City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 25 Posen Street

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
15DCP088R	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
150095RAR, 150094RCR, 150093RCR	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			1 Liberty Square, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			Hiram Rothkrug, EPDSCO Inc.		
ADDRESS 22 Reade Street			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10007	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@epdsco.com	

5. *Project Description*

The Applicant, 1 Liberty Square LLC, seeks an authorization pursuant to ZR §107-68 in order to construct a retail and residential development within the Annadale section of Staten Island Community District 3. The proposed action would facilitate a proposal by the Applicant to develop a two-story plus cellar mixed-use building totaling 25,250 gross square feet (gsf) of floor area (56,642 gsf including cellar space), 102 accessory parking spaces, and one loading berth on the currently vacant and undeveloped property.

Project Location

BOROUGH Staten Island	COMMUNITY DISTRICT(S) 3	STREET ADDRESS 25 Posen Street
TAX BLOCK(S) AND LOT(S) Block 6225, Lot 50		ZIP CODE 10312
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Northwest corner of Posen & Barb Streets		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-2/C1-1 (SRD)		ZONING SECTIONAL MAP NUMBER 33c

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☒ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 107-64; 107-68

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:
- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☐ FUNDING OF PROGRAMS, specify:
- ☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☐ OTHER, explain:

State or Federal Actions/Approvals/Funding: ☐ YES ☒ NO If "yes," specify:

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

Graphics: *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

- ☒ SITE LOCATION MAP
- ☒ ZONING MAP
- ☒ SANBORN OR OTHER LAND USE MAP
- ☒ TAX MAP
- ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
- ☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 36,668

Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.):

Other, describe (sq. ft.): 36,668 vegetated and bare earth

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 56,642.9

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 56,642.9 including cellar space

HEIGHT OF EACH BUILDING (ft.): 35

NUMBER OF STORIES OF EACH BUILDING: 2

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

If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:

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

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 36,668 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 342,112 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 36,668 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	11,365	28,963		
Type (*e.g.,* retail, office, school)	10 units	Retail		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify:

NUMBER OF ADDITIONAL RESIDENTS: 27

NUMBER OF ADDITIONAL WORKERS: 86

Provide a brief explanation of how these numbers were determined: 2.77 residents/DU in Census Tract 170.05; 3 retail workers/1,000 sf

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. ***Predominant Land Use in the Vicinity of the Project*** (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

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

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See attached.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		

	YES	NO
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See attached.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See attached.	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 7,204		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 7,704,812		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See attached.	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a		

	YES	NO
preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Justin Jarboe, EPDSCO, Inc.	9/4/15

SIGNATURE Justin Jarboe

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

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

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

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Envionmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	September 4, 2015

SIGNATURE

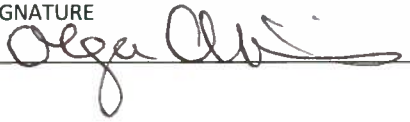
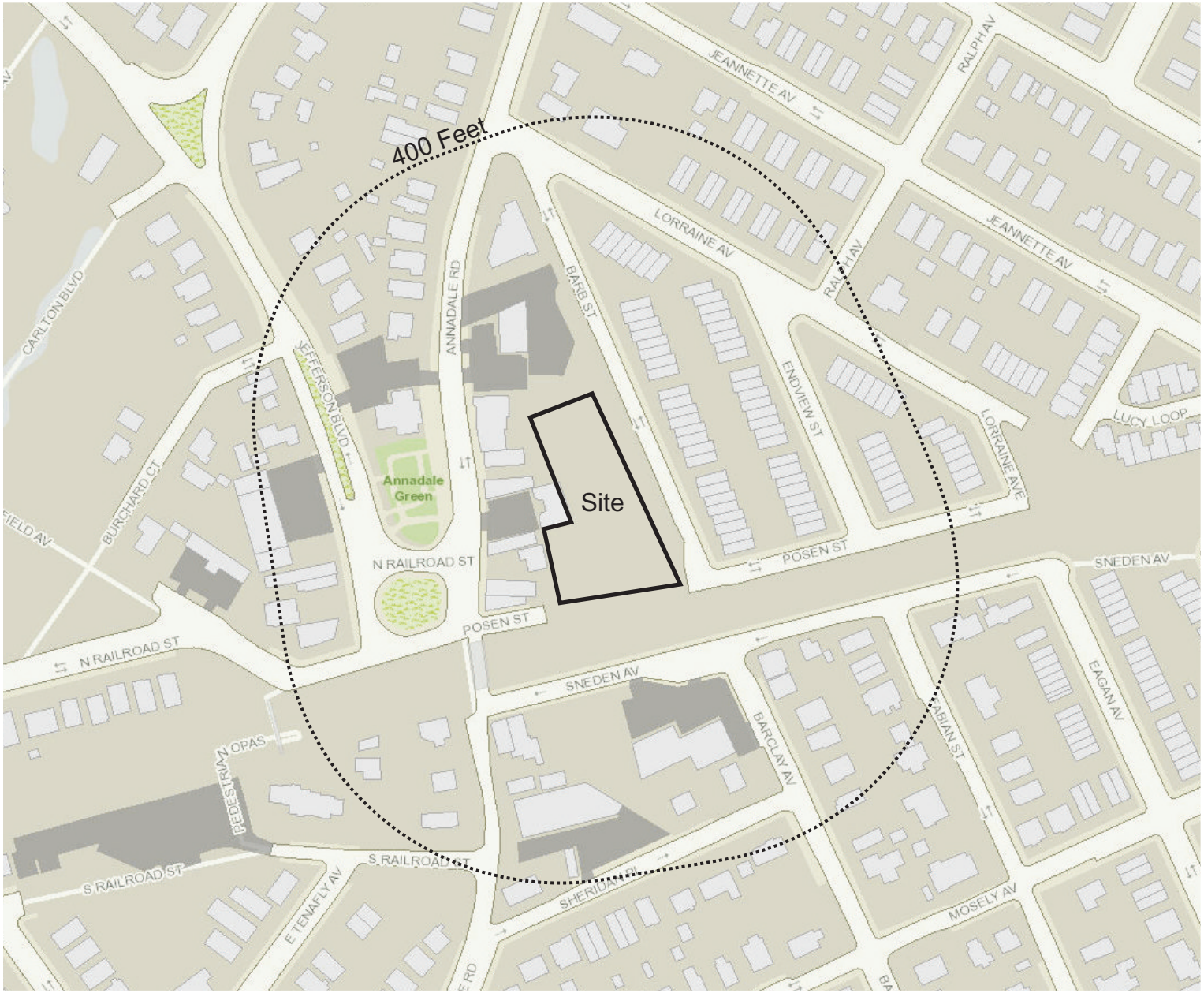
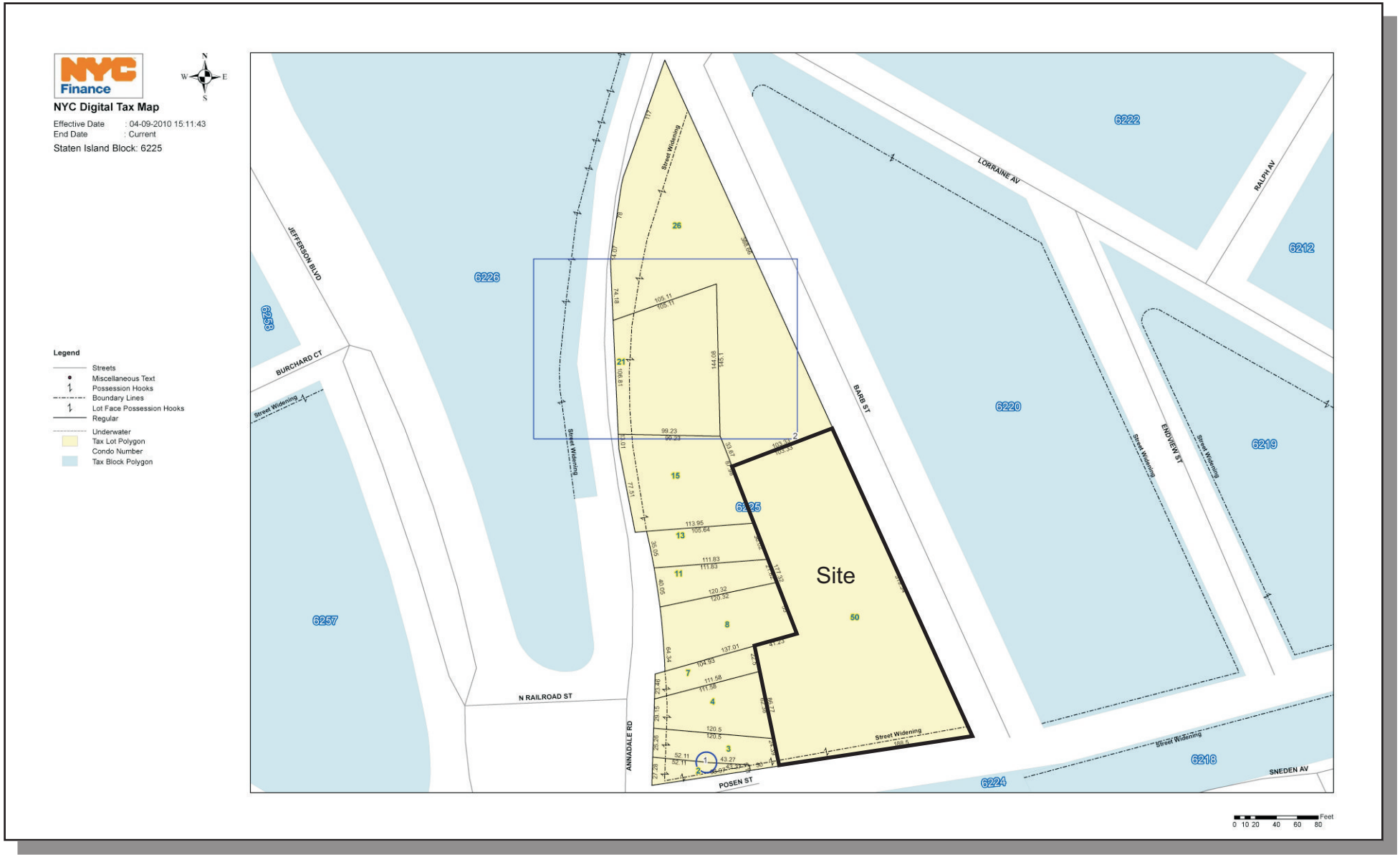
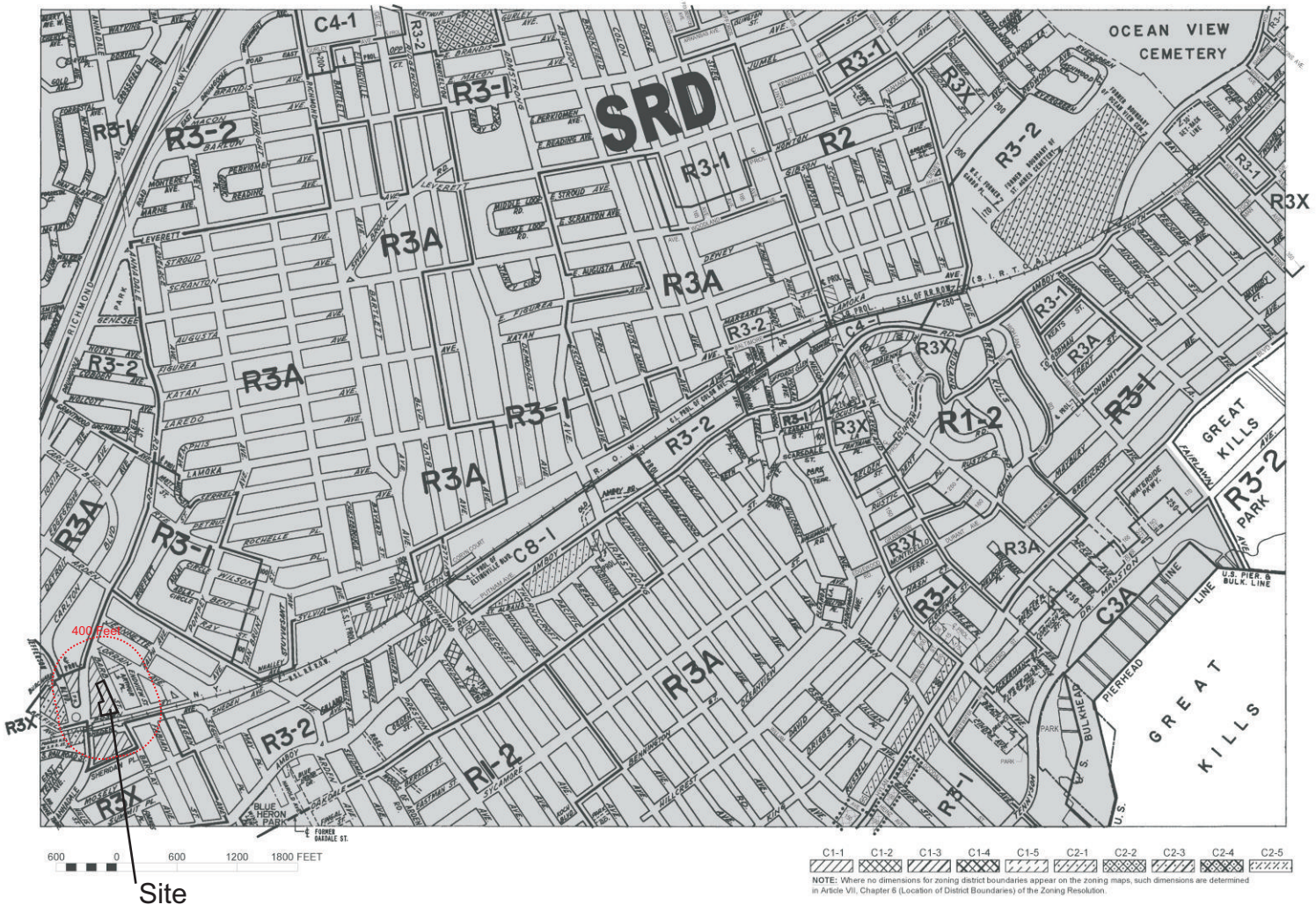


Figure 1 - Site Location




NYC Finance
NYC Digital Tax Map
Effective Date : 04-09-2010 15:11:43
End Date : Current
Staten Island Block: 6225
Legend
Streets
Miscellaneous Text
Possession Hooks
Boundary Lines
Lot Face Possession Hooks
Regular
Underwater
Tax Lot Polygon
Condo Number
Tax Block Polygon
Site
6225
6226
6222
6212
6220
6219
6218
6224
6257
6263
JEFFERSON BLVD
BURCHARD CT
N RAILROAD ST
ANNADALE RD
POSEN ST
LORRAINE AV
RALPH AV
BARB ST
ENDVIEW ST
SNEDEN AV
Street Widening
Feet
0 10 20 40 60 80



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:

01-18-2011 C 110069 ZMR

Special Requirements:

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

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

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

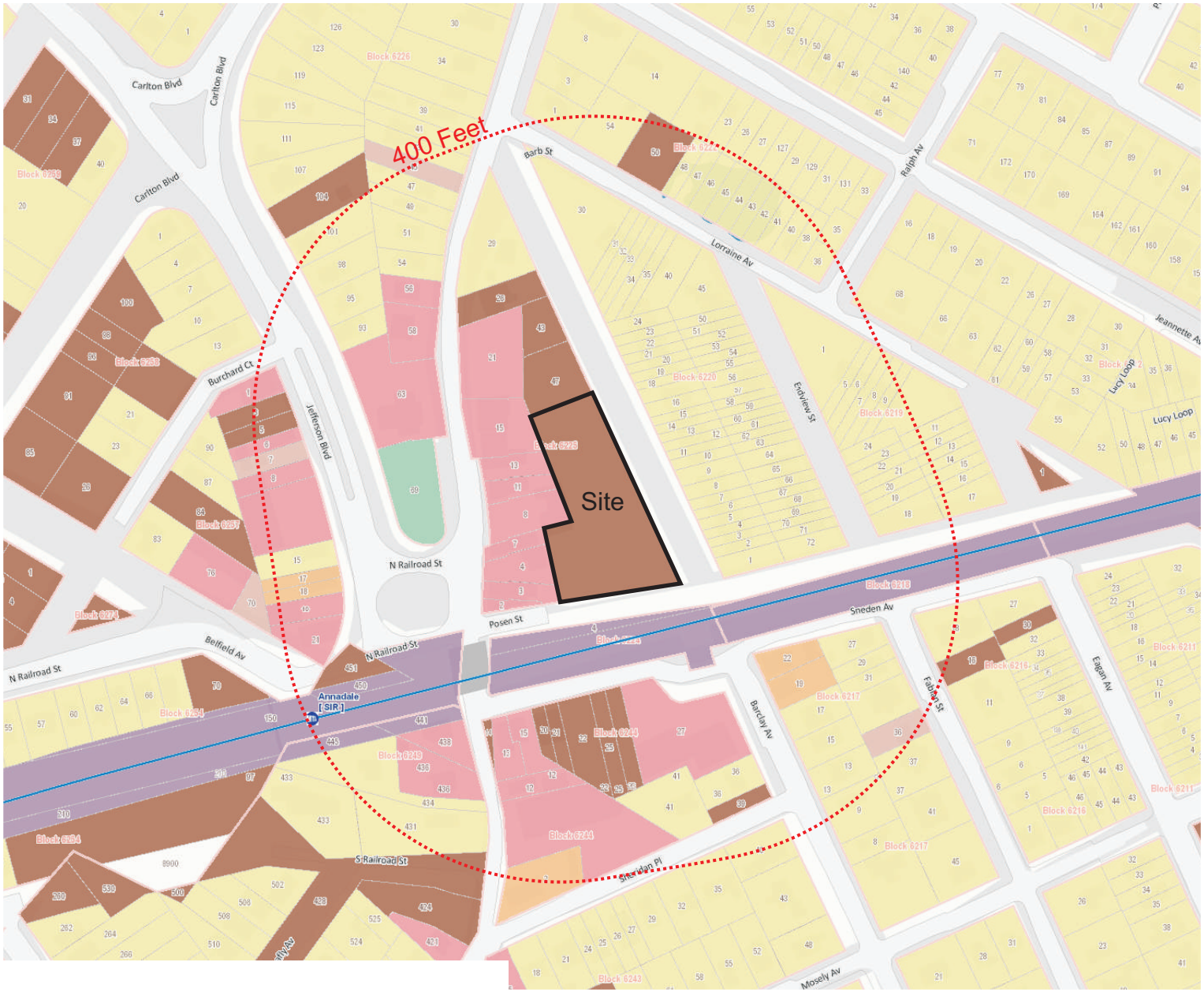
MAP KEY

26b	26d	27b
33a	**33c**	34a
33b	33d	34b

ZONING MAP 33c

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

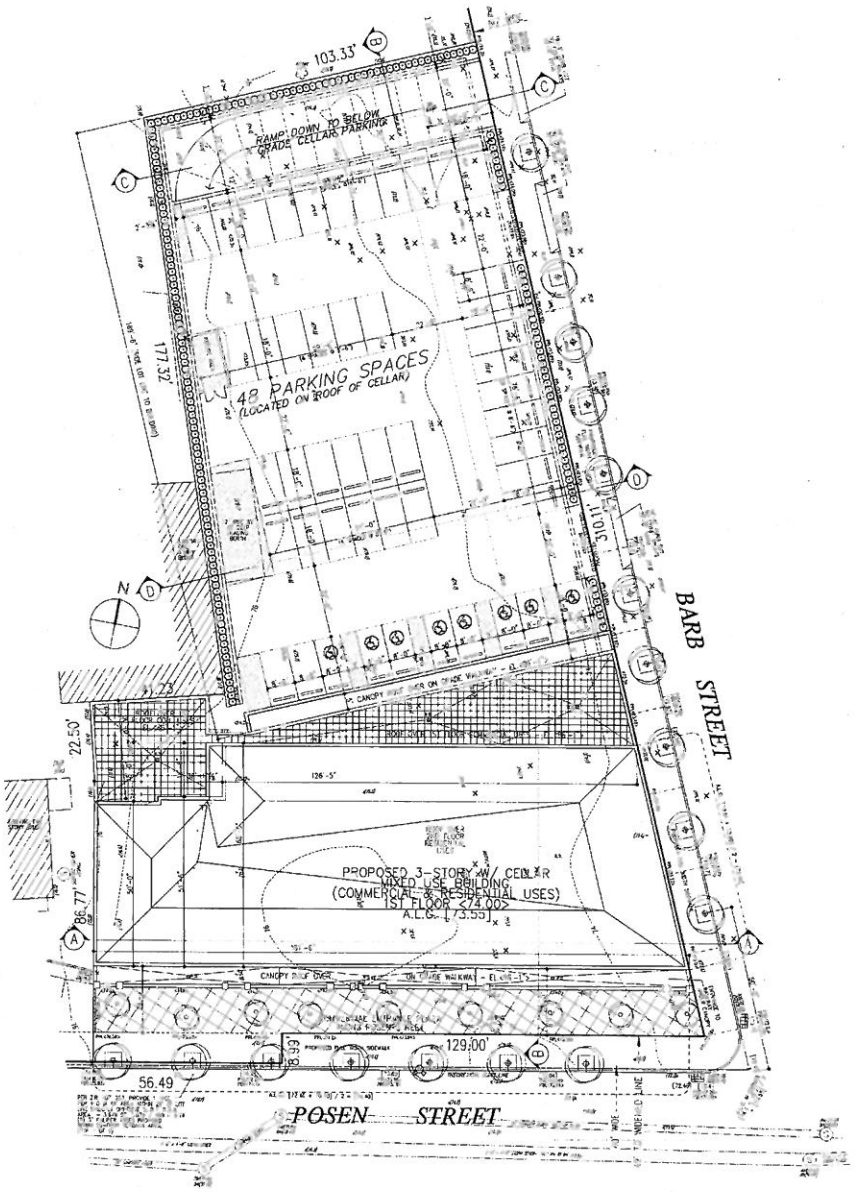
Figure 4 - Land Use Map



Land Use Categories

- 1 & 2 Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Institutions
- Transportation & Parking
- Industrial
- Transportation / Utilities
- NYC Parks
- Cemeteries
- Vacant Lots

Figure 5 - Site Plan



REFERENCE DATA:

TREE LEGEND:

GRADE LEGEND:

DRAWING INDEX

SITE NOTES:

Liberty Square Commons

Owner / Developer

Liberty Square, LLC

P.O.BOX 92417
Staten Island, New York 10306

Architect

Stanley Michael Krebushevski Architect

1562 Richmond Road, Suite 201
Staten Island, New York 10304

Structural Engineer

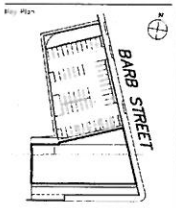
R&O Consulting, Inc.

64-07 102 Street
Rego Park, New York 11347

MEP Engineer

Site Drainage Engineer

Key Plan



PROGRESS PRINT

JUN 06 2013

Stanley Krebushevski Architect

DOB No.

Drawing Title:
SITE PLAN
REFERENCE DATA
SITE NOTES

Seal & Signature:

Scale: 1" = 10'-0"
Date: 05/24/13
Drawn By:
Job No.: 09-1378
Dwg. No.: A-001.00
No. of Dwgs.: 1 OF 21

Project

Liberty Square Commons

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Engineer of Record

Lauria Associates

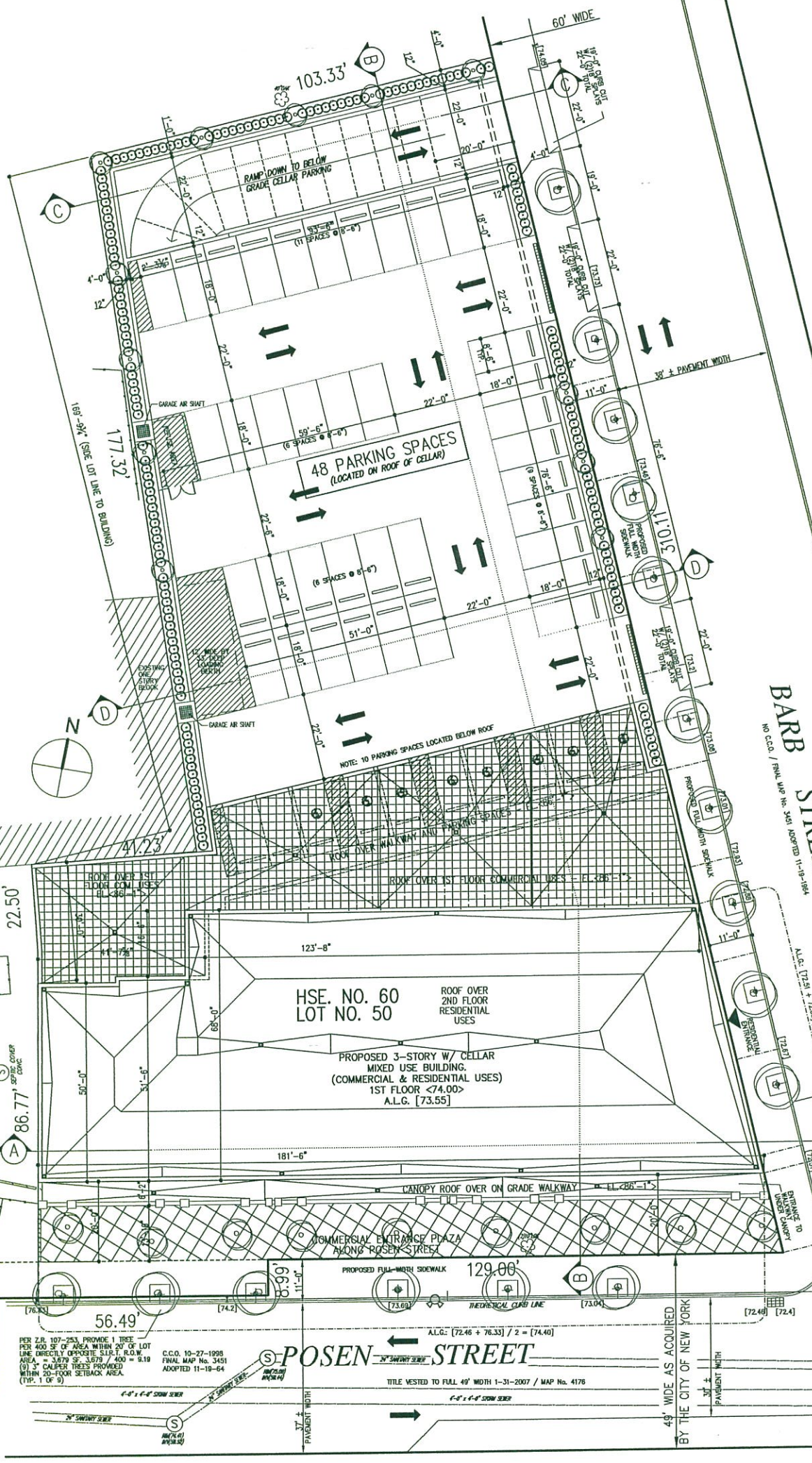
14 Foster Road,
Staten Island, New York 10309

STATE OF NEW YORK
EDWARD LAURIA
LICENSED PROFESSIONAL ENGINEER
No 39026

REFERENCE DATA:

BLOCK	6225
EXIST. LOT NUMBER	50
HOUSE NUMBER	60 BARB ST.
ZONE	C1-1 IN R3-2
MAP NUMBER	33Cc
USE GROUP	2, 6
CONSTRUCTION CLASS	IIA (SPK)
OCCUPANCY GROUP	R-2, M, S-2

INSIDE SOUTH RICHMOND DISTRICT
OUTSIDE FIRE DISTRICT
OUTSIDE NATURAL AREA
OUTSIDE HILLSIDE DISTRICT
OUTSIDE WETLANDS
OUTSIDE FLOOD HAZARD ZONE



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SITE PLAN

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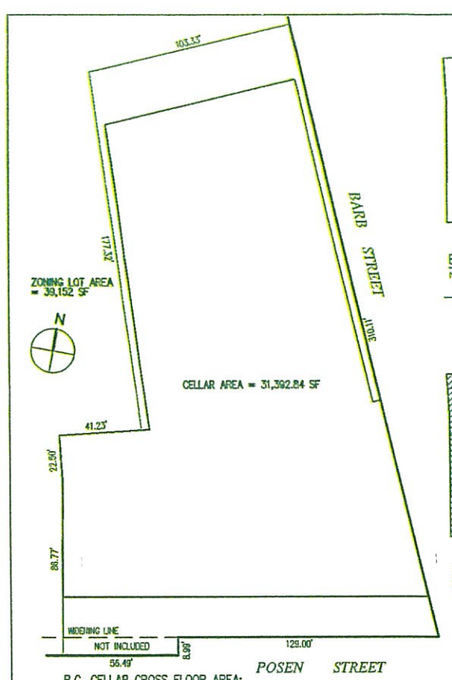
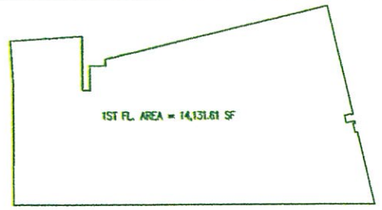
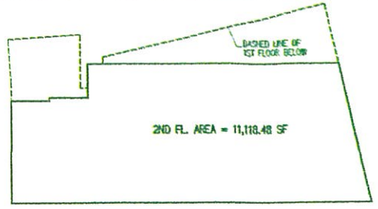
Dwg. No.:	CPC-002.00
No. of Dwgs.:	2 OF 7



B.C. CELLAR GROSS FLOOR AREA:
NOT TO SCALE – REFER TO FLOOR PLANS FOR DIMENSIONS AND/ OR CALCULATIONS



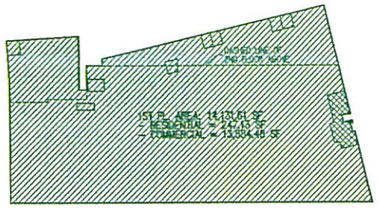
B.C. 1ST FL. GROSS FLOOR AREA:
NOT TO SCALE



B.C. 2ND FL. GROSS FLOOR AREA:
NOT TO SCALE

BUILDING CODE GROSS FLOOR AREA SUMMARY

CELLAR AREA:	31,392.84 SF
1ST FL. AREA:	14,131.61 SF
2ND FL. AREA:	11,118.48 SF
TOTAL GROSS FL. AREA:	56,642.93 SF

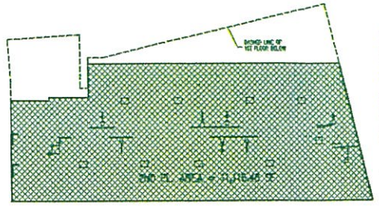


Z.R. 1ST FL. NET FLOOR AREA:
NOT TO SCALE

RESIDENTIAL PORTION FLOOR AREA: (LOBBY, ELEVATOR, STAIRS – SEE DIAGRAM) = 247.13 SF

COMMERCIAL (RETAIL STORES) PORTION FLOOR AREA (G.F.A. LESS MECH. ROOMS): 295.07 SF TOTAL MECH. DEDUCTION

(14,131.61 – 247.13) – 295.07 = 13,589.41 SF



Z.R. 2ND FL. NET FLOOR AREA:
NOT TO SCALE

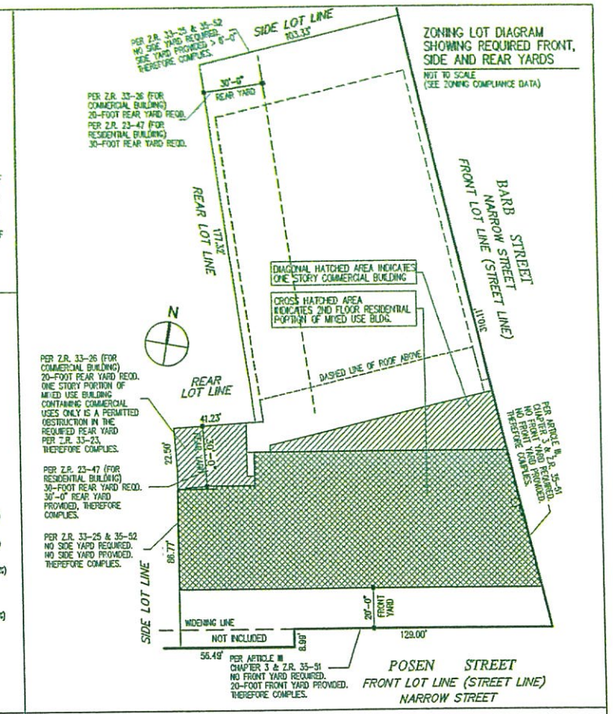
RESIDENTIAL PORTION FLOOR AREA (G.F.A. LESS MECH. ROOMS): 210.30 SF TOTAL MECH. DEDUCTION

11,118.48 – 210.30 = 10,908.18 SF

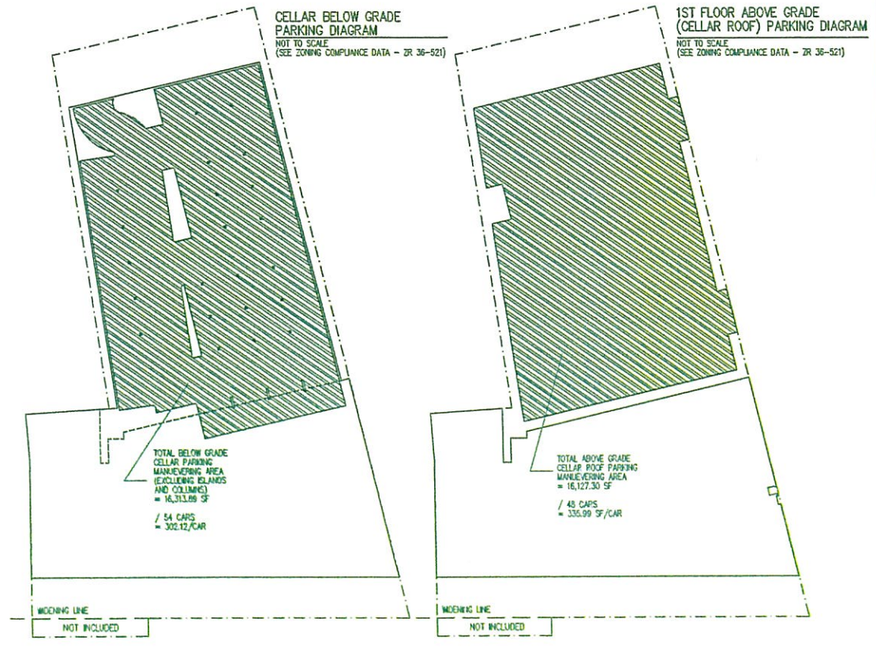
ZONING NET FLOOR AREA SUMMARY

CELLAR AREA:	00.00 SF	
1ST FL. AREA: COMMERCIAL PORTION:	13,589.41 SF	
RESIDENTIAL PORTION:	247.13 SF	
2ND FL. AREA: RESIDENTIAL ONLY:	10,908.18 SF	
TOTAL COMMERCIAL FL. AREA:	13,589.41 SF	(.347 = .35 FAR)
TOTAL RESIDENTIAL FL. AREA:	11,155.31 SF	(.284 = .28 FAR)
RESIDENTIAL LOT COVERAGE:	11,118.48 SF	(28.398% = 28.4%)
OPEN SPACE (NOT COVERED BY RESIDENTIAL PORTION OF BUILDING): (LOT AREA – RES. LOT COV.) (39,152.00 – 11,118.48)	28,033.52 SF	(71.602% = 71.6%)

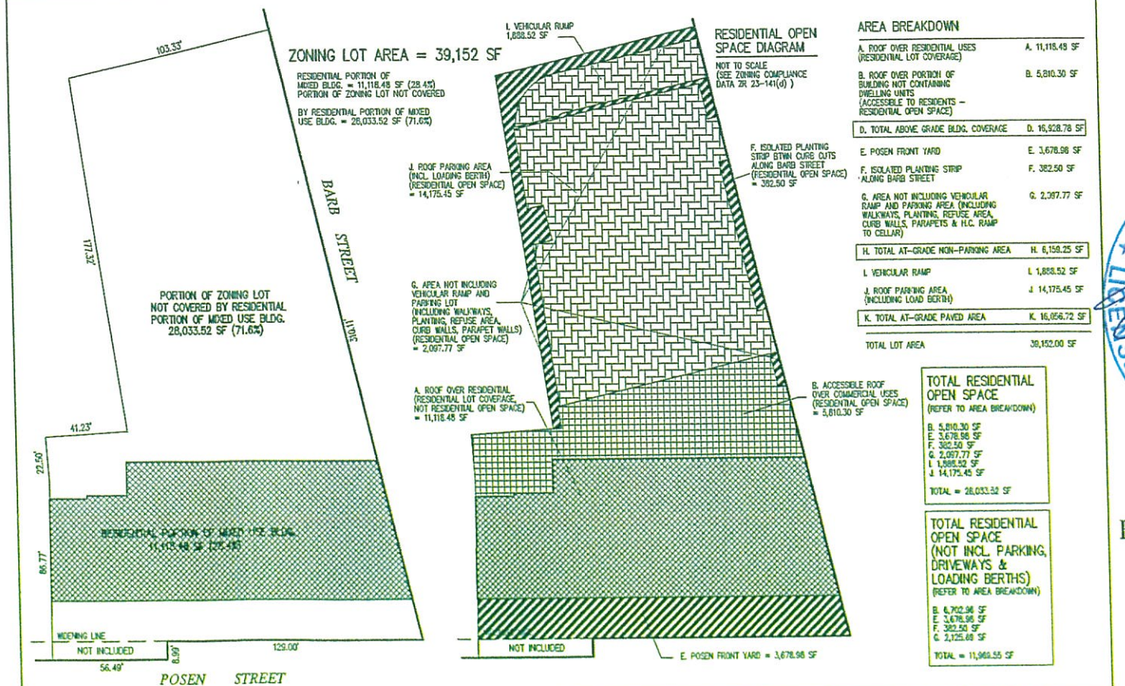
BC/ ZR FLOOR AREA DIAGRAM



REQUIRED YARDS DIAGRAM



PARKING MANEUVER DIAGRAMS



LOT COVERAGE & OPEN SPACE DIAGRAMS

Project

Liberty Square Commons

Owner / Developer

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Engineer of Record

Lauria Associates

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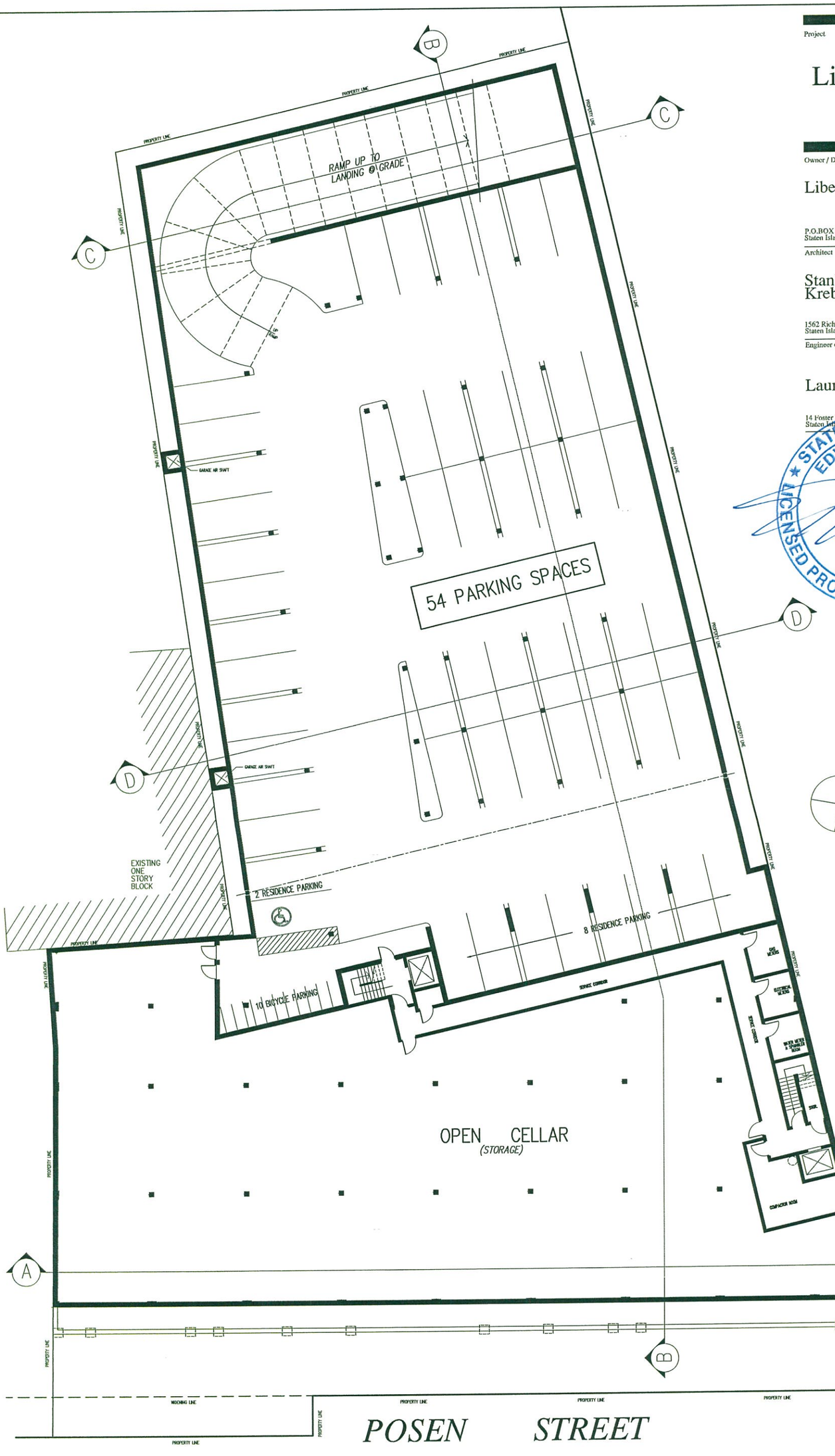
Staten Island, New York 10309

STATE OF NEW YORK ★ EDWARD LAURIA ★ LICENSED PROFESSIONAL ENGINEER ★ No 39026

Drawing Title:

FLOOR AREA CALCULATIONS ZONING DIAGRAM

Scale:	N.T.S.
Date:	02/14/13
Drawn By:	OL
Job No.:	09-1378
Dwg. No.:	CPC-003.00
No. of Dwgs.:	3 OF 7



Project

Liberty Square Commons

Owner / Developer

Liberty Square, LLC

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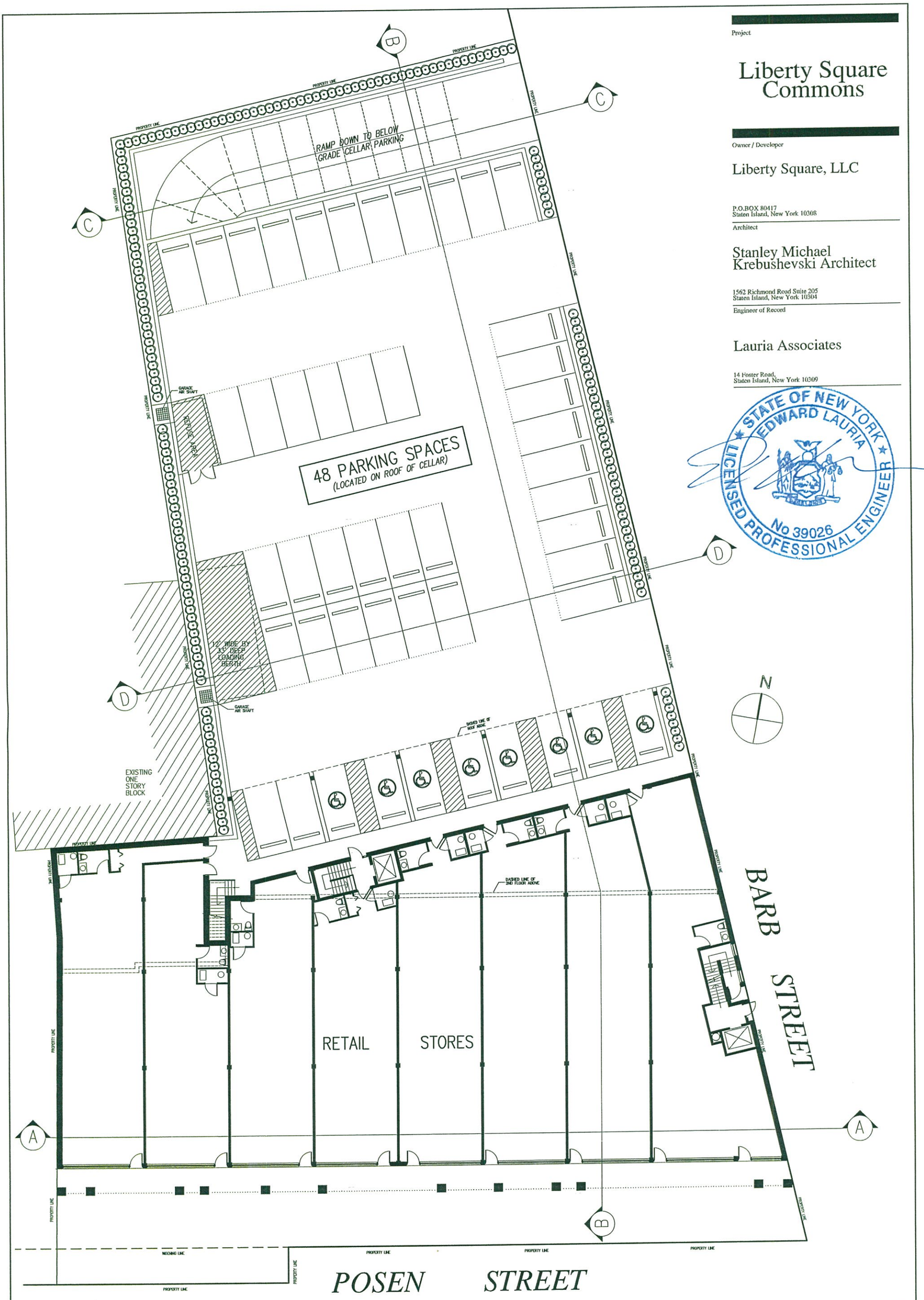
EDWARD LAURIA
LICENSED PROFESSIONAL ENGINEER
No 39026

Drawing Title:

CELLAR FLOOR PLAN

Scale:	1" = 10'-0"
Date:	02/14/13
Drawn By:	OL
Job No.:	09-1378
Dwg. No.:	CPC-004.00
No. of Dwgs.:	4 OF 7



Project

Liberty Square Commons

Owner / Developer

Liberty Square, LLC

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Architect

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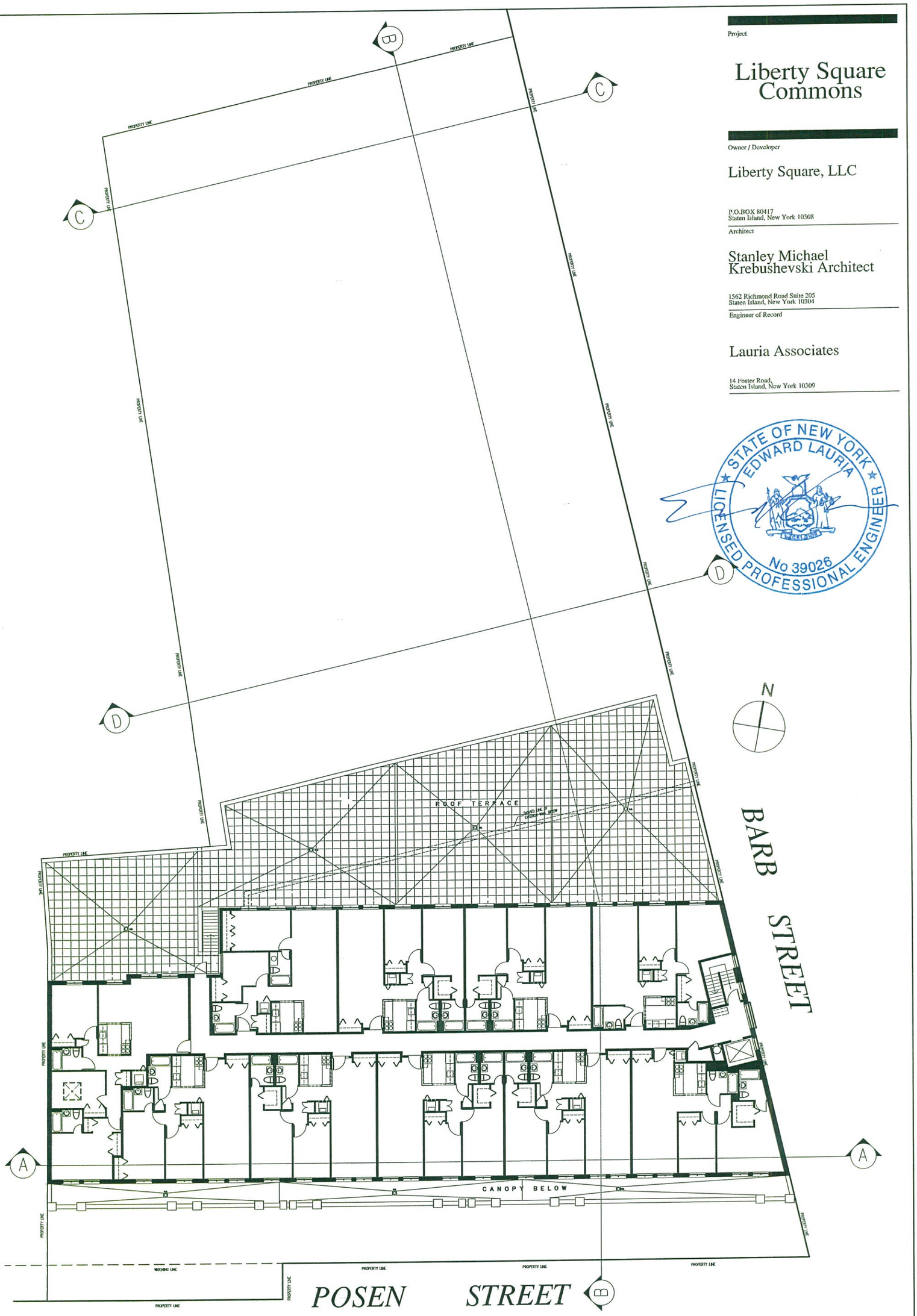
Staten Island, New York 10309

STATE OF NEW YORK
EDWARD LAURIA
LICENSED PROFESSIONAL ENGINEER
No 39026

Drawing Title:

FIRST FLOOR PLAN

Scale:	1" = 10'-0"
Date:	02/14/13
Drawn By:	OL
Job No.:	09-1378
Dwg. No.:	CPC-005.00
No. of Dwgs.:	5 OF 7



Project

Liberty Square Commons

Owner / Developer

Liberty Square, LLC

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Architect

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Staten Island, New York 10309

STATE OF NEW YORK
EDWARD LAURIA
LICENSED PROFESSIONAL ENGINEER
No 39026

Drawing Title:

SECOND FLOOR PLAN

Scale:	1" = 10'-0"
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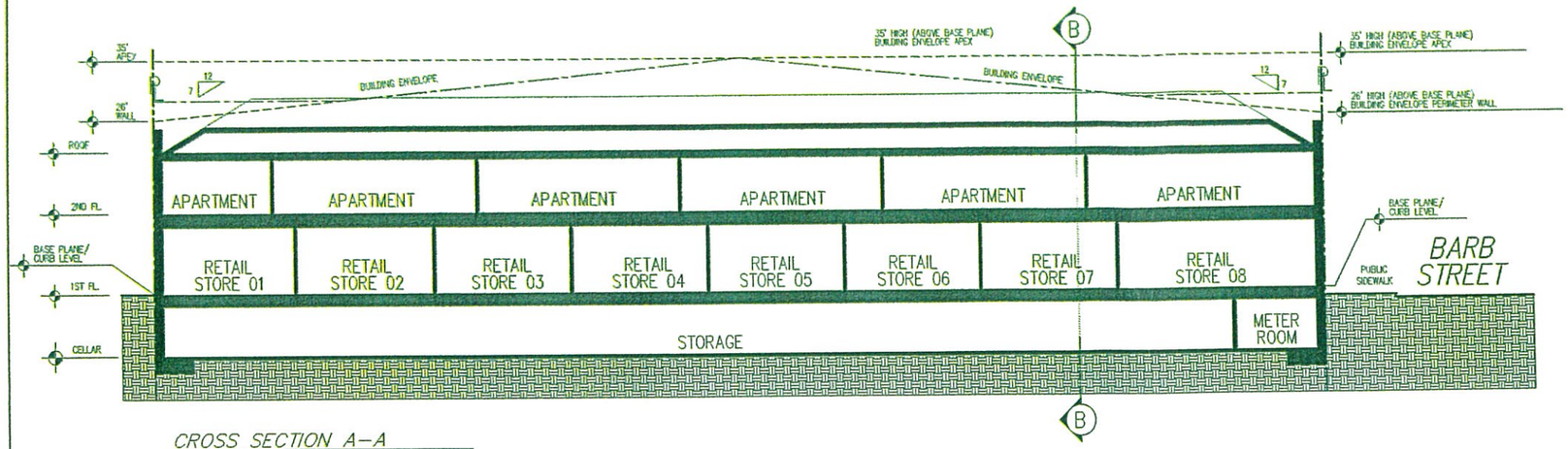
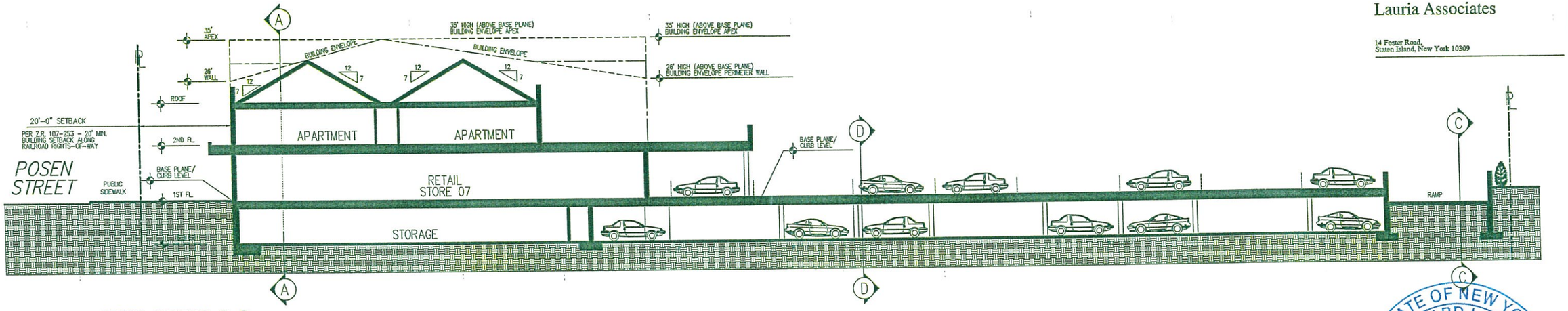
Drawn By:	OL
Job No.:	09-1378
Dwg. No.:	CPC-006.00
No. of Dwgs.:	6 OF 7



CROSS SECTION A–A



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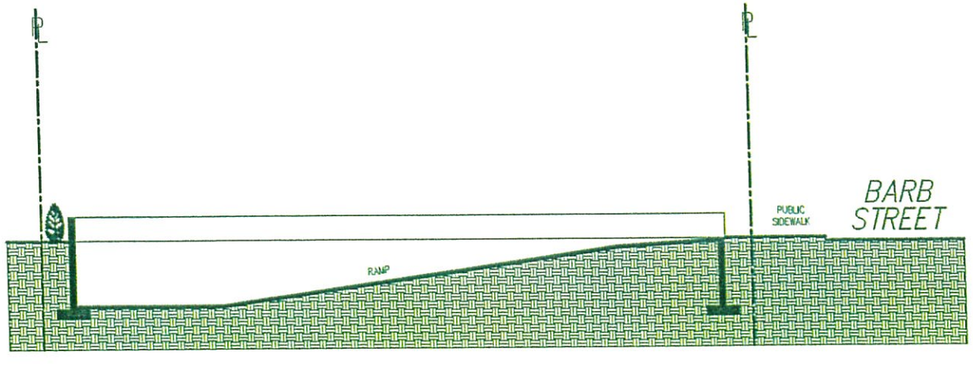
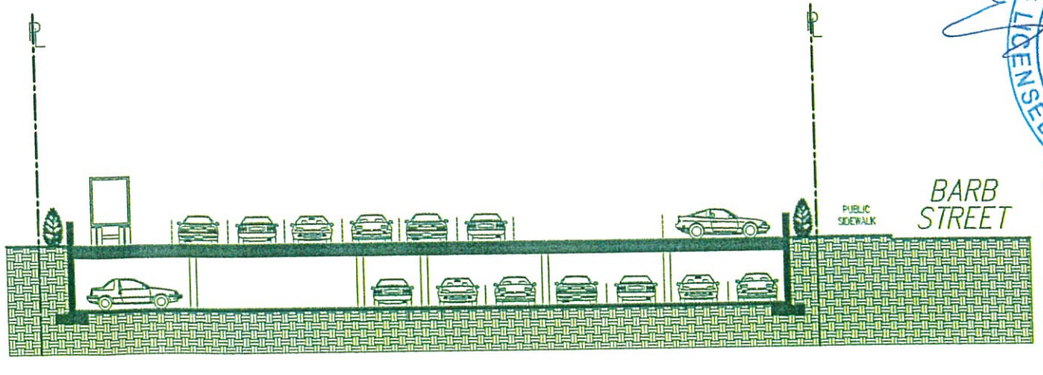


CROSS SECTION C–C



CROSS SECTION D–D

Project

Liberty Square Commons

Owner / Developer

Liberty Square, LLC

P.O.BOX 80417
Staten Island, New York 10308

Architect

Stanley Michael Krebushevski Architect

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Staten Island, New York 10304

Engineer of Record

Lauria Associates

14 Foster Road,
Staten Island, New York 10309

STATE OF NEW YORK
EDWARD LAURIA
LICENSED PROFESSIONAL ENGINEER
No 39026

Drawing Title:

SITE CROSS SECTION

Scale:	1" = 10'-0"
Date:	02/14/13
Drawn By:	OL
Job No.:	09-1378
Dwg. No.:	CPC-007.00
No. of Dwgs.:	7 OF 7

Figure 6 - Photograph Key

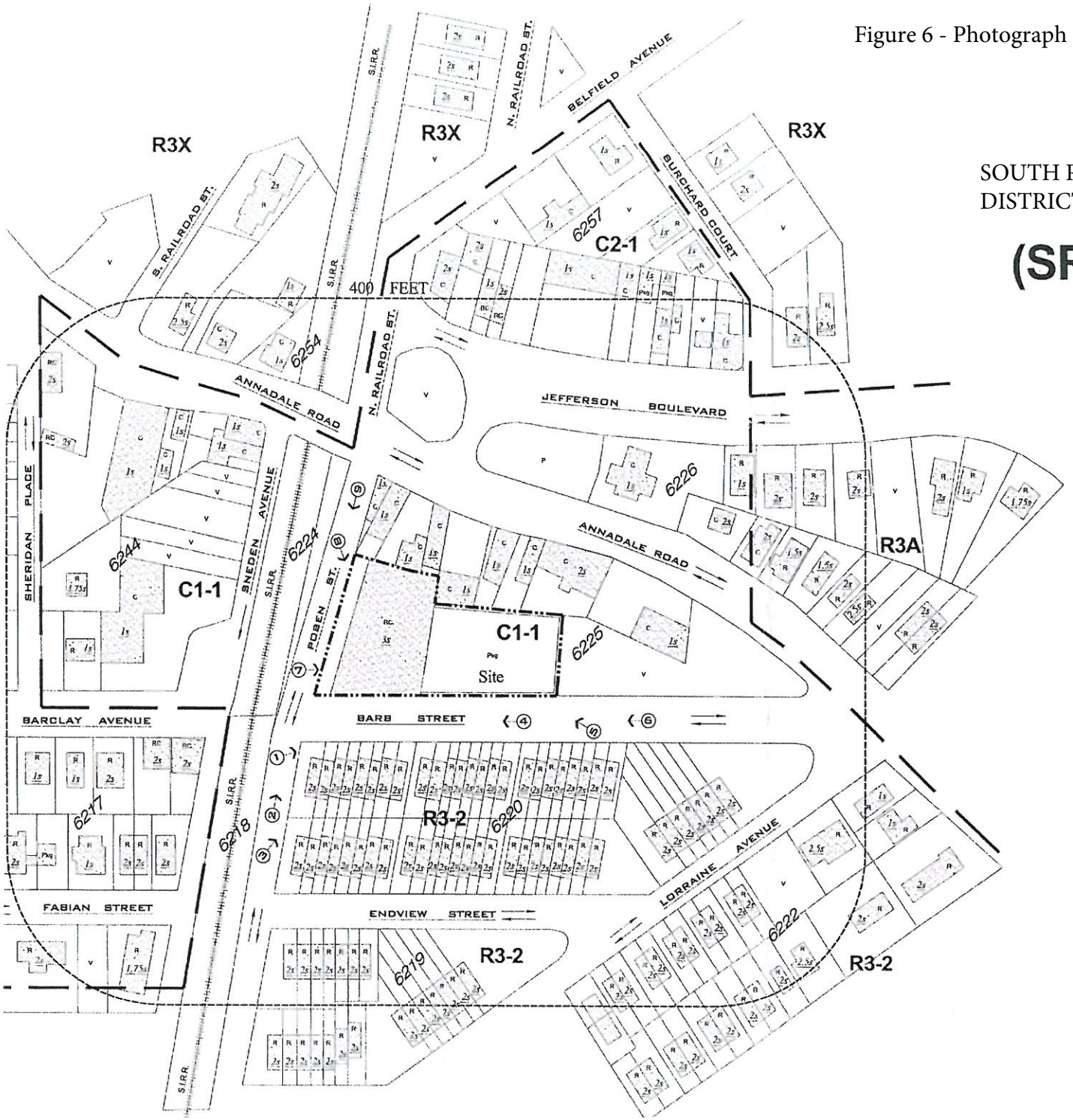

Photo #1: SE CORNER OF BARB AND POSEN

Photo #2: POSEN STREET FACING NORTH

Photo #3: POSEN STREET FACING NORTH (NEAR ENDVIEW STREET)

Photo #4: BARB STREET FACING WEST (NEAR POSEN STREET)

Photo #5: BARB STREET FACING WEST (SITE ON RIGHT)

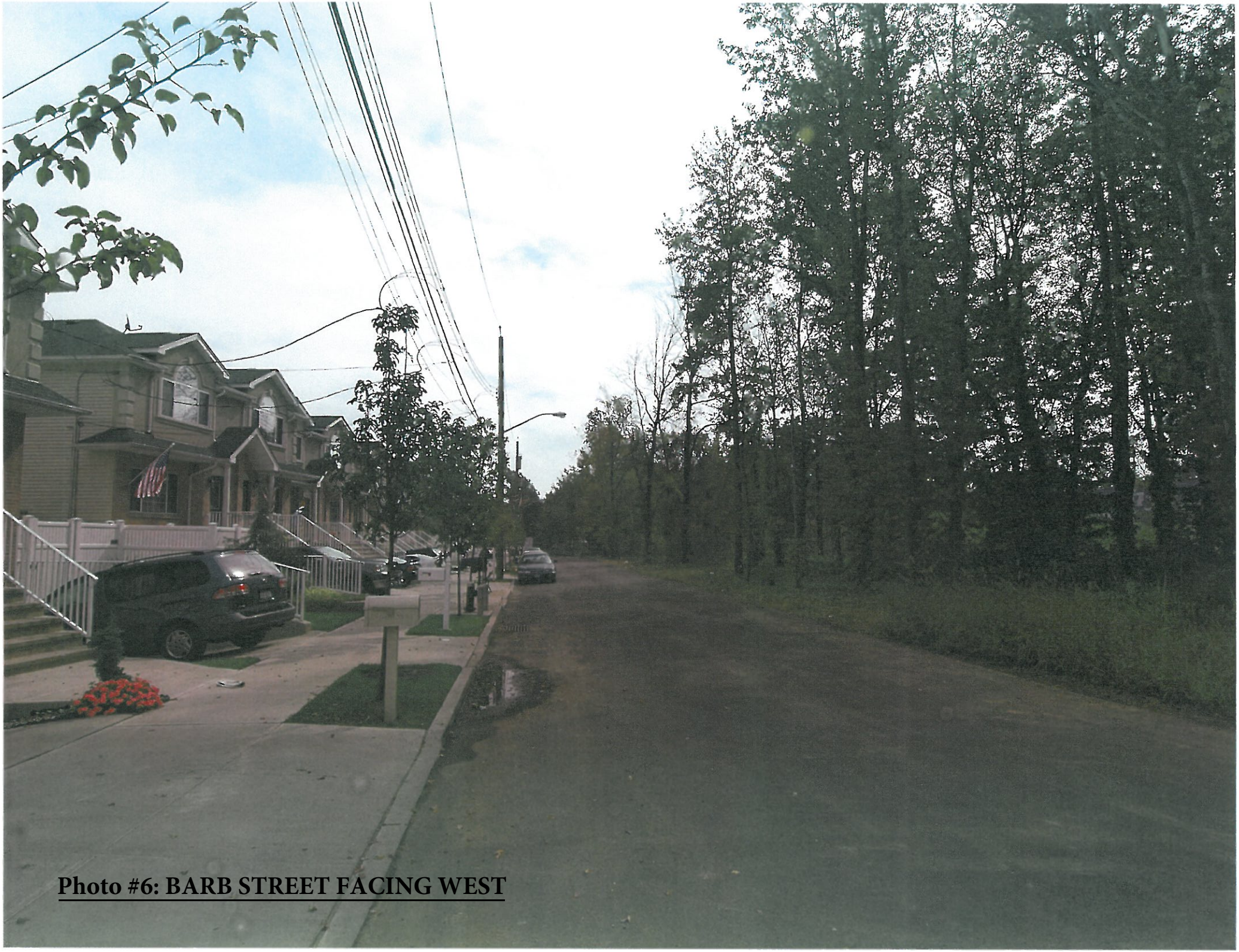

Photo #6: BARB STREET FACING WEST

Photo #7: POSEN STREET FACING EAST (THE SITE)

Photo #8: POSEN STREET FACING SOUTH (THE SITE)

Photo #9: POSEN STREET FACING DUE SOUTH (NEAR ANNADALE ROAD)

25 Posen Street Mixed-Use Development
Project Description

Introduction

This Environmental Assessment Statement is filed under the City Environmental Quality Review (CEQR) procedures in connection with an application made to the City Planning Commission (CPC) for approval of authorizations pursuant to Sections (§) 107-64 (Removal of Trees) and 107-68 (Modification of Group Parking Facility and Access Regulations) of the Zoning Resolution (ZR). ZR 107-64 is a ministerial action and is not subject to environmental review. These actions pertain to the project site identified as Block 6225, Lot 50 located at the northwest corner of Posen Street and Barb Street in the Special South Richmond Development District (SRD) and Lower Density Growth Management Area (LDGMA) of the Annadale neighborhood in Staten Island, Community District 3.

The applicant, 1 Liberty Square LLC, is seeking an authorization pursuant to New York City Zoning Resolution (ZR) Section §107-68 for the modification of group parking facility and access regulations. The applicant is also seeking two ministerial actions including 1) a certification pursuant to ZR Section §107-212 for school seats and 2) a certification pursuant to ZR Section §107-64 for removal of trees.

The proposed action would facilitate a proposal by the Applicant to develop a two-story plus cellar mixed-use building totaling 25,250 gross square feet (gsf) of floor area (56,642 gsf including cellar space), 102 accessory parking spaces, and one loading berth on the currently vacant and undeveloped property. The project would include 28,963 gsf of commercial retail space including 13,884 gsf of commercial retail stores and access area on the first floor plus 15,078 gsf of commercial storage space in the cellar of the building. The second floor of the building would contain 11,118 gsf of floor area for 10 residential dwelling units. The cellar of the building would consist of 31,392 gsf including a 16,313 gsf enclosed parking garage for 54 cars and 15,078 gsf of commercial storage space, utility service space, and accessory areas. Of the proposed 102 parking spaces, 10 spaces are provided for the residential space (one space required per dwelling unit) with the remaining 92 spaces for the commercial use. In addition, three new curb cuts will be provided along Barb Street.

As part of the proposed action, Posen Street would be built as a two-way roadway, connecting Barb Street and Annadale Road on the southern part of the project. The road would be similar to Posen Street between Lorrain Avenue and Endview Street that would connect Posen Street to Jefferson Blvd. An amended Builder's Pavement Plan (BPP RP09-41) was prepared and approved by NYC DOT on 12/24/2014 (see attached, within Appendix B), which illustrates the minor grade changes along Barb and Posen Street, as well as new sidewalks.

(**See Figure 1 – Site Plan; Figure 2 – Tax Map; Figure 3 – Zoning Map; Figure 4 – Land Use Map; Figure 5 – Site Plan; and Figure 6 – Photograph Key**)

Existing Conditions

The Project Site is identified as Block 6225, Lot 50 on the New York City Tax Map, and consists of approximately 40,838 square feet of land at the northwest comer of Posen Street and Barb Street in the Annadale neighborhood of Staten Island (Community District 3). The project site is located in

an R3-2/Cl-1 zoning district within the Special South Richmond Development District (SRD) and Lower Density Growth Management Area (LDGMA) and is vacant and undeveloped.

Uses within 400 feet of the project site include various small commercial retail and office uses. The area to the east of the project site block across Barb Street and north of Posen Street is primarily developed with attached townhouses and one- and two-family attached and detached residential dwellings. The area to the west of the project site block across Annandale Road and north of Posen Street is primarily developed with one- and two-family detached residential dwellings with a number of commercial and mixed-use buildings near Posen Street. The area to the south of the project site block across Posen Street contains the below grade tracks of the Staten Island Rapid Transit line and is primarily developed with commercial uses, parking lots, and several primarily detached residential dwellings.

Project Purpose and Need

It is the applicant's opinion that an as of right development would not be economically feasible. An as-of-right commercial development on the project site would be limited to 4,500 square feet and 30 parking spaces based on the C1-1 zoning district parking requirement of one space per 150 square feet of floor area and the prohibition on the as-of-right development of more than 30 accessory parking spaces on the site. The action would serve the needs of this area of Staten Island for retail space with adequate parking as well as the need for residential rental units near the existing train station, and would promote the development of a vacant parcel in a fashion that would be consistent with the mixed-use character of the surrounding community.

Description of the Proposed Actions

As described above, the proposed action would grant authorizations pursuant to ZR §107-64 for the removal of trees and ZR §107-68 for the modification of group parking facility and access regulations. The proposed authorizations would facilitate the following development:

- Construction of a two-story and cellar mixed-use building totaling 25,250 gross square feet (gsf) of floor area (56,642 gsf including cellar space) [FAR of 0.62], 102 accessory parking spaces, and one loading berth.
- Cellar: 31,392 gsf including 16,313 gsf enclosed parking garage for 54 cars and 15,078 gsf commercial storage space, utility service space, and accessory areas.
- Unenclosed street level (cellar roof): 16,127 gsf accessory off-street parking for 48 cars, including ramp to below grade cellar parking, plus loading berth and refuse storage area. This is not considered part of the gross floor area of the building.
- 1st floor (street level at grade): 14,131 gsf including 13,884 gsf commercial retail stores and access area; 247 gsf residential lobby and access area.
- 2nd floor: 11,118 gsf for 10 residential dwelling units.
- The project would include 28,963 gsf of commercial retail space including 13,884 gsf of commercial retail stores and access area on the first floor plus 15,078 gsf of commercial storage space in the cellar of the building[1].

[1] Cellar level retail space is not viable in this location as this is a relatively low-density outer borough area and there are no other cellar level retail uses in the vicinity. It would not be financially feasible to install stairways or escalators to provide access to a cellar level retail facility on this site. Therefore, the cellar level of the building is proposed for use as a parking garage for 54 cars plus commercial storage space, utility service space, and accessory areas.

- Vehicular access to the proposed development and accessory parking would be provided via three new curb cuts located along Barb Street.

Future No-Action Scenario

Under the No-Action Scenario for the Project Build Year of 2018, it is assumed that no new development would occur on the project site. An as-of-right commercial development on the project site would be limited to 4,500 square feet and 30 parking spaces based on the C1-1 zoning district parking requirement of one space per 150 square feet of floor area and the prohibition on the as-of-right development of more than 30 accessory parking spaces on the site. According to the applicant, it would not be economically feasible to develop only 4,500 square feet of commercial space on this relatively large 36,668 square foot site. In addition, no other similar relatively small commercial developments on relatively large sites have occurred in the area recently. Any as-of- right development on the site including commercial development would incur costs for the Applicant associated with improvements along Barb and Posen Streets, making an as-of-right scenario further unlikely. Per ZR §32-433 adopted in January 2011, residential uses, other than residential lobbies, are not permitted on the ground floor of buildings in C1 districts in Staten Island.

Future With-Action Scenario

In the future with the proposed action[2], the Applicant would develop the property for commercial and residential use. The proposed development consists of a two-story and cellar mixed- use building totaling 25,250 gross square feet of floor area (56,642 gsf including cellar space) [FAR of 0.62], 102 accessory parking spaces, and one loading berth. The building would contain 10 residential dwelling units within 11,118 gsf on its 2nd floor; 14,131 gsf of commercial retail stores plus residential lobby and elevator space on its 1st floor; 31,392 gsf of cellar space for commercial storage, accessory and utility service areas, and parking for 54 cars; and 16,127 gsf of accessory parking for 48 cars plus a loading berth and refuse storage area on the roof of the cellar (not considered part of the gross floor area of the building). The proposed action would be taken in 2018.

Analysis Framework

The CEQR analysis prepared for the proposed action is based on the difference between the Future No-Action and the Future With-Action scenarios on the project site. As the No-Action scenario does not differ from the existing conditions on the subject property, the analysis would be entirely based on the Future With-Action scenario.

Approvals Required

The proposed action, which would occur on a site located within an R3-2/Cl-1 zoning district within the SRD area, requires CPC Authorizations for the removal of trees in the SRD and for the development of a parking area for more than 30 cars in order to proceed.

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[2] The Applicant also seeks a zoning authorization for the removal of trees pursuant to ZR §107-64, which would allow for the removal of trees of six-inch caliper or more whose removal would otherwise be prohibited under the provisions of ZR §107-32 (Tree Regulations). This authorization is required in order to permit the construction of the proposed building and accessory parking on the property but is not subject to CEQR.

Table 1
Proposed Development Project/With-Action Scenario

Zoning Lot Size (SF)	GSF Above Grade	GSF Below Grade	Total GSF	Comm'l GSF	Comm Facility GSF	Resid GSF	Manuf GSF	# of DUs	#Access Pkg Spaces	Access Pkg GSF	Bldg Ht (feet)
36,668	25,250.09	31,392.84	56,642.93	28,963.43	0	11,365.61	0	10	102	16,313.89	35

Table 2
Proposed No-Action Scenario

Zoning Lot Size (SF)	GSF Above Grade	GSF Below Grade	Total GSF	Comm'l GSF	Comm Facility GSF	Resid GSF	Manuf GSF	# of DUs	#Access Pkg Spaces	Access Pkg GSF	Bldg Ht (feet)
36,668	0	0	0	0	0	0	0	0	0	0	0

Table 3
Maximum SF of Other Uses Allowed Under the No-Action Scenario

Max GSF for Commercial	Max GSF for Comm Facility[1]	Max GSF for Residential	Max GSF for Manufacturing
4,500	22,000.8	22,000.8	0

Table 4
Maximum SF of Other Uses Allowed Under the With-Action Scenario

Max GSF for Commercial	Max GSF for Comm Facility[2]	Max GSF for Residential	Max GSF for Manufacturing
36,668	22,000.8	22,000.8	0

[1] Based on a permitted FAR of 0.6 in an R3-2 zoning district mapped with a C1-1 commercial overlay per ZR §107-412.

[2] Based on a permitted FAR of 0.6 in an R3-2 zoning district mapped with a C1-1 commercial overlay per ZR §107-412.

25 POSEN STREET MIXED-USE DEVELOPMENT

ENVIRONMENTAL ASSESSMENT STATEMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the analysis areas that require further explanation include land use, zoning, and public policy, historic and cultural resources, hazardous materials, transportation, air quality, and noise as further detailed below. The subject heading numbers below correlate with the relevant chapters of the 2014 *CEQR Technical Manual.*

1. LAND USE, ZONING AND PUBLIC POLICY

Introduction

The analysis of land use, zoning, and public policy characterizes the existing conditions of the project site and the surrounding study area; anticipates and evaluates those changes in land use, zoning, and public policy that are expected to occur independently of the proposed action; and identifies and addresses any potential impacts related to land use, zoning, and public policy resulting from the proposed project.

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the project site, which is the area within which the proposed action has the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by Lorraine Avenue to the north, Sheridan Place to the south, Ralph Avenue to the east, and Jefferson Boulevard to the west. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Land Use

Existing Conditions

Project Site

The project site is located at the northwest corner of Posen Street and Barb Street (60 Barb Street, aka 25 Posen Street) in the Annadale neighborhood of Staten Island (Community District 3). The property is identified as Block 6225, Lot 50 on the New York City Tax Map, and consists of approximately 36,668 square feet of vacant and undeveloped land. The irregular shaped property has 310 feet of frontage along the west side of Barb Street and 194 feet of frontage along the north side of Posen Street. New York City Department of Buildings records indicate that the project site is vacant and has never been developed.

Surrounding Area

As shown on the 400-foot radius land use map, the project site block is developed with various small commercial retail and office uses. The area to the east of the project site block across Barb Street and north of Posen Street is primarily developed with attached townhouses and one- and two-family attached and detached residential dwellings. The area to the west of the project site block across Annadale Road and north of Posen Street is primarily developed with one- and two-family detached residential dwellings with a number of commercial and mixed-use buildings near Posen Street. The area to the south of the project site block across Posen Street contains the below-grade tracks of the Staten Island Rapid Transit line and is primarily developed with commercial uses, parking lots, and several primarily detached residential dwellings.

Future No-Action Condition

Project Site

Under the No-Action Scenario for the Project Build Year of 2018, it is assumed that no new development would occur on the project site. An as-of-right commercial development on the project site would be limited to 4,500 square feet and 30 parking spaces. It would not be economically feasible to develop only 4,500 square feet of commercial space on this relatively large 36,668 square foot site. In addition, no other similar relatively small commercial developments on relatively large sites have occurred in the area recently. Any as-of-right development on the site including commercial development would incur costs for the Applicant associated with improvements along Barb and Posen Streets, making an as-of-right scenario further unlikely.

Surrounding Area

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2018. No development plans are known to exist for the study area which does not contain any vacant parcels other than the project site.

Future With-Action Condition

The proposed project seeks to construct a two-story and cellar mixed-use building totaling 25,250 gross square feet of floor area (56,642 gsf including cellar space) [FAR of 0.62], 102 accessory parking spaces, and one loading berth. The building would contain 10 residential dwelling units within 11,118 gsf on its 2nd floor; 14,131 gsf of commercial retail stores plus residential lobby and elevator space on its 1st floor; 31,392 gsf of cellar space for commercial storage, accessory and utility service areas, and parking for 54 cars; and 16,127 gsf of accessory parking for 48 cars plus a loading berth and refuse storage area on the roof of the cellar (not considered part of the gross floor area of the building). Vehicular access to the proposed development and accessory parking would be provided via three curb cuts located along Barb Street. The proposed action's build year would be 2018.

Conclusion

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

Zoning

Existing Conditions

The project site is located in an R3-2/Cl-1 zoning district within the Special South Richmond Development District (SRD). The entire area within 400 feet of the project site is located within the SRD district and most of this area is zoned R3-2. A small area in the southwest comer of the radius is zoned R3X. The project site block is mapped with a Cl-1 commercial overlay as is the block directly to the south across Posen Street and the block directly to the west across Annandale Road. A C2-1 commercial overlay is mapped over portions of two blocks to the west of Jefferson Boulevard along the western edge of the radius.

The R3-2 zoning district is the lowest density zone in which multiple dwellings are allowed. A variety of housing types, including garden apartments and row houses, are common in this district. R3-2 districts are mapped in both vacant and built-up areas, and are mapped extensively in Queens and Staten Island. The R3-2 zoning district requires a minimum lot size of 3,800 square feet for detached units, and a minimum lot size of 1,700 square feet for attached, semi-detached, or other units. The maximum floor area ratio (FAR) in the R3 zone is 0.5 plus 0.1 as an attic allowance with a maximum permitted lot coverage of 35 percent and a maximum building height of 35 feet. The R3-2 district also limits the length of the street wall to a maximum of 125 feet. The R3-2 district permits a maximum of 42 detached or semi-detached single- or two-family units per acre or a maximum of 30 dwelling units per acre of other housing types. One parking space is required per dwelling unit.

C1 and C2 overlay districts accommodate the retail and personal service shops needed in residential neighborhoods, and are generally mapped along major avenues. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair shops. The maximum commercial FAR of the C1-1 and C2-1 overlays mapped in lower density residential districts is 1.0. Residential uses are permitted within these overlays with residential bulk being governed by the provisions of the surrounding residential zone. Parking requirements vary by use within the C1-1 and C2-1 overlays with one parking space required for each 150 square feet of general retail and service floor area.

The R3X zoning district is mapped extensively in lower density neighborhoods in Staten Island, and only allows detached one- and two-family dwellings and community facility uses. The maximum FAR is 0.5 plus allowances for additional floor area located beneath a sloping roof and for the provision of garage parking spaces. In addition, two parking spaces are required for a one-family dwelling and three parking spaces are mandated for a two-family dwelling in Lower Density Growth Management Areas such as Staten Island.

The Special South Richmond Development District (SSRDD) was established to guide development of predominately undeveloped land in the southern half of Staten Island. The special district is intended to maintain the densities established by the underlying zoning districts and to ensure that new development is compatible with existing communities. To maintain the existing community character, the district mandates tree preservation and tree planting requirements, controls on changes to topography, limits to building height, and setback and curb cut restrictions along railroads and certain roads.

In Lower Density Growth Management Areas (LDGMA), special zoning controls aim to match future development to the capacity of supporting services and infrastructure in parts of the city experiencing rapid growth. Community District 3 in Staten Island in which the project site is

located is designated as a Lower Density Growth Management Area. Within an LDGMA, special regulations apply to any development in an R1, R2, R3, R4-1, R4A or C3A district, any development accessed by a private road in a R1, R2, R3, R4, R5 or C3A district, and C1, C2 and C4 districts in the borough of Staten Island.

Future No-Action Condition

In the future and absent the action, development on the project site would continue to be governed by the provisions of the existing R3-2/Cl-1 (SRD) zoning district.

Under the No-Action Scenario for the Project Build Year of 2018, it is assumed that no new development would occur on the project site. An as-of-right commercial development on the project site would be limited to 4,500 square feet and 30 parking spaces based on the C1-1 zoning district parking requirement of one space per 150 square feet of floor area and the prohibition on the as-of-right development of more than 30 accessory parking spaces on the site. It would not be economically feasible to develop only 4,500 square feet of commercial space on this relatively large 36,668 square foot site. Per ZR §32-433 adopted in January 2011, residential uses, other than residential lobbies, are not permitted on the ground floor of buildings in C1 districts in Staten Island.

No changes are anticipated to the zoning districts and zoning regulations relating to the project site or the surrounding study area by the project build year of 2018.

Future With-Action Condition

Under the proposed action, the development would fully comply with the requirements of the site's R3-2/Cl-1 (SRD) zoning.

The following Authorizations would be required for the proposed development to proceed. The proposed development would meet all of the required findings for the granting of these Authorizations as specified in the ULURP application filed for the proposed project.

City Planning Commission Authorizations:

1. Zoning Authorization for Removal of Trees [ZR §107-64] - The Authorization would allow for the removal of trees of six-inch caliper or more whose removal would otherwise be prohibited under the provisions of Section 107-32 (Tree Regulations). This authorization is required in order to permit the construction of the proposed building and accessory parking on the property but is not subject to the CEQR review. All existing trees on the site are proposed to be removed. Pursuant to ZR §107-323, for any development which is required to provide trees in accordance with the provisions of paragraph (a) of ZR §107-322, the City Planning Commission may allow the substitution of other plant material for such required trees, provided a detailed landscaping plan is filed with the Commission for approval and certification.

2. Zoning Authorization for Modification of Group Parking Facility and Access Regulations [ZR §107-68] - The Authorization would permit the development of more than 30 accessory parking spaces on the site.

Conclusion

The proposed Authorizations would provide the zoning provisions necessary for the proposed project to proceed. No significant impacts to zoning patterns in the area would be expected. The proposed project would comply with all the applicable requirements of the R3-2/C1-1 zoning

district and the SRD provisions of the Zoning Resolution. The proposed action would therefore not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

Potentially significant adverse impacts related to zoning are not expected to occur as a result of the proposed action, and further assessment of zoning is not warranted.

Public Policy

Existing Conditions

The Annadale neighborhood of Staten Island where the project site is located is primarily a residential neighborhood of single- and two-family, detached, semi-detached, and attached homes. Commercial uses in the neighborhood are primarily concentrated along Hylan Boulevard, Amboy Road, and Huguenot Avenue. A number of commercial uses are located near Posen Street in the immediate vicinity of the project site. According to the 2010 U. S. Census, the population of the area, which includes other residential communities along the south shore of Staten Island, increased by 4.8 percent from 152,908 persons in 2000 to 160,209 people in 2010.

In addition to the zoning provisions discussed above, the project site is subject to the provisions of the City's Waterfront Revitalization Program (WRP), as the site and the surrounding study area are located within the City's Coastal Zone Boundary (WRP 14-020).

No other public policies would apply to the proposed action as the project site and the surrounding 400-foot radius study area are not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, and also are not within a historic district, a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

Future No-Action Condition

In the future without the action, the project site would continue to be governed by the provisions of the City's Waterfront Revitalization Program. No other public policy initiatives are anticipated to pertain to the project site or to the 400-foot study area around the property by the project build year of 2018. No changes are anticipated to any public policy documents relating to the project site or the surrounding study area by the project build year.

Future With-Action Condition

The Waterfront Consistency Assessment Form and a narrative explaining how the proposed action would be consistent with WRP policies are attached to this document. The narrative explains how the project complies with the policies noted after each Consistency Assessment Form question that has been affirmatively responded to. The proposed action is consistent with WRP policies, and no potentially significant adverse impacts related to the WRP are anticipated as a result of the proposed action.

No impact to public policies would occur as a result of the proposed action. The proposed new development would be compatible with the New York City Waterfront Revitalization Program policies applicable to the site, as explained in detail in the Waterfront Consistency attachments to this document. The proposed action would provide for additional commercial and residential

development on an undeveloped site near existing shopping centers and the Staten Island Rapid Transit line.

Conclusion

No potentially significant adverse impacts related to public policy are anticipated to occur as a result of the proposed action, and further assessment of public policy is not warranted.

No significant adverse impacts related to land use, zoning, and public policy are anticipated to occur as a result of the action. The action is not expected to result in any of the conditions that warrant the need for further assessment of land use, zoning, or public policy.

9. HISTORIC AND CULTURAL RESOURCES

EXISTING CONDITIONS

As discussed in the Land Use section above, the project site is identified as Tax Block 6225, Lot 50 and is located at the northwest corner of Posen Street and Barb Street (60 Barb Street, aka 25 Posen Street) in the Annadale neighborhood of Staten Island. The property consists of approximately 36,668 square feet of vacant and undeveloped land. The irregular shaped property has 310 feet of frontage along the west side of Barb Street and 194 feet of frontage along the north side of Posen Street. New York City Department of Buildings records indicate that the project site is vacant and has never been developed.

Based on information provided on the City's ZoLa website, the project site and the surrounding 400-foot radius project study area are not designated as landmarks and are not located within a designated Historic District or Scenic Landmark. Therefore, the subject property and the surrounding study area have no architectural significance. It is not known if the subject property has any archaeological sensitivity.

FUTURE NO-ACTION CONDITION

Under the No-Action Scenario, it is assumed that no new development would occur on the project site. Therefore, no disturbance to potential archaeological remains on the project site would occur in the future absent the proposed action.

FUTURE WITH-ACTION CONDITION

In the future with the proposed action, development on the project site would be governed by the provisions of the site's existing R3-2/Cl-1 (SRD) zoning. The proposed Zoning Authorizations for the Removal of Trees and for Modification of Group Parking Facility and Access Regulations would facilitate the construction of a two-story and cellar mixed-use building totaling 25,250 gross square feet of floor area. The proposed development would also contain a 31,392 gsf of cellar which would essentially result in the disturbance of the entire subsurface area of the 36,668 square foot site. Any potential archaeological remains on the project site would therefore be disturbed.

CONCLUSIONS

In a letter dated January 30, 2014, the NYC Landmarks Preservation Commission (LPC) has determined that the project site has no archaeological or historic sensitivity. Therefore, the proposed action would not result in any impacts to historic or archaeological resources.

12. HAZARDOUS MATERIALS

The proposed project would result in development adjacent to the MTA Staten Island Railroad Annadale Station, an active railroad line. Therefore, and per the guidelines set forth in the CEQR Technical Manual, a Phase I ESA for the project was prepared.

PHASE I ESA

A Phase I ESA, prepared by EPDSCO, Inc. (April 2014), found that the subject property consists of undeveloped land. No pavement, concrete slabs, building foundations or other visible indications of past on-site development were observed at the site. The property contains several mature trees and the surface was covered by low-lying vegetation such as weeds and grasses. There were not any visible indications of the on-site storage, use or disposal of hazardous materials or petroleum products observed, such as chemical/oil stained surfaces, discarded drums or chemical containers, dead or dying vegetation, debris piles, etc.

Research into the history of the subject property reveals that the site has remained an undeveloped lot from at least 1917 to the present time. No indications of past on-site development were identified at the project site. In addition, no indications of the historical on-site storage, use or disposal of hazardous materials or petroleum products were identified.

No indications of the presence of underground or aboveground tanks, including fillports, vent lines, supply or return lines, etc. were observed at the site during the inspection. The property is not identified in the NYSDEC Petroleum Bulk Storage database, which lists all registered facilities with a petroleum storage capacity in excess of 1,100 gallons. Additionally, no Oil Burner applications were found on file for the site in the New York City Department of Buildings records reviewed.

No suspected asbestos containing materials, lead-based paints or electrical equipment suspected of containing PCBs were found at the site during the inspection.

The site does not appear in any of the Federal or State environmental databases reviewed including the USEPA's Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Handlers list or hazardous waste Treatment/Storage/Disposal Facilities list, or the NYSDEC's Solid Waste Facilities database, PBS or Spill Logs databases, or the Registry of Inactive Hazardous Waste Disposal Sites.

There were not any potential off-site sources of contamination, which are likely to have impacted the environmental condition of the property, identified in the regulatory agency database information reviewed.

The Phase I concluded the following:

- The potential for soil and groundwater impacts from a former gasoline filling station and auto repair garage, which was located approximately 75 feet northwest of the site on the 1937 through 2003 Sanborn maps.

Phase II

Based on the above Phase I ESA findings, EDPSCO performed a Phase II Subsurface Investigation (June 2014) of the property. The purpose of the investigation was to determine current baseline

environmental site conditions related to soil, ground water, and soil vapor quality relevant to applicable regulatory agency guidelines and standards.

The results of the subsurface investigation found undisturbed soil. Low level impacts to ground water ground water quality have occurred likely due to the adjacent property use as a gasoline station however, this is not certain. The results of this investigation revealed soils on the subject property that have not been impacted or contaminated with urban fill. Soil vapor results show low concentrations of gasoline type soil vapor, likely attributed to an off-site soil vapor source.

There are no recommendations for additional testing or remedial action for site soils or groundwater being made at this time. In order to protect any future building structures for potential soil vapor intrusion an appropriate vapor barrier should be incorporated into the foundation design.

RAP and CHASP

EDPSCO prepared a Remedial Action Plan (RAP) (August 2014) for the installation of a vapor barrier at property. The RAP has been prepared based upon recommendations set forth in EDPSCO's Phase II Environmental Subsurface Investigation Report. The RAP has been prepared to describe the procedures necessary for the design and installation an appropriate vapor barrier below the foundation of the new proposed structure and the preparation of a Final Remedial Action Report stamped and certified by a New York State Professional Engineer.

Additionally, a Construction Health and Safety Plan (CHASP) (August 2014) has been prepared for the implementation of this RAP. The CHASP addresses the site-specific health and safety requirements for conducting remediation at the project site.

DEP Review

Upon review, the DEP in a letter dated September 12, 2014, found the August 2014 RAP and CHASP for the proposed project acceptable, and recommends that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report be submitted to and approved by DEP for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., transportation/disposal manifests for removal and disposal of soil in accordance with NYSDEC Regulations, proof of installation of a vapor barrier, and two feet of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.).

16. TRANSPORTATION

Introduction

An assessment was conducted to determine if the proposed development would result in any significant adverse impacts related to transportation. The proposed project seeks to construct a two-story and cellar mixed-use building totaling 25,250 gross square feet of floor area (56,642 gsf including cellar space) [FAR of 0.62], 102 accessory parking spaces, and one loading berth. The building would contain 10 residential dwelling units within 11,118 gsf on its 2nd floor; 14,131 gsf of commercial retail stores plus residential lobby and elevator space on its 1st floor; 31,392 gsf of cellar space for commercial storage (*not considered to generate trips*), accessory and utility service areas, and parking for 54 cars; and 16,127 gsf of accessory parking for 48 cars plus a loading berth and refuse storage area on the roof of the cellar (not considered part of the gross floor area of the building). Vehicular access to the proposed development and accessory parking would be provided via three curb cuts located along Barb Street. The proposed action would be taken in 2018.

As part of the proposed action, Posen Street would be built as a two-way roadway, connecting Barb Street and Annadale Road on the southern part of the project. The road would be similar to the Posen Street between Lorrain Avenue and Endview Street that would connect Posen Street to Jefferson Blvd. When approaching this facility, trips will generally turn from Annadale Road on to Posen Street and then proceed to the rear of the building, where the parking will be located on Barb Street. The majority of traffic generated by the development will traverse only a small portion of Barb Street since cars will now have access from Posen Street. Pedestrian circulation will be directed towards Posen Street since that is where the commercial development is to be located. It is also close to the other existing commercial development at the train station. The curb cuts are proposed in a location that minimizes interference to pedestrian traffic, for the commercial uses, since they are located on the side of Barb Street that has no residential development.

This level of development would exceed some of the development density thresholds potentially requiring a transportation analysis as shown in Table 16-1 of the transportation chapter of the *2014 CEQR Technical Manual.* The transportation threshold of concern is defined as projects that would generally result in fewer than 50 peak hour vehicle trips (with "trips" referring to trip ends), 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips, where significant adverse impacts are generally considered unlikely. The applicable minimum development density for the location of the project site in Zone 4 is 10,000 square feet of commercial regional retail space, 200 dwelling units, and 60 off-street parking spaces.

The following Trip Generation analysis has been performed for the proposed project, the results of which found that no significant adverse impacts related to traffic and parking are anticipated to occur, based on the *2014 CEQR Technical Manual Threshold* criteria. The action is not expected to result in any of the conditions that would typically trigger the need for a detailed assessment of traffic and parking impacts.

FUTURE NO-ACTION CONDITION

Project Site

Under the No-Action Scenario for the Project Build Year of 2018, it is assumed that no new development would occur on the project site. An as-of-right commercial development on the

project site would be limited to 4,500 square feet and 30 parking spaces. It would not be economically feasible to develop only 4,500 square feet of commercial space on this relatively large 36,668 square foot site. In addition, no other similar relatively small commercial developments on relatively large sites have occurred in the area recently. Any as-of-right development on the site including commercial development would incur costs for the Applicant associated with improvements along Barb and Posen Streets, making an as-of-right scenario further unlikely.

FUTURE WITH-ACTION CONDITION

The proposed project seeks to construct a two-story and cellar mixed-use building totaling 25,250 gross square feet of floor area (56,642 gsf including cellar space) [FAR of 0.62], 102 accessory parking spaces, and one loading berth. The building would contain 10 residential dwelling units within 11,118 gsf on its 2nd floor; 14,131 gsf of commercial retail stores plus residential lobby and elevator space on its 1st floor; 31,392 gsf of cellar space for commercial storage (*not considered to generate trips)*, accessory and utility service areas, and parking for 54 cars; and 16,127 gsf of accessory parking for 48 cars plus a loading berth and refuse storage area on the roof of the cellar considered part of the gross floor area of the building). Vehicular access to the proposed development and accessory parking would be provided via three curb cuts located along Barb Street. The proposed action would be taken in 2018.

TRIP GENERATION ASSUMPTIONS

Trip Generation Rates, Modal Split Data and Sources

Commercial Destination Retail Store

Project generated person and vehicular trips are based upon a): the rates and the percent peak hour temporal distribution provided in the *2014 CEQR Technical Manual*, *Table 16-2*, for commercial destination retail store, b): the 2006-2010 American Community Survey (ACS) Reverse Journey-to-Work (RJTW) information for census tract #'s 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in Staten Island, NY for the proposed modal split data, c): the Pushkarev and Zupan for vehicle occupancy rates for the proposed commercial destination retail space, as the vehicle occupancy rates information from the Census information does not represent the commercial retail use adequately, and d): the *2014 CEQR Technical* is applied for the commercial retail use in order to estimate the future truck trips.

Residential Component

Project generated person and vehicular trips are based upon the rates and percent peak hour temporal distribution as provided in the *2014 CEQR Technical Manual* for the low rise residential development. The modal split information is based on the 2009-2013 American Community Survey (ACS) Journey-to-Work (JTW) information for census tract #'s 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in Staten Island, NY. The *2014 CEQR Technical* is applied for the residential use in order to estimate the future truck trips.

The results of the modal split data are as follows: For the commercial destination retail use, approximately 83.7% would travel by car, zero (0)% would travel by taxi, 3% would travel by public transit, 2.6% would travel by foot, and 10.7% would travel by other mode of travel, such as bicycle. For the residential use, approximately 74% would travel by car, zero (0) percent would travel by taxi, 19% would travel by public transit, 1% would travel by foot, and 6% would travel by other mode of travel, such as bicycle. The above information is summarized in **Table 1.**

PERSON AND VEHICLE TRIPS

Person Trips

The action would collectively generate a total of 46 person trip ends during the AM (8AM-9AM) peak hour period, 106 person trip ends during the Midday (12 Noon-1PM) peak hour time period, and 113 person trip ends during the PM (5PM-6PM) peak hour time period, as is summarized in **Table 2.**

Vehicle Trips

The action would generate a total of 22 (9 inbound and 13 outbound) vehicle trips during the AM (8AM-9AM) peak hour period, 48 (24 inbound and 24 outbound) vehicle trips during the Midday (12 Noon-1PM) peak hour time period, and 51 (27 inbound and 24 outbound) vehicle trips during the PM (5PM-6PM) peak hour time periods, as is summarized in **Table 2.**

PARKING

The project would provide a total of 102 accessory parking spaces, 54 spaces would be located on an enclosed parking garage in the cellar and 48 spaces on an unenclosed street level (cellar roof). Vehicular access to the proposed development and accessory parking and loading berth would be provided via three curb cuts located along Barb Street.

The proposed action would not generate more than fifty (50) vehicle trips in any peak hour time period (**see Table 2**), expect during the 4-5 PM and 5-6 PM peak hour time periods. The project would generate a total of 52 (26 inbound and 26 outbound) vehicle trips, where the two main routes Annadale Road (north and southbound)/Barb Street (north and south bound) and Barb Street, Posen Street (east and westbound) and Jefferson Blvd. (Southbound) would be the direct and shortest routes for vehicles to utilize to arrive and depart the parking and loading berth located on Barb Street with no intersection to experience more than 50 vehicle trips in the study area, as shown on Figure A for the 4-5pm peak period. Based on the *2014 CEQR Technical Manual* threshold, the project would not generate more than 50 vehicles at any intersection during any peak hour time period. Therefore, a detailed analysis of traffic and parking is not required and potentially significant adverse impacts are not anticipated to occur.

TRANSIT AND PEDESTRIANS

The project would not result in 200 or more transit trips or 200 or more pedestrian trips (**see Table 2**). Therefore, and in accordance with the threshold guidelines as detailed in the *2014 CEQR Technical Manual,* the action is not expected to result in significant adverse impacts related to transit or pedestrian conditions. Specifically, the proposed action is unlikely to have a significant effect on traffic flow, operating conditions, vehicular safety, transit provision, and pedestrian safety.

Therefore, the proposed action would not have any potentially significant adverse impacts related to transit or pedestrian conditions, and no further assessment is warranted.

Conclusion

The project would not result in 50 or more peak hour vehicle trip ends at any intersection in traffic study area, 200 or more transit trips, or 200 or more pedestrian trips. Therefore, and in accordance with the threshold guidelines as detailed in the *2014 CEQR Technical Manual*, no significant adverse impacts related to transportation are anticipated to occur as a result of the proposed action, and no further assessment is warranted.

Exhibit A

Modal Split Information

2006-2010 ACS 5-YEAR Reverse-Journey-to-Work (R JTW) for Census Tract #'s 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in S.I., NY

25 Posen Street, Staten Island New York

2006-2010 ACS 5-Year, Reverse-Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
156.02	284	215	49	0	0	0	0	0	0	0	0	10	0	10	284
170.08	250	135	60	0	0	0	0	0	0	0	0	0	10	45	250
170.09	155	50	45	0	0	0	0	0	0	0	0	20	0	40	155
170.11	265	100	120	0	0	0	0	0	0	0	0	15	0	30	265
170.12	290	205	25	15	0	0	15	0	0	0	0	0	0	30	290
176	622	502	80	0	0	0	0	0	0	0	0	0	0	40	622
208.04	275	155	50	0	0	35	0	0	0	0	0	10	0	25	275
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,141	1,362	429	15	0	35	15	0	0	0	0	55	10	220	2,141
		0.636	***0.200***	***0.007***	***0.00***	***0.016***	***0.007***	***0.00***	***0.00***	***0.00***	***0.00***	***0.026***	***0.00***	***0.103***	***1.00***

Modal Split summary

Auto	**0.837**
Taxi	**0.000**
Bus	**0.007**
Subway	**0.023**
Walk	**0.026**
Other	**0.107**
Total	**1.00**

Exhibit A1

Modal Split Information

2009-2013 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract #'s 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in S.I., NY

25 Posen Street, Staten Island New York

2009-2013 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
156.02	1395	875	174	199	0	23	24	31	0	0	0	37	0	32	1,395
170.08	3437	1897	341	673	14	105	20	262	0	0	0	0	0	125	3,437
170.09	1777	1245	168	219	0	78	0	0	0	0	0	11	0	56	1,777
170.11	2241	1524	190	166	0	104	28	155	0	0	0	42	32	0	2,241
170.12	1815	1224	134	341	0	8	31	23	0	0	0	0	9	45	1,815
176	2,133	1,570	215	185	0	38	23	33	0	0	0	10	11	48	2,133
208.04	2,454	1,446	253	458	14	79	80	25	0	0	0	39	0	60	2,454
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15,252	9,781	1,475	2,241	28	435	206	529	0	0	0	139	52	366	15,252
		0.641	***0.097***	***0.147***	***0.00***	***0.029***	***0.014***	***0.03***	***0.00***	***0.00***	***0.00***	***0.009***	***0.00***	***0.024***	***1.00***

Exhibit B1

Vehicle Occupancy Information

Census Tract #'s 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in Staten Island New York

2006-2010 ACS-5 Year (RJTW), Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 Persor	7 or more Person	Total
156.02	1049	875	174	143	22	0	9	0	174
170.08	2238	1897	341	268	22	51	0	0	341
170.09	1413	1245	168	155	13	0	0	0	168
170.11	1714	1524	190	122	59	8	1	0	190
170.12	1358	1224	134	49	49	18	11	7	134
176	1785	1570	215	198	0	0	0	17	215
208.04	1699	1446	253	222	13	6	12	0	253
0	0	0	0	0	0	0	0	0	0
	11,256	9,781		579	59	21	7	3	10,450

Modal Split summary

Auto	**0.74**
Taxi	**0.00**
Bus	**0.15**
Subway	**0.04**
Walk	**0.01**
Other	**0.06**
Total	**1.00**

Vehicle Occupancy = **1.08**

Table 1 : Transportation Planning Factors

25 Posen Street, Staten Island NY

Land Use:	Residential (*)	Destination Retail
	d.u.	Space-sq.ft.
Size/Units:	10	13,885
	(1)	**(1)**
Trip Generation:		
Weekday	12.6	78.2
	per d.u.	per 1,000 sq.ft.
Linked-Trip:	-	-
Temporal Distribution:	**(1)**	**(1)**
AM Peak Hour	10%	3%
MD Peak Hour	5%	9%
PM Peak Hour	11%	9%
	(2)	**(3)**
Modal Split :	AM/MD/PM	AM/MD/PM
Auto	74%	83.7%
Taxi	0%	0.0%
Subway	4%	2.3%
RR	0%	0.0%
Bus	15%	0.7%
Walk	1%	2.6%
Other	6%	10.7%
Total	100%	100%
	(3)	(3)
In/Out Splits:	In/Out	In/Out
AM Peak Hour	20/80	50/50
MD Peak Hour	51/49	50/50
PM Peak Hour	65/35	50/50
Vehicle Occupancy:	**(2)**	(4)
Auto	1.08	2
Taxi	1.40	2
	(1)	**(1)**
Truck Trip Generation:		
Weekday	0.06	0.35
	per d.u.	per 1,000 s.f.
	(1)	**(1)**
AM Peak Hour	12%	8%
MD Peak Hour	9%	11%
PM Peak Hour	2%	2%
	(1)	**(1)**
AM/MD/PM	50/50	50/50

Sources:

(1)-2014 CEQR Technical Manual, Table 16-2.

(2)-2009-2013 American Community Survey (ACS) Journey-to-Work (JTW)

for Census tract numbers 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in S.I N.Y.

(3)-2006-2010 American Community Survey (ACS) Reverse-Journey-to-Work (RJTW)

for Census tract numbers 156.02, 170.08, 170.09, 170.11, 170.12, 176 and 208.04 in S.I N.Y.

(4)_P & Z

*2 story residential building

Table 2 : Estimated Person and Vehicular Trips

25 Posen Street, Staten Island NY

Land Use:	Residential	Destination Retail	Total Net
	d.u.	sq.ft.	Demand
Size/Units:	10	13,885	
Peak hour Trips			
AM Peak Hour	13	33	45
Midday Peak Hour	6	98	104
PM Peak Hour	14	98	112
Person Trips:			
AM Peak Hour			
Auto	9	27	37
Taxi	0	0	0
Subway	1	1	1
R.R.	0	0	0
Bus	2	0	2
Walk	0	1	1
Other	1	3	4
Total	13	33	45
Midday Peak Hour			
Auto	5	82	86
Taxi	0	0	0
Subway	0	2	2
R.R.	0	0	0
Bus	1	1	2
Walk	0	3	3
Other	0	10	11
Total	6	98	104
PM Peak Hour			
Auto	10	82	92
Taxi	0	0	0
Subway	1	2	3
R.R.	0	0	0
Bus	2	1	3
Walk	0	3	3
Other	1	10	11
Total	14	98	112
Vehicular Trips			
AM Peak Hour			
Auto (Total)	8	14	**22**
Taxi	0	0	**0**
Taxi (Balanced)	0	0	**0**
Truck	0	0	**0**
Truck(Balanced)	0	0	**0**
Total	8	14	**22**
	2 Inbound/6 Outbound	**7 Inbound/7 Outbound**	**9/13**
Midday Peak Hour			
Auto (Total)	4	41	**45**
Taxi	0	0	**0**
Taxi (Balanced)	0	0	**0**
Truck	0	1	**1**

Truck(Balanced)	0	2	**2**
Total	4	43	**47**
	2 Inbound/2 Outboun	**21 Inbound/22 Outbound**	**23/24**
PM Peak Hour			
Auto (Total)	9	41	**50**
Taxi	0	0	**0**
Taxi (Balanced)	0	0	**0**
Truck	0	0	**0**
Truck(Balanced)	0	0	**0**
Total	9	41	**50**
	6 Inbound/3 Outboun	**20Inbound/21Outbound**	**26/24**

17. AIR QUALITY

Introduction

Under CEQR, two potential types of air quality impacts are examined. These are mobile and stationary source impacts. Potential mobile source impacts are those which could result from an increase in traffic in the area, resulting in greater congestion and higher levels of carbon monoxide (CO). Potential stationary source impacts are those that could occur from stationary sources of air pollution, such as major industrial processes or heat and hot water boilers of major buildings in close proximity to the proposed project. Both the potential impacts of the proposed project on surrounding buildings and potential impacts of uses in the environs of a proposed sensitive use, such as residences, schools, and hospitals, are considered in the assessment. Odors resulting from the operation of a proposed development or affecting a project are also discussed in the assessment, if relevant.

Mobile Sources

Under guidelines contained in the *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. As presented in the Transportation section above, the proposed project would not result in 50 or more peak hour net vehicle trip ends. Therefore, the proposed action would not result in the generation of 170 additional vehicular trips in any given hour and no significant mobile source air quality impacts would be anticipated.

The proposed development includes a 102-space below grade parking garage. 54 spaces would be located within an enclosed parking garage in the cellar and 48 spaces would be located unenclosed at street level (on the cellar roof). Vehicular access to the proposed development and accessory parking would be provided via Barb Street.

Emissions from the vehicles using the proposed garage could potentially affect pollutant levels at nearby sensitive land uses. An analysis was therefore conducted to estimate whether the potential air quality impacts of these emissions would be significant (see attached within Appendix C).

The results of the garage analyses estimated total 8-hour CO concentrations are 1.9, 1.9, and 1.9 ppm for the near sidewalk, the far sidewalk, and the window above the vent, respectively. These values are all less than the CEQR *de minimis* criteria and CO 8-hour NAAQS of 9 ppm. The maximum $PM_{2.5}$ impacts at all these locations are also less than the CEQR significant incremental impact criteria of 5.5 ug/m^3.

As such, the garage emissions, together with on-street vehicular emission contributions, would not cause a significant adverse air quality impact, and further assessment is not warranted.

Stationary Sources

To assess air quality impacts associated with emissions from the heating and hot water systems of the proposed development, a screening analysis was performed using the methodology described in the *CEQR Technical Manual*. This methodology determines the threshold of development size below which the action would not have a significant impact. The results of this analysis found that there would be no significant air quality impacts from the proposed project's heating, ventilation, and air conditioning (HVAC) systems.

Impacts from boiler emissions associated with the proposed mixed-use residential and commercial development are a function of fuel type, stack height, minimum distance from the source to the nearest building of concern, and square footage of the proposed development. The analysis was based on a proposed two-story and cellar 25,250.09 gross square feet (gsf) mixed-use commercial retail and residential building, 35 feet in height, with an emissions stack height of three feet higher than the building height (Hs=38 feet was chosen for analysis). The attached *CEQR Technical Manual* Stationary Source Screen graph Figures 17-3 was used for the analysis.

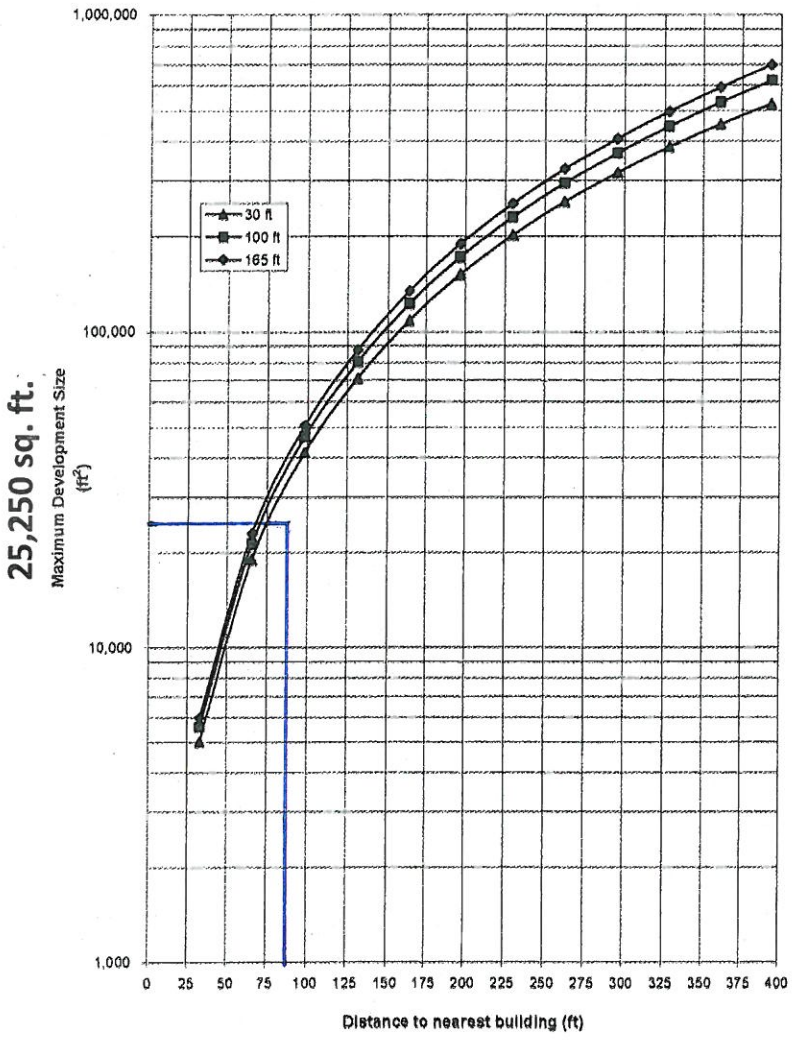
The nearest sensitive receptor of the same or greater height than the proposed building would be the row of two-story townhouses located across Barb Street from the project site. These townhouses would be located at least 80 feet away from the proposed building's stack based on the 80-foot width of Barb Street and conservatively assuming that the proposed stack would be located at the closest edge of the proposed building. At this distance, the proposed development would fall below the curve. Therefore, the proposed project would not generate any stationary source impacts on any surrounding uses.

Relative to potential stationary source impacts upon the proposed project from surrounding uses, the project site is not located near any medical, chemical, or research laboratories, and no active manufacturing facilities are located within 400 feet of the site.

Conclusion

Conditions associated with the project development would not result in any violations of the ambient air quality standards. Therefore, the action would not result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

Figure 17-3:
Stationary Source Screen



80'

19. NOISE

Introduction

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those which could result from a proposed project adding a substantial amount of traffic to an area, or if the project site is located near a heavily trafficked thoroughfare or within 1,500 feet of a rail line with a direct line of sight to that rail line. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, if the project would include unenclosed mechanical equipment for building ventilation purposes, or if the project would introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

Mobile Source

Relative to mobile source impacts, the project site is not located near a heavily trafficked thoroughfare but is within 1,500 feet of a rail line with a direct line of sight to that rail line. The below grade Staten Island Rapid Transit line is located adjacent to the project site to the south. The noise study presented below was prepared for the project.

Framework of Noise Analysis

The proposed action would allow new residential development in an area where train traffic may be a significant source of ambient noise. The proposed residential use is not a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

Noise monitoring was conducted during typical weekday conditions, on Tuesday, October 29, 2013. Because of the site's proximity to tracks of the Staten Island Railway (SIR), the train schedule was consulted to determine the periods of peak train movements, and monitoring at the site's southern end, nearest the tracks, was scheduled to document this 'worst-case' condition.

Measurement Location and Equipment

Noise monitoring was conducted during the a.m., midday, and p.m. peak vehicular travel periods. Pursuant to 2014 *CEQR Technical Manual* methodology, readings were conducted for minimum 20-minute periods. The subject site is on the west side of Barb Street north of Posen Street, which is adjacent to the tracks of the SIR. Monitoring was conducted at both the southern end of the site, near the train tracks, as well as at the northern property line on Barb Street. Surrounding land uses are predominantly residential, with local commercial uses on Annadale Road, located west of the subject site. Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each monitoring session.

Measurement Conditions

Monitoring was conducted on a typical weekday, Tuesday October 29, 2013, with dry weather and moderate wind speeds. Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meter was calibrated before and after the monitoring session.

Existing Conditions

Based on the noise measurements taken at the project site, the predominant source of noise at the site is vehicular and train traffic. Tables Noise-1 and Noise-2 contain the results for the measurements taken at the subject site.

Table Noise-1: Noise Levels at North End of Site (dB(A))

	Tuesday, October 29, 2013.		
	7:31-7:51 am	12:23-12:43 pm	4:29-4:49 pm
L_{max}	70.2	73.2	71.5
L_5	56.2	57.5	59.0
L_{10}	**53.2**	**53.7**	**53.8**
L_{eq}	53.2	53.4	54.0
L_{50}	51.4	48.4	48.4
L_{90}	50.0	47.1	47.1
L_{min}	48.6	46.0	46.1

Table Noise-2: Noise Levels at South End of Site (dB(A))

	Tuesday, October 29, 2013.		
	7:04-7:29 am	12:01-12:21 pm	4:55-5:15 pm
L_{max}	85.1	78.8	85.4
L_5	66.7	61.4	68.8
L_{10}	**61.2**	**52.9**	**60.6**
L_{eq}	65.3	58.2	64.9
L_{50}	52.2	46.6	51.2
L_{90}	49.6	44.2	46.5
L_{min}	48.0	42.7	43.5

Traffic volumes and vehicle classifications during the noise monitoring sessions are presented in Table Noise-3.

Table Noise-3: Traffic Volumes and Vehicle Classifications North End of Site (20-minute counts)

	AM		Mid-day		PM	
	Near Train	North End	Near Train	North End	Near Train	North End
Car/Taxi	3	1	0	0	1	0
Van/Light Truck	1	0	1	1		0
Heavy Truck	0	0	0	0	1	1
Bus	0	0	0	0		0
Mini Bus	0	0	0	1		0
Train	7	2	2	1	3	1

The *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L_{10} of below 65 dB(A) is identified as acceptable. The highest recorded L_{10} at the project was 61.2 during the morning period. Therefore, no window-wall noise attenuation would be required, and there would be no adverse impacts related mobile source noise.

Stationary Source

The proposed project would not include any unenclosed mechanical equipment for building ventilation purposes that could result in stationary source noise impacts to the surrounding area. All mechanical equipment would be located either in the cellar area of the building or in an enclosed penthouse on the roof of the structure. Additionally, the new development would not locate a receptor within 1,500 feet of a substantial stationary source noise generator or be located in an area with high ambient noise levels. There are no substantial stationary source noise generators located in close proximity to the project site. The project would not result in a stationary source noise impact on any surrounding uses, and it would not be adversely affected by any stationary noise sources.

Conclusion

Conditions associated with the project development would not result in any violations of NYC noise standards.

Therefore, the project would not have any potentially significant adverse mobile or stationary source noise impacts, and further assessment is not warranted.

22. CONSTRUCTION

Although the 12 month construction period for the proposed project is projected to be less than two years, the following analysis of construction impacts resulting from the project has been prepared to address potential effects on the residents and traffic flow along Barb Street.

Transportation

The project site is located at the corner of Barb and Posen Streets, both of which dead end at the southern end of the property. Both Barb and Posen Streets are two-way thoroughfares so construction traffic can easily flow past the site in both directions to access and leave the property. Traffic volumes are very low on Barb Street as the street is only one block in length and is primarily developed with two-family homes. Posen Street adjacent to the project site is currently undeveloped (a paper street) while the developed portion extending away from the site is developed with two-family dwellings and is therefore also very lightly trafficked. In addition, both Barb and Posen Streets connect into other streets in the area, including Endview Street, Lorraine Avenue, and particularly Annadale Road which provides access into and out of the area and across the tracks of the Staten Island Railroad.

It is not expected that the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes or roadways as construction equipment and materials could generally be stored on-site during most phases of construction of the project. Construction would not affect pedestrian elements such as sidewalks, crosswalks, and corners, parking lanes and parking spaces in nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit as these transit elements do not border the project site. Even if some limited disturbance were to occur to moving lanes along Barb or Posen Streets, the affected area would not be considered to be sensitive to such a closure, as the surrounding area does not have high pedestrian activity and is not near any sensitive land uses such as schools or hospitals. In addition, the sidewalks, roadways, and walkways comprising Barb and Posen Streets would not be near capacity under the future No-Action conditions.

Construction traffic would take place earlier than the AM and PM traffic peak hours along Barb and Posen Streets. In addition, the construction peak would generate fewer vehicle trips than the operational project peak and, as discussed in the Transportation section above, the project has been determined not to produce the potential for significant adverse traffic impacts during the operational period.

Three new curb cuts would be created along Barb Street which would distribute traffic entering and leaving the facility so that impacts to residential neighbors on the opposite side of Barb Street would be minimized. No other transportation related disturbances to the surrounding transportation network are anticipated.

Air Quality and Noise

An assessment of air quality and noise for construction activities is not warranted for this project's construction activities as construction activities would be considered to be short-term (less than two years) and do not involve construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out. Although the project site is located relatively close to sensitive receptors, that being the two-family homes located across Barb Street from the property, it is not anticipated that any significant adverse air quality or noise impacts to these homes would occur since construction activities would be separate from these homes by the full width of Barb Street and the sidewalks adjacent to the

existing homes. Construction of the project would comply with federal, state, and city air emissions standards and noise codes for construction equipment and hours when construction would occur.

Appendix A: Waterfront Revitalization Program

For Internal Use Only:
Date Received: _____

WRP no. 14-020
DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

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

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

A. APPLICANT

1. Name: 1 Liberty Square LLC, c/o EPDSCO, Inc.
2. Address: 55 Water Mill Road, Great Neck, NY 11021
3. Telephone: 718-343-0026 Fax: 516-487-2439 E-mail: hrothkrug@epdsco.com
4. Project site owner: Fred La Rocca

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The proposed development consists of a two-story and cellar mixed-use building totaling 25,250.09 gross square feet of floor area (56,642.9 gsf including cellar space), 102 accessory parking spaces, and one loading berth. The building would contain 10 residential dwelling units within 11,118.48 gsf on its 2nd floor; 14,131.61 gsf of commercial retail stores plus residential lobby and elevator space on its 1st floor; 31,392.84 gsf of cellar space for commercial storage, accessory and utility service areas, and parking for 54 cars; and 16,127.3 gsf of accessory parking for 48 cars plus a loading berth and refuse storage area on the roof of the cellar (not considered part of the gross floor area of the building).

2. Purpose of activity:

   The proposed action would enable the development, on a currently undeveloped parcel, of an appropriate amount of retail floor area and a number of residential dwelling units given the site's location one block from the Annadale station of the Staten Island Rapid Transit and one block from Annadale Road, a major thoroughfare and busy shopping area. The action would serve the needs of this area of Staten Island for retail space with adequate parking as well as the need for residential rental units near the existing train station, and would promote the development of a vacant parcel in a fashion that would be consistent with the mixed-use character of the surrounding community.

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

   The subject property is identified as Block 6225, Lot 50 on the New York City Tax Map, and consists of approximately 40,838 square feet of land at the northwest comer of Posen Street and Barb Street in the Annadale neighborhood of Staten Island.

Proposed Activity Cont'd

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

   N/A

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

   N/A

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

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

   City Planning Commission zoning authorizations for the removal of trees pursuant to ZR §107-64 and for the modification of group parking facility and access regulations pursuant to ZR §107-68.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✔
2. Does the proposed project require a waterfront site?		✔
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

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

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

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

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)	✔	
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✔
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)		✔
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✔
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✔

D. CERTIFICATION

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

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

Applicant/Agent Name: Justin Jarboe, EPDSCO, Inc.

Address: 55 Water Mill Road, Great Neck, NY 11021

Telephone 718-343-0026

Applicant/Agent Signature: Justin Jarboe Date: 07/22/15

WRP Consistency Statement

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

A. *Criteria to determine areas appropriate for reuse through public and private actions include: the lack of importance of the location to the continued functioning of the designated Special Natural Waterfront Areas or Significant Maritime and Industrial Areas; the absence of unique or significant natural features or, if present, the potential for compatible development; the presence of substantial vacant or underused land; proximity to residential or commercial uses; the potential for strengthening upland residential or commercial areas and for opening up the waterfront to the public; and the number of jobs potentially displaced balanced against the new opportunities created by redevelopment.*

The proposed development is consistent with this policy as follows: project site is an appropriate location for the proposed development and is currently vacant. The project site is not designated either as a Special Natural Waterfront Area (SNWA) or as a Significant Maritime and Industrial Area (SMIA) nor is it in close proximity to any designated areas. The project site is located inland and does not border the shoreline. The project site does not contain any unique and significant natural features. The project site is vacant and unused and is located in an area generally occupied by residential, commercial retail and office, and mixed-use developments, which are similar to the proposed uses.

The proposed project would add to and strengthen the surrounding retail and residential community. Development of the proposed project would have no impact upon public access to the waterfront, as the project site is not located along or near the waterfront. The proposed project would not result in the loss of any jobs as none are located on the site. Furthermore, the proposed development is anticipated to result in the generation of approximately 86 new retail jobs. As such, the proposed development is consistent with the above-referenced policies nor would hinder the policies.

B. *Public actions, such as property disposition, Urban Renewal Plans, and infrastructure provision, should facilitate redevelopment of underused property to promote housing and economic development and enhance the city's tax base.*

The proposed project would not involve any of the public actions noted above. Therefore the proposed development would not hinder this policy.

4.1 Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

A. Avoid activities that may cause or cumulatively contribute to permanent adverse changes to the ecological complexes and their natural processes. When avoidance is not possible, minimize the impacts of the project to the extent feasible and mitigate any physical loss or degradation of ecological elements. Use mitigation measures that are likely to result in the least environmentally damaging feasible alternative.

B. Avoid fragmentation of natural ecological communities and maintain corridors to facilitate the free exchange of biological resources within and among these communities. Protect those sites, which have been identified as key to maintaining habitat connections within the ecological complexes.

D. Where practical, restore ecological complexes so as to ensure their continued existence as natural, self-regulating systems.

E. Protect designated Significant Coastal Fish and Wildlife Habitats from land or water uses or development which would:

• destroy habitat values associated with the designated habitat through direct physical alteration, disturbance, or pollution, or indirect effects of actions that would result in a loss of habitat; or

• significantly impair the viability of the designated habitat beyond the tolerance range of important fish or wildlife species which rely on the habitat values within the designated area through: degradation of existing habitat elements, change in environmental conditions, functional loss of habitat values, or adverse alteration of physical, biological, or chemical characteristics.

Where destruction or significant impairment of habitat values cannot be avoided, the. potential impacts of land use or development should be minimized and any resulting losses of habitat mitigated to the extent practicable.

F. Protect indigenous plants from excessive loss or disturbance and encourage greater quantity and diversity of indigenous plants to the extent practical. Avoid use of nonindigenous plants except in ornamental gardens, as collector specimens, or for erosion control and filtration provided that it is not feasible to use native species to perform the same functions. Avoid use of non-indigenous plants that are invasive species likely to alter existing natural community composition. Where destruction or significant impairment of plants cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of plants mitigated to the extent practicable.

The proposed development is consistent with Policy 4.1 as follows. The proposed action would protect and restore the ecological quality and component habitats and resources within the Recognized Ecological Complex of the South Shore of Staten Island as further described below.

The Site presently has 42 trees on the property and 16 trees in the sidewalk area (a total of 95 tree credits). All of the trees will be removed pursuant to Section 107-32. 400 feet of shrubs will be planted in place of the 37 trees required pursuant to ZR 107-483. An enclosed parking area would provide an evergreen screen containing 80 Nellie Steven Hollies which will be planted 5

feet on center and 4 feet tall at the time of planting and will grow at a rate of 2 feet per year to a height of more than 20 feet. This planting will be done in 4-foot wide planting beds, pursuant to ZR 107-48(b).

The project site does not contain any natural ecological communities or corridors, as it is a relatively small parcel completely surrounded by streets and residential and commercial developments. The project site does not contain any intact ecological complexes. The project site is not designated as a Significant Coastal Fish and Wildlife Habitat nor is it located adjacent to or in close proximity to any areas so designated. The proposed action would, therefore, have no significant adverse impacts on any Significant Coastal Fish and Wildlife Habitats.

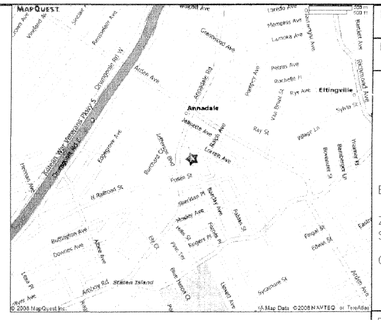
The project would have no impact on vegetation located in adjacent areas, and the proposed development would not include any new vegetation that could potentially have an invasive impact upon the existing natural community composition of the area. Therefore, the proposed project would be consistent with Policy 4.1.

Policy 9.2: Protect scenic values associated with natural resources.

- *A. In the Special Natural Area Districts (SNAD), SNW As and Recognized Ecological Complexes, avoid structures or activities that interrupt landscapes, including introduction of discordant elements. such as intrusive artificial light sources, fragmentation of and structural intrusion into open space areas, and changes to the continuity and configuration of natural shorelines and associated vegetation.*
- *B. In SNADs, SNW As and Recognized Ecological Complexes, design new development to complement the scenic character of natural resources. Minimize and screen discordant elements, which cannot be inconspicuously located.*

The proposed project is consistent with the provisions of the above policy. This project site is not located within a SNAD or an SNWA but is within the Staten Island South Shore Recognized Ecological Complex. The proposed development would be a relatively low scale, consisting of a two-story building that would not exceed 35 feet in height similar to surrounding developments. The parking structure would be lined with vegetation as outlined above under Policy 4.2 and trees and shrubs would be planted around the periphery of the site not occupied by the proposed building or curb cuts. The project site does not currently contain nor would the proposed development contain any discordant elements, which cannot be inconspicuously located. As such, the proposed project is consistent with the above-referenced policy.

Appendix B: Builder's Pavement Plan



DRIVEWAY NOTE:
NEW DRIVEWAYS TO BE SEVEN (7) INCHES THICK CONCRETE ON SIX (6) INCHES THICK GRAVEL BASE AS PER H-1045 TYPE II (COMM./MANUFACTURING USE TYPE III – WIRE MESH REINFORCING).

SIDEWALK NOTE:
NEW SIDEWALK TO BE FOUR (4) INCHES THICK CONCRETE ON SIX (6) INCHES THICK GRAVEL BASE AS PER H-1045 TYPE I.

SUB-STRUCTURE NOTE:
EXISTING SUB-STRUCTURE AND UTILITY INFORMATION SHOWN HEREON WAS PROVIDED BY VARIOUS UTILITY COMPANIES AND IS NOT GUARANTEED TO BE CORRECT.

UTILITY NOTE:
INSTALLATION OR RELOCATION OF POLES, HYDRANTS, TREES, ETC., ARE TO BE INSTALLED AT A MINIMUM CLEARANCE DIMENSION OF SEVEN (7) FEET FROM A DRIVEWAY.

TREE NOTE:
PLACEMENT, REMOVAL AND/OR REPLACEMENT OF CURB TREES TO BE DONE IN STRICT ACCORDANCE WITH NEW YORK CITY ADMINISTRATIVE CODE SECTION 18-107, MAINTAIN SEVEN (7) FEET MINIMUM CLEARANCE TO A CURB CUT.

NEW TREES INDICATED = ● TREES TO BE REMOVED = ❋
EXISTING TREES TO REMAIN = ✿

PERMITS ARE TO BE OBTAINED BY THE OWNER FROM N.Y.C. PARKS DEPT. PRIOR TO TREE REMOVAL.

ROADWAY IMPROVEMENT NOTE:
SAW-CUT IN CROSS HATCHED AREA TO LIMIT OF NEW ASPHALTIC CONCRETE WEARING COURSE. REMOVE THE EXISTING ASPHALT BETWEEN THE NEW CURB AND THE SAW-CUT LINE. REPLACE EXISTING ROADWAY BASE, IF NECESSARY, ADJACENT TO THE NEW CURB AND THEN INSTALL NEW THREE (3) INCHES OF ASPHALTIC CONCRETE WEARING COURSE.

LOCATION MAP

PROFILE: BARB STREET

SCALE: VERTICAL: 1" = 1' HORIZONTAL: 1" = 20'

PROFILE: POSEN STREET

SCALE: VERTICAL: 1" = 1' HORIZONTAL: 1" = 20'

LIST OF ESTIMATED QUANTITIES

New Curb	515	Lin. ft.
New Sidewalk	3,812	Sq. ft.
New Roadway	1,315	Sq. yds.
New Trees	16	Each
New CBs	NONE	Each
New DIP	NONE	Lin. ft.
New Manholes	NONE	Each
New Driveways	693	Sq. ft.

NO.	REVISION	APPRV/DATE
1	SITE PLAN	

Borough: STATEN ISLAND
Sheet 1 of 2
DOB Ref. No.: 510068212
DOT Ref. No.: RP 09-41

NEW YORK CITY
DEPARTMENT OF TRANSPORTATION

BUILDERS PAVEMENT PLAN

PROJECT DATA

Block 6225
Lot(s) 50
Zoning C 1-1 in R 3-2
Zoning Map No. 33 C
Street Address 60 BARB STREET

Owner: LIBERTY SQUARE, LLC C/O FRED LAROCCA, PARTNER
P.O. BOX 80417
STATEN ISLAND, NEW YORK 10308
(718) 605-6532

Plan prepared by:

WOHL & O'MARA, L.L.P.
CIVIL ENGINEERS & LAND SURVEYORS
544 VANDERBILT AVENUE
STATEN ISLAND, NEW YORK 10304
(718) 448-7456

ROCCO J DEFELIPPIS
068836
Seal
Signature

WAIVERS

DOT requirements waived
As per/Date

1) WAIVER OF ALIGNMENT IN POSEN STREET
2)
3)
4)

GENERAL REQUIREMENTS

NOTES

1. ALL DESIGNS, MATERIALS, CONSTRUCTION METHODS AND WORKMANSHIP SHALL COMPLY WITH THE FOLLOWING PUBLICATIONS OF THE BUREAU OF HIGHWAYS: STANDARD SPECIFICATIONS, STANDARD DETAILS OF CONSTRUCTION RULES OF BUREAU OF HIGHWAYS OPERATIONS: GUIDELINES FOR THE DESIGN OF INFRASTRUCTURE COMPONENTS.
2. ALL NON STANDARD MATERIALS AND CONSTRUCTION PROCEDURES SHALL BE SPECIFICALLY APPROVED IN WRITING BY DOT.
3. ANY WORK NOT COMPLYING WITH THE REQUIREMENTS OF THE DOT SHALL BE REMOVED AND REPLACED.
4. THIS PLAN SHALL BE VALID FOR THE ISSUANCE OF CONSTRUCTION PERMITS FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL OR SELF-CERTIFICATION. WHEN THE APPROVAL / SELF-CERTIFICATION EXPIRES, THE PETITIONER HAS SIXTY (60) DAYS TO REVALIDATE THE PLAN FOR AN ADDITIONAL YEAR; OTHERWISE, THE PETITIONER IS REQUIRED TO REFILE THE PLAN AND PAY THE CURRENT LINEAR FRONTAGE FEE.
5. ALL SIDEWALK AND STREET AREAS CONSTRUCTED UNDER THIS PLAN SHALL REMAIN OPEN TO THE PUBLIC AT ALL TIMES.

ISSUANCE OF PERMITS

6. NO SIDEWALK, CURB OR ROADWAY WORK SHALL BE DONE WITHOUT A PERMIT FROM THE BOROUGH OF HIGHWAY SUPERINTENDENT. APPLICATION SHALL BE MADE THREE DAYS BEFORE STARTING CONSTRUCTION. THE CONTRACTOR SHALL HAVE ALL REQUIRED INSURANCE COVERAGE ON FILE.
7. NO WORK ON DRAINAGE STRUCTURES SHALL BE DONE WITHOUT A PERMIT FROM THE BOROUGH OFFICE OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
8. ANY VAULT WORK AT THE SITE SHALL BE DONE AS PER THE APPLICABLE RULES OF THE DOT AND THE DEPARTMENT OF BUILDINGS.

CONSTRUCTION ACTIVITY

9. A CONSTRUCTION PLAN SHOWING MAINTENANCE AND PROTECTION OF TRAFFIC, INCLUDING PLACEMENT OF SIDEWALK BRIDGES, BARRIERS AND SIGNAGE, SHALL BE SUBMITTED TO THE BOROUGH HIGHWAY OFFICE BEFORE CONSTRUCTION BEGINS.
10. NO SIDEWALK SHALL BE CLOSED WITHOUT A PERMIT. PEDESTRIAN AND TRAFFIC SAFETY SHALL BE PROTECTED AT ALL TIMES. ROADWAY CLOSINGS SHALL BE AS DIRECTED.
11. THE SITE SHALL BE MAINTAINED IN A CLEAN AND SAFE CONDITION.

FINAL SIGN-OFF

12. PERMITS SHALL BE PRESENTED FROM ALL PUBLIC AGENCIES AND UTILITIES SHARING OWNERSHIP OF STRUCTURES RELOCATED OR REMOVED DURING CONSTRUCTION.
13. ALL PAVEMENT MARKINGS INCLUDING THERMOPLASTIC LANE DIVIDE, REMOVED DURING CONSTRUCTION SHALL BE REPLACED IN KIND TO THE BUREAU OF TRAFFIC STANDARDS.
14. ALL EXISTING CATCH BASINS ON SITE SHALL BE CLEANED AND MADE OPERABLE.
15. ALL DAMAGE CAUSED BY CONSTRUCTION ON THIS PROJECT OUTSIDE THE PROJECT LIMITS SHALL BE REPAIRED AS DIRECTED.
16. THE ROADWAY SHALL BE PAVED TO THE REQUIREMENTS OF THE DOT AND AS DIRECTED.

I, ROCCO J. DEFELIPPIS, A DULY LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK, DO HEREBY CERTIFY THAT THE FIELD AND OFFICE WORK REQUIRED IN THE PREPARATION OF THIS PLAN WAS PERFORMED BY ME OR BY ONE OF MY REGULAR EMPLOYEES UNDER MY SUPERVISION AND THAT NO PART OF THE WORK WAS DONE BY ANY EMPLOYEE OF THE CITY OF NEW YORK.

DEPT BLDGS Job No. 510068212
Scan Code ESHS4139775

068836
ROCCO J. DEFELIPPIS, P.E., L.S.

AMENDED APPLICATION

D.O.T APPROVAL

Proposed and existing work shown here reviewed for compliance with all applicable rules and requirements by:

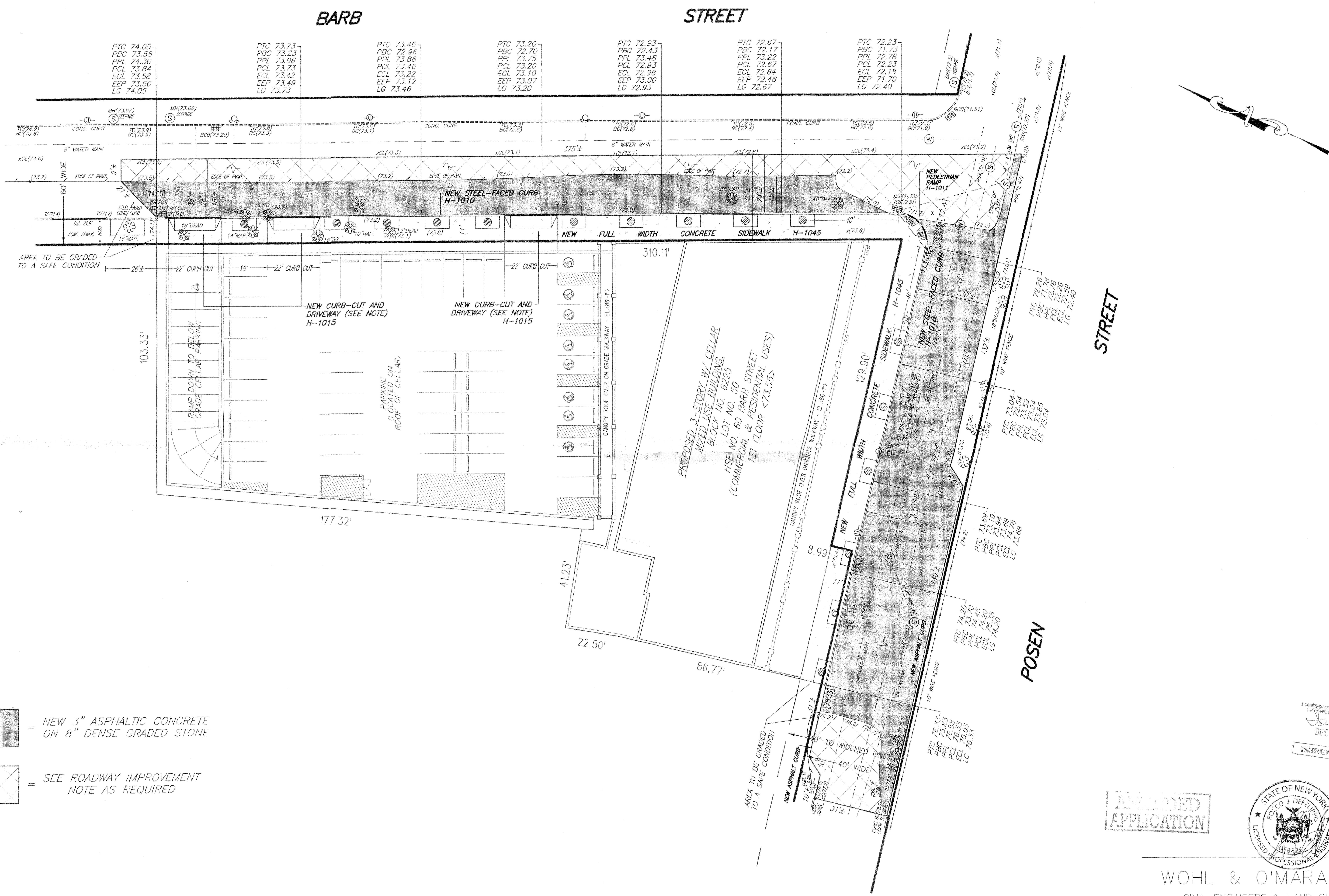
EXAMINED FOR ZONING EGRESS AND FIRE PREVENTION ONLY AS PER DIR 2/75
DEC 24 2014
ISHRET HOSSAIN

Plan Examiner

Approval for issuance of work permits granted by:

Chief / Builders Pavement Section
Date

SHEET 1 OF 2
PLAN No. RP 09-41



= NEW 3" ASPHALTIC CONCRETE ON 8" DENSE GRADED STONE

= SEE ROADWAY IMPROVEMENT NOTE AS REQUIRED

PLAN

SCALE: 1" = 20'

AMENDED APPLICATION

STATE OF NEW YORK · ROCCO J. DEFILIPPIS · LICENSED PROFESSIONAL ENGINEER

DEC 2 4 2014

ISHRET HOSSAIN

WOHL & O'MARA, L.L.P.
CIVIL ENGINEERS & LAND SURVEYORS
544 VANDERBILT AVENUE
STATEN ISLAND, NEW YORK 10304
(718) 448-7456

Appendix C: Parking Garage Analysis

25 Posen Street Staten Island

Parking Garage Air Quality Analysis

Proposed Parking Facility

The proposed development at 60 Barb Street in the Annadale neighborhood of Staten Island includes a 102-space below grade parking garage. Fifty four spaces would be located within an enclosed parking garage in the cellar and 48 spaces would be located unenclosed at street level (on the cellar roof). Vehicular access to the proposed development and accessory parking would be provided via Barb Street.

Emissions from the vehicles using the proposed garage could potentially affect pollutant levels at nearby sensitive land uses. An analysis was therefore conducted to estimate whether the potential air quality impacts of these emissions would be significant.

Exhaust Ventilation Parameters

Because garage is not as yet been designed, it was conservatively assumed that it would occupy the whole block 6225. As such, the garage size was determined to be approximately 310 feet (length) by 194 feet (width). Entrance to the garage would be on Barb Street with garage exhaust vent(s) located near the entrance.

The garage was conservatively modeled for air quality purposes as an enclosed facility with mechanical ventilation system equipped with exhaust vent(s). The exhaust vent(s) were assumed to be located 12 feet directly above ground level at the vehicle entry. As such, a pedestrian on the near sidewalk would be about 5 feet from the garage vent while a pedestrian standing on the far sidewalk across the Barb Street would be approximately 19 feet from the vent(s). The window above the vent was assumed to be 5 feet higher than the vent (or 17 feet above ground level).

Traffic Data

Parking demand accumulation data (weekday trips in and out of the garage) that were developed for this project are provided in the Table 1. They included vehicular trips associated with both residential and retail components. As shown, the greatest number of vehicles entering (28 vehicles) and the greatest number of vehicles leaving the garage (48 vehicles) would occur during the PM peak period.

Based on traffic data for the vehicles travelling in the vicinity of the project site on local roadway links (Barb Street, Posen Street, and Annadale Road), peak hourly volumes are 24 and 17 vehicles per hour north- and southbound on Barb Street, respectively and 10 vehicles per hour eastbound on Posen Street.

Methodology

The parking garage analysis was conducted following guidelines provided in the *CEQR TM Appendices* for parking lots. The pollutants of concern are CO and $PM_{2.5}$. To estimate pollutant concentrations, the garage's exhaust vent(s) were analyzed as "virtual point sources" using the computational procedure presented in EPA's Workbook of Atmospheric Dispersion Estimates (AP-26), as referenced in the *CEQR TM* (Page 17-30). This methodology estimates concentration at various distances from the vent(s) (using appropriate initial horizontal and vertical dispersion coefficients) assuming that the concentrations within the garage are equal to the concentrations in the vent exhaust.

Pollutant concentrations were estimated at locations on the near and far pedestrian sidewalks adjacent to the garage entrance to ensure that the maximum cumulative effects from on-street and garage emissions are estimated. Concentrations were also estimated at a window (receptors) located directly above the vent.

Contributions from on-street CO and $PM_{2.5}$ vehicular emissions at these receptor locations were calculated through microscale modeling with EPA's CAL3QHCR dispersion model (as per CEQR guidance) and added to garage-generated impacts and appropriate background levels to estimate the total cumulative pollutant concentrations.

Table 1: Projected Weekday Hourly Parking Demand

Period	In	Out	Total
Before 7AM			
7-8	1	3	4
8-9	7	19	26
9-10	8	18	26
10-11	17	35	52
11-12	21	39	60
12-1 PM	24	44	67
1-2	19	35	55
2-3	20	41	60
3-4	25	46	71
4-5	**28**	**48**	77
5-6	27	45	72
6-7	25	39	64
7-8	17	27	44
8-9	10	20	30
9-10	4	9	13

Note: Numbers in bold represent the highest volumes

Concentrations of CO and $PM_{2.5}$ within the garage were calculated assuming a minimum ventilation rate, as per New York City Building Code requirements, of 1 cubic foot per minute of fresh air per gross square foot of garage area. To determine compliance with the 8-hour CO National Ambient Air Quality Standard (NAAQS) and the $PM_{2.5}$ CEQR significant incremental impact criteria, CO concentrations were estimated for the 8-hour averaging period and compared to the CO 8-hour NAAQS, and $PM_{2.5}$ impacts were estimated for the maximum 24-hour time period. A significant incremental impact value for $PM_{2.5}$ of 5.5 ug/m^3 was used to determine whether the $PM_{2.5}$ garage emissions together with on-site mobile source emissions could cause exceedances of CEQR significant impact criteria.

Emission Factors

The EPA's MOVES2014 emissions model was used to estimate CO and $PM_{2.5}$ emission factors for Build 2015 analysis year for entering, exiting, and idling vehicles within the garage, and vehicles travelling on nearby streets. Vehicles exiting the garage were assumed to idle for one minute before departing, and the speed within the garage was assumed to be 5 miles per hour (mph). Speed on the nearby street links was assumed to be 25 mph.

Emission factors for CO and $PM_{2.5}$ produced by MOVES model in grams/vehicle-mile for moving vehicles and grams per hour for idling vehicles were used to model CO and $PM_{2.5}$ garage and on-street vehicular emissions.

Modeling inputs for inspection/maintenance, fuel supply and formulation, age distribution, meteorology, etc., were obtained from NYC Department of City Planning. Running exhaust and crankcase running exhaust for CO and $PM_{2.5}$ were included in the emission factors estimates. $PM_{2.5}$ emission factors were also included brake and tire wear emissions. Fugitive dust (i.e., from re-entrainment) emission factors for $PM_{2.5}$ were added to the emission factors calculated by MOVES.

Fugitive dust was estimated using formulas from Section 13.2.1-3 of EPA's AP-42 assuming that less than 5,000 vehicles a day would be travelling on the local roadway links. The formulas are based on an average fleet weight and a silt loading factor of 0.4 g/m^2 for local roads, as recommended by the *CEQR TM*.

The MOVES model was run for peak PM period of the 2015 analysis year for the coldest month of January. Post-processing of the MOVES output was conducted using the MySQL Workbench data management software application to extract CO and $PM_{2.5}$ emission factors from MOVES output for analysis with the EPA CAL3QHCR dispersion model.

The analyses for estimating the resulting CO and $PM_{2.5}$ concentrations were conducted using the computational procedures provided in the *CEQR TM*.

All modeling inputs and emission factors determined by the MOVES model, as well as estimated pollutant concentrations within the garage; at windows above the garage vent(s); at the near and far sidewalks as well as the cumulative pollutant concentrations at these locations that included contributions from vehicles travelling on local roadway links are provided in in the backup documentation for this project. The analyses provided were all based on the computational procedures outlined in the *CEQR TM*.

Estimated Pollutant Concentrations

The EPA's CAL3QHCR dispersion model that was used to estimate CO and $PM_{2.5}$ concentrations from the vehicular traffic on the nearby roadway links is a Gaussian dispersion model that determines pollutant concentrations at specified receptor points. Inputs to the model included coordinates for all roadway links and receptors, peak hour traffic volumes, speeds, and vehicular emission factors on each link determined by the MOVES model. All roadways were modeled as free-flow links.

CO and $PM_{2.5}$ contributions from the on-street sources were added to garage impacts, and total CO and $PM_{2.5}$ concentrations were estimated by adding together the contributions from the garage exhaust vent, on-street sources, and background levels. The maximum estimated total CO concentration was compared to the CEQR CO *de minimis* criteria and CO 8-hour NAAQS, and the maximum estimated 24-hour $PM_{2.5}$ impact was compared to the CEQR $PM_{2.5}$ significant incremental impact criteria.

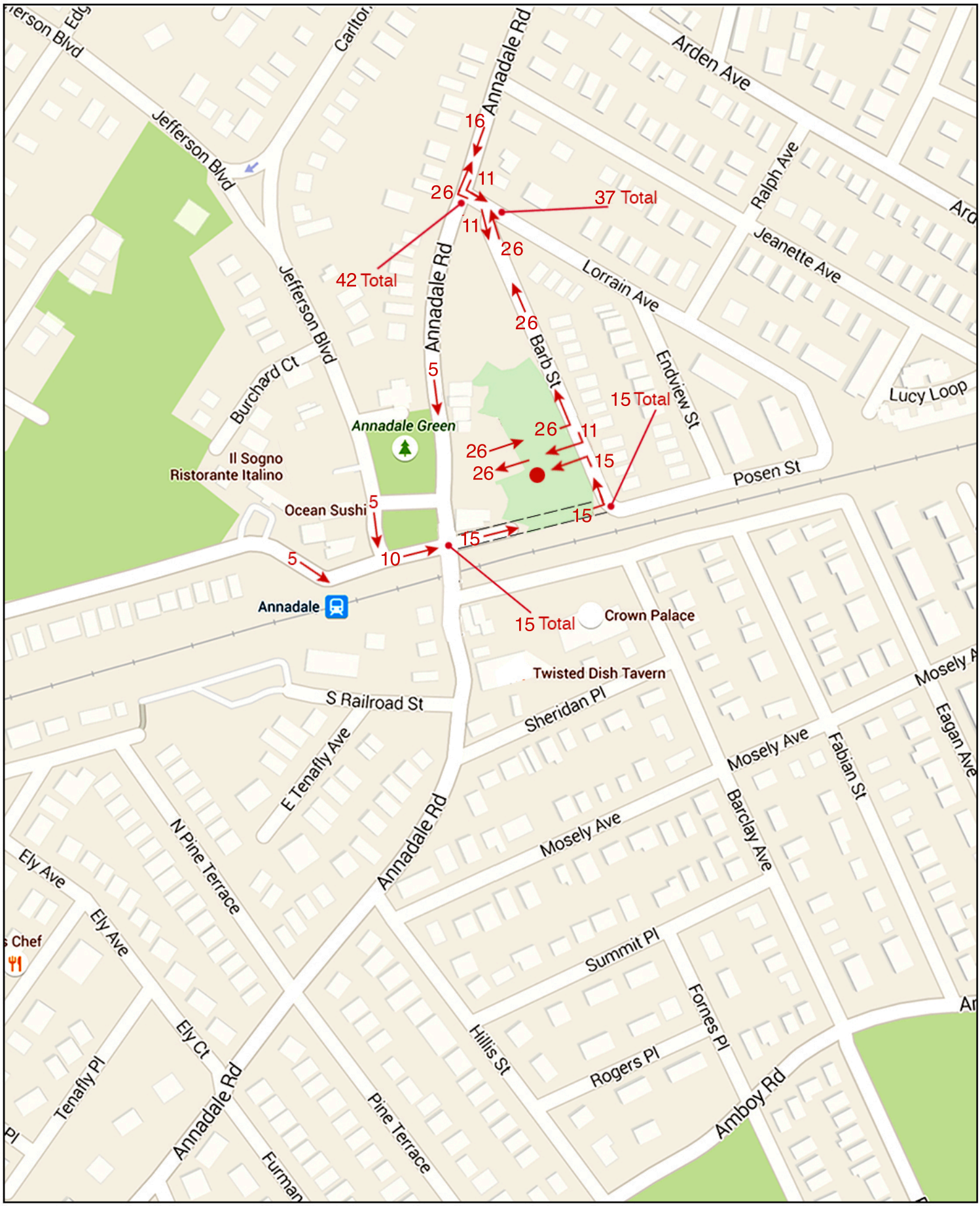
Results

The results of the garage analyses are summarized in Table 2. As shown, the maximum estimated total 8-hour CO concentrations are 1.9, 1.9, and 1.9 ppm for the near sidewalk, the far sidewalk, and the window above the vent, respectively. These values are all less than the CEQR *de minimis* criteria and CO 8-hour NAAQS of 9 ppm. The maximum $PM_{2.5}$ impacts at all these locations are also less than the CEQR significant incremental impact criteria of 5.5 ug/m^3.

As such, the garage emissions, together with on-street vehicular emission contributions, would not cause a significant adverse air quality impact.

60 Barb St, Staten Island, NY

Figure A



Notes:

(4-5) PM Peak Hour Vehicular Trips
26 Inbound
26 Outbound
● Project Location

Table 2: Estimated Cumulative Pollutant Concentrations from Garage and On-Street Vehicular Emissions

Vent(s) Facing Barb Street Entrance/Exit						
CO Analysis	**CO Concentrations**					
	Near Sidewalk		**Far Sidewalk**		**Window Above**	
Distance to Vent (feet)	5		19		5	
Vent height (feet)	12.0		12.0		12.0	
Receptor Height (feet)	6.0		6.0		17.0	
Averaging Period	**1-hour**	**8-hour**	**1-hour**	**8-hour**	**1-hour**	**8-hour**
Garage CO (ppm)	0.27	0.19	0.26	0.18	0.23	0.16
Line Source (ppm)	NA	NA	0.007	0.004	NA	NA
Background Value (ppm)	3.4	1.7	3.4	1.7	3.4	1.7
Total Concentration (ppm)	3.7	1.9	3.7	1.9	3.6	1.9
NAAQS, CO (ppm)	35.0	9.0	35.0	9.0	35.0	9.0
Significant Impact?	**No**		**No**		**No**	

Vent(s) Facing Barb Street Entrance/Exit			
$PM_{2.5}$ Analysis	**$PM_{2.5}$ Concentrations**		
	Near Sidewalk	**Far Sidewalk**	**Window Above**
Distance to Vent (feet)	5	19	5
Vent height (feet)	12.0	12.0	12.0
Receptor Height (feet)	6.0	6.0	17.0
Averaging Period	**24-hour**	**24-hour**	**24-hour**
Garage $PM_{2.5}$ (ug/m^3)	0.000007	0.00002	0.000005
Line Source (ug/m^3)	NA	0.3197	NA
Background Value (ug/m^3)	NA	NA	NA
Total Impacts (ug/m^3)	0.000007	0.3197	0.000005
CEQR Significant Impact Criteria (ug/m^3)	5.5	5.5	5.5
Significant Impact?	**No**	**No**	**No**

Table A

Total Vehicle Trips and Parking Accumulation

Residential Component @ 1.8 auto ownership per unit and distination retail component

60 Barb Street, Staten Island NY

Time	*Hourly Trip Dist.*	*% In*	*% Out*	*Total*	*In*	*Out*	*Parking Accu.*	*Hourly Trip Dist.*	*% In*	*% Out*	*In*	*Out*	*Total*	*Grand Total*	*Parking Accu.*	Grand Total Parking Accu.
Before 7am	*(1)*						*18*	*(2)*								*18*
7-8	*3.9*	*0.15*	*0.85*	*3*	*1*	*3*	*16*							*3*		*16*
8-9	*9.1*	*0.31*	*0.69*	*8*	*2*	*5*	*13*	*3*	*0.7*	*0.3*	*10*	*4*	*14*	*21*	*5*	*18*
9-10	*6.6*	*0.235*	*0.765*	*6*	*1*	*4*	*10*	*3*	*0.55*	*0.45*	*7*	*6*	*14*	*19*	*7*	*16*
10-11	*5*	*0.4*	*0.6*	*4*	*2*	*3*	*9*	*7.05*	*0.54*	*0.46*	*17*	*15*	*32*	*36*	*9*	*18*
11-12noon	*4.4*	*0.5*	*0.5*	*4*	*2*	*2*	*9*	*8*	*0.475*	*0.525*	*17*	*19*	*36*	*40*	*8*	*16*
12n-1pm	*4.7*	*0.5*	*0.5*	*4*	*2*	*2*	*9*	*9*	*0.48*	*0.52*	*20*	*21*	*41*	*45*	*6*	*15*
1-2	*4.6*	*0.5*	*0.5*	*4*	*2*	*2*	*9*	*7.2*	*0.48*	*0.52*	*16*	*17*	*33*	*37*	*5*	*13*
2-3	*4.2*	*0.5*	*0.5*	*4*	*2*	*2*	*9*	*8.4*	*0.54*	*0.46*	*21*	*18*	*38*	*42*	*8*	*16*
3-4	*5.4*	*0.6*	*0.4*	*5*	*3*	*2*	*10*	*9.55*	*0.50*	*0.50*	*22*	*22*	*43*	*48*	*8*	*17*
4-5	*7.2*	*0.7*	*0.3*	*6*	*4*	*2*	*12*	*10.05*	*0.48*	*0.52*	*22*	*24*	*46*	*52*	*6*	*18*
5-6	*10.7*	*0.58*	*0.42*	*9*	*5*	*4*	*14*	*9*	*0.484*	*0.516*	*20*	*21*	*41*	*50*	*5*	*18*
6-7	*9.4*	*0.7*	*0.3*	*8*	*6*	*2*	*17*	*7.85*	*0.47*	*0.53*	*17*	*19*	*36*	*44*	*2*	*19*
7-8pm	*8.3*	*0.65*	*0.35*	*7*	*5*	*2*	*19*	*5.35*	*0.505*	*0.495*	*12*	*12*	*24*	*31*	*3*	*22*
8-9								*4.25*	*0.495*	*0.505*	*10*	*10*	*19*	*19*	*2*	*2*
9-10								*1.85*	*0.514*	*0.486*	*4*	*4*	*8*	*8*	*3*	*3*
Total	*83.5*			**72**	**36**	**35**		93.55								
				86									454			

(1)-Pushkarev and Zupan, "Urban Space for Pedestrians", Table 2.7.

(2)-ITE, 8th Editon LU 820-Highlighted Figures are adjusted

Appendix D: LPC CORRESPONDENCE

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP077R
Project: BARB POSEN
Address: BARB STREET, **BBL:** 5062250050
Date Received: 1/29/2014

[X] **No architectural significance**

[X] **No archaeological significance**

[ ] **Designated New York City Landmark or Within Designated Historic District**

[ ] **Listed on National Register of Historic Places**

[ ] **Appears to be eligible for National Register Listing and/or New York City Landmark Designation**

[ ] **May be archaeologically significant; requesting additional materials**

Gina Santucci 1/30/2014

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 29166_FSO_GS_01302014.doc

Appendix E: DEP CORRESPONDENCE

NYC Environmental Protection

Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4479
alicata@dep.nyc.gov

September 12, 2014

Mr. Robert Dobruskin
Director, Environmental Assessment and Review
New York City Department of City Planning
22 Reade Street, 4th Floor
New York, New York 10007

Re: Barb/Posen Street Mixed-Use Development
60 Barb Street
Block 6225, Lot 50
77DCP077R
Staten Island, New York

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the November 2013 Environmental Assessment Statement (EAS), the April 2014 Phase I Environmental Site Assessment (Phase I), the June 2014 Phase II Environmental Site Assessment (Phase II) and the August 2014 Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) prepared by Environmental Projects Data Statements Company (EDPSCO) on behalf of Fred La Rocca (applicant) for the above referenced project. It is our understanding that the applicant is seeking approval of authorization from the New York City Department of City Planning (DCP) pursuant to Zoning Resolution (ZR) 107-64 and 107-68 to permit retail and residential development on the site. The proposed action would allow the applicant to develop a two-story and cellar mixed-use building with approximately 25,250 gross square feet (gsf) of floor area (56,642.9 gsf including cellar), 102 accessory parking spaces, one loading berth on the currently vacant and undeveloped property. As currently proposed, the second floor of the building would contain approximately 11,118.48 gsf of floor area for 10 residential dwelling units. The cellar of the building would consist of approximately 15,078.95 gsf of commercial storage space, utility service space, accessory areas and an approximately 16,313.89 gsf enclosed parking garage for 54 cars. The project site is located on the west side of Barb street between Posen street and Annadale Road in the Annadale neighborhood of Staten Island Community District 3. It should be noted that the project site is located within an R3-2/C1-1 zoning district within the Special South Richmond Development District.

The April 2014 Phase I revealed that historical on-site and surrounding area land uses consisted of mixed use residential, commercial/retail and professional offices that includes stores, railroad tracks, a parking lot, a gasoline filling station and auto repair garage. The New York State Department of Environmental Conservation (NYSDEC) database revealed six leaking tank SPILL sites and four spill incident sites within 1/8th mile radius from the subject property. The spill incident sites have been closed by NYSDEC. It should be noted that the property on 813 Annadale Road was a former gasoline filling station located approximately 75 feet northwest of the project site.

During the April 2014 field work, EDPSCO conducted six soil borings (B-1, B-2, B-3, B-4, B-5 and B-6) to a depth of approximately 12 feet below surface grade. Two soil samples were collected from each soil boring and analyzed for Volatile Organic Compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, Semi Volatile Organic Compounds (SVOCs) by EPA Method 8270 B/N, Pesticides by EPA Method 8081, Polychlorinated biphenyls (PCBs) by EPA Method 8082 and Target Analyte List (TAL) Metals. One groundwater sample was collected via temporary well point and analyzed for VOCs by EPA Method 8260, SVOCs by EPA Method 8270 B/N/A, Pesticides by EPA Method 8081, PCBs by EPA Method 8082 and Target Analyte List (TAL) Metals (filtered and unfiltered). Three soil vapor probes (SV-1, through SV-3) were installed to a depth of approximately 12 feet below the basement floor elevation level of the proposed building and analyzed for VOCs by EPA Method TO-15. It should be noted that a Geophysical Survey was also conducted in an attempt to identify any possible unknown anomalies such as underground storage tanks (USTs) on the project site.

The soil analytical results revealed that VOCs, SVOCs, Pesticides and PCBs were either non-detect (ND) or below their respective NYSDEC 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs), Unrestricted Use SCOs. Nickel was detected above NYSDEC Part 375 unrestricted soil use quality but below the residential use cleanup objective. The Geophysical Survey did not identify any evidence of USTs on the project site.

The groundwater analytical results revealed VOCs (total m&p xylene and total Xylenes) were detected above the detection limits. Several SVOCs (Benzo(a) anthracene, Benzo(b) flouranthene, Benzo(k) flouranthene, Chrysene, Di-n-octyl phthalate) and Metals (Arsenic, Barium, Beryllium, Cadmium, Chromium, Copper, Lead, Magnesium, Mercury, Nickel, Sodium and Zinc) were detected above NYSDEC Technical and Operation Guidance Series 1.1.1 Ambient Water Quality Standards and Guidance Values for Class GA Groundwater. The soil vapor analytical results revealed several VOCs (1,2,4-Trimethylbenzene, Benzene, Ethyl Benzene, n-Heptane, n-Hexane, o-Xylene, p&m Xylene, and Toluene) were detected above laboratory method detection levels.

The August 2014 RAP proposes excavation and removal of soil and fill from the surface to the depth of the bottom of the foundation of the proposed building footprint; removal of USTs (including piping and fill ports) encountered during site excavation in accordance with NYSDEC Regulations; waste management and transportation; soil disposal; spill control, dust control and air and particulate monitoring in accordance with applicable regulatory requirements. In addition, two feet of certified clean fill will be emplaced on any landscaped/grass covered areas not capped with concrete/asphalt. The RAP also proposes installation of a vapor barrier, a minimum of 20-mil High Density Poly Ethylene (HDPE) Geo-membrane below the building foundation, with 6-oz per square yard minimum of non-woven geo-textiles to prevent any tears or damage to the membrane during the construction activities.

Based upon our review of the submitted documents, we have the following comments/recommendations to DCP:

- DEP finds the August 2014 RAP and CHASP for the proposed project acceptable. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E) certified Remedial Closure Report should be submitted to DEP for review and

approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., proper transportation/disposal manifests and certificates from impacted soils removed and properly disposed of in accordance with NYSDEC Regulations, proof of installation of vapor barrier and two feet of certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt etc.

Future correspondence and submittal related to this project should include the following tracking number 77**DCP077R**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

Maurice S. Winter
Deputy Director, Site Assessment

c: M. Mahoney
M. Winter
W. Yu
T. Estesen
M. Wimbish
I. Young-DCP
C-Evans- DCP
O. Abinader-DCP
File