

2.0 EXISTING CONDITIONS AND PROBABLE IMPACTS

2.1 LAND USE, ZONING AND PUBLIC POLICY

2.1.1 INTRODUCTION

The *CEQR Technical Manual* states that an assessment of land use, zoning, and public policy is appropriate if a proposed project has the potential to result in a significant change in land use or zoning, or would substantially affect regulations or public policies governing land uses. A land use analysis characterizes the uses and development trends in the study area and assesses whether a proposed project is compatible with, or may affect, land use conditions. An assessment of zoning is performed in conjunction with a land use analysis when a proposed project would change the zoning on the site or result in the loss or change of a particular land use. An assessment of public policy typically accompanies the land use and zoning assessments to address the compatibility of the project with relevant public policies.

This chapter describes the changes and activities taking place within an identified study area, as well as the zoning regulations that govern land use and development in the area and other pertinent expressions of public policy regarding the area's future. The chapter describes existing conditions, land use trends, and anticipated new developments and other land use changes that are reasonably likely to occur by the Proposed Project's build years of 2015 and 2020. The chapter then assesses the ways in which the Charleston Mixed-Use Development (the "Proposed Project") can be expected to affect the area's development and land use patterns and whether the Proposed Project would be compatible with surrounding uses and consistent with prevailing densities.

The Proposed Project involves the development of an approximately 66-acre city-owned property (the "Development Area") located in Charleston, Staten Island. As described in greater detail in **Chapter 1**, the Project Area includes the surrounding area of approximately one-quarter mile around the development sites and adjacent conservation area, which encompass the approximately 93-acre Project Area. The Project Area is generally bounded to the north by Englewood Avenue and Clay Pit Ponds State Park Preserve ("CPPSPP"), to the south by Veterans Road West, to the west by Arthur Kill Road, and to the east by the shopping center known as the Bricktown Retail Centre ("Bricktown Centre") and a conservation area.

The Proposed Project envisions a number of discrete development elements which would be undertaken by different entities, and which would affect land use and zoning in the 66-acre Development Area, within the approximately 93-acre Project Area. As further discussed in section 2.1.5 of this chapter, the overall Development Area is comprised of an approximately 23-acre park site with areas for both active and passive recreation; 18.3 acres for two retail sites ("A" and "B"); a new public library branch to be included in Retail Site "A"; a 9.1-acre site for senior housing; a 5.9-acre site for a new combined elementary/middle school; and approximately 6 acres on which Englewood Avenue will be mapped and constructed.

The individual elements of the Proposed Project require a number of public approvals in order to be implemented. Discretionary approvals under the purview of the NYC Planning Commission subject to the requirements of the Uniform Land Use Review Procedure ("ULURP") are as described below.

- **Proposed Zoning Map Changes.** The Charleston Site is located in an M1-1 zoning district and the Special South Richmond Development District ("SRD"). In the future with the Proposed Project, two new zoning districts would replace portions of the M1-1 district: an R3-2 district along the northern edge of the site and a C4-1 district directly to the south extending to Veterans Road West. A portion of the M1-1 district directly adjoining the northern edge of the private parcels fronting on Veterans Road West would remain. The map change would include the rezoning of two privately-owned lots (Block 7494, lots 1 and 88) that will not be redeveloped. These two private properties are being rezoned at the request of the NYCDCP to provide a regular and rational zoning district boundary;

- Special South Richmond Development District (SRD) Authorization/Certifications. The Project Area is located within the boundaries of the ~~Special South Richmond Development District~~ SRD and is subject to its requirements. Specific authorizations and certifications may be required under the SRD.
- Certification for cross access requirements and waivers pursuant to Section 36-59.
- Authorization pursuant to Section 36-023 for site planning and to reduce parking requirement in a C4-1 district.
- Mapping and construction of Englewood Avenue including authorization to acquire all or portions of privately owned land within the proposed bed of the mapped street. In addition, this action would require the negotiated transfer of ownership of a portion of land within the existing mapped bed of the proposed roadway from New York State (the negotiated transfer of ownership from New York State may require further state environmental review). ~~At present, Englewood Avenue is mapped for a corridor approximately one-quarter-mile long extending eastward from Arthur Kill Road. The Proposed Project would map the remainder of the corridor from Veterans Road West to Arthur Kill Road – approximately 3,265 feet – to a width of 80 feet and – E_xtinguish Third Street, Pembine Street, Bayne Avenue, Goethals Avenue, Burr Avenue, Claude Street, Alice Street, Baxter Street, Beaver Street, and Cady Avenue in their entirety. These ten record streets are currently mapped to a width of 50 feet, respectively, but they are not built.~~
- Extinguish Coke Street south of Englewood Avenue. Coke Street is a record street that is currently established at a width of 50 feet but is not built.
- Mapping of the privately-owned Bricktown Way to 85 feet and privately-owned Tyrellan Avenue to 70 feet within the Project Area as streets;
- Acquisition by the City of an easement for public unrestricted vehicular, pedestrian and bicycle access over the privately-owned Bricktown Way and Tyrellan Avenue to facilitate access to Retail Site “A,” the proposed New York Public Library (“NYPL”) ~~NYPL~~ branch and the proposed Fairview Park;
- Mapping and construction of an approximately 23~~–~~acre park that will be designated as Fairview Park, which together with the mapping of the approximately 20-acre existing Conservation Area, will be added to the City Map as 43 acres of new parkland.
- Approval for Acquisition of Privately-Owned Properties. In order to implement the concept plan, the approval for acquisition of an approximately 4,000 square foot privately-owned lot on the School Site would be required.
- Replacement of impacted trees in public property under the jurisdiction of the New York City Parks Department (NYC DPR) per Local Law 3 (*Local Laws of the City of New York For The Year 2010*).
- Site Selection. The project includes a proposed ~~New York Public Library (“NYPL”)~~ branch that would require a site selection for the capital project and new city facility.
- New York State Department of Environmental Conservation (NYSDEC) or Army Corps of Engineers (ACOE-USACE) permits: In order to ~~implement the construct~~ Englewood Avenue ~~portion of under~~ the Proposed Project, ACOE-USACE and/or NYSDEC permits may be required for building within jurisdictional wetlands and adjacent areas of jurisdictional wetlands.

2.1.2 METHODOLOGY

2.1.2.1 Land Use and Zoning

For land use and zoning, the *CEQR Technical Manual* states that a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project’s anticipated effects. This information is often essential for conducting environmental analyses in other technical areas, and helps provide a baseline for determining whether detailed analysis is appropriate. This chapter includes a thorough description of existing and anticipated future land uses within the

proposed rezoning area and the surrounding study area, sufficiently detailed to understand the relationship of the proposed project to such conditions, assess the nature of any changes on these conditions that would be created by the proposed project, and identify those impacts, if any, that could be significant or adverse.

Land use refers to the activity that is occurring on land and within the structures that occupy it. Types of uses include residential, retail, commercial, industrial, vacant land, and parks. According to the *CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of a proposed project, the location and context of the area that could be affected by the project, and other factors, such as natural and man-made geographic boundaries. Suggested study areas under CEQR range from 400 feet for small projects to one-quarter or one-half a mile for larger projects. For this project, a one-quarter mile study area was established, as areas within one-half mile of the project site fall within the Arthur Kill waters to the west, and across the West Shore Expressway to the east. These are natural and man-made barriers that are located at the edge of the radius defining and separating neighborhoods further afield from the Project Area.

The effects of the developments associated with the Proposed Project are assessed for analysis years. Construction of Retail Site “A” and Fairview Park are expected to be completed by the year 2015. Construction on the remainder of the sites is expected to be completed by the year 2020. As such, the Future No-Action condition accounts for land use, zoning changes and other development projects, initiatives, and proposals expected to be completed by 2015 and then 2020. The Future With-Action condition then includes those expected changes along with the components of the Proposed Project.

2.1.2.2 Public Policy

Besides zoning, other public policies can affect the allowable land uses on a project area. Officially adopted and promulgated public policies also describe the intended use applicable to an area or particular sites in the City. These include Urban Renewal Plans (“URPs”), 197a Plans, Industrial Business Zones (“IBZs”), the Criteria for the Location of City Facilities (“Fair Share” criteria), Solid Waste Management Plan, Business Improvement Districts (“BIDs”), and the New York City Landmarks Law. Two other citywide policies, the Waterfront Revitalization Program (“WRP”) and PlaNYC (related to sustainability), should also be discussed. Some public policies have regulatory status, while others describe general goals that can help define the existing and future context of the land use and zoning of an area. Policies may also change over time to reflect the evolving needs of the City, as determined by appointed and elected officials and the public.

There are several public policy initiatives that pertain to the Proposed Project. The public policies applicable to the Proposed Project are as follows:

- PlaNYC 2030 (including the City’s Wetlands Strategy).
- NYC Waterfront Revitalization Program.
- Working West Shore 2030.

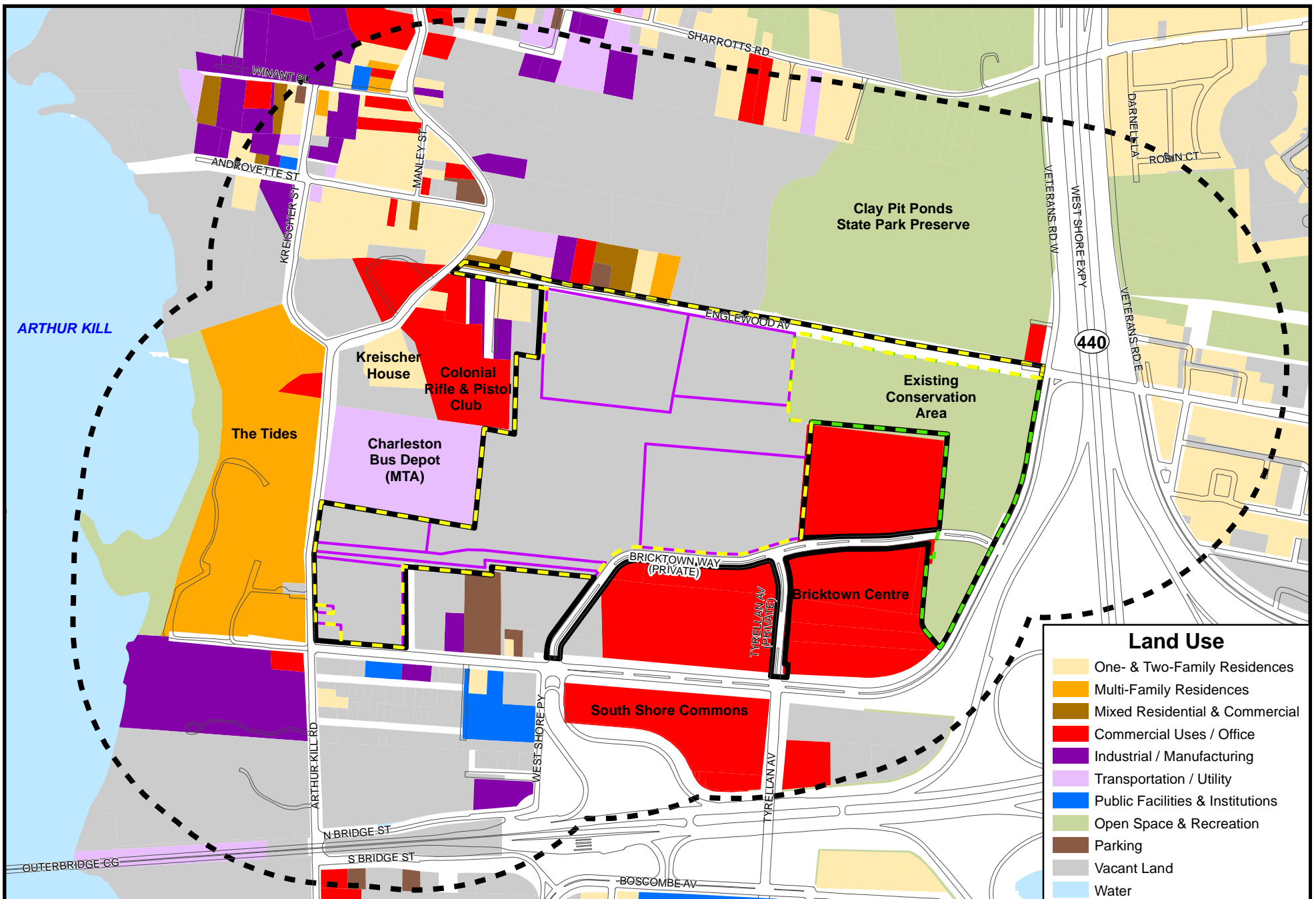
These three adopted public policies are discussed in further detail in the following sections of this chapter.

2.1.3 EXISTING CONDITIONS

2.1.3.1 Land Use

Project Area

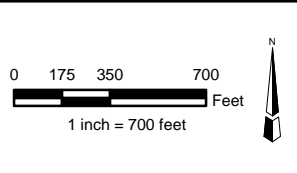
The entire Project Area is vacant, undeveloped and covered with vegetation, as illustrated in **Figure 2.1-1** (“Land Use Study Area”) and **Figure 2.1.2** (“Aerial of Existing Site and Surrounding Area”). Photographs of the site and surrounding area are provided in **Chapter 2.1-7**, “Urban Design and Visual Resources”.



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

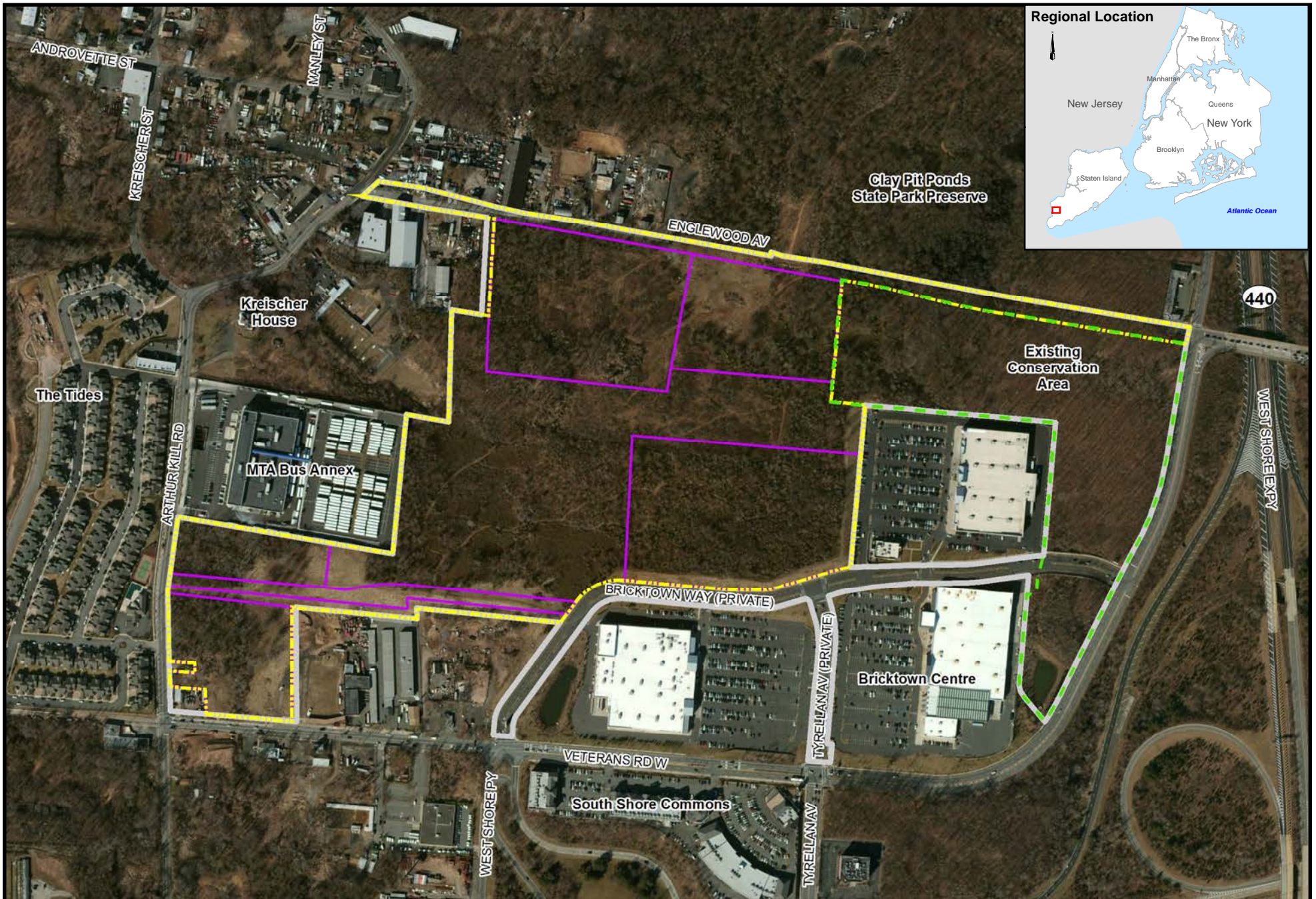


Legend	
	Project Area
	Quarter Mile Radius
	Development Area
	Site Boundary
	Conservation Area



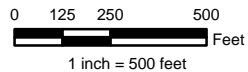
Charleston Mixed-Use
Development

Figure 2.1-1
Land Use Study Area



Legend

- Project Area
- Conservation Area
- Development Area
- Site Boundary



Source: Bing Aerial Map.

Charleston Mixed-Use
Development

Figure 2.1-2
**Aerial of Existing Site
and Surrounding Area**

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 (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.

Land Use Study Area

The study area for land use comprises an area one-quarter mile around the Project Area. This study area is generally bounded to the north by development along Sharrotts Road and Kreischer Street (to the north and 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.

Overview

The study area contains a mixture of land uses 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. Moving clockwise, commercial and retail stores, including large big-box retail stores, are generally located southeast and south of the site along Veterans Road towards the Outerbridge Crossing. A mixture of industrial, transportation and facility uses, as well as tracts of vacant and undeveloped land, are generally located southwest and west of the Project Area around Arthur Kill Road. A gated residential community of two-story homes (the Tides) is located within the western portion of the study area along the Arthur Kill waterfront, with a mixture of additional detached residences and commercial and industrial storage lots situated northwest of the Project Area along Androvette and Kreischer Streets, part of the neighborhood historically known as Kreischerville.

Northern Portion

The northern portion of the study area consists of a mixture of existing development along Englewood Avenue, large amounts of vacant areas and preserved natural lands.

Englewood Avenue, which forms part of the northern boundary of the Project Area and would be extended under the Proposed Project, is currently developed for approximately one-third of a mile extending east from Arthur Kill Road. At its intersection with Arthur Kill Road, Englewood Avenue is developed with one-story commercial and industrial storage/warehouse buildings. Moving eastward along the roadway, one- and two-story detached residences are situated adjacent to additional commercial and industrial storage buildings, including along the small section of Gatton Street (to the south of Englewood Avenue), along with parcels used as open parking and automobile storage. The remaining portion of the built roadway contains detached residences along the northern side of the street, surrounded by additional open storage and vacant areas. These residential, commercial and open storage uses are located north of and across from the Proposed Project's 9-acre site for Senior Housing.

The areas directly north of the mixed development along Englewood Avenue and on both sides to the east over the un-built portion of Englewood Avenue are largely vacant. The nearest development to the north and south are the individual residential, commercial and industrial developed lots along Sharrotts Road to the north, and Arthur Kill Road to the west, the Bricktown Centre to the south and CPPSPP to the east. This area is covered with trees and other natural vegetation.

The northeastern portion of the study area is occupied by the CPPSPP, a 260-acre nature preserve that contains a variety of natural habitats, such as wetlands, ponds, sand barrens, spring-fed streams and woodlands. The only New York State park on Staten Island, the preserve is managed to retain its ecological integrity and to provide educational and recreational opportunities. Educational programs, such as nature walks, pond ecology, bird-watching and tree and flower identification, are offered by the Preserve, with many activities geared to schoolchildren. Designated trails allow for picnics and hikes, along with horseback riding along five miles of bridle paths for nearby stables. The Preserve also contains

an Interpretive Center, a fully-accessible building that features displays of the history of the park and its natural elements.

Eastern Portion

The eastern portion of the study area contains a mixture of natural areas, commercial retail stores, and, east of the West Shore Expressway, a residential community developed with detached one- and two-story homes.

Directly east of the northern portion of the proposed development sites is an existing conservation area, which will be mapped as parkland as part of the Proposed Project. The conservation area is situated south of Englewood Avenue and west of the West Shore Expressway. It is adjacent to the southern side of a two-story motel (the West Shore Motel), situated due north of the intersection of Englewood Avenue at the West Shore Expressway southbound service road, and the motel is surrounded to the north and west by CPPSPP.

Past the West Shore Expressway, the eastern edge of the study area is developed with an established residential community, with a residential development pattern of attached and detached two-story residences with front, side and back yards that is common to many areas of Staten Island in recent years. Some small vacant and natural areas can be found in this community, between the back yards of some of the homes.

Southern Portion

The southern portion of the study area contains a mixture of large commercial retail stores, other commercial, industrial and storage uses, an institutional use (a postal facility), and large amounts of vacant land.

Directly southeast of the Project Area (both north and south of Bricktown Way) are large retail big-box stores, part of the 42-acre commercial area known as Bricktown Centre. Bricktown Way is a private road that runs diagonally, south-west to north-east, from portions of Veterans Road West parallel to the Outerbridge Crossing to portions adjacent to the West Shore Expressway. Bricktown Centre contains approximately 400,000 square feet of retail space within three big-box stores in 30-foot-tall, one-story buildings. North of Bricktown Way, the retail stores include a Bed, Bath and Beyond and a Christmas Tree Shops, along with a separate building containing an Applebee's restaurant fronting Bricktown Way. A Home Depot and Target are located south of Bricktown Way. All of these stores are surrounded by large surface parking lots.

The South Shore Commons, a two-story retail center located south of Bricktown Centre and Veterans Road West, houses a mixture of retail stores, including an Ethan Allen, Carter's (baby clothes), Payless Shoe Source, Famous Footwear, and Panera Bread restaurant. A four-story office building with accessory parking is located on the east side of Tyrellan Avenue opposite South Shore Commons, while the vacant and undeveloped triangular area bordered by the Richmond Parkway, Veterans Road West, Tyrellan Avenue and the West Shore Expressway occupies the remainder of the southeast corner of the study area.

West of Bricktown Centre and South Shore Commons, the study area is developed with a mixture of uses, notably along this stretch of Veterans Road West. The northwest corner of the intersection with Bricktown Way contains a vacant area that is to be redeveloped with a supermarket (see section 2.1.4). Moving west, the northern side of Veterans Road West includes three separate one-story commercial storage buildings and a two-story industrial warehouse building, with additional vacant areas up to the southwestern corner of the Project Area.

The south side of the roadway contains several parcels of vacant land, situated between developed commercial and other sites. Starting from the intersection with North Bridge Street at the southwest corner of Veterans Road, the South Shore Carrier Annex, a U.S. Postal Service facility, is the only

notable ~~designated~~ institutional use in the study area. The facility contains a one-story warehouse building surrounded by surface parking for mail trucks and employee vehicles. A portion of the facility surrounds a two-story detached residence.

Moving westward, the southern side of the roadway contains open storage areas for commercial and industrial uses, as well as stables for horseback riding, followed by a commercial medical facility within a one-story building, and then additional vacant areas at Arthur Kill Road.

South of these developments along Veterans Road West are larger vacant and undeveloped areas covered with trees and vegetation from Arthur Kill Road on the west to North Bridge Street to the east and south. A couple of detached residences are located along the east side of Arthur Kill Road between Veterans Road West and the Outerbridge Crossing, surrounded by vacant areas. Richmond Ceramic, situated within a two-story office, showroom and warehouse building, is located near the southern boundary of the study area, along the north side of North Bridge Street adjacent to the Outerbridge Crossing.

Western Portion

The western portion of the study area contains a mixture of residential, commercial and industrial uses, along with vacant and natural areas, all generally situated between Arthur Kill Road to the east and the Arthur Kill waterfront to the west. Additional industrial and commercial uses are located east of Arthur Kill Road, directly adjacent to the western edge of the Project Area.

The Colonial Rifle and Pistol Club is located directly west of the Project Area, along the east side of Arthur Kill Road, south of Englewood Avenue. Incorporated in 1936, the club is situated on seven acres of land, with outdoor pistol and rifle ranges separated by a bullet-proof wall. There is a significant grade change between the club and the Project Area with the Project Area being up to approximately 40 feet higher in elevation. The Club has significant berming around its gun ranges to provide additional safety and distance from surrounding land uses. The club contains a heated clubhouse and separate restrooms, with 60 off-street parking spaces. Due west of the club is a detached three-story residence at the intersection of Kreisler and Arthur Kill Avenues, which is designated as a historic resource as the last remaining mansion of Kreisler Hill (see **Chapter 2.6**). This remaining Kreisler House was renovated by the Staten Island Land Development LLC. The mansion has a certificate of occupancy for a 70-seat restaurant that can operate at night. There is no operating restaurant at present, but the mansion is available to rent for private functions. Vacant areas that are covered with vegetation surround the residence to the west and south.

The Charleston Bus Depot, operated by the Metropolitan Transportation Authority (MTA), is located along the east side of Arthur Kill Road, south of the Colonial Rifle and Pistol Club and the Kreisler House. The depot is situated directly adjacent to and west of the Project Area and separated from it by a surrounding retaining wall. The depot contains an 87,000-square-foot, two-story building that services and maintains 220 express buses, and also includes outdoor parking for the buses and employee vehicles. Construction of the depot began in April 2008 and was completed in late 2010. The depot officially opened for operations in January 2011.

The Tides at Charleston, a gated residential complex with 190 single-family units for residents 55 years and older, is located in the far western portion of the study area, adjacent to the Arthur Kill waterfront, west of Arthur Kill Road. A 2,500 linear foot public esplanade is located along the waterfront. Commercial retail stores are located adjacent to the Tides, along the west side of Arthur Kill Road at Kreisler Street, with the Tides complex surrounding the retail stores to the north, west and south.

Southwest of the Project Area, along the waterfront south of the Tides complex, is Brown Diesel Works, a provider of marine, industrial and truck diesel engines and components. A one-story building occupied by local retail stores is located at the southwest corner of the intersection of Arthur Kill Road and Veterans Road West, adjacent to and surrounded by the industrial use. South of these industrial and commercial

uses, situated due north of the Outerbridge Crossing and west of Arthur Kill Road, is a large natural and undeveloped area covered with vegetation.

The northwest portion of the study area contains development within the area historically known as Kreischerville, named after Balthasar Kreischer (1813–1886), a Bavarian immigrant and founder of the Kreischer Brick Manufactory. Kreischer had three mansions built on Kreischer Hill, one of which stands to this day and, as noted above, is designated a historical landmark (see Chapter 2.6). Within the study area, this section is generally west of Arthur Kill Road, and north of the westerly extension of Englewood Avenue. Detached one- and two-story single-family homes are located northwest of the Project Area along Androvette, Kreischer and Manley Streets, Winant Place and Englewood Avenue, as well as along these portions of Arthur Kill Road. Several parcels within the area contain one- and two-story commercial and industrial storage buildings, along with open storage lots containing parked trailers or automotive vehicles, generally scattered along residential and commercial occupied parcels along Englewood Avenue, Arthur Kill Road and Marjorie Street. 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.

2.1.3.2 Zoning

The *New York City Zoning Resolution* (ZR) dictates the use, density and bulk of developments within the City. The ZR is divided into two parts: zoning text and zoning maps. The zoning text establishes the zoning districts within New York City and dictates the zoning regulations governing land uses and developments, while zoning maps show the boundaries of the City’s zoning districts.

New York City has three basic zoning district classifications: residential (R), commercial (C) and manufacturing (M) districts. These three basic classifications are further divided into low-, medium- and high-density districts, as well as into standard and contextual districts. Certain areas of the City are also established as “Special Mixed-Use Districts”, which allow mixed residential and industrial neighborhoods while permitting the expansion of existing developments and the creation of new developments with a variety of uses. The maximum bulk permitted for new developments within any zoning district is mainly governed by the district’s maximum floor area ratio (FAR)¹ and minimum required open space.

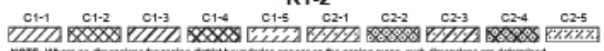
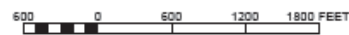
Zoning designations in the Project Area and within the surrounding study area are discussed below, summarized in **Table 2.1-1**, and illustrated in **Figure 2.1-3** (“Existing Zoning Map”).

Table 2.1-1 Summary of Zoning Regulations

Zoning District	Use	Floor Area Ratio (FAR)	Parking (Required Spaces)
M1-1	<u>Manufacturing</u> High-Performance Standards	1.0 – Manufacturing 1.0– Commercial 2.4– Community Facility	Varies by Use
M3-1	<u>Manufacturing</u> Low-Performance Standards	2.0– Manufacturing 2.0– Commercial	Varies by Use
R3-2	<u>Residential</u> Detached, Semi-Detached, & Attached	0.5 – Residential; up to 20% increase for attic allowance 1.0 – Community Facility	One Space per Dwelling Unit
R3X	<u>Residential</u> Detached	0.5 – Residential; up to 20% increase for attic allowance 1.0 – Community Facility	One Space per Dwelling Unit

Source: Zoning Handbook, New York City Department of City Planning, January 2006.

¹ The floor area ratio, when multiplied by the area (in square feet) of a zoning lot, represents the maximum building floor area that can be developed on the lot.



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

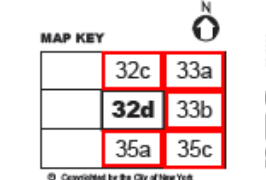
Effective Date(s) of Rezoning:

09-12-2012 C 110218 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.

CITY MAP CHANGES:
◆ AS CORRECTED 1-14-2013



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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) 724-3391.

ZONING MAP 32d



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



Charleston Mixed-Use Development

Figure 2.1-3
Existing Zoning Map

Project Area Zoning

The Project Area is currently zoned M1-1. M1-1 zones are high-performance and low-density manufacturing zoning districts, generally mapped as buffers between higher-density manufacturing districts and adjacent residential or commercial districts. Use Groups 4 through 14, 16, and 17 are allowed. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Residential uses are permitted in M district within the South Richmond Special district through a CPC discretionary approval. Light industries typically found in such zoning districts include woodworking shops, automotive shops and wholesale service and storage facilities. Offices, hotels and most retail uses are also permitted, as are certain community facilities, such as hospitals or houses of worship, either as-of-right or by special permit. M1-1 districts permit an FAR of up to 1.0 for manufacturing and commercial uses, and of up to 2.4 for community facilities. Required parking varies by use.

Special South Richmond Development (SRD) District

Both the Project Area and the surrounding study area are located within the Special South Richmond Development District (SRD). In 1975, the City enacted the SRD special district to guide development in this area, which includes significant amounts of vacant land with natural features. The SRD special district maintains the densities established by the underlying zones, but ensures that new development is compatible with existing communities and minimizes the destruction of natural and recreational resources that define the community.

To maintain the existing community character, the district mandates tree preservation, planting requirements, controls on changes to the topography, height limits, and setback and curb-cut restrictions along railroads and certain streets. A topographic survey and a report on the availability of public services must be submitted by a developer as a prerequisite to any application for development. Under the SRD special district regulations, the City Planning Commission (CPC) must certify that all new developments meet applicable preservation standards. The SRD also includes an Open Space Network, a planned system of open spaces that includes public parks, park streets, a waterfront esplanade, and designated open space, where land must be set aside as public open space and within which allowable changes to its natural state are limited.

Zoning in the Study Area

As shown in **Figure 2.1-3**, the Project Area and most of the surrounding study area is zoned M1-1. All of the area is covered by the SRD special district, intended to preserve the natural and scenic features of the low-density area of the city, as discussed above. The M1-1 district is mapped over areas to the north, south and east of the Project Area, including Conservation Area and the CPPSPP located east and northeast, respectively, of the Project Area.

Another manufacturing district, an M3-1 zoning district, is mapped southwest of the Project Area. The M3-1 zone is mapped west of Arthur Kill Road to the waterfront, between the westerly extension of Veterans Road (a.k.a. Allentown Lane) to the north and an area adjacent to the Outerbridge Crossing to the south. M3-1 zones are heavy manufacturing districts intended for low-performance industries that often generate noise and traffic, such as chemical plants, power plants, and foundries. Retail and office uses can be allowed in M3-1 districts by special permit. The allowable FAR for heavy manufacturing in M3-1 is 2.0, with parking required.

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 Androvetta Street, incorporating the area of the Tides. Another R3-2 zone is mapped east of the West Shore Expressway and north of Richmond Parkway, in an area just outside the study area that includes the existing housing development noted earlier. R3-2 districts are the lowest-density zones in which multiple dwellings are allowed. These range over a variety of housing types, including garden apartments and row-houses. A maximum FAR of 0.5 for residences is allowed, with up to a 20 percent increase for attic allowance, and a maximum FAR of 0.95 for non-profit residences for the elderly, while a maximum FAR of 1.0 is allowed for community facilities. A maximum of 35 percent lot coverage is allowed for both residences and

community facilities. R3-2 zoning districts require a minimum front yard depth of 15 feet and a minimum rear yard depth of 30 feet. Detached residences must provide two side yards, each a minimum of five feet wide with a minimum total of 13 feet, while other types of residences must provide one side yard with a minimum width of eight feet. Residential building heights are set at a maximum of 35 feet with a 21-foot maximum perimeter wall. One parking space per dwelling unit is required.

The southeast border of the study area, east of Page Avenue and south of Richmond Parkway to Richmond Valley Road, 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 on lots that must be at least 35 feet wide. A maximum FAR of 0.5 is allowed, which may be increased by an attic allowance of up to 20 percent for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. Required open space on a lot is governed by yard requirements. Two side yards that total at least 10 feet in width are required and there must be a minimum distance of eight feet between houses on adjacent lots. The front yard of a new home must be at least 10 feet deep and, to promote a unified streetscape, it must be at least as deep as an adjacent front yard but need not exceed a depth of 20 feet. An in-house garage is permitted within the building provided the driveway is at least 18 feet deep. One off-street parking space is required for each dwelling unit.

As stated above, the surrounding area is also located within the ~~Special South Richmond Development District (SRD)~~, established in 1975 to guide the development of the southern part of Staten Island. The SRD special district maintains the densities established by the underlying zones, but ensures that new development is compatible with existing communities and minimizes the destruction of natural and recreational resources that define the community.

2.1.3.3 Public Policy

The public policies applicable to the Proposed Project and the surrounding area are discussed in further detail below.

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 2011 update to PlaNYC: A Greener, Greater New York includes policies to address three key challenges the City faces over the next 20 years: (1) population growth of more than one million new residents over the next two decades; (2) repairing and maintaining the City's aging infrastructure, including bridges, water mains and sewer systems, transportation and transit facilities, buildings and power systems; and (3) conserving resources related to global climate change, with the goal of reducing the City's carbon emissions by 30 percent over the next two decades.

The 2011 updated plan divides goals into the following ten areas:

1. Housing and Neighborhoods: PlaNYC will help to create homes for almost a million more New Yorkers while making housing and neighborhoods more affordable and sustainable.
2. Parks and Public Space: PlaNYC will help to ensure that all New Yorkers live within a 10-minute walk of a park, by, among other measures, creating destination-level spaces for all types of recreation and promoting and protecting nature by planting one million trees.
3. Brownfields: Under PlaNYC, all contaminated land in the City would be cleaned up.
4. Waterways: Under PlaNYC, the quality of the City's waterways would be improved to increase opportunities for recreation and to restore coastal ecosystems.

5. Water Supply: The principal PlaNYC water supply goal is to ensure the high quality and reliability of the City's water supply system.
6. Transportation: To support the long-term growth of the City while reducing congestion, PlaNYC calls for aggressive investment in transportation infrastructure and improved access to transit.
7. Energy: PlaNYC's strategy to meet energy challenges includes increasing energy supply by promoting clean-energy plants while rehabilitating older, inefficient plants and creating a market for renewable energy sources, as well as by reducing demand with accelerated efficiency upgrades.
8. Air Quality: PlaNYC seeks to reduce automobile travel, improve the efficiency of power plants and buildings, and implement natural strategies such as planting one million trees. Cumulatively, these policies are aimed at improving the City's air quality.
9. Solid Waste: The main goal of PlaNYC related to solid waste is to divert 75 percent from landfills.
10. Climate Change: PlaNYC's strategies to improve the efficiency of the City's energy supply and demand, reduce congestion, improve transit access, and reduce emissions are intended to together reduce greenhouse gases by 30 percent. The plan also recognizes the imminent effects of climate change and includes provisions to protect the City's natural and built structures from catastrophic weather events.

Additional cross-cutting topics include public health, food, natural systems, green building, waterfront, economic opportunity, and public engagement. The overarching 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.

Wetlands Strategy

In May 2012, as part of PlaNYC 2030, New York City released its Wetlands Strategy, which addresses challenges to the City's wetlands and builds on past planning efforts to provide a framework for strengthening the city's critical wetlands areas. The strategy establishes the goal of no net loss of wetlands, but recognizes that simply addressing the quantity of wetlands in the City is insufficient. Accordingly, the strategy also establishes the goal of improving the quality of the City's remaining wetlands and maximizing their ecological functions to the greatest extent possible, and establishes initiatives to achieve this goal by addressing four key areas:

1. Protection: To enhance wetlands protection, strengthen protection of vulnerable wetland parcels, increase wetlands acquisition efforts, and update the Waterfront Revitalization Program.
2. Mitigation: Work with State and Federal partners to revise wetlands mitigation guidance, and create a wetlands mitigation banking or in-lieu fee mechanism for public projects.
3. Restoration: Complete City-funded restoration projects, create a natural areas conservancy, and work with State and Federal partners to complete and implement the Comprehensive Restoration Plan.
4. Assessment: Improve wetlands mapping in New York City; monitor tidal wetlands and analyze the potential impacts of sea level rise; assess the conditions and functions of New York City wetlands; and develop a research agenda to address wetlands challenges.

By implementing its wetlands strategy, the City aims to improve wetlands protection, restore the functions of important wetlands, and improve the mitigation process. The City plans to track the implementation of this strategy by reporting on the progress of these initiatives in existing progress reports, such as the annual report for PlaNYC.

A review of the Proposed Project's compatibility with PlaNYC 2030 and with the City's Wetlands Strategy can be found in section 2.1.5.

Waterfront Revitalization Program / Coastal Zone Management

The Federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, set forth standard policies for the review of proposed projects along coastlines. As part of the Federal Coastal Zone Management Program, New York State has adopted a state Coastal Zone Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and water-dependent uses, and protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to ecological systems, erosion, and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs (WRPs). New York City has adopted such a program (New York City Waterfront Revitalization Program, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. There are ten policy areas of the WRP, as follows:

1. Residential and Commercial Redevelopment
2. Maritime and Industrial Development
3. Waterways Usage
4. Ecological Resources Protection
5. Water Quality
6. Flooding and Erosion
7. Solid and Hazardous Wastes
8. Public Access
9. Visual Quality
10. Historic, Archaeological, and Cultural Resources

As the location of the Development Area falls within the City's designated coastal zone, the Proposed Project must be assessed for its consistency with the policies of the City's Local WRP. A review of the Proposed Project's compatibility with the City's WRP can be found in section 2.1.5.

Working West Shore 2030

The Working West Shore 2030: Creating Jobs, Improving Infrastructure and Managing Growth, was initiated by the Mayor's Staten Island Growth Management Task Force to identify strategies that will help create jobs, upgrade infrastructure, preserve open space and manage growth on Staten Island's West Shore. Working West Shore 2030 is the culmination of a collaborative effort among city agencies, local civic groups, elected officials and hundreds of residents and business owners in the borough. As Staten Island's population is expected to grow over the next twenty years, due primarily to existing residents who will live longer (seniors) and have larger families (young adults), existing neighborhoods in the borough will need the appropriate infrastructure and housing. Furthermore, the majority of the borough's workforce travels off-island for higher-paying jobs, which contributes to the borough's traffic congestion, as do the limited transit options.

The West Shore of Staten Island is a vast area that includes approximately 20 percent of the borough's land. The area, which encompasses approximately 6,300 acres and 12 miles of shoreline, running the length of the Arthur Kill, was historically defined by industrial uses and small residential neighborhoods which housed workers employed in local factories. Today, Staten Island's West Shore is home to only five percent of Staten Island residents, but adjoins many communities that have experienced growth over recent decades. While the majority (roughly 80 percent) of the area is zoned for manufacturing, only 20 percent of land in the area is currently used for industrial purposes. Additionally, over 50 percent of the area is existing open space and natural areas, including wetlands, or is presently planned for such uses. The area for Working West Shore 2030 is divided into five zones based on differences in land use and geography: Arlington-Port Ivory; Bloomfield-Teleport; Travis-Fresh Kills; the Rossville Waterfront; and Charleston-Tottenville (which includes the Project Area).

2.1 LAND USE, ZONING AND PUBLIC POLICY

Working West Shore 2030 provides a blueprint for the growth of the area. Building on former and on-going planning efforts, this public policy initiative highlights investments that would help create jobs, upgrade infrastructure, and manage growth on the borough's West Shore. The four main objectives of Working West Shore 2030 are to:

1. Create quality local jobs and reduce the need for off-island commutes.
2. Provide better connections between West Shore job centers and neighborhoods to the rest of the borough and the region through upgraded road and transit networks.
3. Preserve and link open spaces, expand public waterfront access, and strengthen connections between parks and neighborhoods.
4. Improve community services and choices for the West Shore and for surrounding neighborhoods, and expand housing and transit options to attract and retain young adults and meet the needs of a growing senior population.

Working West Shore 2030 provides a framework for decisions that could provide the foundation for accommodating 20,000 new jobs in the West Shore over the next 20 years while preserving more than half of the West Shore as parks and open space. The document is intended to provide clarity and guidance to developers, property owners and public agencies to ensure a coordinated network of improvements. It emphasizes those improvements that will promote job growth and private investment on the West Shore, including: infrastructure improvements; transportation and mobility planning; special economic development projects; managing and overseeing industrial/commercial development; and new mixed-use communities at transportation hubs.

In order to jumpstart the twenty-year vision and coordinate efforts, the City has committed to short-term initiatives described in the West Shore 2030 Three-Year Work Plan. The work plan includes commitments from city agencies that were developed with the assistance of hundreds of citizens and governmental partners, and reflects their input. The document includes 39 initiatives to be started over the next three years, with an emphasis on actions that support job growth. It also clarifies short-term agency responsibilities and establishes public commitments that, in conjunction with anticipated private investment, are designed to move the West Shore 2030 vision forward. To help implement recommendations and to ensure coordination with all parties, several citywide initiatives are proposed, including:

- Establishment of a West Shore 2030 Working Group, led by City Hall and consisting of city agency representatives, that will help coordinate city actions to ensure that those actions are consistent with other citywide and regional planning efforts, and to report on progress of the West Shore 2030 Work Plan.
- Establishment, improvement and expansion of economic development programs intended to help retain and recruit industrial users and to support the redevelopment of maritime infrastructure, including the establishment of a Staten Island Industrial Business Zone (IBZ).
- A commitment to work with government partners and stakeholders to identify new and alternative mechanisms for financing critical support infrastructure.
- Significant progress on developing publicly-owned properties.

Specifically for the Project Area, the three-year work plan notes the following, under new initiatives for job-creating developments:

“Charleston Municipal Site – Identify developer(s) for retail and complementary uses to advance a plan for the 58-acre city-owned property that includes Fairview Park, a public library, senior housing, a public school, and Englewood Avenue (NYCEDC, 2011); use proceeds from the sale of the retail sites to conduct and complete required, comprehensive environmental and ULURP reviews (NYCEDC, NYCDPR, NYCDPC, 2013).”

The Working West Shore 2030 plan was completed in June 2011, and is an official adopted public policy for the area. A review of the Proposed Project's compatibility with Working West Shore 2030 can be found in section 2.1.5.

2.1.4 FUTURE NO-ACTION CONDITION

The technical analyses and consideration for land use, zoning and public policy forecast these conditions to 2015 and 2020 for the purposes of determining potential impacts. The assessments below include future conditions without the Proposed Project in both the years 2015 and 2020 (the "Future without the Proposed Projects" or "Future No-Action Condition") and the future with the proposed project (or "With Action Condition").

2.1.4.1 Land Use

Project Area

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 2015 analysis year or 2020 analysis year of the proposed Charleston Mixed-Use Development Project.

Study Area

Several other land use changes are anticipated to occur within the study area by the years 2015 and 2020. Staff and records from the NYC Economic Development Corporation, 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 206,724 219,462 square feet of added commercial space.

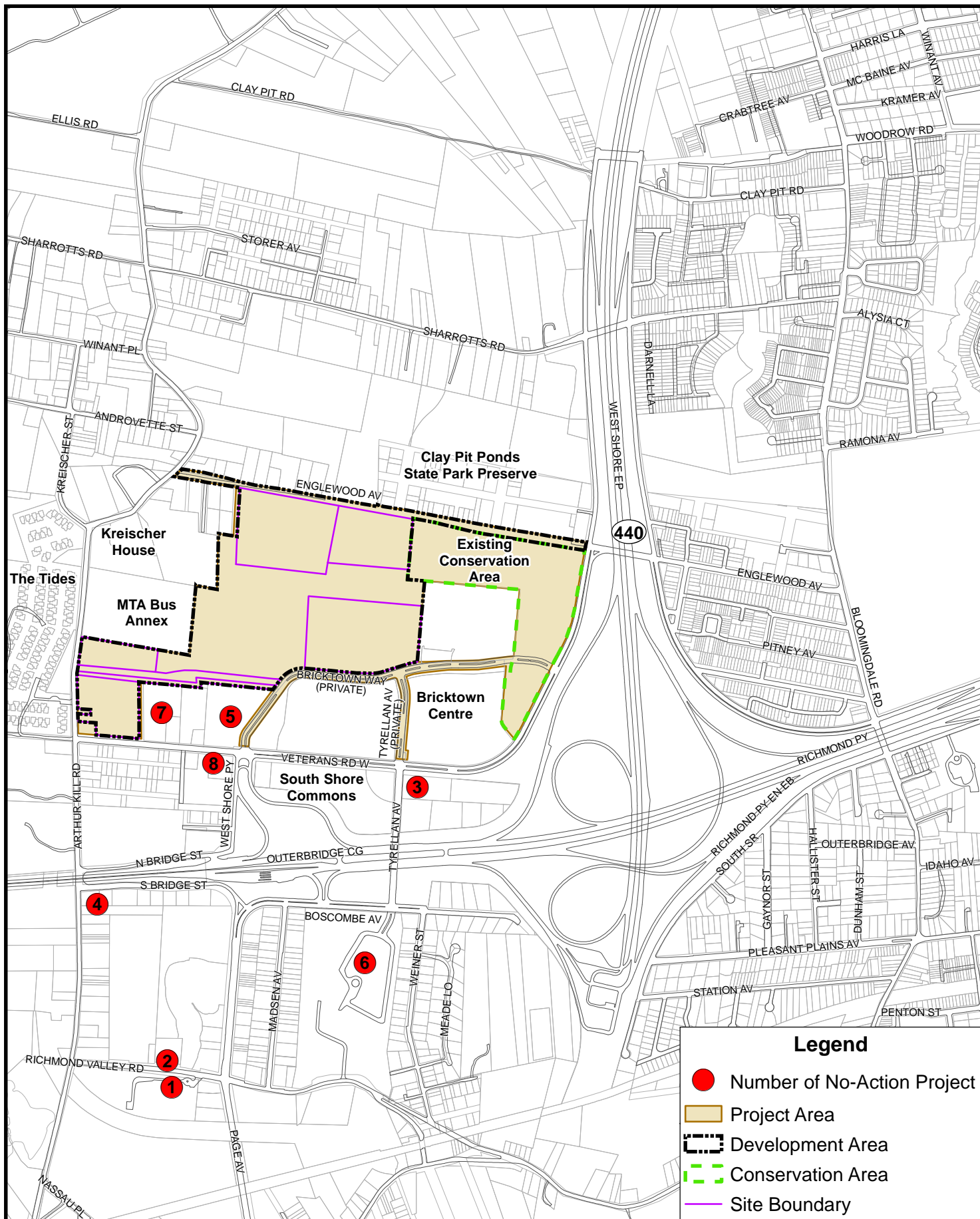
Within the identified surrounding study area, known projects that are planned to occur in the future without the Proposed Project are listed below, as well as shown in **Figure 2.1-4** ("No-Action Projects").

Year 2015

#1. 236 Richmond Valley Road. Approximately 5,000 square feet of commercial office development is planned at 236 Richmond Valley Road (Block 1791, Lot 250). Best Equities, LLC has filed a certification application to subdivide one zoning lot into four lots (Land Use Applications #N120147RCR, #130036RAR and #130037ZRC; CEQR# 12DCP080R). This project was issued a Type II CEQR determination by City Planning on February 21, 2012. Permits for construction have been issued at the New York City Department of Buildings (DOB) and work has begun. It is expected that this project would be completed before the first phase (the 2015 year) of the Proposed Project.

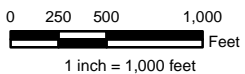
#2. 245 Richmond Valley Road: Approximately 8,000 square feet of commercial development with 28 parking spaces is planned at 245 Richmond Valley Road (Block 7580, Lot 21). Richmond Valley Professional Plaza, LLC has filed a certification application to subdivide one zoning lot into two lots (Land Use Applications #N120249RCR, #130060RAR and #130061ZRC; CEQR# 12DCP140R). This project was issued a Type II CEQR determination by City Planning on April 3, 2012 and approved by the CPC on May 30, 2012. Permits for the demolition of the former two-story residence and detached garage have been issued by the DOB. It is expected that this project would be completed before the first phase (the 2015 year) of the Proposed Project.

#3. 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. Westbridge Properties, LLC has filed an application to subdivide one zoning lot into two lots (Land Use Application #N120441RCR; CEQR



Legend

- Number of No-Action Project
- Project Area
- Development Area
- Conservation Area
- Site Boundary



Charleston Mixed-Use Development

Figure 2.1-4
No-Action Projects

#12DCP078R). The proposal was approved by City Planning on February 22, 2012. It is expected that this project would be completed before the first phase (the 2015 year) of the Proposed Project.

#4. *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, at 4830 Arthur Kill Road (Block 7584, Lot 85). Celerant Technology Corporation has filed an application for authorization to permit the waiver of required cross-access connections and to modify group parking facility regulations (Land Use Applications #1200049ZCR and #100050ZAR; CEQR #12DCP014R). The proposal is under review at City Planning, and a negative declaration for its environmental review has been issued, with an expected 2013 construction completion date.

Year 2020

#5. *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 adopted rezoning would allow for a food store with accessory surface parking for 233 vehicles. Special permits for bulk modifications (rear yard setback and height) are also being requested, as is certification that no cross-access connection is required to develop the food store. The zoning change (#C110218 ZMR and related actions) was certified by the City Planning Commission for public review on April 9, 2012. On August 8, 2012 the City Planning Commission approved the proposed actions for this project, and after final approval by the City Council on September 12, 2012 the project was adopted and the site was rezoned to C8-1. It is expected that construction of this project would be completed before the second phase (the 2020 year) of the Proposed Project.

#6. *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). On the community facility portion of that site, the proposal reduced 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. It is expected that this project would be completed before the second phase (the 2020 year) of the Proposed Project.

#7. *Veterans Road Realty*. Veterans Road Realty Corp. is proposing to develop two primarily retail commercial buildings totaling approximately 51,020 square feet of floor area and 170 accessory parking spaces, on a site located on the north side of Veterans Road West at Waunner Street (Block 7487, Lot 240). The application requires CPC approvals for cross access connection pursuant to SRD district regulations.

#8. *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 Mohr Street/North Bridge Street (Block 7515, Lot 307). The project required zoning certification and authorization by the City Planning Commission.

In addition, a new public school (P.S. 62) is under construction on the northwest quadrant of the Woodrow Road/Bloomingdale Road intersection. This project, which was not identified during scoping and is outside of the Land Use Study Area, ~~will be but is part of added to~~ the No-Action development projects included in the ~~updated~~ traffic analyses ~~to be discussed in the FEIS~~ (see Chapter 2.13).

2.1.4.2 Zoning

Project Area

Under the Future No-Action Condition, the Project Area would not be rezoned from M1-1, and the existing zoning district would remain.

Study Area

The only zoning change expected to occur within the surrounding study area is the creation of a C8-2 district in connection with the proposed Veterans Plaza Food Store (see land use discussion above). It is expected that this zoning change would be completed before the second analysis year (year 2020) of the Proposed Project.

2.1.4.3 Public Policy

PlaNYC 2030

It is expected that the City will continue to refine policies and guidelines over the next several years related to sustainability with PlaNYC 2030. For instance, as part of PlaNYC 2030, as previously noted, by implementing its wetlands strategy, the City aims to improve wetlands protection, restore the functions of important wetlands, and improve the mitigation process. The City plans to track the implementation of this wetlands strategy by reporting on the progress of these initiatives in existing progress reports, such as the annual report for PlaNYC. The City will submit a report on the wetlands strategy to the Mayor and Speaker of the City Council no later than April 2015 and no later than every fourth year thereafter. In addition to reporting on the initiatives of the City's wetlands strategy, the City will develop a reporting mechanism for wetlands indicators. By 2015, the City plans to provide metrics on wetland acres created, restored, and enhanced, as well as the number of sites where assessments and monitoring have occurred.

WRP / Coastal Zone Management

The Department of City Planning is proposing a series of revisions to the WRP in order to proactively advance the long-term goals, as presented in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011 (discussed in further detail below). The WRP was last updated in 2002. Since that time, new plans have been issued and some coastal areas have changed.

These proposed revisions will update the WRP with the latest in city policy and on-the-ground conditions. The proposed changes are aimed at solidifying New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. The changes are also intended to promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront.

Major updates to each of the WRP policies are briefly detailed as follows:

- Policy 1 promotes residential and commercial redevelopment in waterfront areas best suited to such development. The City is proposing to add measures that maximize the compatibility of new residential development adjacent to Significant Maritime and Industrial Areas (SMIAs) compatible with industrial activities that may create noise, dust, lights, and vibration at all times of the day and night. This includes design strategies, such as triple-glazed windows, and best management practices (BMPs), such as disclosure of adjacent operations to potential buyers. The City is also adding measures to promote climate-resilient design to reduce the risks of flooding and storm surges.
- Policy 2 supports maritime and industrial development in areas well suited to such activities. The City is looking at ways to promote reinvestment in underutilized sites by including a wider range of uses on upland portions while maintaining the shoreline for maritime uses that would still be limited and compatible with heavy industry. The City is also looking to encourage best practices to minimize the adverse impacts of industrial uses on nearby neighborhoods and ecological resources, such as stormwater management.
- Policy 3 relates to the use of the waterways for transportation and recreation. The City is proposing a new sub-policy that is specific to in-water recreation, such as kayaking and canoeing, and to change the general policy to promote designs of piers and bulkheads that are multi-

functional and that can accommodate vessels of various sizes and types. Also under Policy 3, the City is creating a new area designation called Priority Marine Activity Zones for shoreline infrastructure utilized for commercial and industrial water-dependent transportation, both freight and passenger.

- Policy 4 protects and restores the quality and function of wetland and ecological systems within the coastal zone. In this policy, the City is adding another new area designation called Recognized Ecological Complexes. These are sites that are outside the three Special Natural Waterfront Areas, but which possess ecological resources and present an opportunity for restoration. Also being added is a new sub-policy that promotes restoration objectives beyond wetlands, including in-water projects like oysters, mussels and eelgrass, and to encourage ecological restoration projects.
- Policy 5 protects and improves water quality. The City is updating this policy to include the latest Green Infrastructure Plan that promotes the use of green infrastructure, such as bioswales, to capture and retain stormwater and improve water quality.
- Policy 6 minimizes risks from flooding and erosion. The City is proposing to promote the use of climate-change projections in the planning and design of projects. A new sub-policy would ask projects to prepare a risk assessment that identifies current and future flood risks, based on the range of sea-level-rise projections available and the lifespan of the project.
- Policy 7 minimizes environmental degradation and impacts to public health from solid and hazardous waste. The City is adding consideration of open industrial uses, such as salvage yards and construction and demolition debris storage, which may pose risks in the event of a coastal storm. For such uses, the policy will promote the use of BMPs to minimize flood impacts and prevent contaminated storm run-off.
- Policy 8 provides for public access to the waterfront. The City is proposing to provide greater guidance on the design of public waterfront spaces through a set of design principles to promote a mix of seating and other amenities.
- Policy 9 protects the scenic resources of the City's coastal zone. The City is looking to promote the use of interpretive signage at public viewing sites, including both natural areas and industrial areas.
- Policy 10 protects and enhances historic and cultural resources on the waterfront. The City is proposing to include historic vessels in the list of potential historic resources, and also to promote the public programming of historic resources through providing sites for their tie-up.

In addition to the policy revisions, the City is proposing to create updated maps of the SMIA's and the Special Natural Waterfront Areas, and to create new maps of the Arthur Kill Ecologically Significant MIA, the Recognized Ecological Complexes, and the Priority Marine Activity Zones. The City is also updating the Coastal Zone Boundary to include the latest flood zone maps from the Federal Emergency Management Agency (FEMA), and to clarify the roles of the city and state in reviewing projects in federal waters, which will give the city and state input into projects such as off-shore wind proposals.

Following referral by the City Planning Commission on March 26, 2012, the revisions to the WRP underwent public review following the 197-a process for community input and adoption. Community Boards within the city's Coastal Zone had 60 days (through June 4, 2012) and each Borough Board and Borough President had 120 days (through July 31, 2012) for review and to submit comments. Subsequently, the proposed revisions to the WRP require approval by the City Planning Commission and the New York City Council (expected within 2013). Following all local approvals, the NY State Department of State and the US Department of Commerce must also approve the revisions (expected middle of 2013).

Working West Shore 2030

It is expected that the City will continue to refine policies and guidelines over the next several years related to the goals and objectives of Working West Shore 2030, the guiding document and framework to

improve the area's infrastructure and create jobs while managing the area's growth and preserving its open spaces.

In order to jumpstart the twenty-year vision and coordinate efforts, the City has already committed to short-term initiatives, as described in the West Shore 2030 Three-Year Work Plan. The Work Plan includes 39 initiatives to be started over the next three years, with an emphasis on actions that support job growth. It also clarifies short-term agency responsibilities and establishes public commitments that, in conjunction with anticipated private investment, are designed to move the vision forward. It is expected that several of these initiatives would be completed or underway by the 2015 and 2020 study years. However, creation of the proposed mixed-use residential, commercial and recreational development, which is called for in this plan's three-year action plan, would not occur under the No-Action condition.

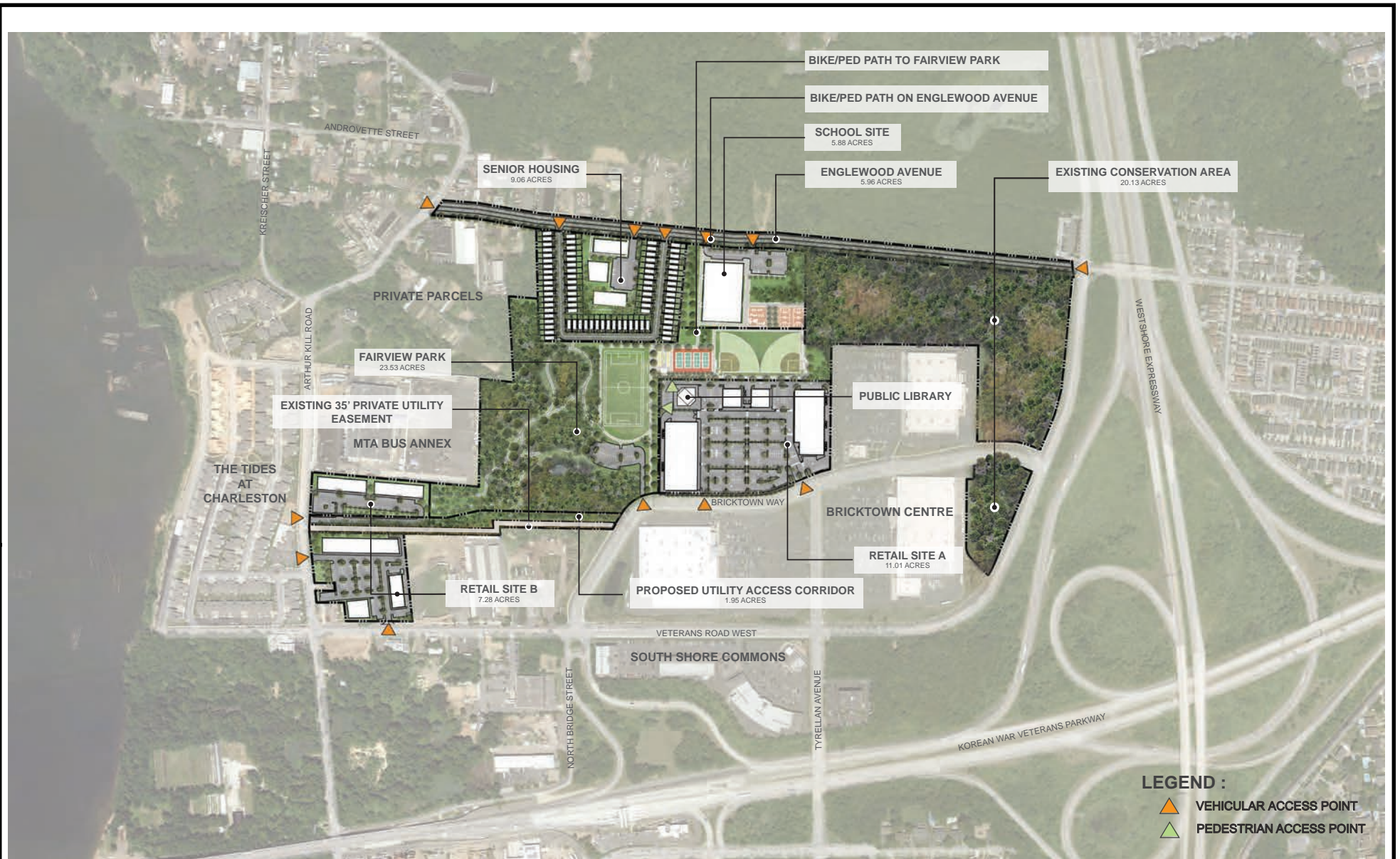
2.1.5 FUTURE WITH-ACTION CONDITION

2.1.5.1 Land Use

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 63-acre city-owned parcel, construct a new public street, and map as parkland an existing adjacent 20-acre conservation area located in Charleston, Staten Island.

The Charleston Mixed-Use Development consists of a number of discrete project elements to be undertaken by different entities. As shown in **Figure 2.1-5** ("Preliminary Site Concept"), the overall Project Area is divided into five smaller sites for development, and for street mapping and construction, as follows:

1. **Parkland:** The NYC Department of Parks and Recreation would develop an approximately 23-acre park site with areas with active and passive recreation. This new park would be mapped along with the adjacent approximately 20-acre Conservation Area for a new, approximately 43-acre mapped park.
2. **Retail Site "A":** A private developer has been selected to develop this approximately 11-acre site with approximately 191,560 gross square feet of commercial floor area for medium- and large-format retail stores, along with approximately 633 parking spaces. This site will include a maximum of 15,000-square-foot branch of the New York Public Library, which will share parking with the retail and park uses.
3. **Retail Site "B":** This site consists of approximately 7.3 acres and will be privately developed in the future, with an anticipated 90,000 square feet of neighborhood retail space and 300 parking spaces.
4. **Housing:** The NYC Development or the Economic Development Corporation will offer this approximately 9.1-acre site 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, along with 192 parking spaces.
5. **Public School:** The NYC School Construction Authority would construct a combined elementary/middle school on the approximately 5.9-acre site with an approximately 750-seat capacity for kindergarten through 8th grade, along with an estimated 60 parking spaces.
6. **Street Mapping and Construction:** Approximately 12.4 acres would involve the mapping and construction of new streets. Englewood Avenue will be mapped and constructed at a width of 80 feet for a distance of approximately 1,800 feet 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 be approximately 3,265 feet and would include bicycle and pedestrian facilities (approximately 6 acres, including both currently mapped portions and portions to be mapped). The mapping of portions of Bricktown Way/Tyrellan Avenue that are within the Project Area is also proposed (additional approximately 6.4 acres).



LEGEND :
 ▲ VEHICULAR ACCESS POINT
 ▲ PEDESTRIAN ACCESS POINT

0 100' 200' 400' NORTH

Development of different components of the overall Proposed Action is expected to be completed over two build years. Construction of Retail Site “A” and Fairview Park are expected to be completed by the year 2015. Construction of remainder of the Project Area is expected to be completed by the year 2020, including the developments of Retail Site “B”, the school, the senior housing, and Englewood Avenue.

Year 2015 Analysis

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. Additionally, this new park would be mapped along with the adjacent approximately 20-acre Conservation Area for a new, approximately 43-acre mapped park. This parkland, which would serve the surrounding residential communities, would also fit in well with the other open spaces and natural areas of this section of Staten Island, including CPPSPP, a 260-acre nature preserve located north of Englewood Avenue.

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 adjacent to this portion of the Project Area. The land uses that would result from the Proposed Project are found in the immediate area surrounding the project area, and would therefore be compatible with them in the year 2015.

Year 2020 Analysis

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.

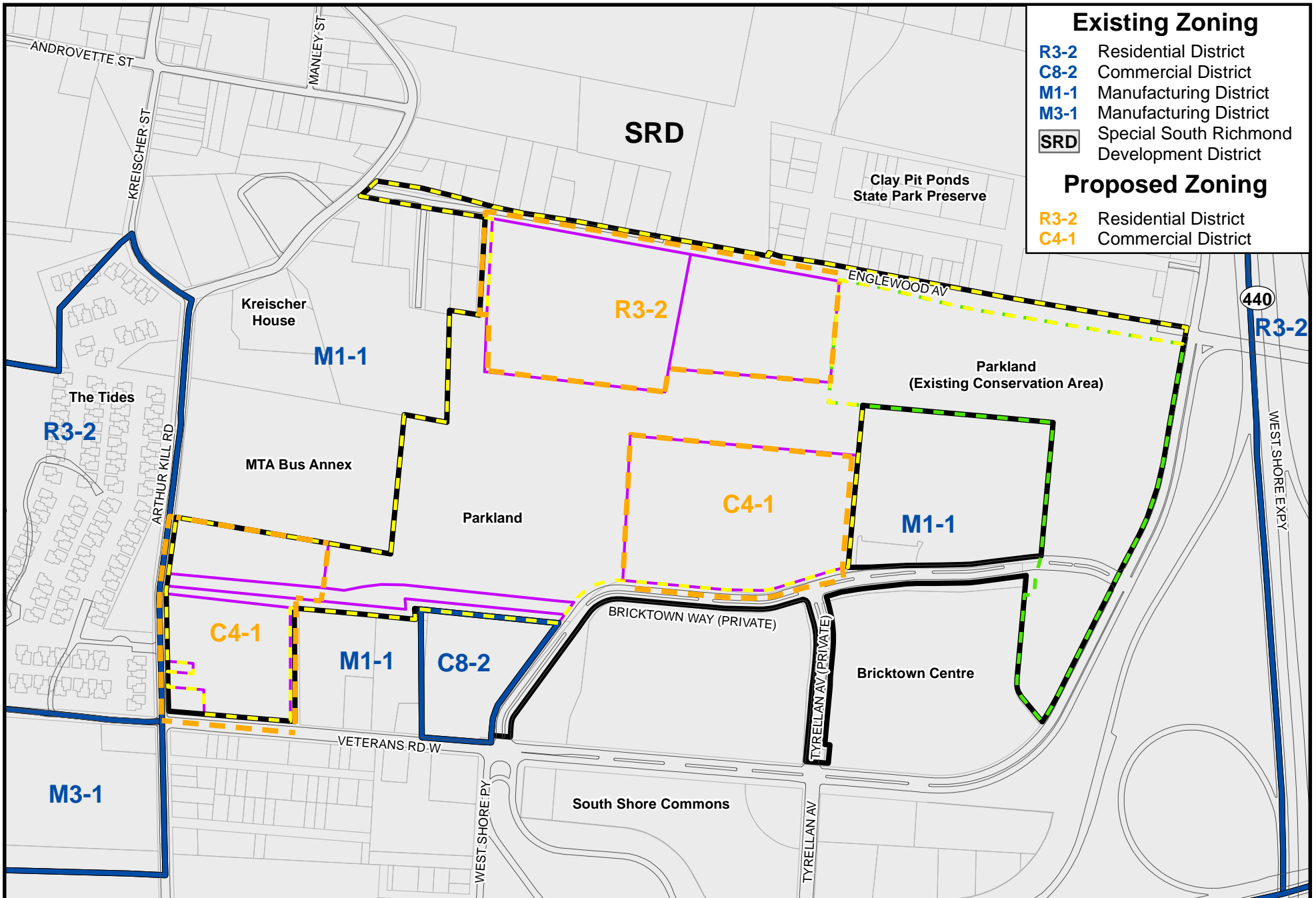
The housing components associated with the Proposed Project also fit in well with the surrounding mixed-use community. West of the project area is the Tides gated residential community, which is similar to the anticipated design of the senior housing components of the Proposed Project. Additional residences are located north of the Project Area, as are large residential communities to the east and south past the regional roadways, and the Working West Shore 2030 calls for modest amounts of additional residential growth in the surrounding area.

Therefore, although the Proposed Project represents a significant land use change for the Project Area itself and includes the mapping and construction of new streets, the uses proposed are consistent with the diversity of uses in the surrounding community, and the Proposed Project would not result in any significant adverse impacts to land uses.

2.1.5.2 Zoning

The Proposed Project includes zoning changes over substantial portions of the Project Area, as shown in **Figure 2.1-6** (“Proposed Zoning Map”). Zoning map changes are expected to be completed by the year 2015, though developments within the proposed zones would be constructed by both the years 2015 and 2020.

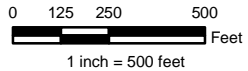
As previously noted, the Project Area is located in an M1-1 zoning district, as well as within the Special South Richmond Development (SRD) District. Under the Future With-Action Condition, two new zoning districts would replace portions of the M1-1 district. An R3-2 district would be mapped along the northern edge of the Project Area, while two C4-1 districts would be mapped over the proposed retail sites (Sites “A” and “B”). Site “A” is located at the southeastern corner of the Project Area and Site “B” is located at its southwestern corner. Additionally, the mapping of Fairview Park would remove zoning from those



Existing Zoning	
R3-2	Residential District
C8-2	Commercial District
M1-1	Manufacturing District
M3-1	Manufacturing District
SRD	Special South Richmond Development District
Proposed Zoning	
R3-2	Residential District
C4-1	Commercial District



Legend	
	Project Area
	Existing Zoning Boundary
	Development Area
	Proposed Zoning Boundary
	Conservation Area
	Site Boundary



Charleston Mixed-Use Development

Figure 2.1-6

Proposed Zoning

2.1 LAND USE, ZONING AND PUBLIC POLICY

portions of the Project Area. The private parcels fronting on Veterans Road West and on Arthur Kill Road would remain within M1-1 zoning districts.

The R3-2 district would be mapped over an approximately 15-acre portion of the Project Area, running approximately 1,440 feet along the south side of the centerline of the proposed Englewood Avenue east from Cosmen Street and having an approximate proposed depth ranging from 500 to 600 feet. The district would encompass the senior housing and school sites, and is intended to accommodate those developments. R3-2 districts are the lowest-density zones in which multiple dwellings are allowed. These range over a variety of housing types, including garden apartments and row-houses. The proposed zoning change would accommodate the residential and school portions of the Proposed Project, which are less appropriate under the current M1-1 zoning than the proposed R3-2 zoning district.

The C4-1 zoning districts would be mapped in two areas of the Project Area covering Retail Sites "A" and "B", and would facilitate the planned retail development. 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. Residential uses are not allowed as-of-right within C4-1 districts in Staten Island. The C4-1 district, in particular, is typically mapped in outlying areas, such as the Staten Island Mall, that require large amounts of parking. C4-1 district regulations permit commercial buildings up to a maximum FAR of 1.0, residential buildings up to a maximum FAR of 1.25 (R5 residential district equivalent) and community facility buildings up to a maximum FAR of 2.0. Residential developments are only allowed in C4-1 districts with a Special Permit of the CPC. The proposed zoning change to C4-1 would accommodate the retail portions of the Proposed Project, which are less appropriate under the current M1-1 zoning than the proposed C4-1 zoning district that allows for unrestricted commercial uses of any size. These retail components are expected to be constructed as-of-right per C4-1 bulk regulations.

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 private properties are being rezoned at the request of NYCDCP to provide a regular and rational zoning district boundary. Both 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.

In addition, CPC Authorizations and Certifications related to the SRD special district and C4-1 Zoning District are part of the Proposed Project. The Project Area is located within the boundaries of the SRD and is subject to its requirements. The SRD was established to guide future development in accordance with the Land Use Plan and Capital Improvement Plan for the area; to promote balanced land use and development of future land uses and housing in the Special District area; to avoid destruction of irreplaceable natural and recreational resources; and to promote the most desirable use of land in the South Richmond area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues. The Proposed Project would expedite anticipated mixed-use development of residential, commercial retail and community facilities in this section of the SRD. Additionally, the development of the

proposed park with new active and passive recreational uses would be consistent with the goals of the Special South Richmond Development District.

As indicated in **Chapter 1**, authorizations and certifications that may be required would include certifications from the Chairperson of the CPC for the senior housing residential portion and Retail Site “B” of the development, for subdivision of zoning lots (part of the Proposed Project), and for the approval of curb cuts along Arthur Kill Road. Authorizations from the CPC would also be required for alterations to the existing topography of the Project Area, the removal of trees, and for the modification of group parking facilities and reductions of required parking. Certification for modification of access restrictions concerning special provisions for arterial highways may also be required for Retail Site “B.”

The zoning changes proposed as part of the Proposed Project would not result in any significant adverse impacts, with the exception of the rezoning of two privately-owned lots to non-conforming uses, and the proposed zoning districts are compatible with zoning in the surrounding area. The proposed residential zoning district is similar to the existing residential zoning districts found to the west within the study area and those to the east across the West Shore Expressway. The proposed commercial zoning district would allow for commercial retail development on Sites “A” and “B” adjacent to the Bricktown Centre shopping area and South Shore Commons shopping complex, which although zoned M1-1, are developed with commercial uses.

2.1.5.3 Public Policy

Compatibility of the Proposed Project with the identified applicable public policies is discussed in further detail below.

PlaNYC 2030

PlaNYC, the City’s long-term sustainability plan, contains policy initiatives and sets goals that relate to housing and neighborhoods, parks and public space, brownfield redevelopment, waterways and water supply, transportation, energy use, air quality, and solid waste, and aims to prepare the city for projected climate change impacts.

An evaluation of sustainability is generally focused on large publicly-sponsored projects. As the Proposed Project is a City-sponsored area-wide rezoning, with other actions to facilitate mixed-use development, an evaluation of sustainability is provided below, including a discussion of how PlaNYC’s sustainability initiatives apply to the Proposed Project and an assessment of its consistency with the City’s sustainability goals.

1. **Housing and Neighborhoods:** The main goal for housing and neighborhoods is to create homes for almost a million more New Yorkers while making housing and neighborhoods more affordable and sustainable. The plan for housing and neighborhoods contains 11 initiatives within three sub-areas. Goals to create capacity for new housing include continuing transit-oriented rezoning, exploring additional areas for new development, and enabling new and expanded housing models to serve evolving population needs. To finance and facilitate new housing, objectives include developing new neighborhoods on underutilized sites and developing new housing units on existing City properties, while increasing the sustainability of City-financed and public housing.

The Proposed Project meets this goal by encouraging residential development as well as commercial and community facility uses. The Proposed Project would introduce 162 new dwelling units (as part of the second phase by the year 2020), consisting of 80 affordable multi-family rental units and 82 age-for-sale detached units on existing City properties and on underutilized sites, set among new commercial retail stores, a new library branch, and existing and proposed parkland and conservation areas. This mix of new land uses would be in close proximity to bus lines, encouraging use of public transit.

2. Parks and Public Space: PlaNYC will help to ensure that all New Yorkers live within a 10-minute walk of a park. The plan for parks and public spaces contains 15 initiatives within five sub-areas, including targeting high-impact projects in neighborhoods underserved by parks by opening underutilized spaces for parks and playgrounds; creating destination-level spaces for all types of recreation with new and upgraded flagship parks; and re-imagining the public realm by creating a network of green corridors and supporting ecological connectivity.

The Proposed Project is consistent with PlaNYC's goals and initiatives for parks and public spaces. The Proposed Project includes the creation of a new 23-acre park site (as part of the first phase by the year 2015) with active and passive recreation in the currently underutilized Project Area. This new park would be mapped along with the adjacent approximately 20-acre Conservation Area for a new, approximately 43-acre mapped park. This new parkland and adjacent conservation area would help protect and promote nature and preserve the ecology of the area, while allowing for new active parkland and destination-level spaces for various types of recreation.

3. Brownfields: Under PlaNYC, all contaminated land in the City would be cleaned up. The plan contains 11 initiatives within four sub-areas to develop programs to accelerate Brownfield cleanup and redevelopment and to strengthen incentives for Brownfield cleanup and redevelopment.

The Project Area is not considered a Brownfield. Therefore, this goal is not applicable to the Proposed Project.

4. Waterways: Under PlaNYC, the quality of the City's waterways would be improved to increase opportunities for recreation and to restore coastal ecosystems. The plan for waterways contains 15 initiatives within four sub-areas, including continuing implementing grey infrastructure upgrades to wastewater treatment plants; expanding the sewer network; using green infrastructure to manage stormwater; providing incentives for green infrastructure; and removing industrial pollution from waterways and protecting and restoring wetlands, aquatic systems, and ecological habitat.

The Project Area is not located along the waterfront or a waterway. Therefore, this goal is not applicable to the Proposed Project. Of note, the Proposed Project would allow for development that would expand the sewer network and would look for opportunities to use green infrastructure to help manage stormwater, while protecting wetland areas and ecological habitat within the designated Conservation Area. The Proposed Project would also meet the protection goals of the City's May 2012 Wetlands Strategy by mapping the Conservation Area to restrict development that might impact its wetlands. Onsite stormwater source controls or Best Management Practices (BMPs) will also be implemented on individual development sites to retain or slowly release stormwater runoff with controlled discharge rates to the City's sewer system.

5. Water Supply: The main goal related to water supply is to ensure the high quality and reliability of the City's water-supply system. The plan for water supply contains 13 initiatives within four sub-areas, including ensuring the quality of drinking water by continuing the Watershed Protection Program; maintaining and enhancing infrastructure that delivers water to the City; modernizing in-city distribution; and upgrading water-main infrastructure while improving the efficiency of the water supply system by increasing operational efficiency with new technology and increasing water conservation.

The Proposed Project is consistent with the initiative to update water-main infrastructure and improve the efficiency of the water supply system by increasing operational efficiency with new technology as well as increasing water conservation. Development facilitated by the Proposed Project would comply with all applicable regulations regarding the implementation of low-flow fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007 and the U.S. Environmental Protection Agency (USEPA).

6. Transportation: The main goal for transportation is to expand sustainable transportation choices and ensure the reliability and high quality of the City's transportation network. The plan for transportation contains 14 initiatives within three sub-areas, including improving and expanding sustainable transportation infrastructure; options such as bus service; making bicycling safer and more convenient; enhancing pedestrian access and safety; and maintaining and improving the physical condition of the roads and transit system.

The Proposed Project meets PlaNYC's goal of expanding sustainable transportation choices and ensuring the reliability and high quality of the City's transportation network, and is consistent with several of the above initiatives. The proposed residential and retail uses for the Project Area would allow for improved bus service within a higher-density area than currently exists, and provide bicycle and pedestrian pathways along proposed roadways and within planned developments. The mapping and development of Englewood Avenue would provide an important east-west roadway called for in the Working West Shore 2030 three-year action plan.

7. Energy: The main goal for this technical area of PlaNYC is to reduce energy consumption and make our energy systems cleaner and more reliable. The plan for energy contains 17 initiatives within four sub-areas, including improving energy planning and efficiency to promote clean, reliable, and affordable energy; providing cleaner, more reliable, and affordable energy by encouraging the development of clean distributed generation; and modernizing the City's transmission and distribution systems.

The Proposed Project complies with this goal of PlaNYC and is consistent with several of the initiatives related to energy, while others are not applicable. The new residential, commercial retail and community facility buildings would help increase energy efficiency, as it is expected that the developments would include some green building components and could potentially obtain energy from renewable sources, and all buildings would adhere to applicable building codes to conserve energy usage. Developments within the Project Area would also likely use energy-efficient appliances, and lighting controls would likely be used in public areas. It is also anticipated that the buildings to be developed as part of the Proposed Project would exceed New York State Energy Conservation Code minimum requirements.

8. Air Quality: The main goal for this technical section of PlaNYC is to achieve the cleanest air quality of any large U.S. city. The plan for air quality contains 10 initiatives within four sub-areas, including monitoring and modeling neighborhood-level air quality; reducing transportation emissions; reducing emissions from buildings by promoting the use of cleaner-burning heating fuels; and updating codes and standards.

The Proposed Project complies with this goal of PlaNYC. The Proposed Project would help reduce emissions from new buildings by promoting the use of cleaner-burning heating fuels and through adherence to all applicable building codes related to protecting air quality. In addition, the Project Area would include new parkland and the planting of new trees within the park as well as in other portions of the Project Area and along Englewood Avenue consistent with the requirements of the Special South Richmond District.

9. Solid Waste: The main goal of PlaNYC related to solid waste is to divert 75 percent from landfills. The plan for solid waste contains 13 initiatives within four sub-areas, including reducing waste by not generating through waste-prevention opportunities and the reuse of materials; improving the efficiency of the waste-management system by reducing the impact of the waste system on communities; and reducing the City government's solid-waste footprint.

The Proposed Project complies with this goal of PlaNYC and is consistent with some of the initiatives related to solid waste, while others are not applicable. The Proposed Project would promote waste-prevention opportunities and the reuse of materials for developments within the project Area, with strong incentives for recycling during and after construction.

10. Climate Change: The main goals of PlaNYC related to climate change are to reduce greenhouse gas (GHG) emissions by more than 30 percent over the next two decades (and by 80 percent by 2050), while increasing the resilience of our communities, natural systems, and infrastructure to climate risks. The plan for climate change contains 13 initiatives within six sub-areas, including reducing and tracking GHG emissions; assessing vulnerabilities and risks from climate change; increasing the resilience of the City's built and natural environments; protecting public health from the effects of climate change by mitigating the urban heat-island effect and enhancing our understanding of the impacts of climate change on public health; increasing the City's preparedness for extreme climate events; and creating resilient communities through public information and outreach.

The Proposed Project complies with this goal of PlaNYC for climate change and is consistent with some of the initiatives, while others are not applicable. Energy-efficient components that are expected to be utilized within buildings on the Project Area would help to reduce GHG emissions, and the Proposed Project would concentrate development on the residential, commercial retail and community facility proposed sites, while preserving the proposed parkland and adjacent conservation areas. This will help increase the resilience of the area's natural environments and mitigate the urban heat-island effect.

WRP / Coastal Zone Management

As previously stated, proposed projects subject to CEQR that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's local WRP. This program establishes the City's Coastal Zone boundaries and was adopted in coordination with local, state and federal laws and regulations. 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 (see **Appendix A**).

Based on the answers to questions on the Consistency Assessment Form, the Proposed Project 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 Project.

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

The Proposed Project would include 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 340,000 square feet. Thus, the Proposed Project 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.*

Although not along the waterfront, the Proposed Project includes the mapping and development of approximately 23 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 Project 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.

Implementation of the Proposed Project by the year 2015 would impact approximately 0.107 acres of wetland habitats. Many of these wetlands are less than 0.01 acres in size and consist of sparsely vegetated depressions within onsite trails. One of the larger wetlands (of just over one acre), mapped within the Development Area, would be preserved within the proposed Fairview Park. No impacts to NYSDEC regulated wetlands or USACE jurisdictional wetlands would occur by the 2015 build year.

Full Implementation of the Proposed Project by the 2020 year, including those project elements completed by 2015 (Fairview Park and Retail Site "A") and those completed by 2020 (Retail Site "B," the Senior Housing site and the School site) would impact approximately 0.3 additional acres of wetland habitats, for a total of approximately 4 acres. None of these wetland areas has been determined to be NYSDEC regulated.

The construction of Englewood Avenue by the year 2020, and specifically the segment between CPPSPP and the Conservation Area under the proposed 80-foot wide conceptual roadway design, would impact about 0.07 acres of USACE jurisdictional wetlands and NYSDEC-regulated wetlands, included in the total above. The roadway's construction footprint would end several feet from the delineated boundary of one wetland area that is also regulated by the NYSDEC. Approximately 0.89 acres of NYSDEC-regulated Adjacent Areas would be impacted. Actions to mitigate the impacts to these regulated and jurisdictional wetlands would be required by the two regulatory agencies. Representatives of the USACE noted during a field visit in January 2013, that impacts to these types of jurisdictional forested wetlands should be reduced to the greatest extent practicable and that unavoidable impacts would require mitigation.

Construction activities in the vicinity of wetlands could cause short-term impacts, such as siltation due to increased erosion from clearing and grading activities. Erosion and siltation would be minimized through implementation of best management practices (BMPs), such as use of silt fences and stormwater management structures, in accordance with an NYCDEP-approved Erosion and Sedimentation Control Plan.

Therefore, although the Proposed Project would impact wetland areas, the proposed site plan has been created in a manner which will protect wetlands to the maximum extent possible, and thus the Proposed Project would be consistent with this policy.

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.*

The developments from the 2015 analysis year would remove or alter approximately 20.5 acres of habitat for flora and fauna on site. Conversely, establishment of the park would preserve 13.7 acres of vegetated habitats in perpetuity. These habitats are largely successional woodlands and fields. None of the habitats are rare or unique and are common in southern New York State.

Development by the year 2015 would impact 538 of the surveyed trees within the Development Area. Where applicable, Local Law 3 (*Local Laws of the City of New York For The Year 2010*), requires trees in public property under the jurisdiction of the New York City Parks Department (NYCDPR) to be mitigated (replacement) if removed. The amount of mitigation (number of trees needed to replace each tree approved for removal) is determined by calculating the size, condition, species and location rating of the tree proposed for removal. Mitigation may be accomplished by replanting trees or monetary compensation.

Two endangered and one threatened plant species were observed within the proposed footprints of the 2015 year developments. Two species, the bonesets (one threatened and one endangered), were observed in open areas (e.g., successional old fields Variants I and II, and unpaved paths) throughout the Development Area. On site, there are approximately 22 acres of habitat that can support the bonesets. Implementation of the 2015 developments would remove approximately 2.1 acres or 9.4 percent of potential boneset habitat. As such, the removal and/or disturbance of open areas would impact the bonesets through habitat loss and direct removal of individual plants. Conversely, the establishment of the parkland would permanently preserve approximately 2.3 acres or 10.4 percent of the available habitat. Torrey's mMountain mMint, an endangered species, occurs in one discreet location on the southern border of Retail Site "A." The removal of any areas of this species would be viewed as a significant adverse impact by regulatory agencies.

Construction by the 2020 year analysis would remove additional habitat within the Development Area, consisting of approximately 27 acres of additional habitat to the existing 20.5 acres by the 2015 year, for a sub-total of approximately 47.5 acres. Approximately 1,156 of the surveyed trees would be impacted by the developments of the school, senior housing, and Retail Site "B," which are in addition to the 538 of the surveyed trees that would be impacted under the 2015 year analysis. In addition, the construction of Englewood Avenue would impact an additional 319 trees, as well as 2.6 acres of additional habitats. In total, approximately 2,013 surveyed trees and 50.1 acres of habitats would be impacted by the Proposed Project.

Construction by the 2020 year analysis would divide or fragment the remaining undeveloped habitats within the Development Area from the CPPSPP and the Conservation Area. Although many of the directly impacted habitats are generally successional habitats that are common to New York State, the proposed uses within the Development Area would have further indirect impacts on the preserve and Conservation Area through removal and bifurcation of a large contiguous vegetated buffer area. Mammals, herptofauna, insects and other organisms, utilize the habitats within the construction footprint of Englewood. No species are solely dependent on the resource within the construction footprint; however, the removal of these parcels would require organisms present within these habitats to relocate to adjacent parcels and result in less habitat for the organisms of the Conservation Area and the Preserve.

With respect to vegetation, unlike the Development Area, the forest habitats in the preserve and Conservation Area have fully developed mature canopies, which have limited the undergrowth of dense vines that are stressing trees within the Development Area. The opening of the proposed roadway through this forested area would create an "edge effect" on both sides of the road and would likely contribute to localized increases of dense understory vegetation, which would further impact the value of the habitat on the parcels. Often, this edge effect provides for the growth of invasive and nuisance species. Due to the mature canopy structure of CPPSPP and the Conservation Area, it is anticipated that invasive or nuisance species, if they become established, would largely be limited to the sides of the road.

A New York State-listed rare red-maple sweetgum swamp habitat is present within the Englewood Avenue's build footprint. The implementation of this option would remove approximately 0.3 acres of this habitat type. This removal would result in further encroachment to this rare habitat and would result in a degree of impact.

Construction of the remaining portions of the Development Area by the year 2020 would remove an additional 14.2 acres or 64.3 percent of the current mapped habitat that could support threatened and endangered bonesets, for a sub-total of approximately 16.3 acres or 73.7 percent of this current mapped habitat. Due to natural succession, it is unknown what percent of the open areas would be wooded by the year 2020, if left undisturbed. Regardless, open field and other open areas should be avoided or disturbance minimized to the greatest extent practicable to further lessen impacts to these species and habitats. Approximately one acre, or 4.5 percent of

additional potential boneset habitat, would be removed by the construction of Englewood Avenue, for a total of 17.3 acres or 78.2 percent of this habitat by the Proposed Project.

Therefore, although the Proposed Project would impact some habitat areas and vulnerable plant and wildlife species, the proposed site plan has been created in a manner which will preserve habitats and rare ecological communities to the maximum extent possible, including in the mapped Conservation Area, and thus the Proposed Project would be consistent with this policy.

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

The Project Area would be occupied by retail, residential, open space, and community facility uses. None of these projected uses are expected to generate 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. The waste generated by the commercial retail businesses would be collected by private carters licensed by the City of New York. Thus, the Proposed Project 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 Project 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 NYC Department of Sanitation. The waste generated by the commercial retail businesses would be collected by private carters licensed by the City of New York. Thus, the Proposed Project would be consistent with this policy.

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

The Proposed Project does not directly affect access to or along New York City's coastal waters. It does, however, adjoin two public open spaces: the CPPSPP; and an approximately 20-acre Conservation Area adjoining Veterans Road West. The Proposed Project includes a new 23-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 Project would therefore 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 Project 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 Project would lead to potentially significant adverse historic and cultural resources impacts. Mitigation measures would be proposed that would serve to reduce these impacts.

Working West Shore 2030

The Proposed Project is compatible with and meets the goals and objectives proposed by the Working West Shore 2030 plan. An evaluation is provided below.

1. The first defined strategy for Working West Shore 2030 is to create quality local jobs and reduce the need for off-island commutes. Objectives listed to achieve this goal include expanding employment by building on existing employment centers such as the Bricktown and Charleston Retail Centers; and completing key roadway extensions and upgrades.

The Proposed Project includes new residential, commercial and community facility development (a new local library branch and a new public school), which are expected to create a total of nearly 800 jobs once all construction activities are completed (see **Chapter 2.2**). The proposed retail development on Sites "A" and "B" would fit in with and build upon the nearby existing employment centers of the Bricktown and Charleston Retail Centers. The mapping and construction of Englewood Avenue would provide for a roadway extension and upgrade that is important to this portion of the West Shore.

2. The second defined strategy is to provide better connections between West Shore job centers and neighborhoods to the rest of the borough and the region through upgraded road and transit networks. The objectives to achieve these goals include improving the local road network by widening/upgrading existing roads and, building new roads.

The Proposed Project is consistent with the objectives of this strategy to provide better connections in the borough. The mapping and improvement of Englewood Avenue would allow for a new east-west cross connection between the West Shore Expressway and the residential, commercial and other developed properties along Arthur Kill Road. The components of the Proposed Project would also help connect the existing community with new businesses to be situated on the retail sites and the existing job centers of Bricktown Centre and South Shore Commons.

3. The third defined strategy is to preserve, establish and link open spaces; expand public waterfront access; and strengthen connections between parks and neighborhoods. The objectives to achieve these goals include preserving natural lands; recovering and reutilizing brownfield areas; creating open space and new connections, such as Arlington and Mariners Marsh, Freshkills Park and Fairview Park; expanding the Bluebelt system; bringing the West Shore to its shoreline; celebrating historic places; and encouraging development that provides open space and remediation.

The Proposed Project is consistent with the objectives of this strategy to establish and link open spaces and to strengthen connections between parks and neighborhoods. The Proposed Project includes the mapping and development of approximately 23 acres of new parkland, which is the area noted above known as Fairview Park. The Proposed Project would also map an adjacent existing 20-acre Conservation Area as parkland, which would preserve this natural area and link these areas together to create approximately 43-acres of open space. The new recreational opportunities afforded by the park would attract the public to an area that was previously vacant and inaccessible.

4. The fourth defined strategy is to improve community services and choices for the West Shore and for surrounding neighborhoods while expanding/diversifying housing and transit options to attract and retain young adults and meet the needs of a growing senior population. The objectives to achieve these goals include creating and expanding local retail and services; providing more housing options for younger and older Staten Islanders; leveraging growth to improve sewer infrastructure and roadways in existing neighborhoods; and focusing growth to support more transit options.

The Proposed Project is consistent with the objectives of this strategy to both improve community services for the surrounding neighborhood and to expand housing options for existing and future residents of the area. The Proposed Project includes the development of a new combined elementary/middle school on the approximately 5.9-acre site with an approximately 750-seat capacity for kindergarten through 8th grade, as well as a new approximately 15,000-square-foot library branch, in addition to the proposed approximately 23-acre park. The Proposed Project would also create and expand local retail and services with the proposed retail development on Sites "A" and "B". The housing components of the Proposed Project include senior housing with 162 units, consisting of 80 affordable multi-family rental units and 82 age-restricted for-sale detached units, which would provide more housing options for older Staten Islanders.

The Working West Shore 2030 report also identifies and recommends development goals for specific sites, including the Project Area. Further, to jumpstart the twenty-year vision and coordinate efforts, the City has committed to short-term initiatives described in the West Shore 2030 Three-Year Work Plan, one of which is developing the “Charleston Municipal Site—Identify developer(s) for retail and complementary uses to advance a plan for the approximately 66-acre city-owned property that includes Fairview Park, a public library, senior housing, a public school, and Englewood Avenue (NYCEDC, 2011); use proceeds from the sale of the retail sites to conduct and complete required, comprehensive environmental and ULURP reviews (NYCEDC, NYCDPR, NYCDPC, 2013).”

The Proposed Project is the City’s implementation of this recommended development goal. A developer has been identified for Retail Site “A” and is expected to begin construction within one year of obtaining all required development approvals. Site “A” would also include construction of the new library branch. In addition, DPR expects to proceed with the development of the new 23-acre portion of the proposed 43-acre mapped parkland and conservation areas, as part of the first phase by the year 2015. The development of the park with new active and passive recreational uses will help support existing local communities. The other site elements, consisting of the retail on Site “B”, the school, and the senior housing, do not yet have identified developers or plans by involved City agencies, but are anticipated to be completed as part of the second phase of the Proposed Project by the year 2020. Additionally, the mapping and improvement of Englewood Avenue is also expected to be completed by 2020, which would help connect local communities to the West Shore Expressway.