



City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM
Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME Charleston Mixed-Use Development

1. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency) 13DME001R	BSA REFERENCE NUMBER (If Applicable)
ULURP REFERENCE NUMBER (If Applicable) XXXXX	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)

2a. Lead Agency Information NAME OF LEAD AGENCY Office of the Deputy Mayor for Economic Development	2b. Applicant Information NAME OF APPLICANT NYC Economic Development Corporation
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NAME OF LEAD AGENCY CONTACT PERSON Robert R. Kulikowski, Ph.D.	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Matt Mason, NYC Economic Development Corporation
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ADDRESS 100 Gold Street, 2nd Floor	ADDRESS 110 William Street, 6th Floor
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CITY New York	STATE NY	ZIP 10038	CITY New York	STATE NY	ZIP 10038
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TELEPHONE 212-788-2937	FAX 212-788-2941	TELEPHONE 212-312-3718	FAX 212-312-3989
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EMAIL ADDRESS rkulikowski@cityhall.nyc.gov	EMAIL ADDRESS mmason@nycedc.com
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3. Action Classification and Type

SEQRA Classification

UNLISTED TYPE I; SPECIFY CATEGORY (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b) (3) and (b)(6v)

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

LOCALIZED ACTION, SITE SPECIFIC LOCALIZED ACTION, SMALL AREA GENERIC ACTION

4. Project Description:

NYCEDC, on behalf of the City, is proposing to develop an approximately 63.5-acre property located in Charleston, Staten Island referred to as the Charleston Mixed-Use Development. Proposed development would include a new school, library, park, senior residential development, new retail stores, and construction of Englewood Ave.

4a. Project Location: Single Site (for a project at a single site, complete all the information below)

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

The proposed project site consists of twelve City Blocks and several record street areas encompassed within the area bounded by Veterans Road West to the east and south, Arthur Kill Road to the west and the extension of Englewood Avenue to the north.

5. REQUIRED ACTIONS OR APPROVALS (check all that apply)

City Planning Commission: YES NO

<input checked="" type="checkbox"/> CITY MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING CERTIFICATION
<input checked="" type="checkbox"/> ZONING MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING AUTHORIZATION
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> HOUSING PLAN & PROJECT
<input checked="" type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP)	<input checked="" type="checkbox"/> SITE SELECTION — PUBLIC FACILITY
<input type="checkbox"/> CONCESSION	<input type="checkbox"/> FRANCHISE
<input checked="" type="checkbox"/> UDAAP	<input checked="" type="checkbox"/> DISPOSITION — REAL PROPERTY
<input type="checkbox"/> REVOCABLE CONSENT	

Board of Standards and Appeals: YES NO

SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

VARIANCE (USE)

VARIANCE (BULK)

ZONING SPECIAL PERMIT, SPECIFY TYPE:

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

MODIFICATION OF

RENEWAL OF

OTHER

INTRODUCTION

The New York City Economic Development Corporation (NYCEDC), on behalf of the City of New York is seeking to comprehensively plan for the beneficial use of approximately 63.5 acres of undeveloped property (the “Development Area”) in the Charleston neighborhood of Staten Island. In addition, NYCEDC is seeking to map as parkland an existing 20-acre conservation area, which is located adjacent to the 63.5-acre Development Area and the potential to map as public streets, 4.4-acres of the existing privately owned Mohr Street/Tyrellan Avenue, or alternatively, an internal access road connecting Retail Site A to Arthur Kill Road within the project area (collectively the “Project Area”). The overall proposed project is referred to as the Charleston Mixed-Use Development. The proposed development of the site, a priority project from the Working West Shore 2030 Report, is intended to achieve the following goals: (i) accommodate community needs including recreational, housing, cultural, educational, and commercial facilities; (ii) preserve and link open space where feasible; and (iii) expand local employment options. The proposed project will provide new recreational facilities and public open spaces, a new school, a new public library, a mix of retail and office uses, and opportunities for housing for seniors and active adults. The project will address a rising demand for additional retail, cultural, educational, and recreational facilities on the South Shore of Staten Island.

PROJECT DESCRIPTION

The City of New York, is proposing the development of a large vacant parcel in the Charleston community of Staten Island. The Project Area encompasses just under 88 acres. It is generally bounded to the north by the future northern limit of Englewood Avenue and Clay Pit Ponds State Park Preserve, to the south and east by Veterans Road West, to the west by Arthur Kill Road, and to the south by the shopping center known as the Bricktown Centre at Charleston Mall (“Bricktown Centre”) as shown in **Figure 1**. The Project Area encompasses the tax lots as listed in **Table 1** and in addition, the “record streets” affected by the proposed project.

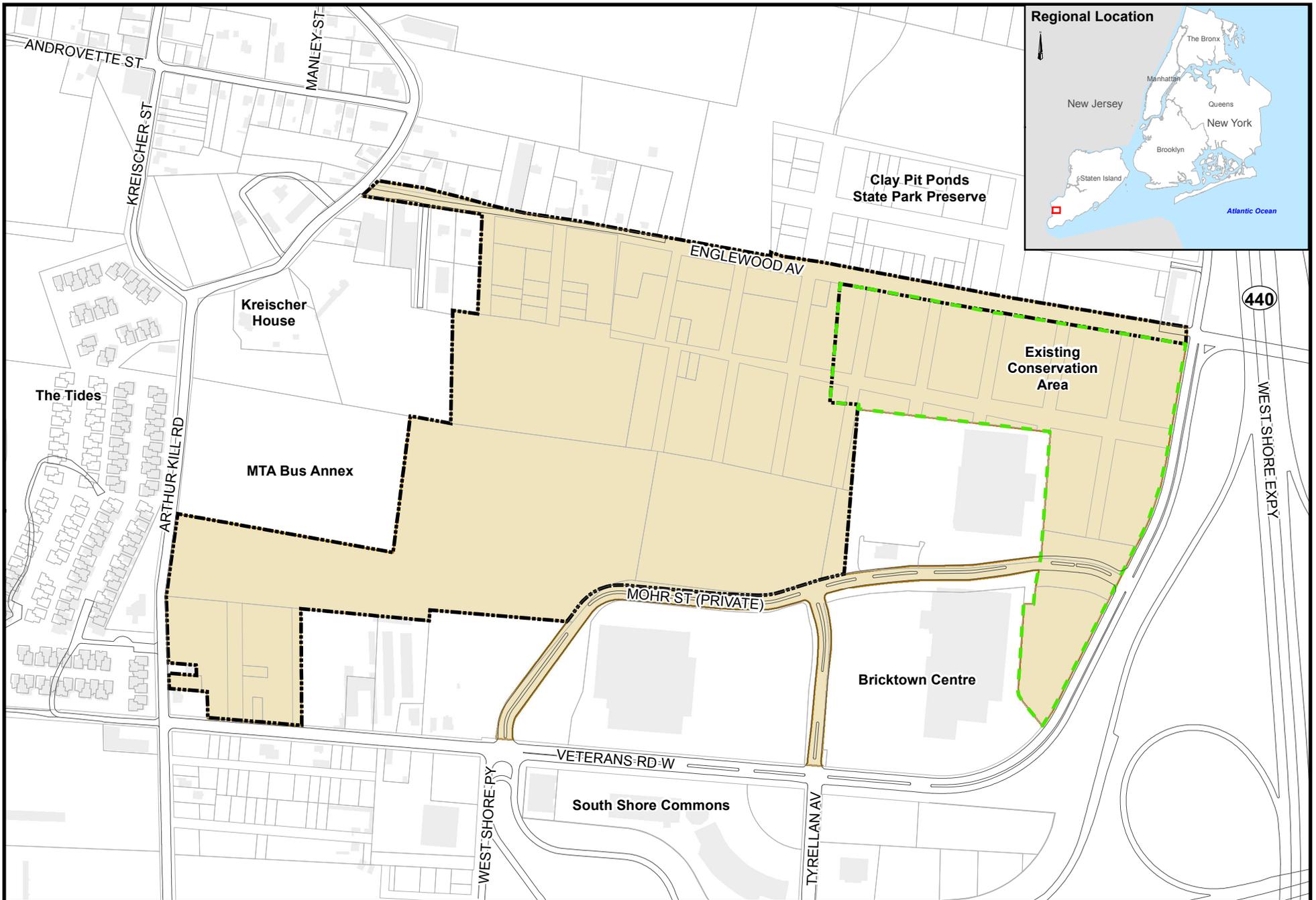
The major components of the proposal are as follows:

1. Parkland: The NYC Department of Parks and Recreation (“DPR”) would develop a 22-acre park site with areas for both active and passive recreation. This new park would be mapped along with the adjacent approximately 20-acre Conservation Area for a new, approximately-42 acre mapped park.
2. Retail Site “A”: A private developer has been selected to develop this approximately 10-acre site. This site would include a branch of the New York Public Library (“NYPL”). To provide access to Site A, either a direct connection would be made to the existing privately-owned Mohr Street/Tyrellan Avenue that would be mapped or, alternatively, an access road would be mapped and built within the Project Area to Arthur Kill Road.
3. Retail Site “B”: This site consists of approximately 6.5 acres and would be privately developed pursuant to an RFP in the future.
4. Housing: The NYC Department of Housing Preservation and Development (“HPD”) or NYCEDC would offer this approximately 9.5-acre site for senior housing in the future.
5. Public School: The NYC School Construction Authority (“SCA”) would construct a combined elementary/middle school on the approximately 7-acre site.

6. Mapping and Construction of New Public Street: As part of the proposed action Englewood Avenue would be mapped and constructed to a width of 80 feet connecting Veterans Road West on the east to Arthur Kill Road on the west. The avenue would include sidewalks and a bicycle path for its entire length to enhance access to the adjacent uses, and in particular, the parks and school.
7. Mapping and construction of a new access road from Retail Site A to Arthur Kill Road on city-owned property or alternatively, mapping of portions of Mohr Street/Tyrellan Avenue that are within the Project Area, including authorization for the City to acquire of privately-owned property within the proposed bed of the mapped street.

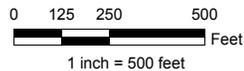
As listed above, the Charleston Mixed-Use Development includes a number of discrete elements that would be undertaken by different entities. **Figure 2** provides a preliminary site concept for the proposed project showing the placement and relationship of the different project elements. The overall Project Area, as shown on the figure, is divided into five smaller sites with development components as detailed in **Table 2**, plus the construction of Englewood Avenue.

The retail development and public library proposed for Retail Site A as well as an Arthur Kill Road access road and planned Fairview Park are expected to be completed by 2015 (the first Build Year of the Charleston Mixed-Use Development). Subsequent to the developments expected to occur by the first Build Year, ; Retail Site B, the school, Englewood Avenue Road, and the senior housing would be constructed by second Build Year . The last of the sites to be completed by the second Build Year is expected to be open and operational by 2020. A development program has been prepared for Retail Site A by the prospective developer and for Fairview Park by the NYC Department of Parks and Recreation (DPR). For the remaining sites, the specific size and expected land use program as shown on **Figure 2**, and as presented in **Table 2**, represent a "Reasonable Worst Case Development Scenario" (RWCDs) that was created based on zoning, site planning, and programmatic constraints. Programmatic constraints consist of those design elements necessary to the proper functioning and integration of the diverse land uses committed to the Development Area. The placement of buildings, parking, circulation, and landscaping on each site, although preliminary, considered these constraints and, therefore, represent a reasonable projection of how future development may be organized.



Legend

- Project Area
- Conservation Area
- Development Area
- Building Footprint



Charleston Mixed-Use
Development

Figure 1
Project Site Location

Table 1: Block/Lots and Record¹ Streets Affected by the Proposed Action

Block/Lots and Record Streets in the Project Area Affected by Englewood Avenue Mapping and Construction	
<ul style="list-style-type: none"> • Block 7374: Lot 22 (part of) • Block 7375: Lot 22 (part of) • Block 7379: Lot 15 (part of) • Block 7380: Lots 40, 47, and 51 (part of each) 	<ul style="list-style-type: none"> • Block 7459: Lot 1 (part of) • Block 7460: Lot 1 (part of) • Block 7464: Lots 1 and 6 (part of each)
<ul style="list-style-type: none"> • Goethals Avenue (part of) • Bayne Avenue (part of) • Pembine Street (part of) 	<ul style="list-style-type: none"> • Third Street (part of) • Cosman Street (part of) • Gaton Street (part of)
Block/Lots and Record Streets in Remainder of the Development Area	
<ul style="list-style-type: none"> • Block 7370: Lots 1 (part of) and 22 • Block 7374: Lots 1 and 22 (part of) • Block 7375: Lots 1, 7, 9, and 22 (part of) • Block 7379: Lots 1 and 15 (part of) • Block 7446: Lot 75 • Block 7448: Lot 1 (part of) • Block 7452: Lots 1 (part of) and 75 	<ul style="list-style-type: none"> • Block 7453: Lot 1 • Block 7454: Lots 1, 3, and 5 • Block 7459: Lots 1, 101, 103, 106, 25, and 50 • Block 7460: Lots 1 (part of), 12, 18, 21, 23, 75, 79, and 81 • Block 7487: Lot 100 (part of) • Block 7494: Lots 8, 90, 95, 97, and 183
<ul style="list-style-type: none"> • Claude Street (part of) • Burr Avenue • Goethals Avenue(part of) • Bayne Avenue(part of) • Pembine Street (part of) 	<ul style="list-style-type: none"> • Third Street (part of) • Cosman Street (part of) • Cady Avenue (part of) • Mohr Street/Tyrellan Ave (part of)
Block/Lots and Record Streets in the Conservation Area	
<ul style="list-style-type: none"> • Block 7362: Lot 1 • Block 7363: Lot 1 • Block 7364: Lot 1 • Block 7368: Lot 1 • Block 7369: Lot 1 • Block 7370: Lot 1 (part) • Block 7440: Lots 75 and 100 	<ul style="list-style-type: none"> • Block 7441: Lot 1 • Block 7442: Lot 1 • Block 7446: Lot 1 • Block 7447: Lot 1 • Block 7448: Lot 1 (part of) • Block 7452: Lot 1 (part of) •
<ul style="list-style-type: none"> • Beaver Street • Baxter Street • Coke Street 	<ul style="list-style-type: none"> • Alice Street • Claude Street (part of) • Cady Avenue (part of)
Block/Lots In Mohr Street /Tyrellan Avenue	
<ul style="list-style-type: none"> • Block 7446: Lot 75 	

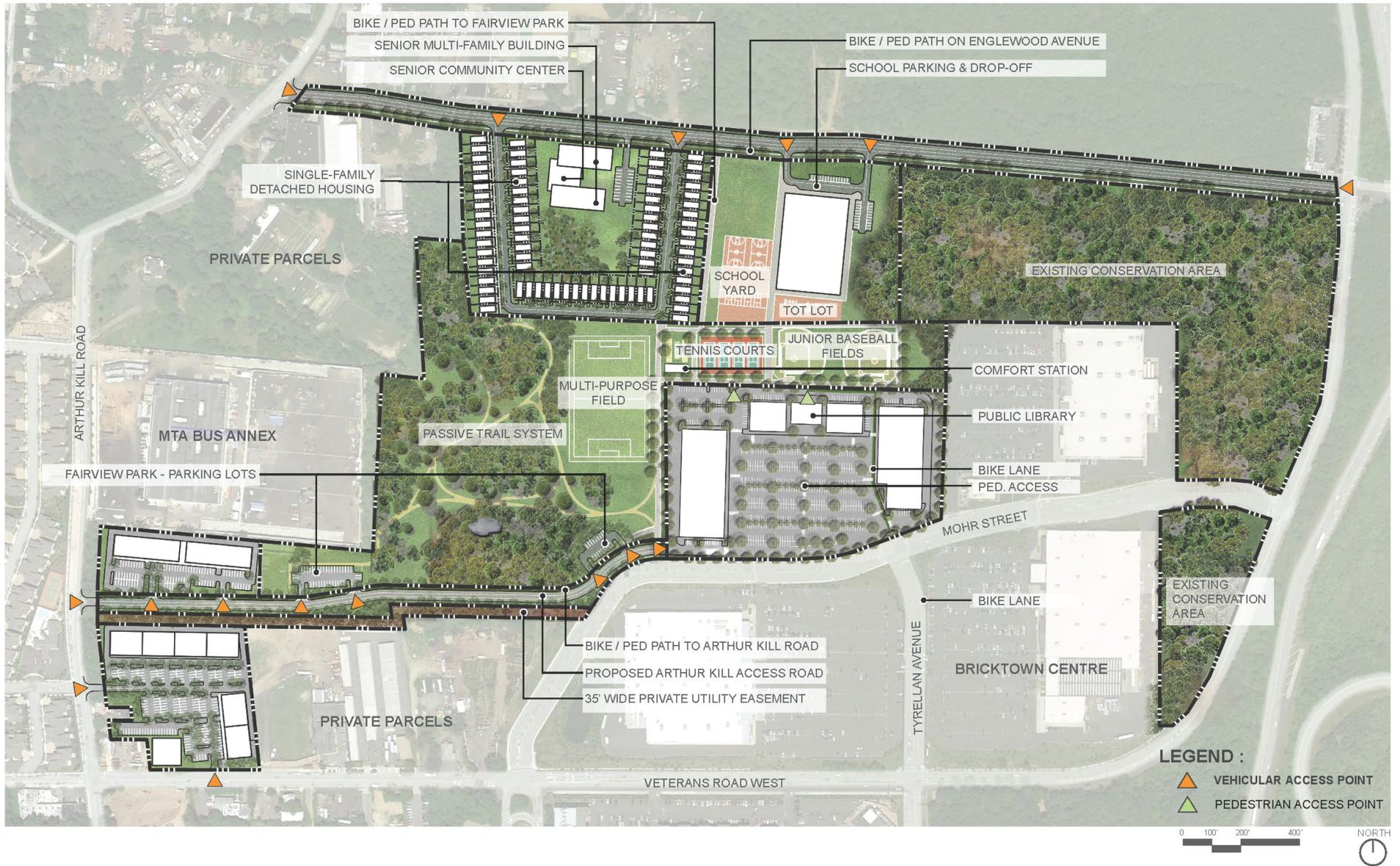
1. Record streets are land areas that were intended to be streets and consequently not included within a tax block, but not added to the City Map or constructed. Record streets are indicated on the zoning section map (Section 32d) with dashed lines.

Tax maps for these blocks are provided in Appendix A.

Table 2: Reasonable Worst Case Development Scenario (RWCDs)

COMPONENT	SIZE (approx.)	DETAILS
Retail Site A	10 acres	<ul style="list-style-type: none"> • 185,000 sf of retail, including medium- to large-format retail • 675 parking spaces (includes shared parking for NYPL Branch and Fairview Park) • 15,000 sf New York Public Library Branch
Retail Site B	6.5 acres	<ul style="list-style-type: none"> • 90,000 sf of neighborhood retail • 300 parking spaces
Park (Fairview Park)	42 acres	<ul style="list-style-type: none"> • Mapping of existing 20-acre Conservation Area as parkland • Mapping of new 22-acre park, including of 7.5 acres of new active and 14.5 acres of new passive recreation • Potential shared uses with proposed school • 60 parking spaces located on the park site.
School	7 acres	<ul style="list-style-type: none"> • 750 seat capacity • 40 parking spaces (estimated) • Kindergarten to 8th grades • Potential shared uses with proposed park
Senior Housing	9.5 acres	<ul style="list-style-type: none"> • 162 dwelling units: <ul style="list-style-type: none"> ○ 80 affordable multi-family rental units ○ 82 age-restricted for-sale detached units • 192 parking spaces
Street Mapping and Construction	12.9 acres	<ul style="list-style-type: none"> • Mapping and construction of the Englewood Avenue east-west corridor <ul style="list-style-type: none"> ○ Map 80' wide corridor for a distance of approximately 1,800 feet. Full constructed length of Englewood Avenue would be approximately 3,265 feet and would include bicycle/pedestrian facilities (approximately 6 acres). • Retail Site A Access Alternatives: <ul style="list-style-type: none"> ○ Mapping and construction of access road to Arthur Kill Road (approximately 2.5 acres), or ○ Mapping of portions of /Mohr Street/Tyrellan Avenue that are within the Project Area (approximately 4.4 acres).

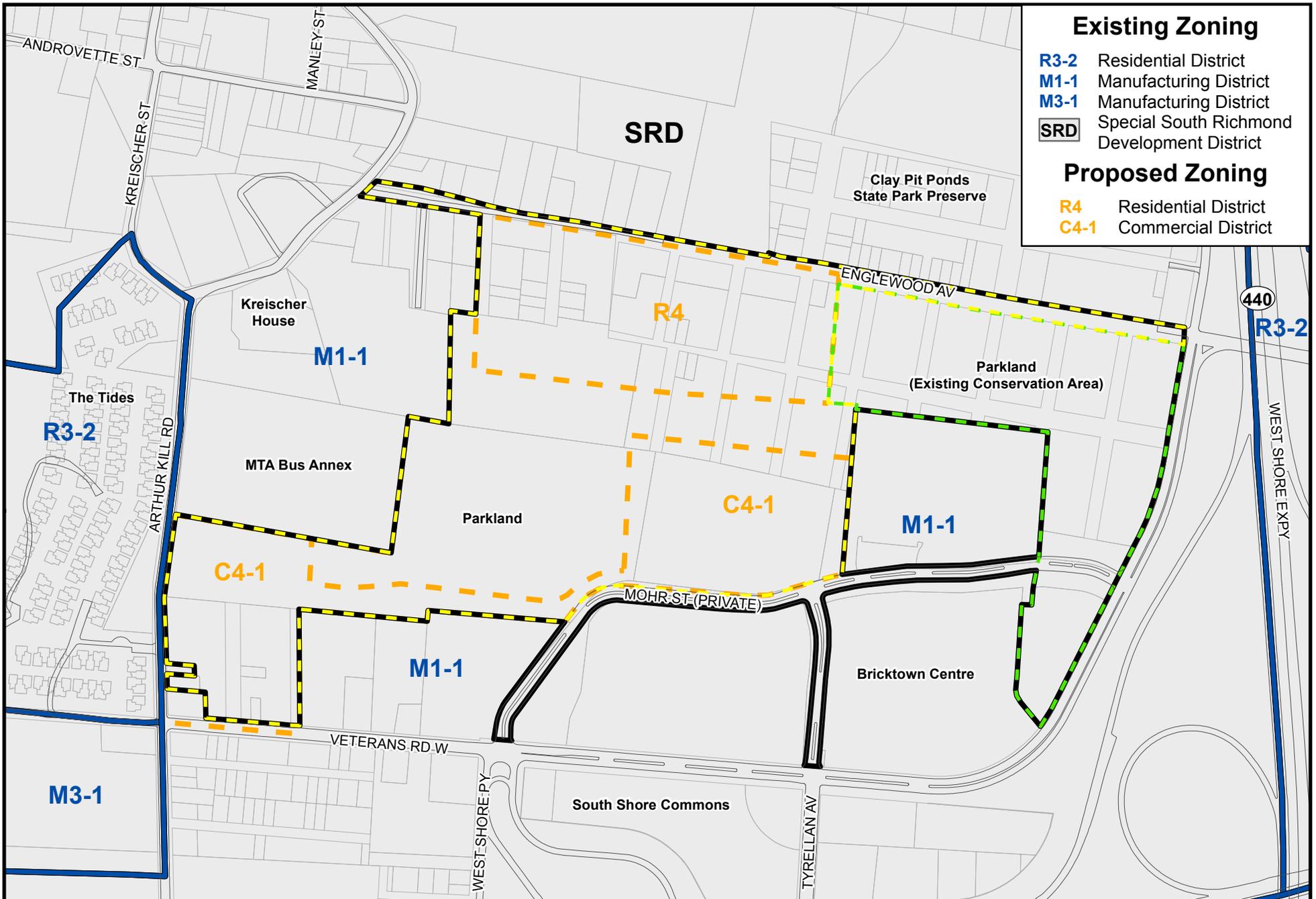
Source: NYCEDC



At the present time, there are two options for public vehicular access to Retail Site A and the proposed Fairview Park. As presented in the Preliminary Site Concept on **Figure 2**, vehicular access to these sites is proposed via an access road connecting Retail Site A to Arthur Kill Road, labeled for illustrative purposes as the “Arthur Kill Access Road”. Another scenario that may be considered for its traffic implications, is access from the privately-owned street referred to as “Mohr Street/Tyrellan Avenue,” which presently serves Bricktown Centre from Veterans Road West.. One or the other of these access options will be included as a proposed mapped street. Both options will be analyzed for their traffic implications. Photographs showing typical existing site conditions and properties adjoining the Development Area are provided as Appendix B.

The proposed Charleston Mixed-Use Development project requires a number of public approvals in order to be implemented. Discretionary approvals under the purview of the NYC City Planning Commission (“CPC”) are as described below. These actions are subject to the requirements of the Uniform Land Use Review Procedure (ULURP) except for the proposed Authorizations and Certifications.

- **Proposed Zoning Map changes.** The Project Area is currently located entirely within an M1-1 zoning district and the Special South Richmond Development District (“SRD”) (existing zoning is shown on **Figures 3 and 3a**). In the future with the project, two new zoning districts would replace portions of the M1-1 district: an R4 district along the northern edge of the Project Area and two C4-1 districts including Retail Site A at the southeast corner of the Project Area and Retail Site B at the southwest corner of the Project Area along Arthur Kill Road. The proposed mapping of a new, approximately 42-acre park would remove all zoning designations from that portion of the Project Area. Proposed zoning districts and boundaries are shown on **Figure 3b**.
- **Site Selection.** The proposed new branch of the New York Public Library (NYPL) requires a Site Selection.
- **Authorizations and Certifications pursuant to SRD and Site Plan approvals and parking reductions within C4-1 zoning districts.** The Project Area is located within the boundaries of the Special South Richmond Development District (SRD) and is subject to its requirements. In addition, Authorizations and Certifications may be required relating to the proposed C4-1 zoning district including commercial site plan approval and reductions in the number of required parking spaces. Currently proposed and anticipated Authorizations and Certifications may include:
 - CPC Certification for:
 - The senior housing site stating that sufficient school capacity exists to accommodate the anticipated residents of the development. (per Zoning Resolution (ZR) Section 107-121).
 - Subdivision of zoning lots (Per ZR 107-08).



Existing Zoning

- R3-2** Residential District
- M1-1** Manufacturing District
- M3-1** Manufacturing District
- SRD** Special South Richmond Development District

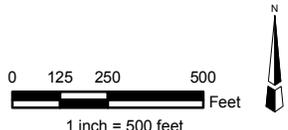
Proposed Zoning

- R4** Residential District
- C4-1** Commercial District



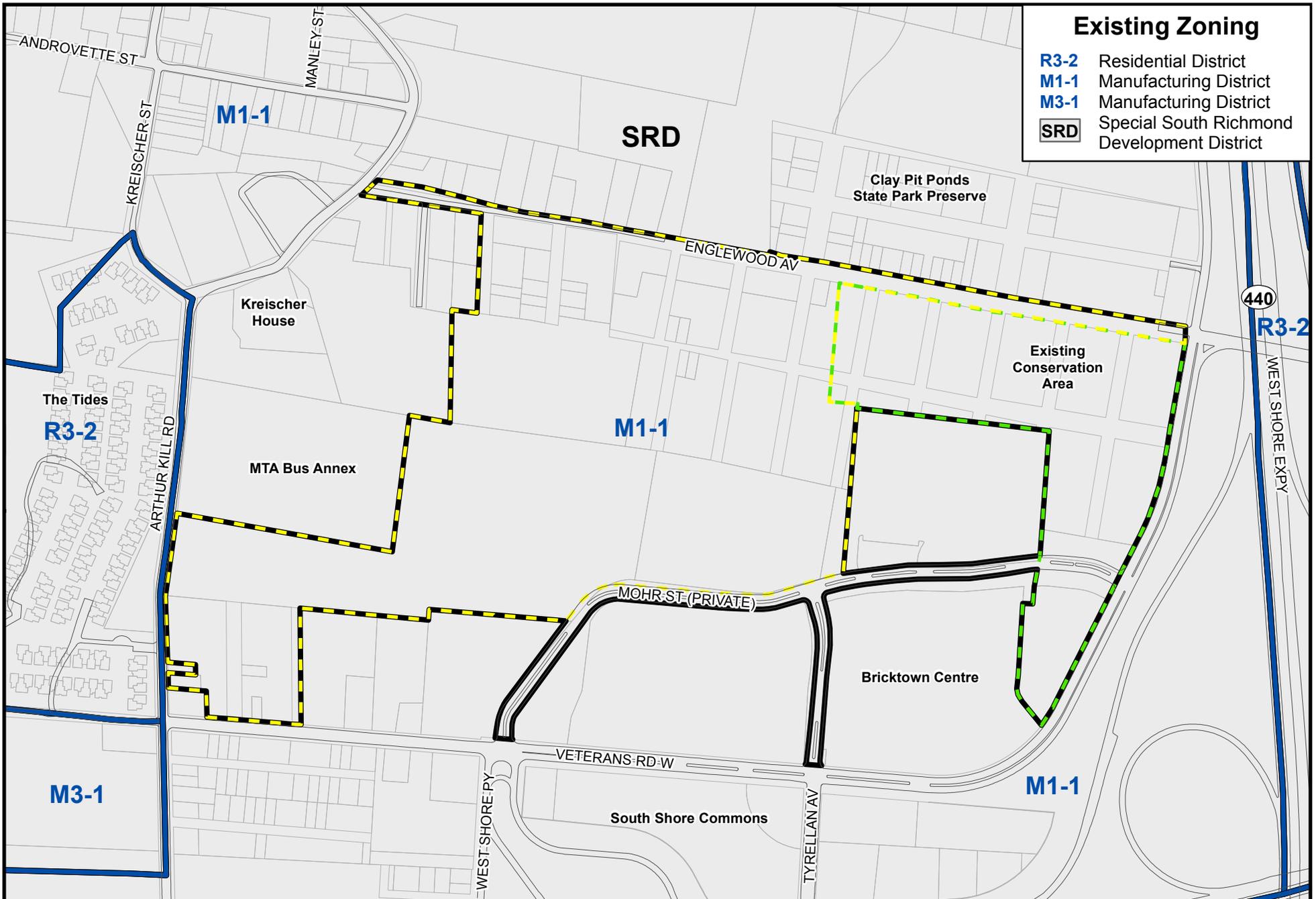
Legend

- Project Area
- Existing Zoning Boundary
- Development Area
- Proposed Zoning Boundary
- Conservation Area



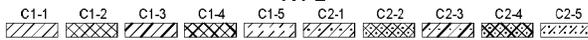
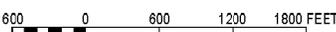
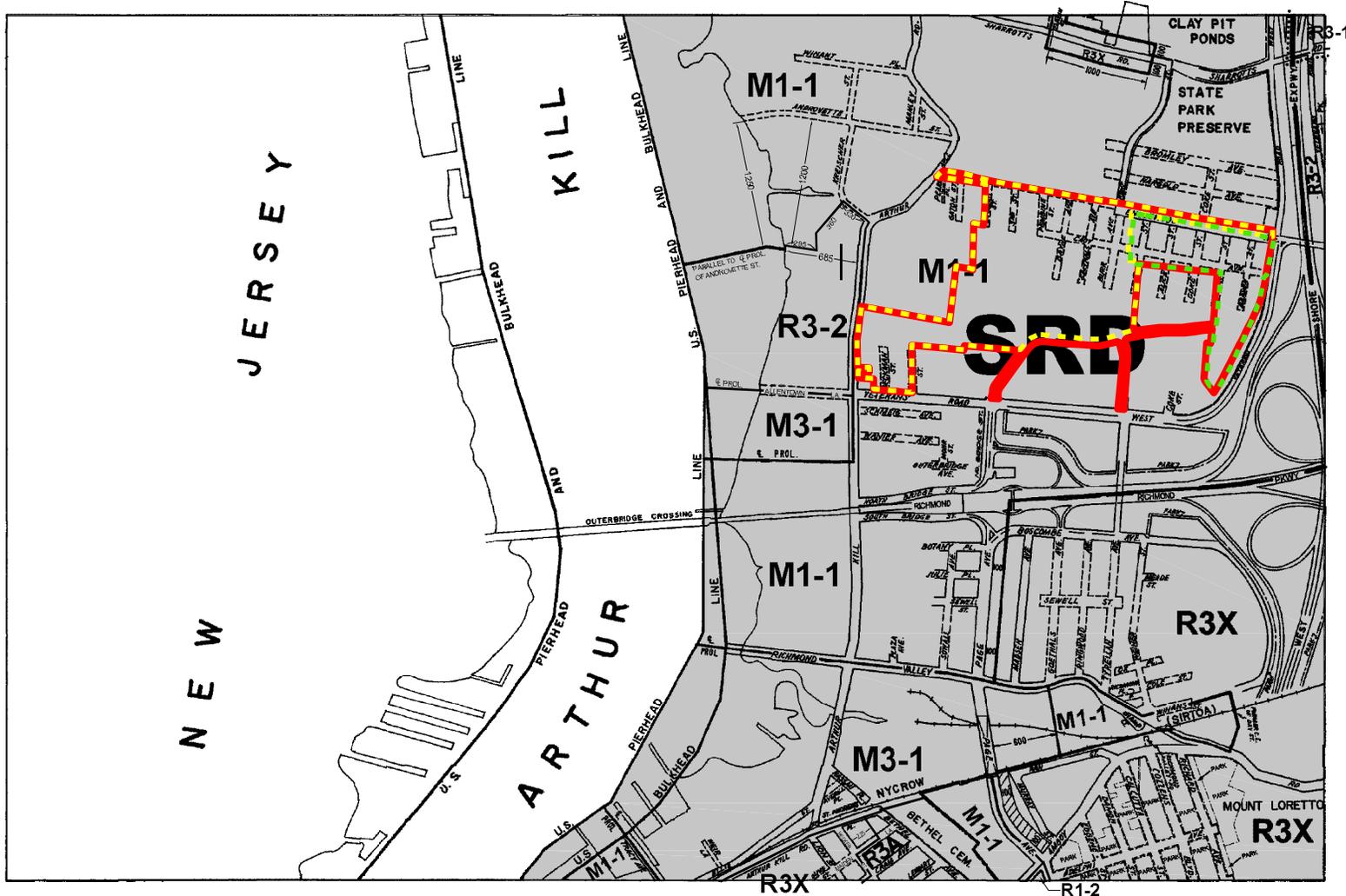
Charleston Mixed-Use Development

Figure 3b
Proposed Zoning



Charleston Mixed-Use
Development

Figure 3a
Existing Zoning



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R - RESIDENTIAL DISTRICT
- C - COMMERCIAL DISTRICT
- M - MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

..... AREA(S) REZONED

Effective Date(s) of Rezoning:

02-03-2010 C 090042 ZMR

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

	32c	33a
	32d	33b
	35a	35c

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NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

ZONING MAP 32d



- Legend**
- Project Area
 - Development Area
 - Conservation Area



Charleston Mixed-Use Development

Figure 3
Zoning Map

- Modification of access restrictions concerning special provisions for arterial highways (ZR 107-251) .to allow curb cuts along Arthur Kill Road.
- CPC Authorization:
 - Per ZR Section 107-30 for alterations to the existing topography of the Development Area, as well as the removal of trees.
 - Per ZR Section 107-68 to permit Group Parking Facilities with more than 30 spaces
 - Per ZR Section 36-023 for parking lot approvals: Group parking facilities accessory to commercial uses on zoning lots larger than 4 acres in C4-1 districts require a CPC Authorization “to assure that the layout of such parking spaces is arranged and located in relation to the use or uses to which such spaces are accessory, so as to provide adequate ingress, egress, and circulation with respect to abutting streets or uses.” Furthermore, “the Commission shall find that such group parking facilities of any size comply with the maneuverability and landscaping provisions of ZR Sections 36-58 and 37-90 (PARKING LOTS), inclusive.”
 - Per ZR Section 36-21 for a reduction of up to 50% of required parking, provided that the Commission finds that the applicant has demonstrated that the proposed parking is sufficient for the use proposed.” Required parking without the reduction is 1 space per 150 square feet for general retail or services, 100 square feet for grocery stores, and 150 square feet for department stores or clothing stores.
 - Per ZR Section 107-68 for the modification of the size of an accessory group parking facility.
- **Mapping of Englewood Avenue, Arthur Kill Road and mapping of either an Arthur Kill Road access road, or Mohr Street/Tyrellan Avenue, plus mapping of Fairview Park.** The Proposed Action includes mapping two streets and the proposed Fairview Park. The mapping action gives the City the authority to acquire all or portions of privately-owned property within the mapped bed of the proposed streets. Englewood Avenue is currently built near Arthur Kill Road, though it is neither mapped nor improved to the proposed maximum width of 80 feet. To the east, Englewood Avenue is currently mapped for approximately one-quarter mile extending westward from Veterans Road West, but this section is not built. The Proposed Action would map the remainder of the corridor west to Arthur Kill Road, a distance of approximately 1,800 feet. The full constructed length of Englewood Avenue would be approximately 3,265 feet and would include bicycle/pedestrian facilities. Portions of properties adjoining the proposed right of way of Englewood Avenue would need to be acquired. These are envisioned to include all or part of several lots at the western end of the proposed Englewood Avenue.

The specifics of other street mapping actions will depend on how access to Retail Site A is designed. If access is provided directly off of the private Mohr Street/Tyrellan Avenue, then the portions of these roads that are within the Project Area would be mapped as part of the Proposed Action. Alternatively, access to Retail Site A may be provided by a new access road connecting Arthur Kill Road with the retail site. That new access road

would be mapped at a width of 50 feet and Mohr Street/Tyrellan Avenue would remain as unmapped private streets.

Lastly, an approximately 42-acre area which will be designated as Fairview Park would be added to the City Map. This will include the existing 20 acre conservation area as well as the proposed new 22-acre portion of the park located within the Development Area. The proposed park mapping would ensure that a large expanse of the untouched, vegetated land is preserved. In addition, the park mapping would provide protection for the historic foundation remains of Fairview, Balthazar Kreisler's 19th century mansion, which are located on a portion of the proposed park.

- **Acquisition and disposition of city-owned property.**
 - Disposition of city-owned property for Retail Sites A and B and the Senior Housing Site. DCAS intends to dispose of the properties to the New York City Land Development Corporation (NYCLDC), which will dispose of the two properties to the New York City Economic Development Corporation or any successor thereto (NYCEDC). NYCEDC intends to sell each property to developers to be identified for each development parcel.
 - Acquisition authorization for City acquisition of an approximately 4,000 square foot parcel located within the School Site.
 - Potential disposition of the senior housing project site as an Urban Development Action Area and approval of the proposed project as UDAAP
- **Approval of the business terms of the sale of city-owned properties.** Mayoral and Borough Board approval of the sale terms of the disposition parcels pursuant to Section 384(b)(4) of the New York City Charter.
- **New York State Department of Environmental Conservation(DEC)/Army Corps of Engineers (ACOE) permits.** In order to implement the proposed plan, DEC or ACOE permits may be required for building within jurisdictional wetlands and the regulated transition areas surrounding them.

Department of Environmental Protection: YES NO

Other City Approvals: YES NO

- | | |
|---|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> RULEMAKING |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION, SPECIFY | <input checked="" type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL (not subject to CEQR) | <input type="checkbox"/> PERMITS; SPECIFY: |
| <input checked="" type="checkbox"/> 384(b)(4) APPROVAL | <input checked="" type="checkbox"/> OTHER; EXPLAIN Coastal Zone consistency determination from NYC CPC |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) (not subject to CEQR) | |

6. State or Federal Actions/Approvals/Funding: YES NO IF "YES," IDENTIFY

Potential need for permits to build within ACOE/NYSDEC-jurisdictional wetlands and the buffer zone surrounding them. ORPHP review of potential impacts on archaeological resources. NYSDEC State Pollution Discharge Elimination System (SPDES) permit for stormwater.

7. Site Description: Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.

GRAPHICS The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and must be folded to 8.5 x 11 inches for submission.

- Site location map Zoning map Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map
- Sanborn or other land use map Tax map For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Approximately 3,828,924 sf	Type of waterbody and surface area (sq. ft.): 0	Roads, building and other paved surfaces (sq. ft.): 0
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Other, describe (sq. ft.):

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development below facilitated by the action)

Size of project to be developed: **Approximately 684,030** (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES NO

If 'Yes,' identify the total square feet owned or controlled by the applicant: **3,633,260** Total square feet of non-applicant owned development: 195,664

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES NO

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area:	To be determined	sq. ft. (width x length)	Volume:	To be determined	cubic feet (width x length x depth)
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Does the proposed project increase the population of residents and/or on-site workers? YES NO Number of additional residents? 324 Number of additional workers? 789

Provide a brief explanation of how these numbers were determined:

Residents: Conservative assumption of 2 adults/unit.

Does the project create new open space? YES NO If Yes: Approx. 958,000 (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: 64,030 (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: 115,952,000 (annual BTUs)

9. Analysis Year CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): 2020 ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 84 Months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY PHASES: Two

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: **Park and part of retail by 2015; balance by 2020**

10. What is the Predominant Land Use in Vicinity of Project? (Check all that apply)

- RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, Describe:

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following				
No. of dwelling units	0	0	162	162
No. of low- to moderate income units	0	0	80	80
No. of stories	NA	NA	2 to 4	2 to 4
Gross Floor Area (sq.ft.)	NA	NA	Approx. 294,000	Approx. 294,000
Describe Type of Residential Structures	NA	NA	Mix of housing types	Mix of housing types
Commercial	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Describe type (retail, office, other)	NA	NA	Retail	Retail
No. of bldgs	0	0	TBD	TBD
GFA of each bldg (sq.ft.)	0	0	275,000 Projected	275,000
Manufacturing/Industrial	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type	NA	NA	Library/School	Library/School
No. of bldgs	0	0	Two	Two
GFA of each bldg (sq.ft.)	0	0	15,000/100,000	15,000/100,000
No. of stories of each bldg	0	0	2 Stories	2 Stories
Height of each bldg	0	0	TBD	TBD
Vacant Land	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
If yes, describe:	Property is Undeveloped	Property is Undeveloped		
Publicly Accessible Open Space	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)	Existing 20-acre conservation area	Existing 20-acre conservation area	Mapped City Park	
Other Land Use	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
If yes, describe				
Parking				
Garages	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking (continued)				
Lots	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces			1,267	1,267
Operating hours			TBD	TBD
Other (includes street parking)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe	1,372 spaces will be provided for housing, retail, park & library. Spaces for school TBD.			
Storage Tanks				
Storage Tanks	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
If yes, specify the following:				
Gas/Service stations	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Oil storage facility	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Other, identify:	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If any, specify number			324 (est.)	324 (est.)
Briefly explain how the number of residents was calculated:	Assumed two adults per unit of senior housing.			
Businesses	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
If any, specify the following:				
No. and type			Multiple retail stores/School	Multiple retail stores/School
No. and type of workers by business			789	789
No. and type of non-residents who are not workers			0	0
Briefly explain how the number of businesses was calculated:	Estimates based on likely build-out of retail sites based on surrounding development trends			
Zoning*				
Zoning classification	M1-1, SRD	M1-1, SRD	R4/C4-1, SRD	R4/C4-1, SRD
Maximum amount of floor area that can be developed (in terms of bulk)	See (i), below	(i)	(ii)	(iii)
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	Open space, residential and retail	Open space, residential and retail	Open space, residential and retail	Open space, residential and retail
Attach any additional information as may be needed to describe the project.				
If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

*This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.

i. Residential: Not Allowed
 Commercial: 2,526,480 sf
 Manufacturing: 2,526,480 sf
 Community Facility: 5,052,960

ii. Residential: 522,720 sf (w/ school site)
 Commercial: 871,200 sf
 Manufacturing: Not allowed
 Community Facility: 3,136,320 sf

iii. Residential: 522,720 sf (w/ school site)
 Commercial: -1,655,280 sf
 Manufacturing: -2,526,480
 Community Facility: -1,916,640 sf

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
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	YES	NO
1. LAND USE, ZONING AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✓	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.	✓	
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form .	✓	
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✓
• Generate a net increase of 200,000 or more square feet of commercial space?	✓	
• Directly displace more than 500 residents?		✓
• Directly displace more than 100 employees?		✓
• Affect conditions in a specific industry?		✓
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.	✓	
(1) Direct Residential Displacement		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
(2) Indirect Residential Displacement		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		✓
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
(3) Direct Business Displacement		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✓
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✓
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		✓
(4) Indirect Business Displacement		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		✓
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		✓
(5) Affects on Industry		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		✓
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		✓
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		✓
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6 ?		✓
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) Child Care Centers		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) Libraries		
• Would the project increase the study area population by 5 percent from the No-Action levels?		
• If Yes, would the additional population impair the delivery of library services in the study area?		
(3) Public Schools		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
(4) Health Care Facilities		
• Would the project affect the operation of health care facilities in the area?		
(5) Fire and Police Protection		
• Would the project affect the operation of fire or police protection in the area?		
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?		✓
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island ?		✓
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island ?		✓
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?	✓	
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more than 5%?		✓
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		
• If 'Yes,' are there qualitative considerations, such as the quality of open space, that need to be considered?		

	YES	NO
5. SHADOWS: <u>CEQR Technical Manual Chapter 8</u>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		✓
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	✓	
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		✓
6. HISTORIC AND CULTURAL RESOURCES: <u>CEQR Technical Manual Chapter 9</u>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.	✓	
7. URBAN DESIGN AND VISUAL RESOURCES: <u>CEQR Technical Manual Chapter 10</u>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✓	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✓
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10 .	✓	
8. NATURAL RESOURCES: <u>CEQR Technical Manual Chapter 11</u>		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form .		✓
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.	✓	
9. HAZARDOUS MATERIALS: <u>CEQR Technical Manual Chapter 12</u>		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	✓	
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✓
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	✓	
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		✓
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		✓
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✓
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✓
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		✓
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
10. WATER AND SEWER INFRASTRUCTURE: <u>CEQR Technical Manual Chapter 13</u>		
(a) Would the project result in water demand of more than one million gallons per day?		✓
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?	✓	
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?		✓
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?	✓	
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✓
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	✓	
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✓
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✓
(i) If "Yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.	✓	
11. SOLID WASTE AND SANITATION SERVICES: <u>CEQR Technical Manual Chapter 14</u>		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✓
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✓

	YES	NO
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Would the proposed project affect the transmission or generation of energy?		✓
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	✓	
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:	✓	
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.</i>	✓	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		✓
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		✓
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?		✓
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ? If "Yes," would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph ? (attach graph as needed)		✓
(c) Does the proposed project involve multiple buildings on the project site?	✓	
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✓
(e) Does the proposed project site have existing institutional controls (e.g. E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✓
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.	✓	
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?	✓	
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18 ?	✓	
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal?		✓
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	✓	
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	✓	
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✓
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✓
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		✓
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20 ?		✓
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.	✓	
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.	✓	
Neighborhood character will be assessed based on changes in land use & zoning, open space, urban design, and transportation.		

		YES	NO
19.	CONSTRUCTION IMPACTS: <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):	✓	
	• Construction activities lasting longer than two years;	✓	
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		✓
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		✓
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;	✓	
	• The operation of several pieces of diesel equipment in a single location at peak construction;	✓	
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or	✓	
	• Disturbance of a site containing natural resources.	✓	

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

See Construction Impacts chapter in the attached Supplemental Studies report.

20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Vice President of NYC Economic Development Corporation
APPLICANT/SPONSOR NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: APPLICANT/REPRESENTATIVE OR LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

Matt Mason, NYC Economic Development Corporation

APPLICANT/SPONSOR NAME:

Matt Mason

SIGNATURE:

LEAD AGENCY REPRESENTATIVE NAME:

9-28-12

DATE:

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:

In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potential Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	✓	
Socioeconomic Conditions	✓	
Community Facilities and Services		✓
Open Space	✓	
Shadows	✓	
Historic and Cultural Resources	✓	
Urban Design/Visual Resources	✓	
Natural Resources	✓	
Hazardous Materials	✓	
Water and Sewer Infrastructure	✓	
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation	✓	
Air Quality	✓	
Greenhouse Gas Emissions	✓	
Noise	✓	
Public Health		✓
Neighborhood Character	✓	
Construction Impacts	✓	
2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.		✓

3. LEAD AGENCY'S CERTIFICATION

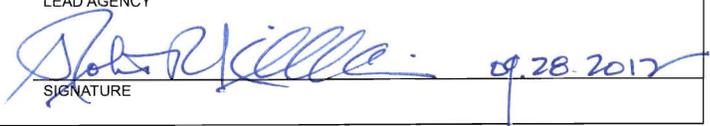
Assistant to the Mayor

Office of the Deputy Mayor for Economic Development

TITLE

LEAD AGENCY

Robert R. Kulikowski, Ph.D



NAME

SIGNATURE

Check this box if the lead agency has identified one or more potentially significant adverse impacts that MAY occur.

Issue **Conditional Negative Declaration**

A **Conditional Negative Declaration (CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

Issue **Positive Declaration** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a **Positive Declaration**.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE

LEAD AGENCY

NAME

SIGNATURE

SCREENING OF POTENTIAL IMPACTS

The following technical sections are provided as supplemental assessments to the Full Environmental Assessment Statement (“EAS”) Form, Part II. This review was conducted pursuant to guidance in the *CEQR Technical Manual* (June 2012 edition). For screening purposes, the full 2020 Build RWCDs was compared to CEQR thresholds.

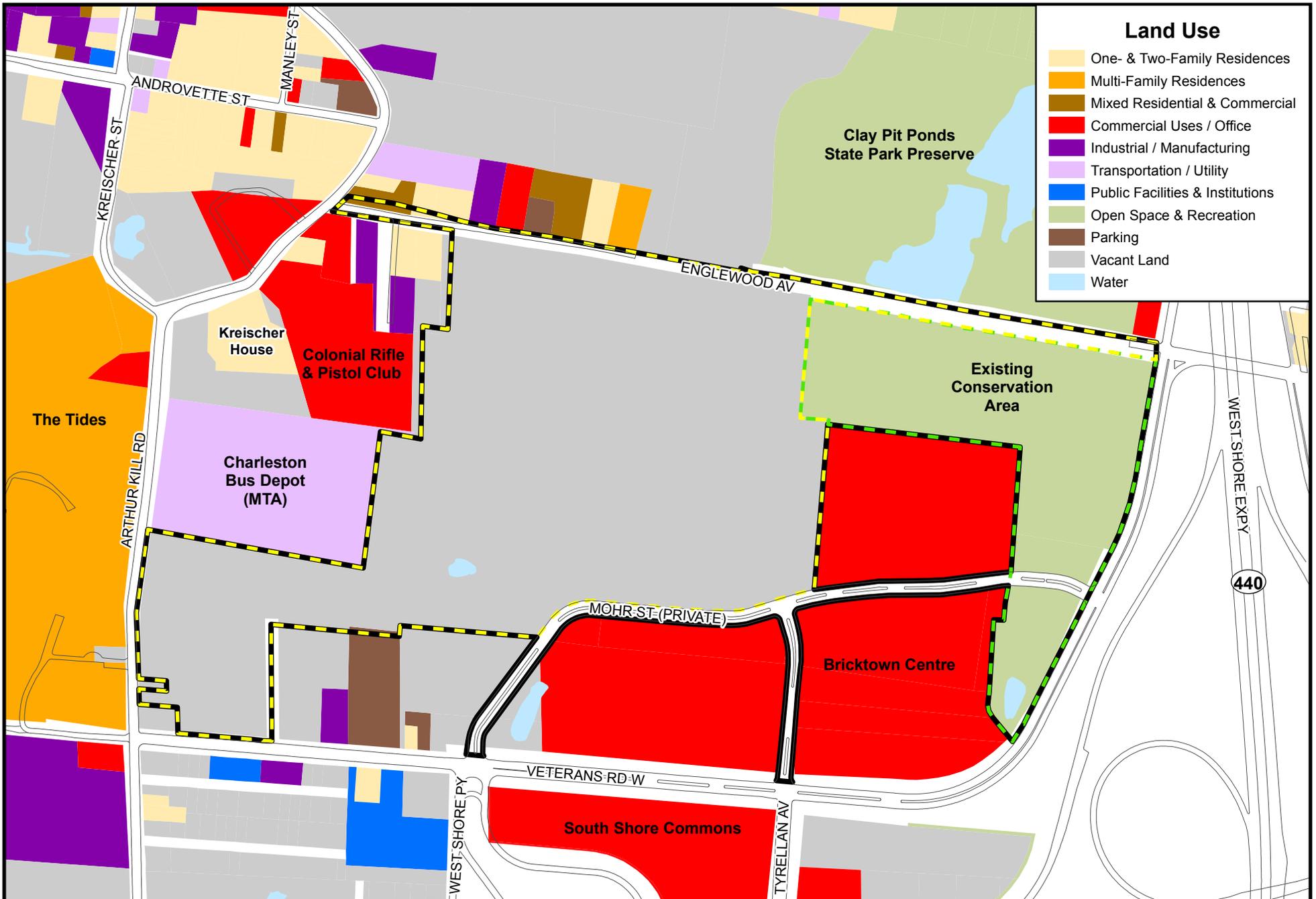
Land Use, Zoning and Public Policy

Land Use

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would be expected to result in a significant change in land use. In addition, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action’s compliance with, and effect on, the area’s zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent with or affect land use, zoning, or public policy, a description of these issues is usually appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if the action would result in a significant change in land use or would substantially affect zoning regulations or policies governing land use.

The Project Area, with the exception of the western end of Englewood Avenue, is currently vacant and undeveloped.. The degree of overgrowth varies across the Development Area, ranging from grassy disturbed areas, to dense hedges, to forested areas. The surrounding lots include a variety of land uses (See **Figure 4**). The eastern portion of the Project Area contains a mixture of natural areas (including the Conservation Area),, commercial retail stores, and , beyond the Project Area, further to the east of the West Shore Expressway there is a residential community developed with detached one- and two-story homes. A portion of the Bricktown Centre retail mall also borders the Project Area to the east and south. Further south, on the southern side of Veterans Road West, is the South Shore Commons, a retail center composed of five buildings bringing together a number of smaller retailers. Combined, the Bricktown Centre and South Shore Commons create a significant retail concentration in this section of Charleston. Further west along Veterans Road West a variety of businesses, including a nursery and contractors, is located.

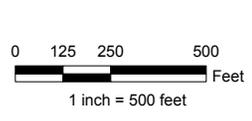
A small portion of the southern edge of the Project Area extends to Veterans Road West where the southwestern corner of the Project Area also extends to Arthur Kill Road. Across Arthur Kill Road is the Tides, a residential community for seniors arranged in clusters of attached townhomes. Further north, the Project Area boundary runs eastward along the rear of the Metropolitan Transit Authority’s (MTA) Charleston Bus Depot and the Colonial Rifle and Pistol Club. Just outside the Project Area, at the corner of Arthur Kill Road and Kreisler Street, is the New York City Landmark Kreisler House. This Victorian mansion was built in 1885 as the home of Balthasar Kreisler, founder of the Kreisler Brick Manufactory.



- ### Land Use
- One- & Two-Family Residences
 - Multi-Family Residences
 - Mixed Residential & Commercial
 - Commercial Uses / Office
 - Industrial / Manufacturing
 - Transportation / Utility
 - Public Facilities & Institutions
 - Open Space & Recreation
 - Parking
 - Vacant Land
 - Water



- ### Legend
- Project Area
 - Development Area
 - Conservation Area



Charleston Mixed-Use
Development

Figure 4
Land Use Map

The northern boundary of the Project Area is the most varied. To the west, existing land uses that would be affected by the Proposed Action and, in particular, the construction of Englewood Avenue include residences, commercial/contractors, and stables. Further east, the Project Area is bordered by vacant land and the Clay Pit Ponds State Park Preserve to the north.

Although the Proposed Action represents a significant change for the Project Area itself, the uses proposed are consistent with the diversity of uses in the surrounding community. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the potential for land use impacts and the methods for assessing that potential.

Zoning

The proposed changes to the zoning map are intended to directly support the Proposed Action and would be confined to the Project Area itself. Land use and zoning, however, will be assessed in more detail as part of an EIS. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment.

Public Policy

PlaNYC 2030. PlaNYC 2030 is New York City’s Plan to achieve a sustainable future and enhance New York’s urban environment. Released in April 2007 and updated in 2011, PlaNYC 2030 develops strategies to manage the City’s growing needs given the fixed amount of available land and to create a greater and more environmentally-friendly New York City. The original plan focuses on the five key dimensions of the City’s environment: land, air, water, energy, and transportation. The April 2011 update plan divides goals into the following ten areas: Housing and Neighborhoods; Parks and Public Space; Brownfields; Waterways; Water Supply; Transportation; Energy; Air Quality; Solid Waste; and Climate Change. The combined intent of this plan is to help ensure a higher quality of life for generations of New Yorkers striding towards the future of a greener, greater New York.

As stated in the *CEQR Technical Manual*, until sustainability goals are more clearly defined through the incorporation of initiatives into codes, regulations, and specific policies, there are few sustainability standards to apply appropriately in assessing a proposed project for the purposes of CEQR. As these initiatives become codified, privately sponsored projects would be presumed to comply with all codes and regulations in effect. However, to ensure that large publicly sponsored projects align with the broader sustainability priorities and goals the City has set for itself, it is appropriate that the PlaNYC initiatives (whether or not yet embodied in generally applicable codes or regulations) be considered in an environmental assessment for such projects.

The Proposed Action would lead to the construction of a new mixed-use development including retail, senior housing, public park, elementary/middle school, and public library. The elements of the project are the result of community consultation and are reflected in the Staten Island Working West Shore 2030 plan. The overall Charleston Mixed-Use Development would serve the surrounding community and the individual elements would work together to create a more

cohesive plan. The diversity of uses in the Project Area allows for shared resources. As currently envisioned, shared resources would include measures such as joint parking for the retail center and the park as well as the use of the park for school recreation. In addition, the retail centers and public library would be resources for the residents and students. Walking paths across the proposed park would connect the proposed senior housing and school with the proposed retail sites. These types of interactions reduce the space requirements for the proposed uses in the Project Area and the number of vehicle trips generated.

Waterfront Revitalization Program (“WRP”). The Project Area is located within New York City’s coastal zone boundary, as outlined in the New York City Department of City Planning’s (“DCP”) Coastal Zone Boundary of New York City. The WRP applies to all discretionary actions in the designated Coastal Zone Management Area. The proposed Charleston Mixed-Use Development is therefore subject to New York City’s WRP consistency assessment. The New York City Waterfront Revitalization Program Consistency Assessment Form (as revised January 2003), contained in the *CEQR Technical Manual*, has been prepared for the proposed project and is appended to this document (see **Appendix C**).

Working West Shore 2030. The Staten Island Working West Shore 2030 plan, completed in June 2011, provides a framework for future public and private investment as well as land use decisions. The plan divides the West Shore study area into five zones: 1) Arlington-Port Ivory, 2) Bloomfield-Teleport, 3) Travis-Freshkills, 4) Rossville-Waterfront, and 5) Charleston-Tottenville; the relevant zone for the Proposed Action. The Working West Shore plan sets forth the follow goal, specifically for the Project Area:

“Expedite mixed-use development at city-owned sites, including expanded retail and education/community facilities, strengthening the Charleston community and providing employment.”

The Proposed Action is intended to promote a development program that includes each of these elements. It is consistent with, and supportive of, the Working West Shore 2030 plan.

Socioeconomic Conditions

A socioeconomic assessment may be necessary if a proposed action is expected to create substantial socioeconomic changes that would not be expected to occur in the absence of a proposed action. Such socioeconomic changes include: direct displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on the economic viability of a specific industry.

Following the methodologies in the *CEQR Technical Manual*, an initial screening analysis was performed to determine whether the Proposed Action would require a socioeconomic assessment. The initial screening indicates whether an action may be reasonably expected to create substantial socioeconomic changes. The *CEQR Technical Manual* identifies the following circumstances that would typically require a socioeconomic assessment:

- The proposed action would directly displace 500 residents
- The proposed action would directly displace 100 employees.
- The proposed action consists of residential development of 200 units or more.
- The proposed action consists of commercial development of 200,000 square feet or more.
- The proposed action would adversely affect economic conditions in a specific industry.

Based on these thresholds, the Proposed Action screens out of the need for most detailed socioeconomic analyses. No detailed significant direct displacement impacts are anticipated. Although the interior of the Development Area has no existing development; there are properties, both residential and commercial, abutting the proposed alignment of Englewood Avenue that may be affected by its mapping and construction. However, the projected acquisitions are not expected to cross the CEQR thresholds of 500 residents or 100 employees for significant adverse impacts due to direct displacement..

Significant indirect residential impacts are not anticipated. The Proposed Action includes just 162 residential units, below the CEQR threshold above which an assessment of indirect residential impacts may be warranted.

Significant adverse impacts on a specific industry are also not anticipated. The Proposed Action would not significantly affect business conditions in any industry or any category of businesses as the Proposed Action will not alter regulations affecting a particular industry or in any way affect the economic viability of a particular industry.

Because the Proposed Action would introduce new retail development of approximately 275,000 square feet plus associated on-site parking, the potential for indirect business impacts must be considered.. A detailed assessment of significant adverse socioeconomic impacts from the potential indirect business displacement as a result of the Proposed Action is warranted. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Community Facilities and Services

The demand for community facilities and services is directly related to the type and size of the new population generated by the Proposed Action. New residential developments tend to affect facilities such as public schools, libraries, and hospitals. According to the *CEQR Technical Manual*, a detailed community facilities analysis is conducted when a project would have a direct or indirect effect on a community facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. The following are the CEQR preliminary thresholds for a community service assessment for potential indirect effects:

- For elementary/middle schools: if the project results in a net increase of 50 or more elementary/middle school-aged students or a net increase of 165 residential units.
- For high schools: if the project results in a net increase of 150 high school-aged students or a net increase of 1,068 residential units.

- For group child care/Head Start centers in the study area: if the project results in a net increase of 217 residential units.
- The project would affect libraries if the project would increase the ratio of population to library branches by 5 percent from the No-Action or result in a net increase of 653 residential units.
- If the project would affect the operation of health care facilities in the area.
- If the project would affect the operation of fire or police protection in the area.

The proposed residential component of the project will be targeted to seniors and, as such, would not introduce or induce school-age children or potential day care eligible populations. The Proposed Action would not result in an increase in 653 residential units; the threshold for performing an analysis of library impacts. Development on Retail Site A, in fact includes a new 15,000 square foot library. Hence, library access for the community would be enhanced as a result of the Proposed Action.

The Proposed Action would not displace any existing community facilities in the project study area, including police, fire or health care facilities, nor would it affect their operations. Therefore, a detailed analysis of the effects of the Proposed Action on community facilities is not warranted and no significant community facilities and services impacts are anticipated.

Open Space

According to CEQR, an analysis of open space is conducted to determine whether or not a proposed action would have a direct impact resulting from the elimination or alteration of open space and/or an indirect impact resulting from the overtaking of available open space. Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment.

For the majority of projects, an assessment of indirect effects is conducted if a proposed action would generate more than 200 residents or 500 employees, or a similar number of other users (such as the visitor population that might be introduced by a large shopping area). However, the need for an open space assessment may also vary in certain areas of the city that are considered either underserved or well-served by open space. Underserved areas are areas of high population density that are generally the greatest distance from parkland where the amount of open space per 1,000 residents is currently less than 2.5 acres. Well-served areas have an open space ratio above 2.5 accounting for existing parks that contain developed recreational resources, or are located within 0.25 mile (approximately a 10-minute walk) from developed and publicly accessible portions of regional parks.

According to the *CEQR Technical Manual*, the Project Area is not located in a section of Staten Island that is considered underserved or well-served by open space. Thus, the CEQR threshold of 200 residents or 500 employees would apply for the Proposed Action. Although the project includes the creation of 22 acres of new parkland and the mapping of 42 acres of parkland, the Proposed Action also includes residential and commercial development that is expected to

generate over 200 residents and 500 employees. Therefore, an open space assessment for indirect effects would be performed as part of an EIS to describe the overall project effects. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Shadows

According to the *CEQR Technical Manual*, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact occurs when the shadow from a proposed project falls on a publicly accessible open space; historic landscape; or other historic resource if the features that make the resource significant depend on sunlight; or if the shadow falls on an important natural feature and adversely affects its use; and/or important landscaping and vegetation. In the case of the Project Area, the resources most subject to potential shadow effects from the Proposed Action would be the Conservation Area to the east and Clay Pit Ponds State Park Preserve to the north.

The Proposed Action is unlikely to result in any structure more than 40 feet in height. Depending on their placement on their respective sites, new buildings such as the school could have a shadow that reaches one of the nearby open space resources. Therefore, a shadow assessment consisting of at least a Tier 1 and Tier 2 screening would be performed as part of an EIS to describe the overall project effects. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic resources assessment is required if there is the potential to affect a historic resource. Historic resources encompass districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. These include designated New York City Landmarks, Interior Landmarks, Scenic Landmarks, and properties within designated New York City Historic Districts; properties calendared for consideration as one of the above by the New York City Landmarks Preservation Commission (LPC); properties listed on or formally determined eligible for inclusion on the State and/or National Register of Historic Places (S/NR), or contained within a district listed on or formally determined eligible for the S/NR; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

Historic resources include both architectural and archaeological resources. Actions that could affect archaeological resources and that typically require an assessment are those that involve above-ground construction resulting in ground disturbance or below-ground construction, such as excavation. Actions that trigger an architectural resources assessment include new construction, demolition, or significant alteration to any building, structure, or object; a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; construction, including but not limited to, excavation, vibration, subsidence, dewatering, and the possibility of falling objects; additions to or significant removal, grading, or replanting of significant historic landscape features; screening or elimination of publicly accessible views; and

the introduction of significant new shadows or significant lengthening of the duration of existing shadows over a historic landscape or on a historic structure with sunlight dependent features.

Several prior environmental documents have been prepared for portions of the Charleston area, including the FEIS for the Bricktown Centre at Charleston (May 2002), and the Phase IB/II Archeological Investigations of the Bricktown Centre at Charleston, Staten Island , New York (2000). These documents indicate the presence of designated New York City Landmarks, State/National Register-listed resources, and potentially eligible resources, as well as prehistoric sites/potentially significant prehistoric sites. These resources are located within and adjacent to the project area slated for development in the vicinity of Arthur Kill Road. Within the Project Area there are four archaeological sites that were identified through prior archaeological survey work. Three of these resources are prehistoric sites and one is a historic site complex. The only identified historical architectural resource within 400 feet of the Project Area is the Charles Kreisler House.

To the extent possible, the formulation of the Charleston Mixed-Use Development Site Plan avoids known historic resources such as the foundation remains of Fairview, Balthazar Kreisler's 19th century mansion, which are located on a portion of the proposed park. However, other historic and cultural resources that may be impacted by the Proposed Action will be identified and evaluated as part of further analysis in an EIS to determine whether they possess historic significance as defined by the New York City Landmarks Law, New York State Historic Preservation Office, and the National Park Service. The "Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development" provides a fuller description of the proposed assessment approach.

Urban Design and Visual Resources

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is undertaken when a proposed action would introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of a proposed action that is not currently allowed by existing zoning, or would result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning.

The Project Area is mostly vacant and undeveloped. The northern and southern boundaries of the Project Area, though, have very different characters. The southern boundary abuts the Bricktown Centre, and the wide, busy Mohr Street/Tyrellan Avenue. The proposed retail development on Site A would be consistent with the appearance and design of the existing nearby retail development, Bricktown Centre.. The northern boundary, in contrast is abutted by parkland/conservation areas and light industrial uses. Because Englewood Avenue is not currently continuous, it is lightly traveled. In the future, Englewood Avenue would be connected from Arthur Kill Road to Veterans Road West, increasing the visual access to the Project Area. With the construction of the senior housing and the school, the visual character of the Project Area would change significantly, but the green character is likely to be retained. The creation of the Fairview Park would bridge the two different halves of the Project Area and would help preserve some of the overall natural and undeveloped character that exists currently.

To evaluate potential visual impacts, zoning and land use relationships should be analyzed, as part of an EIS, for appropriateness and compatibility with the existing surrounding districts. To the extent that the building forms resulting from the Proposed Action have been defined; the scale, scope, screening and location of parking, service, or utility areas will be addressed. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Natural Resources

A natural resources assessment is conducted when a natural resource is present on or near a project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures.

The Development Area is largely vacant with pockets of vegetation and wetlands. Except for portions that were cleared circa 2005 as a preliminary step in the earlier effort at developing Fairview Park (though at a location that is largely different than the site now planned for construction the park), the Development Area has remained largely undisturbed for decades. Prior surveys have identified plant and animal species present within the Development Area that have been designated as rare, special concern, threatened, or endangered. Because of the proposed development and the presence of these resources, an analysis of natural resources will be included in the EIS for the Proposed Charleston Mixed-Use Development. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Hazardous Materials

A hazardous material is any substance that poses a threat to human health or the environment. Substances that may be of concern include, but are not limited to, heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, hazardous wastes, radiation sources, etc. For hazardous materials, the goal for CEQR is to determine whether a proposed action would increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts.

If significant adverse impacts are identified, CEQR requires that the impacts be disclosed and mitigated or avoided to the greatest extent practicable.

Although the Development Area is largely vacant, the potential for historical contamination cannot be eliminated without further research. The Development Area is currently zoned for industrial use and there are commercial/industrial businesses on the western end of Englewood Avenue. Therefore an analysis of the potential presence of hazardous materials will be included in the EIS. Please refer to the “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” for a detailed assessment approach.

Water and Sewer Infrastructure

For CEQR, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. Other infrastructure components are addressed separately under CEQR. Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Typically, only projects that exceed the following criteria require a detailed assessment:

- A project that results in water demand of more than one million gallons per day.
- A proposed project located in a combined sewer area that results in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens.
- A proposed project located in a separately sewered area.
- A proposed project that involves development on a site five acres or larger where the amount of impervious surface would increase.
- A proposed project that involves development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek.
- A proposed project that would be located in an area that is partially sewered or currently unsewered.
- A proposed project proposing an industrial facility or activity that would contribute industrial discharges to a waste water treatment plant and/or generate contaminated stormwater in a separate storm sewer system.
- A proposed project that involves construction of a new stormwater outfall that requires federal and/or state permits.

Water usage, as estimated in **Table 3**, is not expected to exceed the one million gallons per day threshold and no detailed analysis is necessary.

Table 3: Estimated Water Usage

Use	Size	Unit¹	Water Used (gpd)
Retail A	185,000 sf		
Domestic		0.24 gpd/sf	44,400
Air Conditioning		0.17 gpd/sf	31,450
Retail B	90,000 sf		
Domestic		0.24 gpd/sf	21,600
Air Conditioning		0.17 gpd/sf	15,300
Park	22 Acres		515
Library	15,000 sf		
Domestic		0.10 gpd/sf ²	1,500
Air Conditioning		0.17 gpd/sf ²	2,550
School			
Domestic	750 Seats	10 gpd/seat	7,500
Air Conditioning	100,000 sf	.17 gpd/sf	17,000
Senior Housing	324 persons	100 gpd/person	32,400
Total	--	--	174,215

¹.Based on *June 2012 CEQR Technical Manual* Table 13-2

². Based on water usage rates for offices.

In addition to the waste water that would be generated by the approximately 275,000 square feet of retail, 750-seat school, and up to 162 senior dwelling units (as currently envisioned under the RWCDs), the Project Area has a significant amount of paved area; hence stormwater management would be necessary. The nearest existing sewer line (combined sanitary and stormwater) is within Arthur Kill Road. It is most likely that waste water and a portion of the stormwater runoff from the Development Area would flow into that line. Based on the size of the Development Area a more detailed infrastructure analysis is warranted. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Solid Waste and Sanitation Services

The *CEQR Technical Manual* states that actions involving construction of housing or other development generally do not require an evaluation of solid waste impacts unless they are unusually large. Few projects have the potential to generate substantial amounts of solid waste (50 tons, or 100,000 pounds, per week or more) that would result in a significant adverse impact. The Proposed Action’s waste generation, as estimated in **Table 4**, would also likely fall below this threshold.

Table 4: Estimated Weekly Solid Waste Generation

Use	Size	Rate (lbs/week)¹	Waste Generated (lbs/week)
Retail A	185,000 sf	79/employee	36,538
Retail B	90,000 sf	79/employee	17,775
Park	22 Acres		
Library	15,000 sf	0.03/sf	450
School	750 Seats	3.5/pupil	2,625
Senior Housing	162 Units	41/household	6,642
Total	--	--	64,030

¹ Based on *CEQR Technical Manual* Table 14-1

The residential component of the project is projected to include up to 162 dwelling units. At 41 pounds per household per week, (from the *CEQR Technical Manual*), the total residential waste generated would be 6,642 pounds per week, or approximately 3.3 tons per week. The school and library components of the Proposed Project would contribute an additional 3,075 pounds per week, or approximately 1.5 tons per week. This waste would be collected by the NYC Department of Sanitation (DSNY).

The commercial component of the project is assumed as part of the RWCDs to consist of 275,000 square feet of retail. Under CEQR, retail waste generation is calculated on the basis of number of employees. For the purposes of this analysis, retail establishments are assumed to have 2.5 employees for every 1,000 square feet of floor area. A reasonable number of employees would therefore be approximately 731. At the waste generation rates recommended by CEQR for general retail, this would translate into 54,313 pounds, or approximately 27.2 tons of waste per week. This waste would be collected by private carters under contract with the retail establishments.

The total public and private waste generated, at 64,030 pounds per week, is below the CEQR thresholds for potential impact. Therefore, a detailed assessment of solid waste and sanitation services is not warranted.

Energy

All new structures requiring heating and cooling are subject to the New York City Energy Conservation Code, which reflects state and city energy policy. Projected generation and transmission requirements are forecast by both the New York State Independent System Operator (NYISO) and Consolidated Edison, ensuring that the City's power supply and transmission systems have the capacity to meet expected future demand. As such, the incremental demand caused by most projects results in incremental supply, and consequently, an individual project's energy consumption often would not create a significant impact on energy supply. Consequently, a detailed assessment of energy impacts would be limited to projects that may significantly affect the transmission or generation of energy.

While the Proposed Action would result in a substantial amount of new construction, it would not be expected to create a significant adverse energy impact. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Transportation

According to the *CEQR Technical Manual*, a trip generation analysis for a project generally will be appropriate to determine the volume of vehicular trips expected during the peak hours. In most areas of the City, including the Project Area, if a proposed action is projected to result in 50 or more peak hour vehicular trip ends a traffic analysis is likely to be necessary. Based on preliminary analyses (presented in the Transportation Planning Factors memorandum prepared by Philip Habib Associates, Appendix D), the Charleston Mixed-Use Development program would generate a net increment of approximately 942 vehicle trips per hour (vph) in the weekday AM peak hour, 1,127 vph in the weekday midday peak hour, 1,180 vph in the PM peak hour, and 1,584 vph in the Saturday midday. Since the Proposed Action would generate over 50 vehicle trips during all four peak hours, a detailed analysis of traffic conditions is warranted and will be provided in the EIS. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Air Quality

According to the *CEQR Technical Manual*, air quality may be affected by air pollutants produced from two main sources: mobile sources (e.g., motor vehicles); and stationary sources (e.g., fixed facilities).

Mobile Sources

As stated in the *CEQR Technical Manual*, projects may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create other mobile sources of pollutants (such as diesel trains, helicopters, etc.), or add new uses near mobile sources (roadways, garages, parking lots, etc.). A project may result in significant adverse air quality impacts from mobile sources and, therefore, require further analyses, if (i) the project would generate peak hour auto traffic or divert existing peak hour traffic resulting in 170 or more auto trips in this area of Staten Island, or (ii) if a project would generate more than the posted thresholds of peak hour heavy-duty diesel vehicle traffic trips. The Proposed Action would result in significant amounts of new development and associated vehicle trips. A detailed mobile source air quality impact assessment would therefore need to be performed for an EIS for the proposed Charleston Mixed-Use Development.

Stationary Sources

According to CEQR, projects may result in stationary source air quality impacts when they would create new stationary sources of pollutants (such as emission stacks for industrial plants other large institutional uses), introduce certain new uses near existing (or planned) emissions stacks that may affect the use, or introduce structures near such stacks so that the structures would change the dispersion of emissions from the stacks so that surrounding uses are

affected. For projects that would use fossil fuels for heating/hot water, ventilation, and air conditioning systems, a screening analysis is required.

The Proposed Action would introduce a number of new structures in relative proximity to each other creating the potential for building impacts from vents for HVAC systems. In addition, the Proposed Action would result in sensitive receptors including school and residences in areas adjacent to manufacturing uses. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Greenhouse Gas Emissions

The City’s Greenhouse Gas (GHG) reduction goal was developed as part of PlaNYC for the purpose of planning for an increase in population of almost one million residents while achieving significant greenhouse gas reductions and was codified by the New York City Climate Protection Act (Local Law 22 of 2008). As per CEQR, the Proposed Action meets two criteria under CEQR for determining when a detailed GHG analysis is required: 1) the project is a city action that involves the expenditure of capital funds, and 2) the project involves preparation of an EIS and would also result in the development of greater than 350,000 square feet. The approach to GHG emissions analysis will follow the CEQR guidelines for operational and construction activities and will be performed as part of the more comprehensive EIS for the proposed Charleston Mixed-Use Development.

Noise

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, or if an action is located near a heavily trafficked thoroughfare. A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources. For CEQR purposes, the principal types of noise sources that affect the environment are mobile and stationary sources.

Mobile Sources

Mobile sources are those noise sources (principally automobiles, buses, trucks, aircraft, and trains) that move in relation to a noise-sensitive receptor (such as a residence). Each source has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors. The Proposed Action is not expected to result in impacts or require assessment pertaining to aircraft or train noise.

According to CEQR guidelines, a project would typically need to double the traffic on adjacent streets in order to produce an audible change in noise levels and potentially create a significant adverse mobile source noise impact. Based on the trip generation estimates discussed earlier,

it is likely that the traffic on adjacent streets would double and that a detailed mobile source analysis would be required. Please refer to the attached Scope of Work for a stationary source impact assessment as part of the EIS for the proposed Charleston Mixed-Use Development.

Stationary Sources

Stationary sources of noise do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern for CEQR include machinery or mechanical equipment associated with industrial and manufacturing operations, or building heating, ventilating, and air-conditioning (HVAC) systems. According to CEQR, a detailed analysis of stationary sources may be appropriate if the proposed project would cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, a playground, etc.) to be operating within 1,500 feet of a receptor with a direct line of sight to that receptor, or introduce a receptor in an area with high ambient noise levels resulting from existing stationary sources, such as unenclosed manufacturing activities or other loud uses.

There are major traffic arterials in the vicinity of the Project Area that would act as noise sources, including the West Shore Expressway and the Outer Bridge Crossing approaches. In addition, the Colonial Rifle and Pistol Club directly adjoins the Project Area. Consequently, a detailed stationary noise source analysis would also be required. The "Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed Use Development" provides a fuller description of the proposed assessment approach.

Neighborhood Character

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, zoning, public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. In a neighborhood character assessment under CEQR, the assessment considers how elements of the environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling. An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas presented above, or when the project may have moderate effects on several of the elements that define a neighborhood's character.

The Project Area is predominantly vacant and covered with vegetation. In the future it would be transformed by the construction of new senior housing, retail shopping centers, a library and a school. Thus, the potential for the Proposed Action to generate significant adverse neighborhood character impacts cannot be ruled out. The "Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development" provides a fuller description of the proposed assessment approach.

Public Health

Public health is the organized effort to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. For most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas (such as air quality, water quality, hazardous materials, or noise), no public health analysis is warranted.

The Proposed Action would result in substantial new development on a site that is largely covered with vegetation. It cannot therefore be ruled out that the Proposed Action would result in significant adverse environmental impacts in areas that would affect public health. The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Construction

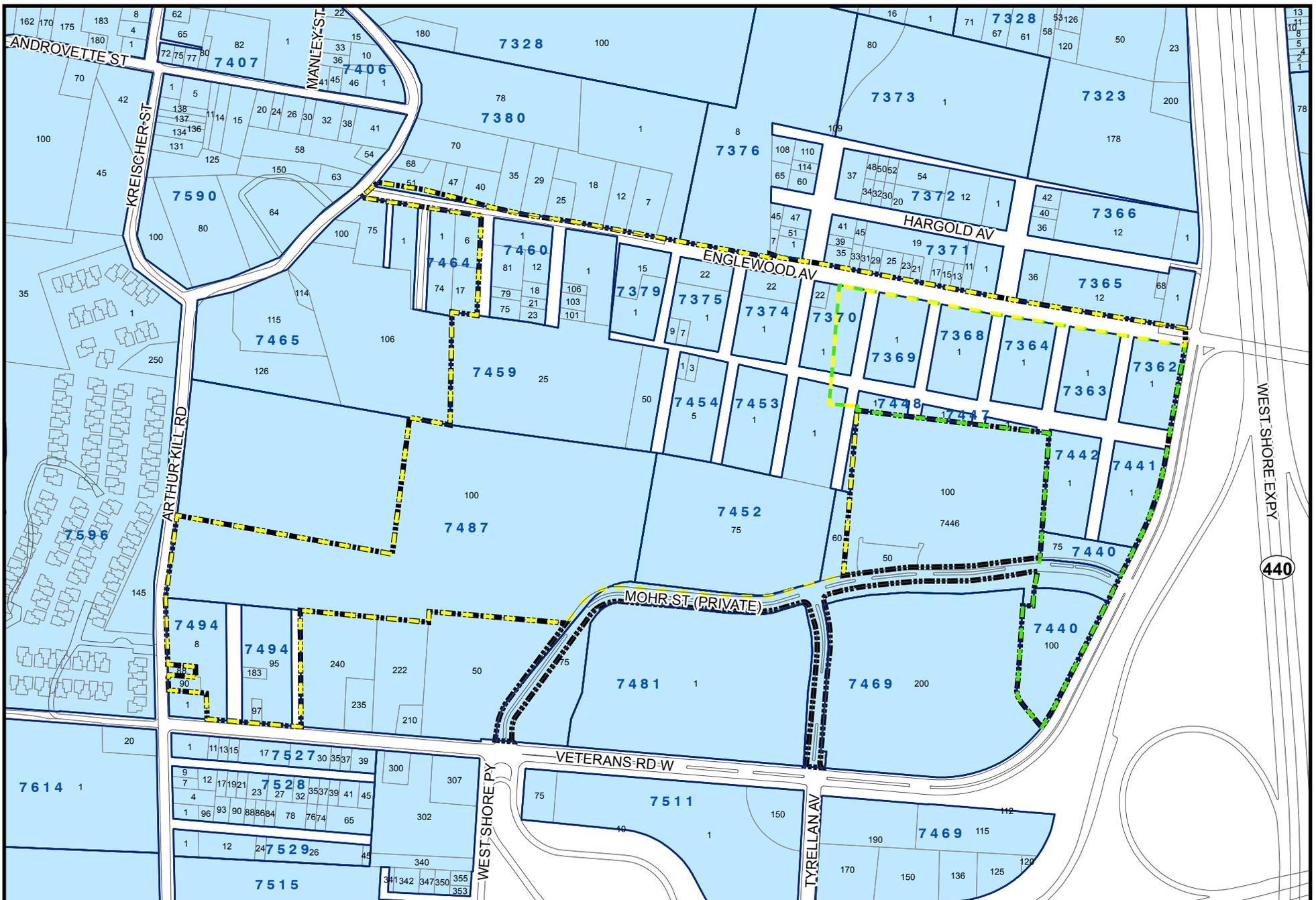
Construction activities, although temporary in nature, may sometimes result in significant adverse impacts. A project’s construction activities may affect a number of technical areas, such as air quality, noise, or traffic. Therefore, a construction assessment relies, to a significant extent, on the methodologies and data gathered for other technical analyses areas as described in previous subsections.

Construction duration is often broken down into short-term (less than two years) and long-term (two or more years), for analysis. Where the duration of construction is expected to be short-term, any impacts resulting from such short-term construction generally do not require a detailed assessment. However, there are instances where a potential impact may occur over a short duration, and may be considered significant because it raises a specific concern. In such instances, a targeted assessment of the relevant technical area may be appropriate.

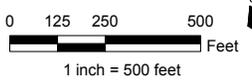
Projects that occur within two years or less would be considered short-term construction projects. As construction activities resulting from the Proposed Action are expected to span in excess of two years, the effect is considered long term. Quantitative analyses would be performed in those technical areas most likely affected by construction activities (including traffic, air quality, and noise). The “Scope of Work for an Environmental Impact Statement for the Proposed Charleston Mixed-Use Development” provides a fuller description of the proposed assessment approach.

Appendix A

Project Area Tax Maps



- Legend**
- Project Area
 - Block Boundary
 - Lot Boundary
 - Development Area
 - 7487 Block Number
 - 100 Lot Number
 - Conservation Area



Charleston Mixed-Use
Development

Tax Map Key



NYC Digital Tax Map

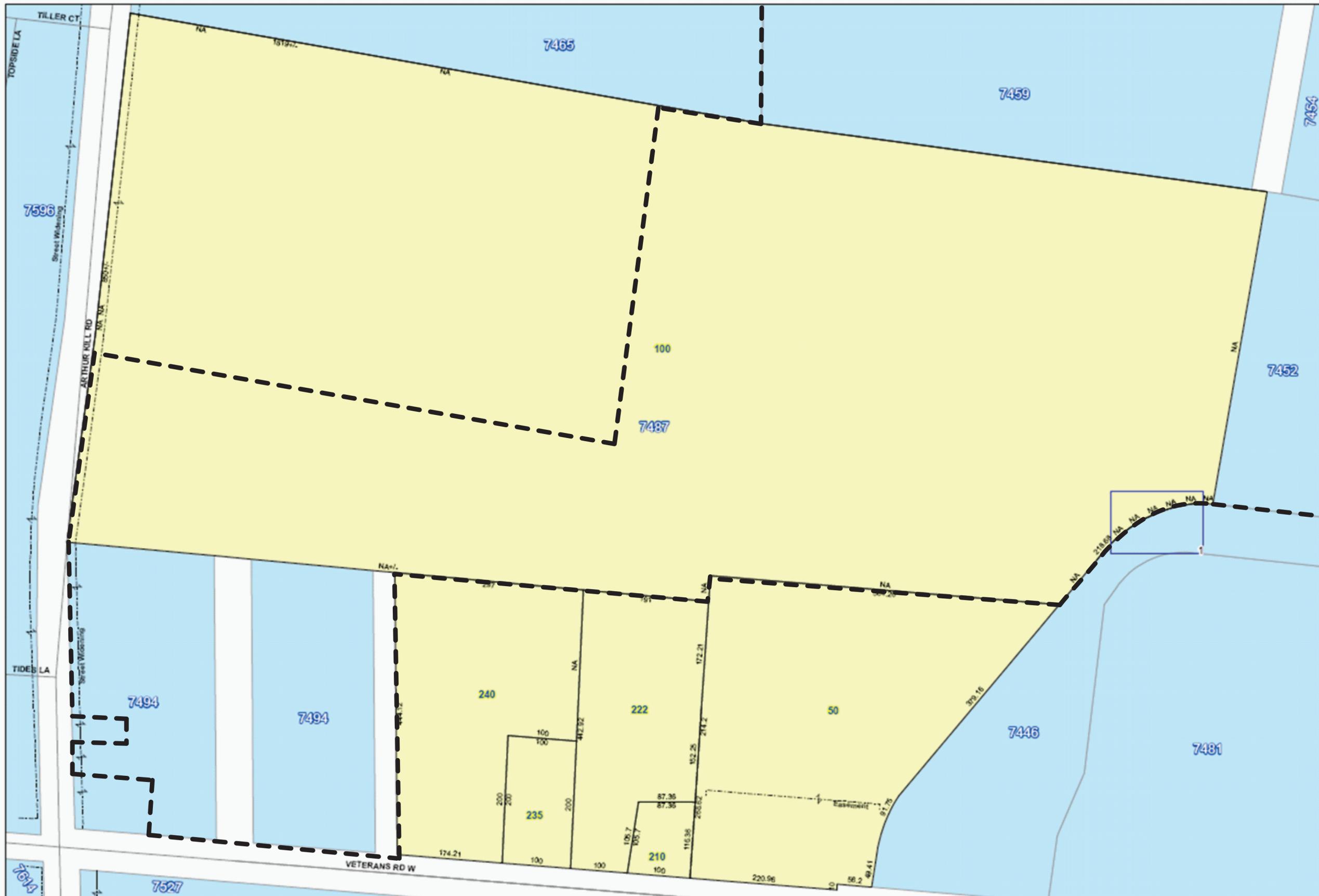
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End Date : Current

Staten Island Block: 7487

Legend

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- Boundary Lines
- ↓ Lot Face Possession Hooks
- Regular
- Underwater
- Yellow Tax Lot Polygon
- Blue Tax Block Polygon
- Development Area





NYC Digital Tax Map

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End Date : Current
Staten Island Block: 7465

Legend

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- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

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 Staten Island Block: 7464

Legend

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- - - - - Boundary Lines
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- Regular
- - - - - Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

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Staten Island Block: 7459

Legend

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- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

Effective Date : 12-07-2008 16:10:13

End Date : Current

Staten Island Block: 7454

Legend

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-  Miscellaneous Text
-  Possession Hooks
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-  Regular
-  Underwater
-  Tax Lot Polygon
-  Condo Number
-  Tax Block Polygon
-  Development Area



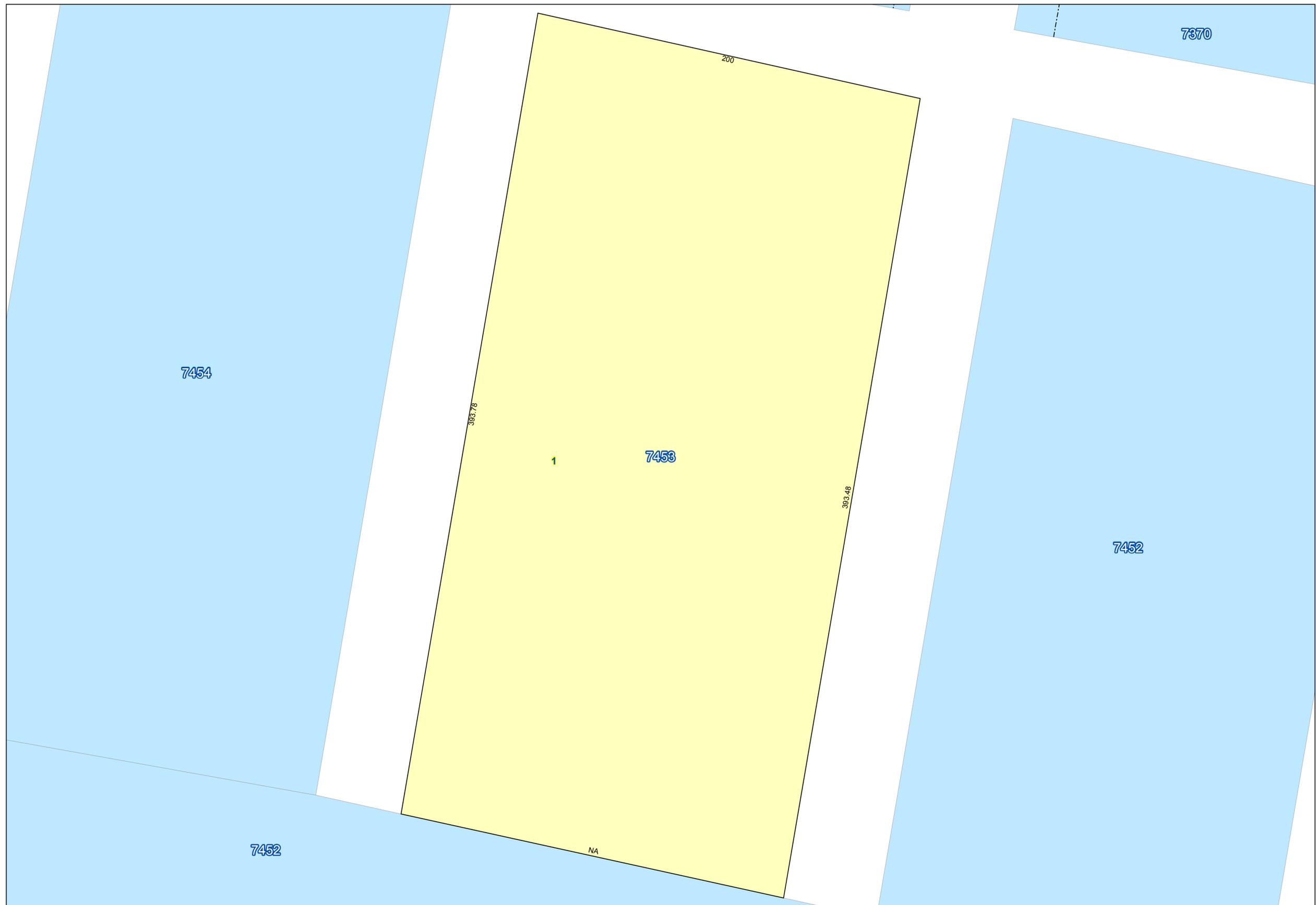


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- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

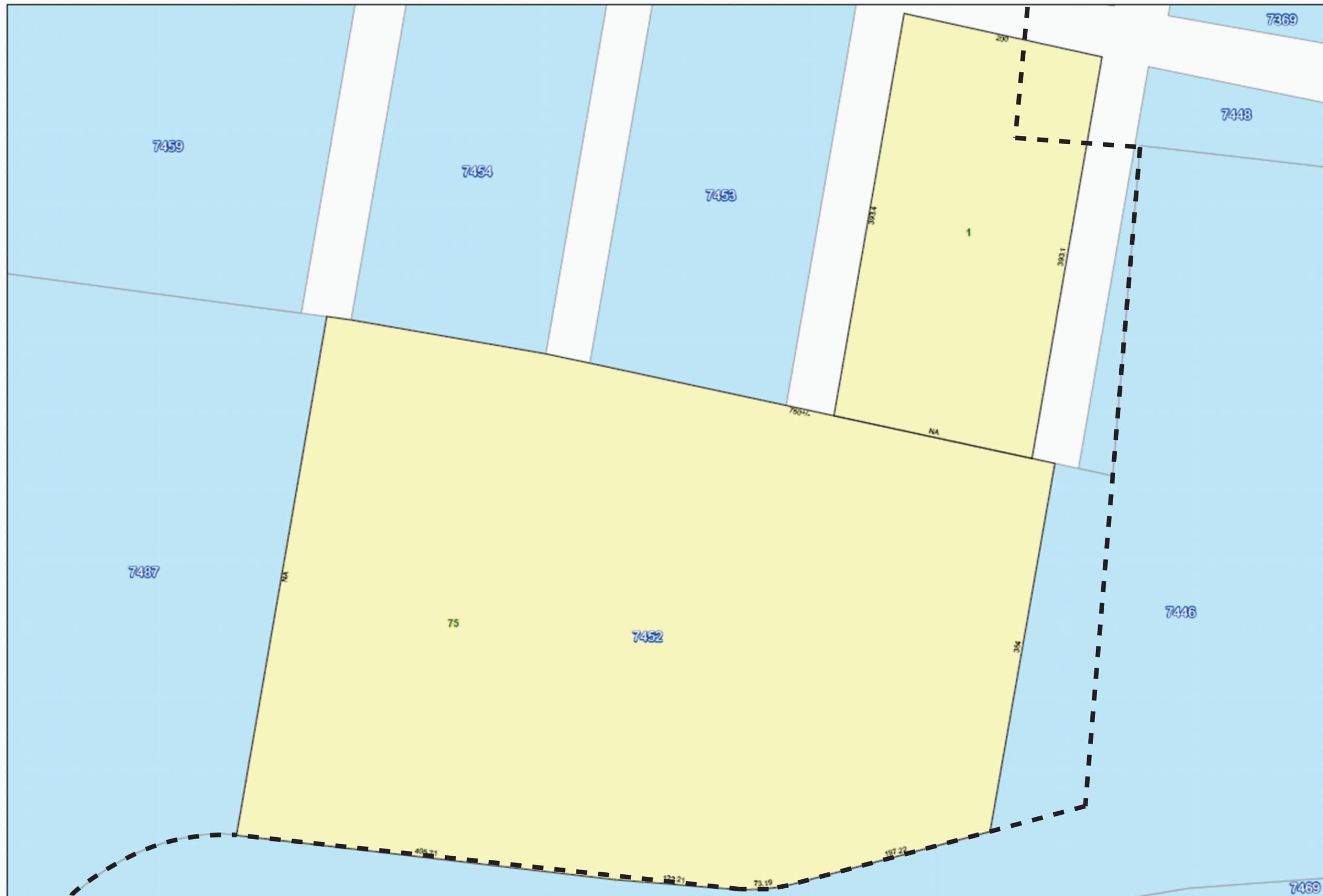
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Staten Island Block: 7452

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- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- - - Development Area





NYC Digital Tax Map

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End Date : Current

Staten Island Block: 7448

Legend

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- Possession Hooks
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- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

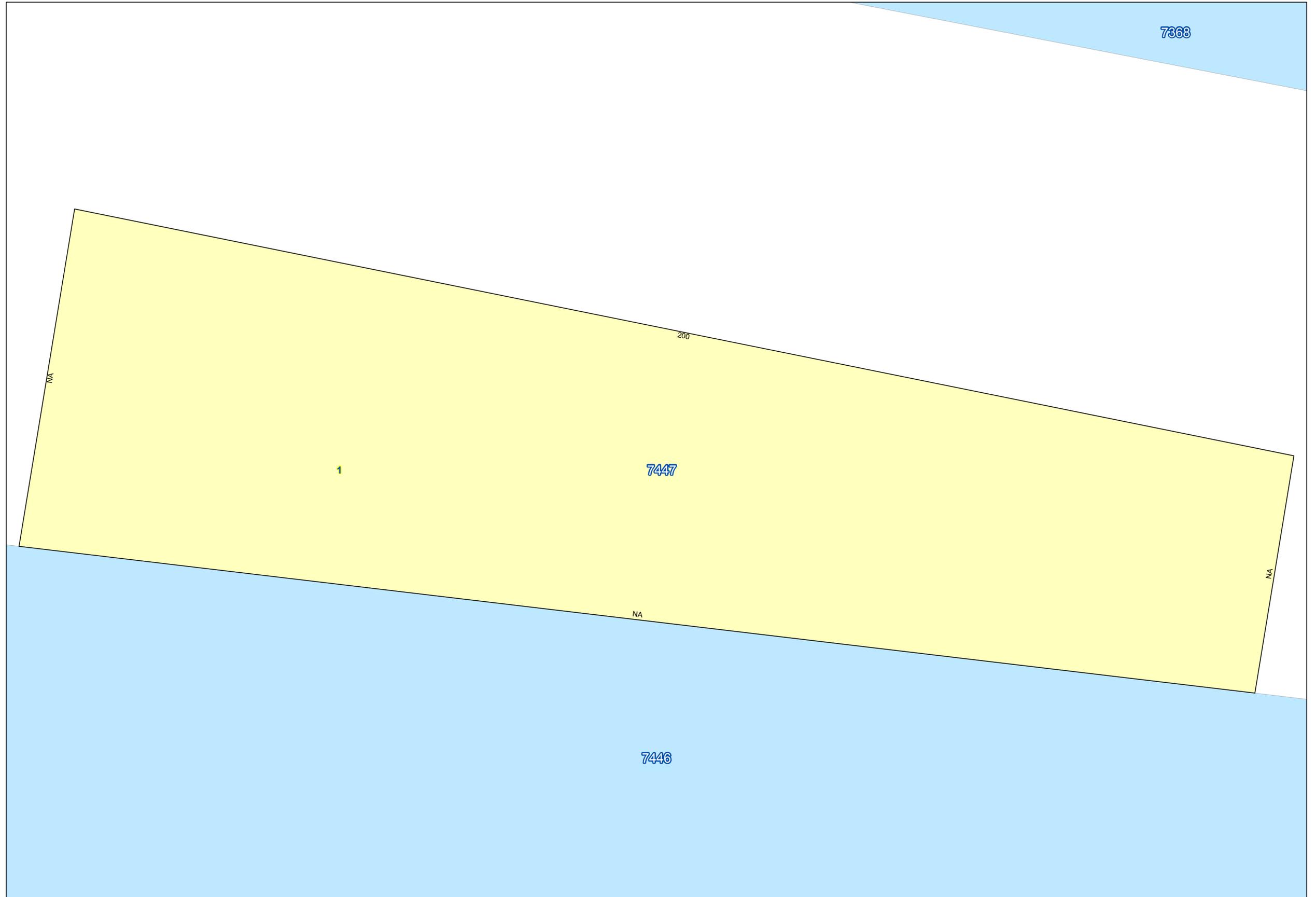
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Staten Island Block: 7447

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- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

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Staten Island Block: 7446

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-  Boundary Lines
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-  Tax Lot Polygon
-  Condo Number
-  Tax Block Polygon
-  Development Area





NYC Digital Tax Map

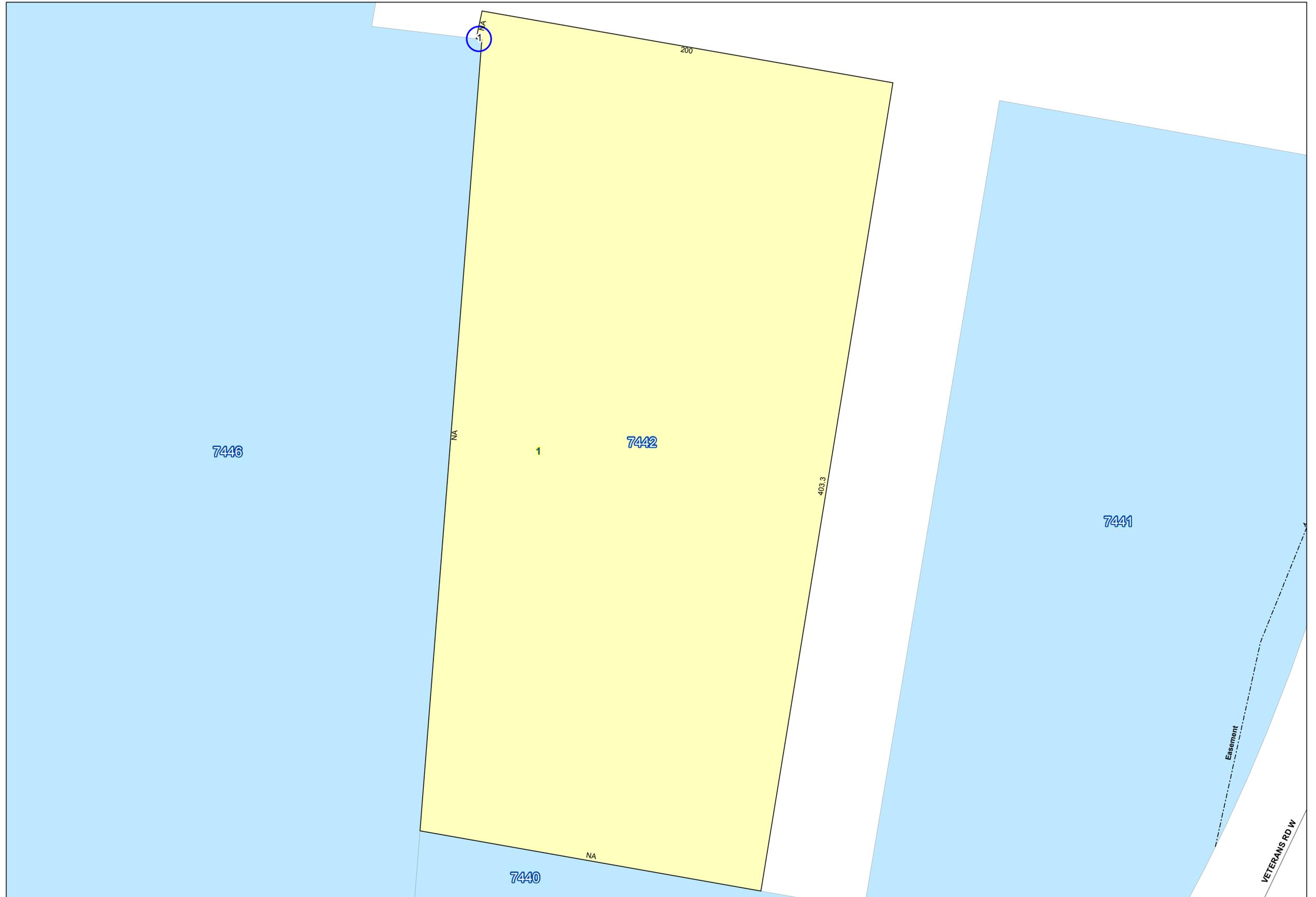
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Staten Island Block: 7442

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- ↓ Lot Face Possession Hooks
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- - - - - Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

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End Date : Current

Staten Island Block: 7441

Legend

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- Possession Hooks
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- Lot Face Possession Hooks
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- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





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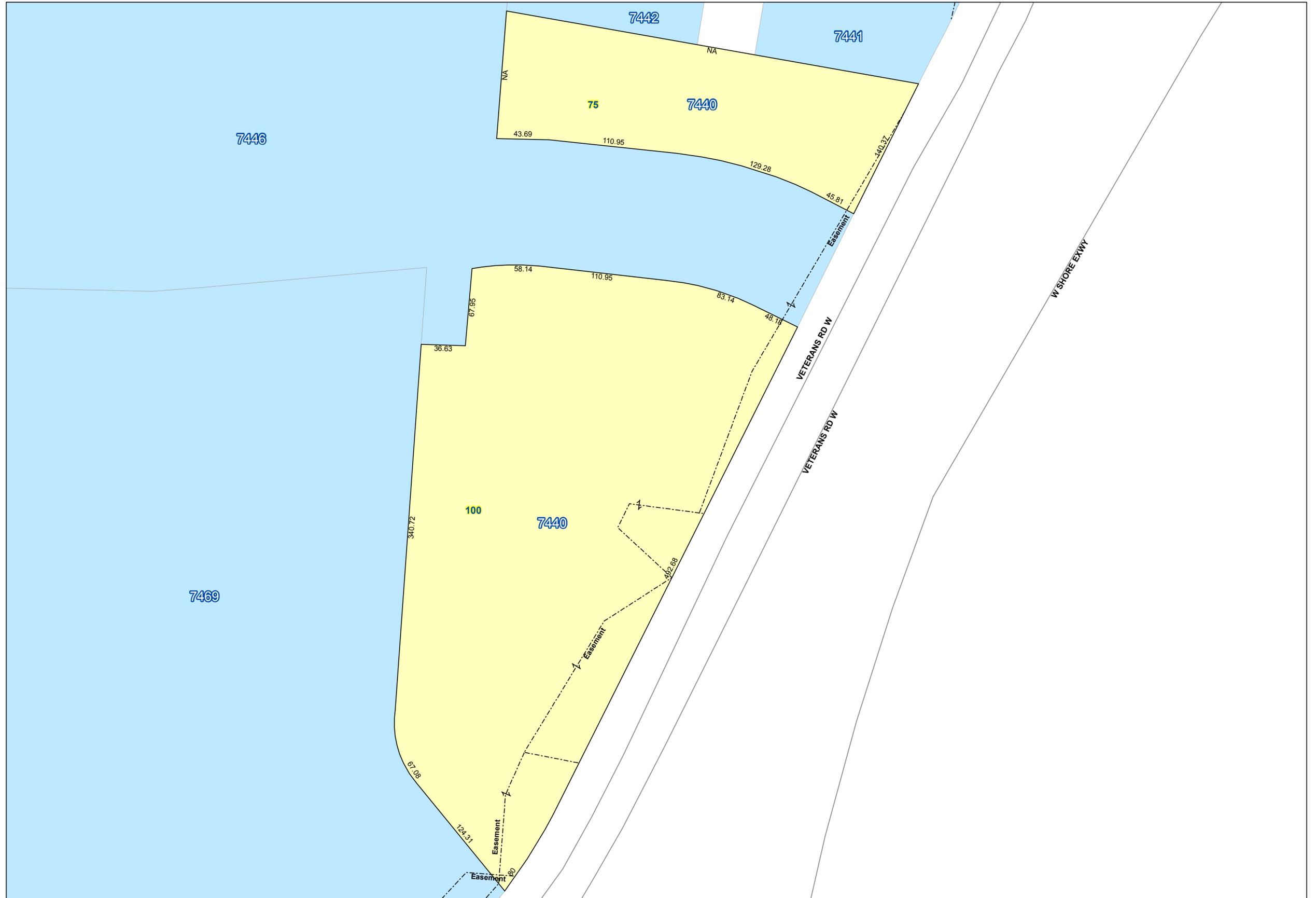
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Staten Island Block: 7440

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- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area



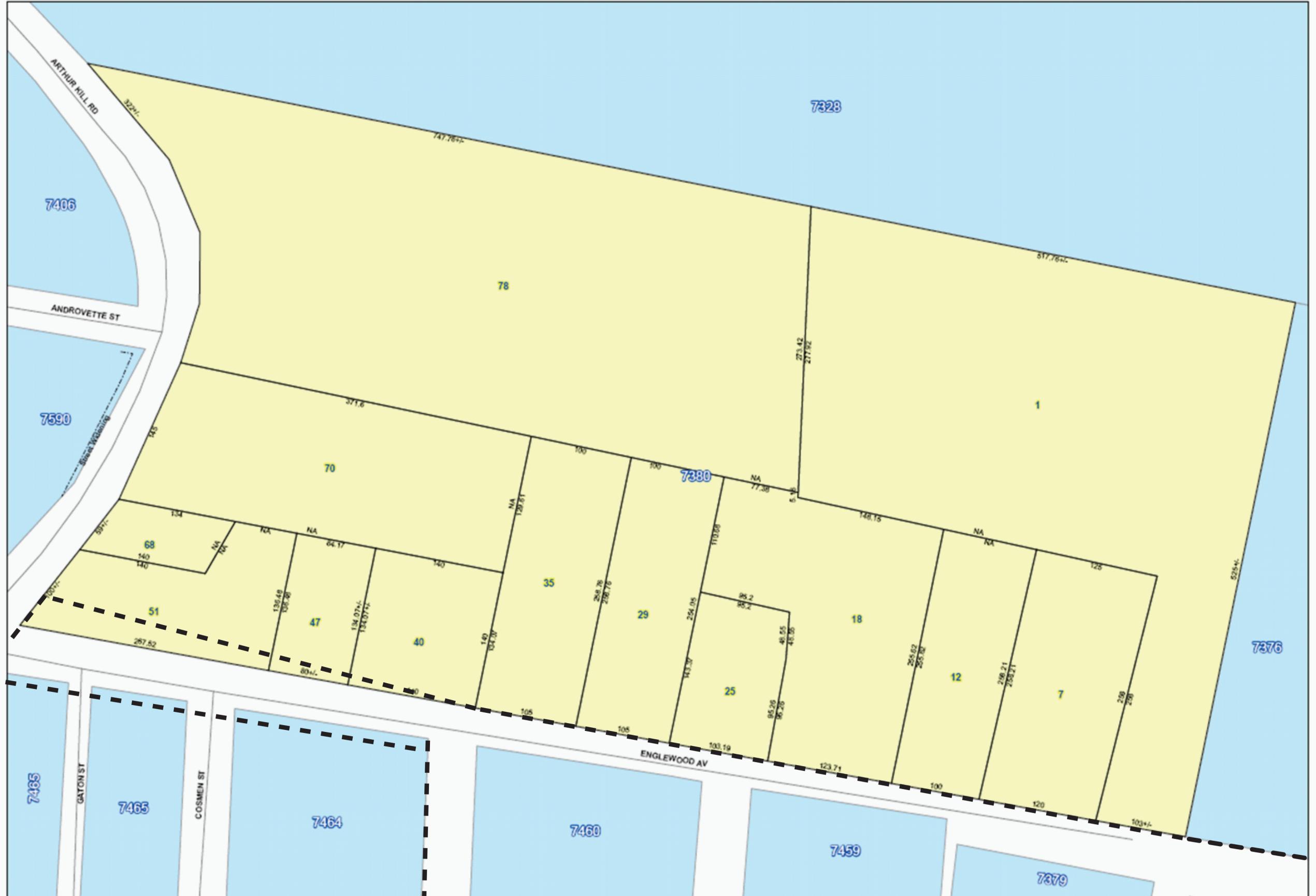


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Legend

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- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

Effective Date : 12-07-2008 16:04:56
End Date : Current

Staten Island Block: 7379

Legend

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- Underwater
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- Condo Number
- Blue Tax Block Polygon
- - - - Development Area

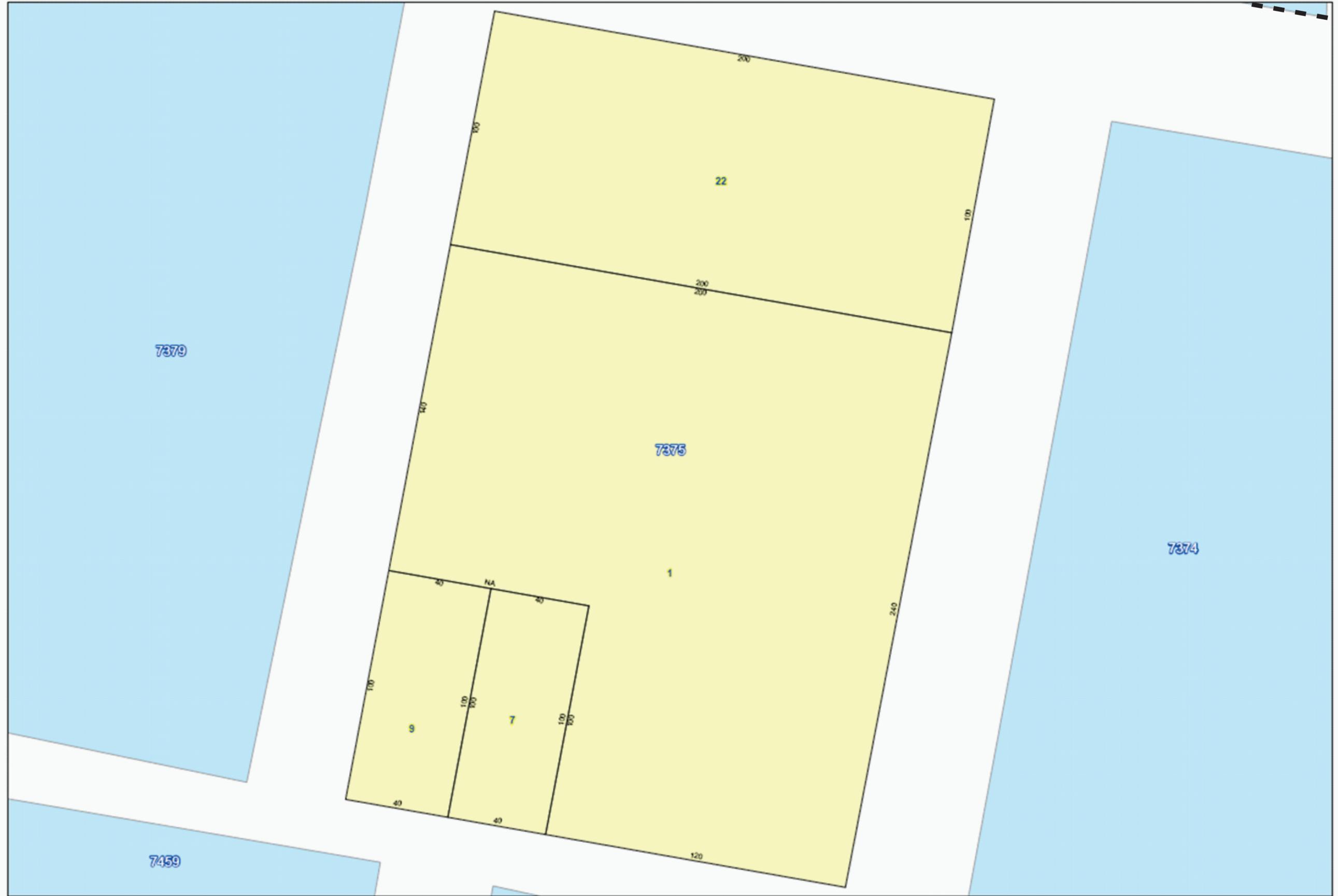




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Staten Island Block: 7375

- Legend
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 - Boundary Lines
 - Lot Face Possession Hooks
 - Regular
 - Underwater
 - Tax Lot Polygon
 - Condo Number
 - Tax Block Polygon
 - Development Area





NYC Digital Tax Map

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End Date : Current
Staten Island Block: 7374

Legend

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- ↓ Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- - - Development Area





NYC Digital Tax Map

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End Date : Current

Staten Island Block: 7370

Legend

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-  Boundary Lines
-  Lot Face Possession Hooks
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-  Tax Lot Polygon
-  Condo Number
-  Tax Block Polygon
-  Development Area





NYC Digital Tax Map

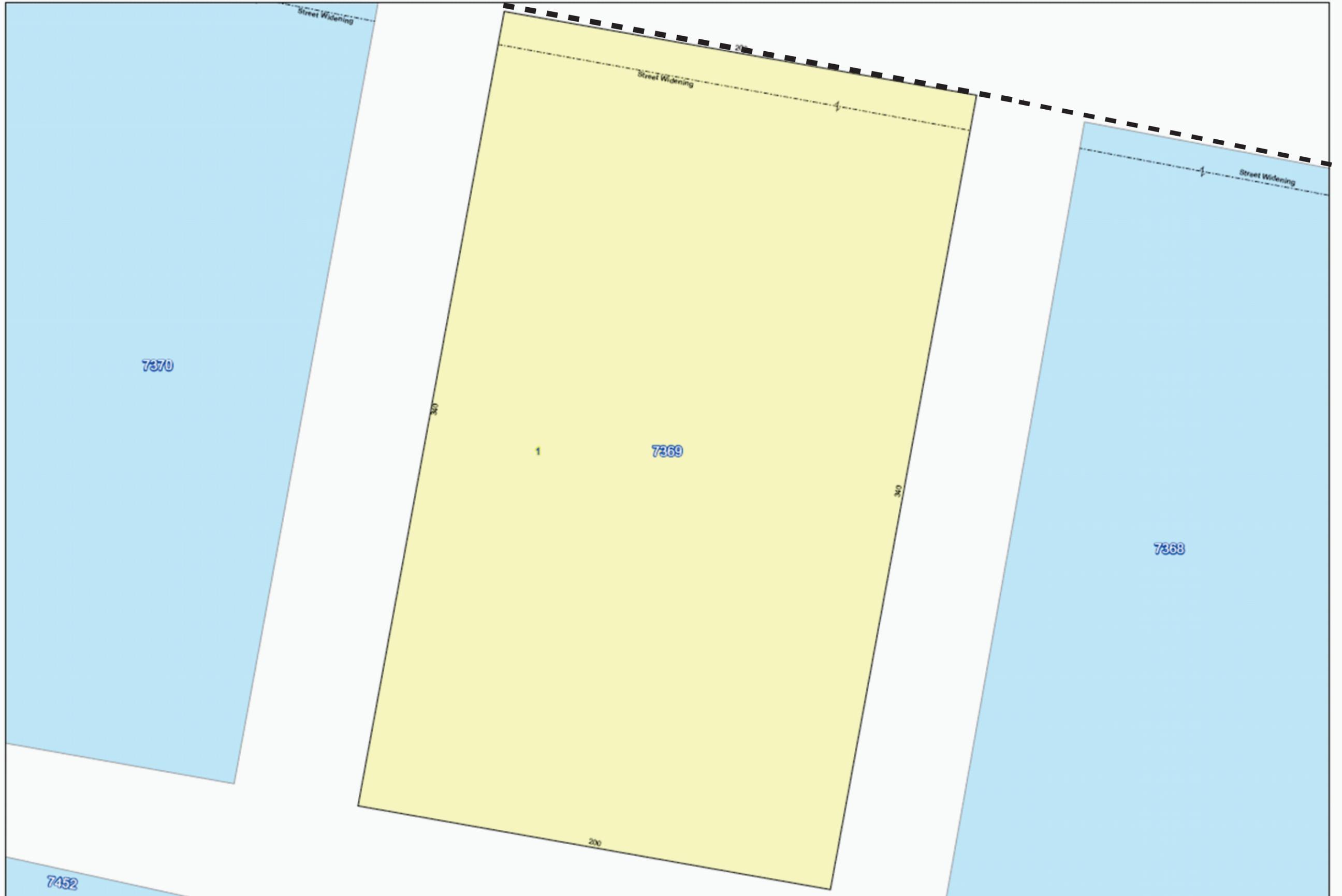
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- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

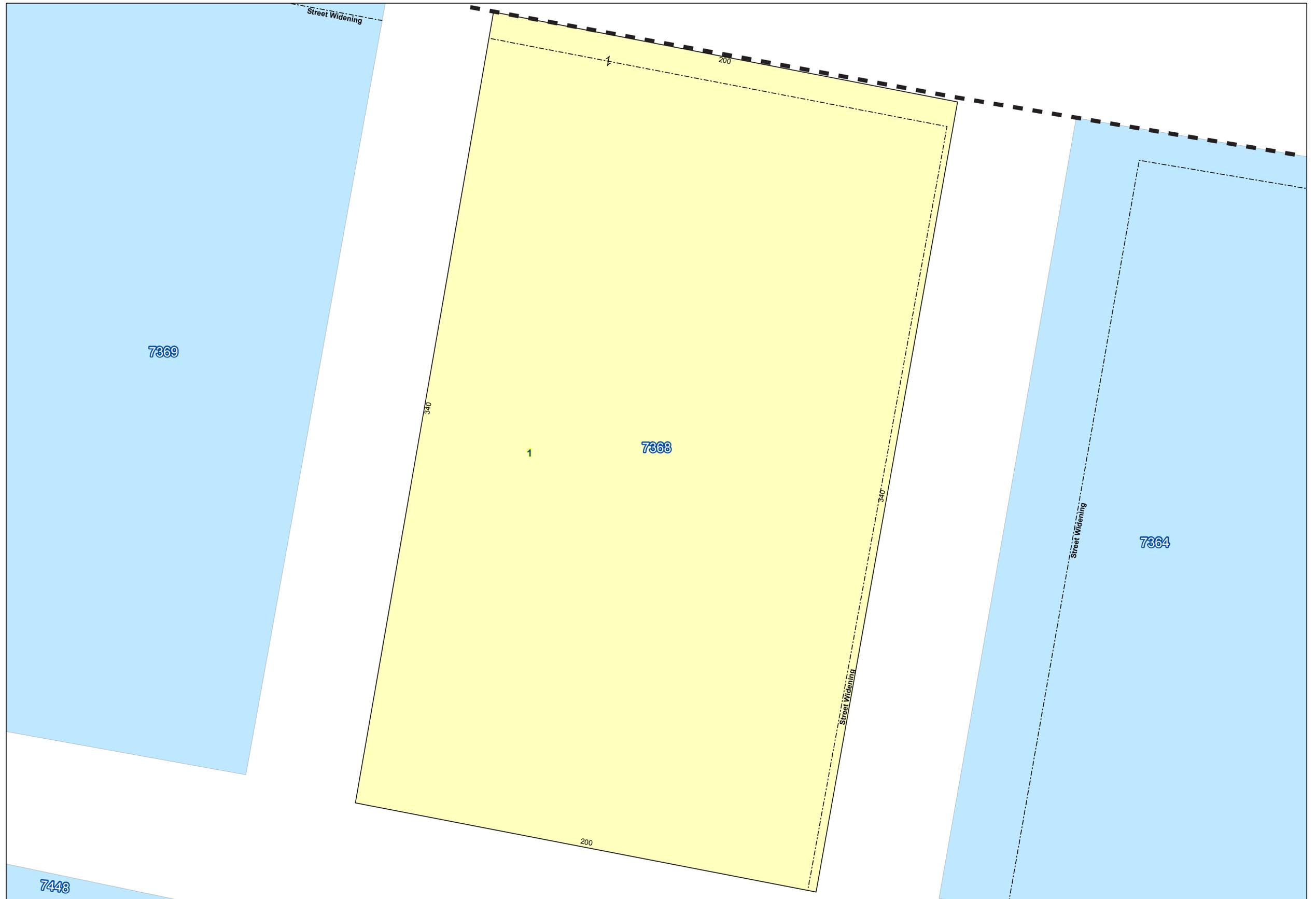
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- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

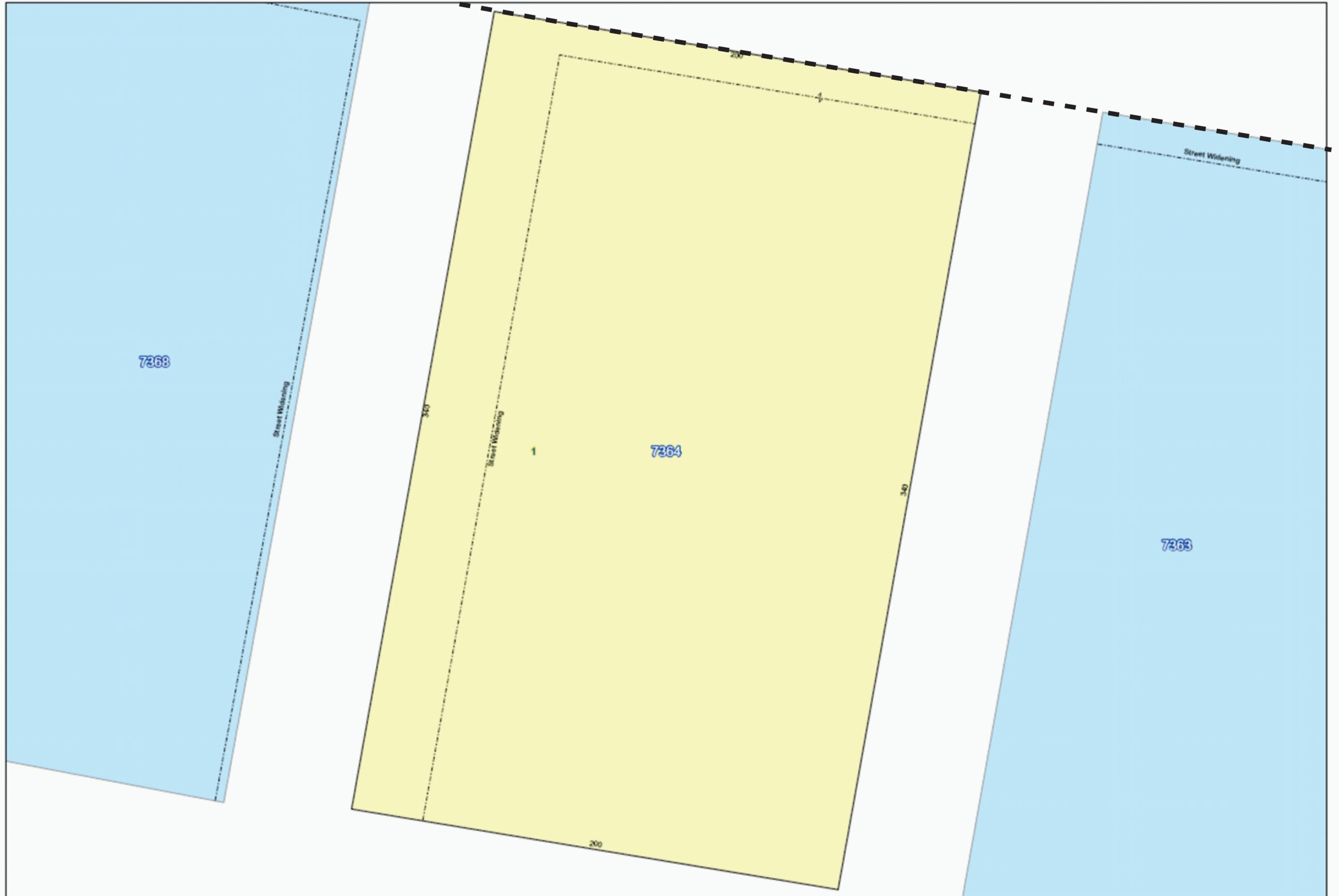
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- Condo Number
- Blue square Tax Block Polygon
- - - Development Area





NYC Digital Tax Map

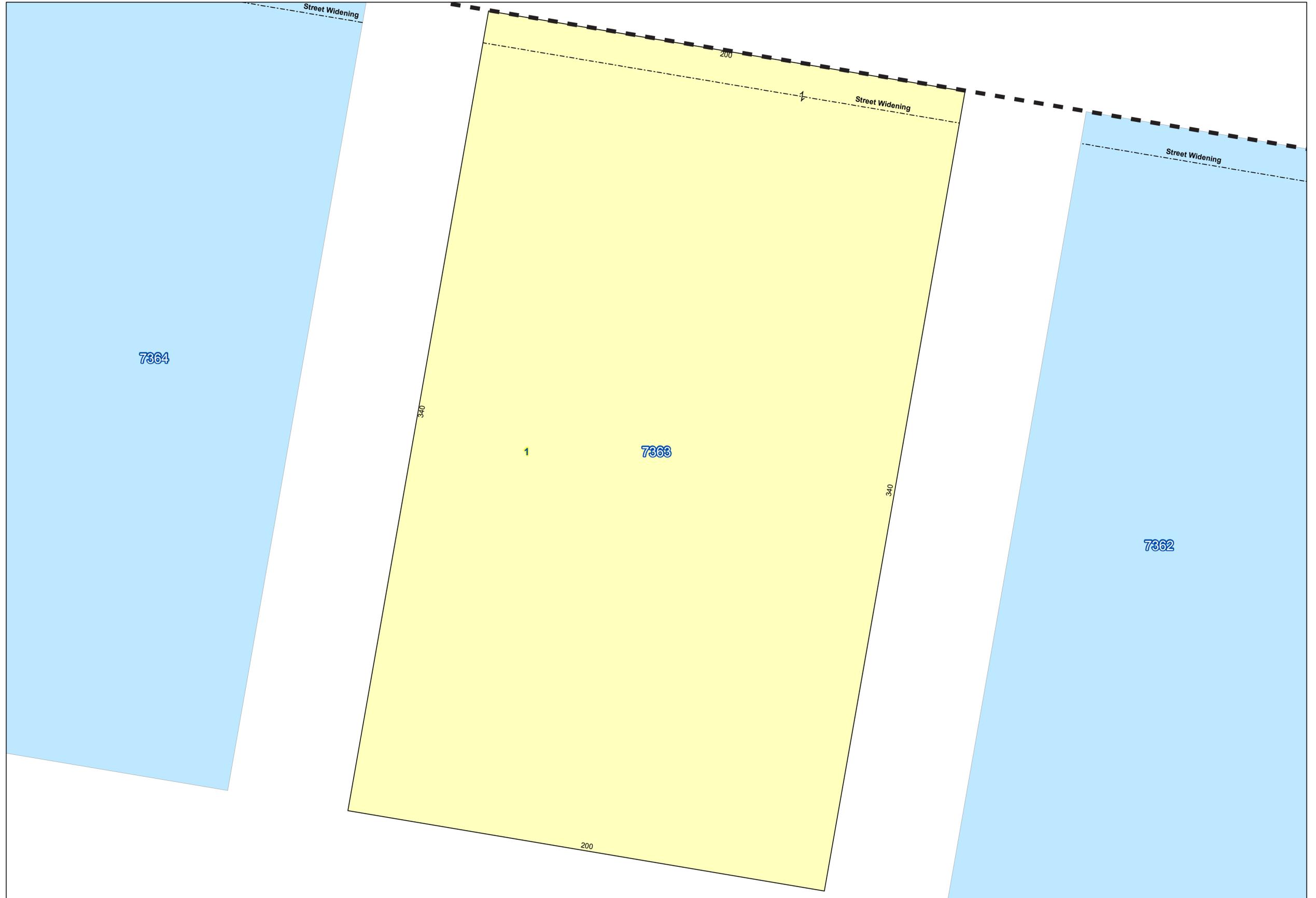
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- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Development Area





NYC Digital Tax Map

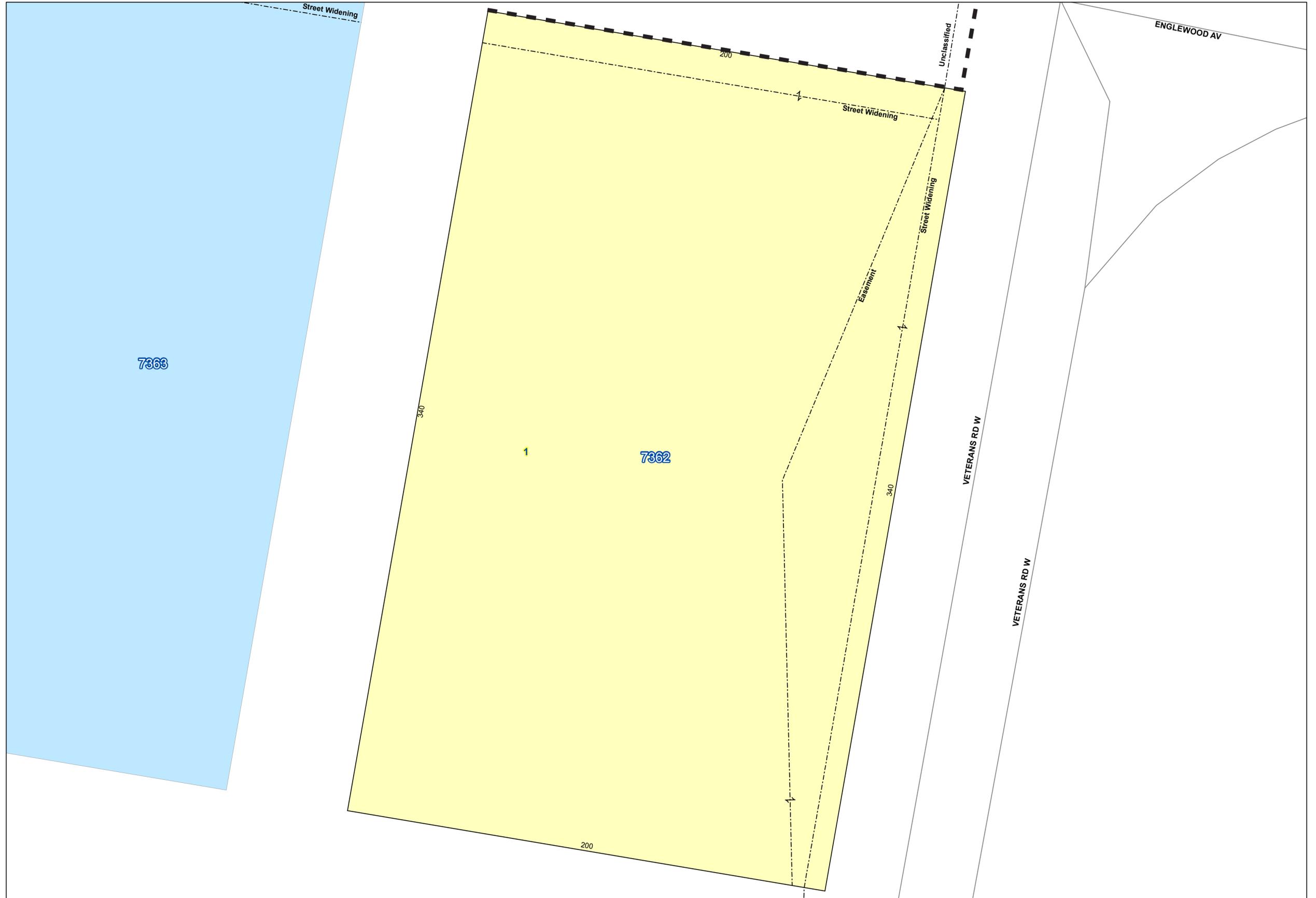
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- Underwater
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- Tax Block Polygon
- Development Area





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Staten Island Block: 7494

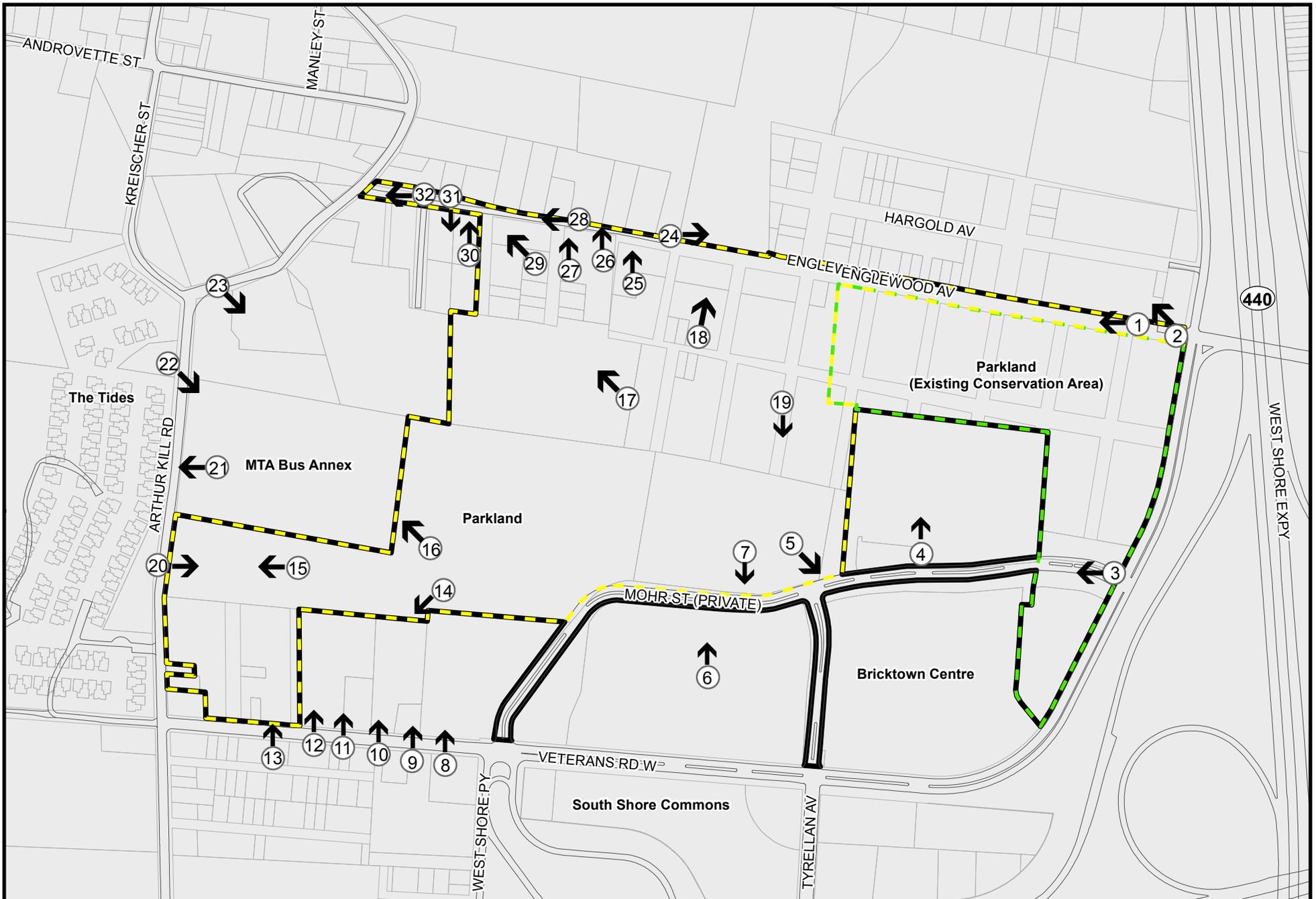
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- Blue Condo Number
- Blue Tax Block Polygon
- - - Development Area



Appendix B

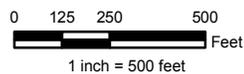
Project Area Photographs



Legend

-  Project Area
-  Development Area
-  Conservation Area

-  Photograph Location



Charleston Mixed-Use
Development

Key to Photographs

Photograph 1



Englewood Avenue west of Veterans Road West, looking west

Photograph 2



Englewood Avenue at Veterans Road West, looking northwest

Photograph 3



Entrance to Bricktown Center from Veterans Road West at Mohr Street, looking west

Photograph 4



Bricktown Center, looking north from Mohr Street, near Tyrellan Avenue

Photograph 5



Bricktown Center from Mohr Street and Tyrellan Avenue, looking southeast toward Home Depot

Photograph 6



Bricktown Center, looking north towards Development Area

Photograph 7



Retail site A, looking south toward Mohr Street and Target

Photograph 8



Veterans Road West, looking north

Photograph 9



Veterans Road West, looking north

Photograph 10



Veterans Road West, looking north

Photograph 11



Existing commercial use, from Veterans Road West looking north

Photograph 12



Veterans Road West near Arthur Kill Road, looking north

Photograph 13



Veterans Road West near Arthur Kill Road, looking north

Photograph 14



From Site B looking southwest toward Veterans Road West

Photograph 15



Retail Site B, looking west towards Arthur Kill Road

Photograph 16



Looking northwest towards the MTA bus annex

Photograph 17



Foundation remains near proposed senior housing parcel

Photograph 18



Eastern edge of proposed school site, looking north towards Englewood Avenue

Photograph 19



Typical interior trail, near site of the proposed school looking south

Photograph 20



Western edge of proposed Retail Site B, from Arthur Kill Road looking east

Photograph 21



The Tides residential community, looking west from Arthur Kill Road

Photograph 22



East side of MTA bus annex, looking east from Arthur Kill Road

Photograph 23



Kreischer Mansion, looking southeast from Arthur Kill Road at Kreischer Street

Photograph 24



Terminus of Englewood Avenue, looking east

Photograph 25



Englewood Avenue, looking north

Photograph 26



Residences on Englewood Avenue, looking west

Photograph 27



Englewood Avenue, looking north

Photograph 28



Englewood Avenue, looking north

Photograph 29



Englewood Avenue, looking northwest

Photograph 30



Residence on Englewood Avenue, looking north

Photograph 31



Englewood Avenue, looking south

Photograph 32



Englewood Avenue, looking south

Appendix C

Waterfront Revitalization Consistency Review



NEW YORK CITY DEPARTMENT OF CITY PLANNING
 MAPPED STREETS AS OF JUNE 6, 1982
 SHORELINE AND WATER BODIES AS OF JANUARY 1, 1998

NEW YORK CITY MAPPED STREETS: SECTION 32
 STATEN ISLAND, BOROUGH OF RICHMOND, RICHMOND COUNTY



- Legend**
- Project Area
 - Development Area
 - Conservation Area

Charleston Mixed-Use
 Development

Coastal Zone Boundary

For Internal Use Only:

WRP no. _____

Date Received: _____

DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: _____
2. Address: _____
3. Telephone: _____ Fax: _____ E-mail: _____
4. Project site owner: _____

B. PROPOSED ACTIVITY

1. Brief description of activity:

2. Purpose of activity:

3. Location of activity: (street address/borough or site description):

Proposed Activity Cont'd

- 4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

- 5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

- 6. Will the proposed project require the preparation of an environmental impact statement?
 Yes _____ No _____ If yes, identify Lead Agency:

- 7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

C. COASTAL ASSESSMENT

Location Questions:

Yes No

- 1. Is the project site on the waterfront or at the water's edge? _____
- 2. Does the proposed project require a waterfront site? _____
- 3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters? _____

Policy Questions

Yes No

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

- 4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1) _____
- 5. Is the project site appropriate for residential or commercial redevelopment? (1.1) _____
- 6. Will the action result in a change in scale or character of a neighborhood? (1.2) _____

Policy Questions cont'd

Yes No

7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3) _____
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2) _____
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2) _____
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1) _____
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2) _____
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2) _____
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3) _____
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3) _____
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1) _____
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2) _____
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3) _____
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2) _____
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1) _____
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2) _____
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2) _____
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3) _____
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4) _____
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5) _____
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1) _____
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1) _____
27. Will any activity associated with the project generate nonpoint source pollution? (5.2) _____
28. Would the action cause violations of the National or State air quality standards? (5.2) _____

Policy Questions cont'd

Yes No

29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)

30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)

31. Would the proposed action have any effects on surface or ground water supplies? (5.4)

32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)

33. Would the action result in any construction activities that would lead to erosion? (6)

34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)

35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)

36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)

37. Would the proposed project affect a non-renewable source of sand ? (6.3)

38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)

39. Would the action affect any sites that have been used as landfills? (7.1)

40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)

41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)

42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)

43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)

44. Would the action result in the provision of open space without provision for its maintenance? (8.1)

45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)

46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)

47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)

48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)

49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)

50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: _____

Address: _____

_____ Telephone _____

Applicant/Agent Signature: _____ Date: _____

Waterfront Revitalization Consistency Review Additional Assessment of Policies

Proposed actions subject to CEQR that are located within the designated boundaries of the New York City's Coastal Zone must be assessed for their consistency with the City's Local Waterfront Revitalization Program (LWRP). This program establishes New York City's Coastal Zone boundaries and was adopted in coordination with local, state and federal laws and regulations. Its policies address the following ten issues: 1) residential and commercial development; 2) water-dependant and industrial uses; 3) commercial and recreational boating; 4) coastal ecological systems; 5) water quality; 6) flooding and erosion; 7) solid waste and hazardous substances; 8) public access; 9) scenic resources; and 10) historical and cultural resources. The Project Area lies within the designated New York City Coastal Zone boundary. Actions located within New York City's Coastal Management Zone generally require submission of the New York City Waterfront Revitalization Program Consistency Assessment Form. This form is intended to assist an applicant in certifying that a proposed project is consistent with the LWRP. The completed form and accompanying information is used by New York City and State agencies to review the applicant's certification of consistency. A copy of the completed form has been attached.

Based on the answers to questions on the Consistency Assessment Form, the Charleston Mixed-Use Development warrants further assessment of policies 1.1, 1.2, 4.2, 4.3, 7, 7.3, 8, and 10. Therefore, an assessment of the project's consistency with these policies is listed below. The remaining policies are not applicable to the Proposed Action.

WRP Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The Proposed Action would result in the construction of both commercial and residential development on a currently underused property. The residential portion would consist of senior housing, currently envisioned to include no more than 162 units. The housing would be part of a comprehensive development plan including retail stores which, upon full development, would occupy approximately 275,000 square feet. Thus, the Proposed Action would be consistent with, and support WRP Policy 1.1.

WRP Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.

The Proposed Action, although not along the waterfront, includes the mapping and development of 22 acres of new parkland and the additional mapping of an existing 20 acre conservation area as parkland. The new recreational opportunities afforded by the park would attract the public to an area that was previously vacant and inaccessible. The Proposed Action would therefore be consistent with this policy.

WRP Policy 4.2: Protect and restore tidal and freshwater wetlands.

The Development Area contains several freshwater wetlands. The proposed site plan has been created in a manner which will protect wetlands to the maximum extent possible. The most significant wetland areas will be integrated as centerpieces within the proposed parkland and as undeveloped areas on the school and housing sites.

WRP Policy 4.3: Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

According to earlier site surveys, there were 12 animal species and 11 plant species present in the Project Area that have been designated as rare, special concern, threatened or endangered. Many of these were found in higher concentrations at the center of the Development Area. The overall plan for the Development Area locates the proposed 22-acre new park centrally in a manner intended to maximize the preservation of species. The Proposed Action would therefore be consistent with this policy.

WRP Policy 7: Minimize environmental degradation from solid waste and hazardous substances.

The Development Area would be occupied by retail, residential, open space, and community facility uses. None of these projected uses are expected to handle more than incidental amounts of waste materials that would be considered hazardous. Waste generated by the school, residences and park would be collected and disposed of by the NYC Department of Sanitation (DSNY). The waste generated by the commercial retail businesses would be collected by private carters licensed by the City of New York. Thus, the Proposed Action would be consistent with this policy.

WRP Policy 7.3: Transport solid waste and hazardous substances and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

The Proposed Action would not involve a solid waste facility. As noted above, waste generated by the school, residences and park would be collected and disposed of by the DSNY. The waste generated by the commercial retail businesses would be collected by private carters licensed by the City of New York. Thus, the Charleston Mixed-Use Development would be consistent with this policy.

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

The Proposed Action does not directly affect access to or along New York City's coastal waters. It does, however, adjoin two public open spaces: the Clay Pit Ponds State Park Preserve and an approximately 20-acre existing conservation area adjoining Veterans Road West. The Proposed Action includes a new 22-acre park adjoining the conservation area as well as the mapping of both as parkland. Through this connection, the value of all three open spaces would be enhanced. The Proposed Action would be consistent with this policy.

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

The Proposed Action could potentially result in the disturbance and removal of some historic-era resources related to the Kreischer Estate in the Project Area. If such resources are found to exist, the Proposed Action would lead to potentially significant adverse historic and cultural resources impacts. Mitigation measures would be proposed that would serve to mitigate these impacts.

**Appendix D
Transportation Assumptions Memo;
Philip Habib Associates, Inc.**



TRANSPORTATION PLANNING FACTORS MEMO

To: Matt Mason, NYCEDC
From: Seth Wright, Philip Habib & Associates
Date: September 21, 2012
Re: **Preliminary Charleston Redevelopment Transportation Planning Assumptions (#1121A)**

Project Site

The project site (see Figure 1) is located in the Charleston area of Staten Island and is bounded by Veterans Road West to the south and east, Arthur Kill Road to the west and the proposed Englewood Avenue to the north. This area of Staten Island has direct access to the West Shore Expressway and the Korean War Veterans Parkway. The Outerbridge Crossing is also very close to the project site; however, the toll may keep most New Jersey customers from traveling over the bridge to the retail stores.

The proposed project is planned to include approximately 275,000 gross square-foot (gsf) of destination retail, which are divided into two separate areas of Site A and Site B (together they are approx. 16.5 acres), a 15,000 gross square foot library on Site A, 162 senior housing units (9 acres), a 750 student elementary and middle school (7 acres) and a 22 acre park. Figure 1 shows the five development sites. In addition to the five development sites, the proposed project also includes the mapping and construction of a new road leading from Arthur Kill Avenue to Retail Site A and the mapping and construction of Englewood Avenue as a new east-west connection between Arthur Kill Road and Veterans Road West and also to provide access to the proposed school and senior housing sites. Finally, the actions include the mapping of the adjacent privately-owned Mohr Street and Tyrellan Avenue.

Transportation Planning Assumptions & Travel Demand Forecasts

Table 1 shows the transportation planning assumptions used in the forecast for the Proposed Project in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. The table provides the daily generation rates, mode choice, as well as hourly and directional patterns. These transportation planning assumptions were based on standard CEQR criteria, standard professional references, Census data and studies that have been used in previous EASs and EISs for projects with similar uses in nearby areas of Staten Island, including the Bricktown Centre FEIS completed in 2002. Based on these demand analysis patterns and the scale of the residential, retail and school components of the project, a Saturday midday analysis is included to complement the weekday AM, midday, and PM peak hours analysis.

Table 2 provides the overall resulting trip generation for the development program for the three weekday peak hours and one weekend peak hour for person trips for each mode of transportation and for vehicles trips for autos, taxis, and trucks.

TABLE 1
Charleston Redevelopment - Preliminary Transportation Demand Assumptions

Land Use:	<u>Senior Housing</u>		<u>Shopping Center A</u>		<u>Shopping Center B</u>		<u>School</u>		<u>Park</u>		<u>Library</u>	
Size/Units:	162 DU		185,000 gsf		90,000 gsf		750 Students 58 Staff		7.5 Acres active space 14.5 Acres passive space		15,000 gsf	
Trip Generation:	(3)		(3)		(3)		(5)		(3)		(11)	
Weekday	8.075		78.2		78.2		2 2		139 44		56.24	
Saturday	9.6		92.5		92.5		0 0		196 62		46.55	
	per DU		per 1,000 sf		per 1,000 sf		per student/staff		per acre active/passive space		per 1,000 sf	
Temporal Distribution:	(3)		(3)		(3)		(7)		(3)		(11)	
AM	10.0%		3.0%		3.0%		50.0% 50.0%		3.0%		7.95%	
MD	5.0%		9.0%		9.0%		0.0% 0.0%		5.0%		15.0%	
PM	11.0%		9.0%		9.0%		2.5% 2.5%		6.0%		12.8%	
SatMD	8.0%		11.0%		11.0%		0.0% 0		6.0%		14.5%	
Modal Splits:	(2)		(4)		(4)		(5)		(10)		(14)	
	AM/MD/PM/SAT		AM/MD/PM/SAT		AM/MD/PM/SAT		Student Staff		AM/MD/PM/SAT		AM/MD/PM/SAT	
Auto	68.5%		95.1%		95.1%		0.0% 83.0%		90.0%		86.3%	
Auto (dropoff)/Taxi	0.0%		1.5%		1.5%		36.0% 0.0%		0.0%		0.3%	
Rail	5.0%		1.2%		1.2%		0.0% 0.0%		0.0%		3.1%	
Bus	21.5%		1.2%		1.2%		4.0% 11.0%		5.0%		6.8%	
Schoolbus	0.0%		0.0%		0.0%		34.0% 0.0%		0.0%		0.0%	
Walk/Bike/Other	5.0%		1.0%		1.0%		26.0% 6.0%		5.0%		3.5%	
	100.0%		100.0%		100.0%		100.0% 100.0%		100.0%		100.0%	
In/Out Splits:	(1)		(4)		(4)		(5)		(10)		(11)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	36.0%	64.0%	63%	38%	63%	38%	100.0%	0.0%	55.0%	45.0%	71.0%	29.0%
MD	50.0%	50.0%	54%	46%	54%	46%	0.0%	0.0%	50.0%	50.0%	50.0%	50.0%
PM	60.0%	40.0%	52%	48%	52%	48%	0.0%	100.0%	45.0%	55.0%	48.0%	52.0%
Sat MD	50.0%	50.0%	54%	46%	57%	43%	0.0%	0.0%	50.0%	50.0%	53.0%	47.0%
Vehicle Occupancy:	(2)		(4)		(4)		(5)		(10)		(9)	
							Student Staff		Active Passive			
Auto	1.16		1.45		1.45		1.3 1.3		2.5 2.5		1.45	
Taxi	-		1.60		1.60		1.3 1.3		-		1.60	
Truck and School Bus Trip Generation	(3)		(3)		(3)		(6) (8)		(9)		(13)	
							School Bus Truck					
Weekday	0.06		0.35		0.35		30 0.04		0.02		0.32	
Saturday	0.02		0.04		0.04		Students per bus Trucks per seat		0.02		0.32	
	per DU		per 1,000 sf		per 1,000 sf				per acre		per 1,000 sf	
	(3)		(3)		(3)		(6) (8)		(9)		(13)	
AM	12.0%		8.0%		8.0%		100.0% 9.7%		6.0%		9.7%	
MD	9.0%		11.0%		11.0%		0.0% 7.8%		6.0%		7.8%	
PM	2.0%		2.0%		2.0%		100.0% 5.1%		1.0%		5.1%	
Sat MD	9.0%		11.0%		11.0%		0.0% 0.0%		1.0%		0.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM/MD/PM/Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

- (1) Based on ITE Trip Generation, Land Use 252 (Senior Housing, Attached), 8th Edition.
- (2) Model split and vehicle occupancy data are based on 2006-2010 American Community Survey 5-year estimates.
- (3) 2012 City Environmental Quality Review (CEQR) Technical Manual.
- (4) Gateway Estates II FEIS
- (5) Based on the P.S. 62R FEIS. Trips occurring in 8-9 AM and 5-6 PM. 100% attendance rate assumed in the trip forecast summary.
- (6) Full-sized schoolbus was assumed in this forecast with vehicle occupancy of 30 students
- (7) Riverside Center FEIS
- (8) Hunters Point South FEIS
- (9) Fairview Park EAS
- (10) Fresh Kills FEIS
- (11) Library trip generation rates, In/Out Splits, and Saturday temporal distribution Based on ITE Trip Generation, Land Use 590 (Library), 8th Edition.
- (12) Vehicle Occupancy for the Library assumed to be similar to Destination Retail Site A (the library is located on the same parcel)
- (13) Truck Trips for Library assumed to be similar to that of the school
- (14) Based on 2000 Census Reverse Journey to Work for Staten Island Tract 022600

TABLE 2
Charleston Redevelopment - Preliminary Trip Generation

Land Use:	Senior Housing		Shopping Center Sites A&B (1)				School (2)				Park				Library		Total			
Size/Units:	162	DU	185,000	gsf	90,000	gsf	750	Students	58	Staff	7.5	Acres active space	14.5	Acres passive space	15,000	gsf				
Peak Hour Trips:																				
AM	131		326		158		750		58			31		10		67		1,531		
MD	65		977		475		0		0			52		17		127		1,713		
PM	144		977		475		38		3			63		20		108		1,828		
Sat MD	124		1,412		687		0		0			88		28		101		2,440		
Person Trips:																				
AM	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	32	58	194	116	94	56	0	0	48	0	15	12	5	5	41	17	429	264	
	Rail	0	0	3	2	1	1	270	0	0	0	0	0	0	0	0	0	0	274	3
	Public Bus	2	4	2	2	1	1	0	0	0	0	0	0	0	0	1	1	6	8	
	Schoolbus	10	18	2	2	1	1	30	0	6	0	1	1	0	0	3	1	53	23	
	Walk/Bike/Other	0	0	0	0	0	0	255	0	0	0	0	0	0	0	0	0	0	255	0
	Total	3	4	2	1	1	1	195	0	4	0	1	1	0	0	2	1	208	8	
	Total	47	84	203	123	98	60	750	0	58	0	17	14	5	5	47	20	1,225	306	
MD	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	22	21	498	431	242	210	0	0	0	0	24	24	8	8	55	55	849	749	
	Rail	0	0	8	7	4	3	0	0	0	0	0	0	0	0	0	0	12	10	
	Public Bus	2	2	6	6	3	3	0	0	0	0	0	0	0	0	2	2	13	13	
	Schoolbus	7	7	6	5	3	3	0	0	0	0	1	1	1	0	4	5	22	21	
	Walk/Bike/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	2	2	5	5	2	2	0	0	0	0	1	1	0	0	2	2	12	12	
	Total	33	32	523	454	254	221	0	0	0	0	26	26	9	8	63	64	908	805	
PM	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	60	39	481	447	234	218	0	0	0	3	25	31	8	10	45	48	853	796	
	Rail	0	0	8	7	4	3	0	14	0	0	0	0	0	0	0	0	12	24	
	Public Bus	4	3	6	6	3	3	0	0	0	0	0	0	0	0	2	2	15	14	
	Schoolbus	19	12	6	6	3	3	0	1	0	0	2	2	0	1	4	4	34	29	
	Walk/Bike/Other	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	13	
	Total	4	3	5	5	2	2	0	10	0	0	1	2	0	1	2	1	14	24	
	Total	87	57	506	471	246	229	0	38	0	3	28	35	8	12	53	55	928	900	
Sat MD	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	43	43	720	623	372	281	0	0	0	0	40	40	13	13	46	41	1,234	1,041	
	Rail	0	0	11	10	6	4	0	0	0	0	0	0	0	0	0	0	17	14	
	Public Bus	3	3	9	8	5	3	0	0	0	0	0	0	0	0	2	1	19	15	
	Schoolbus	13	13	9	8	5	4	0	0	0	0	2	2	0	0	4	3	33	30	
	Walk/Bike/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	3	3	8	6	4	3	0	0	0	0	2	2	1	1	2	2	20	17	
	Total	62	62	757	655	392	295	0	0	0	0	44	44	14	14	54	47	1,323	1,117	
Vehicle Trips :																				
AM	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	28	50	134	80	65	39	0	0	37	0	6	5	2	2	28	12	300	188	
	Dropoff/Taxi Balanced	0	0	2	1	1	1	208	0	0	0	0	0	0	0	0	0	211	2	
	Truck	0	0	2	2	2	2	208	208	0	0	0	0	0	0	0	0	212	212	
	School Bus	1	1	3	3	1	1	1	1	0	0	0	0	0	0	0	0	6	6	
	Total	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	9	9	
Total	29	51	139	85	68	42	218	218	37	0	6	5	2	2	28	12	527	415		
MD	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	19	18	343	297	167	145	0	0	0	0	10	10	3	3	38	38	580	511	
	Dropoff/Taxi Balanced	0	0	5	4	3	2	0	0	0	0	0	0	0	0	0	0	8	6	
	Truck	0	0	7	7	4	4	0	0	0	0	0	0	0	0	0	0	11	11	
	Total	0	0	4	4	2	2	1	1	0	0	0	0	0	0	0	0	7	7	
	Total	19	18	354	308	173	151	1	1	0	0	10	10	3	3	38	38	598	529	
PM	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	52	34	332	308	161	150	0	0	0	2	10	12	3	4	31	33	589	543	
	Dropoff/Taxi Balanced	0	0	5	4	3	2	0	11	0	0	0	0	0	0	0	0	8	17	
	Truck	0	0	7	7	4	4	11	11	0	0	0	0	0	0	0	0	22	22	
	Total	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2	
	Total	52	34	340	316	165	154	12	12	0	2	10	12	3	4	31	33	613	567	
Sat MD	Auto	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Dropoff/Taxi	37	37	497	430	257	194	0	0	0	0	16	16	5	5	32	28	844	710	
	Dropoff/Taxi Balanced	0	0	7	6	4	3	0	0	0	0	0	0	0	0	0	0	11	9	
	Truck	0	0	10	10	5	5	0	0	0	0	0	0	0	0	0	0	15	15	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	37	37	507	440	262	199	0	0	0	0	16	16	5	5	32	28	859	725	

TABLE 3
Charleston Redevelopment - Preliminary Portal Assignments

AM	*Retail/Library/Senior Housing				**School/Park				Total Volume		Portal Total
	In %	Volume	Out %	Volume	In %	Volume	Out %	Volume	In	Out	In/Out
Portal Assignments	6%	16	6%	11	8%	21	8%	19	37	30	67
Arthur Kill Road South	7%	18	7%	13	9%	24	9%	21	42	34	76
Outerbridge Crossing	5%	5	5%	4	0%	0	0%	0	5	4	9
KWV Parkway	30%	87	30%	62	25%	66	25%	56	153	118	271
W. Shore Expy	22%	59	22%	43	20%	52	20%	44	111	87	198
Bloomington North	16%	43	16%	31	20%	52	20%	44	95	75	170
Bloomington South	8%	21	8%	15	10%	27	10%	23	48	38	86
Page Avenue South	6%	15	6%	11	8%	21	8%	18	36	29	65
	100%	264	100%	190	100%	263	100%	225	527	415	942
MD	*Retail/Senior Housing				**School/Park				Total Volume		Portal Total
Portal Assignments	In %	Volume	Out %	Volume	In %	Volume	Out %	Volume	In	Out	In/Out
Arthur Kill Road South	6%	35	6%	31	8%	1	8%	1	36	32	68
Arthur Kill Road North	7%	41	7%	36	9%	1	9%	1	42	37	79
Outerbridge Crossing	5%	11	5%	10	0%	0	0%	0	11	10	21
KWV Parkway	30%	193	30%	170	25%	4	25%	4	197	174	371
W. Shore Expy	22%	128	22%	113	20%	3	20%	3	131	116	247
Bloomington North	16%	94	16%	83	20%	3	20%	3	97	86	183
Bloomington South	8%	47	8%	41	10%	1	10%	1	48	42	90
Page Avenue South	6%	35	6%	31	8%	1	8%	1	36	32	68
	100%	584	100%	515	100%	14	100%	14	598	529	1127
PM	*Retail/Senior Housing				**School/Park				Total Volume		Portal Total
Portal Assignments	In %	Volume	Out %	Volume	In %	Volume	Out %	Volume	In	Out	In/Out
Arthur Kill Road South	6%	36	6%	33	8%	2	8%	3	38	36	74
Arthur Kill Road North	7%	41	7%	38	9%	2	9%	3	43	41	84
Outerbridge Crossing	5%	12	5%	11	0%	0	0%	0	12	11	23
KWV Parkway	30%	193	30%	176	25%	7	25%	7	200	183	383
W. Shore Expy	22%	129	22%	117	20%	5	20%	6	134	123	257
Bloomington North	16%	94	16%	86	20%	5	20%	6	99	92	191
Bloomington South	8%	47	8%	43	10%	2	10%	3	49	46	95
Page Avenue South	6%	36	6%	33	8%	2	8%	2	38	35	73
	100%	588	100%	537	100%	25	100%	30	613	567	1180
SAT MD	*Retail/Senior Housing				**School/Park				Total Volume		Portal Total
Portal Assignments	In %	Volume	Out %	Volume	In %	Volume	Out %	Volume	In	Out	In/Out
Arthur Kill Road South	6%	50	6%	42	8%	2	8%	2	52	44	96
Arthur Kill Road North	7%	59	7%	49	9%	2	9%	2	61	51	112
Outerbridge Crossing	5%	16	5%	15	0%	0	0%	0	16	15	31
KWV Parkway	30%	277	30%	233	25%	5	25%	5	282	238	520
W. Shore Expy	22%	185	22%	155	20%	4	20%	4	189	159	348
Bloomington North	16%	134	16%	112	20%	4	20%	4	138	116	254
Bloomington South	8%	67	8%	56	10%	2	10%	2	69	58	127
Page Avenue South	6%	50	6%	42	8%	2	8%	2	52	44	96
	100%	838	100%	704	100%	21	100%	21	859	725	1584

*Retail/Senior Housing trip distribution based on Bricktown Centre at Charleston FEIS May 2002 & 2010 census data

** School/Park trip distribution based on area population data from the 2010 census

Traffic

According to the 2012 *CEQR Technical Manual*, a trip generation analysis for a project generally will be appropriate to determine the volume of vehicular trips expected during the peak hours. In most areas of the City, including the project area, if the proposed action is projected to result in fewer than 50 peak hour vehicular trip ends, traffic impacts would be unlikely, and therefore further traffic analysis would not be necessary.

As indicated in Table 2, a travel demand forecast indicates that during a typical weekday and Saturday the development program for the Proposed Project would generate a project increment of approximately 942 vehicle trips per hour (vph) in the weekday AM peak hour, 1,127 vph in the weekday midday peak hour, 1,180 vph in the PM peak hour, and 1,584 vph in the Saturday midday. Since the Proposed Project would generate over 50 vehicle trips during all four peak hours, a detailed analysis of traffic conditions is warranted and will be provided in the EIS.

Proposed Project Access and Circulation

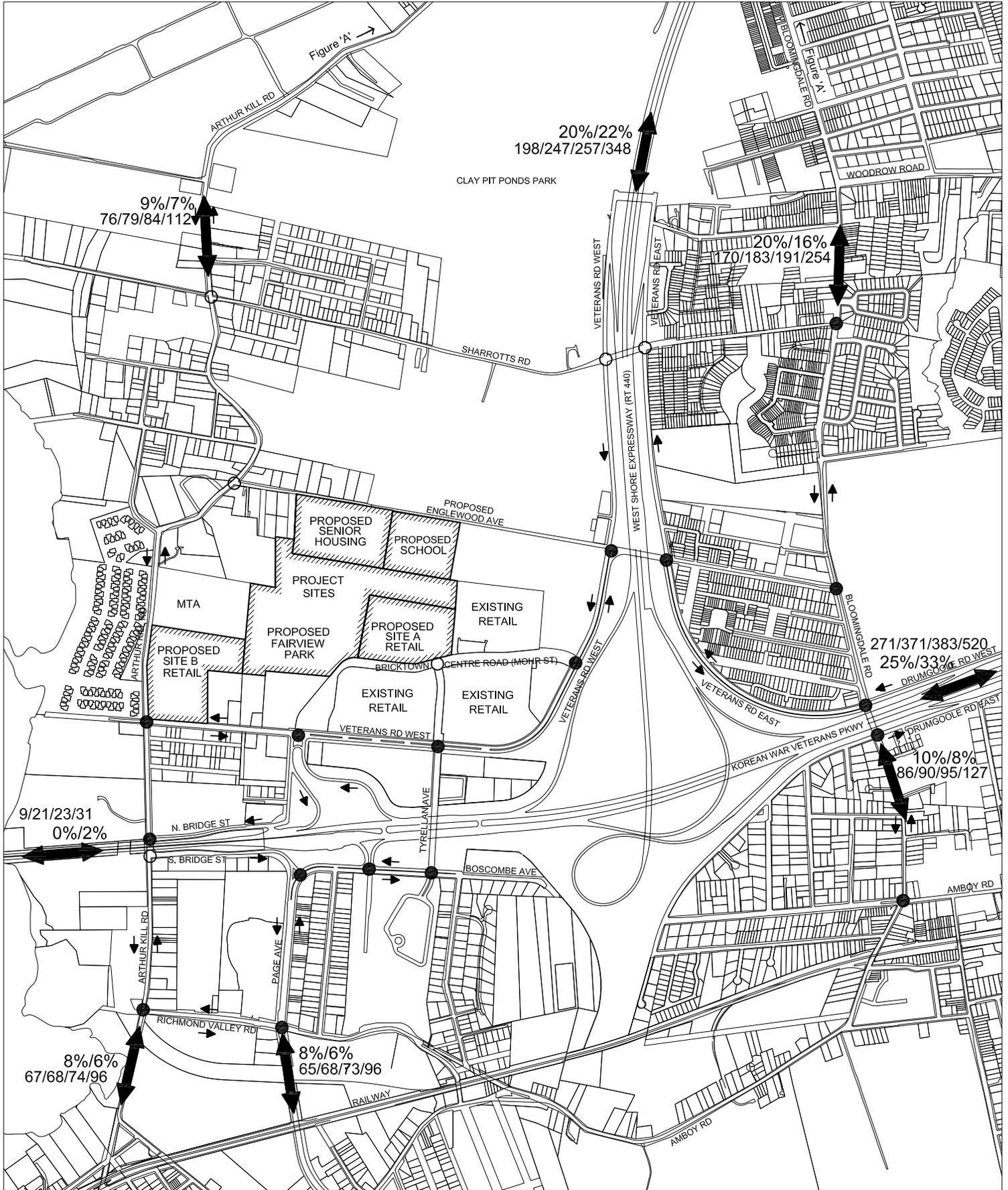
Pedestrian and vehicular access points would be dispersed throughout the proposed project's street frontages. Arthur Kill Road to the west provides access to residential neighborhoods to the north and south of the project site. Veteran's Road West provides access to points east, including Bloomingdale Road, Woodrow Road and the West Shore Expressway Service Road. Veteran's Road West also directly connects to West Shore Expressway and the Korean War Veteran's Parkway for inbound travelers and for outbound travelers in the eastbound direction via Boscombe Avenue.

Traffic Study Area

The vehicle assignment pattern for the proposed project was based on 2010 census population data within a three mile radius. The vehicle trips generated by the school and park were distributed to the local street network based on the population data in this area of Staten Island. As vehicle trips to the retail development would have a slightly wider trip distribution area, 20% of the total retail trips would come from outside the three mile radius and travel to and from the Project Site by way of The West Shore Expressway and the Korean War Veteran's Parkway, as well as a few from the Outerbridge Crossing. Figure 1 shows the assignment percentages for both the school and the retail/senior housing. Based on the trip assignments, Figure 1 also shows that the traffic study area, which is expected to include up to approximately 24 intersections. These study area intersections are located proximate to the project sites and are located along the roadways that would provide access to/from the project site. Project-generated traffic is expected to become rapidly less concentrated with increasing distance from the project site as vehicles disperse through the street/highway grid network. In addition to the traffic assignment of the project increment shown on Table 3, the establishment of Englewood Avenue would affect a limited amount of existing traffic. This re-assignment of traffic would somewhat lower volumes on parallel is expected to be small. This will be determined after the data collection phase that establishes the existing traffic network.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority specified in the *CEQR Technical Manual*, detailed transit analyses are not required if the proposed action is projected to result in less than 200 peak hour rail or bus transit riders, because a proposed development that generates



● Analyzed Intersection XX%/XX% - School-Park/Other Assignments AM/MD/PM/Sat Total Traffic Volumes

such a low number of transit riders is unlikely to create a significant adverse impact on the current transit facilities.

As shown in Table 2, the net hourly rail trips generated by the proposed project would be 14, 26, 29, and 34 in the weekday AM, midday, PM and Saturday midday peak hours, respectively. Rail trips generated by the proposed uses would all be from the Richmond Valley Station of the Staten Island Railway located just over one-half mile to the south. As the number of peak hour rail trips in the AM and PM peak hours generated by the Project would be below 200 trips per hour, a detailed analysis at this station (stairways and entrance control facilities) in the AM and PM peak hours is not warranted.

The approximate net hourly public bus trips generated by the proposed project would be 76, 43, 29, and 63 in the weekday AM, midday, PM and Saturday midday peak hours, respectively. The bus trips would be distributed to the S74 and S78 that travels along Arthur Kill Road and directly into the project site. Since the project would generate more than 200 net peak hour bus trips in the AM peak hour a detailed analysis will be warranted.

Pedestrians

Analysis of pedestrian conditions focuses on elements where substantial a number of trips are generated by an action. These elements include sidewalks, street corner areas, and crosswalks. As shown in Table 2, the proposed project would generate pedestrian demand of 230 pedestrian trips in the AM peak hour, 50 pedestrian trips in the midday peak hour, 67 pedestrian trips in the PM peak hour and 71 pedestrian trips in the Saturday midday peak hour (the pedestrian trips also include the railway trips that travel to the site by walking from the train station). With this level of pedestrian trips generated by the proposed project, and the multiple access points into the proposed project site, detailed pedestrian analyses would not be warranted. However, with the proposed project including an elementary school, a traffic safety analysis for the students would be required.

Traffic Data Collection Plan

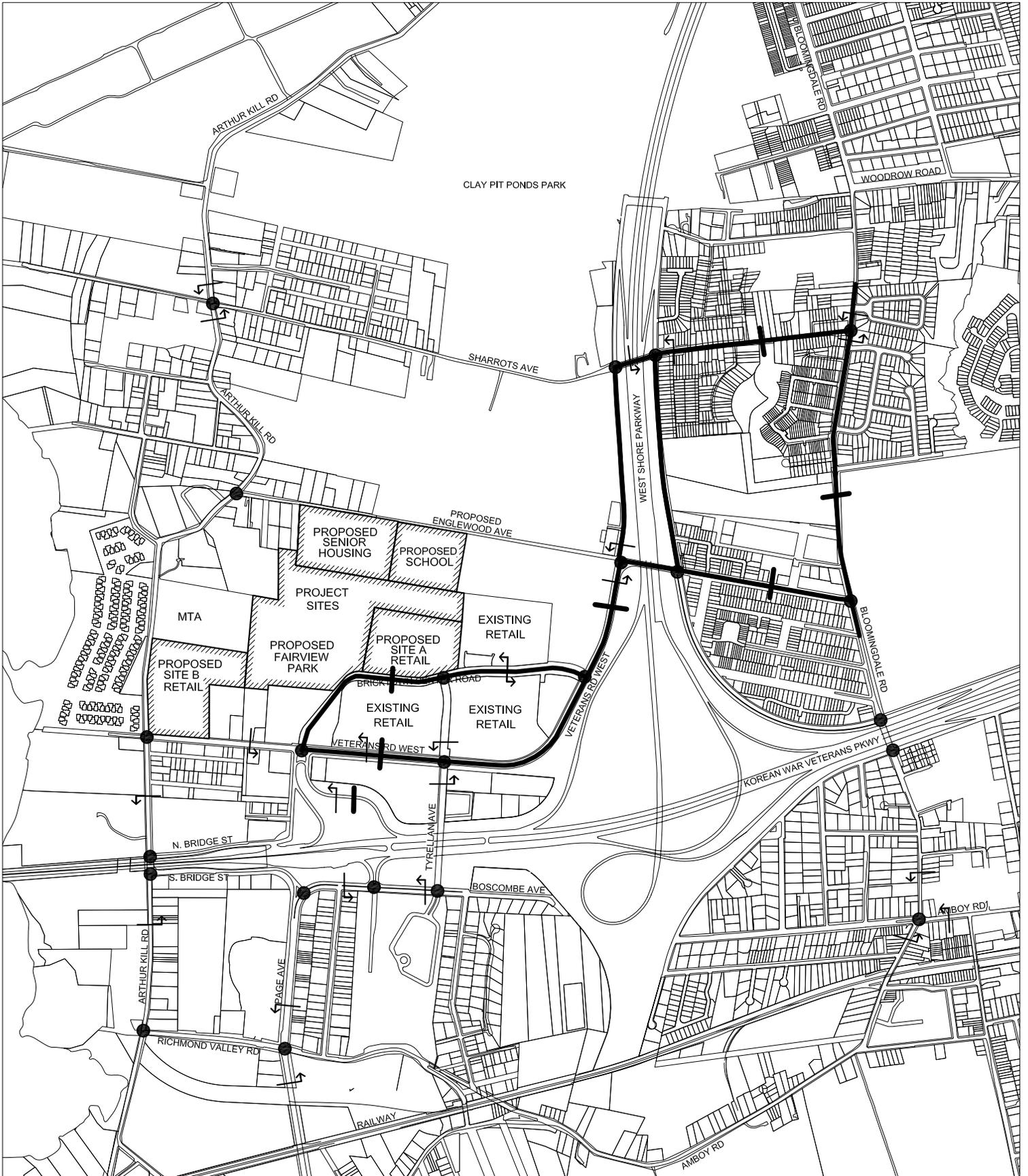
As described above there would be 24 intersections in the vicinity of the proposed project where data would be collected for the Existing Conditions. The study area includes six corridors; Arthur Kill Road, Sharrots Avenue, Veterans Road West, Bloomingdale Road, Boscombe Avenue, and Englewood Avenue. Manual turning movement counts would be collected at each intersection in the study area on Saturday June 4th and Tuesday June 7th. The intersections are listed below:

1. Arthur Kill Road and Sharrots Avenue
2. Arthur Kill Road and Englewood Avenue
3. Arthur Kill Road and Veterans Road West
4. Arthur Kill Road and North Bridge Street
5. Arthur Kill Road and South Bridge Street
6. Arthur Kill Road and Richmond Valley Road
7. Boscombe Avenue and South Bridge Street
8. Boscombe Avenue and Korean War Veterans Highway off/on ramp
9. Boscombe Avenue and Tyrellan Avenue
10. Page Avenue and Richmond Valley Road
11. Veterans Road West and N. Bridge Street
12. Veterans Road West and Tyrellan Avenue
13. Veterans Road West and Bricktown Center Road
14. Veterans Road West and Englewood Road
15. Veterans Road East and Englewood Road

16. Bricktown Center Road and Tyrellan Avenue
17. Sharrots Avenue and Southbound West Shore Parkway Service Road
18. Sharrots Avenue and Northbound West Shore Parkway Service Road
19. Sharrots Avenue and Bloomingdale Road
20. Bloomingdale Road and Arthur Kill Road
21. Bloomingdale Road and Englewood Avenue
22. Bloomingdale Road and Drumgoole Road West
23. Bloomingdale Road and Drumgoole Road East
24. Bloomingdale Road and Amboy Road

A number of Automatic Traffic Recorders (ATR) would be placed for balancing the traffic network and calculate the corridor peak hour factors for analysis. The ATR's are set to be installed on June 3rd to June 13th, 2011 in order to record a full week of traffic data and two full Saturdays. The proposed ATR locations include;

1. Northbound Arthur Kill Road just south of Sharrots Avenue
2. Southbound Arthur Kill Road just north of Sharrots Avenue
3. Northbound Arthur Kill Road just south of South Bridge Street
4. Southbound Arthur Kill Road just north of North Bridge Street
5. Westbound Boscombe Avenue just east of Korean War Veterans Hwy off/on ramp
6. Eastbound Boscombe Avenue just west of Korean War Veterans Hwy off/on ramp
7. Eastbound Veterans Road West just west of N. Bridge Street
8. Westbound Veterans Road West just east of N. Bridge Street
9. Westbound Korean War Veterans Hwy off ramp just south of Veterans Rd West
10. Northbound Tyrellan Avenue just south of Veterans Road West
11. Southbound Tyrellan Avenue just north of Veterans Road West
12. Westbound Mohr Road just east of Tyrellan Avenue
13. Eastbound Mohr Road just west of Tyrellan Avenue
14. Northbound Veterans Road West just south of Englewood Avenue
15. Southbound Veterans Road West just north of Englewood Avenue
16. Westbound Sharrots Ave just east of the northbound West Shore Parkway Service Rd
17. Eastbound Sharrots Ave just west of the northbound West Shore Parkway Service Rd
18. Northbound Bloomingdale Road just south of Sharrots Avenue
19. Southbound Bloomingdale Road just north of Sharrots Avenue
20. Southbound Bloomingdale Road just north of Amboy Avenue
21. Northbound Bloomingdale Road just south of Amboy Avenue
22. Westbound Amboy Road just east of Bloomingdale Road
23. Northbound Page Avenue just south of Richmond Valley Road
24. Southbound Page Avenue just north of Richmond Valley Road



● Analyzed Intersection

↑ ATR Location

— Speed Runs

— Air Quality Vehicle Classification