CHAPTER 2: LAND USE, ZONING, AND PUBLIC POLICY

A. INTRODUCTION

This chapter assesses the potential impacts of the Proposed Actions on land use, zoning, and public policy within the Project Study Area. Based on *CEQR Technical Manual* guidance, a land use analysis assesses the uses and development trends in the area that may be affected by a proposed action, and determines whether the proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers the proposed actions' compliance with, and effect on, the area's zoning and applicable public policies.

As outlined in Chapter 1, "Project Description," the Bay Street Rezoning and Related Actions proposal consists of a series of land use actions (collectively, the "Proposed Actions") intended to implement recommendations of the Bay Street Corridor Neighborhood Planning Initiative (the "Plan"). The affected area comprises approximately 45 acres on Staten Island's North Shore, including portions of the Tompkinsville, Stapleton, and St. George neighborhoods in Community District 1. The Project Area comprises four subareas:

1. Bay Street Corridor Project Area;
2. Canal Street Corridor Project Area;
3. City Disposition Sites; and
4. Stapleton Waterfront Phase III Sites A and B1.

The Proposed Actions include:

- *Zoning Map Amendments*: to rezone the Bay Street Corridor Project Area from an existing M1-1 zoning district, to R6 and R6B zoning districts, with C2-3, and C2-4 commercial overlay districts; to rezone the Canal Street Corridor Project Area from existing R3-2/C2-2 and R4/C2-2 zoning districts to an R6B/C2-3 zoning district; and to establish the Special Bay Street Corridor District (SBSCD), which would comprise the entirety of the Bay Street Corridor Project Area (Zoning Maps 21c and 21d).
- *Zoning Text Amendments*: to New York City Zoning Resolution (ZR), Article XIII to create new zoning regulations for the proposed SBSCD (Chapter 5), which would modify the underlying zoning district regulations; to ZR, Article XI, Chapter 6, Section 116-20, to modify the underlying building height and street wall regulations within the existing Special Stapleton Waterfront District (SSWD); and to Appendix F of the ZR to establish Mandatory Inclusionary Housing (MIH) areas coterminous with the Bay Street Corridor and Canal Street Corridor project area boundaries (included in Appendix A, "Proposed Text Amendments").
- *Disposition of City-owned Property*: three City-owned lots (Block 9, Lot 9; Block 34, Lot 1; and Block 6, Lot 20) would be disposed; City Disposition Site 1 would be disposed to the New York City Land Development Corporation, which in turn would, dispose of the properties to the New York City Economic Development Corporation (NYCEDC) or any successor thereto. NYCEDC would then dispose of City Disposition Site 1 or enter into a long-term land lease with a private entity for development. As part of the Proposed Actions, City Disposition Site

2 would be designated as an Urban Development Action Area (UDAA) and approval of the project as an Urban Development Action Area Project (UDAAP) would be sought.[1]

- *City Map Amendment*: to demap the unimproved portions of the Victory Boulevard Extension on Block 6, portions of Lots 14, 18, and 20 to facilitate development on City Disposition Site 3 (Figure 1-3C).[2]

The Proposed Actions seek to create a vibrant, resilient, downtown environment with stronger connections to the New York Harbor and surrounding neighborhoods. The Proposed Actions would also create new housing opportunities, including affordable housing, as well as support existing and new commercial development.

B. PRINCIPAL CONCLUSIONS

In the With-Action Condition, no significant adverse impacts on land use, zoning, or public policy are anticipated in the Primary Study Area (the Project Area and a 400-foot radius) or Secondary Study Area (0.25-mile radius) in the 2030 analysis year. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate new land uses that would be incompatible with existing land uses, zoning, or public policies in the Secondary Study Area. In addition, the Proposed Actions would create land uses or structures that would neither be incompatible with the underlying zoning, nor conflict with public policies applicable to the Primary or Secondary study areas.

The Proposed Actions would result in an overall increase in residential, commercial, and community facility uses throughout the Primary Study Area as compared to the No-Action Condition. The Proposed Actions would change zoning designations within the Primary Study Area to promote affordable housing development and encourage economic and commercial development, and include zoning changes in the Bay Street Corridor and Canal Street Corridor Project Areas to expand opportunities for housing, including permanently affordable housing, and allow for additional height and floor area where site conditions and/or configuration allow. The proposed zoning changes would require permanently affordable housing to ensure that the neighborhood continues to serve diverse housing needs. The Proposed Actions would also facilitate the expansion of customer bases for existing and new businesses, including retail, restaurants, and other services, which would help local businesses to continue to flourish.

The Proposed Actions would be consistent with the City's Waterfront Revitalization Program (WRP). Per the WRP Consistency Assessment, which was reviewed by DCP's Waterfront and Open Space Division, the Proposed Actions would support the applicable policies of the City's WRP.

[1] The Uniform Land Use Review Procedure (ULURP) application is not pursuing the disposition of City Disposition Site 3 associated with this Draft Environmental Impact Statement (DEIS) at this time; however, for the purposes of a conservative environmental review, the disposition of City Disposition Site 3 is included in the analysis to present a conservative environmental assessment and account for possible future actions.

[2] The ULURP associated with this DEIS does not include the proposed city map amendment. However, the de-mapping of the unimproved portions of Victory Boulevard Extension would be necessary to facilitate development of City Disposition Site 3; therefore, the city map amendment is contemplated in this environmental review to account for possible future actions.

C. ANALYSIS METHODOLOGY

This chapter assesses potential effects on land use, zoning, and public policy to determine if any significant adverse impacts would arise as a result of the Proposed Actions.

The analysis method is based on *CEQR Technical Manual* guidance and involves an assessment of the Proposed Actions' consistency with land use patterns, development trends, and zoning regulations, including Zoning for Quality and Affordability (ZQA) and MIH programs and applicable public policies.

The detailed land use analysis examines the Primary Study Area that includes the Project Area and 400-foot Study Area, and a Secondary Study Area that includes the Project Area and 0.25-mile Study Area (Figure 2-1). In addition, analysis methods include:

- A precursory desktop review of land uses based on the City's Primary Land Use Tax Lot Output (PLUTO™) data.[3] The data contain information categorized by borough, block, and tax lots and includes attributes listing number of buildings, lot area, building area, and square footage based on land use. Lot area and floor area were calculated using MapPLUTO data;
- Field surveys conducted on July 12, 2016, and July 13, 2016, to confirm MapPLUTO land uses in the area;
- Documentation of existing conditions using both MapPLUTO data and land use data collected from field surveys
- Identification and review of applicable planning policies and strategies, including *OneNYC*, *Housing New York*, *North Shore 2030*, the New York City *Waterfront Revitalization Program*, Vision Zero, the FRESH Program, and the New York State Empire Zone program; and
- Developing the Reasonable Worst Case Development Scenario (RWCDS) to project development under both the No-Action and With-Action conditions that was reviewed to determine the potential to alter or conflict with applicable public policies and strategies, and was qualitatively summarized to identify any potential inconsistencies between the Proposed Actions and land use, zoning, and public policy.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

As outlined in Chapter 1, "Project Description," in order to assess the potential effects of the Proposed Actions, a RWCDS was developed for the Future Without the Proposed Actions (No-Action Condition), and the Future With the Proposed Actions (With-Action Condition) for a 12-year period (build year 2030). Per CEQR *Technical Manual* guidance, the RWCDS projects a development program from a range of possible scenarios that are considered reasonable and likely, and the scenario with the worst environmental consequences is chosen for analysis. Therefore, the RWCDS allows for a conservative analysis to plan for the reasonable worst case that could result from the Proposed Actions.

[3] City's Primary Land Use Tax Lot Output (PLUTO™) data is also referred to MapPLUTO data.



FIGURE 2-1: LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- Stapleton Waterfront Phase III Sites
- Study Area (400-foot radius)
- Secondary Study Area (0.25-mile radius)

0 500 1,000 2,000 Feet

N

Land Use

- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Parking
- Vacant Land
- Open Space

The RWCDS identified both Projected and Potential Development Sites, which are listed in Appendix B, "Detailed Reasonable Worst Case Development Scenario (RWCDS)" tables. The incremental difference between the No-Action and With-Action conditions on the Projected Development Sites is summarized in Table 2-1 and forms the basis of the impact category analyses in this chapter.

Table 2-1: Reasonable Worst Case Development Scenario (RWCDS) Summary Table

Land Use	No-Action Condition	With-Action Condition	Incremental Difference
RESIDENTIAL UNITS (DWELLING UNITS)			
Total Residential	12	2,569	2,557
COMMERCIAL (SQUARE FEET)			
Office	*99,179*	*316,939*	*217,760*
Local Retail	*194,183*	*230,644*	*36,461*
Restaurant	*14,000*	*71,000*	*57,000*
Other Commercial Uses	*35,873*	*0*	*-35,873*
Total Commercial	343,235	618,583	275,348
COMMUNITY FACILITY (SQUARE FEET)			
Total Community Facility	37,879	84,678	46,799
PARKING			
Total Parking Spaces	481	1,771	1,290
POPULATION			
Total Residents[1]	31	6,602	6,571
Total Workers[2]	1,253	2,565	1,312

Notes:

[1] 2010-2014 American Community Survey (ACS) 5-Year Estimates average household size of renter-occupied unit for Staten Island Census Tracts 3, 7, 11, 21 and 27.

[2] Estimate of workers is based on the following rates: four employees per 1,000 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 dwelling units, 3 employees per 1,000 sf of community facility uses, and one employee per 50 parking spaces.

Based on *CEQR Technical Manual* guidance, the Proposed Actions exceed preliminary assessment thresholds. Because the Proposed Actions include area-wide zoning map and text amendments, detailed land use and zoning assessments are warranted. A detailed public policy analysis was also prepared to determine the potential for the Proposed Actions to alter or conflict with applicable public policies. The detailed analysis in this chapter includes a description of the existing and anticipated future conditions related to land use, zoning, and public policy. Furthermore, the detailed analysis examines anticipated changes to these conditions as a result of the Proposed Actions in the 2030 analysis year.

STUDY AREAS

According to the *CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of the proposed project as well as the location and neighborhood context of the area that could be affected by the proposed project.

In accordance with *CEQR Technical Manual* guidance, land use, zoning, and public policy are addressed and analyzed for two geographical areas:

- The Primary Study Area that includes the Project Area and the area within 400 feet of the Project Area boundaries; and

- The Secondary Study Area includes the area within 0.25 miles of the Project Area boundaries, and encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions (Figure 2-1).

As outlined in Chapter 1, "Project Description," the Project Area comprises four parts:

1. **Bay Street Corridor Project Area**: a contiguous 14-block area on Bay Street bounded by Victory Boulevard to the north, the Staten Island Railway (SIR) to the east, Sands Street to the south, and generally Van Duzer Street to the west;
2. **Canal Street Corridor Project Area**: two blocks along Canal Street, roughly bounded by part of Canal Street, Tappen Park, and 200 feet of Block 527 from Wright Street and Tappen Park to the north; Wright Street to the east; Broad Street to the south; and the C2-2 commercial overlay boundary to the west;
3. **City Disposition Sites:** three City-owned sites located north and west of the Bay Street Corridor and Canal Street Corridor project areas. City Disposition Site 1 is located at 55 Stuyvesant Place on Block 9, Lot 9, and is on the block bounded by Hamilton Avenue to the north, Richmond Terrace to the east, Wall Street to the south, and Stuyvesant Place to the west. City Disposition Site 2 is located at 539 Jersey Street/100 Brook Street on Block 34, Lot 1, and is on the block bounded by Brook Street to the north, Pike Street to the east, Victory Boulevard to the south, and Jersey Street to the west. City Disposition Site 3 is located at 54 Central Avenue on Block 6, Lot 20, and is an interior through lot between Central Avenue and St Marks Place; and
4. **Stapleton Waterfront Phase III Sites:** Subareas A and B1 are within the SSWD and include parts of Block 487, Lot 100.

Appendix C, "List of Blocks and Lots Included in the Project Area" lists all blocks and lots that would be affected by the Proposed Actions. Because none of the three City Disposition Sites would involve a large-scale development inconsistent with existing zoning provisions applicable to each proposed City Disposition Site, the study area for each disposition site is limited to the Primary Study Area that would include the City Disposition Site and the area within 400 feet of the site's boundaries (Figures 2-2, 2-3, and 2-4).

A Secondary Study Area (a 0.25-mile radius) was applied to the Bay Street Corridor, Canal Street Corridor, and the Stapleton Waterfront Phase III Sites A and B1 to understand the potential effects of the Proposed Actions (Figure 2-1).

D. DETAILED ASSESSMENT

EXISTING CONDITIONS

LAND USE

Primary Study Area

Existing land use in the Primary Study areas varies in use and includes multifamily housing, one- and two-family housing, commercial spaces, transportation and utility spaces, and open space. Table 2-2 and Table 2-3 provide a land use breakdown for each of five Primary Study Areas, which are each described in more detail in the relevant sub-sections below.

Table 2-2: Existing Land Uses within the Primary Study Area Subareas[1]

Land Use	Number of Lots	Percentage of Total Number of Lots (%)[2]	Lot Area (sf)	Percentage of Total Lot Area (%)[2]	Building Floor Area (sf)	Percentage of Total Building Floor Area (%)[2]
Bay Street Corridor and Stapleton Waterfront Phase III Subarea						
Residential (One- &Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	262	60%	1,007,573	25%	751,446	30%
Mixed residential/commercial Buildings	40	9%	390,921	10%	739,923	30%
Commercial/ Office Buildings	32	7%	557,431	14%	397,983	16%
Industrial/ Manufacturing	14	3%	88,406	2%	82,838	3%
Transportation/Utility	15	3%	437,874	11%	39,207	2%
Public Facilities & Institutions	5	1%	19,268	0%	27,077	1%
Open Space	2	0%	1,059,912	26%	331,356	14%
Parking Facilities	34	8%	331,990	8%	74,797	3%
Vacant Land	36	8%	145,329	4%	0	0%
Total	**440**	**100%**	**4,038,704**	**100%**	**2,444,627**	**100%**
Canal Street Corridor Subarea						
Residential (One- & Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	260	67%	1,324,436	66%	1,197,955	74%
Mixed Commercial/ Residential Buildings	41	11%	116,996	6%	141,299	9%
Commercial/ Office Buildings	18	5%	124,456	6%	123,983	8%
Industrial/ Manufacturing	9	2%	46,222	2%	34,496	2%
Transportation/Utility	1	0%	8,125	0%	1,450	0%
Public Facilities & Institutions	20	5%	93,598	5%	102,282	6%
Open Space	3	1%	193,308	10%	6,688	0%
Parking Facilities	4	1%	32,037	2%	0	0%
Vacant Land	35	9%	77,457	4%	0	0%
Total	**347**	**100%**	**2,016,635**	**100%**	**1,608,153**	**100%**

Notes:
[1] The MapPLUTO attributes table was collected for lots that fall within the Primary (400-foot) and Secondary (0.25 mile) study areas. Lots that had a significant portion of the lot within the specific Study Area boundary were included. Data was then analyzed in Microsoft Excel to determine the number of lots, lot area, building floor area, and percentages.
[2] Due to rounding, some totals may not correspond with the sum of the separate figures.

Bay Street Corridor and Stapleton Waterfront Phase III Subarea

As shown in Figures 2-1 through 2-4, the Bay Street Corridor and Stapleton Waterfront Phase III Primary Study Areas comprise a mix of land uses, with residential uses the most predominant in the area, accounting for 60 percent of lots and 25 percent of total building floor area. Residential uses are more predominant west of Bay Street along local streets, whereas commercial uses are more predominant along Bay Street itself. The majority of the residential uses along the Bay Street Corridor local streets are one- and two-family buildings as well as some multifamily walk-up buildings.

Mixed-use residential and commercial buildings are commonly found in the eastern portion of the primary study area and comprise 9 percent of total building lots and 30 percent of built floor area. Commercial and office uses are also prevalent along Bay Street and represent the fifth highest

percentage of total lots and third highest percentage of total building floor area in the Primary Study Area (approximately 7 percent and 16 percent, respectively). The buildings that house these uses are generally between two- and three-stories in height. Manufacturing uses, which make up approximately 3 percent of total lots in the Primary Study Area, are predominantly located in the southern portions of the Bay Street Corridor Primary Land Use Study Area along Baltic Street, Wave Street, and Front Street. There is also an existing small-scale brewery on Block 497. These uses, together with transportation/utility uses (SIR Right-of-Way), parking, and vacant land, create a buffer between the commercial and office uses along Bay Street and the Stapleton Waterfront Phase III Sites.

Open Space makes up the highest percentage of the Primary Study Area's total lot area (26 percent) due to the Stapleton Waterfront Subarea (Block 487, Lot 100), which is east of the Bay Street Corridor. Although the Stapleton Waterfront Site is documented under MapPLUTO as open space, a portion of the area remains undeveloped.

Canal Street Corridor Subarea

The Canal Street Corridor is predominantly residential in nature, with approximately 1,324,436 sf, or 67 percent, of the total land area within the Primary Study Area categorized as such. Approximately 83 percent of the total building floor area in the Canal Street Corridor is defined as single use residential or mixed residential and commercial. Predominately residential uses occur on Boyd Street and Cedar Street to the west, and Broad Street and Tompkins Street to the south of the Canal Street Corridor. Two- to three-story, one- and two-family residences make up a majority of the residences in the Canal Street Corridor Primary Study Area.

Open space constitutes the second highest percentage of total lot area in the Canal Street Corridor Primary Study Area (10 percent). This open space is spread out across the lots including the 1.78-acre Tappen Park and the 4.10-acre Stapleton Playground.

Commercial office uses represent 5 percent of the total number of lots in the Canal Street Corridor Primary Study Area. These uses represent 6 percent of total lot area and 8 percent of total building area in the Canal Street Corridor Primary Study Area. Commercial uses are predominately along Canal Street and at the intersections of Canal Street and Broad Street as well as Canal Street and Wave Street. In addition to commercial/office uses located in the Canal Street Corridor Primary Study Area, mixed residential and commercial buildings are found mainly on Thompson Street and Broad Street. While there are commercial uses generally opposite Tappen Park, commercial land uses notably exist on Bay Street. These two- to three-story, mixed residential and commercial use buildings are similar in height and bulk to buildings with the same uses found at the southern boundary of the Bay Street Corridor Primary Study Area.

City Disposition Site 1 Primary Study Area (55 Stuyvesant Place; Block 9, Lot 9)

City Disposition Site 1 is currently vacant and was formerly used as an office building by the New York City Department of Health and Mental Hygiene (DOHMH). The Primary Land Use Study Area around this site is predominately residential in nature, particularly along Academy Place and Wall Street (see Figure 2-2). Although residential uses represent only 18 percent of total lot area, they

constitute 36 percent of total lots and 33 percent of building floor area. Residential uses are predominately one- and two-family residences as well as a single multifamily elevator building.

Commercial/office uses represent the second largest percentage of the total number of lots and total building floor area in the Primary Study Area. These uses represent 20 percent of lot area, 21 percent of the total number of lots, and 23 percent of total building floor area in the Primary Study Area.

In addition to residential and commercial uses, the Primary Study Area includes four lots that contain public facility and institutional uses, including the Staten Island Family Courthouse and New York City Police Department – 120th Precinct, which are located adjacent to City Disposition Site 1. Public facility and institutional uses represent 12 percent of the total number of lots, 17 percent of total lot area, and 10 percent of building floor area.

Open space within the Primary Study Area of City Disposition Site 1 includes St. George Park, located on Block 9, Lot 6, comprising 3,880 sf of open space. A portion of the North Shore Waterfront Esplanade and Staten Island Yankee Stadium, located within Block 2, Lot 20 is within the Primary Study Area boundaries. As the majority of this property is not located within the Primary Study Area boundaries these open space areas are not included quantitatively in Table 2-3 below.

Table 2-3: Existing Land Uses within the City Disposition Sites' Primary Study Areas[1]

Land Use	Number of Lots	Percentage of Total Number of Lots (%)[2]	Lot Area (sf)	Percentage of Total Lot Area (%)[2]	Building Floor Area (sf)	Percentage of Total Building Floor Area (%)[2]
City Disposition Site 1 (Block 9, Lot 9)						
Residential One- & Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	12	36%	69,370	18%	116,784	33%
Mixed Commercial/ Residential Buildings	2	6%	33,875	9%	122,600	34%
Commercial/ Office Buildings	7	21%	76,226	20%	82,890	23%
Industrial/ Manufacturing	0	0%	0	0%	0	0%
Transportation/Utility	0	0%	0	0%	0	0%
Public Facilities & Institutions	4	12%	67,642	17%	35,540	10%
Open Space	1	3%	3,880	1%	0	0%
Parking Facilities	2	6%	91,228	24%	0	0%
Vacant	5	15%	45,653	12%	0	0%
Total	**33**	**100%**	**3,87,874**	**100%**	**357,814**	**100%**

Notes:
[1] The MapPLUTO attributes table was collected for lots that fall within the Primary (400-foot) study area. Lots that had a significant portion of the lot within the specific Study Area boundary were included. Data was then analyzed in Microsoft Excel to determine the number of lots, lot area, building floor area, and percentages.
[2] Due to rounding, some totals may not correspond with the sum of the separate figures.

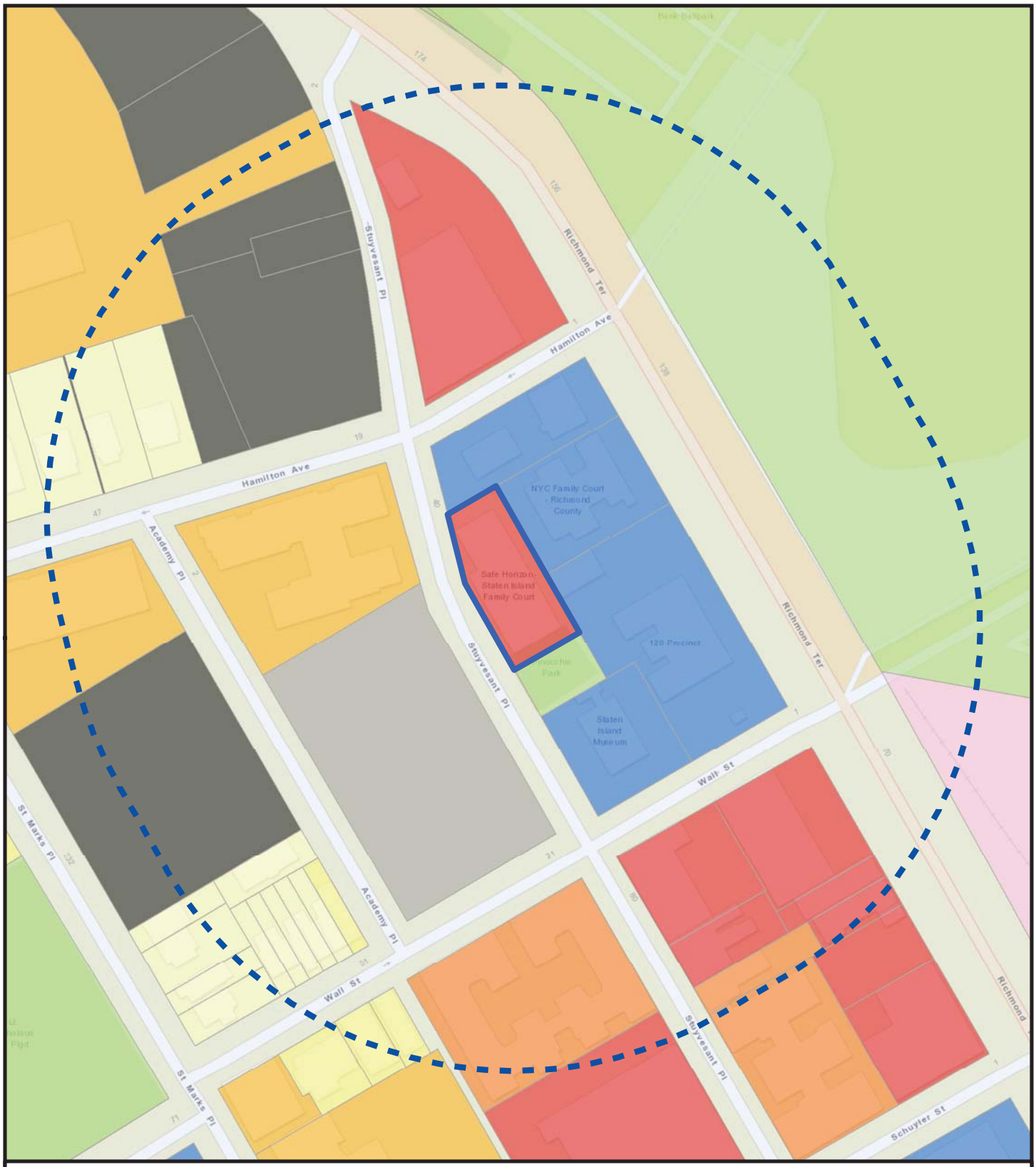

FIGURE 2-2: CITY DISPOSITION SITE 1 LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

Table 2-3 (cont.): Existing Land Uses within the City Disposition Sites' Primary Study Areas[1]

Land Use	Number of Lots	Percentage of Total Number of Lots (%)[2]	Lot Area (sf)	Percentage of Total Lot Area (%)[2]	Building Floor Area (sf)	Percentage of Total Building Floor Area (%)[2]
City Disposition Site 2 (Block 34, Lot 1)						
Residential One- & Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	159	70%	559,887	61%	341,248	74%
Mixed Commercial/ Residential Buildings	21	9%	65,313	7%	79,090	17%
Commercial/ Office Buildings	3	1%	10,151	1%	8,622	2%
Industrial/ Manufacturing	0	0%	0	0%	0	0%
Transportation/Utility	1	0%	114,730	13%	14,535	3%
Public Facilities & Institutions	5	2%	32,086	4%	15,543	3%
Open Space	0	0%	0	0%	0	0%
Parking Facilities	9	4%	30,154	3%	3,430	1%
Vacant Land	28	12%	101,019	11%	0	0%
Total	**226**	**100%**	**913,340**	**100%**	**462,468**	**100%**
City Disposition Site 3 (Block 6, Lot 20)						
Residential One- & Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	41	37%	97,655	17%	93,380	11%
Mixed Commercial/ Residential Buildings	7	6%	19,260	3%	25,156	3%
Commercial/ Office Buildings	17	15%	105,495	18%	276,713	33%
Industrial/ Manufacturing	4	4%	15,811	3%	31,407	4%
Transportation/Utility	0	0%	0	0%	0	0%
Public Facilities & Institutions	6	5%	201,489	35%	412,358	49%
Open Space	1	1%	3,600	1%	0	0%
Parking Facilities	6	5%	39,913	7%	7,950	1%
Vacant Land	29	26%	90,291	16%	0	0%
Total	111	100%	573,514	100%	846,964	100%

***Notes**: [1] The MapPLUTO attributes table was collected for lots that fall within the Primary (400-foot) and Secondary (0.25-mile) study areas. Lots that had a significant portion of the lot within the specific Study Area boundary were included. Data was then analyzed in Microsoft Excel to determine the number of lots, lot area, building floor area, and percentages.*
[2] Due to rounding, some totals may not correspond with the sum of the separate figures.

City Disposition Site 2 Primary Study Area (539 Jersey Street/100 Brook Street; Block 34, Lot 1)

City Disposition Site 2 is currently used as a sanitation garage by the New York City Department of Sanitation (DSNY). The Primary Study Area of City Disposition Site 2 contains predominately residential uses, which comprise 70 percent of the total number of lots, 61 percent of the total lot area, and 74 percent of total building floor area. Residential uses primarily comprise one- and two-family buildings and multifamily walk-up buildings.

As shown in Figure 2-3, mixed residential/commercial buildings are concentrated along Jersey Street and Brook Street and make up 9 percent of the total number of lots, 7 percent of total lot area, and 17 percent of total building floor area. Commercial uses are composed of two- and three-story buildings with ground floor local retail and apartments on the upper one or two floors. The portion of Jersey Street between Brook Street and Corson Avenue represents a small commercial corridor in the Primary Study Area.

Other prominent land uses in the Primary Study Area include public facilities and transportation/utility uses. Several public facilities, which include churches, are located along

Victory Boulevard and Pike Street. City Disposition Site 2 represents a significant portion of the transportation and utility uses in the Primary Study Area, as it is currently occupied by a DSNY garage. Vacant land is dispersed throughout the Primary Study Area of City Disposition Site 2 and constitutes 12 percent of the total number of lots and 11 percent of the total lot area.

City Disposition Site 3 Primary Study Area (54 Central Avenue; Block 6, Lot 20)

City Disposition Site 3 is currently used as a Department of Transportation (DOT) surface parking lot. The Primary Study Area of City Disposition Site 3 contains predominately public facilities and institutional, mixed commercial/office, and one- and two-family residential uses (see Figure 2-4). Although public facilities make up only 5 percent of the total number of lots, these uses make up 35 percent of the total lot area and 49 percent of the total building floor area within the Primary Study Area. Public facility uses are found along Central Avenue and St. Marks Place to the north and south of City Disposition Site 3. The newly constructed Richmond County Supreme Courthouse, located at the intersection of Central Avenue and Hyatt Street, north of City Disposition Site 3, is the most prominent public facility in the Primary Study Area.

Residential uses are another prominent land use within the Primary Study Area, making up 37 percent of the total number of lots, 17 percent of the total lot area, and 11 percent of total building floor area. Mixed commercial/offices uses are also found in the Primary Study Area, primarily east of City Disposition Site 3. These uses make up 6 percent of the total number of lots, 3 percent of the total lot area, and 3 percent of total building floor area.

Secondary Study Area

As defined above, the Secondary Study Area includes the area within 0.25 miles of the Bay Street Corridor, Canal Street Corridor, and Stapleton Waterfront Phase III Site A and B1 project area boundaries (Figures 2-1 through 2-4). Because none of the three City Disposition Sites would involve a large-scale development inconsistent with existing zoning, the study area for each City Disposition Site would be limited to the 400-foot Primary Study Area. Table 2-4 provides a land use breakdown for the Secondary Study Area.

In addition to the Primary Study Area, the Secondary Study Area predominately comprises residential uses that constitute 66 percent of the total number of lots, 35 percent of total lot area, and 40 percent of total building floor area. The residential uses are concentrated mostly west of the Bay Street Corridor and Canal Street Corridor, with one-and two-family residences composing most of the residential area in addition to some multifamily walk-up buildings along Van Duzer Street.

The Secondary Study Area includes the Stapleton Waterfront, which spans across the Tompkinsville and Stapleton neighborhoods and includes the Stapleton Waterfront Phase III Sites A and B1. The waterfront comprises Block 487, Lot 100 and contains approximately 2.1 million sf of vacant and open space. The existing open space uses along the waterfront are Tompkinsville (Joseph H. Lyons) Pool and the Stapleton Waterfront Phase I open space and recreational areas. In addition to open space and vacant land uses, the Secondary Study Area includes commercial uses along the Bay Street Corridor, representing 11 percent of total building floor area.

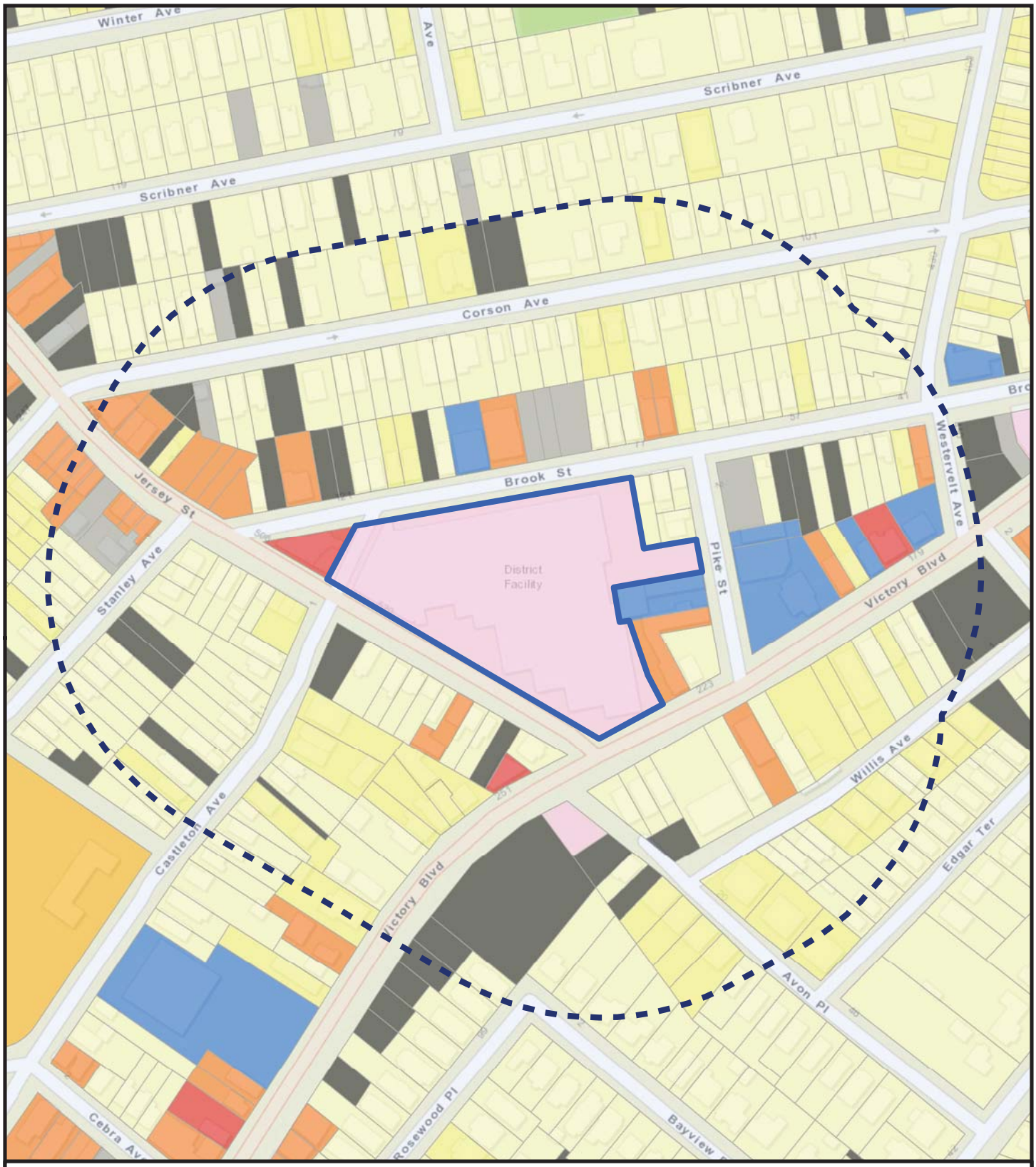

FIGURE 2-3: CITY DISPOSITION SITE 2 LAND USE MAP
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

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

City Disposition Site 2
Study Area (400-foot radius)

0 75 150 300 Feet

N

Land Use

- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land



FIGURE 2-4: CITY DISPOSITION SITE 3 LAND USE MAP
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

City Disposition Site 3
Study Area (400-foot radius)

0 75 150 300 Feet

N

Land Use

- One & Two Family Buildings
- Multi Family Walkup Buildings
- Multi Family Elevator Buildings
- Commercial/Office Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land

Table 2-4: Existing Land Uses within the Secondary Study Area (Bay Street Corridor, Stapleton Waterfront Phase III Sites, and Canal Street Corridor)[1]

Land Use	Number of Lots	Percentage of Total Number of Lots (%)	Lot Area (sf)	Percentage of Total Lot (%)	Building Floor Area (sf)	Percentage of Total Building Floor Area (%)
Residential One- & Two-Family Buildings, Multifamily Walk-up Buildings, & Multifamily Elevator Buildings)	1,386	66%	6,188,765	35%	3,789,851	40%
Mixed Commercial/ Residential Buildings	218	10%	1,022,660	6%	1,612,981	17%
Commercial/ Office Buildings	98	5%	1,006,757	6%	1,009,282	11%
Industrial/ Manufacturing	36	2%	204,967	1%	182,178	2%
Transportation/Utility	36	2%	1,604,149	9%	319,412	3%
Public Facilities & Institutions	62	3%	3,140,681	18%	2,060,069	22%
Open Space	7	0%	2,318,711	13%	341,544	4%
Parking Facilities	69	3%	730,938	4%	103,066	1%
Vacant Land	199	9%	1,507,993	9%	0	0%
Total	**2,111**	**100%[2]**	**17,725,621**	**100%[2]**	**9,418,383**	**100%[2]**

Notes:
[1] The MapPLUTO attributes table was collected for lots that fall within the Primary (400-foot) and Secondary (0.25-mile) study areas. Lots that had a significant portion of the lot within the specific Study Area boundary were included. Data was then analyzed in Microsoft Excel to determine the number of lots, lot area, building floor area, and percentages.
[2] Due to rounding, some totals may not correspond with the sum of the separate figures.

ZONING

Primary Study Area

As defined above, the Primary Study Area is mapped with a mix of residential, commercial, and manufacturing zoning districts, which are described in greater detail below (see Table 2-5 and Figure 2-5).

M1-1 and M2-1 Zoning Districts

The Bay Street Corridor Project Area is predominately zoned M1-1, which permits manufacturing and commercial uses at a maximum floor area ratio (FAR) of 1.00 and community facilities at a maximum FAR of 2.40. Immediately to the north of the Stapleton Waterfront Phase III Project Area is an M2-1 zoning district, which permits manufacturing and commercial uses at a maximum FAR of 2.00.[4]

M1 and M2 zoning districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 zoning districts and 60 feet in M2-1 zoning districts. Both M1-1 and M2-1 zoning districts are subject to parking requirements based on the type of use and size of an establishment. M1 zoning districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, and self-storage facilities and hotels. M1 zoning districts are intended for light industry. However, heavy industrial uses are permitted if the uses meet the strict performance standards set forth in ZR.

[4] Stapleton Waterfront Phase III Sites A and B1, which are subject to the Proposed Action, are currently zoned C4-2A.

Table 2-5: Primary Study Area Zoning Classifications

Zoning District	Floor Area Ratio (FAR)				Base Height (feet)		Maximum Height (feet)
	Residential (R)	Commercial (C)	Community Facility (CF)	Manufacturing (M)	Minimum	Maximum	
Manufacturing Zoning Districts							
M1-1	0	1.00	2.40[1]	1.00	-	60	-
M2-1	0	2.00	4.80[1]	2.00	-	85	-
Commercial Zoning Districts							
C4-2	0.78 - 2.43[2]	3.20	4.80[3]	0	40[4]	60	70[4]
C4-2A	3.00	3.00	3.00[3]	0	40	60	70
Residential Zoning Districts							
R3-2	0.75[5]	-	1.6	-	-	21	35
R3A, R3X	0.5[5]	-	1.0	-	-	21	35
R4	0.75[5]	-	2.0	-	-	25	35
R4 Infill	1.65	-	2.0	-			
R5	1.25	-	2.0	-	-	30	40
R5 Infill	1.65	-	2.0	-			
R6	0.78 – 2.43	-	4.8	-	40[4]	60	70[4]
Commercial Overlays							
C1-2, C2-1, & C2-2 overlays	Residential FAR determined by the underlying Residential District	1.0 (R1-R5) 2.0 (R6-R10)	Community Facility FAR determined by the underlying Residential District	0	-	-	-

***Source**: Zoning Resolution of the City of New York*
***Notes**:*
[1] Only community facilities in Use Group 4 are permitted. These include houses of worship, community centers, hospitals, ambulatory health care facilities, and non-profit facilities without sleeping accommodations.
[2] 3.0 FAR on a wide street outside Manhattan Core; 2.22 FAR on narrow street (under Quality Housing program).
[3] In C1 to C6 zoning districts, nursing homes and non-profit residential facilities are limited to residential FAR, except by Special Permit.
[4] Under the R6 (Residential District Equivalent) Optional Quality Housing regulations.
[5] Residential FAR may be increased up to 20 percent for attic allowance.

M2 zoning districts occupy the middle ground between light and heavy industrial areas. Required performance standards in all M2 zoning districts are lower than in M1 zoning districts, except when M2 uses border on a residence district. Higher levels of noise and vibration are allowed, smoke is permitted, and industrial activities need not be entirely enclosed.

C4-2 Zoning District

As shown in Figure 2-5, a C4-2 zoning district is mapped in the northernmost portion of the Primary Land Use Study Area in the St. George neighborhood and to the south of the Bay Street Corridor Project Area in the Stapleton neighborhood. C4-2 zoning districts are typically mapped in regional commercial centers outside central business districts, and permit fully commercial buildings and mixed residential/commercial development. Typical uses found in C4-2 commercial zoning districts include specialty and department stores, theaters, grocery stores, and other commercial and office uses that serve a larger region.

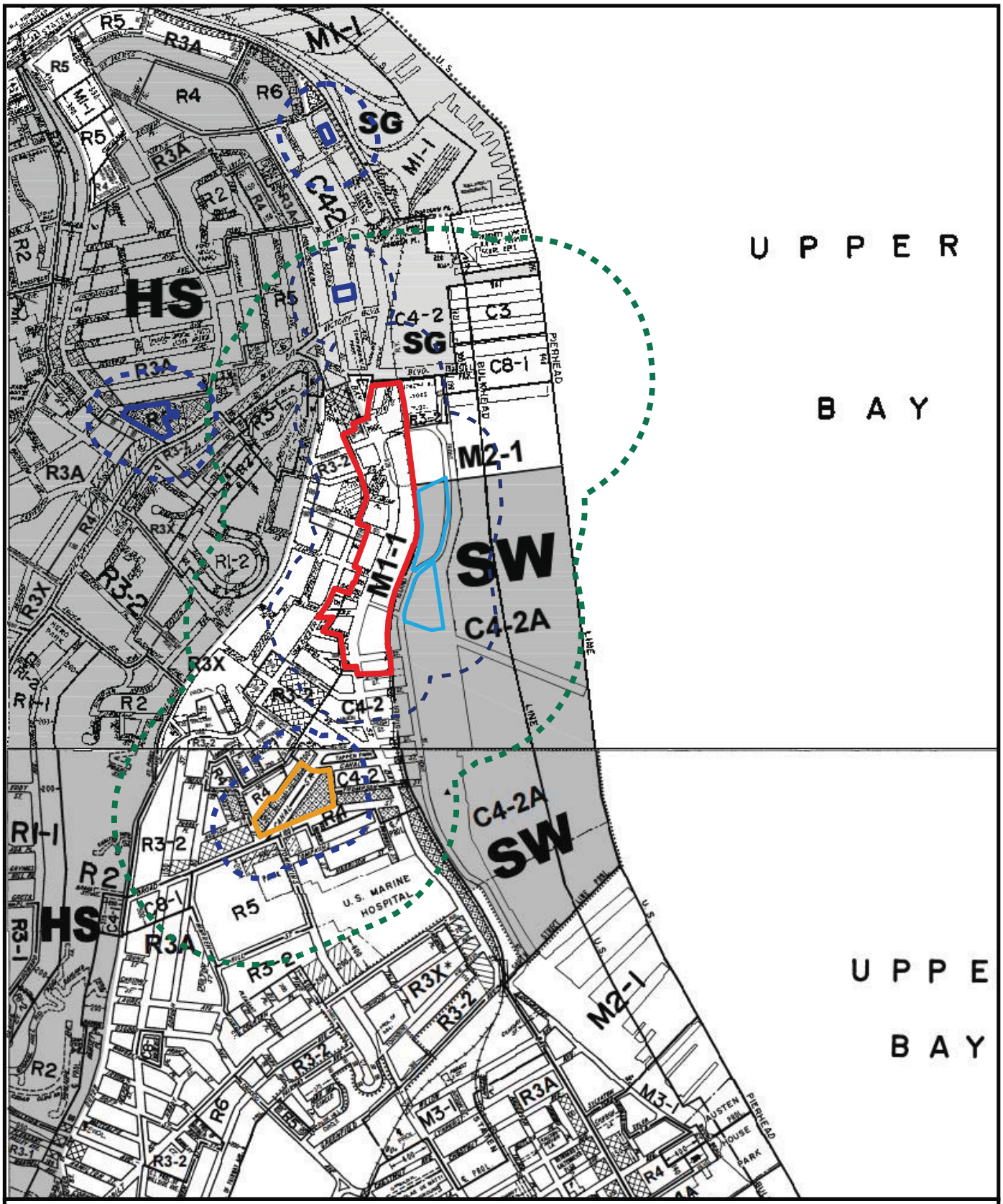

FIGURE 2-5: EXISTING ZONING MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: NYC Dept of City Planning (zoning map #21c and 21d)

Prepared by Langan

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Primary Study Area (400-foot radius)
- Secondary Study Area (0.25-mile radius)
- M1-1 Zoning Districts
- SW Special Purpose Districts
- C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5 Commercial Overlays

Under the optional Quality Housing regulations, C4-2 zoning districts permit residential uses consistent with the bulk provisions of R6 districts, which include a maximum FAR of 3.00, or 3.60 with the inclusionary housing bonus. Commercial uses are permitted at a maximum FAR of 3.40, and community facility uses at a maximum FAR of 4.80. A base height of 45 feet to 65 feet is required before setback on a wide street, and a maximum building height of 75 feet applies. Underlying citywide provisions require parking at a rate of 50 percent for unregulated units and 25 percent for affordable housing units.

Under the optional Height Factor regulations, C4-2 zoning districts have a base height limit of 60 feet, above which a structure must fit within a sloping sky exposure plane. Off-street parking is required for 70 percent of a building's dwelling units, or it can be waived if 5 or fewer spaces are required. C4 zoning districts are typically mapped in regional commercial centers that are located outside of central business districts, and they allow specialty and department stores, theaters and other commercial and office uses.

C4-2A Zoning District

Stapleton Waterfront Phase III Sites A and B1 are zoned C4-2A, a medium density zoning district. This commercial zoning district is a contextual district that allows commercial and residential uses at a maximum FAR of 3.00, and an increase in FAR to 3.60 with an Inclusionary Housing Program. A C4-2A zoning district permits development consistent with the R6 Quality Housing regulations, and permits a maximum building height of 75 feet, with a base height between 45 to 65 feet. Like C4-2 zoning districts, C4-2A zoning districts are typically mapped in regional commercial centers outside central business districts, and permit fully commercial buildings and mixed residential/commercial development. Typical uses found in C4 commercial zoning districts include specialty and department stores, theaters, grocery stores, and other commercial and office uses that serve a larger region.

R3-2 Zoning District

As shown in Figure 2-5, an R3-2 zoning district is mapped in the northwestern part of the Bay Street Corridor Primary Study Area, which includes a part of Block 487 Lot 100, where Lyons Pool is located; a portion of the Canal Street Corridor Project Area; the southern portion of the Canal Street Corridor Primary Study Area; and the eastern portion of the City Disposition Site 2 Primary Land Use Study Area.[6]

R3-2 zoning districts are residential districts that allow low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted. An R3-2 zoning district permits development at a maximum FAR of 0.50 that may be increased by up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. The maximum building height in this district is limited to 35 feet, and there is a minimum requirement of one parking space per dwelling unit.

[6] Stapleton Waterfront Phase III Sites Subareas A and B1 that are a subject of the proposed disposition actions, are currently zoned C4-2A.

R3A Zoning District

As shown in Figure 2-5, an R3A zoning district is mapped on the western half of the City Disposition Site 2 Primary Study Area. R3A zoning districts are contextual residential districts that typically feature one- and two-family detached residences on a lot that is at least 25 feet wide. An R3A zoning district requires at least two side yards totaling at least 8 feet, a minimum 10-foot front yard, and a minimum 30-foot rear yard. An R3A zoning district permits development at a maximum FAR of 0.50 that may be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. The street wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. One off-street parking space is required for each dwelling unit, and can be provided in the side or rear yard. An in-house garage is allowed if the lot is 35 feet or wider, provided the driveway is at least 18 feet deep.

R3X Zoning Districts

As shown in Figure 2-5, an R3X zoning district is located immediately to the west of the Bay Street Corridor Project Area. R3X zoning districts are contextual residential districts that typically feature one- and two-family detached residences on lots that are at least 35 feet wide. An R3X zoning district requires at least two side yards that total at least 10 feet, a minimum 10-foot front yard, and a minimum 30-foot rear yard. An R3X zoning district permits development at a maximum FAR of 0.50, which may be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. The street wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. One off-street parking space is required for each dwelling unit and can be provided in the side or rear yard. An in-house garage is allowed if the lot is 35 feet or wider, provided the driveway is at least 18 feet deep.

R4 Zoning Districts

As shown in Figure 2-5, a large portion of the Canal Street Corridor Project Area and its Primary Study Area are mapped as an R4 zoning district. R4 zoning districts allow all similar types of housing with a slightly higher density than permitted in R3-2 districts. An R4 zoning district permits development at a maximum FAR of 0.75, and an additional attic allowance of up to 20 percent for inclusion of space under the pitched roof is common within these districts, which usually produces buildings with three stories instead of the two-story homes characteristic of R3 zoning districts. Parking is required at a rate of one space per dwelling unit.

R4 Infill

On a block entirely within an R4 zoning district (without a suffix), optional regulations may be used to develop infill housing in predominately built-up areas. On sites that qualify for infill housing, the higher FAR of 1.35 and lot coverage of 55 percent, as well as more relaxed parking requirements, permit developments with greater bulk and more dwelling units than are otherwise permitted in R4 districts. Infill regulations typically produce three-story buildings with three dwelling units. Infill regulations can also produce small apartment buildings. Parking is required for 66 percent of dwelling units.

R5 Zoning District

As shown in Figure 2-5, City Disposition Site 2 is currently mapped with an R5 zoning district. R5 zoning districts allow a variety of higher densities than permitted in R3-2 and R4 districts. Underlying R5 zoning permits residential use at a maximum FAR of 1.25, which typically produces three- and four-story attached houses. Buildings are limited to a maximum height of 40 feet, with a maximum street wall height of 30 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Parking is required for 85 percent of dwelling units.

R5 Infill

On a block entirely within an R5 zoning district, optional regulations may be used to develop infill housing in predominately built-up areas. R5 "infill" permits a higher FAR than R5 zoning districts (1.65 FAR) and a parking requirement of 66 percent. Height and setback regulations of R5B zoning districts apply (a maximum street wall setback of 30 feet and a maximum building height of 33 feet).

R6 Zoning District

As shown in Figure 2-5, an R6 zoning district is mapped on a portion of the City Disposition Site 1 Primary Study Area. R6 zoning districts allow a diverse mix of building types and heights, large-scale "tower in the park" developments that utilize standard Height Factor regulations, and high lot coverage buildings with height limits under the optional Quality Housing regulations.

Buildings developed pursuant to Height Factor regulations are often tall buildings set back from the street and surrounded by open space and on-site parking. The FAR in R6 zoning districts ranges between 0.78 for a 1-story building and 2.43 for a typical 13-story building. The open space ratio (OSR) ranges between 27.5 and 37.5. Generally, the more open space, the taller the building. Height Factor buildings do not have height limits, and the building must be set within a sky exposure plane which begins at a street wall height of 60 feet and then slopes inward over the zoning lot.

Under the Quality Housing regulations, the maximum FAR is limited to 3.00 (or 3.60 under the Inclusionary Housing program) within 100 feet of a wide street, and the maximum base height before setback is 65 feet, with a maximum building height of 75 feet. Beyond 100 feet of a wide street, a maximum FAR of 2.20 applies; the base height is limited to 45 feet, with a maximum building height of 55 feet.

Commercial Overlays

As shown in Figure 2-5, commercial overlays permitting commercial retail uses are mapped along Victory Boulevard, Jersey Street, a portion of Montgomery Avenue, Beach Street, Canal Street, Broad Street, and Bay Street south of Broad Street. Commercial overlays have a maximum commercial FAR of 1.00 in R1 to R5 zoning districts, and 2.00 FAR in R6 or denser residential districts. This zoning designation typically produces a commercial ground floor in an otherwise residential mixed-use building. In mixed residential/commercial buildings, commercial uses are limited to the ground floor and must always be located below the first floor containing dwelling units.

C1-2 Commercial Overlay

A C1-2 commercial overlay is mapped on half a block in the northwestern portion of the Bay Street Corridor Primary Study Area along Bay Street between Victory Boulevard and Hannah Street; and one block in the southwestern portion of the Canal Street Corridor Primary Study Area between Gordon Street and Cedar Street.

C1-2 overlays are typically mapped within residence districts along streets that serve local retail needs and are extensive throughout the City's lower- and medium-density areas. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. Commercial parking requirements consist of one space per 200 sf for food stores that are 2,000 sf or more, and 1 space per 300 sf for general retail or services uses.

C2-1 and C2-2 Commercial Overlays

A C2-1 commercial overlay is mapped on one block in the western portion of the Bay Street Corridor Primary Study Area along Van Duzer Street between Swan Street and Grant Street and in the southern portion of the Canal Street Corridor Primary Study Area along Broad Street. A C2-2 commercial overlay is mapped on the entire Canal Street Corridor along both sides of the street and on one block in the eastern portion of the Canal Street Corridor Primary Study Area between Wright Street and Bay Street.

Similar to C1-2 overlays, C2-1 and C2-2 commercial overlay districts are typically mapped within residential districts along streets that serve local retail needs and are extensive throughout the City's lower and medium density areas. C2 commercial overlays permit a slightly wider range of uses than C1 zoning districts, such as funeral homes and repair services. C2-1 and C2-2 overlays are typically mapped to a depth of 150 feet from a street unless otherwise indicated on the official New York City Zoning Map.

Parking requirements for C2-1 commercial overlay districts consist of one space per 100 sf for food stores that are 2,000 sf or more and 1 space per 150 sf for general retail or services uses. Parking requirements for C2-2 commercial overlay districts consist of one space per 200 sf for food stores that are 2,000 sf or more and 1 space per 300 sf for general retail or service uses.

Lower Density Growth Management Areas (LDGMA)

The entire Primary Study Area, except the Bay Street Corridor Project Area and a portion of the Stapleton Waterfront Phase III Sites, is a designated Lower Density Growth Management Area (LDGMA). LDGMA regulations apply to any development in a R1, R2, R3, R4-1, R4A, or C3A zoning district; any development accessed by a private road in a R1, R2, R3, R4, R5, or C3A zoning district; and C1, C2, and C4 zoning districts in the borough of Staten Island.

The LDGMA zoning regulations apply to parking and related provisions, building bulk and lot sizes, yards and open space, private road developments, commercial developments, medical offices, and day care centers:

- *Parking and Related Design Requirements* – in order to accommodate high automobile ownership in areas that are distant from mass transit, LDGMA regulations have a high parking

requirement of 1.5 spaces per dwelling unit. A single-family home would require two off-street parking spaces and a two-family home would require three spaces. In addition, the required parking is not permitted to be located in the front yard.

- *Building Bulk and Lot Size* – for residences in R3, R4A and R4-1 zoning districts that have at-grade parking garages, LDGMA regulations permit higher perimeter walls, increased minimum lot widths, prohibit steep driveways, and exempt floor area up to 300 sf for 1 parking space and up to 500 sf for two parking spaces located in a garage. In addition, the 20 percent attic allowance for traditional pitched roofs requires steeper rooflines in R3, R4-1, and R4A zoning districts in an LDGMA, which produces more usable interior space and replicates the rooflines of older neighborhoods. The overall height limit of 35 feet for lower-density contextual zoning districts remains in place in an LDGMA; R1 and R2 zoning districts would be governed by the sky exposure plane
- *Yards and Open Space* –LDGMA regulations require a minimum 30-foot rear yard and adequate spacing between large and irregularly shaped lots that lack a regular street grid. In order to limit the number of homes that can be built on a single zoning lot, the required open space and yards around buildings on the same zoning lot is substantially higher.
- *Private Road Developments* – in a LDGMA, all residential developments on private roads are governed by the same yard and parking rules as those for developments on public streets. Parking spaces on a private road do not count toward off-street parking requirements. Sidewalks are required along all private roads, which are required to meet the applicable public street standards for lighting, signage, and crosswalks.
- *Commercial Development* –LDGMA regulations require non-residential ground floor uses in areas that are mapped with commercial overlays and commercial zoning districts. Furthermore, in order to encourage ground floor retail uses, residences are not allowed on the ground floor in any C1 or C2 commercial overlay district or established town centers within C4 districts. Screening is required between residential and non-residential uses.
- *Medical Offices and Day Care Centers* – medical offices and day care centers in an LDGMA are subject to residential bulk regulations of the underlying residential zoning district. New facilities are also required to meet the minimum lot size to accommodate accessory parking.

Special Purpose Districts

Special Stapleton Waterfront District (SSWD)

The SSWD, created in 2006, is mapped on a 12-acre area along the waterfront on the north shore of Staten Island. The purpose of the SSWD regulations is to maintain and establish visual public access to and from the waterfront; strengthen the town center of Stapleton; encourage commercial and community facility uses for the worker population and residents; and maximize the use of the New York Harbor Waterfront for commercial, residential and regional recreation use.[7]

SSWD regulations facilitate ground floor commercial uses such as waterfront restaurants and other water-related uses, and encourage linkages between the town center and the waterfront by discounting the floor area of ground floor non-residential uses in mixed residential/commercial buildings. Design controls within the SSWD limit street wall height and require low building height to frame a public park to respect the character and scale of the upland portions of Stapleton. Although

[7] http://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-text/art11c06.pdf (Accessed August 12, 2016)

not subject to waterfront design rules, pedestrian connections to the waterfront esplanade and unobstructed visual corridors are required at regular intervals as extensions of the streets of the Stapleton town center.[8]

Special St. George District (SSGD)

The SSGD is mapped along the waterfront on the north shore of Staten Island adjacent to the Staten Island Ferry. The SSGD is roughly bounded by St. Peters Place to the west; the waterfront on the north; Victory Boulevard to the east; and Van Duzer Street, Montgomery Avenue, St. Marks Place, and Richmond Terrace to the south. The SSGD was created in 2008 to support a pedestrian-friendly business and residence district in a unique hillside waterfront community that is one of Staten Island's oldest commercial neighborhoods.

SSGD regulations require continuous ground floor commercial uses with large windows and wider sidewalks on designated commercial streets; require tall and slender building form that capitalizes on St. George's hillside topography and maintains waterfront vistas; regulate the configuration of towers along the waterfront in order to preserve views from upland areas to the waterfront; encourage the reuse and reinvestment of vacant office buildings for residential use; and require special parking and landscaping provisions for an enhanced pedestrian experience.[9]

Special Hillsides Preservation District (SHPD)

The SHPD is mapped on approximately 1,900 acres of Staten Island's Serpentine Ridge in Staten Island Community District 1. The purpose of the SHPD is to guide development on steep slopes by reducing hillside erosion, landslides, and excessive stormwater runoff associated with development by conserving vegetation and protecting natural terrain. The SHPD regulations restrict the lot coverage and as the development site becomes steeper, the permitted lot coverage decreases (although the permissible floor area remains the same). These lot coverage regulations result in a taller building but less impact on steep slopes and natural features. The removal of trees, grading of land, and construction of driveways and private roads is strictly regulated as well.[10]

Zoning for Quality and Affordability (ZQA)[11] and Mandatory Inclusionary Housing (MIH)[12]

On March 22, 2016, the City Council adopted the ZQA and MIH text amendments that are aimed at promoting affordable and better quality housing in New York City. The MIH program will require through zoning actions a share of new housing to be permanently affordable. The primary goals of the ZQA and MIH programs are to (i) support the creation of new affordable housing and senior care facilities; (ii) help deploy public resources devoted to affordable housing more efficiently; and (iii)

[8] http://www1.nyc.gov/site/planning/zoning/districts-tools/special-purpose-districts-staten-island.page#stapleton (Accessed August 12, 2016)
[9] http://www1.nyc.gov/site/planning/zoning/districts-tools/special-purpose-districts-staten-island.page (Accessed August 12, 2016)
[10] http://www1.nyc.gov/site/planning/zoning/districts-tools/special-purpose-districts-staten-island.page (Accessed August 12, 2016)
[11] http://www1.nyc.gov/site/planning/plans/zqa/zoning-for-quality-and-affordability.page (Accessed August 12, 2016).
[12] http://www1.nyc.gov/site/planning/plans/mih/mandatory-inclusionary-housing.page (Accessed August 12, 2016).

encourage better residential buildings that are more in keeping with their surroundings and which help enliven the pedestrian environment.

The MIH program is applicable in moderate and high density zoning districts and their commercial equivalents and is designed to target the specific needs of each community district.

Under the Proposed Actions, the Bay Street Corridor and Canal Street Corridor Project Areas would be designated as MIH areas. The Proposed Actions intend to apply Option 1, Option 2, the Deep Affordability Option and the Workforce Option to the Bay Street Corridor and Canal Street Corridor MIH areas:

- **Option 1** – At least 25 percent of residential floor area within an MIH development must be allocated for affordable housing units. At least 10 percent of the affordable residential floor area shall be for residents with incomes averaging 40 percent area median income (AMI) ($37,560 per year for a family of three in 2018), and no income band shall exceed 130 percent AMI ($122,070 per year for a family of three in 2018). In addition, the weighted average of all income bands for affordable housing units shall not exceed 60 percent of AMI ($56,340 per year for a family of three in 2018), and there shall be no more than three income bands;
- **Option (2)** – At least 30 percent of residential floor area within an MIH development must be allocated for affordable housing units with incomes averaging 80 percent AMI ($75,150 per year for a family of three in 2018). No income band shall exceed 130 percent AMI;
- **Deep Affordability Option:** The Deep Affordability Option could also be applied in conjunction with Options 1 and 2. The Deep Affordability Option would require that 20 percent of the residential floor area within an MIH development must be affordable to residents at 40 percent AMI ($37,560 per year for a family of three in 2018).
- **Workforce Option** – For MIH development utilizing this option, at least 30 percent of residential floor area must be allocated for affordable housing units with incomes averaging 115 percent AMI ($per year for a family of three in 2018), and no income band shall exceed 133 percent AMI ($124,887 per year for a family of three in 2018). At least 5 percent of the residential floor area within such MIH development shall be affordable for residents with incomes at 70 percent AMI ($65,730 per year for a household of three in 2018); and 5 percent shall be for residents with incomes at 90 percent AMI ($84,510 per year for a household of three in 2018). Such MIH development shall not utilize public funding and the Workforce Option shall expire 10 years after it is adopted in any MIH area.

Secondary Study Area

Zoning classifications within the Secondary Study Area, illustrated in Figure 2-5 and listed in Table 2-6, include a mix of residential, commercial, and industrial zoning districts. Residential districts in the Secondary Study Area include an R1-2 zoning district, which is mapped in the eastern portion of the Secondary Study Area along Ward Avenue and Nixon Avenue, and R3 and R5 zoning districts, which are mapped within the entire Canal Street Corridor Secondary Study Area and the entire western portion of the Bay Street Corridor Secondary Study Area. Commercial districts are mapped in the northern and eastern portions of the Secondary Study Area and range from C3, C4-2, and C8-

1, which are mapped in the northern portion to C4-2A that is mapped on the Stapleton Waterfront Phase III Sites and the eastern portion of the Secondary Study Area. A small portion of the Canal Street Corridor Secondary Study Area is mapped C8-1. Commercial overlays are mapped along the Secondary Study Area's primary roadways (Jersey Street, Victory Boulevard, Van Duzer Street, Bay Street, Beach Street, and Broad Street) and include C1-2, C1-3, C2-1, and C2-2 commercial districts.

Table 2-6: Secondary Study Area Zoning Classifications

Zoning District	Floor Area Ratio (FAR)				Base Height (feet)		Maximum Height (feet)
	Residential (R)	Commercial (C)	Community Facility (CF)	Manufacturing (M)	Minimum	Maximum	
Manufacturing Zoning Districts							
M2-1	0	2.00	4.80[1]	2.00	-	85	-
Commercial Zoning Districts							
C3	0.50[2]	0.50	1.00[3]	0	-	-	35 (R) 30(C)
C4-2	0.78 - 2.43[4]	3.20	4.80[3]	0	40[5]	60	70[5]
C4-2A	3.00	3.00	3.00[3]	0	40	60	70
C8-1	3.00	3.00	3.00[3]	0	-	30	-
Residential Zoning Districts							
R1-2	0.50	-	0.50[6]	-	-	25	-
R2	0.50	-	0.50[6]	-	-	25	-
R3-1[6]	0.50[2]	-	1.00	-	-	21	35
R3-2[6]	0.50[2]	-	1.00	-	-	21	35
R3X	0.50[2]	-	1.00	-	-	25	35
R4	0.75[2]	-	2.00	-	-	25	35
R4 Infill	1.65	-	2.00	-			
R5	1.25	-	2.00	-	-	30	40
R5 Infill	1.65	-	2.00	-			
Commercial Overlays							
C1-2, C1-3, C2-1, & C2-2 overlays	Residential FAR determined by the underlying Residential District	1.0 within R1-R5 districts & 2.0 within R6-R10 districts	Community Facility FAR determined by the underlying Residential District	0			

***Source**: Zoning Resolution of the City of New York.*
***Notes**:*
[1] Only community facilities in Use Group 4 are permitted. These include houses of worship, community centers, hospitals, ambulatory health care facilities, and non-profit facilities without sleeping accommodations.
[2] Residential FAR may be increased up to 20 percent for attic allowance.
[3] In C1 to C6 districts, nursing homes and non-profit residential facilities are limited to residential FAR, except by Special Permit.
[4] 3.0 FAR on a wide street outside Manhattan Core; 2.22 FAR on narrow street (under Quality Housing program).
[5] Under the R6 (Residential District Equivalent) Optional Quality Housing regulations.
[6] Community facility FAR may be increased up to 1.0 by Special Permit.
[7] R3-1 permits single- and two-family detached and semi-detached residences only. All types of residences are permitted in an R3-2 zoning district.

The manufacturing zoning district includes an M2-1 zoning district that is mapped in the eastern portion of the Secondary Study Area.

PUBLIC POLICY

Officially, adopted and promulgated public policies also describe the intended use applicable to an area or particular site(s) in the City. Some of these policies have regulatory status, while others describe general goals. They can help define the existing and future context of the land use and zoning of an area.

The following public policies are applicable to the Primary and Secondary study areas and are discussed in the relevant sections below:

- *One New York: The Plan for a Strong and Just City* (OneNYC);
- *Housing New York*;
- *North Shore 2030*;
- Bay Street Corridor Neighborhood Planning Initiative;
- Waterfront Revitalization Program (WRP);
- Vision Zero;
- New York City Food Retail Expansion to Support Health Program (FRESH Program); and
- Staten Island Empire Zone

The Proposed Actions' consistency with each of these policies is assessed in the "Future With the Proposed Actions" (With-Action Condition) section of this chapter.

Primary and Secondary Study Areas

OneNYC

One New York: The Plan for a Strong and Just City (OneNYC) aims to address New York City's long-term challenges of population increase by 2040, changing climate conditions, an evolving economy, and aging infrastructure.

OneNYC builds upon the City's previous long-term plan*, PlaNYC 2030: A Greener, Greater New York* (PlaNYC), which was originally released in 2007 by the Mayor's Office of Long Term Planning and Sustainability as a 30-year roadmap. In the following four years, the City created or preserved over 64,000 units of housing, completed over 20 transit-oriented rezonings, and increased access to public parks.

To expand on PlaNYC's initial success, the City released OneNYC as an update to PlaNYC in 2011 that groups the plan's goals into 10 categories: housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change. Each category identifies specific goals and initiatives to build a greener, greater city.[13]

As OneNYC is a citywide policy document, the Project Area is within the areas addressed in OneNYC.

[13] *One New York: The Plan for a Strong and Just City* (OneNYC), Mayor's Office of Long Term Planning and Sustainability, 2011.

Housing New York

Housing New York is Mayor Bill de Blasio's five-borough, ten-year strategy to build or preserve affordable housing throughout New York City. The plan outlines more than 50 initiatives to support the City's goal of building or preserving 200,000 units of high-quality affordable housing to meet the needs of more than 500,000 people. The City aims to complete 15 neighborhood studies examining key land use and zoning issues in neighborhoods throughout the five boroughs to identify opportunities for affordable housing.[14]

As *Housing New York* is a citywide policy document, the Project Area is within the areas addressed in *Housing New York.*

North Shore 2030

In December 2011, the New York City Department of City Planning (DCP), in conjunction with the NYCEDC, published *North Shore 2030*, the culmination of a two-year effort initiated by Mayor Michael Bloomberg's Staten Island Growth Management Task Force. Through extensive collaboration among City and State agencies, elected officials, local stakeholders, and hundreds of Staten Island residents and business owners, the study aimed to pinpoint targeted and coordinated improvements to the North Shore's assets to unlock its significant potential. The study created a framework to guide future zoning and development actions by identifying opportunities for improved transportation connections, job creation, environmental protections, public access, and other public goals.

As the Project Area is located on Staten Island's North Shore, the *North Shore 2030* plan is a relevant public policy.

Bay Street Corridor Neighborhood Planning Initiative

The Bay Street Corridor Neighborhood Planning Initiative (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 in Downtown Staten Island. The Plan was developed to support Mayor Bill de Blasio's housing plan, *Housing New York*. It also builds upon *North Shore 2030.*

As the Proposed Actions are a direct result of the Bay Street Corridor Neighborhood Planning Initiative, the Plan is a relevant public policy.

Waterfront Revitalization Program (WRP)

The New York City Waterfront Revitalization Program (WRP) is the City's principal coastal management tool. The WRP establishes the City's policies for development and use of the waterfront, while also providing a framework for evaluating consistency of all discretionary actions in the coastal zone with WRP policies. The goal of the program is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing any potential conflicts among these objectives.

[14] *Housing New York*, New York City Office of the Mayor, May 5, 2014.

Originally adopted in 1989, the WRP was officially revised in 2016 to advance the goals and priorities of *Vision 2020: the New York City Comprehensive Waterfront Plan*, which encourages the development of maritime industry while protecting the environment, promoting recreational opportunities, designing for climate change and sea level rise, and preserving ecologically significant sites.[15]

The Bay Street Corridor Project Area, the Canal Street Corridor Project Area, and the Stapleton Waterfront Phase III Sites A and B1 are located within the City's Coastal Zone Boundary and must be assessed for consistency with WRP policies (Figure 2-6). In addition, a Priority Marine Activity Zone (PMAZ) is located within the Stapleton Waterfront Phase III Sites' Primary Study Area (Figure 2-7).

Vision Zero

New York City's Vision Zero is a critical effort to ensure that New Yorkers are able to realize lives of health and opportunity without catastrophic interruption by careless and preventable traffic incidents. As a result, the Vision Zero Initiative seeks to eliminate all traffic-related fatalities and severe injuries.

Beginning in 2014, the New York City Department of Transportation (DOT), in conjunction with the New York City Police Department (NYPD), created a study for each of the five boroughs that analyzed their unique conditions and recommends actions to address each borough's specific challenges to pedestrian safety.[16]

The *Vision Zero Staten Island Pedestrian Safety Action Plan* pinpointed the conditions and characteristics of Staten Island's pedestrian fatalities and severe injuries; it also identified corridors, intersections, and areas that disproportionately account for Staten Island's pedestrian fatalities and severe injuries and strategically prioritizes them for safety interventions.

As Vision Zero is a citywide policy document, the Project Area is within the areas addressed in Vision Zero.

New York City Food Retail Expansion to Support Health Program (FRESH Program)

The New York City Food Retail Expansion to Support Health Program (FRESH Program) provides zoning and financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs.

The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Financial incentives available under the FRESH program include real estate tax reductions, sales tax exemption, and mortgage recording tax deferral.[17] To be eligible, developers and operators must meet the following criteria:

[15] New York State Department of State. New York City WRP Amendment. 2015. http://www.dos.ny.gov/opd/programs/WFRevitalization/LWRP/New%20York%20City/Amendment2/Draft/IndexDraft.html.
[16] *Vision Zero Action Plan*, City of New York, Office of the Mayor, 2014.
[17] https://www.nycedc.com/program/food-retail-expansion-support-health-fresh, Accessed March 29, 2019.

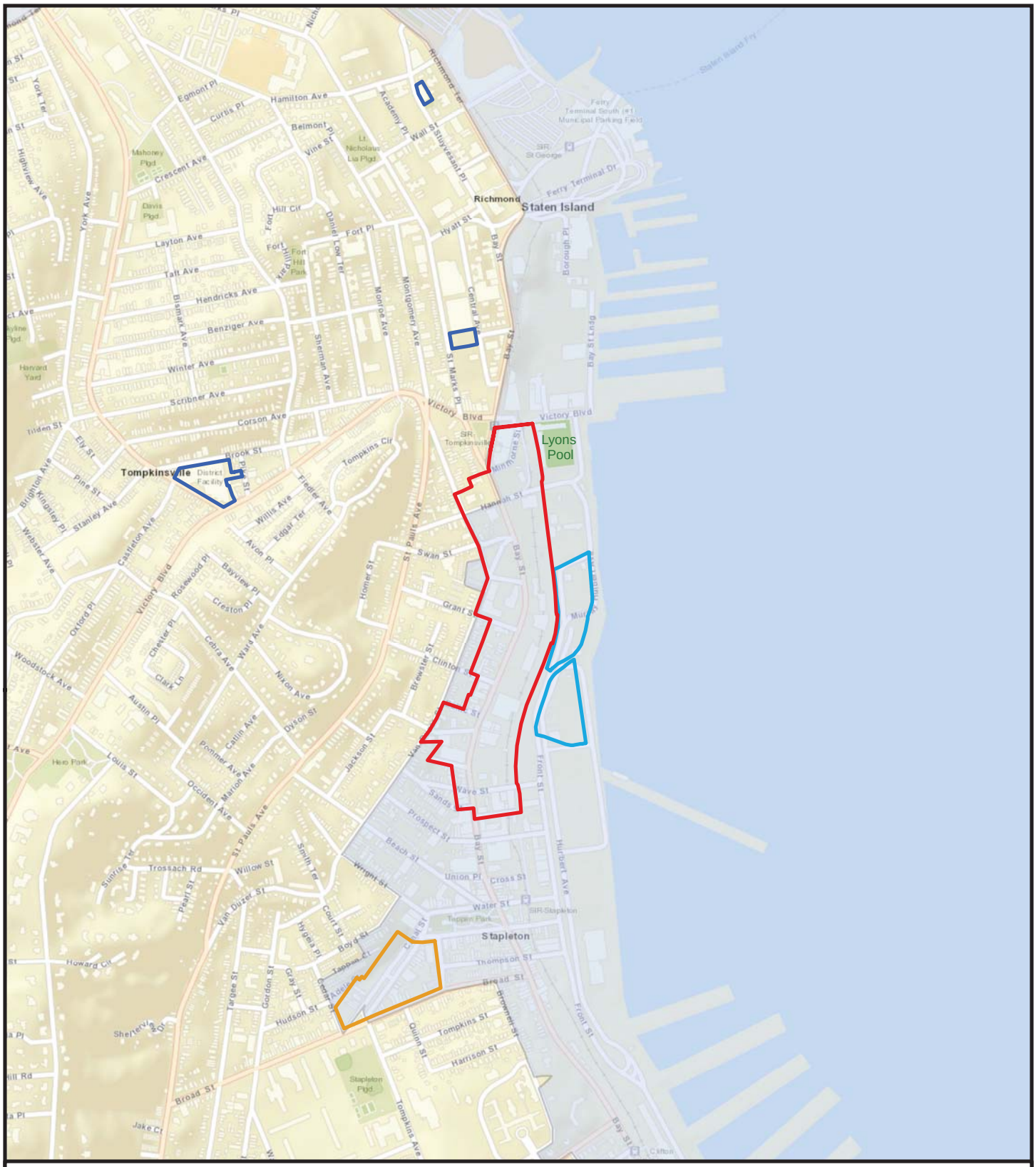

FIGURE 2-6: COASTAL ZONE BOUNDARY MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

0 500 1,000 2,000 Feet

N

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Coastal Zone Boundary

Map Reference: Basemap: ESRI; Shapefile: NYC Dept of City Planning
Prepared by Langan

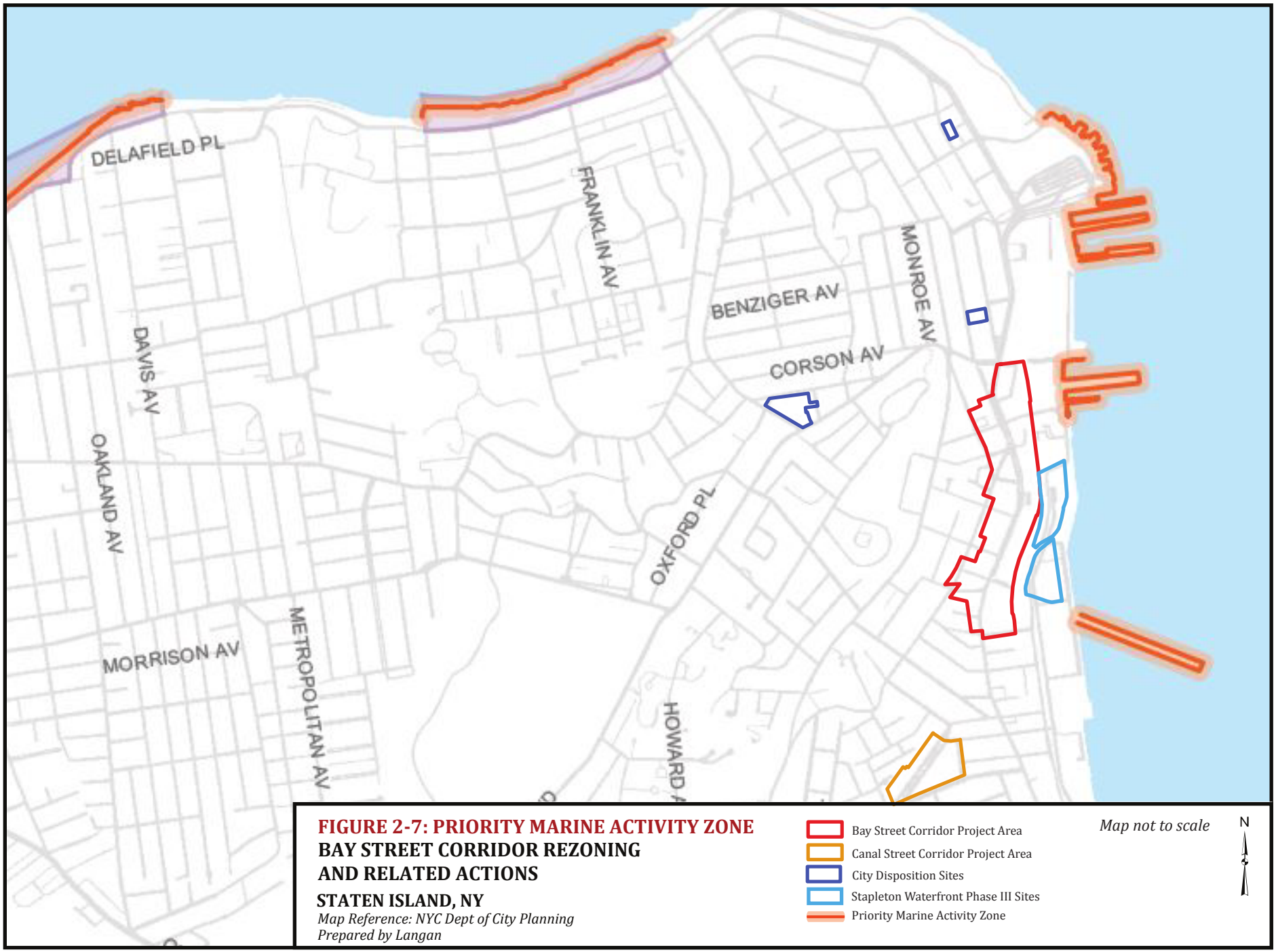

FIGURE 2-7: PRIORITY MARINE ACTIVITY ZONE
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS
STATEN ISLAND, NY
Map Reference: NYC Dept of City Planning
Prepared by Langan

Provide a minimum of 6,000 sf of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization;

1. Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
2. Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and
3. Provide at least 500 sf of retail space for fresh produce.

The Project Area is located within a FRESH-designated discretionary tax incentive area.

Staten Island Empire Zone

The State of New York's Empire Zone program aims to revitalize economic activity in targeted areas (EZs) by attracting and retaining more jobs, as well as stimulating private business development; in return, eligible businesses are extended certain tax incentives. Currently, the program is closed to new applicants; however, currently certified EZ businesses may continue to apply for and receive benefits.[19]

As the Project Area is located within the North Shore EZ, the EZ program is a relevant policy.

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

LAND USE

Primary Study Area

Recent development trends in the neighborhood have shown a lack of new private investment in the Primary Study Area. As this trend would be expected to continue, existing conditions in the Primary Study Area are largely expected to remain in the No-Action Condition (see Table 2-7). The individual Project Areas are discussed in further detail below.

Table 2-7: Existing and No-Action Land Uses on Projected Development Sites

Land Use	Existing Conditions	No-Action Condition	Net Increment
Residential (dwelling units)			
Total Residential	6	12	6
Commercial (square feet)			
Retail	*95,274*	*194,183*	*98,909*
Office	*123,638*	*99,179*	*-24,459*
Restaurant	*0*	*14,000*	*14,000*
Other Commercial	*73,092*	*35,873*	*-37,219*
Total Commercial	379,724	343,235	-36,489
Community Facilities (square feet)			
Community Facilities	13,090	37,879	24,789
Parking			
Parking Spaces	481	481	0

[19] https://www1.nyc.gov/nycbusiness/description/empire-zone-qeze-tax-credits

Bay Street Corridor Project Area

Within the Bay Street Corridor Project Area, absent the Proposed Actions, it is anticipated that two dwelling units would be developed pursuant to the existing R3X zoning at 269, 271, and 273 Van Duzer Street (Block 508, Lots 22, 23 and 24). In the existing M1-1 zoning district, due to the limited development potential currently afforded by existing zoning where a maximum FAR of 1.0 is permitted and residential uses are precluded, no additional development is anticipated within the Bay Street Corridor Project Area. The existing non-conforming residential uses within the M1-1 zoning district are expected to remain in the No-Action Condition. These uses include two, one- and two-family detached buildings between Grant Street and Clinton Street along Bay Street. Other non-conforming uses include residential uses in several mixed commercial residential buildings along the Bay Street, south of Grant Street. In addition, Projected Development Site 1 (Block 488, Lot 71), which is currently overbuilt to approximately 1.85 FAR of commercial uses, would be tenanted by a conforming community facility use in the No-Action Condition.

Canal Street Corridor Project Area

Within the Canal Street Corridor Project Area, in the No-Action Condition, it is anticipated that several existing vacant sites on the west side of Canal Street would be developed pursuant to the existing R3-2/C2-2 district. Given the ground floor non-residential requirements of a LDGMA and the parking requirements of the C2-2 commercial overlay district, it would be expected these sites would develop as commercial developments (1.0 FAR) with required parking provided at the surface level. Assuming some Projected Development Sites would not be able to accommodate required parking at the surface level, it is anticipated that some vacant sites could develop as wholly commercial sites with approximately 50 percent of the permissible FAR. However, based on the current and foreseeable market conditions along the Canal Street Corridor, it is anticipated that the majority of developed sites within the Canal Street Corridor would remain in their current conditions. Although MapPLUTO indicates industrial land uses are present within the Project Area, field surveys conducted on July 12, 2016, and July 13, 2016, confirmed that there are no non-conforming industrial uses within the Canal Street Corridor Project Area.

City Disposition Sites

In the 2030 Build Year, absent the Proposed Actions, City Disposition Site 1 would continue its existing use as a vacant commercial building.

Absent the Proposed Actions, City Disposition Site 2 would consist of a vacant commercial building following the relocation of the DSNY garage in the future.

Within the City Disposition Site 3 Project Area, absent the Proposed Actions, the site would continue to function as a DOT-operated permit parking lot with 75 surface parking spaces.

Stapleton Waterfront Phase III Sites

Within the Stapleton Waterfront Phase III Project Area, existing zoning would typically allow development of approximately 600 dwelling units as well as ground floor non-residential space.[20] However, as City-owned sites, any future private development on these sites would be subject to business terms. Stapleton Waterfront Phase III Site A is currently fully vacant. Stapleton Waterfront Phase III Site B1 is currently partially vacant and partially occupied by an approximately 50,000-sf DOT Dockbuilders facility. Absent the Proposed Actions, it is anticipated that the approximately 50,000-sf DOT Dockbuilders facility currently located on Stapleton Waterfront Phase III Site B1 would be relocated ahead of the build year; the existing building would be demolished, and the Stapleton Waterfront Phase III Project Area would be fully vacant.

In summary, development under the No-Action Condition is expected to result in an increment as compared to the existing conditions, of approximately 6 residential dwelling units (2 dwelling units in the Bay Street Corridor Project Area and 4 dwelling units in the Canal Street Corridor Project Area) and 24,789 sf of additional community facility space; and a net decrease of 36,489 sf of commercial space. In total, the development absent the Proposed Actions in the No-Action Condition is expected to comprise 15,386 sf of residential space (12 dwelling units), 343,235 sf of commercial uses, and 37,879 sf of community facility space.

In addition to the development anticipated on the Projected Development Sites under the No-Action Condition, there are currently five known proposed developments ("No-Build") within the Primary Study Area. As described in Table 2-8 and shown in Figure 2-8, the No-Build development anticipated in the Primary Study Area in the No-Action Condition would result in the addition of 1,017 dwelling units and 525,955 sf of commercial space, adding approximately 2,614 residents and 1,540 workers to the Primary Study Area. With the exception of the New York Wheel[21] and Empire Outlets, the developments in the Primary Study Area would be consistent with the development trends in the surrounding neighborhoods of St. George, Tompkinsville, and Stapleton.

[20] The Stapleton Waterfront Phase III Sites A and B1 were included in the New Stapleton Waterfront Development Plan and analyzed in its FEIS. However, due to project changes and increases in the number of units included in Phase I of the New Stapleton Waterfront Development project, additional development would not be able to occur on Stapleton Waterfront Phase III Sites A and B1 as-of-right.

[21] While the New York Wheel is not will not be developed as planned, restrictions recorded against the property would ensure 2.38 acres of publicly accessible open space would be provided at the site. Approximately 10,955 sf of commercial space is also conservatively assumed to be introduced to the site by 2030.

Table 2-8: Development Projects in the No-Action Condition[22]

Map No.[1]	Project Name/Address	Development Proposal Program	Build Year	Net Residents[2]	Net Workers[3]
Primary Study Area					
1	New York Wheel/Richmond Terrace[4]	10,955 sf of commercial space	2030	0	33
2	Empire Outlets/ Richmond Terrace	Commercial development comprising approximately 340,000 sf of retail use, 130,00 sf of hotel use, and 2,200 parking spaces	2019	0	1,324
3	533 Bay Street	Senior housing comprising 67 dwelling units		172	3
4	URBY Phase 1A/7 Navy Pier Court	Mixed residential/commercial development comprising approximately 15,373 sf of retail use, 571 dwelling units, and 365 parking spaces.	2016	1,467	134
	URBY Phase 1B/8 Navy Pier Court	Mixed residential/commercial development comprising approximately 16,672 sf of retail use and 379 dwelling units	2021	974	46
Secondary Study Area					
5	Lighthouse Point/Bay Street	Mixed residential/commercial development comprising 113,800 sf of retail, office, and other commercial uses, including a 164-room hotel; 109 dwelling units would be provided, including 20 percent affordable, and 345 parking spaces.	2019	280	645
6	Pavilion Hill Terrace/12 Van Duzer Street	Mixed residential/commercial development comprising approximately 1,000 sf of commercial use and 10 dwelling units		26	3
7	631 Bay Street	Mixed residential/commercial development comprising approximately 1,733 sf of commercial use and 6 dwelling units		15	5
8	125 Edgewater	Mixed residential/commercial development comprising approximately 24,173 sf of commercial use, 371 dwelling units, and 346 parking spaces.	2019	953	94

Notes:

[1] Refer to Figure 2-8.

[2] The estimated population is based on a household size of 2.57 persons per dwelling unit for residential units (2010-2014 American Community Survey (ACS) 5-Year Estimates; Selected Staten Island Census Tracts: 3, 7, 11, 21, and 27)

[3] Estimate of workers is based on standard rates 1 employee per 500 sf of hotel space, 3 employees per 1000 sf of commercial use, 1 employee per 25 dwelling units, 1 employee per 50 parking spaces, and a residential multiplier assumed to be 2.57 per dwelling unit.

[4] While the New York Wheel is not will not be developed as planned, restrictions recorded against the property would ensure 2.38 acres of publicly accessible open space would be provided at the site. Approximately 10,955 sf of commercial space is also conservatively assumed to be introduced to the site by 2030.

[22] As the location and details of the New York City Department of Homeless Services' (DHS) proposed 200-family homeless shelter are unknown at this time, this community facility is accounted for in the underlying background growth for density related chapters such as open space, schools, and transportation.



FIGURE 2-8: NO BUILD PROJECTS

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS STATEN ISLAND, NY

Map Reference:
Basemap: ESRI
Shapefile: NYC DCP; MapPLUTO Data; NYC DPR

0 500 1,000 2,000 Feet

N

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- Primary Study Area (400-foot radius)
- Secondary Study Area (0.25-mile radius)
- 1 No-Action Developments (refer to Table 2-9)

Secondary Study Area

Table 2-8 also provides a list of known development projects within the Secondary Study Area. Currently, there are four known proposed developments within the Secondary Study Area, which would result in an additional 496 residential dwelling units (1,275 residents) and generate approximately 140,706 sf of commercial uses (748 workers).

ZONING

Primary Study Area

In the Future Without the Proposed Actions (No-Action Condition), the existing zoning in the Primary Study Area would remain unchanged and any new development would be built pursuant to the underlying zoning and special district regulations. As described above, the Primary Study Area is mapped with a residential zoning districts R3-2, R3A, R3X, R4 (including Infill), R5 (including Infill), and R6; commercial zoning districts C4-2 and C4-2A; commercial overlays along major streets include C1-2, C2-1, and C2-2; and manufacturing zoning districts M1-1 and M2-1. The Primary Study Area is also designated as a LDGMA and mapped with three Special Purpose Districts that include the SSWD, SSGD, and SHPD. Furthermore, the identified Projected and Potential development sites in the No-Action Condition would either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect market conditions in this area of Stapleton.

Under the No-Action Condition, three vacant sites located at 269, 271, and 273 Van Duzer Street within the Bay Street Corridor Project Area would likely be developed pursuant to the underlying R3X zoning district as two zoning lots, each with one single-family dwelling unit (a total of two dwelling units). Recent development trends in the neighborhood have shown a lack of private investment along the Bay Street Corridor. In the existing M1-1 zoning district, due to the limited development potential currently afforded by existing zoning where a maximum FAR of 1.0 is permitted and residential uses are precluded, no additional development is anticipated within the Bay Street Corridor Project Area.

The Canal Street Corridor Project Area is mapped with an R3-2 residential zoning district and a C2-2 commercial overlay. Given the current and foreseeable market conditions along the Canal Street Corridor, it is anticipated that the majority of sites within the corridor would remain in their current conditions. However, several vacant lots within the corridor are expected to be developed as-of-right in the No-Action Condition pursuant to the underlying zoning.

Secondary Study Area

As stated in the existing conditions section above, the Secondary Study Area is mapped with residential zoning districts R1-2, R2, R3-1, R3-2, R3X, R4 (including Infill), and R5 (including Infill); commercial zoning districts C3, C4-2, C4-2A, and C8-1; commercial overlays along major streets include C1-2, C1-3, C2-1, and C2-2; and manufacturing zoning district M2-1. The Secondary Study Area is also designated as a LDGMA, and mapped with three Special Purpose Districts that include the SSWD, SSGD, and SHPD. In the No-Action Condition, zoning districts within the Secondary Study Area would not be modified and any new development would be built pursuant to the underlying

zoning and special district regulations. Furthermore, it is anticipated that discrete infill, such as expansions to a single-family unit or development of a two-family house on a vacant lot would continue to occur as standard background growth typical of mature urban/suburban areas.

PUBLIC POLICY

OneNYC

OneNYC is a roadmap to address the City's long-term challenges of population increase by 2040, changing climate conditions, an evolving economy, and aging infrastructure. OneNYC is guided by four visions focusing on growth, equity, sustainability, and resiliency.

Vision 1: Our Growing, Thriving City

Vision 1 sets goals to ensure that the City will continue to thrive as a dynamic urban economy by focusing on housing, industry expansion and cultivation, thriving neighborhoods, and infrastructure planning and management. Initiatives include creating or preserving 200,000 affordable housing units over 10 years, maximizing the use of City-owned land for new housing, maintaining and growing the City's traditional economic sectors, and pursuing neighborhood planning initiatives that expand opportunities for mixed residential/commercial development.

Absent the Proposed Actions, it is assumed that only six additional unregulated dwelling units would be developed in the Project Area as-of-right by 2030, none of which would be affordable. In addition, City-owned sites would not be redeveloped with new housing. Therefore, the No-Action Condition represents a missed opportunity to implement the strategies of Vision 1.

Based on this information, the development under the No-Action Condition is anticipated to be inconsistent with OneNYC's strategies of creating new affordable housing and mixed residential/commercial development.

Vision 2: Our Just and Equitable City

Vision 2 of OneNYC promotes supporting an inclusive, equitable economy that offers well-paying jobs and opportunities for all New Yorkers. Key initiatives include ensuring fair and equitable access to physical and mental healthcare services, as well as addressing neighborhood hazards such traffic hazards and street safety.

Absent the Proposed Actions, the City would continue to address OneNYC Vision 2 initiatives in the Project Area. This includes the continuing implementation of Vision Zero strategies that address neighborhood hazards. Although the minimal development under the No-Action Condition would not promote the goals set forth in Vision 2, it would not alter or conflict with this vision.

Vision 3: Our Sustainable City

Vision 3 of OneNYC sets out to minimize the City's environmental footprint. Strategies include reducing greenhouse gases by 80 percent by 2050, remediating contaminated land, and ensuring that underserved residents have more access to open space.

Absent the Proposed Actions, the City would continue to address OneNYC Vision 3 initiatives in the Project Area. Although the minimal development under the No-Action Condition would not promote the goals set forth in Vision 3, it would not alter or conflict with this vision.

Vision 4: Our Resilient City

Vision 4 of OneNYC focuses on building a resilient city to eliminate long-term displacement from homes and jobs that occur to shock events, such as Hurricane Sandy. By upgrading private and public buildings and adapting infrastructure to be more energy efficient and resilient to the impacts of climate change, the city seeks to defend its neighborhoods, economy, and public services from impacts of climate change and other 21st century threats.

Absent the Proposed Actions, the City would continue to address OneNYC Vision 4 initiatives in the Project Area. Although the minimal development under the No-Action Condition would not promote the goals set forth in Vision 4, it would not alter or conflict with this vision.

Housing New York

Housing New York is a five-borough, ten-year strategy to address the City's affordable housing crisis. The plan, which was created through coordination with 13 agencies and with input from over 200 individual stakeholders, outlines more than 50 initiatives to support the City's goal of building or preserving 200,000 units of high-quality affordable housing to meet the needs of more than 500,000 people. The City of New York seeks to do this by:

- Fostering diverse, livable neighborhoods;
- Preserving the affordability and quality of the existing housing stock;
- Building new affordable housing for all New Yorkers;
- Promoting homeless, senior, supportive, and accessible housing; and
- Refining City financing tools and expanding funding sources for affordable housing.

Fostering diverse, livable neighborhoods

Under the No-Action Condition, given the current and foreseeable market conditions in the Project Area, development is expected to result in an additional 8,290 sf of residential uses over existing conditions (6 dwelling units), none of which would be designated as affordable housing. The No-Action Condition is anticipated to be neither consistent nor inconsistent with *Housing New York*'s strategy of fostering diverse, livable neighborhoods. Specifically, the following goals would not be met in the Project Area:

- Implementing the MIH program to promote economic diversity and affordable housing development by requiring a portion of new housing developed to be permanently affordable to low- or moderate-income households;
- Pursuing zoning changes to support mixed-use communities, in which housing, quality jobs, and retail support the vitality of neighborhood; and

- Building affordable housing while promoting the growth of Minority and Women-owned Business Enterprises.

Based on the minimal residential development in the Project Area absent the Proposed Actions, the No-Action Condition would not be consistent with the vision of *Housing New York* to foster diverse and livable neighborhoods, as it would not facilitate that goal. However, no significant adverse impacts to public policy are anticipated.

Preserving the affordability and quality of the existing housing stock

Under the No-Action Condition, given the current and foreseeable market conditions in the Project Area, development is expected to result in an additional 8,290 sf of residential uses over existing conditions (6 dwelling units), none of which would be designated as affordable housing. The No-Action Condition is not anticipated to alter or conflict with specific *Housing New York* initiatives to preserve the affordability and quality of the existing housing stock, including ensuring the safety and ability of housing stock, preserving rent-regulated and unregulated affordable housing, and preserving government-assisted affordable housing.

Absent the Proposed Actions, the No-Action Condition is not anticipated to be inconsistent with the *Housing New York* vision of preserving affordability and quality of existing housing stock.

Building new affordable housing for all New Yorkers

Under the No-Action Condition, given the current and foreseeable market conditions in the Project Area, development is expected to result in an additional 8,290 sf of residential uses over existing conditions (6 dwelling units), none of which would be designated as affordable housing. The lack of new affordable housing development under the No-Action Condition is anticipated to be neither consistent nor inconsistent with the implementation of *Housing New York*'s strategy of building new affordable housing for all New Yorkers. Specifically, the following goals would not be met in the Project Area:

- Facilitating public outreach for the development of affordable housing on vacant or underdeveloped City-owned or publicly controlled sites;
- Changing zoning and land use regulations to promote housing creation;
- Committing to building sustainable affordable housing communities; and
- Encouraging the production of a larger variety of units to match the current population.

Based on the minimal residential development in the Project Area absent the Proposed Actions, the No-Action Condition would not be consistent with the vision of *Housing New York* to build new affordable housing for all New Yorkers, as it would not facilitate that goal. However, no significant adverse impacts to public policy are anticipated.

Promoting homeless, senior, supportive, and accessible housing

Absent the Proposed Actions, it is anticipated that the site located at 533 Bay Street (Block 490, Lot 4) would be developed with 67 dwelling units of senior housing (see Table 2-8). However, the minimal unregulated residential development in the Project Area under the No-Action Condition

represents a lost opportunity to implement the MIH program. Establishing an MIH area promotes permanent affordable senior housing and long-term care facilities through MIH requirements of the ZR.

Absent the Proposed Actions, there would be minimal residential development in the Project Area. Therefore, the No-Action Condition is anticipated to be neither consistent nor inconsistent with the vision of *Housing New York* to promote homeless, senior, supportive, and accessible housing, as it would not facilitate that goal.

Refining City financing tools and expanding funding sources for affordable housing

Absent the Proposed Actions, the No-Action Condition is not anticipated to alter or conflict with *Housing New York*'s goal of refining City financing tools and expanding funding sources for affordable housing.

North Shore 2030

North Shore 2030 aims to unlock the North Shore's potential through four strategies. These four strategies span five neighborhoods: Port Richmond, New Brighton, West Brighton, St. George, and Jersey Street. Although there is minimal development under the No-Action Condition, specific recommendations related to the use of City-owned property are still relevant in the Future Without the Proposed Actions.

Reconnect people to the working waterfront through increased public access, new views of the working waterfront and a continuous multipurpose pathway along Richmond Terrace.

Absent the Proposed Actions, there would be minimal development in the Project Area. Therefore, the No-Action Condition is anticipated to be neither consistent nor inconsistent with this strategy of *North Shore 2030*, to reconnect people to the working waterfront through increased public access.

Support and create neighborhood centers through more local retail, services, and housing options in the North Shore's historic neighborhood centers.

Absent the Proposed Actions, there would be minimal development in the Project Area. Therefore, the No-Action Condition is anticipated to be neither consistent inconsistent with this strategy of *North Shore 2030*, to support and create neighborhood centers through more local retail and housing options.

Improve connections and mobility for residents and businesses through targeted and coordinated intersection and transportation improvements to support an enhanced transit network.

Absent the Proposed Actions, there would be transportation improvements within the vicinity of the Project Area. Therefore, the No-Action Condition is anticipated to be consistent with this strategy of *North Shore 2030*, to improve connections and mobility for residents and businesses through intersection and transportation improvements.

No-Action transportation improvements include revising the lane geometry, signal timing, and an all-pedestrian phase at the St. George Ferry Terminal intersections. No-Build project improvements include signal timing improvements at the intersection of Jersey Street and Richmond Terrance as part of the Lighthouse Point development and signalizing Front Street with Wave Street, Prospect Street, Canal Street, and Hannah Street as part of the Stapleton Waterfront development. Additional transportation improvements in connection with the Stapleton Waterfront development include (i) redesigning Front Street between Hannah Street and Bay Street to include two 11-foot travel lanes, on-street parking, sidewalks, and bike lanes; (ii) redesigning the Bay Street and Front Street intersection to include lane geometry, lane striping, curb extensions, new crosswalk, parking restrictions, turn prohibition, signal timing, and signage; and (iii) redesigning the Hannah Street and Front Street intersection to include lane geometry, land striping, curb extensions, and new sidewalks.

Mitigation measures would take place for the Lighthouse Point and Stapleton Waterfront developments in the neighborhoods of St. George and Stapleton. St. George mitigation measures include signal timing and signal phasing at targeted intersections along Richmond Terrace and Bay Street. In Stapleton, mitigation measures would provide addition S51 and S86 bus service and signalize Bay Street with Wave Street and Water Street. Curb regulations, lane geometry and striping, installation of new signals, and new crosswalks would also take place at these intersections.

In addition to these No-Build Transportation Improvements, DOT would also implement other intersection improvements along Bay Street, Van Duzer Street, and Broad Street. Improvements would include lane geometry and striping, turn prohibition, curb extensions, and high visibility crosswalks.

The Proposed Actions seek to build on the recommendations of *North Shore 2030*. In addition, as discussed above, in the future absent the Proposed Actions there would still be extensive transportation improvements as well as many opportunities to facilitate *North Shore 2030's* recommendations.

Bay Street Corridor Neighborhood Planning Initiative

The Plan's recommendations are a coordinated effort developed with input from community residents, elected officials, Staten Island Community Board 1, and other community stakeholders, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision for the future of Downtown Staten Island. It is developed to support Mayor Bill de Blasio's housing plan, *Housing New York*. It also builds upon *North Shore 2030*, a joint planning effort by DCP and NYCEDC released in 2011, which created a framework to guide future zoning and development actions by identifying opportunities for improved transportation connections, job creation, environmental protections, public access, and other public goals. The Plan's recommendations support the Guiding Principles to:

Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods.

Absent the Proposed Actions, there would be minimal development in the Project Area. Therefore, the No-Action Condition is anticipated to be neither consistent nor inconsistent with this strategy of

the Plan, to create vibrant, resilient downtown, providing stronger connections to the New York Harbor and surrounding neighborhoods.

Support the creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, workforce families, lower income families.

Absent the Proposed Actions, there would be minimal residential development in the Project Area. Therefore, the No-Action Condition is anticipated to be neither consistent nor inconsistent with this strategy of the Plan, to support the creation of new housing, including affordable housing to address the North Shore needs.

Support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton.

Absent the Proposed Actions, there would be a decrease in commercial development in the Project Area. It is anticipated there would be a decrease of 36,489 sf of commercial space over Existing Conditions. Therefore, the No-Action Condition is anticipated to be both consistent and inconsistent with this strategy of the Plan that intends to support existing and new commercial development by encouraging a pedestrian-friendly commercial corridor between St. George and Stapleton. By supporting the existing commercial development in the area, the development in the No-Action Condition would be consistent with this strategy. However, by not introducing new commercial development that would encourage a pedestrian-friendly commercial corridor, the No-Action Condition would be inconsistent with this strategy of the plan.

Align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth.

Absent the Proposed Actions, there would be minimal development in the Project Area. Therefore, the No-Action Condition would be inconsistent with this strategy of the Plan that intends align investment in infrastructure, public open spaces, and services in the Bay Street Corridor to support current demands and future growth.

The Proposed Actions seek to build on the recommendations of the Plan. Therefore, there is a minimal opportunity to facilitate the Plan's recommendations absent the Proposed Actions in the No-Action Condition. In addition, although the development under the No-Action Condition would not specifically promote any of the strategies presented in the Plan, the development would not be inconsistent with its goals and principles.

Waterfront Revitalization Program (WRP)

In the No-Action Condition, the Project Area, which includes the Bay Street Corridor, Canal Street Corridor, and Stapleton Waterfront Phase III Sites A and B1, would remain in the City's Coastal Zone. Absent the Proposed Actions, the resulting development would adhere to WRP policies, and no significant adverse impacts to public policy are anticipated.

Vision Zero

Vision Zero aims to proactively design for pedestrian safety in high-growth areas in Staten Island, including locations in the *Housing New York* plan. *Housing New York* laid out actions to spur affordable housing by increasing density, rezoning neighborhoods, redeveloping underutilized land, adaptively reusing buildings and space, and a host of other tools. Since these new housing locations will often be on vacant and underused sites, they may lack sufficient pedestrian safety infrastructure, and pedestrian activity (and pedestrian crashes) may presently be low. Due to the minimal development absent the Proposed Actions, the No-Action Condition would not facilitate the implementation of the recommendations to increase density through rezoning.

However, in the No-Action Condition, the resulting development in the Project Area would not alter or conflict with the guiding principles of Vision Zero.

New York City Food Retail Expansion to Support Health Program (FRESH Program)

Under the No-Action Condition, the FRESH Program would continue to establish and expand neighborhood grocery stores in underserved communities by providing zoning and financial incentives to eligible grocery store operators and developers. Absent the Proposed Actions, the development in the Project Area would not alter or conflict with the guiding principles of the FRESH Program and no significant adverse impacts to public policy are anticipated. The Project Area would continue to be located in an area where discretionary tax incentives would be available. Therefore, the development under the No-Action Condition could utilize such incentives.

Based on this analysis, the development under the No-Action Condition would be neither consistent nor inconsistent with the goals and principles of the FRESH program.

Staten Island Empire Zone

The EZ program seeks to revitalize economic activity in targeted areas by attracting and retaining more jobs as well as stimulating private business development; in return, eligible businesses are extended certain tax incentives. Currently, the program is closed to new applicants; however, currently certified EZ businesses may continue to apply for and receive benefits.[23]

Absent the Proposed Actions, the North Shore EZ program would continue to provide benefits to currently certified EZ businesses in the Project Area, but development generated by the No-Action Condition would not be eligible. Therefore, the development under the No-Action Condition would not alter or conflict with the goals and principles of the EZ program.

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

As discussed in Chapter 1, "Project Description," the Proposed Actions include approval of zoning map and text amendments, changes to the City map to demap a City street, and disposition of three City-owned properties including designation of UDAAP. The Project Area is approximately 45 acres and consists of four subareas. Within these areas, the Proposed Actions are anticipated to facilitate new residential, commercial, and mixed residential/commercial development. Sites within the

[23] https://www1.nyc.gov/nycbusiness/description/empire-zone-qeze-tax-credits

proposed MIH areas (Bay Street Corridor and Canal Street Corridor project areas) would be subject to the MIH program and would provide between 25 percent and 30 percent affordable residential units. The affordable housing program for City-owned sites identified for residential development is assumed to be similar and would be finalized as a part of the terms of disposition.

LAND USE

Primary Study Area

Based on the data provided in the RWCDS tables in Appendix B, "Detailed Reasonable Worst Case Development Scenario (RWCDS)," the Proposed Actions would result in a change of land uses within the Primary Study Area as compared to the No-Action Condition. As described in Chapter 1, "Project Description", the Proposed Actions are anticipated to facilitate new residential, commercial, and mixed residential/commercial development throughout the Project Area (see Table 2-9). In addition, sites within the proposed MIH areas would be subject to the MIH program and would be required by zoning to dedicate at minimum between 25 percent and 30 percent of residential units as permanently affordable housing units.

Table 2-9: With-Action Land Uses on Projected Development Sites

Land Use	With-Action Condition
Residential	
Total Residential (square feet)	2,568,971
Total Residential (dwelling units)	2,569
Commercial (square feet)	
Retail	*230,644*
Office	*316,939*
Restaurant	*71,000*
Additional Commercial	*0*
Total Commercial	618,583
Community Facilities (square feet)	
Community Facilities	84,678
Parking	
Parking Spaces	1,771

Table 2-10 provides a summary of the Projected Development Sites compared to the No-Action Condition. As listed in the Table 2-9, the development in the With-Action Condition would consist of approximately 2,568,971 sf of residential uses (2,569 dwelling units); 618,583 sf of commercial space; 84,678 sf of community facilities space; and 1,771 parking spaces. The incremental difference in development between the No-Action and With-Action conditions that would result from the Proposed Actions would be approximately 2,553,585 sf of residential uses (2,557 dwelling units); 275,348 sf of commercial space; 46,799 sf of community facilities space; and 1,290 additional parking spaces.

Table 2-10: RWCDS No-Action and With-Action Land Uses on Projected Development Sites

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Total Residential (square feet)	15,386	2,568,971	2,553,585
Total Residential (dwelling units)	12	2,569	2,557
Commercial (square feet)			
Retail	*194,183*	*230,644*	*36,461*
Office	*99,179*	*316,939*	*217,760*
Restaurant	*14,000*	*71,000*	*57,000*
Other Commercial	*35,873*	*0*	*-35,873*
Total Commercial	343,235	618,583	275,348
Community Facilities (square feet)			
Total Community Facilities	37,879	84,678	46,799
Parking			
Total Parking Spaces	481	1,771	1,290

Secondary Study Area

Because the Secondary Study Area is nearly entirely devoid of vacant lots, it is not anticipated that the Proposed Actions would result in land use changes within the Secondary Study Area. In addition, changes in land use as a result of the Proposed Actions would encourage land use consistency between the Primary Study Area and the Secondary Study Area.

ZONING

Primary Study Area

The Primary Study Area is coterminous with the Project Area (Bay Street Corridor, Canal Street Corridor, the three City Disposition Sites, and Stapleton Waterfront Phase III Sites A and B1), and the area within 400 feet of the Project Area boundaries. Zoning changes under the Proposed Actions are presented in Figure 2-9 and Figure 2-10.

Proposed Zoning Map Changes[24]

As shown in Figure 2-9 and Figure 2-10, the proposed zoning map amendment would:

1. Rezone the existing M1-1 zoning district on the Bay Street Corridor Project Area to R6 and R6B zoning districts with C2-3 and C2-4 commercial overlays;
2. Rezone the existing R3-2/C2-2 (portion of Block 527) and R4/C2-2 (Block 526) zoning districts in the Canal Street Corridor to an R6B/C2-3 zoning district; and
3. Establish the SBSCD to include the entirety of the Bay Street Corridor Project Area.

Table 2-11 presents the proposed Primary Study Area zoning districts. The proposed SBSCD regulations would modify certain underlying proposed zoning district regulations, which will be discussed later in this section.

[24] Specific zoning map boundaries are provided in Chapter 1, "Project Description."

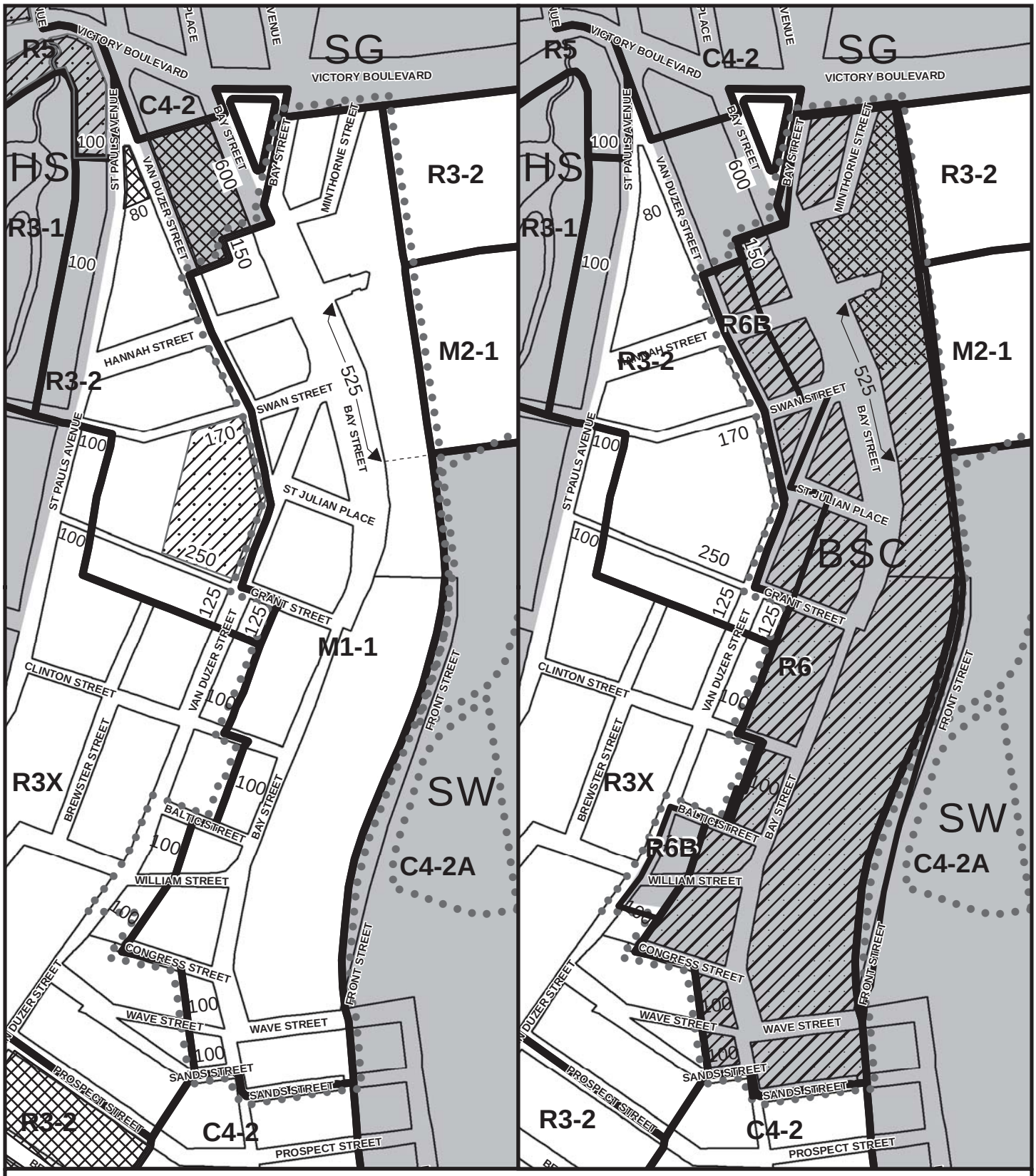

FIGURE 2-9: PROPOSED ZONING MAP AMENDMENT
BAY STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

0 250 500 1,000 Feet

N

Bay Street Corridor Project Area/Stapleton Waterfront Phase III Sites

R6 Zoning Districts SW Special Purpose Districts

Commercial Overlays

C1-2 C2-4 C2-1 C2-3

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: MapPLUTO Data
Prepared by Langan

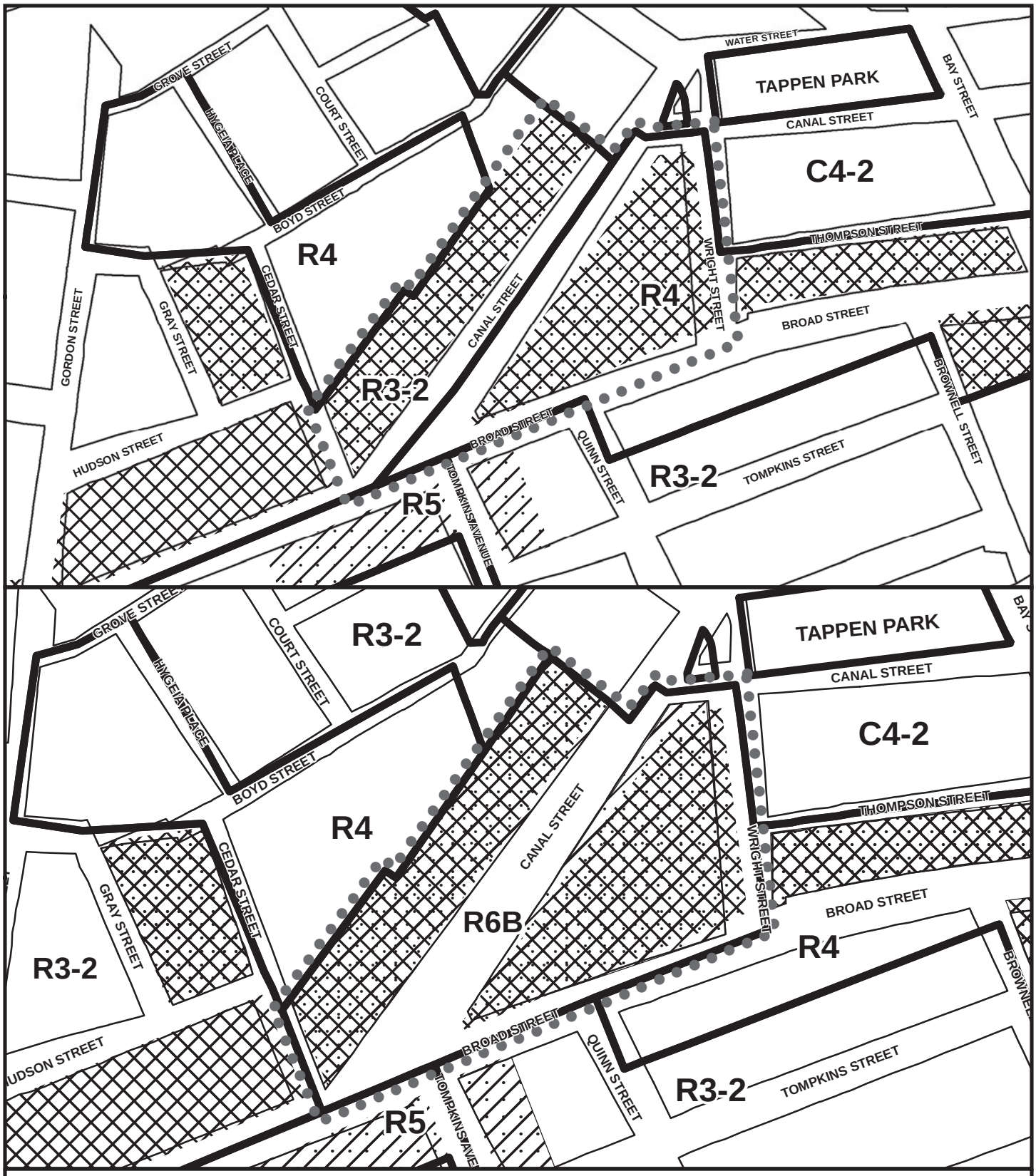

FIGURE 2-10: PROPOSED ZONING MAP AMENDMENT
CANAL STREET CORRIDOR PROJECT AREA
BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: MapPLUTO Data
Prepared by Langan

0 200 400 800 Feet

N

Canal Street Corridor Project Area

R6B Zoning Districts

Commercial Overlays

C1-2 C2-1

C2-2 C2-3

Table 2-11: Proposed Zoning Districts

Zoning District	Floor Area Ratio (FAR)				Base Height (feet)		Height (feet)
	Residential (R)	Commercial (C)	Community Facility (CF)	Manufacturing (M)	Minimum	Maximum	Maximum
Residential Zoning Districts							
R6 (with MIH Bonus)	3.00	-	3.60	-	40[1]	60[1]	70[1]
R6B (with MIH Bonus)	2.20	-	2.20	-	30	40	50
Commercial Overlays							
C1-2, C1-3, C2-1, & C2-2 overlays	Based on underlying Residential District	2.00 (R6-R10)	Base on underlying Residential District	-	-	-	-

***Source**: Zoning Resolution of the City of New York.*
***Notes:**[1] Under the R6 Quality Housing regulations.*

Proposed R6

As shown in Figure 2-9, the proposed R6 zoning district would be mapped on a 14-block contiguous area along Bay Street (currently zoned M1-1) bounded by Victory Boulevard to the north, the SIR to the east, Sands Street to the south, and generally Van Duzer Street to the west.

While the underlying R6 regulations typically allow property owners to choose between two bulk regulations, either Height Factor or Quality Housing regulations, because the Bay Street Corridor Project Area would be mapped with the proposed SBSCD, the special district provisions would modify the bulk, and parking regulations of the underlying R6 zoning district.

Height Factor Regulations, while permissible in R6 districts, would not be applicable under the proposed SBSCD, which would preclude development pursuant to Height Factor regulations within the Bay Street Corridor Project Area (see SBSCD sub-section below). Quality Housing permit FARs between 2.20 and 3.60 within R6 districts, depending on distance from a wide street, however, the provisions of the proposed SBSCD would modify underlying bulk controls, including heights and FARs within the Bay Street Corridor Project Area. These provisions are described in the relevant sub-sections below.

Proposed R6B Zoning District

As shown in Figure 2-9, the R6B zoning district, in conjunction with the proposed MIH area, is proposed to be mapped in three areas within the Project Area:

1. On a partial block in the southwestern portion of the Bay Street Corridor bounded by Baltic Street to the north, part of Block 508 to the east, part of Block 509 to the south, and Van Duzer Street to the west;
2. On a portion of four blocks along Van Duzer Street between Minthorne Street to the north and Grant Street to the south; and
3. The entirety of the Canal Street Corridor Project Area.

R6B zoning districts typically result in four-story attached buildings that reflect the scale and context of neighborhoods developed during the 19th century. Within MIH areas, R6B zoning districts permit residential or community facility use at a maximum FAR of 2.20. The mandatory Quality Housing regulations also accommodate apartment buildings at a similar four- to five-story scale. The base height of a new R6B building before setback must be between 30 and 45 feet, with the maximum height limited to 55 feet and no more than five stories. Curb cuts are prohibited on frontages less than 40 feet. The street wall of a new building, on any lot up to 50 feet wide, must be as deep as one adjacent street wall but no deeper than the other. The area between a building's street wall and the street line must be planted. Off-street parking is required for 50 percent of unregulated dwelling units, and 25 percent of affordable dwelling units in location outside the City's Transit Zone. Parking is not allowed in front of a building.

The proposed contextual R6B zoning district would generally reflect the residential scale of the R3-2 and R3X zoning districts adjacent to the west of the Bay Street Corridor Project Area. The proposed R6B district would allow for an appropriate transition between taller building heights that would be permissible under the Proposed Actions within the Bay Street Corridor Project Area beyond 100 feet of Van Duzer Street. The proposed R6B zoning district would apply to the area of the Bay Street Corridor Project Area generally within 100 feet of Van Duzer Street.

The proposed contextual R6B district reflects the nearby residential scale in the Canal Street Corridor, and would increase the permitted residential floor area within the corridor to facilitate mixed-use residential with ground floor non-residential development. Pursuant to the MIH program, developments exceeding 10 dwelling units or 12,500 sf of residential floor area would be required to have a minimum of 25 to 30 percent of all units as permanently affordable. This proposed zoning map amendment would apply to the entirety of Block 526 and portions of Block 527.

Proposed Commercial Overlays: C2-3 and C2-4

As shown in Figure 2-9, the C2-3 overlay is proposed to be mapped on the majority of the Bay Street Corridor Project Area, roughly bounded by Hannah Street to the north and Sands Street to the south.

A small part in the northernmost part of the Bay Street Corridor Project Area is proposed to be mapped with a C2-4 commercial overlay. The area proposed to be mapped with a C2-4 overlay is roughly bounded by Minthorne Street to the north, SIR to the east, 100 feet south of Hannah Street, and Bay Street to the west. As shown in Figure 2-10, the entire Canal Street Corridor would be mapped with a C2-3 commercial overlay.

As noted in the relevant sections above, C2-3 and C2-4 commercial overlay districts are mapped within residential zoning districts along streets that typically serve local retail needs, typical retail uses including neighborhood grocery stores, restaurants, and beauty parlors. Compared to C1 districts, C2 districts permit a slightly more flexible range of uses, such as funeral homes and repair services. Underlying commercial overlay regulations require that in mixed residential/commercial buildings, commercial uses are limited to one floor in mixed residential/commercial buildings and must always be located below the residential use. When commercial overlays are mapped in R6 through R10 zoning districts, the underlying maximum commercial FAR is 2.00. Underlying parking rules within C2-3 and C2-4 zoning districts are described below:

- In C2-3 zoning districts, parking is required at 1 space per 400 gross square feet (gsf) of commercial space, with a waiver if fewer than 25 parking spaces are required; and

- In C2-4 zoning districts, parking is required at 1 space per 1,000 gsf of commercial space, with a waiver if fewer than 40 spaces are required.

These proposed commercial overlays and associated zoning text amendments (described in detail below) would help facilitate the urban design goals identified by the community and balance the desire for active uses at the ground floor with required parking. Within the R6 zoning district, the depth of the overlays is proposed to include the entire Bay Street Corridor Project Area to allow for flexibility between commercial and residential spaces.

Proposed Zoning Text Amendments

The Proposed Actions include zoning text amendments to:

1. Establish a new Special District (SBSCD) coterminous with the Bay Street Corridor Project Area boundary that would modify the underlying use, bulk, and parking regulations;

2. Modify the maximum building height and streetwall regulations for Subareas A and B1 within the existing SSWD; and

3. Establish MIH areas coterminous with the Bay Street Corridor and Canal Street Corridor project area boundaries (Figure 2-11).

The proposed zoning text amendments are included in their entirety in Appendix A, "Proposed Text Amendments."

Special Bay Street Corridor District (SBSCD)

The proposed zoning text amendment to the ZR would establish a new Special District (SBSCD) coterminous with the Bay Street Corridor Project Area boundary. The proposed Special District regulations would modify the underlying zoning regulations within the Bay Street Corridor Project Area, such as FARs, building heights, setbacks, use regulations, street wall provisions, view corridors, parking, and other vehicular access provisions. The proposed SBSCD would be divided into five subdistricts, Subdistrict A through E.

The proposed Special District regulations would modify the underlying R6 and R6B zoning district provisions including but not limited to the following:

- The underlying R6 Height Factor regulations would not be applicable to development within the Special District, and all new development would be required to be Quality Housing building;

- FARs would be modified from the underlying 3.60 within R6 districts without a suffix in designated MIH areas to between 3.00 and 4.60, as described below:

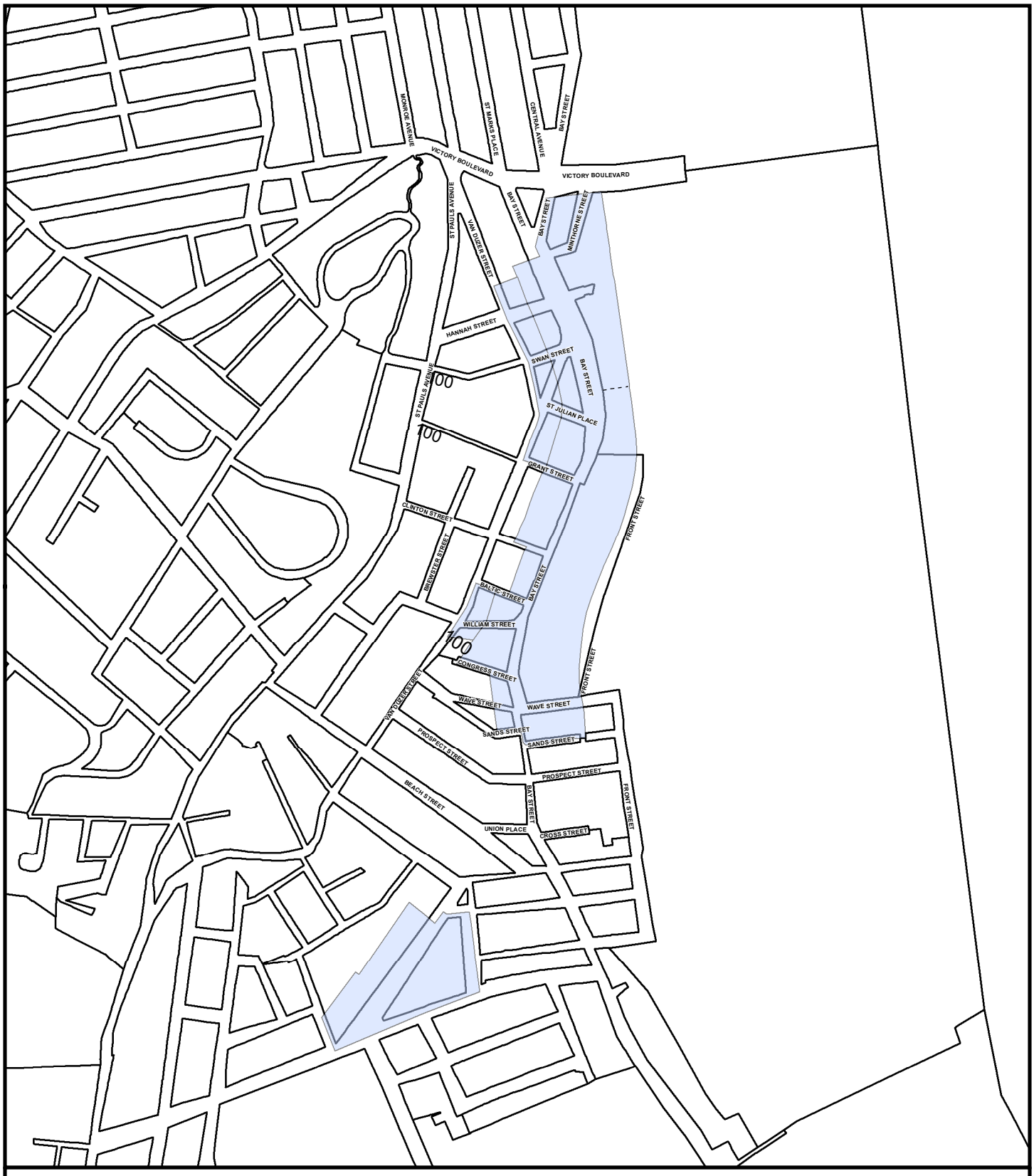

FIGURE 2-11: PROPOSED MANDATORY INCLUSIONARY HOUSING (MIH) AREA

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

0 485 970 1,940 Feet

N

Proposed MIH Area

Map Reference: Basemap: ESRI; Shapefile: MapPLUTO Data
Prepared by Langan

- A 4.60 maximum permissible FAR would apply to the entire Subdistrict A, which includes the entirety of Block 497 east of Bay Street.
- A 3.60 maximum permissible FAR would apply to sites in Subdistrict B, east of Bay Street, west of the SIR, and:
  - Between the Congress Street centerline prolongation and the Baltic Street centerline; and
  - Between the Swan Street centerline prolongation and south of Victory Boulevard/Minthorne Street.
- A 3.00 maximum permissible FAR would apply to:
  - Sites in Subdistrict C, east of Bay Street, west of the SIR, and south of the prolongation of the Congress Street centerline within the Project Area; and
  - Sites in Subdistrict D, west of Bay Street and beyond 100 feet of Van Duzer, except on Block 509 in the Project Area, where a 3.00 FAR would apply beyond 60 feet of Van Duzer Street.

- Curb cuts would not be permitted on Bay Street, unless no other means of access is practicable;
- Other urban design provision s to meet the recommendations of the Bay Street Corridor Neighborhood Planning Initiative; and
- Ground floor use requirements of LDGMA would require ground floor non-residential space within 50 feet of Bay Street for any development on a zoning lot greater than 5,000 sf.

Special Stapletwon Waterfront District (SSWD)

Within the Stapleton Waterfront Phase III Project Area, the proposed text amendment would modify the existing SSWD maximum permitted height limit from 55 feet to 125 feet. In addition, the Proposed Actions would modify the existing streetwall requirements for Subareas A and B1 to allow greater flexibility for future development to meet resiliency and accessibility regulations.

Designated Mandatory Inclusionary Housing (MIH) Areas

The proposed zoning text amendment would apply the MIH program to the areas coterminous with the Bay Street Corridor and Canal Street Corridor project area boundaries. The program would require permanently affordable housing within qualifying new residential developments, enlargements, and conversions from non-residential to residential use within the designated MIH area. The proposed text amendment to designate the Bay Street Corridor and Canal Street Corridor project areas as MIH areas would mandate a minimum of 25 to 30 percent of new residential floor area in qualifying developments be provided as permanently affordable to households at low and moderate incomes, pursuant to the MIH program.[25]

[25] The Proposed Actions would establish Option 1, Option 2, the Deep Affordability Option and the Workforce Option of the Mandatory Inclusionary Housing (MIH) program in an area coterminous with the Bay Street Corridor and Canal Street Corridor project area boundaries.

The underlying regulations applicable to R6 and R6B zoning districts designated as MIH areas would typically modify permissible maximum heights and FAR as outlined in Table 2-12 below:

Table 2-12: Summary of R6 and R6B Zoning Districts Regulations

Zoning District	Underlying Zoning District Regulations		Mandatory Inclusionary Housing (MIH) designated Areas		Underlying Zoning District Regulations	Mandatory Inclusionary Housing (MIH) Designated areas
	Base Height (feet)	Maximum Height (feet)	Base Height (feet)	Maximum Height (feet)	Floor Area Ratio (FAR)	
R6	45 – 65	75	45 – 65	115	2.20 (narrow street); 3.00 (within 100 feet of a wide street)	2.42 (beyond 100 feet of a wide street); 3.60 (within 100 feet of a wide street)
R6B	30 – 45	55	30 – 45	55	2.0 (2.2 with Inclusionary Housing Bonus)	2.20

The proposed R6 zoning district, in conjunction with zoning text amendments to establish an MIH area and a new Special District (SBSCD), would permit a range of FARs between 2.00 and 4.60 for residential, office uses, and community facility uses, depending on location (*i.e.* Special District Subdistrict), and configuration of sites, as discussed below. In addition, Affordable Independent Residences for Seniors (AIRS) would be permitted at higher FAR of 5.01. The maximum base height before setback would range between 45 and 65 feet, and the maximum building height would range between 65 feet and 145 feet dependent on site configuration and location. The Quality Housing program would be mandatory, and the Height Factor regulations, which are typically optional in a non-contextual R6 zoning district, would not be permissible. For sites within the proposed R6B zoning district, the area between a building's street wall and the street line must be planted. The tree-planting regulations do not apply to site that would be mapped with a commercial overlay, and a mandatory non-residential ground floor requirement. Off-street parking, which is not permitted in front of a building, is required for 50 percent of all unregulated dwelling units and 25 percent of affordable units.

In addition to FAR regulations, the bulk provisions of the underlying R6 zoning district would be modified through Special District controls, which would be made possible by creation of the SBSCD. This new Special District is proposed to provide tailored urban design controls that respond to the unique context of the Bay Street Corridor. For example, new developments with building heights greater than 75 feet would only be permitted in targeted locations, and street walls would need to provide a minimum amount of articulation. Visual corridors are specified to make visual connections with blocks east of the SIRR.

The proposed R6 zoning district, and special regulations applicable within, would facilitate additional residential development that would support existing and future commercial development in the area, as well as take advantage of existing public transportation in the area and match similar densities in the areas surrounding the Bay Street Corridor:

- To both the north and south, C4-2 zoning districts (R6 equivalent) are mapped along Bay Street in the St. George and Stapleton commercial centers;

- In St. George, the maximum permitted FAR is 3.40 and the maximum permitted height is 200 feet; *and*
- In the Stapleton town center, there is no mapped special district, and the underlying C4-2 provisions apply, including a maximum permitted FAR of 3.00, or 3.60 with Inclusionary Housing, and a maximum permitted height of 75 feet.

Secondary Study Area

The Proposed Actions would not alter zoning designations within the approximate 0.25-mile Secondary Study Area surrounding the Primary Study Area. As stated in the existing conditions section above, the Secondary Study Area is mapped with residential zoning districts R1-2, R2, R3-1, R3-2, R3X, R4 (including Infill), and R5 (including Infill); commercial zoning districts C3, C4-2, C4-2A, and C8-1; commercial overlays along major streets include C1-2, C1-3, C2-1, and C2-2; and manufacturing zoning district M2-1. The Secondary Study Area is also designated as a LDGMA and is mapped with three Special Purpose Districts that include the SSWD, SSGD, and SHPD. In the With-Action Condition, zoning districts within the Secondary Study Area would not be modified, and any new development would be built pursuant to the underlying zoning and Special District regulations. Furthermore, it is anticipated that the proposed zoning map and zoning text amendments would potentially facilitate discrete infill development within the Secondary Study Area.

PUBLIC POLICY

With-Action Assessment

OneNYC

OneNYC is a roadmap to address the City's long-term challenges of population increase by 2040, changing climate conditions, an evolving economy, and aging infrastructure. OneNYC is guided by four visions focusing on growth, equity, sustainability, and resiliency.

Vision 1: Our Growing, Thriving City

By setting goals for housing, industry expansion and cultivation, thriving neighborhoods, and infrastructure planning and management, OneNYC ensures that the City will continue to thrive as a dynamic urban economy. Based on the strategies listed set forth by Vision 1, development under the With-Action Condition would be consistent with and promote the following initiatives:

- *Creating or preserving 200,000 affordable housing units over 10 years to alleviate New Yorkers' rent burden and meet the needs of a diverse population;*

  The Proposed Actions are expected to facilitate a net increase of approximately 2,557 dwelling units, a portion of which would be permanently affordable. Based on this information, the With-Action Condition promotes this initiative.

- *Establishing a MIH program to promote economic diversity and affordable-housing development;*

  The Proposed Actions would establish MIH areas coterminous with the boundaries of the Bay Street Corridor and Canal Street Corridor project areas. The MIH program would encourage deeper levels of affordability for a wider range of New Yorkers, as well as permanent

affordable housing units. Based on this information, the With-Action Condition promotes this initiative.

- *Maximizing the use of City-owned land for new housing;*

  In addition, under the With-Action Condition, the Proposed Actions have identified several City-owned sites to be redeveloped for housing, including an affordable housing component. Although these sites would not be designated as MIH areas and would therefore not be subject to the MIH program requirements, affordable housing development would be determined based on an agreement reached in conjunction with disposition of the site. In particular, it is anticipated that Stapleton Waterfront Phase III Site A would be developed with approximately 319 dwelling units, Stapleton Waterfront Phase III Site B1 would be developed with approximately 308 dwelling units, and City Disposition Site 2 would be developed with approximately 108 dwelling units; it is anticipated that these sites would all be developed with an affordable housing component subject to business terms of their development.

- *Pursuing neighborhood planning initiatives that expand opportunities for mixed commercial/residential development, especially the attraction of retail and services to underserved neighborhoods;*

  The Proposed Actions seek to establish a residential district with commercial overlay to expand opportunities for mixed residential/commercial development. The Proposed Actions are anticipated to facilitate a net increase of 2,557 dwelling units, (a range of which would be permanently affordable); 46,799 sf of community facility space; and 275,348 sf of commercial uses, including office, retail, and restaurant space. Based on this information, the With-Action Condition promotes this initiative.

- *Maintain and grow New York City's traditional economic sectors*

  The Proposed Actions are anticipated to facilitate 275,348 sf of new commercial uses, including office, retail, and restaurant space. In addition, development under the With-Action Condition is expected to create 1,312 new jobs. Based on this information, the With-Action Condition promotes this initiative.

- *Ensuring that businesses in emerging sectors are able to find and fit out the space they need to start, grow, and scale their companies;*

  OneNYC states that designing new zoning approaches, as well as strategically activating City-owned property for targeted commercial uses, are both mechanisms for increasing availability of affordable, flexible, commercial space and implementing this initiative. The Proposed Actions are anticipated to facilitate 275,348 sf of new commercial uses, including office, retail, and restaurant space, through a proposed rezoning and the redevelopment of City-owned property for commercial use. In the With-Action Condition, the underutilized 37,675-sf commercial space on City Disposition Site 1 would be tenanted as a creative technology and cultural arts space. Accordingly, development under the With-Action Condition is expected to create 1,328 new jobs. Based on this information, the With-Action Condition promotes this initiative.

Vision 2: Our Just and Equitable City

The City continues to promote an inclusive, equitable economy that offers well-paying jobs and opportunities for all New Yorkers to live with dignity and security. Strategies in Vision 2 set out to lift 800,000 New Yorkers out of poverty or near poverty by 2025 by supporting education and job

growth, as well as ensuring that all New Yorkers have access to physical and mental healthcare services and addressing neighborhood hazards. Based on the strategies listed set forth by Vision 2, development under the With-Action Condition would be neither consistent nor inconsistent with the following initiatives, addressed in Vision 2:

- *Continuing implementation of the Vision Zero Action Plan*

  Under the Proposed Actions, the recommendations of the Vision Zero Action Plan would continue to be implemented. Based on this information, the With-Action Condition is consistent with this initiative.

- *Using Borough Pedestrian Safety Action Plans to guide future engineering projects and enforcement priorities*

  The *Pedestrian Safety Action Plan for Staten Island* outlines several strategies to improve the safety of City streets. Traffic, pedestrian, and bicycle crash data at Study Area intersections, including those that have been identified in the *Pedestrian Safety Action Plan for Staten Island* as Vision Zero priority intersections, have been obtained from DOT for the most recent three-year period available. This data, which is described in detail in Chapter 14, "Transportation," has been analyzed to determine if any of the study intersections may be classified as high-crash locations. Based on this information, the With-Action Condition is consistent with this initiative.

Vision 3: Our Sustainable City

The City seeks to minimize its environmental footprint. Strategies include reducing greenhouse gases by 80 percent by 2050, remediating contaminated land, and ensuring that underserved residents have more access to open space.

Although the Proposed Actions would not specifically promote any of the initiatives listed under Vision 3 in the With-Action Condition, the development would not be inconsistent with these goals and principles.

Vision 4: Our Resilient City

In the aftermath of Hurricane Sandy, the City is focused on building a resilient city with the goal of eliminating long-term displacement from homes and jobs that occur due to similar shock events by 2050. By upgrading private and public buildings and adapting infrastructure to be more energy efficient and resilient to the impacts of climate change, the city seeks to defend its neighborhoods, economy, and public services from impacts of climate change and other 21st century threats.

Although the Proposed Actions would not specifically promote any of the initiatives listed under Vision 4 in the With-Action Condition, the development would not be inconsistent with these goals and principles.

Housing New York

The Proposed Actions are founded on an ongoing community process to create opportunities for housing, including affordable housing, commercial development, and improved public spaces and infrastructure in Downtown Staten Island.

The Proposed Actions are a direct result of the goals and principles outlined in *Housing New York*. The plan's five guiding principles are:

1. Fostering diverse, livable neighborhoods;
2. Preserving the affordability and quality of the existing housing stock;
3. Building new affordable housing for all New Yorkers;
4. Promoting homeless, senior, supportive, and accessible housing; and
5. Refining City financing tools and expanding funding source for affordable housing.

Fostering diverse, livable neighborhoods

The Proposed Actions are anticipated to facilitate new residential development, including a net increase of approximately 2,557 dwelling units over the No-Action Condition. Sites within the proposed MIH areas would be subject to the MIH program and would require all new qualifying developments provide a minimum of 25 percent to 30 percent affordable residential units at a range of income levels, pursuant to the MIH program. Based on the RWCDS, the Proposed Actions would facilitate the creation of a substantial amount new, permanently affordable dwelling units. MIH eschews the traditional "80/20" affordable dwelling unit model that is targeted to a narrow band of households, and is intended to result in more affordable housing for a wider range of New Yorkers. Under the Proposed Actions, any future qualifying residential development within the Bay Street Corridor and Canal Street Corridor Project Areas would be subject to MIH program requirements. In addition, residential development on City-owned sites including City Disposition Site 2 and the Stapleton Waterfront Phase III Sites would provide affordable housing subject to business terms of their development.

Therefore, development under the With-Action Condition would advance *Housing New York*'s goal of fostering diverse, livable neighborhoods, specifically through the following initiatives:

- Implementing the MIH program coterminous with the Bay Street Corridor and Canal Street Corridor Project Areas to promote economic diversity and affordable housing development by requiring a portion of new housing developed to be permanently affordable to low- or moderate-income households; and
- Pursuing zoning changes to support mixed residential/commercial communities, in which housing, quality jobs, and retail support the vitality of neighborhood.

Based on this information, the development under the With-Action Condition promotes the goals and principles outlined in *Housing New York.*

Preserving the affordability and quality of the existing housing stock

The With-Action Condition is not anticipated to alter or conflict with *Housing New York*'s goal of preserving the affordability and quality of the existing housing stock. The Proposed Actions do not specifically address *Housing New York*'s key initiatives of (i) ensuring the safety and habitability of the housing stock; (ii) adopting a more strategic approach to preservation; (iii) preserving government-assisted affordable housing; (iv) preserving rent-regulated and unregulated affordable housing; (v) creating new and improved preservation tools; and (vi) promoting sustainability, resiliency, and long-term affordability while helping building owners reduce operating costs.

The Proposed Actions are not anticipated to alter or conflict with the City's effort to ensure the quality of existing housing and preserve the affordability of the currently affordable stock.

Building new affordable housing for all New Yorkers

As described above, the Proposed Actions are anticipated to facilitate new residential development, including a net increase of approximately 2,557 dwelling units, a portion of which would be permanently affordable, over the No-Action Condition. Sites within the Bay Street Corridor and Canal Street Corridor Project Areas would be subject to the MIH program and would require all new qualifying developments provide a minimum of 25 to 30 percent affordable residential units. Under the Proposed Actions, any future residential development within the Bay Street Corridor and Canal Street Corridor Project Areas would be subject to MIH program requirements. In addition, under the With-Action Condition, the Proposed Actions have identified several City-owned sites to be redeveloped for housing, including an affordable housing component. Although these sites would not be designated as MIH areas and would therefore not be subject to the MIH program requirements, affordable housing development would be determined based on an agreement reached in conjunction with disposition of the site. In particular, it is anticipated that Stapleton Waterfront Phase III Sites A and B1, as well as City Disposition Site 2 would be developed with an affordable housing component. In addition, privately-owned sites may utilize affordable housing subsidies to produce additional affordable housing at a range of income levels; the amount and levels of affordability would vary depending on the programs utilized. Therefore, development under the With-Action Condition would advance *Housing New York*'s goal of building new affordable housing for all New Yorkers, specifically through the following initiatives:

- Facilitating public outreach for the development of affordable housing on vacant or underdeveloped City-owned or publicly controlled sites;
- Changing zoning and land use regulations to promote housing creation;
- Committing to building sustainable affordable housing communities; and
- Encouraging the production of a larger variety of units to match the current population.

Based on this information, the development under the With-Action Condition promotes the goals and principles outlined in *Housing New York.*

Promoting homeless, senior, supportive, and accessible housing

As described above, the Proposed Actions are anticipated to facilitate new residential development, including a net increase of approximately 2,557 dwelling units, a portion of which would be permanently affordable, over the No-Action Condition. Sites within the proposed MIH designated areas would be subject to the MIH program and would require all new qualifying developments provide a minimum of 25 percent to 30 percent affordable residential units. Under the Proposed Actions, any future residential development within the Bay Street Corridor and Canal Street Corridor Project Areas would be subject to MIH program requirements. Although the three City-owned Disposition Sites and Stapleton Waterfront Phase III Sites A and B1 would not be designated as MIH areas, it is anticipated that Stapleton Waterfront Phase III Sites A and B1, as well as City Disposition Site 2, would be developed with affordable housing components.

Housing New York seeks to promote homeless, senior, supportive, and accessible housing. Specific initiatives include the City taking aggressive steps to match people with disabilities to available affordable housing, as well as increasing supply of housing for seniors. As described in *Housing New* York, increasing the available housing stock helps alleviate the mismatch between demand for, and the supply of, housing that contributes to the affordable housing crisis.

The Proposed Actions are not anticipated to alter or conflict with the City's effort to promote homeless, senior, supportive, and accessible housing.

Refining City financing tools and expanding funding sources for affordable housing

The With-Action Condition is not anticipated to alter or conflict with *Housing New York*'s goal of refining City financing tools and expanding funding sources for affordable housing. The Proposed Actions do not specifically address *Housing New York*'s initiatives of (i) targeting and strengthening City tax incentives; (ii) identifying new funding streams to fund affordable housing; (iii) strengthening public/private and philanthropic partnerships; and (iv) re-evaluating HPD and HDC programs to stretch City housing subsidy dollars further.

Based on this information, the Proposed Actions are not anticipated to result in any significant adverse impacts to public policy.

North Shore 2030

North Shore 2030's four goals are to:

- **Create quality jobs and workplaces** that strengthen maritime and active industrial businesses, waterfront business opportunities, and connect local residents with more diverse employment opportunities;
- **Reconnect people to the working waterfront** through increased public access, new views of the working waterfront and a continuous multipurpose pathway along Richmond Terrace;
- **Support and create neighborhood centers** through more local retail, services, and housing options in the North Shore's historic neighborhood centers; and
- **Improve connections and mobility** for residents and businesses through targeted and coordinated intersection and transportation improvements to support an enhanced transit network.

The *North Shore 2030* plan focuses on five neighborhoods: Port Richmond, New Brighton, West Brighton, St. George, and Jersey Street. Under the With-Action Condition, specific neighborhood recommendations for St. George and Jersey Street as well as area-wide recommendations will be discussed as it relates to the development under the With-Action Condition.

The Proposed Actions would support *North Shore 2030* by facilitating a net increase of approximately 2,557 dwelling units on both private and City-owned sites.

Creating Quality Jobs and Workplaces

North Shore 2030 proposes strategies and recommendations to create quality jobs and workplaces by strengthening the maritime industry, and supporting and growing industries and services. Based on the strategies listed under this goal, the development under the Proposed Actions would encourage and promote the recommendations developed to *"Support and Grow Industries and Services."* In particular, the Proposed Actions would encourage the recommendation to reuse underutilized waterfront sites and historic buildings. This area-wide recommendation specifically addresses the development of Stapleton Waterfront Phase III Sites A and B1 from vacant land to a total of approximately 626,666 sf of residential use (627 dwelling units) and 43,000 sf of commercial use. Therefore, the Proposed Actions would promote this recommendation.

Reconnect People with Working Waterfront

North Shore 2030 proposes strategies and recommendations to reconnect people to the working waterfront through increased public access, providing new views of the working waterfront, and a continuous multipurpose pathway along Richmond Terrace. Based on the strategies listed under this goal, the development under the Proposed Actions would encourage and promote the recommendations developed to "Coordinate with Ongoing Community Efforts to Designate a Multi-Purpose Pathway, Along the Waterfront Where Feasible, Connecting Points of Interest." In particular, the Proposed Actions would encourage the recommendation to ensure future waterfront development improves public access. This area-wide recommendation would initially focus on coordinating with city agencies and private owners as waterfront sites are developed to provide waterfront public access where required by zoning.

In the With-Action Condition, Stapleton Waterfront Sites A and B1 would be developed, advancing this recommendation and encouraging accessibility to the Stapleton waterfront. Therefore, the Proposed Actions would promote this recommendation.

Support and Create Neighborhood Centers

North Shore 2030 proposes strategies and recommendations to support and create neighborhood centers through more local retail, services, and housing options in the North Shore's historic neighborhood centers. Based on the strategies listed under this goal, the development under the Proposed Actions would encourage and promote several recommendations under the following strategies:

- **Create destinations at strategic locations -** In the With-Action Condition, the Proposed Actions would encourage commercial development on City Disposition Site 2 at 539 Jersey Street/100 Brook Street once the existing DSNY sanitation garage is relocated. Under the With-Action Condition, City Disposition Site 2 would be redeveloped with approximately 35,000 sf of commercial office space and 108,413 sf of residential space. Under this recommendation, the initial action item identified would provide retail and community amenities not currently found in the neighborhood and improve the connection to Victory Boulevard. Therefore, the Proposed Actions would be consistent with this recommendation.

- **Provide a more diverse mix of retail and services with easy access to adjacent communities -** Under the With-Action Condition, the Proposed Actions would promote St. George downtown development on City-owned properties. An initial action item identified under this strategy discusses investigating feasibility of repurposing publicly owned sites and in particular the Central Avenue interim parking lot. As discussed in Chapter 1, "Project Description," the DOT parking lot on Central Avenue is identified as City Disposition Site 3. In the With-Action Condition, City Disposition Site 3 would be improved with approximately 85,129 sf of commercial office space. With the addition of new office space, the proposed development in the With-Action Condition would work to provide a more diverse mix of services to the adjacent communities. Therefore, the Proposed Actions would be consistent with this recommendation.

- **Leverage new development to improve infrastructure, roads, and transit service in existing neighborhoods -** Chapter 4, "Community Facilities and Services" will evaluate current capacity and need for new schools to serve existing and new residents under the proposed rezoning. This is an area-wide initial action item that has been identified for the North Shore. Pursuant to *CEQR Technical Manual* guidance and in conjunction with DCP and the School Construction Authority (SCA), the development under the Proposed Actions will be analyzed to evaluate the capacity, enrollment, and projected enrollment in the Future With and Without the Proposed Actions. Based on this analysis, the Proposed Actions would be consistent with this recommendation.

Improve Connections and Mobility

North Shore 2030 proposes strategies and recommendations to improve connections and mobility for residents and businesses through targeted and coordinated intersection and transportation improvements to support an enhanced transit network. Based on the strategies listed under this goal, the development under the Proposed Actions would encourage and promote the recommendations developed to *"Strengthen East-West Vehicular Connections."* Chapter 14, "Transportation" will analyze development under the With-Action Condition and will identify ways to improve safety and traffic flow at key intersections through the necessary planning and environmental review related to the Proposed Actions. Based on this analysis, the Proposed Actions would be consistent with this recommendation.

Conclusion

Based on this information, the development under the With-Action Condition is consistent with and promotes the goals and recommendations outlined in *North Shore 2030.* Therefore, the Proposed Actions are not anticipated to result in any significant adverse impacts.

Bay Street Corridor Neighborhood Planning Initiative

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 in Downtown Staten Island. The Plan's recommendations support the Guiding Principles to:

- Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods;

- Support the creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, lower income families, workforce families, artists and creators;

- Support new and existing businesses and new commercial development by encouraging new jobs and supporting a pedestrian-friendly, thriving retail/business corridor between St. George and Stapleton; and

- Align investment in infrastructure, public open spaces, and services to support current demands and future growth.

The Proposed Actions are a direct result of the goals and principles outlined in in the Plan and would support creating quality jobs and workplaces by facilitating a net increase of 275,348 sf of uses including retail, office, and restaurant space; an incremental increase of 1,328 jobs is anticipated. Moreover, the Proposed Actions are anticipated to facilitate net increase of 46,799 sf of community facility space to strengthen neighborhood centers. Specifically, the Proposed Actions' consistency with the Plan is outlined below.

Create a vibrant, resilient downtown environment providing stronger connections to New York Harbor and surrounding neighborhoods

- The Proposed Actions would introduce medium density residential zoning districts with commercial overlays to the Bay Street Corridor Project Area to encourage a continuous active urban environment between the St. George and Stapleton commercial centers.
- The Proposed Actions would allow for improved connections between Stapleton Playground, Stapleton Houses, and Tappen Park by rezoning the Canal Street Corridor Project Area to a medium density residential zoning district with commercial overlays.
- The Proposed Actions would comply with existing resiliency rules in place citywide.
- The Proposed Actions propose varied maximum building heights through a Special District throughout the Bay Street Corridor (SBSCD) to facilitate a transition to surrounding neighborhoods and respond to existing urban design conditions.
- The Proposed Actions would facilitate the development of the Stapleton Waterfront Phase III Sites A and B1 to allow flexibility to provide more open space by increasing the existing maximum height limits and underlying streetwall requirements for these sites.

Support the creation of new housing, including affordable housing, for the broad spectrum of North Shore needs: seniors, young adults, lower income families, workforce families, artists and creators

- The Proposed Actions would designate the Bay Street Corridor and Canal Street Corridor project areas as MIH areas to ensure affordable housing.
- The proposed zoning districts in the With-Action Condition would facilitate mixed-use, medium density development that responds to the broad spectrum of North Shore housing needs.

- The proposed zoning districts under the With-Action Condition would allow for new jobs and residential units to be clustered in one of the most transportation-rich areas of Staten Island.

Support new and existing businesses and new commercial development by encouraging new jobs and supporting a pedestrian-friendly, thriving retail/business corridor between St. George and Stapleton.

- In the With-Action Condition, the proposed zoning districts and SBSCD regulations would mandate non-residential uses (such as retail) at the ground floor and close to the sidewalk along Bay Street, Canal Street, and Broad Street.
- The Proposed Actions would attract new residents to the area while supporting new and existing local retail establishments in the neighborhood.
- The proposed C2-3 commercial overlay near the Tompkinsville Station in the northern area of the Bay Street Corridor would facilitate new commercial space, both adjacent to the SIR Station and in close proximity to the nearly 20 bus lines.
- The Proposed Actions would allow for more height in targeted locations around transportation nodes, where urban design and infrastructure conditions allow.

Align investment in infrastructure, public open spaces, and services to support current demands and future growth.

- The Proposed Actions would identify Transportation Improvement Strategy recommendations that support the Bay Street Corridor.
- The development in the With-Action Condition will analyze existing and projected school seat needs in close coordination with SCA.

Conclusion

Based on this information, the development under the With-Action Condition is consistent with and promotes the goals and principles outlined in the Bay Street Corridor Neighborhood Planning Initiative. Therefore, the Proposed Actions are not anticipated to result in any significant adverse impacts.

Waterfront Revitalization Program (WRP)

The Project Area is located within the designated boundary of New York City's Coastal Zone (Figure 2-6). The City's WRP includes 10 principle policies that address the following:

- Residential and commercial redevelopment;
- Water-dependent and industrial uses;
- Commercial and recreational boating;
- Coastal ecological systems;
- Water quality;
- Flooding and erosion;
- Solid waste and hazardous substances;

- Public access;
- Scenic resources; and
- Historical and cultural resources.

According to the WRP, and identified in the WRP Consistency Assessment Form (CAF) included in Appendix D, "Waterfront Revitalization Program," the following policies warrant further assessment: 1, 1.1, 1.2, 1.3, 1.5, 3, 3.1, 3.5, 4, 4.5, 5, 5.1, 5.2, 6, 6.2, 8, 8.1, 8.2, 8.3, 8.4, 8.6, 9, 9.1, 10, 10.1, and 10.2.

Listed below is an assessment of the effects of the Proposed Actions relevant to *WRP* policies and standards identified in the attached CAF. For applicable policies checked "Promote" in the CAF, written statements have been provided below that assess the effects of the Proposed Actions and describe how the proposed activities would be consistent with the goals of the policies and standards.

Policy 1: Support and facilitate commercial and residential redevelopment in areas well suited to such development.

Compliance Statement:

The Proposed Actions would support and facilitate commercial and residential redevelopment in the neighborhoods of Tompkinsville, Stapleton, and St. George, areas well suited for such development, by rezoning manufacturing area for residential and commercial uses. The development under the Proposed Actions would work to meet the housing demand for the growing population on the North Shore by providing approximately 2,557 new dwelling units. The development under the Proposed Actions would also result in a net increase of approximately 275,348 sf of commercial space and 46,799 sf of community facility space, which would create new jobs. In addition, by facilitating redevelopment of the Stapleton Waterfront Phase III Sites, the Proposed Actions would revitalize a previously industrial waterfront site that is currently vacant and underused, which would in turn support new housing and commercial development.

Based on this information, the Proposed Actions would promote Policy 1.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

Compliance Statement:

The Proposed Actions are anticipated to facilitate new residential, commercial, and mixed residential/commercial development on Staten Island's North Shore, an area that contains underutilized and vacant land and the remains of a once-thriving manufacturing sector. Stapleton Waterfront Phase III Sites, the Bay Street Corridor Project Area (with the exception of the northwest corner), and the Canal Street Corridor Project Area are within the Coastal Zone boundary.

In total, the Proposed Actions are expected to result in a net increase of approximately 2,557 dwelling units; 275,348 square feet of commercial uses including retail, office, and restaurant space; and 46,799 square feet of community facility space.

While demand for new manufacturing uses has diminished, demand for residential and commercial development has increased and the Proposed Actions would help reinforce these trends. The Proposed Actions would promote the potential for compatible development and increase the proximity to existing residential and commercial areas.

Based on this information, the Proposed Actions would promote Policy 1.1.

Policy 1.2: Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

Compliance Statement:

The Proposed Actions would encourage non-industrial uses by rezoning the Bay Street Corridor from an M1-1 zoning district to a R6 zoning district with a C2-3 or C2-4 overlay. In addition, the Proposed Actions would also modify heights and streetwall requirements of the Stapleton Special Waterfront District (SSWD) to maintain and reestablish physical and visual public access to and along the waterfront. Further, the increase in ground floor commercial uses under the Proposed Actions would promote new economic activity and help reactivate and enliven the waterfront.

Based on this information, the Proposed Actions would promote Policy 1.2.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

Compliance Statement:

The Proposed Actions would encourage development at a density anticipated to be compatible with the capacity of the surrounding area. The Project Area is well served by public transit with access to the Staten Island Railway (SIR) within a 0.25-mile radius, as well to multiple public bus lines. In addition, the Proposed Actions would establish visual corridors at Swan Street, Grant Street, and Clinton Street, which are in the SSWD, to provide increased access to the waterfront. Additional infrastructure upgrades are anticipated that would support new development patterns, as necessary.

Based on this information, the Proposed Actions would promote Policy 1.3.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

Compliance Statement:

The Proposed Actions are anticipated to facilitate new residential, commercial, and mixed residential/commercial development on Staten Island's North Shore within FEMA Flood Insurance Rate Map (FIRM) zones. The Project Area falls within Zone VE[26], Zone AE[27], Zone A[28] and the 0.2

[26] An area inundated by 1 percent annual chance flooding with velocity hazard (wave action); BFEs have not been determined.
[27] An area of high flood risk is subject to inundation by the 1 percent annual-chance flood event; BFEs have been determined.
[28] An area inundated by 1 percent annual chance flooding, for which no BFEs have been determined

percent annual chance flood hazard zone according to the 2015 Preliminary FIRMs (Figure 2-12).[29] Specifically, the Bay Street Corridor Project Area has a base flood elevation (BFE) of 11 feet NAVD88. A small portion of the Bay Street Corridor Project Area has a BFE of 12 feet NAVD88. The Stapleton Waterfront Phase III Sites have a BFE of 12 feet NAVD88 for 98.6 percent of its land area; the eastern parts of the sites have a 13 feet NAVD88 (about 1.4 percent).

In addition to the flood hazard areas, FEMA includes the Limit of Moderate Wave Action (LiMWA)[30] on FIRMs, allowing communities and individuals to understand the flood risks to their property. The western side of the Stapleton Waterfront Phase III Sites fall within the Coastal A zone, the area between Zone VE and the LiMWA , indicating that the Project Area is subject to additional significant risk during a 1-percent-annual-chance flood event.

Any development facilitated by the Proposed Actions would conform to building codes and would consider climate change and sea level rise pursuant to WRP Policy 6.2. Please refer to the Policy 6.2 discussion below for further information.

Based on this information, the Proposed Actions would promote Policy 1.5.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.

Compliance Statement:

Under the Proposed Actions, Sites A and B1 (Stapleton Waterfront Phase III Project Area) are projected for development, introducing new residential, commercial, and publicly accessible waterfront recreational uses. The projected development of Stapleton Waterfront Phase III Sites A and B1 have the potential to promote a wide range of water-dependent uses including in-water recreation such as swimming, kayaking, canoeing, rowing, and sailing. Because the Stapleton Waterfront Phase III Sites are partially located in a Priority Marine Activity Zone (PMAZ), the city's waterborne transportation network and new water-dependent uses would be prioritized.

Based on this information, the Proposed Actions would promote Policy 3.

Policy 3.1: Support and encourage in-water recreational activities in suitable locations.

Compliance Statement:

Under the Proposed Actions, the development of the Stapleton Waterfront Phase III Sites A and B1 would be consistent with Sections C and D of Policy 3.1. The projected development on Stapleton Waterfront Phase III Sites A and B1 is expected to promote in-water recreational activities. By activating a previously under-developed and inaccessible waterfront site, the projected development would create additional public benefit for potential recreational uses. Future development facilitated

[29] Areas of moderate flood risk within the 0.2 percent annual chance floodplain; or areas of 1percent annual chance flooding where average depths are less than 1 foot, where the drainage area is less than 1 square mile, or areas protected from this flood level by a levee.
[30] The LiMWA is the inland limit of the area expected to receive 1.5-foot or great breaking waves during the 1-percent-annual-chance flood event.

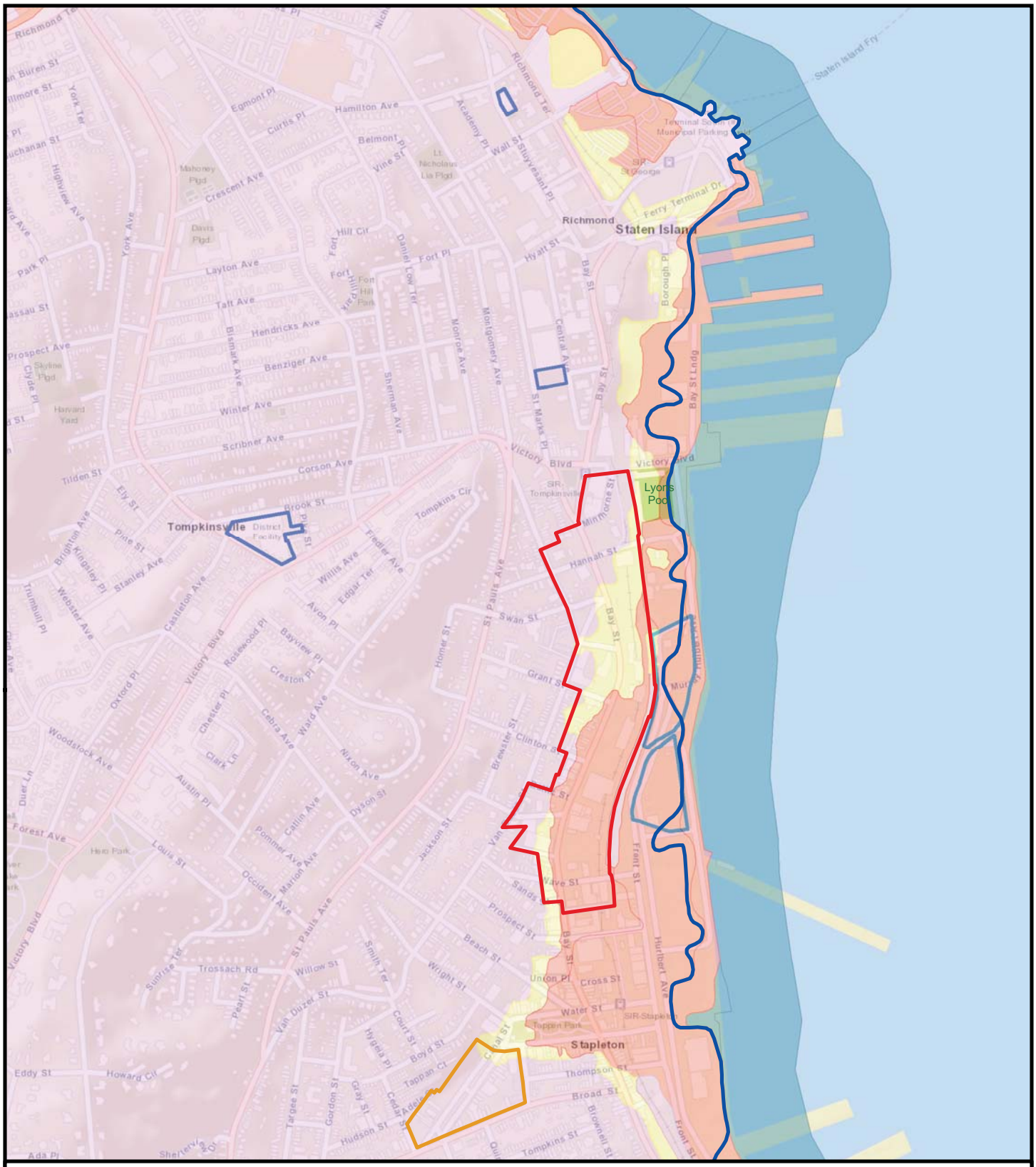

FIGURE 2-12: FEMA FIRM

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile:

Prepared by Langan

Bay Street Corridor Project Area

Canal Street Corridor Project Area

City Disposition Sites

Stapleton Waterfront Phase III Sites

LiMWA

0.2 PCT ANNUAL CHANCE FLOOD HAZARD

0 500 1,000 2,000 Feet

N

VE

X

AE

A

by the Proposed Actions also has the potential to promote and encourage the design of piers and docks to accommodate water-dependent uses such as recreational boating.

Based on this information, the Proposed Actions would promote Policy 3.1.

Policy 3.5: In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.

Compliance Statement:

A PMAZ is mapped in the Stapleton Waterfront Phase III Primary Study Area (Figure 2-7). The Proposed Actions would not encourage any uses that conflict with or hinder the function of the PMAZ. The Proposed Actions would encourage new residential and commercial development; create a new Special District (the SBSCD) and modify the existing SSWD; and would not alter or otherwise interfere with the pier, bulkheads, or other maritime infrastructure.

Based on this information, the Proposed Actions would promote Policy 3.5.

Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

Compliance Statement:

New development facilitated by the Proposed Actions would protect the natural ecological communities that are within the Primary Study Area. A portion of the Stapleton Waterfront Phase III Primary Study Area is within the Littoral Zone of a tidal wetland area; therefore, any new development facilitated by the Proposed Actions would follow the guidance of the New York State Tidal Wetland Act.

Based on this information, the Proposed Actions would promote Policy 4.

Policy 4.5: Protect and restore tidal and freshwater wetlands.

Compliance Statement:

Although a portion of the Stapleton Waterfront Phase III Sites A and B1Primary Study Area is within the Littoral Zone of a tidal wetland area, Stapleton Waterfront Phase III Sites A or B1 are not located within the Littoral Zone. Therefore, future development of Stapleton Waterfront Phase III Sites A and B1 are not anticipated to affect the tidal wetlands (Figure 2-13).

Based on this information, the Proposed Actions would promote Policy 4.5.

Policy 5: Protect and improve water quality in the New York City coastal area.

Compliance Statement:

The Project Area, including the Bay Street Corridor Project Area, Canal Street Corridor Project Area, and Stapleton Waterfront Phase III Sites, is within the NYC Coastal Zone. Because of the proximity to the waterfront, the projected development facilitated by the Proposed Actions would consider

approaches for preserving and maintaining water quality through infrastructure improvements, innovative green strategies, and promoting and enhancing biodiversity and ecological function.

Based on this information, the Proposed Actions would promote Policy 5.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

Compliance Statement:

New development facilitated by the Proposed Actions would minimize potential impacts resulting from direct or indirect discharge to fish and wildlife habitats caused by thermal changes from steam generating, heating, and air conditioning.

Based on this information, the Proposed Actions would promote Policy 5.1.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

Compliance Statement:

New development facilitated by the Proposed Actions would manage nonpoint source pollution by identifying sustainable stormwater management strategies. Such strategies may include green infrastructure, permeable surfaces, on-site detention, and preservation and enhancement of vegetation, wetlands, and ecosystems to minimize nonpoint discharge into coastal waters. In addition, new development facilitated by the Proposed Actions would identify best management practices to prevent run-off of pollutants and potentially contaminated sediment into waterways, as discussed under Policy 7.1.

Based on this information, the Proposed Actions would promote Policy 5.2.

Policy 6.1: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Compliance Statement:

The Project Area is within the 100-year floodplain. As shown in Figure 2-12, the Project Area is within Flood Zones VE, AE, A, and the 0.2 Percent Annual Chance Flood Hazard Zone. Any proposed development within the Project Area would comply with the New York City Building Code, which details construction requirements within the 100-year floodplain for each applicable building category. The BFE of the majority of the Bay Street Corridor Project Area within Zone AE is 11 feet NAVD88. The BFE of a small part of the Bay Street Corridor Project Area within Zone AE is 12 feet NAVD88. The BFE of the Stapleton Waterfront Phase III Sites is 12 feet NAVD88; the eastern parts of the sites are 13 feet NAVD88 (about 1.4 percent).

Anticipated development facilitated by the Proposed Actions would comply with the 2014 City Building Code requirements. By complying with the 2014 City Building Code requirements, the Project Area and subsequent anticipated development would be at a reduced risk of damage from



Figure 2-13: TIDAL WETLAND LOCATION MAP

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

STATEN ISLAND, NY

Map Reference: ESRI; U.S. Fish and Wildlife Service, National Wetland Inventory

Prepared by Langan

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

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/ Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

coastal flood hazards. Consequently, the Proposed Actions would meet WRP objectives of reducing risks of damage from current and future coastal hazards.

Based on this information, the Proposed Actions would promote Policy 6.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

Compliance Statement:

1(a): As discussed above, the majority of the Project Area is at a BFE of 11 feet NAVD88, in Zone AE. By the highest estimate (90th percentile) taken from the New York City Panel on Climate Change 2015 Report, Chapter 2, "Sea Level Rise and Coastal Storms," the BFE for the Project Area may rise to approximately 11.8 feet NAVD88 in 2020, 13.5 Feet NAVD88 in 2050 (see Figure 2-14), and 15.8 feet NAVD88 in 2080. A small portion of the Project Area is at a BFE of 12 feet NAVD88, in Zone AE. The BFE for this area may rise to approximately 12.8 feet NAVD88 in 2020, 14.5 Feet NAVD88 in 2050, and 16.8 feet NAVD88 in 2080. The BFE may rise to the same level for the western portions of the Stapleton Waterfront Phase III Sites. For the eastern portion of the Stapleton Waterfront Phase III Sites that have a BFE of 13 feet NAVD88, they may rise to 13.8 feet NAVD88 in 2020, 15.5 feet NAVD88 in 2050, and 17.8 feet NAVD88 in 2080.

1(b): The Proposed Actions would potentially lead to construction of new residential, commercial and mixed residential/commercial buildings that may be affected in the future by severe flood events. Consequences from severe flood events may include building damage, loss of property, and public safety risks.

2: Development within the current 1 percent Annual Change Floodplain, facilitated by the Proposed Actions, would be designed in accordance with the 2014 New York City Building Code, which includes building code requirements for flood-resistant construction, including freeboard. New development located outside the current 1 percent Annual Chance Floodplain but within the 2050s 1 percent annual chance floodplain would be able to voluntarily flood-proof to the aforementioned standards; the Proposed Actions would not create zoning barriers to flood-resistant construction. If these buildings are within the floodplain in the future, they would be able to retrofit to such standards and would not be hindered by the Proposed Action. Further, future residential, commercial, and mixed residential/commercial development under the Proposed Actions would not substantially affect flood levels in the surrounding area.



FIGURE 2-14: EFFECTS OF SEA LEVEL RISE ON THE 1% ANNUAL CHANCE FLOODPLAIN

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

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

0 500 1,000 2,000 Feet

N

- 1% Annual Chance Floodplain (2015 PFIRM)
- 2050s 1% Annual Chance Floodplain (90th percentile)
- 2050s 0.2% Annual Chance Floodplain (90th percentile)

STATEN ISLAND, NY

Map Reference: Basemap: ESRI; Shapefile: DCP NYC Flood Mapper

Prepared by Langan

3: Based on this information, the Proposed Actions would promote Policy 6.2. No new vulnerable[31], critical[32], or potentially hazardous[33] features would be affected by the Proposed Actions due to future high tides (Mean Higher High Water[34]) in the 2050s (see Figure 2-15). New vulnerable features within the future 1 percent Annual Chance Floodplain would be designed with flood-resistant construction standards and the Proposed Actions would not inhibit the ability of new vulnerable features located within the future 1 percent Annual Chance Floodplain to be made resilient through future adaptive actions, like retrofits.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

Compliance Statement:

The intent of Policy 8 is to improve the connectivity and continuity of public access along the waterfront. Under the With-Action Condition, Stapleton Waterfront Phase III Sites A and B1 would be redeveloped, creating new or improving existing public access to the waterfront. The proposed development of the Stapleton Waterfront Phase III Sites would redevelop an inaccessible waterfront section into a vibrant area for recreational enjoyment and connections to the greater Stapleton waterfront to the south.

Based on this information, the Proposed Actions would promote Policy 8.

Policy 8.1: Preserve, protect, maintain, and enhance physical, visual, and recreational access to the waterfront.

Compliance Statement:

The Proposed Actions include the modification of the SSWD, which maintains and reestablishes physical and visual public access to and along the waterfront. The Proposed Actions would also establish visual corridors of the waterfront at Swan Street, Grant Street, and Clinton Street, which are in the SSWD (see Figure 2-16). In addition, the proposed development of Stapleton Waterfront Phase III Sites A and B1 would create additional access to the waterfront.

Based on this information, the Proposed Actions would promote Policy 8.1.

[31] Vulnerable features are features that have the potential to incur significant damage if flooded, including any form of enclosed space within a building, enclosed parking structures; storage areas; enclosed recreational facilities, and in-water infrastructure elements.
[32] Critical features are features that if damaged would have severe impacts on the project and its ability to function as designed.
[33] Potential Hazardous Features are features that if damaged or made unsecure by flooding, could potentially adversely affect the health and safety of the public and environment.
[34] The average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch.



FIGURE 2-15: AREAS AFFECTED BY FUTURE HIGH TIDES

BAY STREET CORRIDOR REZONING AND RELATED ACTIONS

0 500 1,000 2,000 Feet

N

- Bay Street Corridor Project Area
- Canal Street Corridor Project Area
- City Disposition Sites
- Stapleton Waterfront Phase III Sites
- 2050s Mean Higher High Water (10th Percentile)
- 2050s Mean Higher High Water (25th Percentile)
- 2050s Mean Higher High Water (50th Percentile)
- 2050s Mean Higher High Water (90th Percentile)

STATEN ISLAND, NY

Map Reference: Basemap: ESRI;
Shapefile: DCP NYC Flood Mapper

Prepared by Langan

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

Compliance Statement:

The Proposed Actions would include the modification of the SSWD, which encourages access from Stapleton town center to the waterfront, and plans to develop the former U.S. Navy homeport into a 12-acre waterfront esplanade. The Proposed Actions would also create visual corridors at Swan Street, Grant Street, and Clinton Street to the waterfront. In addition, the Proposed Actions include new open space planned for the Stapleton Phase III sites, which would create approximately 5 acres of open space.

Based on this information, the Proposed Actions would promote Policy 8.2.

Policy 8.3: Provide visual access to the waterfront where physically practical.

Compliance Statement: The Proposed Actions would include the modification of the SSWD, which would encourage enhanced accessibility to the waterfront. Accordingly, the development in the Proposed Actions would create new visual access to the waterfront (see Figure 2-16). In addition, view corridors, open from the ground to the sky, are proposed at the following locations east of Bay Street within the SBSCD:

- the prolongation of Swan Street (for new residential or commercial development);
- a flexible zone near the prolongation of Grant Street; and
- the prolongation of Clinton Street.

Based on this information, the Proposed Actions would promote Policy 8.3.

Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

Compliance Statement:

The Proposed Actions would preserve and develop waterfront open space and recreation through the disposition and redevelopment of Stapleton Waterfront Phase III Sites A and B1. The Projected Development Sites also have the potential to create additional open space as well as enhance natural resources and habitats.

Based on this information, the Proposed Actions would promote Policy 8.4.

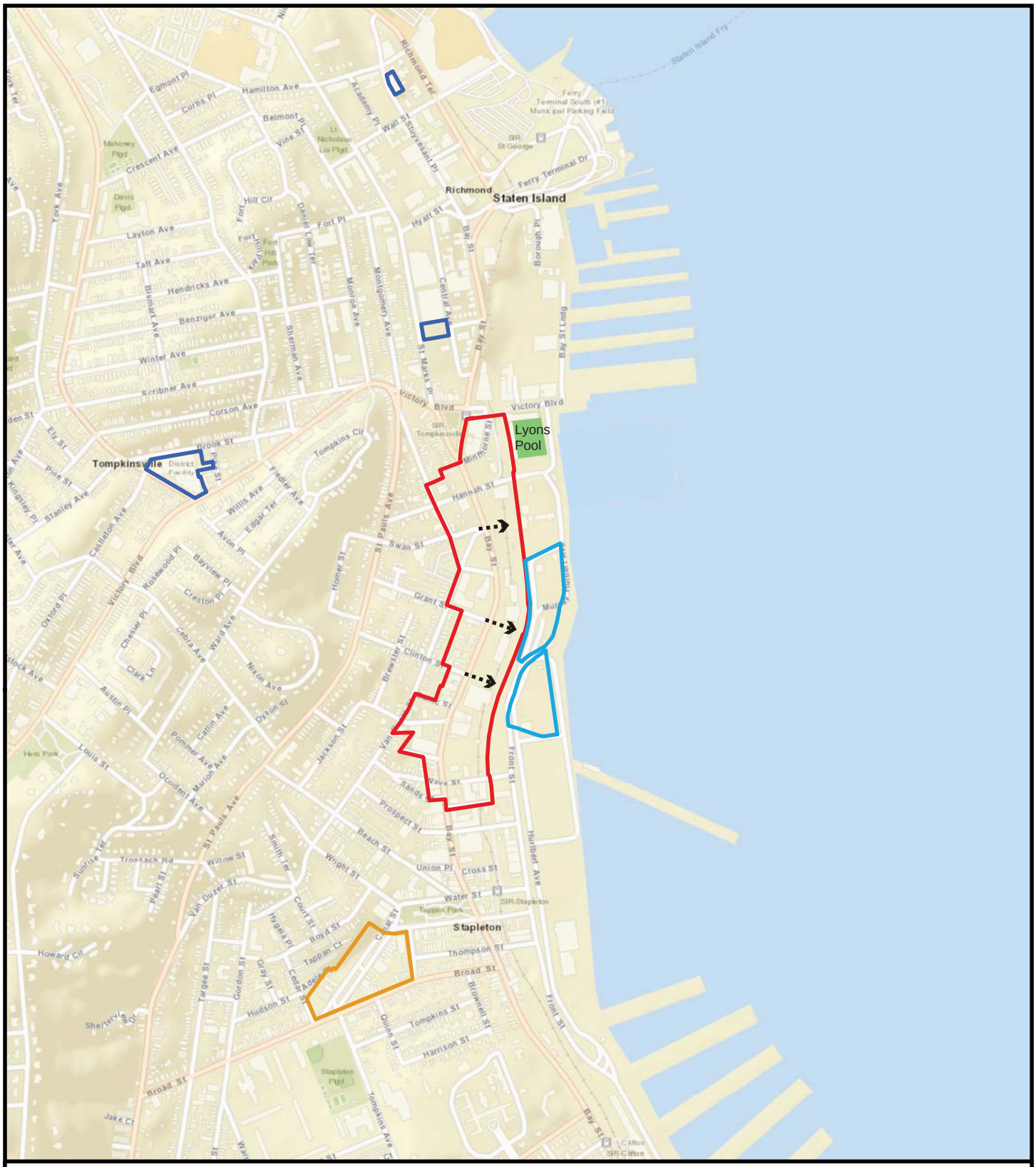

FIGURE: 2-16: PROPOSED VISUAL CORRIDORS

BAY STREET CORRIDOR REZONING AND RELATED AREAS

STATEN ISLAND, NY

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

Policy 8.6: Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.

Compliance Statement:

Under the Proposed Actions, Stapleton Waterfront Phase III Sites A and B1 would be redeveloped with new residential and commercial uses. In addition, the waterfront would be redeveloped to connect to the greater Stapleton waterfront to the south of the Stapleton Waterfront Phase III Sites. By redeveloping these sites, the Proposed Actions would provide additional opportunities for the public to access the water's edge.

Based on this information, the Proposed Actions would promote Policy 8.6.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Compliance Statement:

New development facilitated by the Proposed Actions would not impair the natural and manmade scenic resources in the coastal area. The visual quality and scenic resources are recognized and protected through historic preservation, natural resource protection, parks and open space planning and acquisition, zoning special districts, waterfront zoning provisions (Article 6, Chapter 2 of the ZR) on waterfront development, areas for public viewing, and urban design standards that shape new development. The Proposed Actions include the creation of the SBSCD. Although scenic resources are not specifically addressed under the SBSCD, the Proposed Actions would maintain existing and create new scenic resources that contribute to the visual quality of the waterfront and coastal area.

Based on this information, the Proposed Actions would promote Policy 9.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

Compliance Statement:

Under the Proposed Actions, the development of the Stapleton Waterfront Phase III Sites would protect and enhance the visual quality of the Stapleton Waterfront. Under the With-Action Condition, the redevelopment of the Projected Development Sites would be compatible with the interest of existing scenic elements.

Based on this information, the Proposed Actions would promote Policy 9.1.

Policy 10: Retain, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Compliance Statement:

Under the Proposed Actions, archaeological sites and historic structures that have a coastal relationship or significance would be protected and preserved. Tompkinsville (Joseph H. Lyons) Pool

is adjacent to the Bay Street Corridor Project Area and Stapleton Waterfront Phase III Sites. Although the Pool does not have a direct connection to the waterfront, it is located on a waterfront parcel. The Tompkinsville (Lyons) Pool is a New York City Landmark (NYCL), a New York City Interior Landmark, and a State and National Register of Historic Places (S/NR) eligible historic resource. In addition to this landmark, other historic resources are located within the vicinity of the Project Area. Because there are designated historic resources located within 400 feet of the Project Area and the Project Area is located within an archaeologically sensitive area, the Proposed Actions would need to comply with national, state, and local laws and regulations regarding designated historic resources.

Based on this information, the Proposed Actions would promote Policy 10.

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City

Compliance Statement:

New development facilitated by the Proposed Actions would protect historic resources to the extent practicable. Resources would include any historic resource in a federal, state, or city park, S/NR listed resources or districts, and NYCLs or districts. However, because there are no historic resources within the Project Area, there are no anticipated effects on such resources.

Based on this information, the Proposed Actions would promote Policy 10.1.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

Compliance Statement:

The Proposed Actions would minimize potential adverse impacts to significant archaeological resources. There is one Projected Development Site within the New York City Coastal Zone that, based on LPC review, has the potential for the recovery of remains from 19th Century occupation: Block 488, Lot 65 (Projected Development Site 5). LPC recommended that this site undergo an archaeological documentary study to clarify the initial findings and provide the threshold for the next level of review, if necessary. A Phase 1A Archaeological Study was completed for Block 488, Lot 65 in May 2017. The Phase 1A study concluded that the archaeological area of potential effects (APE) has a moderate to high sensitivity for prehistoric resources on the western margin in the limited area of fast land, and a moderate to high sensitivity for nineteenth- to early-twentieth-century waterfront features (docks or piers) in the remainder of the southern archaeological-APE. The northern, narrow portion of the archaeological-APE was identified as having no to low sensitivity for shoreline features. Based on these findings, the Phase 1A study recommends archaeological testing in advance of any future ground disturbing developments within the two areas of archaeological sensitivity to determine the absence or presence of these potential buried resources. The additional recommended strategies for protecting and preserving potential archaeological resources on Projected Development Site 5 are discussed in Chapter 7: "Historic and Cultural Resources" and Chapter 21: "Mitigation."

Based on this information, the Proposed Actions would promote Policy 10.2.

Conclusion

Based on the coastal consistency analysis, the Proposed Actions are consistent with all applicable policies of the WRP. Based on this analysis, the Proposed Actions are not anticipated to result in any significant adverse impacts.

Vision Zero

New York City's Vision Zero initiative seeks to eliminate all traffic-related fatalities and severe injuries. Traffic, pedestrian, and bicycle crash data at Study Area intersections, including those that have been identified in the *Pedestrian Safety Action Plan* for Staten Island as Vision Zero priority intersections, have been obtained from DOT for the most recent three-year period available. This data, which is described in detail in Chapter 14, "Transportation," has been analyzed to determine if any of the study intersections may be classified as high-crash locations.

Under the *Pedestrian Safety Action Plan* for Staten Island, relevant recommendations seek to proactively design for pedestrian safety in high growth areas of Staten Island, especially in areas subject to rezonings, redevelopment of underutilized land, and reuse of buildings. The Project Area is considered both a high growth and Vision Zero Priority Area, containing vacant and underused sites that have been identified as Projected and Potential development sites under the With-Action Condition. According to Vision Zero, development at these locations presents an opportunity for the City to develop streets that are even safer than existing conditions.

The Stapleton Waterfront Esplanade is an example of a Vision Zero collaborative project, where the City is working with community partners to revitalize a decommissioned navy pier with new housing, retail, and significant infrastructure and public space improvements that honors the historic nature of the neighborhood. Under the With-Action Condition, Stapleton Waterfront Phase III Sites A and B1 are adjacent to the Stapleton Waterfront Esplanade and are consistent with the vision set out under this specific Vision Zero initiative through the creation of new retail and residential uses.

Based on the analysis, as well as the methodology presented in Chapter 14, "Transportation," it is determined that the development under the With-Action Condition would be consistent with and promote the goals and principles outlined in Vision Zero. Based on this analysis, the Proposed Actions are not anticipated to result in any significant adverse impacts.

New York City Food Retail Expansion to Support Health Program (FRESH Program)

The FRESH Program is an interagency effort that promotes the establishment and expansion of neighborhood grocery stores in underserved communities by providing zoning and financial incentives to eligible grocery store operators and developers. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Stores that benefit from the program must be located in an eligible area and must provide:

- A minimum of 6,000 sf of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption, and utilization;

- At least 50 percent of retail space for a general line of food products intended for home preparation, consumption, and utilization;
- At least 30 percent of retail space for perishable goods that may include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- At least 500 sf of retail space for fresh produce.

The Proposed Actions would establish C2-3 and C2-4 commercial overlays in the Bay Street Corridor and Canal Street Corridor Project Areas (as discussed in the "Zoning" section, above) within which FRESH supermarkets could be developed as-of-right. Under the Proposed Actions, the Project Area would be located in an area where discretionary tax incentives would be available. Therefore, the development under the With-Action Condition could utilize such incentives.

Based on this analysis, the development under the With-Action Condition would be consistent with and promote the goals and principles of the FRESH program. Based on this analysis, the Proposed Actions are not anticipated to result in any significant adverse impacts.

Staten Island Empire Zone

The New York State EZ program encourages development in designated areas by offering a wide array of incentives in the form of employment, investment, real property, sales and wage tax credits, and utility discounts in 11 City business districts. The Project Area is located within the North Shore EZ-designated area that is eligible for tax incentives. Currently, the program is closed to new applicants; however, currently certified EZ businesses may continue to apply for and receive benefits.[35]

Based on this analysis, the development under the With-Action Condition is not anticipated to alter or conflict with the goals and principles of the Staten Island EZ program. Based on this analysis, the Proposed Actions are not anticipated to result in any significant adverse impacts.

[35] https://www1.nyc.gov/nycbusiness/description/empire-zone-qeze-tax-credits.