lead to significant direct or indirect residential displacement, nor direct or indirect business and institutional displacement. The A-Text Application would also not affect business conditions in any industry or any category of businesses within or outside the Study Area, nor would the A-Text Application substantially reduce employment or impair the economic viability in an industry or category of businesses. The A-Text Application would result in the same amount of direct residential and business displacement because the number and location of Projected Development Sites would not change from the Proposed Actions.

Like the Proposed Actions, the A-Text Application would increase housing, community facility space, and commercial development within the Study Area, seeking to build upon existing place-based assets to accommodate growth and improve the quality of life for residents in the Study Area and surrounding neighborhoods. Like the Proposed Actions, the A-Text Application would expand the opportunities for additional housing and promote the development of permanently affordable housing within the Project Area. Additionally, like the Proposed Actions, the A-Text Application would serve to support housing growth and affordable housing by creating the opportunity to build residential housing units in areas that largely do not permit residential development or low-density areas to meet the existing gap in housing supply. The additional housing units would provide added supply to meet increasing housing demand in an area well served by transit to help relieve demand pressures. Like the Proposed Actions, the A-Text Application would provide additional housing in an area where demand is high and address unmet demand for new affordable housing in the Study Area. In addition, the introduction of AIRS units on City Disposition Site 2 would introduce a type of housing to meet a specific need and provide affordable housing for the growing population of seniors.

Therefore, the conclusions of the DEIS would not change and the A-Text Application would not result in any significant adverse socioeconomic impacts.

Community Facilities

The RWCDS analyzed in the DEIS did not exceed the thresholds requiring analyses of health care facilities or fire and police protection services, indicating that there would be no significant adverse impacts on these facilities. Similarly, the A-Text Application RWCDS does not exceed thresholds requiring analysis of health care facilities or police or fire protection services, indicating that there would be no significant adverse impacts on these facilities.

Like the RWCDS analyzed in the DEIS, the A-Text Application RWCDS exceeds the thresholds for analysis of public elementary, intermediate, and high schools; libraries; and publicly funded child care facilities. This section analyzes the A-Text Application RWCDS to determine whether the A-Text Application RWCDS would result in any new or different community facility impacts not identified in the DEIS.

Public Schools

As discussed above under *Section B*, *"Revised Indirect Effects Analysis of Public Schools for the Proposed Actions,"* the SCA released data related to projected public school ratios, enrollment projections, and projected new housing starts for the study area for the Proposed Actions shortly before the DEIS was completed, and more recently released data for the 2017-2018 school enrollment, capacity, and utilization for the study area for the Proposed Actions. In addition, the projected public school multipliers were also updated after the issuance of the DEIS.[14] The analysis presented in the DEIS did not reflect the new data or updated multipliers. Therefore, as discussed in detail above, the analyses for the Proposed Actions have been revised with current 2017-2018 data, new projections forecasts, and updated multipliers for the study area.

The updated analysis of public schools discussed above in *Section B*, found that the Proposed Actions would result in significant adverse impacts to school capacity at the elementary school level. The Proposed Actions would not result in significant adverse impacts to school capacity at the intermediate or high school levels. The A-Text Application RWCDS could result in more school aged children – the A-Text Application RWCDS assumes an incremental increase of 2,736 DUs, which is 179 DUs greater than the RWCDS analyzed in the DEIS. Therefore, further analysis of the A-Text Application RWCDS is warranted.

Based on the updated projected public school multipliers discussed in detail above in *Section B*, the A-Text Application RWCDS would introduce approximately 766 elementary school students and 301 intermediate school students to Sub-district 4 of CSD 31 (illustrated in Figure 1 above). The A-Text Application RWCDS would also introduce approximately 356 high school students to the borough of Staten Island.

As shown in Table 14, in the A-Text Application With-Action Condition the total elementary school enrollment of Sub-district 4, CSD 31 would increase to 14,805 (138 percent utilization) with a deficit of 4,094 seats. The total intermediate school enrollment of Sub-district 4, CSD 31 would increase to 5,032 (88 percent utilization) with a surplus of 666 seats. The total high school enrollment for the borough of Staten Island would increase to 20,437 (129 percent utilization) with a deficit of 4,554

[14] The 2014 *CEQR Technical Manual* has not been updated to reflect these new thresholds. However, DCP as lead agency, in consultation with the Mayor's Office of Environmental Coordination (MOEC) has determined that the 2012-2016 American Community Survey (ACS) – Public Use Microdata Sample (PUMS) data should be utilized as the basis for determining the need for a public schools CEQR analysis, to present a reasonable and accurate environmental assessment.

seats.

TABLE 14: 2030 Estimated With-Action Elementary, Intermediate and High School Enrollment, Capacity, and Utilization: A-Text Application RWCDS With-Action Condition

Study Area	Projected 2030 Enrollment[1]	Students Introduced by the A-Text Application RWCDS	Total With-Action Enrollment	Capacity[3]	Available Seats	Utilization (%)	Change in Utilization (%) from No-Action Condition
Elementary Schools							
CSD 31, Sub-district 4	14,038	767	14,805	10,711	-4,094	138	+7.0%
Intermediate Schools							
CSD 31, Sub-district 4	4,731	301	5,032	5,698	666	88	+5.0%
High Schools							
Staten Island	20,081	356	20,437	15,883	-4,554	129	+3.0%

Note(s): DOE *Enrollment Projections 2018-2026 by the Grier Partnership*; DOE, *Utilization Profiles: Enrollment/Capacity/Utilization, 2017-2018*, DOE *2020-2024 Proposed Five-Year Capital Plan,* November 2018; School Construction Authority (SCA); NYC SCA Projected New Housing Starts as used in 2018-2027 Enrollment Projections.

According to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed action would result in (i) a utilization rate of the elementary and/or intermediate schools that is equal to or greater than 100 percent in the future With-Action Condition; and (ii) an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions. For high schools, a significant adverse impact would be identified if the RWCDS would result in both of the following conditions: (1) a utilization rate of the high schools in the borough of Staten Island that is equal to or greater than 100 percent in the With-Action Condition; and (2) an increase of five percentage points or more in the collective utilization rate between the No Action and the With-Action Conditions.

In the A-Text Application With-Action Condition, intermediate schools would continue to operate with a surplus of seats (see Table 14). The increase in utilization attributable to the A-Text Application RWCDS would be approximately 5.0 percentage points for intermediate schools. Although this increase in utilization would be at the five percentage-point-change *CEQR Technical Manual* threshold, the overall utilization rate would be under 100 percent for intermediate schools. High schools within the borough of Staten Island would continue to operate with a deficit of seats. However, the increase in utilization attributable to the A-Text Application RWCDS would be approximately 3.0 percent, which is below the five percentage-point-change threshold outlined by the *CEQR Technical Manual*. Therefore, the A-Text Application would not result in significant adverse impacts to intermediate or high schools.

As shown in Table 14, in the A-Text Application With-Action Condition, elementary school enrollment in Sub-district 4, CSD 31 would continue to exceed capacity. Elementary school enrollment would increase from 14,038 students in the No-Action Condition to 14,805 students in the A-Text Application With-Action Condition. As such, the elementary school collective utilization rate for Sub-district 4, CSD 31 would increase from approximately 131 percent in the No-Action Condition to approximately 138 percent in the With-Action Condition (a 7.0-percentage-point increase), with a deficit of approximately 4,094 elementary school seats. Therefore, similar to the updated schools analysis for the DEIS Proposed Actions discussed above in *Section B*, the modified actions proposed in the A-Text Application would result in a significant adverse impact on elementary schools.

To avoid the potential for a significant adverse impact on elementary school seats in CSD 31, Sub-district 4, the A-Text Application would need to create additional 32 elementary school seats, for a total of 172 new elementary school seats, as compared to the need for 140 new elementary school seats under the Proposed Actions. Potential mitigation measures pertaining to public elementary schools will be explored by the lead agency and the SCA and discussed in the FEIS. To eliminate these impacts in Sub-district 4, CSD 31, the following mitigation measures could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under the DOE's control in order to make available more capacity in existing school buildings located within Sub-district 4, CSD 31; b) relocate administrative functions to another site, thereby freeing up space for classrooms; and/or c) create additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected developments within Sub-district 4, CSD 31. These preliminary mitigation options will continue to be explored before the issuance of the FEIS.

Child Care

The DEIS analysis estimated that the RWCDS would generate 95 additional children under the age of six who would be eligible for publicly-funded child care programs. With the addition of these children, child care facilities in the study area would operate at 125.6 percent utilization, with a deficit of 98 slots, resulting in a significant adverse impact on child care facilities. The A-Text Application RWCDS would increase the affordable DUs eligible for publicly funded child care services by 110, resulting in ten (10) additional eligible children to the Child Care study area.[15] Therefore, additional analysis is warranted to understand the extent to which the A-Text Application RWCDS would exacerbate the significant adverse impact identified in the DEIS.

In the aggregate, the A-Text Application RWCDS assumes that 1,171 affordable units eligible for publicly funded child care services would be introduced to the Project Area by 2030. Based on *CEQR Technical Manual* child care multipliers, the A-Text Application would result in a total of approximately 106 children under the age of six who would be eligible for publicly funded child care programs.

With the addition of these children, child care facilities in the study area would operate at 128.2 percent utilization with a deficit of 108 slots (see Table 15). Total enrollment in the study area would increase to 491 children, compared to a capacity of 383 slots, which represents an increase in the utilization rate of more than 27 percentage points over the No-Action Condition.

With the A-Text Application RWCDS, child care facilities in the study area would operate with a deficit of 108 slots and exhibit a 27.4 percentage point increase in the utilization rate, exceeding the five percent CEQR threshold for impacts. Similar to the Proposed Actions analyzed in the DEIS, the A-Text Application would result in a significant adverse impact on child care facilities and would increase the estimated deficit by approximately 10.2 percent (10 slots) as compared to the deficit estimated for the RWCDS in the DEIS.

[15] The A-Text Application would introduce 200 new affordable units at City Disposition Sites 2 and 3. Under the A-Text Application, City Disposition Site 2 is assumed to be developed with 90 AIRS, and 100 affordable family units, as well as 33 market-rate units, as compared to 108 DUs under the Proposed Actions with 50 percent assumed to be affordable. City Disposition Site 3 is assumed to be 100 percent affordable under the A-Text Application, resulting in a net increase of 64 affordable units at the site. The 0.09 children-per-unit multiplier for the incremental affordable units eligible for publicly-funded child care services is based on Table 6-1b of the *CEQR Technical Manual.*

TABLE 15: Comparison of Public Child Care Facility Enrollment, Capacity, and Utilization – DEIS vs. A-Text Application

	Enrollment	Capacity	Available Slots	Utilization Rate	Percentage Point Change in Utilization
No-Action Condition	386	383	-3	100.78%	-
DEIS With-Action Condition	481	383	-98	125.59%	24.80%
A-Text Application With-Action Condition	491	383	-108	128.20%	27.42%

Source: New York City Administration for Children's Services (ACS)

As described in the DEIS, several factors may reduce the number of children in need of publicly funded child care slots in NYC Administration for Children's Services (ACS) contracted child care facilities. Families in the study area could make use of alternatives to publicly funded child care facilities. For example, families could make use of homes licensed to provide family child care, instead of publicly funded group child care centers. Parents of eligible children may also use ACS vouchers to finance care at private child care centers within the Child Care Study Area. The voucher system has the potential to encourage the development of new private child care centers to meet the growing demand. These facilities provide additional slots in the study area but are not included in the quantitative analysis. Parents of eligible children are also not restricted to enrolling their children in child care facilities in a specific geographical area and could use public child care centers outside of the study area.

To avoid the potential for a significant adverse impact on child care, the A-Text Application would need to create ten (10) additional publicly funded child care slots, for a total of 82 new publicly funded child care slots, as compared to the need for 72 new publicly funded child care slots under the Proposed Actions. Mitigation for a significant child care impact may include provision of additional suitable location(s) for a child care center within a reasonable distance, funding, or making program improvements to support additional day care facility capacity. Measures to mitigate the identified significant adverse impact on publicly funded child care centers will continue to be explored before issuance of the FEIS in coordination with the lead agency, and ACS. However, as noted in the DEIS, the potential exists that sufficient measures may not be available to fully mitigate the identified adverse impact. If, after exploring all possible mitigation measures, it is determined that the significant adverse impact on publicly funded child care facilities would not be completely mitigated, an unavoidable significant adverse impact would result.

Libraries

The DEIS analysis found that the Proposed Actions would not result in significant adverse impacts to libraries. The A-Text Application would result in an increase in the number of residents demanding library services – the A-Text Application RWCDS assumes an incremental increase of 2,736 DUs, which is 179 DUs greater than the RWCDS analyzed in the DEIS. Therefore, additional analysis of the A-Text Application is warranted.

By 2030, the A-Text Application would result in an incremental increase of approximately 7,031 new residents. Table 16 provides the population increase and the change in the holdings-per-resident ratio for the two library catchment areas within a 0.75-mile radius (Library Study Area) of the Project Area. As compared to the Proposed Actions, only the catchment area population for the St. George Library Center is expected to increase under the A-Text Application, as the additional housing units would be introduced to City Disposition Sites 2 and 3, which are more proximate to the St. George Library Center. With this additional population, the St. George Library Center would serve 22,577 residents (approximately a 9.42 percent increase from No-Action conditions). Under the A-Text

Application RWCDS, the holdings per resident ratio for the St. George Library Center catchment area would decrease from approximately 3.97 under the No-Action to 3.57.

TABLE 16: A-Text Application With-Action Condition: Library Catchment Area Population

Library Name	Catchment Area Population- Future Without the Proposed Actions	Population Increase due to the A-Text Application[1]	Catchment Area Population with the A-Text Application	Population Increase	Holdings Per Resident
NYPL- Stapleton Branch	32,848	5,087[2]	37,935	15.49%	0.75
St. George Library Center	20,633	1,944[3]	22,577	9.42%	3.57

Notes: [1] Projected Development sites located within more than one library catchment area are assigned to the most proximate library/libraries. Stapleton Waterfront Phase III Site A's With-Action residents were split between Stapleton and St. George Library Branch catchment areas.
[2] The NYPL Stapleton Brach catchment area is expected to serve Bay Street Corridor Projected Development Sites 1, 3, 4, 5, 6, 11, 12, 13, 14, 15, 16, and 17, all the Canal Street Corridor Projected Development Sites, Stapleton Waterfront Phase III Site B1, and part of Site A.
[3] The St. George Library Center is expected to serve Bay Street Corridor Projected Development Sites 2, 7, 8, 9, and 10, Disposition Sites 2 and 3, and part of Stapleton Waterfront Phase III Site A.

Like the Proposed Actions, the catchment area population increases for both the Stapleton Branch and the St. George Library Center attributable to the A-Text Application RWCDS would exceed the five percent threshold cited in the *CEQR Technical Manual*. Therefore, the A-Text Application, like the Proposed Actions, could result in a noticeable change in the delivery of library services at these branches. However, although the population introduced by the A-Text Application would result in an increase of more than five percentage points compared to the No-Action, similar to the Proposed Actions, no significant adverse impacts on New York Public Library (NYPL) branches in the Library Study Area are anticipated. Although there are no additional public libraries within the immediate vicinity of the Project Area, residents in the Library Study Area would also have access to three NYPL branches located less than three miles from the Project Area, as well as the entire NYPL system through the interlibrary loan system, which delivers books to the nearest library branch. Therefore, there are more library resources available to Library Study Area residents than are reflected in the quantitative analysis. In addition, residents would have access to libraries near their place of work. Furthermore, it is anticipated that the trend toward increased electronic research, the SimplyE[16] mobile app, and the interlibrary loan system would make space available for increased patron capacity and programs to serve the future population. Therefore, the modification to the RWCDS under the A-Text Application would not change the conclusions presented in the DEIS libraries analysis and would not result in significant adverse impacts on library services.

Open Space

The DEIS identified that the Proposed Actions would result in a significant adverse impact on total and active open space resources in the ½-mile Residential Study Area. As the A-Text Application would increase the number of incremental residential units by 179 to 2,736 DUs, the A-Text Application would similarly result in a significant adverse impact on total and active open space resources in the Residential Study Area. However, more mitigation would be needed to mitigate the impact; specifically, to fully mitigate the significant adverse impact anticipated under the A-Text Application, 6.50 acres of open space would need to be added to the study area, compared to the 6.25 acres required to mitigate impacts under the Proposed Actions analyzed in the DEIS.

[16] SimplyE is a new mobile application that gives library cardholders the ability to browse, borrow, and read more than 300,000 free e-books from the NYPL.

The A-Text Application would not result in development on any new sites in the Project Area, and, as presented in the "Shadows," section, below, the A-Text Application would not result in any shadow impacts on open space resources. Therefore, the conclusions of the DEIS would not change and the A-Text Application would not result in any direct significant adverse open space impacts.

Shadows

The DEIS concluded that the Proposed Actions would not result in significant adverse shadow impacts to sunlight-sensitive resources. The A-Text Application would alter the massing of City Disposition Site 2 and would introduce an additional building segment at Stapleton Waterfront Phase III Site A. No other changes would occur to the RWCDS massing assumptions for the 28 remaining Projected Development Sites and 25 Potential Development Sites under the A-Text Application With-Action Condition, as compared to the Proposed Actions analyzed in the DEIS.

As described above, the exemption of up to 100,000 sf of community facility use in SSWD would alter the massing envelope at Stapleton Waterfront Phase III Site A. The additional floor area would be accommodated in an additional building segment on Site A. The A-Text Alternative would not modify the maximum building heights at Stapleton Waterfront Phase III compared to the Proposed Actions. While the Stapleton Waterfront Phase III Sites are adjacent to one existing sunlight-sensitive resource, the Upper New York Bay, the changes to the building's massing on Site A that would result under the A-Text Application are not expected to result in any increases to incremental shadow coverage or duration and would not result in any significant adverse shadow impacts. In addition, at City Disposition Site 2, a mixed-use residential, community facility and commercial development that would include AIRS would be constructed under the A-Text Application, which would be a slightly larger development that what had been assumed under the Proposed Actions for the site. To accommodate the changes to residential, commercial, and community facility floor area in the A-Text Application, the building footprints on City Disposition Site 2 would also be slightly modified, but with no overall effect on the lot coverage of the proposed development. Although the additional density at City Disposition Site 2 would increase the maximum building height at the site by 15 feet, from 40 feet to 55 feet and result in minor changes to building footprints, a preliminary screening assessment determined that there are no sunlight sensitive resources within the expanded maximum shadow radius for City Disposition Site 2.[17] Therefore, the modifications to the RWCDS under the A-Text Application would not change the conclusions presented in the DEIS shadows analysis, and would not result in significant adverse shadow impacts on any sunlight-sensitive resource.

Historic and Cultural Resources

As the A-Text Application would not result in development on any new sites in the Project Area, the conclusions of the construction-related historic and cultural resources analysis provided in the DEIS would not change. The DEIS identified significant adverse impacts to two (2) eligible architectural resources, including 292 Van Duzer Street (Block 515, Lot 1), which is eligible for listing on the State/National Register of Historic Places (S/NR-eligible) and the S/NR-eligible and New York City Landmark (NYCL)-eligible Stapleton Branch of the New York City Public Library at 132 Canal Street (Block 526, Lot 63), as a result of construction activities near (i.e., within 90 feet) these eligible historic resources on Projected Development Site 20 and Potential Development Site Q. Additionally, as under the Proposed Actions, the A-Text Application could result in significant adverse archaeology

[17] According to the *CEQR Technical Manual*, the longest shadow that a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. Under the A-Text Application, the maximum shadow radius for a 55-foot tall building at City Disposition Site 2 would be approximately 237 feet.

impacts associated with potential prehistoric and nineteenth- to early twentieth-century waterfront archaeological features on Projected Development Site 5. As the development program and/or density related changes to the five Projected Development Sites affected by the A-Text Application are not expected to change construction activity on those sites, the A-Text Application RWCDS is expected to result in the same significant adverse impacts related to construction-related architectural and archaeological resources presented in the DEIS for the Proposed Actions.

The addition of 100,000 sf of community facility space on the Stapleton Waterfront Phase III Site A would result in an additional building segment constructed on the site (Block 487, Lot 100). As noted in the DEIS, a Phase 1A archaeological documentary study was conducted on the site to determine if archaeological resources may exist on the site. LPC determined in a letter dated 4/3/2017, included in the DEIS that the site has no potential archaeological significance and therefore no further analysis was warranted. While the A-Text Application RWCDS may result in increased in-ground disturbance, the change would not alter the context of any study area historic or cultural resource or the conclusions of the previous analysis. Moreover, the increase in the maximum building height on City Disposition Site 2 by 15 feet and minor change to building footprints would also not alter the context of any study area historic or cultural resources under the A-Text Application With-Action Condition, given that there are no historic or cultural resources located within 400 feet of the development site. As under the Proposed Actions, no significant direct or contextual impacts on historic architectural resources would occur under the A-Text Application.

Urban Design and Visual Resources

The DEIS concluded that the Proposed Actions would not result in significant adverse impacts on urban design and visual resources. The analysis determined that while development facilitated by the Proposed Actions would result in substantial changes to the urban design context within the Project Area and the Primary Study Area, it would not have significant adverse impacts related to urban design.

Like the Proposed Actions, the A-Text Application would not have significant adverse impacts on urban design, view corridors, and visual resources. The A-Text Application would not result in development on any new sites in the Project Area. Changes to building bulk and massing under the A-Text Application RWCDS would be minor and would be limited to City Disposition Site 2 and Stapleton Waterfront Phase III Site A. No other building envelope or massing changes would occur to the RWCDS assumptions for the 28 remaining Projected Development Sites and all 25 Potential Development Sites under the A-Text Application With-Action Condition, as compared to the Proposed Actions analyzed in the DEIS.

Under the A-Text Application, the massing of With-Action development would be slightly altered on the Stapleton Waterfront Phase III Site A. The Stapleton Waterfront Phase III Sites A and B would maintain a maximum building height of 125 feet, but the A-Text Application RWCDS would result in minor changes to bulk, introducing an additional building segment on Site A to accommodate the additional 100,000 sf of community facility floor area on the sites. In addition, the massing of development on City Disposition Site 2 would slightly change. Under the A-Text Application With-Action Condition, the maximum building height on City Disposition Site 2 would increase by 15 feet to 55 feet due to the underlying zoning regulations governing buildings with AIRS uses. To accommodate the changes to residential, commercial, and community facility floor area on City Disposition Site 2 in the A-Application, the building footprints would also be slightly modified, but with no overall effect on the lot coverage of the projected development. However, like the Proposed Actions, the A-Text Application would not change the height or bulk permitted as-of-right on City

Disposition Site 2 under the existing zoning regulations.[18] These increases in height and minor changes to building footprint would not change the conclusions of the urban design analysis provided in the DEIS. The projected changes with the A-Text Application With-Action Condition are not expected to significantly modify buildings or affect visual resources in the Study Area, nor would they significantly affect the pedestrian's experience of public space. Like the Proposed Actions, the A-Text Application is expected to promote a more vibrant and walkable neighborhood character and enhance the pedestrian experience along Bay Street and Canal Street corridors, and in the area adjacent to the Stapleton Waterfront Phase III development. Therefore, the conclusions of the DEIS would not change and the A-Text Application would not result in any significant adverse urban design and visual resources impacts.

Natural Resources

Like the Proposed Actions, the A-Text Application would not result in significant adverse impacts to groundwater, floodplains, water quality, aquatic biota, wetlands, terrestrial natural resources, or threatened or endangered species within or near the respective study areas. As described above, the A-Text Application would affect the same Project Area as the Proposed Actions, which comprises a predominantly urbanized area of Staten Island that contains limited natural resources, including wooded corridors and occasional vacant wooded lots found along the SIR tracks and Tompkinsville Park; and the Stapleton waterfront that includes tidal wetlands. All these areas could provide habitat for aquatic and/or terrestrial organisms, including, but not limited to, birds, small mammals, fish, and native plants. The A-Text Application would also result in new development on the same development sites as the Proposed Actions. Therefore, like the Proposed Actions, development under the A-Text Application would not result in significant adverse impacts to natural resources and would not diminish Upper New York Bay's current ability to provide critical ecological functions and values or recreational and scenic resource values.

Hazardous Materials

As the A-Text Application would not result in development on any new sites in the Project Area, the conclusions of the hazardous materials analysis provided in the DEIS would not change. While the A-Text Application RWCDS may result in increased in-ground disturbance at Stapleton Waterfront Phase III Site A, the change would not alter the context of any study area hazardous materials or the conclusions of the previous analysis. The minor change to building footprints at City Disposition Site 2 as a result of the A-Text Application would not alter the context of the study area of conclusions of the previous analysis. As under the Proposed Actions analyzed in the DEIS, the A-Text Application would not result in significant adverse hazardous materials impacts by implementing the preventative and remedial measures outlined in the (E) designations applied to the 25 eligible Projected Development Sites and the 23 eligible Potential Developments Sites, and comparable measures applied to City Disposition Sites 1 and 2, and the Stapleton Waterfront Phase III Sites.

Water and Sewer Infrastructure

The DEIS determined that no significant adverse impacts to water and sewer infrastructure would occur in the future with the Proposed Actions. The only change to building footprint in the A-Text Application would be the additional building segment on Stapleton Waterfront Site A. This would increase the amount of impervious area resulting on the site. Minor changes to the building footprint

[18] City Disposition Site 2 is zoned R5 with a C2-2 commercial overlay and is mapped within the Special Hillsides Preservation District (SHPD).

at City Disposition Site 2 in the A-Text Application would not be substantive enough to alter the previous analysis.

The A-Text Application would result in more projected water demand as compared to the Proposed Actions. As shown in Table 17, the A-Text Application RWCDS would result in a projected water demand of approximately 939,905 gallons per day (gpd) in the Project Area, representing roughly a five percent increase in water demand as compared the RWCDS analyzed in the DEIS. As compared to the No-Action condition, the A-Text Application RWCDS would result in an incremental increase of approximately 804,775 gpd of water, which would represent approximately 0.08 percent of the City's average daily water supply of approximately one billion gpd and would be less than the 1,000,000 gpd *CEQR Technical Manual* threshold that necessitates a detailed analysis of water supply in the City. As such, the A-Text Application would not result in significant adverse impacts on water and sewer infrastructure and would not alter the findings of the DEIS related to water supply.

TABLE 17: Water and Wastewater Generation (in gallons per day [gpd]) – DEIS Proposed Actions vs. A-Text Application

Land Use	DEIS Proposed Actions		A-Text Application	
	Domestic Water Consumption/Generation[1]	A/C Water Consumption[1]	Domestic Water Consumption/Generation[1]	A/C Water Consumption[1]
Residential[2]	660,200	N/A	706,200	N/A
Retail[3]	72,395	51,279	68,691	48,656
Commercial/Office[4]	31,694	53,880	24,058	40,898
Community Facility[5]	8,468	14,395	19,038	32,364
Total Water Demand	*892,311*		*939,905*	
Incremental Water Demand (compared to No-Action)	*757,181*		*804,775*	
Total Wastewater Demand	*772,757*		*817,987*	
Incremental Wastewater Demand (compared to No-Action)	*702,416*		*747,646*	

Source: Consumption rates obtained from the *CEQR Technical Manual* (2014), Table 13-2, "Water Usage and Sewage Generation Rates for Use in Impact Assessment."

Notes: [1] Gallons per day (gpd).

[2] Approximately 2.57 residents per dwelling unit (DU) for residential development within Community District 1 (100 gpd per resident).

[3] Use group comprises retail, supermarket, and restaurant.

[4] Comprises commercial office and other commercial.

[5] Same rate as commercial/ office. Includes all community facility uses.

As shown in Table 18, the Project Area spans four subcatchment areas and the A-Text Application RWCDS would result in a projected sanitary sewage generation of approximately 817,987; this includes approximately 3,768 gpd in Subcatchment PR-011, approximately 127,843 gpd in Subcatchment PR-013, approximately 433,044 gpd in Subcatchment PR-014, approximately 71,912 gpd in Subcatchment PR-031, and approximately 181,420 gpd in a direct drainage area. In total, sanitary sewage generation would increase by approximately six percent as compared to the RWCDS analyzed in the DEIS. As a result of development program changes to City Disposition Sites 2 and 3, Subcatchment PR-013 would experience an increase in sewage generation, and the direct drainage area would experience an increase in sewage generation as a result of the addition of 100,000 sf of community facility development on the Stapleton Waterfront Phase III Sites. Like the Proposed Actions RWCDS, this increase in sanitary sewage generation in the Project Area would not result in a significant increase in average daily flow to the Port Richmond Waste Water Treatment Plant (WWTP), which serves the Project Area, and would not result in an exceedance of the plant's permitted capacity of 60 million gallons per day (mgd), or otherwise affect the plant's treatment

efficiency. As such, the A-Text Application would not result in significant adverse impacts on water and sewer infrastructure.

TABLE 18: A-Text Application Wastewater Generation by Subcatchment Area

Subcatchment Area	Wastewater Generated (gpd)[1]
PR-011	3,768
PR-013	127,843
PR-014	433,044
PR-031	71,912
Direct Drainage	181,420
Total	***817,987***

Source: Consumption rates obtained from the *CEQR Technical Manual* (2014), Table 13-2, "Water Usage and Sewage Generation Rates for Use in Impact Assessment."
Notes: [1] Gallons per day (gpd).

As described above, the A-Text Application would not result in development on any new sites in the Project Area and except for changes to building footprints at the Stapleton Waterfront Phase III Sites, located in the direct drainage area, no changes to the stormwater flows projections within Subcatchment areas PR-011, PR-013, PR-014, and PR-031 in the DEIS would result under the A-Text Application RWCDS. Although the A-Text Application would increase in floor area at City Deposition Site 2, the minor changes to the building footprint at City Disposition Site 2 are not expected to be substantive enough to alter the previous stormwater analysis in Subcatchment PR-013.

Under the A-Text Application RWCDS, rain volume flow within the direct drainage area would increase compared to the Proposed Actions (since the A-Text Application would include an additional building segment at the Stapleton Waterfront Phase III Site A). Table 19 provides a comparison of the combined stormwater runoff and wastewater generation from the Stapleton Waterfront Phase III Sites in the direct drainage area under the DEIS Proposed Actions and the A-Text Application RWCDS. However, as with the Proposed Actions, Best Management Practices (BMPs) to reduce sanitary flow and stormwater runoff volumes would be implemented to create opportunities for Projected Development Sites to incorporate on-site stormwater source controls during site planning and building design phases of development. For both the Proposed Actions and the A-Text Application, the incorporation of appropriate sanitary flow and stormwater source control BMPs as part of the DEP site connection approval process would reduce the overall volume of sanitary sewer discharge and stormwater runoff as well as the peak stormwater runoff rate from the Stapleton Waterfront Phase III Sites. Like the Proposed Actions, the A-Text Application is not expected to result in any potentially significant adverse impacts to New York City's stormwater infrastructure or treatment facilities and would not change the conclusions presented in the DEIS water and sewer infrastructure assessment.

TABLE 19: Comparison of Combined Stormwater Runoff and Wastewater Generation from the Stapleton Waterfront Phase III Sites in the Direct Drainage Area– DEIS Proposed Actions vs. A-Text Application

Rainfall (inches)	Duration (hours)	Total Area (Acres)	DEIS Proposed Actions				A-Text Application			
			Weighted Runoff Coefficient[3]	Storm-water Runoff (mg)[2]	Sanitary to CSS[1] (mg)[2]	Total Volume to CSS[1] (mg)[2]	Weighted Runoff Coefficient[3]	Storm-water Runoff (mg)[2]	Sanitary to CSS[1] (mg)[2]	Total Volume to CSS[1] (mg)[2]
0.00	3.80	7.21	0.64	0.00	0.02	0.02	0.73	0.00	0.03	0.03
0.40	3.80			0.05	0.02	0.02		0.06	0.03	0.03
1.20	11.30			0.15	0.08	0.08		0.17	0.09	0.09
2.50	19.50			0.31	0.13	0.13		0.36	0.15	0.15

Notes: [1] Combined sewer system (CSS)
[2] Million gallons (mg)
[3] Runoff coefficients for each surface area (i.e., rooftop/building area, pavement/walkways, and grass/softscape areas) are defined by DEP, and the calculated weighted coefficient is based on the amount of rooftop/building area, pavement/walkways, and grass/softscape areas expected to occupy the development site. Under the A-Text Application, the weighted runoff coefficient for the direct drainage area would increase as compared to the Proposed Actions, as a result of an additional building segment at the Stapleton Waterfront Phase III Site A.

Solid Waste and Sanitation Services

As presented in Table 13, above, the A-Text Application would result in an increase in the residential and community facility floor area, while decreasing the commercial floor area. As a result, the amount of solid waste that would be handled by the New York City Department of Sanitation (DSNY) would increase under the A-Text Application With-Action Condition (from 50.40 incremental tons per week to 55.7 incremental tons per week), while the amount of solid waste that would be handled by private carters would decrease (from 29.88 incremental tons per week to 26.1 incremental tons per week). As under the Proposed Actions, the additional solid waste resulting from the A-Text Application would be a negligible increase relative to the approximately 13,000 tons of waste handled by commercial carters every day or the 10,500 tons per day handled by DSNY, and it would also represent approximately 0.05 percent of the City's anticipated future weekly DSNY-managed waste generation in 2025 and roughly 0.04 percent of the City's anticipated future weekly commercial carter waste generation in 2025, as projected in the Solid Waste Management Plan (SWMP).

Overall, the A-Text Application would not conflict with the SWMP or have a direct effect on a solid waste management facility. The incremental solid waste generated under the A-Text Application would not overburden the City's solid waste handling system, and therefore the A-Text Application would not have a significant adverse impact on the City's solid waste and sanitation services and would not change the conclusions presented in the DEIS solid waste and sanitation services assessment.

Energy

Neither the Proposed Actions nor the A-Text Application would result in significant adverse energy impacts. While the A-Text Application RWCDS would have a higher annual energy demand (approximately 504 million British thermal units (BTU), compared to approximately 481 million BTU under the Proposed Actions RWCDS), this would represent less than 0.025 percent of the City's forecasted future annual energy requirement of 177 trillion BTU and, therefore, is not expected to result in a significant adverse impact on energy systems.

Transportation

The Proposed Actions, as identified in the DEIS, would result in significant adverse traffic impacts at 31 intersections during one or more analyzed peak hours, significant adverse transit impacts related to passenger capacity shortfalls for the northbound and southbound S51/81, S74/84, S76/86, and S78 buses during the weekday AM and PM peak hours, and significant adverse pedestrian impacts at 15 pedestrian elements, including three sidewalks in the weekday AM peak hour, six sidewalks and two crosswalks in the weekday midday, nine sidewalks and four crosswalks in the weekday PM peak hour, and seven sidewalks and two crosswalks in the Saturday midday peak hour.

As noted above, compared to the Proposed Actions RWCDS presented in the DEIS, the A-Text Application With-Action Condition would result in an increase of 179 DUs, an increase of 105,700 gsf in community facility space increment, and a 91,793 gsf decrease in the increment for commercial uses. Based on the trip generation assumptions detailed in Chapter 14, "Transportation," of the DEIS, Table 20 provides a comparison of incremental peak hour trips by mode for the Proposed Actions RWCDS and A-Text Application RWCDS. Additional detailed travel demand forecast and trip generation tables for the A-Text Application are included in Appendix B.

As under the Proposed Actions, it is anticipated that the A-Text Application would result in similar significant adverse traffic, bus, and pedestrian impacts, but no significant SIR station or subway line haul impacts. Additionally, neither the Proposed Actions nor the A-Text Application would result in significant adverse parking impacts based on *CEQR Technical Manual* criteria.

TABLE 20: Comparison of Incremental Peak Hour Trips by Mode—
DEIS Proposed Actions vs. A-Text Application

Scenario	Vehicle Trips			Person Trips		
	Auto	Taxi	Truck	SIR	Bus	Walk/Other
Weekday AM						
Proposed Actions	949	14	22	433	860	673
A-Text Application	948	12	22	435	1042	709
Net Difference	***-1***	***-2***	***0***	***2***	***182***	***36***
Weekday Midday						
Proposed Actions	699	64	16	373	621	2130
A-Text Application	697	52	14	346	883	1876
Net Difference	***-2***	***-12***	***-2***	***-27***	***262***	***-254***
Weekday PM						
Proposed Actions	1233	64	2	578	1093	1752
A-Text Application	1246	60	2	577	1337	1692
Net Difference	***13***	***-4***	***0***	***-1***	***244***	***-60***
Saturday Midday						
Proposed Actions	625	70	0	487	846	1819
A-Text Application	668	64	0	489	979	1676
Net Difference	***43***	***-6***	***0***	***2***	***133***	***-143***

Under the Reduced Rezoning Area Alternative in the DEIS and within the remainder of this Technical Memorandum, Stapleton Waterfront Phase III Site A is assumed to include a community center (such as a YMCA facility) for the purposes of the transportation analysis. However, the proposed zoning text amendment considered in the A-Text Application would create a waiver applicable to the Stapleton Waterfront Phase III Sites and would facilitate a school use on Site A. A transportation-related sensitivity analysis has been undertaken to account for the environmental effects of locating

a potential 750-seat, 100,000 gsf school[19] on Stapleton Waterfront Phase III Site A (see the transportation comparison Table 21, shown below). This sensitivity analysis conservatively accounts for transportation factors (trip generation, peak time periods, and modal splits, etc.) of a potential school as they differ from factors associated with community center uses.

TABLE 21: Summary Comparison of Vehicle and Person Trips associated with a Community Center Use vs. School Use at the Stapleton Waterfront Phase III Site A

Scenario	Vehicle Trips	Person Trips
Weekday AM		
Community Center	52	309
Elementary School	293	825
Net Difference	***241***	***516***
Weekday Midday		
Community Center	84	502
Elementary School	N/A	N/A
Net Difference	***-84***	***-502***
Weekday PM		
Community Center	69	411
Elementary School	75	248
Net Difference	***6***	***-163***
Saturday Midday		
Community Center	27	162
Elementary School	N/A	N/A
Net Difference	***-27***	***-162***

The community center use that was analyzed in the remainder of this Technical Memorandum presents a conservative analysis for certain peak periods such as the weekday midday peak and Saturday midday peak period, since a potential school would not generate additional traffic during these peak hours. However, as presented in Table 21, a potential school use could generate 241 additional auto trips in the weekday AM peak hour and similar number of auto trips in the weekday PM peak period when compared to a community center. The FEIS will present a refined analysis of the community facility use occupied by an elementary school, should more details related to its program and size become available. Should any additional impacted traffic intersections be identified following the refined analysis, the FEIS will identify these intersections in full. The types of traffic mitigation measures proposed in the DEIS -- standard measures that are routinely identified by the City and considered feasible for implementation, will be considered. Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). DCP, as lead agency, will coordinate with DOT prior to the issuance of the FEIS to obtain their approval of the proposed mitigation measures. In the absence of the application and feasibility of mitigation measures, the impacts would remain unmitigated.

[19] The number of seats in the potential school was determined based on conservative factors of programmatic requirements provided to DCP by the School Construction Authority (SCA). While specific details of the potential school and its program have not been determined, if additional details become known, the analysis will be refined in the FEIS.

TRAFFIC

As presented in Table 22, compared to the Proposed Actions analyzed in the DEIS, the A-Text Application would generate approximately 9 and 37 more incremental vehicle trips during the weekday PM and Saturday midday peak hours, respectively, and approximately 3 and 16 fewer incremental vehicle trips during the weekday AM and weekday midday peak hours, respectively. Compared to the Proposed Actions, this represents increases of less than one percent and approximately five percent in the weekday PM and Saturday midday peak hours, respectively, and decreases of 0.3 percent and two percent during the weekday AM and weekday midday peak hours, respectively. Study area intersections were therefore evaluated to determine if there would be additional significant traffic impacts under the A-Text Application and whether the impacts that would occur under the Proposed Actions would still occur under the A-Text Application.

TABLE 22: Summary Comparison of Net Incremental Peak Hour Trips—
DEIS Proposed Actions vs. A-Text Application

Scenario	Vehicles (Auto/Taxi/Truck)	SIR	Bus	Walk/ Other
Weekday AM				
Proposed Actions	985	433	860	673
A-Text Application	982	435	1042	709
Net Difference	***-3***	***2***	***182***	***36***
Weekday Midday				
Proposed Actions	779	373	621	2130
A-Text Application	763	346	883	1876
Net Difference	***-16***	***-27***	***262***	***-254***
Weekday PM				
Proposed Actions	1299	578	1093	1752
A-Text Application	1308	577	1337	1692
Net Difference	***9***	***-1***	***244***	***-60***
Saturday Midday				
Proposed Actions	695	487	846	1819
A-Text Application	732	489	979	1676
Net Difference	***37***	***2***	***133***	***-143***

Table 23 presents the number of lane groups and intersections where significant adverse traffic impacts are expected due to the A-Text Application compared to the Proposed Actions analyzed in the DEIS, and the number of lane groups and intersections where those impacts could be fully mitigated. The results of this comparative analysis are described in more detail below.

TABLE 23: Impacted Lane Groups and Intersections with Significant Adverse Impacts— DEIS Proposed Actions vs. A-Text Application

Peak Hour	Development Scenario	With-Action			With-Action With Mitigation		
		Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts[1]
Weekday AM	DEIS Proposed Action	191 / 49	155 / 25	36 / 24	195 / 49	185 / 43	10 / 6
	A-Text	191 / 49	156 / 25	35 / 24	195 / 49	179 / 41	16 / 8
Weekday MD	DEIS Proposed Action	188 / 49	145 / 28	43 / 21	194 / 49	170 / 38	24 / 11
	A-Text	188 / 49	148 / 28	40 / 21	194 / 49	170 / 37	24 / 12
Weekday PM	DEIS Proposed Action	189 / 49	130 / 23	59 / 26	195 / 49	149 / 28	46 / 21
	A-Text	189 / 49	130 / 23	59 / 26	195 / 49	145 / 27	50 / 22
Saturday MD	DEIS Proposed Action	188 / 49	151 / 29	37 / 20	194 / 49	180 / 40	14 / 9
	A-Text	188 / 49	151 / 29	37 / 20	194 / 49	178 / 38	16 / 11

Notes:
(1) Represents unmitigated impacts.

With-Action Condition

Weekday AM Peak Hour

For the Weekday AM peak hour, the A-Text Application would result in new impacts to the following lane groups:

- Bay Street and Swan Street/Van Duzer Street (eastbound approach)
- Victory Boulevard and Cebra Avenue (southbound approach)

Significant traffic impacts to the following lane groups identified due to the Proposed Actions in the DEIS would no longer occur under the A-Text Application:

- Victory Boulevard and Bay Street (eastbound left-turn)
- Bay Street and Swan Street/Van Duzer Street (eastbound left-turn)
- Broad Street and Targee Street (northbound through/left-turn)

Overall, the A-Text Application would result in one less impacted lane group and the same number of impacted intersections compared to the DEIS Proposed Actions during the Weekday AM peak hour.

Weekday Midday Peak Hour

Significant traffic impacts to the following lane groups identified due to the Proposed Actions in the DEIS would no longer occur under the A-Text Application:

- Bay Street and Slosson Terrace (northbound left-turn)
- Victory Boulevard and Jersey Street (southbound approach)
- Victory Boulevard and Forest Avenue (southbound through)

Overall, the A-Text Application would result in three fewer impacted lane groups and the same number of impacted intersections compared to the DEIS Proposed Actions during the Weekday Midday peak hour.

Weekday PM Peak Hour

For the Weekday PM peak hour, the A-Text Application would result in a new impact to the following lane group:

- Bay Street and Canal Street (westbound approach)

The significant traffic impact to the following lane group identified due to the Proposed Actions in the DEIS would no longer occur under the A-Text Application:

- Victory Boulevard (southbound through/left-turn)

Overall, the A-Text Application would result in the same number of impacted lane groups and the same number of impacted intersections as the DEIS Proposed Actions during the Weekday PM peak hour.

Saturday Midday Peak Hour

During the Saturday Midday peak hour, the A-Text Application would result in impacts to the same lane groups as the DEIS Proposed Actions.

With-Action With Mitigation Condition

Weekday AM Peak Hour

For the Weekday AM peak hour, the A-Text Application would result in new impacts to the following lane groups:

- Richmond Terrace and Ferry Terminal (bus) (southbound through)
- Victory Boulevard and Cebra Avenue (southbound approach)

The following lane groups would no longer be mitigated through the mitigation measures proposed in the DEIS:

- Victory Boulevard and Bay Street (northbound left-turn)
- Bay Street and Hannah Street (westbound approach)
- Bay Street and Hannah Street (southbound left-turn)
- Victory Boulevard and Jersey Street (southbound approach)

Overall, the A-Text Application would result in six more impacted lane groups and two more impacted intersections compared to the DEIS With-Action with Mitigation Condition during the Weekday AM peak hour.

Weekday Midday Peak Hour

For the Weekday Midday peak hour, the A-Text Application would result in a new impact to the following lane group:

- Front Street and Hannah Street (northbound approach)

Significant traffic impacts to the following lane groups identified under the DEIS With-Action with Mitigation Condition would no longer occur under the A-Text Application:

- Victory Boulevard and Jersey Street (southbound approach)

Overall, the A-Text Application would result in the same number of lane groups and one more impacted intersection compared to the DEIS With-Action with Mitigation Condition during the Weekday Midday peak hour.

Weekday PM Peak Hour

For the Weekday PM peak hour, the following lane groups would no longer be mitigated through the mitigation measures proposed in the DEIS:

- Richmond Terrace and Westervelt Avenue (westbound approach)
- Bay Street and Slosson Terrace (southbound approach)
- Victory Boulevard and Bay Street (northbound left-turn)
- Bay Street and Hannah Street (westbound approach)

Overall, the A-Text Application would result in four more impacted lane groups and one more impacted intersection compared to the DEIS With-Action with Mitigation Condition during the Weekday PM peak hour.

Saturday Midday Peak Hour

For the Saturday Midday peak hour, the A-Text Application would result in a new impact to the following lane group:

- Richmond Terrace and Franklin Avenue (westbound approach)

The following lane groups would no longer be mitigated through the mitigation measures proposed in the DEIS:

- Victory Boulevard and Cebra Avenue (southbound approach)

Overall, the A-Text Application would result in two more impacted lane group and two more impacted intersections compared to the DEIS With-Action with Mitigation Condition during the Saturday Midday peak hour.

Similar traffic mitigation measures as those presented in the DEIS would be proposed to mitigate the significant adverse traffic impacts identified above. Those mitigation measures would be further explored in the FEIS.

TRANSIT

SIR

As presented in Table 22, compared with the Proposed Actions analyzed in the DEIS, the A-Text Application would generate approximately two more incremental subway trips during both the analyzed weekday AM and PM peak hours. As all analyzed stairways and turnstiles at the St. George and Tompkinsville SIR stations are projected to operate at LOS B or better under the DEIS With-Action Condition, the small increase of subway trips under the A-Text Application is not expected to result

in any new significant adverse impacts to the analyzed stairways or turnstiles. Similarly, the results of the DEIS With-Action Condition SIR line haul analysis indicate that the SIR is projected to operate under capacity at its peak load points in both directions during all peak hours analyzed. Therefore, the small increase of subway trips under the A-Text Application is not expected to result in any new significant adverse impacts to the SIR line haul.

Bus

As presented in Table 24, compared with the Proposed Actions analyzed in the DEIS, the A-Text Application would generate approximately 182 more incremental bus trips during the analyzed weekday AM peak hour and 244 more in the PM peak hour. This would represent increases of approximately 21 percent and 22 percent during these periods, respectively, compared with the incremental bus trips that would be generated under the Proposed Actions. The incremental increases in peak hour bus demand under the A-Text Application is expected to be occur on all the analyzed bus routes – the S51/81, S74/84, S76/86, and S78.

Table 24: Bus Line Haul Impact Analysis— DEIS Proposed Actions vs. A-Text Application

Route	Peak Direction	Maximum Load Point	Peak Hour Buses (1)	Peak Hour Passengers		Total Capacity (2)	Available Capacity		Additional Buses for Mitigation		Total Mitigated Peak Hours Buses		Available Capacity with Mitigation	
				DEIS	A-Text		DEIS	A-Text	DEIS	A-Text	DEIS	A-Text	DEIS	A-Text
Weekday AM														
S51/81	NB	Bay Street and Canal Street	7	644	660	378	-266	-282	5	6	12	13	4	42
S51/81	SB	Bay Street and Victory Boulevard	4	317	340	216	-101	-124	2	3	6	7	7	38
S74/84	NB	Bay Street and Victory Boulevard	6	503	522	324	-179	-198	4	4	10	10	37	18
S74/84	SB	Richmond Road and Clove Road	4	321	343	216	-105	-127	2	3	6	7	3	35
S76/86	NB	Bay Street and Victory Boulevard	7	694	713	378	-316	-335	6	7	13	14	8	43
S76/86	SB	Richmond Road and Clove Road	6	406	428	324	-82	-104	2	2	8	8	26	4
S78	NB	Bay Street and Victory Boulevard	6	554	573	324	-230	-249	5	5	11	11	40	21
S78	SB	Hylan Boulevard and Clove Road	7	472	485	378	-94	-107	2	2	9	9	14	1
Weekday PM														
S51/81	NB	Bay Street and Victory Boulevard	4	473	500	216	-257	-284	5	6	9	10	13	40
S51/81	SB	Bay Street and Victory Boulevard	7	536	555	378	-158	-177	3	4	10	11	4	39
S74/84	NB	Targee Street and DeKalb Street	4	304	329	216	-88	-113	3	3	7	7	74	49
S74/84	SB	Bay Street and Victory Boulevard	5	397	417	270	-127	-147	3	3	8	8	35	15
S76/86	NB	Bay Street and Victory Boulevard	4	417	442	216	-201	-226	4	5	8	9	15	44
S76/86	SB	Bay Street and Victory Boulevard	5	499	520	270	-229	-250	5	5	10	10	41	20
S78	NB	Hylan Boulevard and Clove Road	4	370	395	216	-154	-179	3	4	7	8	8	37
S78	SB	Bay Street and Victory Boulevard	5	391	423	270	-121	-153	3	3	8	8	41	9

Notes:
(1) Based on most currently available data from NYCT/MTA.
(2) Available capacity based on a maximum of 54 passengers per bus (40-foot standard buses).

As discussed in Chapter 14, "Transportation," of the DEIS, the Proposed Actions would result in capacity shortfalls on both the northbound and southbound services on each analyzed bus route in the AM and PM peak hours. As these shortfalls are expected to increase under the A-Text Application, the mitigation proposed for these impacts in the DEIS—the addition of two to six additional standard buses to each direction of each route during both peak hours—would have to be adjusted to fully mitigate the significant adverse bus impacts that would occur under the A-Text Application, as shown below in Table 24. For example, an additional seven buses would be needed to fully mitigate the AM peak hour impact to the northbound S76/86 under the A-Text Application, compared to six buses under the DEIS With-Action Condition.

The general policy of New York City Transit (NYCT) is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

PEDESTRIANS

As shown in Table 25, the A-Text Application is expected to generate 2,186, 3,105, 3,606, and 3,144 incremental pedestrian trips (including walk-only trips and pedestrian trips to/from area transit services) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. This is compared to the 1,966, 3,124, 3,423, and 3,152 incremental pedestrian trips that would be generated during these same periods, respectively, under the Proposed Actions analyzed in the DEIS. Overall, the A-Text Application would generate approximately 220 greater pedestrian trips (11 percent) in the weekday AM peak hour, 19 fewer (0.6 percent) in the weekday midday, 183 greater (five percent) in the weekday PM peak hour, and eight fewer (0.25 percent) in the Saturday midday peak hour compared to the Proposed Actions.

Corners

All corners are expected to operate at LOS C or better during the With-Action condition under the A-Text Application. In comparison, all corners are expected to operate at LOS B or better under the Proposed Actions. However, the A-Text Application would not result in any significant adverse corner impacts.

Sidewalks

As shown in Table 26, six of the 28 sidewalks studied are expected to experience a significant adverse impact during the non-platoon conditions due to the addition of pedestrian trips generated by the A-Text Application. These are the same sidewalks that would be impacted under the Proposed Actions. Based on a review of platoon conditions, twelve of the 28 sidewalks studied are expected to experience a significant adverse impact under the A-Text Application, compared to the eleven sidewalk impacts under the Proposed Actions.

TABLE 25: Comparison of Incremental Peak Hour Pedestrian Trips—
DEIS Proposed Actions vs. A-Text Application

Peak Hour	Development Scenario	Total Trips
AM	Proposed Actions	1,966
	Amended With-Action	2,186
	Net Difference	***+220***
Midday	Proposed Actions	3,124
	Amended With-Action	3,105
	Net Difference	***-19***
PM	Proposed Actions	3,423
	Amended With-Action	3,606
	Net Difference	***+183***
SMD	Proposed Actions	3,152
	Amended With-Action	3,144
	Net Difference	***-8***

TABLE 26: Comparison of Significant Adverse Sidewalk Impacts— DEIS Proposed Actions vs. A-Text Application

Location	Non-Platoon Conditions								Platoon Conditions							
	DEIS				A-Text				DEIS				A-Text			
	Weekday			Sat	Weekday			Sat	Weekday			Sat	Weekday			Sat
	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Bay St and Victory Blvd (S leg, E sidewalk)																
Bay St and Hannah St (N leg, E sidewalk)																
Bay St and Hannah St (E leg, N sidewalk)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Bay St and Hannah St (S leg, E sidewalk)															+	
Bay St and Hannah St (E leg, S sidewalk)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Bay St and Swan St (S leg, W sidewalk)														+		
Bay St and Clinton St (N leg, E sidewalk)																
Bay St and Clinton St (N leg, W sidewalk)																
Bay St and Baltic St (N leg, E sidewalk)																
Bay St and Baltic St (N leg, W sidewalk)										+	+	+		+	+	+
Bay St and Wave St (N leg, E sidewalk)				+				+			+	+			+	+
Bay St and Wave St (S leg, E sidewalk)												+				+
Bay St and Wave St (S leg, W sidewalk)	+		+		+		+		+		+	+	+		+	+
Bay St and Wave St (N leg, W sidewalk)			+				+				+	+			+	+
Front St and Hannah St (S leg, E sidewalk)																
Front St and Hannah St (S leg, W sidewalk)				+				+		+	+	+	+	+	+	+
Front St and Wave St (N leg, E sidewalk)											+	+			+	+
Front St and Wave St (N leg, W sidewalk)																
Pike St and Brook St (W leg, S sidewalk)																
Jersey St and Victory Blvd (N leg, E sidewalk)																
Jersey St and Victory Blvd (E leg, N sidewalk)																
Jersey St and Victory Blvd (E leg, S sidewalk)										+						
Bay St and Minthorne St (E leg, S sidewalk)																
Minthorne St and Victory Blvd (S leg, E sidewalk)																
Minthorne St and Victory Blvd (E leg, S sidewalk)																
Minthorne St and Victory Blvd (W leg, S sidewalk)																
Front St and Baltic St (N leg, E sidewalk)																
Front St and Baltic St (N leg, W sidewalk)										+	+	+		+	+	+

Notes: "+" Denotes significant adverse impact.
This table reflects corrections made to typographical errors in the DEIS.

With the change in incremental pedestrian trips under the A-Text Application, all sidewalks impacted under the Proposed Actions would remain impacted in at least one peak hour, except for the Jersey Street and Victory Boulevard (east leg, south sidewalk), which would no longer be impacted in the midday peak period.

The A-Text Application would result in new significant adverse impacts at two sidewalks:

- Bay Street and Hannah Street (east leg, south sidewalk) in the PM peak hour
- Bay Street and Swan Street (south leg, west sidewalk) in the midday peak hour

In addition, the Front Street and Hannah Street (south leg, west sidewalk) location would be impacted during all four analysis peak hours under the A-Text Application, as compared to during the weekday midday and PM, and Saturday midday peak hours under the DEIS With-Action Condition.

Under the Proposed Actions, as discussed in the DEIS, due to constrained right-of-way, mitigation measures to address the potential significant adverse pedestrian impacts to the eleven sidewalks are not feasible. Therefore, these sidewalks could not be mitigated, and the impacts are considered significant and unavoidable. As discussed above, the A-Text Application would also result in

significant adverse impacts at a total of twelve sidewalks. Due to the same constrained right-of-way, mitigation measures to address the potential significant adverse impacts to the twelve sidewalks under the A-Text Application are not feasible. Therefore, there would be twelve sidewalks that could not be mitigated under the A-Text Application and the impacts are considered significant and unavoidable

Crosswalks

With the change in incremental pedestrian trips under the A-Text Application and as shown in Table 27, the crosswalk at Jersey Street and Victory Boulevard (east leg) would no longer be impacted under the A-Text Application in the weekday midday, PM, and Saturday midday peak hours. While the A-Text Application would not result in any new significant adverse impacts to crosswalks, impacts at two crosswalks would be worsened as a result of the A-Text Application: Bay Street at Hannah Street (north leg) in the weekday midday and PM peak hours and Front Street and Hannah Street (west leg) in the PM and Saturday midday peak hours. The 8.6 feet of widening proposed in the DEIS would also be sufficient to fully mitigate the impact to the north crosswalk at Bay Street and Hannah Street under the A-Text Application. While 0.6 feet of widening would be needed to fully mitigate the impact to the west crosswalk at Front Street and Hannah Street resulting from the DEIS proposed action, 1.8 feet of widening would be needed to fully mitigate this crosswalk under the A-Text Application.

TABLE 27: Comparison of Significant Adverse Corner Impacts—
DEIS Proposed Actions vs. A-Text Application

	DEIS				A-Text			
	Weekday			Sat	Weekday			Sat
Location	AM	MD	PM	MD	AM	MD	PM	MD
Bay St and Victory Blvd (S leg)								
Bay St and Hannah St (N leg)		+	+			+	+	
Bay St and Hannah St (E leg)								
Bay St and Clinton St (N leg)								
Bay St and Clinton St (S leg)								
Bay St and Clinton St (W leg)								
Bay St and Wave St (N leg)								
Bay St and Wave St (E leg)								
Bay St and Wave St (S leg)			+				+	
Bay St and Wave St (W leg)								
Front St and Hannah St (W leg)			+	+			+	+
Jersey St and Victory Blvd (N leg)								
Jersey St and Victory Blvd (E leg)		+	+	+				

Notes: "+" Denotes significant adverse impact.

PARKING

Table 28 shows a comparison of parking supply and demand at City Disposition Sites 2 (Jersey) and 3 (54 Central) and the Stapleton A site. As shown in Table 26, parking demand at the 54 Central site could be accommodated on-site during all parking analysis peak hours under both the DEIS and A-Text Application With-Action Condition. While parking demand from the DEIS Proposed Actions at the Jersey site could be accommodated under all analysis peak hours, there would be a surplus of 27 spaces during the Weekday Overnight analysis period under the A-Text Application. At the Stapleton A site, the increased parking demand under the A-Text Application would result in a new surplus of 16 and six spaces during the Weekday AM and PM peak analysis periods, respectively.

Under the A-Text Application, on-Street parking demand in the Bay Street North Subarea would therefore increase by 16 and six spaces during the Weekday AM and PM peak analysis periods, respectively (from the surplus at the Stapleton A site), as compared to the DEIS With-Action condition; and the on-street parking demand in the Victory Boulevard/Jersey Street Subarea would increase by 27 spaces (from the surplus at the Jersey site). As a consequence, overall on-street parking utilization in the Bay Street North Subarea would increase from 78 to 80 percent in the Weekday AM peak period, while it would be 80 percent in the Weekday PM peak period under both the DEIS and A-Text Application With-Action Condition. The overall on-street parking utilization in the Victory Boulevard/Jersey Street Subarea would increase from 61 to 63 percent under the A-Text Application.

As such, the increases in parking demand under the A-Text Application would not result in new parking shortfalls at the subarea level compared to those identified in the DEIS and would therefore not result in significant adverse parking impacts.

TABLE 28: Comparison of On-Site Parking Supply and Demand—DEIS Proposed Actions vs. A-Text Application

Site	Parking Provided	Weekday AM Peak (8-9am)		Weekday Midday Peak (2-3pm)		Weekday PM Peak (5-6pm)		Saturday Midday Peak (2-3pm)		Weekday Overnight	
		Peak Demand	Surplus	Peak Demand	Surplus	Peak Demand	Surplus	Peak Demand	Surplus	Peak Demand	Surplus
DEIS											
54 Central	213	107	0	192	0	20	0	32	0	0	0
Jersey	189	48	0	30	0	50	0	42	0	74	0
Stapleton A	227	211	0	163	0	217	0	196	0	282	55
A-Text											
54 Central	121	41	0	37	0	34	0	20	0	45	0
Jersey	126	105	0	77	0	112	0	101	0	153	27
Stapleton A	227	243	16	209	0	233	6	208	0	282	55
Net Difference											
54 Central	-92	-66	0	-154	0	14	0	-12	0	45	0
Jersey	-63	58	0	47	0	62	0	59	0	79	27
Stapleton A	0	32	16	46	0	16	6	13	0	0	0

VEHICULAR AND PEDESTRIAN SAFETY ASSESSMENT

Two intersections were identified as high crash locations under the Proposed Actions condition. Similar to the Proposed Actions, the A-Text Application would increase the vehicular and pedestrian activity at these intersections, which could exacerbate any potential safety issues at this location. The measures outlined in Chapter 14, "Transportation," which include altering the lane configuration and installing pedestrian count-down signals at the intersection of Richmond Terrace and Jersey Street and installing pedestrian count-down signals and optimizing signal timing at the intersection of St. Marks Place/Bay Street and Victory Boulevard are recommended for the A-Text Application to improve safety at these intersections.

Air Quality

Mobile Source

A review was conducted to determine whether the changes to the traffic volumes anticipated under the A-Text Application With-Action Condition (presented in the "Transportation" section, above) would have the potential to result in new significant adverse mobile source air quality impacts. A comparison of incremental peak hour traffic for the A-Text Application and the Proposed Actions was

made. At Site 1, Bay Street and Canal Street, the project-generated trips are estimated to increase by 20 vehicles in total across all analyzed traffic periods, while for Site 2 (Bay Street and Hannah Street) and Site 3 (Bay Street and Wave Street), the project-generated trips are estimated to decrease by 49 and 74 vehicles in total across all analyzed traffic periods, respectively. Overall, these changes in traffic would not result in any significant adverse air quality impacts with respect to emissions of carbon monoxide or fine particulate matter less than 10 microns in diameter (PM_{10}), as well as fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Note for annual average $PM_{2.5}$ concentrations, which was identified as the primary pollutant and time period of concern, impacts were determined using a grid analysis of Sites 1, 2 and 3, which determined neighborhood-scale concentrations based on the combined effect of these intersections. Since under the A-Text Application, the overall number of vehicles at these intersections would decrease, annual average $PM_{2.5}$ concentrations would be expected to decrease as well.

Overall, given (1) the relatively minor nature of any increases in the vehicle volumes anticipated during some of the analyzed peak periods at the four mobile source air quality analysis intersections; and (2) the results of the detailed analysis provided in the DEIS, which were well below the NAAQS and *de minimis* impact criteria, no new significant adverse mobile source air quality impacts would occur under the A-Text Application With-Action Condition. The proposed A-Text Application as considered in this technical memorandum does not alter the air quality analysis conclusions presented in the DEIS. Therefore, no adverse air quality impacts are anticipated as a result of mobile source emissions with the A-Text Application.

Stationary Source

A sensitivity analysis was prepared to determine whether the A-Text Application RWCDS would either (a) have the potential to result in new significant adverse stationary source air quality impacts; or (b) require changes to the air quality (E) designations or for City-owned sites, changes to restrictions required through the disposition agreements or other similar binding mechanism, presented in the DEIS. Overall, the air quality impacts from fossil fuel-fired heating and hot water systems associated with the Projected and Potential Development Sites under the A-Text Application would be identical to the Proposed Actions except for Stapleton Waterfront Phase III Site A and City Disposition Site 2, since these sites would have additional floor area compared to the Proposed Actions, and City Disposition Site 3, since it would have affordable mixed-use development, reducing the amount of commercial use and introducing residential and community facility uses. The total square footage is increased by 100,000 sf at the Stapleton Waterfront Phase III Site A, by an additional 53,757 sf at City Disposition Site 2 and decreased slightly by 4,054 sf at City Disposition Site 3 with the A-Text Application. As described in the DEIS, the City-owned parcel located at Stapleton Waterfront Site A (referred to as Site "SA" in Chapter 15, "Air Quality") would require the implementation of restrictions through the disposition agreement between EDC and the future developer for the Proposed Actions based on AERMOD dispersion modeling. An AERMOD analysis was performed for the A-Text Application, which determined that all uses on the site would require the exclusive use of natural gas for fossil fuel-fired heating and hot water systems and that he3ating and hot water systems stack(s) be located at least 140 feet above grade. For City Disposition Sites 2 and 3, a screening analysis was conducted for the A-Text Application. Both sites failed the screening analysis using No. 2 fuel oil, but passed using natural gas; therefore, under the A-Text Application, City Disposition Sites 2 and 3 would require the implementation of restrictions through the disposition agreement between the City and the future developer(s), which would require the exclusive use of natural gas for fossil fuel-fired heating and hot water systems.

Under the A-Text Application, to assess the effects of the proposed allowance of brewery use, the

commercial restaurant use in the With-Action scenario for Projected Development Site 5 assumes 10,000-sf brewery instead of 10,000 sf of commercial restaurant uses. Using the methodology described in the DEIS, an industrial source analysis was performed for this site. For the brewery source, pollutants were assumed to be emitted from a single rooftop stack. For particulate matter ($PM_{2.5}$) emissions, the maximum concentration results were combined with the results of the analyzed heating and hot water system for the Site 5. As described in the DEIS, an (E) Designation has been applied to this site for the Proposed Actions with respect to the type of fuel usage and placement of the heating and hot water systems stack(s), which remains unchanged with the A-Text Application. Under the A-Text Application, the proposed (E) Designation for Projected Development Site 5 would also require that any new brewery operating on this site must ensure that the process exhaust stack(s) discharges at a height of at least 3 feet above the proposed development height of 85 feet for this Projected Development Site (total of 88 feet above grade).

With these requirements in place, the A-Text Application With-Action Condition, like the Proposed Actions, would not result in significant adverse air quality impacts.

Greenhouse Gas Emissions and Climate Change

Like the Proposed Actions, the A-Text Application With-Action condition would not result in significant adverse impacts associated with greenhouse gas (GHG) emissions and their effect on climate change. As discussed below, the With-Action A-Text Application RWCDS would result in more GHG emissions as compared to the Proposed Actions RWCDS. In terms of energy efficiency and other measures to reduce emissions, the A-Text Application With-Action Condition and Proposed Actions would be the same, and neither would implement any specific reduction measures. In addition, like the Proposed Actions, the A-Text Application With-Action Condition would not implement any specific resilience measures beyond the building code which would address potential future flooding conditions.

As discussed above, the A-Text Application RWCDS assumptions for City Disposition Sites 2 and 3 and the Stapleton Waterfront Phase III Sites would result in a net increase of building floor area compared to the Proposed Actions. This net increase in overall floor area would result in an increase in energy consumption and ensuing GHG emission associated with the construction and operation of buildings in the A-Text Application RWCDS. Following the methodology described in the DEIS and per the *CEQR Technical Manual g*uidance, the A-Text Application RWCDS would result in GHG emissions from annual building operations which would be approximately 1,236 annual metric tons more than the building operation emissions from the Proposed Actions. The A-Text Application RWDCS would result in annual GHG emissions from mobile sources that would be approximately 55 metric tons less than those expected from the Proposed Actions. As such, the A-Text Application RWCDS would result in annual GHG emissions that would be approximately 1,181 metric tons more than those expected from the Proposed Actions analyzed in the DEIS. While the A-Text Application With-Action Condition would have higher annual GHG emissions (approximately 41,228 metric tons, compared to approximately 40,047 metric tons under the Proposed Actions), this would represent approximately 0.08 percent of the of the City's overall 2015 GHG emissions of approximately 52 million metric tons, and would therefore not result in significant adverse impacts associated with GHG emissions and their effect on climate change.

Like the Proposed Actions, the A-Text Application would be consistent with the City's applicable emissions reduction goals of transit-oriented development and construction of new resource- and energy-efficient buildings. As with the Proposed Actions, some developments with the A-Text Application With-Action Condition would be subject to current and/or future flood risks, with flood

depth increasing in the future as sea levels rise and flood hazard areas expand. The A-Text Application With-Action Condition, as with the Proposed Actions, would not affect resilience in the area or other environmental effects as they may be affected by climate change.

Noise

As presented in the "Transportation" section, above, the A-Text Application With-Action Condition would result in slightly greater vehicle volumes than projected under the Proposed Actions at some analyzed locations. At many analyzed locations, the A-Text Application With-Action Condition would result in less vehicle volumes than projected under the Proposed Actions. These changes were examined to determine whether the intersections anticipated to experience slightly higher vehicle volumes would either (a) result in significant adverse noise impacts; or (b) require changes to the attenuation requirements presented in the DEIS.

Like the Proposed Actions, the A-Text Application With-Action Condition would not be anticipated to result in any significant adverse impacts due to noise due to the relatively small predicted increase in traffic volumes. With the incorporation of noise attenuation requirements set forth in the Noise (E) designation for privately held Projected and Potential Development Sites and required through disposition agreements or similar binding mechanisms between the City of New York and the future developer(s) for City-owned development sites from the DEIS, the A-Text Application With-Action Condition would not result in any significant adverse noise impacts. The same window-wall attenuation requirements required under the Proposed Actions would be required with the A-Text Application With-Action Condition. Like the Proposed Actions, the Projected and Potential Development Sites assessed in the A-Text Application With-Action Condition would require up to 43 dBA window/wall attenuation to meet applicable *CEQR Technical Manual* interior noise level requirements. These attenuation requirements would be included in a Noise (E) designation for privately held Projected and Potential Development Sites. The attenuation requirements for City-owned sites would be required through disposition agreements or similar binding mechanisms between the City of New York and the future developer(s). With these attenuation measures, the A-Text Application With-Action Condition, like the Proposed Actions, would not result in significant adverse impacts related to noise.

Public Health

As with the DEIS Proposed Actions, no significant adverse impacts are anticipated with respect to public health as a result of the A-Text Application. As discussed in other sections of this technical memorandum, the A-Text Application With-Action condition is not expected to result in any unmitigated significant adverse impacts related to hazardous materials, air quality, or noise. The construction-related noise impacts resulting from the A-Text Application would be the same as those of the Proposed Actions, as the peak period of construction activities would result in the same potential significant adverse impacts for the A-Text Application as for the Proposed Actions. The mitigation measures that would be required for construction noise impacts under the Proposed Actions would be the same for the A-Text Application. Although the *CEQR Technical Manual* thresholds for significant adverse noise impacts are predicted to be exceeded at certain locations during construction, the magnitude and duration of these exceedances would not constitute a significant adverse public health impact.

Neighborhood Character

Like the Proposed Actions, the A-Text Application would not result in significant adverse impacts to neighborhood character. The changes resulting from the A-Text Application, like those changes that would be seen under the Proposed Actions, would generally result in similar effects in the following technical areas that are considered in the neighborhood character assessment pursuant to the *CEQR Technical Manual*: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. Although the same or similar significant adverse impacts would occur with respect to open space, historic resources, and transportation under the A-Text Application With-Action Condition, like the Proposed Actions, these impacts would not result in a significant change to one of the determining elements of neighborhood character.

Construction

The construction phasing, activities, and estimates under the A-Text Application are expected to be similar to those under the Proposed Actions. As the A-Text Application would not result in development on any new sites in the Project Area, the conclusions of the construction analysis provided in the DEIS would not change. Neither the Proposed Actions nor the A-Text Application would result in significant adverse construction impacts with respect to land use and neighborhood character, socioeconomic conditions, community facilities, open space, hazardous materials, air quality, or vibration. Similar to the DEIS construction analysis, there would be less likelihood of significant adverse transportation impacts during the construction period beyond those discussed for the A-Text Application presented above. However, as under the Proposed Actions, the A-Text Application would result in significant adverse construction-related impacts on noise and historic and cultural resources.

As discussed above, the A-Text Application RWCDS is expected to result in the same significant adverse impacts related to construction-related architectural and archaeological resources as the development program and/or density related changes to the five Projected Development Sites are not expected to change construction activity on those sites.

The construction processes and durations under the A-Text Application are expected to be similar or identical to those for the Proposed Actions. Accordingly, it is anticipated that the predicted noise levels due to peak construction-related activities at nearby sensitive receptor locations under the A-Text Application would be similar or identical to those predicted for the Proposed Actions. Therefore, the A-Text Application RWCDS would result in similar significant adverse impacts related to construction noise as those identified for the Proposed Actions.

D. CONCLUSION

This Technical Memorandum examined whether the A-Text Application would result in any new or different significant adverse environmental impacts not already identified in the DEIS. The proposed zoning text amendments to the SSWD and SBSCD and modifications to the disposition terms in the A-Text Application would result in changes to the number of residential uses, amount of commercial and community facility space, as well as massing changes on two Projected Development Sites.

As discussed in detail above, the A-Text Application is expected to result in the same or very similar significant adverse impacts related to community facilities, open space, historic and cultural resources, transportation (traffic and pedestrians), and construction (noise), as identified in the DEIS.

As described in the updated indirect public schools analysis provided in *Section B* of this technical memorandum, the A-Text Application could result in significant adverse impacts related to public schools. The significant adverse impacts under the A-Text Application could be mitigated using the same types of mitigation measures identified for the Proposed Actions. Preliminary mitigation measures related to public schools described herein will be further explored in the FEIS.

APPENDIX A:

PROPOSED A-TEXT APPLICATION
ZONING TEXT AMENDMENTS

PROPOSED

BAY STREET CORRIDOR

TEXT AMENDMENT
A Text

Matter underlined is new, to be added;
Matter ~~struck out~~ is to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

ARTICLE I
GENERAL PROVISIONS

Chapter 1
Title, Establishment of Controls and Interpretation of Regulations

* * *

11-122
Districts established

* * *

Establishment of the Special Bay Ridge District

In order to carry out the special purposes of this Resolution as set forth in Article XI, Chapter 4, the #Special Bay Ridge District# is hereby established.

Establishment of the Special Bay Street Corridor District

In order to carry out the special purposes of this Resolution as set forth in Article XIII, Chapter 5, the #Special Bay Street Corridor District# is hereby established.

Establishment of the Special City Island District

* * *

Chapter 2
Construction of Language and Definitions

* * *

12-10
DEFINITIONS

* * *

Special Bay Ridge District

The "Special Bay Ridge District" is a Special Purpose District designated by the letters "BR" in which special regulations set forth in Article XI, Chapter 4, apply.

Special Bay Street Corridor District (date of adoption)

The "Special Bay Street Corridor District" is a Special Purpose District designated by the letters "BSC" in which special regulations set forth in Article XIII, Chapter 5, apply.

Special City Island District

* * *

Chapter 4
Sidewalk Cafe Regulations

* * *

14-44
Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted

* * *

Staten Island	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
Bay Street Corridor District	Yes	Yes
South Richmond Development District	Yes	Yes
St. George District	Yes	Yes
Stapleton Waterfront District	Yes	Yes

* * *

ARTICLE II
RESIDENCE DISTRICT REGULATIONS

Chapter 3
Residential Bulk Regulations in Residence Districts

* * *

23-011
Quality Housing Program

* * *

(c) In the districts indicated without a letter suffix, the optional Quality Housing #bulk# regulations permitted as an alternative pursuant to paragraph (b) of this Section, shall not apply to:

* * *

(2) Special Purpose Districts

However, such optional Quality Housing #bulk# regulations are permitted as an alternative to apply in the following Special Purpose Districts:

#Special 125th Street District#;

#Special Bay Street Corridor District#;

#Special Downtown Brooklyn District#;

* * *

23-03
Street Tree Planting in Residence Districts

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, the following shall provide #street# trees in accordance with Section 26-41 (Street Tree Planting):

* * *

(b) #enlargements# of #single-# or #two-family residences# by 20 percent or more within the following special purpose districts:

#Special Bay Ridge District#;

#Special Bay Street Corridor District#;

#Special Clinton District#;

* * *

ARTICLE III
COMMERCIAL DISTRICT REGULATIONS

Chapter 3
Bulk Regulations for Commercial or Community Facility Buildings in Commercial Districts

* * *

33-03
Street Tree Planting in Commercial Districts

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, the following shall provide #street# trees in accordance with Section 26-41 (Street Tree Planting):

* * *

(b) #enlargements# of #single-# or #two-family residences# by 20 percent or more within the following special purpose districts:

#Special Bay Ridge District#;

#Special Bay Street Corridor District#;

#Special Clinton District#;

* * *

ARTICLE XI
SPECIAL PURPOSE DISTRICTS

Chapter 6
Special Stapleton Waterfront District

* * *

116-20
SPECIAL BULK REGULATIONS FOR SUBAREAS A, B AND C, THE ESPLANADE, PIER PLACE AND THE COVE

* * *

116-22 Maximum Floor Area Ratio

The maximum #floor area ratio# for all #uses# shall be 2.0.

However, for #zoning lots# in Subareas A and B1, up to a total of 100,000 square feet of floor space, within a #school# shall be exempt from the definition of #floor area#. #Zoning lots# within Subarea A and B1 that are contiguous or would be contiguous but for their separation by a #street#, may be considered one #zoning lot# for the purpose of applying these special #floor area# regulations.

116-23
Special Height and Setback Regulations

The special height and setback regulations set forth in this Section shall apply.

* * *

116-232
Street wall location

Within the #Special Stapleton Waterfront District#, the #street wall# location regulations shall be modified as follows:

(a) Subareas A and B1

In Subareas A and B1, the underlying #street wall# location regulations shall apply, except that the provisions of paragraph (a)(1) of Section 35-651 (Street wall location) shall be modified to require that at least 70 percent of the #aggregate width of street wall# be located within 15 feet of the #street line# and extend to the minimum base heights specified in Section 116-233 (Height and setback), or the height of the #building#, whichever is less.

(b) Subareas B2 through B5 and C

In Subareas ~~B~~ B2 through B5 and C, the underlying #street wall# location regulations of a C4-2A District or an R6B District, as applicable, shall be modified as set forth in this Section. Map 3 (Mandatory Front Building Wall Lines) in Appendix A of this Chapter, specifies locations in Subareas ~~B~~ B2 through B5 and C where #mandatory front building wall# requirements apply as follows:

~~(a)~~(1) Type 1: Front #building# walls shall be coincident with and extend along the entire length of the #mandatory front building wall line#, except, to allow articulation at the intersection of two such lines, the front #building# wall may be located anywhere within 15 feet of their point of intersection.

~~(b)~~(2) Type 2: Front #building# walls shall be located within eight feet of and extend along at least 70 percent of the length of the #mandatory front building wall line#. For phased #development#, this requirement may be satisfied by more than one #building#, provided that upon completion 70 percent of the length of the #mandatory front building wall line# is occupied by such front #building# walls.

~~(c)~~(3) Wherever Map 3 does not indicate a #mandatory front building wall line#, the underlying #street wall# location rules shall apply.

If more than one #building# is #developed# in Subareas ~~B1,~~ B2, B3 or B4, the first #building# shall be located along a Type 1 #mandatory front building wall line#. Subsequent #buildings# shall locate along a Type 2 #mandatory front building wall line# until 70 percent of the length of the #mandatory front building wall line# is occupied.

[MOVED HEIGHT AND SETBACK PROVISIONS TO 116-233]

All #mandatory front building walls# shall rise without setback to ~~a maximum height of 40 feet~~ the minimum base height specified in Section 116-233, or the height of the #building#, whichever is less. ~~A #building# may exceed a height of 40 feet, up to the maximum #building# height specified in Section 116-233, if a setback is provided at a minimum height of 35 feet. Such setback shall have a minimum depth of 10 feet and shall be measured from the front #building# wall.~~ Recesses shall be permitted on the ground floor where required to provide access to the #building#. Above the ground floor, up to 30 percent of the aggregate width of the front #building# wall may be recessed.

~~However, in Subarea B2, the #mandatory front building wall# may rise without setback to the permitted maximum height of the #building#.~~

116-233
~~Maximum building height~~ Height and setback

Within the #Special Stapleton Waterfront District#, the underlying height and setback regulations shall be modified as follows:

(a) Subareas A and B1

(1) Base heights and maximum #building# heights

The table below sets forth the minimum and maximum base height, the maximum transition height, the maximum height of a #building or other structure#, and the maximum number of #stories# for #buildings# in Subareas A and B1. The maximum #building# height set forth in the table shall only be permitted in locations where the maximum #street wall# width of a #building# above the transition height, or, where applicable, the maximum base height, does not exceed 100 feet. At least 60 feet of separation shall exist between any portions of #buildings# located above such maximum transition height, or maximum base height, as applicable.

A setback is required for all portions of #buildings or other structures# that exceed the maximum base height specified for the Subarea, and shall be provided in accordance with paragraph (a)(2) of this Section.

Maximum Base Heights and Maximum #Building# Heights for Subareas A and B1

Minimum Base Height (in feet)	**Maximum Base Height (in feet)**	**Maximum Transition Height (in feet)**	**Maximum Height of #Buildings or Other Structures# in Certain Locations (in feet)**	**Maximum Number of #Stories#**
40	65	85	125	12

(2) Required setbacks

At a height not lower than the minimum base height, or higher than the maximum base height specified for the Subarea in the table in paragraph (a)(1) of this Section, a setback with a depth of at least 10 feet shall be provided from the front #building# wall.

In addition, the underlying provisions of paragraphs (c)(2) through (c)(4) of Section 23-662 (Maximum height of buildings and setback regulations) shall apply to such setbacks.

(3) Dormer provisions

The underlying dormer provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts) shall apply, except that no dormer shall be permitted above a height of 85 feet, or above the maximum height of the #building or other structure# permitted in paragraph (a) of this Section, whichever is lower.

(b) Subarea B2

Within Subarea B2, the maximum height of a #building or other structure# shall not exceed 60 feet.

(c) Subareas B3 through B5 and Subarea C

In Subareas B3 through B5 and Subarea C the minimum base height shall be 35 feet and the maximum base height shall be 40 feet. At a height not lower than the minimum base

height or higher than the maximum base height, a setback with a depth of at least 10 feet shall be provided, as measured from the front #building# wall.

~~In Subareas A, B and C, the~~ The maximum height of a #building or other structure# ~~outside of Subarea B2~~ shall not exceed 50 feet. However, where the ground floor level of a #building# provides a #qualifying ground floor# in accordance with the supplemental provisions set forth in paragraph (b)(2) of Section 35-652 (Maximum height of buildings and setback regulations), the maximum height of a #building or other structure# may be increased to 55 feet.

~~Within Subarea B2, the maximum height of a #building or other structure# shall not exceed 60 feet.~~

* * *

Appendix A
Stapleton Waterfront District Plan

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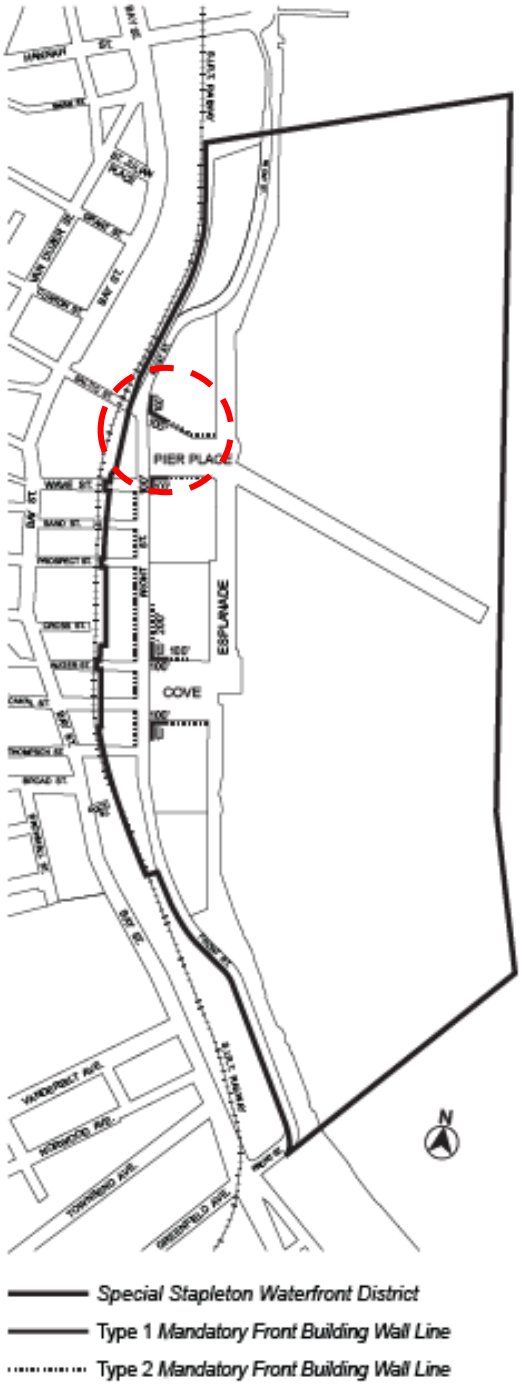
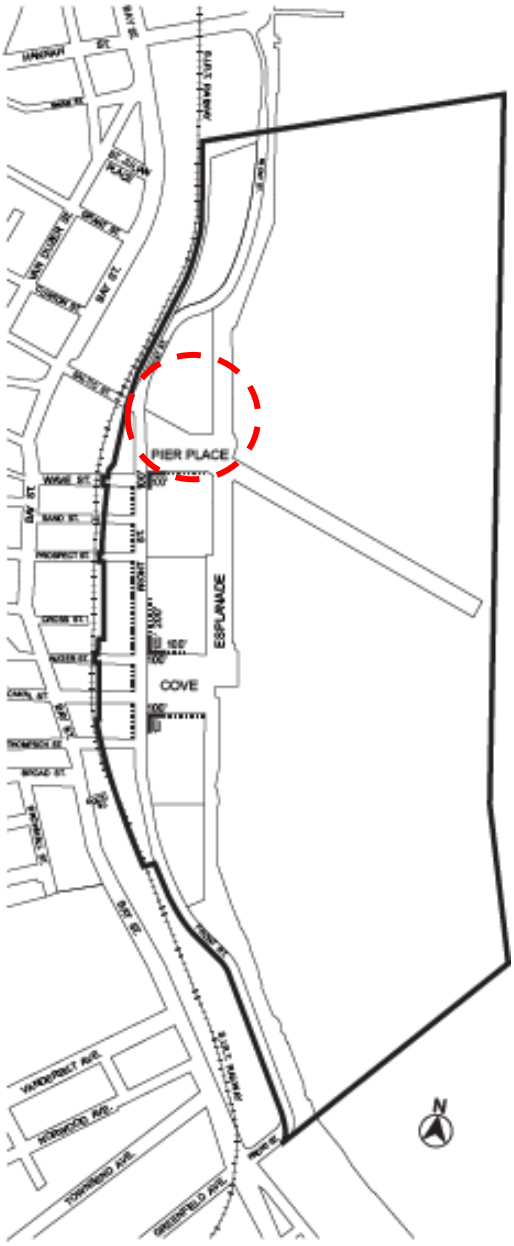
Map 3 -Mandatory Front Building Wall Lines

[EXISTING MAP]



[PROPOSED MAP:
Type 1 and Type 2 Mandatory Front Building Wall Lines to be removed from Subarea B1]



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ARTICLE XIII
SPECIAL PURPOSE DISTRICTS

Chapter 5
Special Bay Street Corridor District

135-00
GENERAL PURPOSES

The "Special Bay Street Corridor District" established in this Resolution is designed to promote and protect public health, safety and general welfare. These general goals include, among others, the following specific purposes:

(a) to encourage well-designed buildings that complement the built character of the St. George, Stapleton and Tompkinsville neighborhoods;

(b) to achieve a harmonious visual and functional relationship with the adjacent neighborhoods;

(c) to maintain and reestablish physical and visual public access to the Stapleton neighborhood and to the waterfront;

(d) to enhance neighborhood economic diversity by broadening the range of housing choices for residents at varied incomes;

(e) to provide flexibility to attract new commercial and retail uses and support the existing businesses that define the area;

(f) to create a livable community combining housing, retail and other uses throughout the district;

(g) to create a walkable, urban streetscape environment through a mix of ground floor uses that connect the town centers of St. George and Stapleton;

(h) to create a lively and attractive built environment that will provide daily amenities and services for the use and enjoyment of area residents, workers and visitors;

(i) to provide flexibility of architectural design within limits established to assure adequate access of light and air to the street, and thus to encourage more attractive and economic building forms; and

(j) to promote the most desirable use of land in accordance with a well-considered plan and thus conserve the value of land and buildings, and thereby protect the City's tax revenues.

135-01
General Provisions

The provisions of this Chapter shall apply within the #Special Bay Street Corridor District#. The regulations of all other Chapters of this Resolution are applicable, except as superseded, supplemented or modified by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

135-02
District Plan and Maps

District maps are located in Appendix A of this Chapter and are hereby incorporated and made an integral part of this Resolution. They are incorporated for the purpose of specifying locations where special regulations and requirements, as set forth in the text of this Chapter, apply.

Map 1 - Special Bay Street Corridor District and Subdistricts

Map 2 - Location of Visual Corridors

135-03
Subdistricts

In order to carry out the purposes and provisions of this Chapter, five subdistricts are established, as follows:

Subdistrict A

Subdistrict B
Subdistrict C
Subdistrict D
Subdistrict E

In Subdistrict B, subareas are established as follows:

Subarea B1
Subarea B2

The location and boundaries of these subdistricts are shown on Map 1 (Special Bay Street Corridor District and Subdistricts) in Appendix A of this Chapter.

135-04
Applicability

135-041
Applicability of Article I, Chapter 2

The applicability of the definition of "lower density growth management area" in Section 12-10 shall exclude all districts within the #Special Bay Street Corridor District#.

135-042
Applicability of the Quality Housing Program

Any #building# containing #residences#, #long-term care facilities# or philanthropic or non-profit institutions with sleeping accommodations that is constructed in accordance with the #bulk# regulations of this Chapter shall be considered a #Quality Housing building#, and shall comply with the provisions of Article II, Chapter 8.

135-043
Applicability of the Inclusionary Housing Program

For the purposes of applying the Inclusionary Housing Program set forth in Section 23-90, the #Special Bay Street Corridor District# shall be a #Mandatory Inclusionary Housing area#.

135-044
Applicability of Article VI, Chapter 4

Notwithstanding the general provisions of Section 135-01, in #flood zones#, in the event of a conflict between the provisions of this Chapter and the provisions of Article VI, Chapter 4 (Special Regulations Applying in Flood Hazard Areas), the provisions of Article VI, Chapter 4 shall control.

135-045
Applicability of this Chapter to certain zoning lots in Subdistrict D

For #zoning lots# in Subdistrict D containing a Use Group 16 or 17 #use# operated in support of a public service or transportation facility and existing on [date of adoption], the provisions of this Chapter shall not apply. In lieu thereof, the provisions of an M1-1 District shall apply.

135-10
SPECIAL USE REGULATIONS

The underlying #use# regulations are modified by the provisions of this Section, inclusive.

135-11
Ground Floor Use Regulations

For the purposes of applying to this Chapter the special #ground floor level# streetscape provisions set forth in Section 37-30, any portion of a #ground floor level street# frontage along Bay Street, as well as any #street# frontage within 50 feet of Bay Street, shall be considered a #primary street frontage#. A #ground floor level street# frontage along any other #street# shall be considered a #secondary street frontage#. For the purposes of this Section, inclusive, defined terms shall include those in Sections 12-10 and 37-311.

The provisions of this Section shall apply to #developments# or #ground floor level enlargements#.

(a) Along #primary street frontages#

For #buildings#, or portions thereof, with #primary street frontage#, #uses# on the #ground floor level#, to the minimum depth set forth in Section 37-32 (Ground Floor Depth Requirements for Certain Uses), shall be limited to non-#residential uses#, except for Type 1 lobbies and entrances and exits to #accessory# parking spaces provided in accordance with the applicable provisions of Section 37-33 (Maximum Width of Certain Uses). #Group parking facilities# located on the #ground floor level# shall be wrapped by #floor area# in accordance with the provisions of paragraph (a) of Section 37-35 (Parking Wrap and Screening Requirements). #Ground floor level street walls# shall be glazed in accordance with the provisions set forth in Section 37-34 (Minimum Transparency Requirements).

For #zoning lots# with a #lot area# of less than 5,000 square feet existing both on [date of adoption] and on the date of application for a building permit, the provisions of this paragraph (a) shall not apply. In lieu thereof, the provisions of paragraph (b) of this Section shall apply.

In #flood zones#, where no transparent materials or #building# entrances or exits are provided on the #ground floor level street wall# below a height of four feet above the level of the adjoining sidewalk for a continuous width of at least 15 feet, visual mitigation elements shall be provided in accordance with Section 135-12 for such blank wall.

(b) Along #secondary street frontages#

For #buildings#, or portions thereof, with #secondary street frontage#, all #uses# permitted by the underlying district shall be permitted on the #ground floor level#, provided that any #accessory# off-street parking spaces on the #ground floor level# shall be wrapped or screened in accordance with Section 37-35.

The level of the finished floor of such ground floor shall be located not higher than five feet above nor lower than five feet below the as-built level of the adjoining #street#.

135-12
Special Streetscape Provisions for Blank Walls

Where visual mitigation elements are required on a blank wall along the #ground floor level street wall# pursuant to the provisions of Section 135-11 (Ground Floor Use Regulations), at least 75 percent of the linear footage of any such blank wall shall be treated by one or more of the following visual mitigation elements:

(a) Planting

Where utilized as a visual mitigation element, any combination of perennials, annuals, decorative grasses or shrubs shall be provided in planting beds, raised planting beds or planter boxes in front of the #street wall#. Each foot in width of a planting bed, raised planting bed or planter box, as measured parallel to the #street wall#, shall satisfy one linear foot of frontage mitigation requirement. Such planting bed shall extend to a depth of at least three feet, inclusive of any structure containing the planted material. Any individual planted area shall have a width of at least five feet, and the height of such planting, inclusive of any structure containing the planted materials, shall be at least three feet.

Where a blank wall exceeds a #street wall# width of 50 feet, at least 25 percent of such #street wall# width shall be planted in accordance with the provisions of this paragraph.

(b) Benches

Where utilized as a visual mitigation element, fixed benches with or without backs shall be provided in front of the #street wall#. Unobstructed access shall be provided between such benches and an adjoining sidewalk or required circulation paths. Each linear foot of bench, as measured parallel to the #street wall#, shall satisfy one linear foot of frontage mitigation requirement. Any individual bench shall have a width of at least five feet, and no more than 20 feet of benches may be used to fulfill such requirement per 50 feet of frontage.

(c) Bicycle racks

Where utilized as a visual mitigation element, bicycle racks, sufficient to accommodate at least two bicycles, shall be provided in front of the #street wall#, and oriented so that the bicycles are placed parallel to the #street wall#. Each bicycle rack so provided shall satisfy five linear feet of frontage mitigation requirement. No more than three bicycle racks may be used to fulfill such requirement per 50 feet of frontage.

(d) Tables and chairs

Where utilized as a visual mitigation element, fixed tables and chairs shall be provided in front of the #street wall#. Each table shall have a minimum diameter of two feet, and have a minimum of two chairs associated with it. Each table and chair set so provided shall satisfy five linear feet of frontage mitigation requirement.

(e) Wall treatment

Where utilized as a visual mitigation element, wall treatment, in the form of permitted #signs#, graphic or sculptural art, rustication, decorative screening or latticework, or living plant material, shall be provided along the #street wall#. Each linear foot of wall treatment shall constitute one linear foot of frontage mitigation requirement. Such wall treatment shall extend to a height of at least 10 feet, as measured from the level of the adjoining sidewalk or grade, and have a minimum width of 10 feet, as measured parallel to the #street wall#.

All visual mitigation elements shall be provided on the #zoning lot#, except where such elements are permitted within the #street# under other applicable laws or regulations.

135-13
Physical Culture or Health Establishments

Within the #Special Bay Street Corridor District#, a #physical culture or health establishment# shall be permitted as-of-right in #Commercial Districts#. For the purposes of applying the underlying regulations to such #use#, a #physical culture or health establishment# shall be considered a Use Group 9 #use# and shall be within parking requirement category PRC-B.

135-14
Breweries

Within the #Special Bay Street Corridor District#, breweries, as listed in Use Group 18 breweries, shall be permitted in Commercial Districts provided that:

(a) the size of such brewery does not exceed 30,000 square feet; and

(b) any brewery #developed# or #enlarged# after [date of adoption] shall contain an #accessory# eating or drinking establishment.

For the purposes of applying the underlying regulations, such brewery shall be considered a Use Group 11A #use# and shall be within parking requirement category PRC-F. The performance standards for an M1 District set forth in Section 42-20, inclusive, shall apply to such breweries.

135-15
Modification of Supplemental Use Provisions

In Subdistricts A, B and C, the underlying provisions of Section 32-421 (Limitation on floors occupied by commercial uses) shall be modified as follows:

(a) For #mixed buildings#, offices, as listed in Use Group 6B, shall be permitted on the lowest two #stories# of a #building#, provided that no access exists between such offices and any #residential uses#;

(b) For #commercial buildings#, the provisions restricting the location of #uses# listed in Use Group 6A, 6B, 6C, 6F, 7, 8, 9 or 14 to two #stories#, shall not apply; and

(c) Any brewery provided in accordance with the provisions of Section 135-14, shall be subject to the provisions of Section 32-421.

135-20
SPECIAL BULK REGULATIONS

The underlying #floor area#, #yard#, #street wall# location and height and setback regulations are modified by the provisions of this Section.

135-21
Special Floor Area Regulations

The underlying #floor area# regulations are modified by the provisions of this Section. For the purpose of this Section, defined terms include those set forth in Sections 12-10 and 23-911.

The table below sets forth the maximum #floor area ratio# of a #zoning lot# for each Subdistrict. Column 1 sets forth the maximum #floor area ratio# for #commercial uses# other than offices, as listed in Use Group 6B, and Column 2 sets forth the maximum #floor area ratio# for offices. Column 3 sets forth the maximum #floor area ratio# for #residences#, other than #MIH sites#

and #affordable independent residences for seniors#, that are subject to the provisions of paragraph (d)(4)(i) or (d)(4)(iii) of Section 23-154 (Inclusionary Housing). Column 4 sets forth the maximum #residential floor area ratio# for #MIH sites# where either #affordable floor area# is provided in accordance with the provisions of paragraphs (d)(3)(i) through (d)(3)(iv) or paragraph (d)(5) of Section 23-154, or where a contribution to the #affordable housing fund# is made in accordance with paragraph (d)(3)(v) of such Section. Column 4 also sets forth the maximum #floor area ratio# for #community facility uses#, other than #long-term care facilities#. Column 5 sets forth the maximum #floor area ratio# for #zoning lots# containing #affordable independent residences for seniors# or #long-term care facilities#.

For #zoning lots# with #buildings# containing multiple #uses# or for #zoning lots# with multiple #buildings# containing different #uses#, the maximum #floor area ratio# for each #use# shall be as set forth in the table, and the maximum #floor area ratio# for the #zoning lot# shall not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#.

MAXIMUM #FLOOR AREA RATIO#

	Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
Subdistrict	**For #commercial uses# other than offices**	**For offices**	**For #residences# other than #MIH sites# and #affordable independent residences for seniors#**	**For #MIH sites# and #community facility uses# other than #long-term care facilities#**	**For #affordable independent residences for seniors# or #long-term care facilities#**
A	2.0	4.6	4.0	4.6	5.01
B	2.0	3.6	3.0	3.6	3.9
C	2.0	3.0	2.5	3.0	3.25
D	2.0	2.0	2.5	3.0	3.25
E	2.0	2.0	2.0	2.2	2.2

135-22
Special Lot Coverage Regulations

The underlying #lot coverage# regulations are modified by the provisions of this Section.

The maximum #residential lot coverage# for #interior lots# or #through lots# shall be 65 percent, and the maximum #residential lot coverage# for #corner lots# shall be 100 percent.

135-23
Special Yard Regulations

The underlying #yard# regulations are modified by the provisions of this Section.

In Subdistrict A, no #rear yard# or #rear yard equivalent# need be provided for #commercial buildings#, #community facility buildings#, or the portion of a #mixed building# containing #commercial# or #community facility uses#.

135-24
Special Street Wall Location Regulations

The underlying #street wall# location provisions are modified by the provisions of this Section.

(a) Along Bay Street

Along Bay Street, and along #streets# within 50 feet of their intersection with Bay Street, the following #street wall# regulations shall apply:

(1) At least 70 percent of the #aggregate width of street walls# of a #building# shall be located within eight feet of the #street line#, and shall rise without setback up to at least the minimum base height specified in Section 135-25 (Special Height and Setback Regulations), or the height of the #building#, whichever is lower. Pursuant to Section 135-31 (Special Visual Corridor Requirements), required visual corridors shall be considered #streets#.

(2) For #developments# or horizontal #enlargements# of #buildings#, or portions thereof, within the #flood zone# where no transparent materials are provided on the #ground floor level street wall# below a height of four feet above the level of the adjoining sidewalk, pursuant to the provisions of Sections 135-11 (Ground

Floor Use Regulations) and 37-34 (Minimum Transparency Requirements) for a continuous distance of more than 25 feet, such #street wall# shall be located at least three feet beyond the #street line#. Such #street wall# shall not be located beyond five feet of the #street line#, except as permitted pursuant to Section 64-333 (Street wall location in certain districts). Such #street wall# shall provide visual mitigation elements in accordance with the provisions of Section 135-12 (Special Streetscape Provisions for Blank Walls), and any area between the #street wall# and the sidewalk that does not contain any planting material pursuant to the provisions of paragraph (a) of Section 135-12 shall be improved to Department of Transportation standards for sidewalks.

(3) A minimum of 20 percent of the surface area of such #street walls# above the level of the first #story# shall be recessed a minimum of three feet. In addition, up to 30 percent of such #street wall# may be recessed at any level, provided that any recesses deeper than 10 feet are located within an #outer court#. Furthermore, no recesses greater than three feet shall be permitted within 30 feet of the intersection of two #street lines#.

(b) Along Van Duzer Street

Along Van Duzer Street, and along #streets# within 50 feet of their intersection with Van Duzer Street, the underlying #street wall# location regulations shall apply.

(c) Along all other #streets#

Along all #streets# that are not subject to paragraphs (a) or (b) of this Section, at least 50 percent of the #aggregate width of street walls# shall be located within 15 feet of the #street line#. The remaining #aggregate width of street walls# may be recessed beyond 15 feet of the #street line#, provided that any such recesses deeper than 10 feet are located within an #outer court#. Where the #street wall# of a #building#, or an individual segment thereof, exceeds the maximum base height established in Section 135-25, such #street wall# shall rise without setback to at least the minimum base height specified in Section 135-25.

The underlying allowances for #street wall# articulation, set forth in paragraph (d) of Section 23-661 or paragraph (e) of Section 35-651, as applicable, shall be permitted to project or recess beyond the #street wall# locations established in paragraphs (a), (b) or (c) of this Section.

135-25
Special Height and Setback Regulations

The underlying height and setback provisions are modified by the provisions of this Section.

Pursuant to Section 135-31 (Special Visual Corridor Requirements), required visual corridors shall be considered #streets#. Such visual corridors shall be considered #wide streets# for the purposes of applying the height and setback regulations of this Section.

(a) Base heights and maximum #building# heights

The table below sets forth the minimum and maximum base height, the maximum transition height, where applicable, the maximum height of a #building or other structure# and the maximum number of #stories# for #buildings# in the #Special Bay Street Corridor District#.

In all subdistricts, a setback is required for all portions of #buildings or other structures# that exceed the maximum base height specified for the subdistrict, and shall be provided in accordance with paragraph (b) of this Section.

In Subdistrict A and Subarea B1, any portion of a #building or other structure# located above the maximum transition height, and in Subarea B2 and Subdistrict C, any portion of a #building or other structure# located above the maximum base height, shall be subject to the maximum #street wall# width restrictions set forth in paragraph (c) of this Section.

MAXIMUM BASE HEIGHTS AND MAXIMUM #BUILDING# HEIGHTS

Subdistrict or Subarea, as applicable	**Minimum Base Height (in feet)**	**Maximum Base Height (in feet)**	**Maximum Transition Height (in feet)**	**Maximum Height of #Buildings or Other Structures# in Certain Locations (in feet)**	**Maximum Number of #Stories#**
A	40	65	85	145	14

B1	40	65	85	125	12
B2	40	65	N/A	125	12
C	40	65	N/A	85	8
D	40	65	N/A	75	7
E	30	45	N/A	55	5

(b) Required setbacks

At a height not lower than the minimum base height or higher than the maximum base height specified for the subdistrict in the table in paragraph (a), a setback with a depth of at least 15 feet shall be provided from any #street wall# fronting on a #narrow street#, and a setback with a depth of at least 10 feet shall be provided from any #street wall# fronting on a #wide street#.

In addition, the underlying provisions of paragraphs (c)(2) through (c)(4) of Section 23-662 (Maximum height of buildings and setback regulations) shall apply to such setbacks.

(c) Maximum #street wall# width in Subdistricts A, B and C

In Subdistricts A, B and C, the maximum #building# height set forth in the table in paragraph (a) shall only be permitted within 100 feet of #streets# intersecting Bay Street. In addition, in Subarea B2, such maximum #building# height shall be permitted beyond 100 feet of #streets# intersecting Bay Street, provided that the maximum #street wall# width above the maximum base height does not exceed 100 feet.

In all such Subdistricts, at least 60 feet of separation shall exist between any portions of #buildings# located above such maximum transition height, or maximum base height, as applicable.

(d) Dormer provisions

The underlying dormer provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts) shall apply, except that no dormer shall be permitted above a height of 85 feet, or above the maximum height of the #building or other structure# permitted in paragraph (a) of this Section, whichever is less.

135-30
SPECIAL PUBLIC ACCESS AREA REGULATIONS

135-31
Special Visual Corridor Requirements

Within the #Special Bay Street Corridor District#, visual corridors shall be provided east of Bay Street, prolonging Swan Street, Clinton Street, and Grant Street, as shown on Map 2 in the Appendix to this Chapter. The location of the visual corridor prolonging Grant Street may be located anywhere within the flexible location designated on Map 2.

(a) General Requirements

The boundaries of visual corridors shall be considered #street lines# for the purposes of applying the #use#, #bulk# and parking provisions of this Resolution, except that such portion of the #zoning lot#:

(1) shall continue to generate #floor area#;

(2) may be included for the purposes of calculating #lot coverage#; and

(3) shall be permitted to accommodate open, unscreened, tandem (one behind the other) #accessory# off-street parking spaces, provided that any such parking spaces are provided in accordance with DOT standards for on-street parking.

Such visual corridors shall be a minimum of 60 feet wide and shall be improved in accordance with paragraph (b) of this Section

(b) Required improvements

All required visual corridors shall be improved as follows:

(1) Where a visual corridor is utilized to provide access to #accessory# off-street parking, such visual corridor shall be improved to the minimum Department of Transportation (DOT) standards for public #streets#, from its intersection with Bay Street to at least the curb cut provided to such #accessory# off-street parking, or as deep as necessary to accommodate any parking located on the visual corridor, as applicable. Any remaining portion of the visual corridor may be improved in accordance with the standards in paragraph (b)(2)(ii) of this Section.

(2) Where a visual does not provide access to #accessory# off-street parking, such visual corridors, may either:

(i) be improved to the minimum DOT standards for public #streets#; or

(ii) be improved to provide an open area, as follows:

a. A minimum of 20 percent of the open area shall be planted with any combination of perennials, annuals, decorative grasses, shrubs or trees in planting beds, raised planting beds or planter boxes. Such planting bed shall extend to a depth of at least three feet, inclusive of any structure containing the planted material, and any individual planted area shall have a width of at least five feet;

b. the remainder of the open area, as applicable, may contain any combination of:

1. streetscape amenities including, but not limited to, benches or tables and chairs;

2. entertainment amenities including, but not limited to, water features, playgrounds, dog runs, game tables, courts or skateboard parks;

3. unenclosed eating or drinking establishments; or

4. streetscape-enhancing amenities including, but not limited to, lighting or sculptural artwork.

c. In no event shall fencing be permitted in any open area of the visual corridor, except along the portion of a #lot line# adjacent to a railroad right-of-way.

135-40
SPECIAL PARKING AND LOADING REGULATIONS

The underlying parking provisions are modified by the provisions of this Section.

135-41
Commercial Parking Requirements

In #mixed buildings#, the underlying parking requirements shall apply, except that for the purposes of determining the parking requirement for #commercial uses# other than offices, as listed in Use Group 6B, the equivalent of 0.5 #floor area ratio#, or the amount of non-office #commercial floor area# in the #building#, whichever is less, may be deducted from the #floor area# used to determine such #commercial# parking calculation.

135-42
Residential Parking Waivers

The underlying #residential# parking waivers shall apply only to #zoning lots# existing both on [date of adoption] and on the date of application for a building permit.

135-43
Location of Parking Spaces

All #accessory# off-street parking spaces may be provided within #public parking garages#. Such spaces may also be provided within parking facilities on #zoning lots# other than the same #zoning lot# as the #use# to which they are #accessory#, provided:

(a) such parking facilities are located either:

(1) within the #Special Bay Street Corridor District#; or

(2) outside the #Special Bay Street Corridor District#, subject to the underlying provisions for off-site parking spaces set forth in Sections 25-52 (Off-site Spaces for Residences), 25-53 (Off-site Spaces for Permitted Non-residential Uses), 36-42 (Off-site Spaces for Residences) or 36-43 (Off-site Spaces for Commercial or Community Facility Uses), as applicable;

(b) each off-street parking space within such facility is counted only once in meeting the parking requirements for a specific #zoning lot#; and

(c) in no event shall the number of #accessory# parking spaces within such facility exceed that permitted in accordance with the underlying regulations.

135-44
Special Loading Regulations

For the purposes of applying the underlying loading regulations, the requirements for C2 Districts mapped within an R7 District shall apply to all #Commercial Districts# in the #Special Bay Street Corridor#.

In addition, the underlying loading regulations shall be modified as follows:

(a) the requirements of Section 36-60, inclusive, shall not apply to changes of #uses#;

(b) the provisions of Section 36-63 (Special Provisions for a Single Zoning Lot With Uses Subject to Different Loading Requirements) and Section 36-64 (Wholesale, Manufacturing, or Storage Uses Combined With Other Uses) shall not apply; and

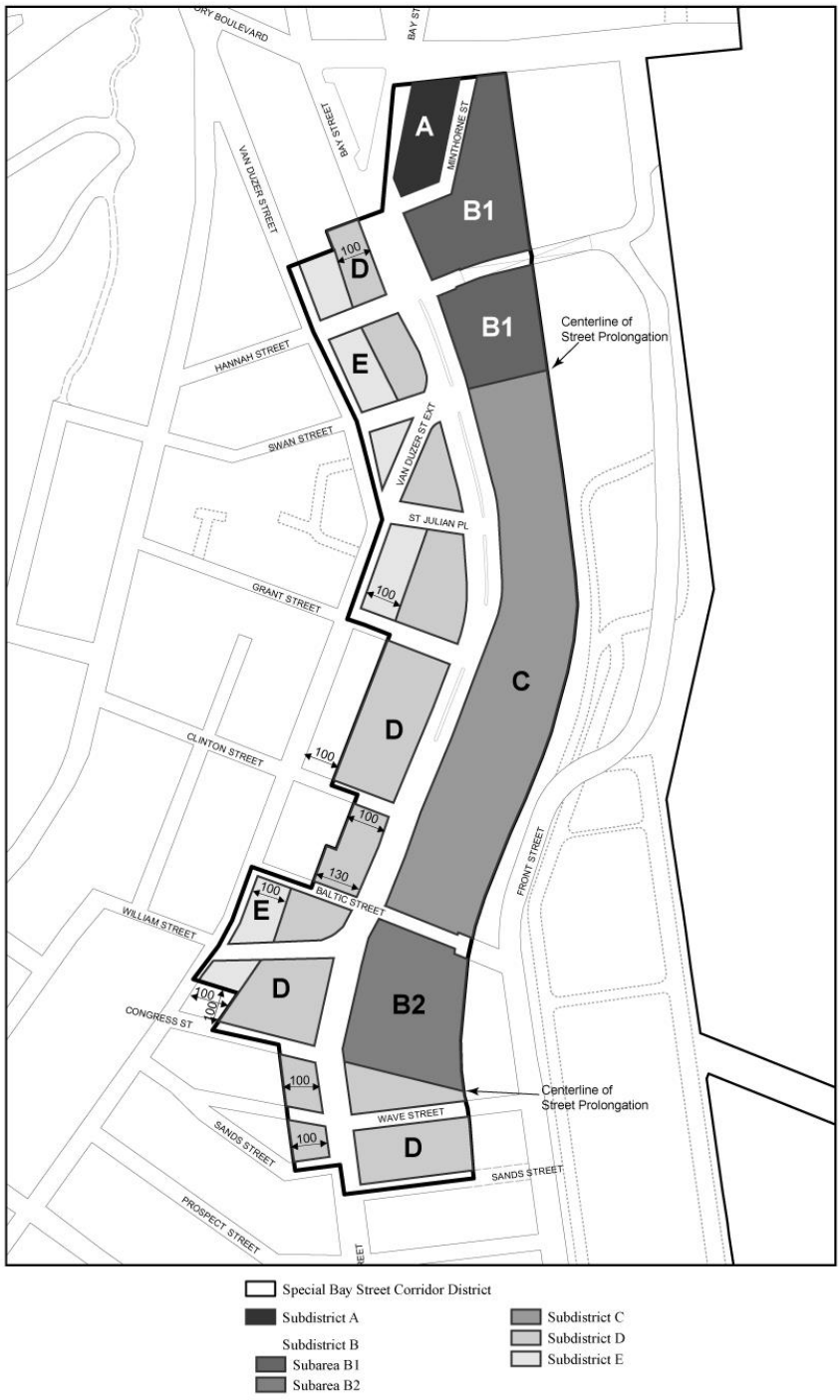
(c) the minimum length requirements for loading berths #accessory# to #commercial uses#, other than funeral establishments, set forth in Sections 36-681 (Size of required berths) shall be increased to 37 feet.

135-45
Location of Curb Cuts

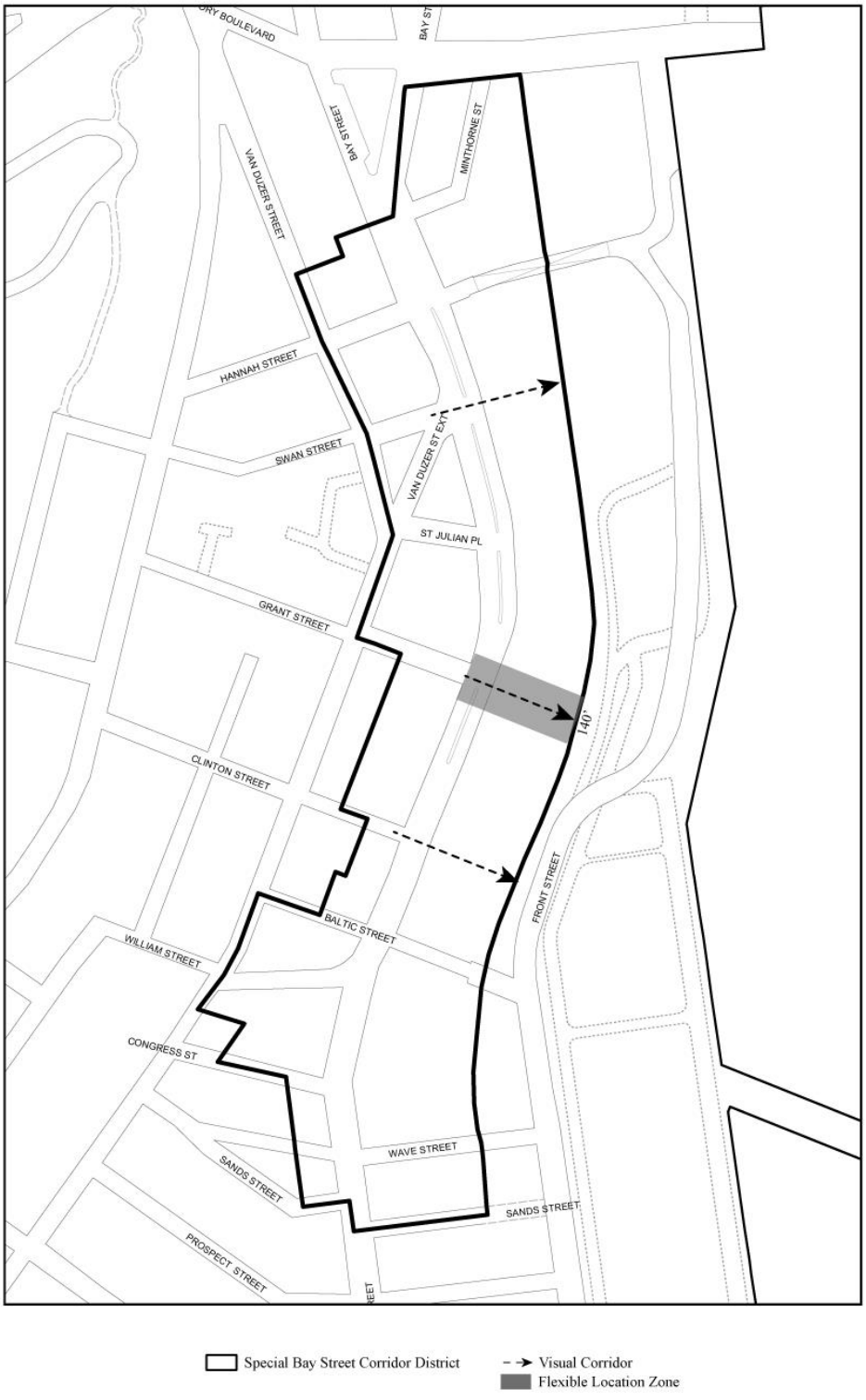
For #zoning lots# existing on [date of adoption] with frontage along Bay Street and along another #street# frontage, no curb cut accessing off-street parking spaces or loading spaces shall be permitted along Bay Street.

APPENDIX A
SPECIAL BAY STREET CORRIDOR DISTRICT

Map 1 – Special Bay Street Corridor District, Subdistricts, and Subareas



Map 2 – Location of visual corridors



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APPENDIX F
Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

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Zoning Map	**Community District**	**Maps of Inclusionary Housing Designated Areas**	**Maps of Mandatory Inclusionary Housing Areas**
1d	Bronx CD 7	Map 1	

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21c	Staten Island CD 1		Maps 1, 2
22a	Brooklyn CD 7	Map 2	

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STATEN ISLAND

Staten Island Community District 1

* * *

Map 2 – (date of adoption)



Portion of Community District 1, Staten Island

* * *

APPENDIX B:

TRANSPORTATION PLANNING FACTORS AND TRIP GENERATION RATES

Table 1: Travel Demand Factors
Bay Street/Canal Street Corridor and Stapleton Waterfront Phase III Sites

	Land Use:	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office Building	
Daily Person Trip Generation		(1)		(1)		(1)		(7)		(5)		(6)	
	Weekday	8.075		205		18.0		50.7		203.44		127	
	Saturday	9.6		240		3.9		13.7		253.4		127	
	Unit	per dwelling unit		per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Daily Truck Trip Generation		(1)		(1)		(1)		(4)		(5)		(1)	
	Weekday	0.06		0.35		0.32		0.04		0.79		0.32	
	Saturday	0.02		0.04		0.01		0.00		0.79		0.01	
	Unit	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Modal Split		**AM/PM**	**MD/Sat**	**Weekday**	**Saturday**	**AM/PM**	**MD/Sat**	**Weekday**	**Saturday**	**AM/PM/Sat**	**MD**	**Weekday**	**Saturday**
		(2)		(3)		(2)	(3)	(4)		(5)		(6)	
	Auto	35.4%	22.6%	9.0%	9.0%	66.9%	56.4%	25.0%	25.0%	25.0%	15.0%	44.0%	44.0%
	Taxi	0.5%	0.5%	2.0%	2.0%	0.0%	0.5%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
	Bus	33.6%	33.6%	7.0%	7.0%	19.8%	3.6%	49.0%	49.0%	6.0%	6.0%	31.7%	31.7%
	Railroad	18.3%	18.3%	7.0%	7.0%	4.2%	8.5%	1.0%	1.0%	6.0%	6.0%	17.3%	17.3%
	Walk/Bike	12.2%	25.0%	75.0%	75.0%	9.1%	31.0%	25.0%	25.0%	60.0%	70.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2, 3)		(3)		(2, 3)		(4)		(5)		(6)	
	Auto	1.26		1.65		1.06		1.50		2.00		1.50	
	Taxi	1.40		1.40		1.40		1.40		2.00		1.50	
Linked Trips (1,5)		0%	0%	40%	25%	0%	0%	0%	0%	15%	15%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(7)		(5)		(6)	
	AM	10.0%		3.0%		12.0%		6.1%		1.0%		4.0%	
	MD	5.0%		19.0%		15.0%		9.9%		8.7%		11.0%	
	PM	11.0%		10.0%		14.0%		8.1%		10.4%		12.0%	
	Sat MD	8.0%		10.0%		17.0%		11.8%		6.0%		11.0%	
Truck Temporal Distribution		(1)		(1)		(1)		(4)		(5)		(1)	
	AM	12.0%		8.0%		10.0%		7.7%		9.7%		10.0%	
	MD	9.0%		11.0%		11.0%		11.0%		7.6%		11.0%	
	PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%	
	Sat MD	9.0%		11.0%		11.0%		0.0%		7.6%		11.0%	
Directional Distribution		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
		(3)		(3)		(3)		(4)		(5)		(6)	
	AM	16.0%	84.0%	50.0%	50.0%	93.0%	7.0%	66.0%	34.0%	50.0%	50.0%	89.0%	11.0%
	MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	58.0%	42.0%	50.0%	50.0%	51.0%	49.0%
	PM	75.0%	25.0%	50.0%	50.0%	3.0%	97.0%	34.0%	66.0%	50.0%	50.0%	48.0%	52.0%
	Sat MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	47.0%	53.0%	50.0%	50.0%	51.0%	49.0%
Truck Directional Distribution		(1)		(1)		(1)		(1)		(1)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.

(2) Residential modal split based on American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/7/9/11/21 (Richmond County) and residential auto vehicle occupancy for Census Tract 21 (Richmond County). Weekday MD and Saturday modal splits were adjusted to increase the walk trips to account for local midday residential trips. Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tract 21 (Richmond County). Ferry trips were split proportionally to the bus and railroad (SIR).

(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.

(4) Flushing Commons EIS, Table 14-16 (YMCA).

(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were split proportionally to the bus and railroad (SIR). A 15% linked trip credit was applied for the restaurant land use.

(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.

(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

Table 2: Travel Demand Factors
City Disposition Site - Jersey Street

	Land Use:	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office Building	
Daily Person Trip Generation		(1)		(1)		(1)		(7)		(5)		(6)	
	Weekday	8.075		205		18.0		50.7		203.44		127	
	Saturday	9.6		240		3.9		13.7		253.4		127	
	Unit	per dwelling unit		per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Daily Truck Trip Generation		(1)		(1)		(1)		(4)		(5)		(1)	
	Weekday	0.06		0.35		0.32		0.04		0.79		0.32	
	Saturday	0.02		0.04		0.01		0.00		0.79		0.01	
	Unit	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Modal Split		AM/PM	MD/Sat	Weekday	Saturday	AM/PM	MD/Sat	Weekday	Saturday	AM/PM/Sat	MD	Weekday	Saturday
		(2)		(3)		(2)	(3)	(4)		(5)		(6)	
	Auto	35.4%	22.6%	9.0%	9.0%	72.8%	56.4%	25.0%	25.0%	25.0%	15.0%	44.0%	44.0%
	Taxi	0.5%	0.5%	2.0%	2.0%	0.0%	0.5%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
	Bus	39.8%	39.8%	7.0%	7.0%	17.1%	3.6%	49.0%	49.0%	7.0%	7.0%	37.6%	37.6%
	Railroad	12.1%	12.1%	7.0%	7.0%	4.4%	8.5%	1.0%	1.0%	5.0%	5.0%	11.4%	11.4%
	Walk/Bike	12.2%	25.0%	75.0%	75.0%	5.7%	31.0%	25.0%	25.0%	60.0%	70.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2, 3)		(3)		(2, 3)		(4)		(5)		(6)	
	Auto	1.11		1.65		1.06		1.50		2.00		1.50	
	Taxi	1.40		1.40		1.40		1.40		2.00		1.50	
Linked Trips (1,5)		0%	0%	40%	25%	0%	0%	0%	0%	15%	15%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(7)		(5)		(6)	
	AM	10.0%		3.0%		12.0%		6.1%		1.0%		4.0%	
	MD	5.0%		19.0%		15.0%		9.9%		8.7%		11.0%	
	PM	11.0%		10.0%		14.0%		8.1%		10.4%		12.0%	
	Sat MD	8.0%		10.0%		17.0%		11.8%		6.0%		11.0%	
Truck Temporal Distribution		(1)		(1)		(1)		(4)		(5)		(1)	
	AM	12.0%		8.0%		10.0%		7.7%		9.7%		10.0%	
	MD	9.0%		11.0%		11.0%		11.0%		7.6%		11.0%	
	PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%	
	Sat MD	9.0%		11.0%		11.0%		0.0%		7.6%		11.0%	
Directional Distribution		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
		(3)		(3)		(3)		(4)		(5)		(6)	
	AM	16.0%	84.0%	50.0%	50.0%	93.0%	7.0%	66.0%	34.0%	50.0%	50.0%	89.0%	11.0%
	MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	58.0%	42.0%	50.0%	50.0%	51.0%	49.0%
	PM	75.0%	25.0%	50.0%	50.0%	3.0%	97.0%	34.0%	66.0%	50.0%	50.0%	48.0%	52.0%
	Sat MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	47.0%	53.0%	50.0%	50.0%	51.0%	49.0%
Truck Directional Distribution		(1)		(1)		(1)		(1)		(1)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.
(2) Residential modal split based on American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/77/9/11/21 (Richmond County) and residential auto vehicle occupancy for Census Tract 11 (Richmond County). Weekday MD and Saturday modal splits were adjusted to increase the walk trips to account for local midday residential trips. Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tract 11 (Richmond County). Ferry trips were added to the bus trips.
(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.
(4) Flushing Commons EIS, Table 14-16 (YMCA).
(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were added to the bus trips. A 15% linked trip credit was applied for the restaurant land use.
(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.
(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

Table 3: Travel Demand Factors
City Disposition Sites - 54 Central Avenue/55 Stuyvesant Place Sites

	Land Use:	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office Building	
Daily Person Trip Generation	Weekday	(1) 8.075		(1) 205		(1) 18.0		(7) 50.7		(5) 203.44		(1) 127	
	Saturday	9.6		240		3.9		13.7		253.4		127	
	Unit	per dwelling unit		per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Daily Truck Trip Generation	Weekday	(1) 0.06		(1) 0.35		(1) 0.32		(4) 0.04		(5) 0.79		(1) 0.32	
	Saturday	0.02		0.04		0.01		0.00		0.79		0.01	
	Unit	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Modal Split		AM/PM	MD/Sat	Weekday	Saturday	AM/PM	MD/Sat	Weekday	Saturday	AM/PM/Sat	MD	Weekday	Saturday
		(2)		(3)		(2)	(3)	(4)		(5)		(6)	
	Auto	35.4%	35.4%	9.0%	9.0%	67.5%	56.4%	25.0%	25.0%	25.0%	15.0%	44.0%	44.0%
	Taxi	0.5%	0.5%	2.0%	2.0%	0.6%	0.5%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
	Bus	22.2%	22.2%	7.0%	7.0%	13.7%	3.6%	49.0%	49.0%	5.0%	5.0%	31.7%	31.7%
	Railroad	12.1%	12.1%	7.0%	7.0%	9.2%	8.5%	1.0%	1.0%	5.0%	5.0%	17.3%	17.3%
	Walk/Bike	29.8%	29.8%	75.0%	75.0%	9.1%	31.0%	25.0%	25.0%	62.0%	72.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2, 3)		(3)		(2, 3)		(4)		(5)		(6)	
	Auto	1.12		1.65		1.08		1.50		2.00		1.50	
	Taxi	1.40		1.40		1.40		1.40		2.00		1.50	
Linked Trips (1,5)		0%	0%	40%	25%	0%	0%	0%	0%	15%	15%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(7)		(5)		(6)	
	AM	10.0%		3.0%		12.0%		6.1%		1.0%		4.0%	
	MD	5.0%		19.0%		15.0%		9.9%		8.7%		11.0%	
	PM	11.0%		10.0%		14.0%		8.1%		10.4%		12.0%	
	Sat MD	8.0%		10.0%		17.0%		11.8%		6.0%		11.0%	
Truck Temporal Distribution		(1)		(1)		(1)		(4)		(5)		(1)	
	AM	12.0%		8.0%		10.0%		7.7%		9.7%		10.0%	
	MD	9.0%		11.0%		11.0%		11.0%		7.6%		11.0%	
	PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%	
	Sat MD	9.0%		11.0%		11.0%		0.0%		7.6%		11.0%	
Directional Distribution		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
		(3)		(3)		(3)		(4)		(5)		(6)	
	AM	16.0%	84.0%	50.0%	50.0%	93.0%	7.0%	66.0%	34.0%	50.0%	50.0%	89.0%	11.0%
	MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	58.0%	42.0%	50.0%	50.0%	51.0%	49.0%
	PM	75.0%	25.0%	50.0%	50.0%	3.0%	97.0%	34.0%	66.0%	50.0%	50.0%	48.0%	52.0%
	Sat MD	59.0%	41.0%	50.0%	50.0%	46.0%	54.0%	47.0%	53.0%	50.0%	50.0%	51.0%	49.0%
Truck Directional Distribution		(1)		(1)		(1)		(1)		(1)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes

(1) 2014 CEQR Technical Manual. Table 16-2. For the local retail land use, a 40% linked trip credit was applied to auto trips only and a 25% linked trip credit was applied to remaining trips.
(2) Residential modal split and auto vehicle occupancy based on American Community Survey 5-year estimates, Table B08006: Means of Transportation to Work for the average of Census Tracts 3/7/9/11/21 (Richmond County). Office modal split and auto vehicle occupancy based on CTPP 2006-2010 Five-year estimates for Census Tracts 3/7 (Richmond County). Ferry trips were added to the walk/bike trips.
(3) New Stapleton Waterfront Development Plan Tech Memo, Tables O-14 and O-15. Taxi vehicle occupancy based on the New Stapleton Waterfront Development Plan Tech Memo.
(4) Flushing Commons EIS, Table 14-16 (YMCA).
(5) Staten Island Lighthouse Point EAS, Table I-14. Ferry trips were added to the walk/bike trips. A 15% linked trip credit was applied for the restaurant land use.
(6) NYCDOT. Assumed Saturday modal split, vehicle occupancy, temporal distribution, and directional distribution to be the same as Weekday MD. Non-auto mode split based on Sam Schwartz assumptions of 5% walk, and proportional split to bus and railroad/SIR based on Residential Journey to Work modal split.
(7) ITE Trip Generation Manual, 9th Edition, Volume 2: Recreational Community Center (Land Use 495).

Table 4: A-Text Application With-Action Project Increment
Weekday AM Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	58	301	-2	-2	181	14	9	5	8	8	27	3	**281**	**329**	**610**
Canal Street	11	45	-2	-2	-12	-1	0	-1	0	0	0	0	**-3**	**41**	**38**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	3	13	1	1	11	1	0	0	0	0	0	0	**15**	**15**	**30**
Jersey	9	49	1	1	0	0	0	0	0	0	7	1	**17**	**51**	**68**
Stapleton A	12	61	4	4	0	0	34	17	0	0	0	0	**50**	**82**	**132**
Stapleton B1	11	59	0	0	0	0	0	0	0	0	0	0	**11**	**59**	**70**
Total	104	528	2	2	180	14	43	21	8	8	34	4	**371**	**577**	**948**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	5	5	-6	-6	0	0	0	0	0	0	1	1	**0**	**0**	**0**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	1	1	0	0	0	0	0	0	0	0	1	1	**2**	**2**	**4**
Stapleton A	1	1	2	2	0	0	0	0	0	0	0	0	**3**	**3**	**6**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	8	8	-4	-4	0	0	0	0	0	0	2	2	**6**	**6**	**12**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	6	6	-1	-1	2	2	0	0	0	0	0	0	**7**	**7**	**14**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Stapleton A	1	1	1	1	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	9	9	0	0	2	2	0	0	0	0	0	0	**11**	**11**	**22**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	38	199	-7	-7	13	1	-1	0	1	1	16	2	**60**	**196**	**256**
Canal Street	6	30	-2	-2	-1	0	0	0	0	0	0	0	**3**	**28**	**30**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	1	5	1	1	2	0	0	0	0	0	0	0	**4**	**6**	**11**
Jersey	3	18	2	2	0	0	0	0	0	0	3	0	**8**	**20**	**27**
Stapleton A	8	40	7	7	0	0	2	1	0	0	0	0	**17**	**48**	**65**
Stapleton B1	7	38	0	0	0	0	0	0	0	0	0	0	**7**	**38**	**45**
Total	63	330	1	1	14	1	1	1	1	1	19	2	**99**	**336**	**435**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	69	359	-7	-7	56	5	28	14	1	1	29	4	**176**	**376**	**552**
Canal Street	11	53	-2	-2	-4	0	-2	-1	0	0	0	0	**3**	**50**	**52**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	2	10	1	1	2	0	0	0	0	0	0	0	**5**	**11**	**17**
Jersey	11	60	2	2	0	0	0	0	0	0	10	1	**23**	**63**	**85**
Stapleton A	14	73	7	7	0	0	100	51	0	0	0	0	**121**	**131**	**252**
Stapleton B1	13	70	0	0	0	0	0	0	0	0	0	0	**13**	**70**	**83**
Total	120	625	1	1	54	5	126	64	1	1	39	5	**341**	**701**	**1042**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	46	240	-75	-75	52	4	28	16	50	50	10	2	**111**	**237**	**348**
Canal Street	3	20	-27	-27	-2	0	-1	-1	0	0	0	0	**-27**	**-8**	**-34**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	2	13	15	15	2	0	0	0	0	0	0	0	**19**	**28**	**47**
Jersey	4	18	19	19	0	0	0	0	0	0	1	0	**24**	**37**	**60**
Stapleton A	5	26	74	74	0	0	51	26	0	0	0	0	**130**	**126**	**257**
Stapleton B1	5	25	0	0	0	0	0	0	0	0	0	0	**5**	**25**	**30**
Total	65	342	7	7	52	4	78	41	50	50	11	2	**263**	**446**	**709**

	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	104	528	2	2	180	14	43	21	8	8	34	4	**371**	**577**	**948**
Truck	8	8	-4	-4	0	0	0	0	0	0	2	2	**6**	**6**	**12**
Taxi	9	9	0	0	2	2	0	0	0	0	0	0	**11**	**11**	**22**
Auto/Taxi/Truck	121	545	-2	-2	182	16	43	21	8	8	36	6	**388**	**594**	**982**
SIR	63	330	1	1	14	1	1	1	1	1	19	2	**99**	**336**	**435**
Bus	120	625	1	1	54	5	126	64	1	1	39	5	**341**	**701**	**1042**
Walk	65	342	7	7	52	4	78	41	50	50	11	2	**263**	**446**	**709**
Total	369	1842	7	7	302	26	248	127	60	60	105	15	**1091**	**2077**	**3167**

Table 5: A-Text Application With-Action Project Increment
Weekday MD Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	68	50	-24	-24	95	110	14	10	32	32	42	40	**227**	**218**	**445**
Canal Street	13	6	-11	-11	-7	-7	-1	0	0	0	0	0	**-6**	**-12**	**-18**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	4	4	6	6	6	6	0	0	0	0	0	0	**16**	**16**	**32**
Jersey	11	7	7	7	0	0	0	0	0	0	12	11	**30**	**25**	**55**
Stapleton A	13	10	27	27	0	0	49	35	0	0	0	0	**89**	**72**	**161**
Stapleton B1	13	9	0	0	0	0	0	0	0	0	0	0	**13**	**9**	**22**
Total	122	86	5	5	94	109	62	45	32	32	54	51	**369**	**328**	**697**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	-18	-18	2	2	0	0	18	18	4	4	**6**	**6**	**12**
Canal Street	0	0	-8	-8	0	0	0	0	0	0	0	0	**-8**	**-8**	**-16**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	4	4	0	0	0	0	0	0	0	0	**4**	**4**	**8**
Jersey	0	0	4	4	0	0	0	0	0	0	2	2	**6**	**6**	**12**
Stapleton A	0	0	18	18	0	0	0	0	0	0	0	0	**18**	**18**	**36**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	0	0	2	2	0	0	18	18	6	6	**26**	**26**	**52**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	3	3	-2	-2	2	2	0	0	0	0	0	0	**3**	**3**	**6**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Stapleton A	1	1	1	1	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	6	6	-1	-1	2	2	0	0	0	0	0	0	**7**	**7**	**14**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	69	47	-43	-43	16	18	0	-1	23	23	25	24	**90**	**68**	**158**
Canal Street	11	7	-16	-16	-1	-1	0	0	0	0	0	0	**-6**	**-10**	**-16**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	2	1	9	9	1	1	0	0	0	0	0	0	**12**	**11**	**23**
Jersey	6	4	11	11	0	0	0	0	0	0	5	4	**22**	**19**	**41**
Stapleton A	14	10	44	44	0	0	3	2	0	0	0	0	**61**	**56**	**117**
Stapleton B1	13	9	0	0	0	0	0	0	0	0	0	0	**13**	**9**	**22**
Total	115	78	5	5	16	18	3	1	23	23	30	28	**192**	**153**	**346**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	127	90	-43	-43	6	7	41	30	23	23	45	43	**199**	**150**	**349**
Canal Street	20	16	-16	-16	0	0	-2	-1	0	0	0	0	**2**	**-1**	**1**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	3	2	9	9	0	0	0	0	0	0	0	0	**12**	**11**	**23**
Jersey	21	15	11	11	0	0	0	0	0	0	15	15	**47**	**41**	**88**
Stapleton A	26	18	44	44	0	0	143	104	0	0	0	0	**213**	**166**	**379**
Stapleton B1	25	17	0	0	0	0	0	0	0	0	0	0	**25**	**17**	**42**
Total	222	158	5	5	6	7	182	133	23	23	60	58	**498**	**384**	**883**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	174	120	-473	-473	110	128	44	32	454	454	14	14	**323**	**275**	**597**
Canal Street	16	10	-169	-169	-4	-4	-1	-1	0	0	0	0	**-158**	**-164**	**-322**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	5	3	96	96	3	4	0	0	0	0	0	0	**104**	**103**	**207**
Jersey	13	9	118	118	0	0	0	0	0	0	2	2	**133**	**129**	**263**
Stapleton A	19	13	471	471	0	0	73	53	0	0	0	0	**563**	**537**	**1100**
Stapleton B1	18	13	0	0	0	0	0	0	0	0	0	0	**18**	**13**	**31**
Total	245	168	43	43	109	128	116	84	454	454	16	16	**983**	**893**	**1876**

	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	122	86	5	5	94	109	62	45	32	32	54	51	**369**	**328**	**697**
Truck	0	0	0	0	2	2	0	0	18	18	6	6	**26**	**26**	**52**
Taxi	6	6	-1	-1	2	2	0	0	0	0	0	0	**7**	**7**	**14**
Auto/Taxi/Truck	128	92	4	4	98	113	62	45	50	50	60	57	**402**	**361**	**763**
SIR	115	78	5	5	16	18	3	1	23	23	30	28	**192**	**153**	**346**
Bus	222	158	5	5	6	7	182	133	23	23	60	58	**498**	**384**	**883**
Walk	245	168	43	43	109	128	116	84	454	454	16	16	**983**	**893**	**1876**
Total	710	496	58	58	229	266	363	263	550	550	166	159	**2076**	**1792**	**3868**

Table 6: A-Text Application With-Action Project Increment
Weekday PM Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	296	101	-15	-15	5	220	7	13	61	61	43	47	**397**	**427**	**824**
Canal Street	44	17	-4	-4	0	-15	-1	-1	0	0	0	0	**39**	**-3**	**36**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	13	4	3	3	0	13	0	0	0	0	0	0	**16**	**20**	**36**
Jersey	48	16	4	4	0	0	0	0	0	0	12	13	**64**	**33**	**97**
Stapleton A	60	20	14	14	0	0	23	45	0	0	0	0	**97**	**79**	**176**
Stapleton B1	58	19	0	0	0	0	0	0	0	0	0	0	**58**	**19**	**77**
Total	519	177	2	2	5	218	29	57	61	61	55	60	**671**	**575**	**1246**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	5	5	-10	-10	0	0	0	0	18	18	4	4	**17**	**17**	**34**
Canal Street	0	0	-6	-6	0	0	0	0	0	0	0	0	**-6**	**-6**	**-12**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	2	2	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Jersey	1	1	2	2	0	0	0	0	0	0	2	2	**5**	**5**	**10**
Stapleton A	1	1	10	10	0	0	0	0	0	0	0	0	**11**	**11**	**22**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	8	8	-2	-2	0	0	0	0	18	18	6	6	**30**	**30**	**60**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton A	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	195	66	-23	-23	1	15	0	0	28	28	25	27	**226**	**113**	**340**
Canal Street	28	9	-8	-8	0	-1	0	0	0	0	0	0	**20**	**0**	**19**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	5	2	5	5	0	2	0	0	0	0	0	0	**10**	**9**	**18**
Jersey	18	6	6	6	0	0	0	0	0	0	5	5	**29**	**17**	**46**
Stapleton A	39	13	23	23	0	0	1	3	0	0	0	0	**63**	**39**	**102**
Stapleton B1	38	13	0	0	0	0	0	0	0	0	0	0	**38**	**13**	**51**
Total	323	109	3	3	1	16	1	3	28	28	30	32	**386**	**191**	**577**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	354	119	-23	-23	2	69	19	38	28	28	46	50	**426**	**281**	**708**
Canal Street	53	19	-8	-8	0	-5	-1	-3	0	0	0	0	**44**	**3**	**46**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	9	3	5	5	0	3	0	0	0	0	0	0	**14**	**11**	**24**
Jersey	59	20	6	6	0	0	0	0	0	0	16	17	**81**	**43**	**124**
Stapleton A	71	24	23	23	0	0	68	133	0	0	0	0	**162**	**180**	**342**
Stapleton B1	69	23	0	0	0	0	0	0	0	0	0	0	**69**	**23**	**92**
Total	615	208	3	3	2	67	86	168	28	28	62	67	**796**	**541**	**1337**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	234	78	-249	-249	2	66	20	38	470	470	14	16	**491**	**419**	**910**
Canal Street	20	6	-89	-89	0	-3	-1	-1	0	0	0	0	**-70**	**-87**	**-157**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	13	4	51	51	0	2	0	0	0	0	0	0	**64**	**57**	**120**
Jersey	18	6	62	62	0	0	0	0	0	0	2	2	**82**	**70**	**153**
Stapleton A	26	9	248	248	0	0	35	68	0	0	0	0	**309**	**325**	**634**
Stapleton B1	25	8	0	0	0	0	0	0	0	0	0	0	**25**	**8**	**33**
Total	336	111	23	23	2	65	54	105	470	470	16	18	**901**	**792**	**1692**

	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	519	177	2	2	5	218	29	57	61	61	55	60	**671**	**575**	**1246**
Truck	8	8	-2	-2	0	0	0	0	18	18	6	6	**30**	**30**	**60**
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	**1**	**1**	**2**
Auto/Taxi/Truck	527	185	0	0	6	219	29	57	79	79	61	66	**702**	**606**	**1308**
SIR	323	109	3	3	1	16	1	3	28	28	30	32	**386**	**191**	**577**
Bus	615	208	3	3	2	67	86	168	28	28	62	67	**796**	**541**	**1337**
Walk	336	111	23	23	2	65	54	105	470	470	16	18	**901**	**792**	**1692**
Total	1801	613	28	28	11	367	170	333	605	605	169	183	**2784**	**2129**	**4914**

Table 5: A-Text Application With-Action Project Increment
Saturday MD Peak Hour Trip Generation Estimates

Auto	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	128	89	-17	-17	23	28	4	3	43	43	42	40	**223**	**186**	**409**
Canal Street	20	16	-5	-5	-2	-3	0	0	0	0	0	0	**13**	**8**	**21**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	9	6	3	3	2	2	0	0	0	0	0	0	**14**	**11**	**25**
Jersey	21	14	4	4	0	0	0	0	0	0	12	11	**37**	**29**	**66**
Stapleton A	26	18	17	17	0	0	13	14	0	0	0	0	**56**	**49**	**105**
Stapleton B1	25	17	0	0	0	0	0	0	0	0	0	0	**25**	**17**	**42**
Total	229	160	2	2	23	27	17	17	43	43	54	51	**368**	**300**	**668**

Taxi	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	4	4	-10	-10	0	0	0	0	16	16	4	4	**14**	**14**	**28**
Canal Street	0	0	-4	-4	0	0	0	0	0	0	0	0	**-4**	**-4**	**-8**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	2	2	0	0	0	0	0	0	0	0	**2**	**2**	**4**
Jersey	1	1	2	2	0	0	0	0	0	0	2	2	**5**	**5**	**10**
Stapleton A	2	2	12	12	0	0	0	0	0	0	0	0	**14**	**14**	**28**
Stapleton B1	1	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	8	8	2	2	0	0	0	0	16	16	6	6	**32**	**32**	**64**

Truck	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Canal Street	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton A	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Stapleton B1	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**

SIR	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	133	94	-26	-26	4	4	0	0	20	20	25	24	**156**	**116**	**271**
Canal Street	20	14	-10	-10	0	0	0	0	0	0	0	0	**10**	**4**	**15**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	3	2	6	6	0	0	0	0	0	0	0	0	**9**	**8**	**16**
Jersey	12	8	7	7	0	0	0	0	0	0	5	4	**24**	**19**	**43**
Stapleton A	26	18	27	27	0	0	1	1	0	0	0	0	**54**	**46**	**100**
Stapleton B1	26	18	0	0	0	0	0	0	0	0	0	0	**26**	**18**	**44**
Total	220	154	3	3	4	4	1	1	20	20	30	28	**278**	**210**	**489**

Bus	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	241	169	-26	-26	1	1	11	10	20	20	45	43	**292**	**217**	**508**
Canal Street	37	26	-10	-10	0	0	-1	-1	0	0	0	0	**26**	**15**	**42**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	6	4	6	6	0	0	0	0	0	0	0	0	**12**	**10**	**21**
Jersey	40	28	7	7	0	0	0	0	0	0	15	15	**62**	**50**	**112**
Stapleton A	49	34	27	27	0	0	37	42	0	0	0	0	**113**	**103**	**216**
Stapleton B1	47	33	0	0	0	0	0	0	0	0	0	0	**47**	**33**	**80**
Total	420	294	3	3	1	1	47	51	20	20	60	58	**551**	**427**	**979**

Walk	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bay Street	330	230	-292	-292	28	32	12	10	342	342	14	14	**434**	**336**	**771**
Canal Street	27	20	-104	-104	-1	-1	0	0	0	0	0	0	**-78**	**-85**	**-163**
55 Stuy	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
54 Central	9	6	59	59	1	1	0	0	0	0	0	0	**69**	**66**	**135**
Jersey	25	18	73	73	0	0	0	0	0	0	2	2	**100**	**93**	**193**
Stapleton A	36	25	290	290	0	0	19	21	0	0	0	0	**345**	**336**	**682**
Stapleton B1	35	24	0	0	0	0	0	0	0	0	0	0	**35**	**24**	**59**
Total	462	323	27	27	28	32	31	31	342	342	16	16	**906**	**771**	**1676**

	Residential		Local Retail		Office		Community Facility		Restaurant		Medical Office		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	229	160	2	2	23	27	17	17	43	43	54	51	**368**	**300**	**668**
Truck	8	8	2	2	0	0	0	0	16	16	6	6	**32**	**32**	**64**
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Auto/Taxi/Truck	237	168	4	4	23	27	17	17	59	59	60	57	**400**	**332**	**732**
SIR	220	154	3	3	4	4	1	1	20	20	30	28	**278**	**210**	**489**
Bus	420	294	3	3	1	1	47	51	20	20	60	58	**551**	**427**	**979**
Walk	462	323	27	27	28	32	31	31	342	342	16	16	**906**	**771**	**1676**
Total	1339	939	37	37	56	64	96	100	441	441	166	159	**2135**	**1740**	**3876**