

## 2.18 NEIGHBORHOOD CHARACTER

### 2.18.1 INTRODUCTION

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, historic and cultural resources, urban design and visual resources, transportation, noise, open space, and shadows, as well as any other physical or social characteristics that help to define a community. Not all these elements are equally relevant to the character of every neighborhood; a neighborhood usually draws its distinctive character from a few defining features.

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when the action would exceed preliminary CEQR impact thresholds in any one of the technical areas noted below. An assessment is also appropriate when the action would have no significant adverse impacts in any one of these technical area but moderate effects in several of them. As stated in the *CEQR Technical Manual*, a “moderate” effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area.

A significant impact identified in one of these technical areas is not automatically equivalent to a significant impact on neighborhood character, but an indication that neighborhood character should be examined.

The technical areas that define neighborhood character include:

- Land Use, Zoning, and Public Policy;
- Socioeconomic Conditions;
- Open Space;
- Historic and Cultural Resources;
- Urban Design and Visual Resources;
- Shadows;
- Transportation; and
- Noise.

When considered together, there are elements that may have the potential to significantly affect neighborhood character. Moderate effects on several elements may affect defining features of a neighborhood and, in turn, a pedestrian’s overall experience. If it is determined that two or more categories may have potential ‘moderate effects’ on the environment, CEQR states that the following question should be answered:

Would the proposed project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character?

If a project would result in only slight effects in several analysis categories, then further analysis is generally not needed. A preliminary neighborhood character assessment was performed for the Proposed Project, which includes rezoning of portions of the Development Area, and is provided in the following sections of this chapter.

### 2.18.2 METHODOLOGY

The *CEQR Technical Manual* states that a preliminary assessment of neighborhood character determines whether changes expected in other technical areas may affect a contributing element of the character of the neighborhood. The assessment should include an overview of the defining features of the neighborhood, and if a project has the potential to affect these defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas.

This chapter reviews the defining features of the neighborhood and examines the Proposed Project's potential to affect the neighborhood character of the Project Area and the surrounding study area of one-quarter of a mile. The study area is generally coterminous with the study area used for the analysis in **Chapter 2.1**, "Land Use, Zoning, and Public Policy." The impact analysis of neighborhood character that follows below focuses on changes to the technical areas listed above that exceeded CEQR preliminary screening thresholds and were assessed in this ~~DEIS~~FEIS.

The assessment begins with a review of existing conditions and the neighborhood of the study area. The information is drawn from the preceding sections of this ~~DEIS~~FEIS, but is presented in a more integrated way. While the other sections present all relevant details about particular aspects of the environmental setting, the discussion for neighborhood character focuses on a limited number of important features that gives the neighborhood its own sense of place and that distinguish them from other parts of the city.

Following the discussion of existing conditions is a concise discussion of the changes anticipated within the Project Area and within the study area by the 2015 and 2020 analysis year under the Future No-Action Scenario. A brief overview of the Proposed Project is then presented, along with an analysis of whether any anticipated significant adverse impacts and moderate adverse effects, regarding the relevant technical CEQR assessment categories for neighborhood character, would adversely affect any of the defining features by the analyses years of 2015 or 2020.

### 2.18.3 EXISTING CONDITIONS

The entire Project Area is vacant, undeveloped and covered with vegetation. The degree of vegetation varies across the Project Area, with the majority of it covered by trees and other vegetation. Open-field areas are located within the northern portion of the Project Area, parts of which were previously cleared between 2002 and 2004 for an earlier plan to create Fairview Park (see **Chapter 1**, "Project Description"). The western portion of the site contains some vacant open areas, with trees along the east side of Arthur Kill Road.

The study area comprises an area one-quarter mile around the entire Project Area that would be developed under the full build-out of the Proposed Project by the year 2020. This study area is generally bounded to the north by development along Sharrotts Road and Kreisler Street (to the northwest), to the east by Veterans Road West and development adjacent to the service roadways, to the south by Richmond Parkway and the Outerbridge Crossing, and to the west by the waterfront along Arthur Kill.

The study area contains a mixture of developments and vacant areas covered with natural features. Vacant and undeveloped areas can generally be found north of the Project Area, with designated open space and conservation areas northeast and east of the site towards the West Shore Expressway. These areas include Clay Pit Ponds State Park Preserve ("CPPSPP"), a 260-acre nature preserve that contains a variety of natural habitats, such as wetlands, ponds, sand barrens, spring-fed streams and woodlands. Its designated trails allow for picnics and hikes, along with horseback riding along five miles of bridle paths for nearby stables. CPPSPP also contains an Interpretive Center, a fully-accessible building that features displays of the history of the park and its natural elements.

One-story commercial and retail stores, including large big-box retail stores, are generally located southeast and south of the Project Area along Veterans Road towards the Outerbridge Crossing. Southeast of the area is the 42-acre Bricktown Centre and South Shore Commons. Bricktown Centre contains three big-box stores in 30-foot-tall, one-story buildings. The stores are surrounded by large surface parking lots. The South Shore Commons shopping center is located south of Bricktown Center and Veterans Road West, and is comprised of one and two-story retail stores. A four-story office building with accessory parking in the front and side yards is located on the east side of Tyrellan Avenue opposite South Shore Commons.

A mixture of industrial, transportation and facility uses within one- and two-story buildings, as well as tracts of vacant and undeveloped land, are located generally southwest and west of the Project Area adjacent to Arthur Kill Road. The MTA Charleston Bus Depot is located along the east side of Arthur Kill Road, directly adjacent to and west of the Project Area and separated from it by a surrounding retaining wall. The depot contains a two-story building that maintains express buses, and also includes outdoor parking for the buses and employee vehicles around the depot building. North of the bus depot is the Colonial Rifle and Pistol Club, which contains a facility building and open range areas.

A residential community of two-story homes (the “Tides at Charleston”) is located within the western portion of the study area along the Arthur Kill waterfront, with a public esplanade along the waterfront accessible from the terminus of Veterans Road West. A mixture of additional detached one- to three-story residences and one- and two-story commercial and industrial storage buildings, along with open lots, are situated northwest of the Project Area along Androvette and Kreischer Streets, part of the neighborhood historically known as Kreischerville. Within the study area, this neighborhood is generally west of Arthur Kill Road, and north of the westerly extension of Englewood Avenue. Several smaller vacant parcels are also found in this area along Arthur Kill Road at Kreischer Street and to the west of the intersection along the waterfront.

The Project Area, as well as the majority of the surrounding study area, is currently zoned M1-1, a light-performance and low-density manufacturing zoning district that is generally mapped as buffers between higher-density manufacturing districts and residential or commercial districts. Pursuant to Section 107-69 residential uses in manufacturing districts are permitted through discretionary review. The M1-1 district is mapped over areas to the north, south and east of the Project Area. The M1-1 district includes the Conservation Area (part of the Project Area) and the CPPSPP located to the northeast. Both the Project Area and the surrounding study area are also located within the Special South Richmond Development District (“SRD”), enacted in 1975 to guide development in this area. The SRD special district maintains the densities established by the underlying zoning, but ensures that new development is compatible with existing communities and minimizes the destruction of natural and recreational resources that define the community.

Another manufacturing district, a M3-1 zoning district, is mapped southwest of the Project Area, west of Arthur Kill Road to the waterfront. M3-1 zones are heavy manufacturing districts intended for low-performance industries that often generate noise and traffic. Directly north of the M3-1 zone, along the west side of Arthur Kill Road to the waterfront, is an R3-2 zoning district. The R3-2 zone is mapped northward to a parallel extension of Androvette Street, incorporating the area of the Tides residential community. R3-2 districts are the lowest- density zones in which multiple-unit dwellings are allowed. These range over a variety of housing types, including garden apartments and row-houses. The southeast border of the study area abuts an R3X zoning district, as does a portion of the northern boundary of the study area along Sharrotts Road. R3X are contextual districts mapped extensively in lower-density neighborhoods. The zoning district permits only one- and two-family detached homes.

The surrounding area is served by limited access roadways and an irregular network of arterials and local streets. The West Shore Expressway (Route 440) is a north-south highway that typically accommodates two travel lanes in each direction. At its southern terminus, it connects to the Korean War Veterans Parkway and continues west into New Jersey via the Outerbridge Crossing over the Arthur Kill, while to the north, it connects to the Staten Island Expressway (I-278) before continuing into Bayonne, New

Jersey, via the Bayonne Bridge over the Kill Van Kull channel. The Korean War Veterans Parkway is also a limited access east-west roadway that typically accommodates two travel lanes in each direction. From its interchange with the West Shore Expressway within the study area, the Parkway continues eastward until terminating at Arthur Kill Road and Richmond Avenue. It is flanked on both sides by Drumgoole Road East and West which function as service roadways to the Parkway. Entrance and exit ramps at the West Shore Expressway and the Korean War Veterans Parkway interchange provide access to and from both roadways in the vicinity of the Project Area, including Veterans Road West and Veterans Road East, and the adjoining roadways of Arthur Kill Road, Bloomingdale Road, Sharrotts Road, Englewood Avenue, Tyrellan Avenue, and Bricktown Way (currently a privately-owned street within Bricktown Center). The S74, S84, and S78 bus lines serve the surrounding area.

### 2.18.4 FUTURE NO-ACTION CONDITION

The technical analyses and consideration for neighborhood character forecast these conditions to the years 2015 and 2020 for the purposes of determining potential impacts. The assessments below include future conditions without the Proposed Project in both the analysis years 2015 and 2020 (the "Future without the Proposed Project" or "Future No-Action Condition") and the future with the Proposed Project (or "With Action Condition").

Under the Future No-Action Condition, if the Proposed Project is not approved, the Project Area is expected to remain in its existing vacant condition. No other projected or potential development is planned or considered likely to occur in the Project Area by the years 2015 or 2020 of the proposed Charleston Mixed-Use Development.

Other developments are anticipated to occur within the study area by the years 2015 and 2020. Staff and records from the NYC New York City Economic Development Corporation, (NYCEDC), Department of City Planning, the Department of Housing Preservation and Development, and the local community board were consulted to identify new construction projects that are proposed in the study area. In total, it is anticipated that there will be approximately 70 new residential units and approximately ~~206,724 square~~ 219,462 square feet of added commercial space.

By the year 2015, the following separately planned projects are anticipated to be completed:

- *236 Richmond Valley Road.* Approximately 5,000 square feet of commercial office development is planned at 236 Richmond Valley Road (Block 1791, Lot 250). This development is expected to be a one-story building with adjacent surface parking.
- *245 Richmond Valley Road:* Approximately 8,000 square feet of commercial development with 28 parking spaces is planned at 245 Richmond Valley Road (Block 7580, Lot 21). This development is expected to be a one-story building with adjacent surface parking.
- *Veterans Road West at Tyrellan Avenue:* Approximately 58,030 square feet of commercial retail space with 193 parking spaces is planned for development in the southeast corner of the Veterans Road West/ Tyrellan Avenue intersections, currently a vacant site. It is expected that this development would contain a series of connected two or three buildings that are one-story tall, surrounded by surface parking.
- *4830 Arthur Kill Road:* Approximately 14,674 square feet of new floor area would be constructed as an extension to an existing commercial retail development, along with an additional 48 parking spaces, is planned at 4830 Arthur Kill Road (Block 7584, Lot 85). It is expected that the addition would generally be situated as a one-story extension behind the existing building, adjacent to the additionally planned surface parking.

By the year 2020, the following additional separately planned projects are anticipated to be completed:

- *Veterans Plaza Food Store*: An approximately 70,000 square foot supermarket is planned on a parcel north of Veterans Road West on the western side of Bricktown Way. The proposal includes a zoning change from M1-1 to C8-2. The proposed rezoning would allow for the food store with accessory surface parking for 233 vehicles. It is expected that this project would include one large building, either one- or two-stories tall, with surface parking surrounding the majority of the new building.
- *Gateway Cathedral Residential Project*: Approximately 70 residential units with 105 parking spaces are planned as part of the Gateway Cathedral residential development project at 200 Boscombe Avenue (Block 7577, Lot 3). The arrangement and layout of the residential units are not known; however, it is expected that the residences would be part of either semi-attached homes or within an apartment-type building, and parking would be accommodated within surface lot(s). On the community facility portion of that site, the proposal reduces parking from 715 spaces to 618 spaces to allow room for a soccer and ball field. A six-foot-wide easement for pedestrians would provide a link between sites.
- *Veterans Road Realty*: Approximately 51,020 square feet of commercial floor area within two primarily retail commercial buildings, along with 170 accessory parking spaces, are planned on a site located on the north side of Veterans Road West, on the east side of Waunner Street (Block 7487, Lot 240).
- *Veterans Road West Commercial Development by Westbridge Properties*. Approximately 12,738 square feet of commercial retail space and 42 accessory parking spaces is planned for a 32,289 square foot vacant site at 3021 Veterans Road West, located at the southwest corner of the intersection with Bricktown Way/North Bridge Street (Block 7515, Lot 307).

In addition, a new public school (P.S. 62) is under construction on the northwest quadrant of the Woodrow Road/Bloomingtondale Road intersection. This project lies outside the study area for all analyses except for Transportation. ~~It was not identified during the scoping process, but will be further discussed and~~ and is analyzed in the Final Environmental Impact Statement ("FEIS") as part of the vehicular traffic assessments (see **Chapter 2.13**).

It should also be noted that the New York State Department of Transportation ("NYSDOT") is advancing the design of improvements to the southbound West Shore Expressway ("WSE") ramp system and adjacent surface street intersections north of Englewood Avenue just north of the Project Area. The purpose of these improvements is to improve access to and from the Charleston commercial district, improve traffic safety and alleviate congestion along the WSE and on the surrounding street system. These improvements will include:

- Construction of a new on-ramp from West Service Road to southbound WSE, just south of Bloomingtondale Road.
- Removal of the existing on-ramp from West Service Road to southbound WSE, just south of Sharrotts Road)
- Construction of a new off-ramp from southbound WSE to Veterans Road West, just north of Englewood Avenue

The expected change to neighborhood character under the Future No-Action Condition would be moderate, as conditions would be similar to those that currently exist, with additional commercial and residential in-fill developments that would be built in the surrounding area.

Of note, a Request for Proposals ("RFP") was issued on June 22, 2012 by the New York State Urban Development Corporation ("UDC") for the redevelopment of the former Arthur Kill Correctional Facility, a 69-acre waterfront site on Arthur Kill Road approximately one mile north of the Project Area. The RFP

expected possible future uses on the site would be new destination retail, maritime and light industrial development, and other options that would maximize the creation of jobs. However, residential uses are not expected to be permitted. The UDC did not receive any acceptable responses to the RFP and is currently evaluating possible next steps. As such, the potential redevelopment of the Arthur Kill Correctional Facility is not included among the projects expected to occur in the future without the Proposed Project.

### 2.18.5 FUTURE WITH-ACTION CONDITION

As further discussed in **Chapter 1**, the Proposed Project consists of a number of discrete project elements to be undertaken by different entities. Overall, the Development Area is divided into smaller sites for development and for street mapping and construction. The NYC New York City Department of Parks and Recreation (NYCDPR) would develop an approximately 23-acre park site with active and passive recreational space. This new park would be mapped along with the adjacent approximately 20-acre Conservation Area for approximately 43-acres of new mapped parkland. The Project Area includes the Development Area, Conservation Area, and all of the areas for street mappings.

Two new sites for retail would be constructed by the 2015 and 2020 analysis years. By the year 2015, a private developer has been selected to develop the approximately 11-acre Retail Site “A” with up to approximately 195,000 square feet of commercial space for medium- and large-format retail stores (based on an expected reasonable worst case development scenario), along with a new approximately 15,000 square foot library branch that will have 15 parking spaces to comply with zoning requirements. The proposed park would also be constructed by the 2015 analysis year.

By the year 2020, an additional 7.3-acre site along Arthur Kill Road would be developed as Retail Site “B” with an anticipated 90,000 square feet of neighborhood retail space. Along Englewood Avenue, the City will offer an approximately 9.1-acre site to developers for senior housing in the future for up to 162 units, consisting of 80 affordable multi-family rental units and 82 age-restricted for-sale detached units. To the east of the senior housing, the NYC New York City School Construction Authority (NYCSCA) would construct a combined elementary/middle school on the approximately 5.9-acre site with an approximately 750-seat capacity for kindergarten through 8<sup>th</sup> grade.

Englewood Avenue will be mapped and constructed across the northern border of the Project Area and will connect Veterans Road West on the east to Arthur Kill Road on the west. The fully-constructed length of Englewood Avenue would include bicycle and pedestrian facilities. The Proposed Project includes the mapping of two private roadways -- Bricktown Way and the portion of Tyrellan Avenue within the Project Area, both of which would provide access to Retail Site “A” and the proposed park.

The elements of the Proposed Project are being assessed over two analysis years. The first year for analysis includes the construction of Retail Site “A” and Fairview Park, which are expected to be completed by the year 2015. Construction of the remainder of the sites is expected to be completed by the year 2020, including the developments of Retail Site “B”, the school, the senior housing, and the Englewood Avenue and other road constructions. Both analysis years are discussed below within each technical area.

#### 2.18.5.1 Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, development resulting from a proposed project could alter neighborhood character if it introduces new land uses, conflicts with land use policy or other public plans for the area, changes land use character, or generates significant land use impacts.

The Proposed Project would result in changes to the land uses within the Project Area, which is currently vacant and undeveloped. The Proposed Project would promote the development of an approximately 66-acre city-owned parcel, construct a new public street, and map as parkland an existing Conservation Area located in Charleston, Staten Island.

### **Year 2015**

The land use changes resulting from the Proposed Project by the year of 2015 would be fully consistent with the general land use patterns of the study area. The proposed park (year 2015) would provide amenities for the growing residential communities in the area. The mapping and development of the proposed parkland would fit in well with the surrounding mixed-use community, and would leave a large portion of its area in its present natural state. Additionally, this new park would be mapped along with the adjacent approximately 20-acre Conservation Area for approximately 43-acres of new mapped parkland.

The proposed retail uses on Site “A” would also be supported by the surrounding residential community at large, and would support and complement existing retail uses in the immediate area, including those adjacent to this portion of the Project Area. These land use types that would result from the Proposed ~~Action Project~~ are found in the immediate area surrounding the project area, and would therefore be compatible with them in the year 2015.

### **Year 2020**

The land use changes resulting from the Proposed Project by the year of 2020 would also be fully consistent with the general land use patterns of the study area. The proposed retail use on Site “B”, as well as the retail use on Site “A” that would already exist by the year 2020, would also be supported by the surrounding residential community at large, including the proposed senior housing, and would support and complement existing and other proposed retail uses in the immediate area. Additionally, the project area’s connections to both the Richmond Parkway and the West Shore Expressway make it suitable for proposed retail uses of this density.

The housing components and the proposed school associated with the Proposed Project also fit in well with the surrounding mixed-use community. ~~The NYC School Construction Authority~~ The NYCSCA has identified the need for a school at this site, which would support existing and proposed residences in this area of Staten Island. West of the project area is the Tides at Charleston, a gated residential community, which is similar to the anticipated design of the senior housing components of the Proposed Project. Additional residences are located north of the Project Area, as are large residential communities to the east and south past the regional roadways. The Working West Shore 2030 calls for modest amounts of additional residential growth in the surrounding area.

The Proposed Project includes zoning changes over substantial portions of the Project Area, in order to facilitate proposed development. As previously noted, the Project Area is located in an M1-1 zoning district. Under the Future With-Action Condition, two new zoning districts would replace portions of the M1-1 district. An R3-2 district would be mapped along the northern edge of the Project Area over the proposed senior housing and school sites. Two C4-1 districts would be mapped over the proposed retail sites (Sites “A” and “B”) and areas of utility corridors, as well as over two privately owned lots along Arthur Kill Road. Additionally, the mapping of Fairview Park would remove zoning from those portions of the Project Area. Much of the residential development in Arden Heights and the surrounding areas of Staten Island are typical of R3-2 districts, including areas to the northeast of the Development Area across the West Shore Expressway, and areas to the west across Arthur Kill Road. C4 districts are mapped in regional commercial centers located outside of central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger region. In Staten Island, residential uses are not allowed as-of-right within C4-1 districts, but are allowed by CPC “special permit”. The C4-1 district, in particular, is typically mapped in outlying areas, such as the Staten Island Mall, that require large amounts of parking.

The Proposed Project also includes the rezoning of two privately-owned lots (Block 7494, Lots 1 and 88) within the southwest corner of the Project Area at the intersection of Veterans Road West and Arthur Kill Road. These two lots are currently zoned M1-1 and would be rezoned to C4-1 as part of the rezoning for the adjacent Retail Site “B” parcel. Lot 1 is a 0.30 acre lot (13,280 square feet). Lot 88 is a 0.09 acre lot (4,000 square feet) located to the north along the east side of Arthur Kill Road. Both lots are used for

contractor open storage and parking. Under the proposed C4-1 zoning, Lot 88 could be developed with a 1,000 square foot retail use and 7 required parking spaces, and Lot 1 could be developed with approximately 3,500 square feet of retail use and 23 parking spaces. However, the sites could also be developed under the existing M1-1 regulations with lower requirements for accessory parking spaces allowing for higher densities on each site. The likely development under the existing zoning regulations would double on Lot 88 to 2,000 square feet with a parking requirement of 7 spaces, and on Lot 1 approximately 5,500 square feet of retail could be developed with about 18 required parking spaces. These sites would be rezoned but are not part of the area to be developed and are not included in the Development Area. As the existing M1-1 zoning allows for a higher intensity of development the change of zoning to C4-1 will not induce additional new development on these sites, but rather they would continue to be occupied with their current uses as pre-existing non-conforming uses in the new C4-1 zone, which will encompass a larger area around these sites to promote the long-term redevelopment of this area with commercial uses.

Therefore, although the Proposed Project represents a significant land use change for the Project Area itself and includes zoning map changes and the mapping and construction of new streets, the uses proposed are consistent with the diversity of uses in the surrounding community. As such, the Proposed Project would not result in any significant adverse impacts to land uses or zoning, with the exception of creating non-conforming uses on two adjacent private lots (see **Chapter 7.0**). Additionally, the Proposed Project is ~~compatibility~~compatible with those identified applicable public policies of PlaNYC 2030, the City's Coastal Zone Management, and Working West Shore 2030, as further discussed in **Chapter 2.1**.

### 2.18.5.2 Socioeconomic Conditions

According to CEQR, changes in socioeconomic conditions have the potential to affect neighborhood character when they result in substantial direct or indirect displacement or addition of population, employment, or businesses; or substantial differences in population or employment density.

The Proposed Project would provide opportunities for new residential and commercial development, ~~but is not expected to result in the direct displacement of existing residents or businesses, as the Project Area is vacant.~~ The Proposed Project would ~~also~~ not affect real estate market conditions in a way that would result in indirect displacement of residents or businesses, as further discussed in **Chapter 2.2**.

Although the Development Area is vacant, there are 22 residential and commercial properties abutting the existing built portion of Englewood Avenue that may be affected by its mapping and reconstruction, as shown in Figure 4 of **Chapter 1** and further discussed in **Chapter 2.2**. Only four of those 22 properties are privately owned. The other 18 properties are currently owned by the City of New York and they are within the Development Area. For most of the properties, only minor front yard portions are expected to be modified by the widening and realignment of Englewood Avenue. In addition, the Proposed Project includes authorization for City acquisition of an approximately 4,000 square foot privately-owned vacant parcel located within the proposed school site.

The widening will require acquisition of a portion of one property at 21 Englewood Avenue (Block 7380, Lot 51), located on the north side of Englewood Avenue. The proposed realignment of Englewood Avenue would encompass part of a two-story frame residential building with two residential units, and the Proposed Project would directly displace these two residential units. However, displacement is not typically considered significant unless it involves 500 or more residents. Additionally, although businesses on four properties (Block 7380, Lot 51; Block 7465, Lot 1; Block 7464, Lot 1; and on Block 7465, Lot 6) would lose a portion of their parking/front landscaping, no businesses would need to be relocated as part of the Proposed Project. Therefore, the Proposed Project is unlikely to have significant impacts based on direct residential or business displacement and no further analyses are required.



### 2.18.5.3 Open Space

According to CEQR, when an action would potentially have a direct or indirect effect on open space that would adversely affect utilization of existing publically accessible open space resources, there is a potential to affect neighborhood character.

The Proposed Project would not result in any direct effects on any publicly accessible open space resources, as the Proposed Project would not result in a physical loss of any existing public open spaces either by encroaching on open space resources or displacing open space resources. The entire Project Area is vacant and undeveloped. The degree of vegetation varies across the Project Area, with the majority of it covered by trees and other vegetation. The western portion of the site contains some vacant open areas, with trees along the east side of Arthur Kill Road. Open-field areas are located within the northern portion of the Project Area, parts of which were previously cleared between 2002 and 2004 for an earlier plan to create Fairview Park (see **Chapter 1**). The park was never constructed, and as such, no public open spaces currently exist within the Project Area. As such, the Proposed Project would not result in a direct physical loss of a public open space, change the use of an open space so that it no longer serves the same user population, limit public access to an open space, or cause increased noise or air pollutant emissions, odors, or shadows on a public open space that would affect its usefulness.

The Proposed Project will allow for development of a proposed approximately 23-acre park with areas for both active and passive recreation that will increase the amount of open space available to the surrounding community. This new park would be mapped along with the adjacent approximately 20-acre Conservation Area ~~for a new, to create~~ approximately 43 ~~acres~~ acres of newly mapped parkland.

As further demonstrated in **Chapter 2.4**, “Open Space”, the Proposed Project would also not change the use or utilization of any open space so that it no longer serves the same user population for either the 2015 or 2020 analysis years. The addition of the new approximately 23-acre park would increase both active and passive parkland in the study areas under both analysis years for residents and non-residents. The new park would not create any additional park employees, as the ~~DPRNYCDPR~~ expects to maintain the proposed park areas with existing staff. Although the number of residents and workers in the area would increase due to development in the area from the Proposed Project, as demonstrated in **Chapter 2.4**, active and passive open space ratios will continue to exceed the City’s guidelines stated in the *CEQR Technical Manual*, and further assessment is not warranted.

Furthermore, as described below and further demonstrated in **Chapter 2.5**, “Shadows,” net new incremental shadows created by the build-out of the Proposed Project by the years 2015 and 2020 would not result in any significant adverse shadow impacts. Therefore, significant adverse impacts regarding open space resources are not expected, and further open space assessment is not warranted.

### 2.18.5.4 Historic and Cultural Resources

According to CEQR, when an action would result in substantial direct changes to a historic and cultural resource or substantial changes to public views of a resource, or when a historic and cultural resource analysis identifies a significant impact in this category, there is a potential to affect neighborhood character.

#### **Year 2015**

As further demonstrated in **Chapter 2.6**, “Historic and Cultural Resources” the Proposed Project would not result in any direct or significant adverse impacts to historic or architectural resources within the Project Area or the surrounding study area. No historic architectural resources have been identified within this section of the Project Area. Therefore, the Proposed Project would not directly affect historic architectural resources.

One resource has been identified within the Historic Architectural Resources study area, the LPC-New York City Landmarks Preservation Commission (NYCLPC)-designated/ State/National Registers of Historic Places (S/NR/NRHP) -listed Charles Kreischer House, which has the potential to be indirectly affected by the Proposed Project. The eastern boundary of the Charles Kreischer House property is just over 400 feet west of the western boundary of the Project Area, which will be developed with portions of Fairview Park. The Project Area is generally screened from the Charles Kreischer House by existing development. The Colonial Rifle Range, adjacent to the eastern edge of the property, provides a buffer between the resource and proposed development to the east. The MTA Bus Annex, adjacent to the southern edge of the Kreischer property, provides a buffer between the resource and proposed development to the south. As a result, it is anticipated that views of the Proposed Project would continue to be screened from the Charles Kreischer House. In the event that elements of the Proposed Project become visible from the resource, it would not be anticipated to impact its setting, because the proposed development would be compatible with the current setting. Additionally, in terms of construction-related effects, it is not anticipated that the Proposed Project would result in indirect visible or audible impacts, including vibratory impacts, because of the distance between the Proposed Project and the resource. Therefore, it is anticipated that the Proposed Project would have no significant adverse impacts to historic and architectural resources by the year 2015.

By the year 2015, construction activities do have the potential to significantly and adversely disturb or destroy three archaeological sites located within these sections of the Project Area that were identified through prior archaeological survey work, resulting in potential adverse impacts to archaeological resources. Two of these resources are prehistoric sites and one is a historic site complex, as noted below:

- *Site C4-MCB-1 (NYS Site A08501.002766)*. This prehistoric site was located during the Phase IB survey atop a prominent knoll in the east-central portion of the current Project Area. According to project mapping, this site is located in Block 7452, Lot 75, proposed Retail Site "A". The site is considered to be archaeologically significant.
- *Fairview Prehistoric Site (NYS Site A08501.002815)*. This prehistoric site was located in 1999 during JMA Phase II excavations at the Balthasar Kreischer Estate Ruins Site. Most of the prehistoric material was recovered from a small, 60-foot-by-40-foot area to the southeast of the main house foundation remains, but prehistoric cultural material was also recovered from test units to the northwest and east of the main house foundation. This prehistoric site may once have covered the entire landform. The limited testing conducted to date suggests that at least portions of the prehistoric site retain sufficient integrity to contribute important archaeological data; the site is considered to be archaeologically significant.
- *Balthasar Kreischer Estate (Fairview) Ruins- (NYS Site A08501.002814)*. JMA conducted Phase II fieldwork at the Kreischer Estate in 1999. JMA documented 18 features with visible surface remains across the estate ruins. The features included the main house foundation, an extensive complex of foundation remains, intact archaeological features (such as possible cisterns and wells), landscape features (such as summer house/gazebo remains, pond, and driveways), and mid-Late-19<sup>th</sup> century and Early-20<sup>th</sup> century sheet middens (ceramic and glass sherds, etc). The site is historically significant in local terms for its association with the Kreischer Brickworks, the establishment of Kreischerville (Charleston), and other 19<sup>th</sup> century works that were sponsored by the Kreischer family. The site is also significant as an intact archaeological example of a 19<sup>th</sup> century elite residence and its associated features. The development of the proposed park has the potential to adversely impact portions or components of this historic site complex. In addition, the movement and staging of large pieces of mechanized equipment required to carry out the construction activities have the potential to adversely impact this site.

Further archaeological investigation will be required to be undertaken in the parkland and on Retail Site "A" (limited to the area identified in the quadrant as C4-MCB-1) prior to construction or any ground disturbing activities. A Scope of Work for archaeological field testing will be prepared and submitted to

LPCNYCLPC for review and approval. Remedial measures, including Phase 1B testing and, if needed as determined by NYCLPC based upon the results of the Phase 1B testing, any necessary Phase 2 and 3 investigations, and continued consultation with LPCNYCLPC and/or, if appropriate OPRHP, will be required to be undertaken by the developer(s) through provisions in the Contract of Sale between NYCthe City and the developer(s). For City properties that may be managed by the NYCEDC, remedial measures, including Phase 1B testing, any necessary Phase 2 and 3 investigations, and continued consultation with LPCNYCLPC and/or, if appropriate, OPRHP, will be required to be undertaken by the developer(s) through the provisions of a contract for sale or lease, or other legally binding agreement between NYCEDC and the developer(s).

### **Year 2020**

By the year 2020, the remainder of the Project Area is expected to be developed, including Retail Site "B", the proposed senior housing, the public school, and the construction of Englewood Avenue. The anticipated effects to historic and architectural resources by the year 2020 are the same as the anticipated effects previously discussed by the year 2015.

Construction of the remainder of the Project Area by the year 2020 has the potential to significantly and adversely disturb or destroy one prehistoric archaeological site located within the remaining sections of the Project Area, which was identified through prior archaeological survey work. In addition, there are portions of the remainder of the Project Area that possess archaeological potential that have never been surveyed. These resources are noted below:

- *Site A7-MCB-1 (NYS Site A08501.002767)*. This prehistoric site was located during the Phase 1B survey on a small, pronounced knoll or hill with a flat summit just south of the proposed route of Englewood Avenue, within the (now) existing conservation area. The site is estimated to cover an area approximately 65 feet by 25 feet. The site is considered to be archaeologically significant. The Proposed Project includes development that is limited at this site location, as it lies within the existing conservation easement. However, completion of the Englewood Avenue along the northern boundary of the conservation easement has the potential to adversely impact this prehistoric site. It is recommended that the site location be fenced off prior to the initiation of construction activity in this area.
- *Block 7494: Lots 8, 90, 95, 97, and 183 - Retail Site "B"*. Completion of Retail Site "B" may disturb or destroy potential archaeological resources. It is possible that early features associated with the tenure of the Shea family (ca.1853-1887) are present on this property. Such features could include wells, cisterns, or privies, in addition to foundation remains of the house itself. It is equally possible that features associated with the tenure of the Beckman family (ca.1887-ca.1917) are present. It is also possible that remains of prehistoric occupation are present on this parcel. Given the number of previously identified prehistoric sites and traces of occupation noted for the southwestern portion of Staten Island, including those located within the Project Area itself, it is quite possible that intact prehistoric resources are located on this parcel.
- *Englewood Avenue Extension and Pedestrian/Bicycle Path*. It is possible that remains of prehistoric occupation are present in this 80-foot wide linear corridor. Given the density of prehistoric site locations already identified for this portion of Staten Island, including a site located less than 50 feet south of Englewood Avenue on the Project Area itself, it is possible that intact prehistoric resources are present.
- *Block 7487, Lot 100 – Retail Site "B"*. Block 7487, Lot 100 lies in the southwestern portion of the current Project Area. This Block has been impacted by recent development, notably the construction of the MTA Bus Depot that fronts on Arthur Kill Road. The bus annex occupies approximately one third of Block 7487. However, the portion of Block 7487 that lies to the south of the bus depot and north of Block 7494 and the extant sewer line running along the southern block boundary has not been previously surveyed.

At this time, there are no specific development proposals for Site Retail Site “B” and future developers will be selected pursuant to a RPFRRP process. Further archaeological investigation will be required to be undertaken by the developer(s) after selection. For all developments in the Project Area to be completed by the year 2020, remedial measures, including Phase 1B testing and, if needed as determined by NYCLPC based upon the results of the Phase 1B testing, any necessary Phase 2 and 3 investigations, and, and continued consultation with LPCNYCLPC and/or, if necessary, OPRHP, will be required to be undertaken by the developer(s) through provisions in the Contract of Sale between NYCthe City and the developer(s). For City properties that may be managed by the NYCEDC, remedial measures, including Phase 1B testing, any necessary Phase 2 and 3 investigations, and continued consultation with LPCNYCLPC and/or OPRHP, will be required to be undertaken by the developer(s) through the provisions of a contract for sale or lease, or other legally binding agreement between NYCEDC and the developer(s).

### 2.18.5.5 Urban Design and Visual Resources

According to the *CEQR Technical Manual*, in developed areas, urban design changes have the potential to affect neighborhood character by introducing substantially different building bulk, form, size, scale, or arrangement. Urban design changes may also affect block forms, street patterns, or street hierarchies, as well as streetscape elements such as street walls, landscaping, curb cuts, and loading docks. Visual resource changes could affect neighborhood character if they directly alter key visual features such as unique and important public view corridors and vistas, or block public visual access to such features.

#### **Year 2015**

As demonstrated in **Chapter 2.7**, “Urban Design and Visual Resources”, the changes and proposed buildings resulting from the Proposed Project by the study year of 2015 would be fully consistent with the general urban design elements and other patterns of the study area. By the 2015 analysis year, the Proposed Project would result in changes to the area with new buildings. A number of one- and two-story buildings are expected to be built on Retail Site “A” around the western, northern and eastern boundaries of that site, with surface parking provided in the middle and southern sections. One of these buildings will be a new two-story public library. The proposed retail uses on Site “A” would also be supported by the surrounding residential community at large, and would support and complement existing retail uses in the immediate area, including adjacent to this portion of the Project Area. Directly east and south of the Retail Site “A” are existing one-story retail stores of Bricktown Center. This type of use and expected building form that would result from the Proposed Project is found in the immediate area surrounding the project area, and would therefore be compatible with them in the year 2015.

The proposed park would provide amenities for the growing residential communities in the area. The removal of the M1-1 zone over the park, and then the parkland’s mapping and development, would fit in well with the surrounding mixed-use community. Several of the proposed park structures (e.g., comfort stations, etc.) would also be situated within the center of the site, away from area streets, but near access points to the proposed public library. The park would contain a comfort station, multi-purpose field, tennis courts, junior baseball fields, bike path connecting the bike path along proposed mapped Bricktown Way and Tyrellan Street, a trail system for walking in the park and 60 parking spaces. This new park would also be mapped along with the adjacent approximately 20-acre Conservation Area (north and east of Bricktown Center) for a new, to create approximately 43 acres of newly mapped parkland.

For Retail Site “A” and Fairview Park, access includes the mapping of portions of Bricktown Way and Tyrellan Avenue that are within the Project Area, which are currently privately-owned. Under the Proposed Project, the portions of these privately owned roadways would be mapped, and new curb cuts placed along the north side of Bricktown Way around the Tyrellan Avenue intersection for access into the park and retail stores, and it is envisioned that existing bikeways would be connected to and into Fairview Park. No other physical changes to these portions of the roadways are anticipated.

The Proposed Project would also not block any existing view corridors or views to/from any natural areas with rare or defining features, as the Project Area does not contain any notable or designated visual resources or view corridors. Within the surrounding study area, views along the Arthur Kill waterfront are available from the publically accessible waterfront esplanade adjacent to the Tides residential development. Views along area roadways, including Veterans Road West, Arthur Kill Road and Kreisler Street, provide opportunities for pedestrians to view existing development in the area. These views would not be altered as a result of Proposed Project by the 2015 analysis year. The development of these sites would not block any views to the waterfront or along the area roadways, as the proposed developments would be confined to each respective site. Pedestrian views of these sites along Veterans Road West would not be significantly adversely impacted over current conditions, as the areas are currently undeveloped. The proposed construction of the new park would also create a new open space and visual resource for the area, helping to connect the public realm to the public park.

### **Year 2020**

The changes and conceptual proposed buildings resulting from the Proposed Project by the study year of 2020 are also expected to be fully consistent with the general urban design elements and other patterns of the study area. By the year 2020, Englewood Avenue will be mapped and expected to be fully constructed across the northern border of the Project Area from Veterans Road West on the east to Arthur Kill Road on the west. The fully constructed roadway would provide access to the proposed senior housing and school sites of the Development Area, which would be constructed through future additional discretionary review to facilitate the proposed development in the new R3-2 zoning district. The proposed senior housing component is expected to include a series of two-story semi-detached residences surrounding a community center and multi-family buildings along Englewood Avenue. Adjacent to the senior housing site is the proposed combined elementary/middle public school with an approximately 750-seat capacity for kindergarten through 8<sup>th</sup> grade. The proposed school would be located directly north of and adjacent to the proposed park that would be operational by the 2020 analysis year. Two groups of one-and two-story retail stores are expected (north and south of the utility corridor areas) to be built on Retail Site "B" along the east side of Arthur Kill Road. The area for the development of Retail Site "B" would be rezoned to a C4-1 district to facilitate the planned retail development, and the proposed commercial buildings on Retail Site "B" are expected to be constructed per C4-1 bulk regulations and as per SRD require additional discretionary approvals. The proposed retail uses on Retail Site "B" would be supported by the surrounding residential community at large, as well as the new senior housing, and would support and complement existing retail uses in the immediate area.

By the 2020 analysis year, the Proposed Project would result in changes to the area with additional new buildings and the fully constructed roadway of Englewood Avenue, but significant adverse impacts to urban design would not occur. The full build-out of the Proposed Project by the year 2020 would not result in any conditions that would merit further detailed assessment of urban design and visual resources. While the Proposed Project would result in the construction of the remaining new developments by the 2020 analysis year, the proposed structures and buildings of Retail Site "B", the senior housing and the proposed school would not be out of context with the surrounding buildings within the study area. Several other one- and two-story retail buildings are found in the surrounding area, including directly adjacent to and across the street of the Project Area, and additional residences are located west of the Project Area along Arthur Kill Road. In addition, the full build-out of the Proposed Project would not alter or substantially change the built environment of a historic district, or effect the components of an historic building that contribute to the resource's historic significance, by the 2020 analysis year.

The full build-out of the Proposed Project would also not block any view corridors or views to/from any natural areas with rare or defining features. Pedestrian views of these sites along Veterans Road West and Arthur Kill Road would continue to not be significantly adversely impacted over current conditions, as the areas are currently undeveloped, and over conditions that would exist under the first phase of the Proposed Project. The development of these sites would also not block any views to the waterfront or along the area roadways, as the proposed developments would be confined to each respected site.

While the full build-out of the Proposed Project also includes new street mapping and construction, significant adverse impacts are not expected, and further detailed analyses are not warranted. The mapping and construction of Englewood Avenue along the northern border of the Project Area would alter the street network by providing a thru street and would include bicycle and pedestrian facilities, as well as allow for new views along Englewood Avenue towards both Arthur Kill Road and the West Shore Expressway, adjacent to CPPSPP. The new mapping and street construction would not, however, result in significant changes to any urban design features that would alter the context or approach of any visual resource.

Therefore, the Proposed Project is not expected to result in any significant adverse urban design or visual resource related impacts by the 2020 analysis year, and further detailed assessments are not warranted.

### 2.18.5.6 Shadows

According to CEQR, when Shadows from a proposed project fall on a sunlight-sensitive resource and substantially reduce or completely eliminate direct sunlight exposure such that the public's use of the resource is significantly altered or the viability of vegetation or other resources is threatened, there is a potential to affect neighborhood character.

The Proposed Project would not result in any new shadows from any of the expected buildings that would fall on the sunlight-sensitive resources in the area, and thus the Proposed Project would not reduce or eliminate direct any sunlight exposure on these resources. As further discussed in **Chapter 2.5**, a shadow radius of 4.3 times the maximum expected heights of buildings over the Development Area under the Proposed Project was performed, for both the 2015 and 2020 analyses years. The results of this Tier 1 screening assessment show that there are no sunlight-sensitive open space resources or sunlight-sensitive cultural and historic resources could be reached by potential shadows from proposed buildings in the Development Area, and thus further study under the next screening level is not warranted. Under both analyses, the longest shadows cast from the expected retail, library, school, housing and park buildings in the Development Area would not reach either the adjacent Conservation Area or CPPSPP situated north of the Englewood Avenue corridor. Furthermore, the shadows would also not reach the nearest designated historic resource, the Kreisler House. As such, further shadow analyses are not warranted, and the Proposed Project would not result in any significant adverse shadow impacts.

### 2.18.5.7 Transportation

According to the *CEQR Technical Manual*, changes in traffic and pedestrian conditions can affect neighborhood character in a number of ways. For traffic to have an effect on neighborhood character, it must be a contributing element to the character of the neighborhood (either by its absence or its presence), and it must change substantially as a result of the action. According to the *CEQR Technical Manual*, such substantial traffic changes can include: (1) changes in level of service (LOS) to C or below; (2) change in traffic patterns; (3) change in roadway classifications; (4) change in vehicle mixes; (5) substantial increase in traffic volumes on residential streets; or (6) significant traffic impacts, as identified in the technical traffic analysis. Regarding pedestrians, when a proposed project would result in substantially different pedestrian activity and circulation, it has the potential to affect neighborhood character.

As further discussed in **Chapter 2.13**, the Proposed Project will alter traffic patterns in the area and add new trips into the roadway network. However, pending DOT approval, the majority of identified significant adverse impacts would not occur based on the proposed project design and recommended mitigation measures. With the recommended transportation system improvement measures identified in **Chapter 4.0**, no significant adverse traffic impacts would occur as a result of the Proposed Project in the 2015 or 2020 analysis years, ~~with the exception of the following locations for the horizon years, movements/approaches, and peak hours noted:~~

- ~~Veterans Road West/Bricktown Way/Korean War Veterans Parkway westbound off-ramp:~~
  - ~~In 2015, unmitigatable potential significant traffic impacts are projected to remain for eastbound left-turns, the northbound approach, and the southbound through/right-turn lane during the Saturday midday peak hour.~~
  - ~~In 2020, unmitigatable potential significant traffic impacts are projected to remain for westbound left-turns during the weekday midday and Saturday midday peak hours, the northbound approach during the weekday midday, weekday PM, and Saturday midday peak hour, and eastbound left turns and southbound through/right-turn lane during the Saturday midday peak hour.~~
- ~~Boscombe Avenue/Outerbridge Crossing Ramps:~~
  - ~~In 2015, unmitigatable potential significant traffic impacts are projected to remain for westbound right turns during the weekday midday and PM peak hours.~~
  - ~~In 2020, unmitigatable significant traffic impacts are projected to remain for westbound right turns during the weekday AM, weekday midday, and weekday PM peak hours, and for eastbound left turns and southbound left turns during the weekday PM peak hour.~~
- ~~Sharrotts Road/Arthur Kill Road:~~

~~In 2020, marginally unmitigatable potential significant traffic impacts are projected to remain on the stop-controlled eastbound and westbound approaches during the Saturday midday peak hour.~~

By the 2020 analysis year, Englewood Avenue would be improved and extended from its current terminus (east of Arthur Kill Road) to Veterans Road West, thereby providing a new, complete bi-directional roadway connection between Arthur Kill Road and Veteran Road West. Significant adverse impacts to vehicular traffic are not expected regardless of whether or not the roadway contains two or four lanes of travel.

The Proposed ~~Action~~ Project is also anticipated to have sufficient on-site parking supply to accommodate projected hourly parking demands throughout the course of both a typical weekday and a typical weekend day, based on the findings of this parking analysis. No overflows of parked vehicles are projected to occur onto surrounding public streets and neighboring properties, and no significant parking impacts are anticipated under typical weekday and weekend conditions.

### 2.18.5.8 Noise

According to the *CEQR Technical Manual*, for an action to affect neighborhood character with respect to noise, it would need to result in a significant adverse noise impact and a change in acceptability categories.

~~As demonstrated in **Chapter 2.16** “Noise,” traffic generated by the Proposed Project would not have the potential to produce significant adverse noise impacts at any sensitive receptors near the study area.~~

~~The analysis of future conditions in 2020, when all project components are projected to be completed, including the introduction of residences and schools, indicate that no significant impacts to the neighborhood due to increases in traffic-related noise are projected. Initial screening indicated that at two locations the Proposed Project would increase noise levels by more than the CEQR threshold of 3 dBA in one or more analysis period. However:~~

- ~~At one of those locations, the absolute level with the Proposed Project would be well below the 65 dBA absolute threshold for impacts; and~~
- ~~At the second location, even though future noise levels would be above 65 dBA, more detailed analyses of future noise levels indicated that the increase in noise levels due to the Proposed Project would be less than the 3dBA impact threshold in all three analysis periods.~~

As demonstrated in **Chapter 2.16** “Noise,” based on the proposed school playground boundary reference level of 71.4 dBA  $L_{eq}(1)$ , during the daytime school opening hours, the closest residential land use, the proposed on-site senior housing, would experience a maximum of 55 dBA  $L_{eq}(1)$  which is equivalent to approximately 58 dBA  $L_{10}$ . This level is below the 65 dBA noise exposure guideline (see previous Table

2.16-2 in Chapter 2.16) as classified “Acceptable” for general residential external use. Therefore, the proposed daytime school operation would not result in a significant noise impact in the neighborhood including the senior housing that would be immediately adjacent to the new school.

During the 2015 year analysis, no 3 dBA increase in traffic noise was predicted using the PCE screening method and therefore no further analysis is warranted. During the 2020 year analysis, an incremental increase greater than 3 dBA was predicted in areas along Englewood Avenue., at Monitoring Site 4 and 7 shown in Chapter 2.16. With the projected 6.3 dBA increment at Site 4, the predicted peak traffic noise level of 58 dBA (51.7+6.3) would be below the 65 dBA absolute impact threshold level. By combining with the school playground-generated noise of 55 dBA with the traffic generated noise, the total project noise level would rise to 59.8 dBA. That total is still below the 65 dBA threshold, Therefore, there is no potential for a significant noise impact at this location.

The measured ambient threshold of 65 dBA was exceeded at Monitoring Site 7. A further evaluation was therefore performed for Site 7 using the TNM model to better predict the Proposed Project’s incremental noise contribution along that segment of Englewood Avenue east of the West Shore Expressway. These results confirm that no significant traffic noise impacts would occur at Monitoring Site 7, since the future combined noise levels (measured ambient levels plus estimated noise increment from project-generated traffic) minus the measured ambient levels would not exceed the 3-dBA significance threshold when the absolute level would be above 65 dBA.

The anticipated new stationary sources under the Proposed Project would be limited to those typical heating and cooling and ventilation (HVAC) equipment installed at commercial, residential or community facility buildings and the proposed new school playground noise. For larger buildings, such equipment is either inside the proposed buildings, or on their respective rooftops. Smaller residential buildings may include window or built-in wall air conditioning units or have some equipment located outdoors in side or rear yards. Indoor equipment is not considered substantial stationary noise sources as defined in the *CEQR Technical Manual*. The larger building’s rooftop equipment is typically screened and would be sufficiently removed from existing or proposed sensitive receptors to avoid creating significant noise impacts. Noise from window or wall units would similarly not warrant detailed impact analysis and would be unlikely to result in any significant noise impacts to the surrounding community. Therefore the HVAC noise impacts to the neighborhood from the Proposed Project are considered to be negligible and require no further analysis in this chapter.

~~Noise from the proposed new school playground activities was predicted using standard acoustic formulas based on the measurement data and analysis approach adopted by the New York City School Construction Authority to assess potential school noise impacts on the community. Based on used school playground boundary reference levels during the daytime school opening hours, the closest residential land use, the proposed on-site senior housing, would experience noise levels well below noise exposure guidelines as classified “Acceptable” for general residential external use. Therefore the proposed daytime school operation itself would not result in a significant noise impact in the neighborhood including the senior housing that would be immediately adjacent to the new school.~~

Additionally, a qualitative assessment of the potential gun firing noise effects from the Colonial Rifle and Pistol Club on the proposed sensitive land uses was performed. Although gunshot impulsive noise would be noticeable within the proposed sensitive land uses with the highest levels observed along the trail in the park, the maximum noise levels are still comparable to those generated from other background noise sources such as on road traffic in the neighborhood particularly within the most sensitive development site, the senior housing site. Therefore it is anticipated that the adverse impulsive noise effects from the existing gun firing on the proposed on-site sensitive land uses would not be significant.

### 2.18.6 CONCLUSION

Of the technical areas that define neighborhood character, the Proposed Project has the potential to result in significant adverse historic and cultural resources and transportation impacts, as well as create non-conforming zoning impacts to two small lots within the Project Area. However, it is not expected that



the significant adverse historic and cultural resources and transportation impacts that would result from the Proposed Project would significantly affect the neighborhood character for the study area.

The significant adverse historic and cultural resources impacts identified in **Chapter 2.6** are related to the potential for archeological resources to be present in the Development Area. While the potential adverse impacts to the archaeological resources would be significant, the potential archeological resources on site are not a defining feature of this area of Staten Island that is central to the character of the neighborhood.

The significant adverse transportation impacts projected as a result of the Proposed Project (see **Chapter 2.13**) are also not expected to lead to significant adverse neighborhood character impacts, ~~with the exception of those~~. Although there are identified transportation impacts above that are not able to be mitigated, such impacts would not result in or lead to a significant adverse impact to the character of the neighborhood. As discussed further in **Chapter 4.0**, subject to DOT approval, several mitigation measures are proposed that would serve to mitigate the majority of identified significant adverse transportation impacts projected to occur as a result of the Proposed Project.

The Proposed Project is not expected to result in a combination of moderate effects that would collectively result in a significant adverse neighborhood character impact. The Proposed Project would not cause significant adverse impacts with regard to land use, zoning and public policy, socioeconomic conditions, shadows, open space, and urban design and visual resources.

The widening of Englewood Avenue will require acquisition of a portion of one property (Block 7380, Lot 51), located on the north side of Englewood Avenue. The proposed realignment of Englewood Avenue would encompass part of a two-story frame residential building with two residential units, and the Proposed Project would directly displace these two residential units. However, displacement is not typically considered significant unless it involves 500 or more residents. Additionally, although businesses on four other properties would lose a portion of their parking/front landscaping, no businesses would need to be relocated as part of the Proposed Project. Therefore, although moderate effects would occur, the Proposed Project is unlikely to have significant impacts based on direct residential or business displacement.

Further, as discussed in their respective chapters of this ~~DEIS/FEIS~~, these technical areas are not considered reasonably close to their significant adverse impact threshold. The area surrounding the Development Area already contains retail shopping centers found within Bricktown Center and the South Shore Commons, as well as a mixed-use neighborhood to the north and west. The changes of land uses on the sites within the Development Area would also generate beneficial impacts to the character of the neighborhood, as it would develop vacant and underused land, creating a more cohesive neighborhood in this section of Staten Island. Therefore, although some significant adverse impacts would occur in the CEQR technical areas that define neighborhood character, it is not expected that the significant adverse impacts in these technical areas would lead to significant adverse neighborhood character impacts. No significant adverse neighborhood character impacts are expected as a result of the Proposed Project.