Putnam Street and Amboy Road (Eltingville Plaza)

Staten Island, NY 10312

Block 5497, Lots 117, 150, 95, and 101

Project ID: 2017007

CEQR Reference Number: 18DCP158R

ULURP Reference Number: N180236RAR, N180235ZCR, 180397ZCR

Environmental Assessment Statement

Lead Agency:
Department of City Planning
120 Broadway, 31St Floor
New York, NY 10271

Prepared for:
Savo Family Limited Partnership

Prepared by:
Equity Environmental Engineering, LLC
500 International Drive, Suite 150
Mount Olive, NJ 07828

September 19, 2018

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* Putnam Street and Amboy Road (Eltingville Plaza)

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP158R	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
N180236RAR, N180235ZCR, N180397ZCR	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY Department of City Planning			NAME OF APPLICANT Savo Family Limited Partnership		
NAME OF LEAD AGENCY CONTACT PERSON Olga Abinader			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Kevin Williams		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 500 International Drive Suite 150		
CITY New York	STATE NY	ZIP 10271	CITY Mount Olive	STATE NJ	ZIP 07828
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 973-527-7451 x301	EMAIL kwilliams@equityenvironmental.com	

5. *Project Description*

The Applicant, Savo Family Limited Partnership, is seeking a Zoning Authorization pursuant to ZR, Section 107-68 for group parking in excess of thirty spaces in the Special South Richmond District. The proposed Authorization would facilitate the development of a three-story, 50,776.6 gross square foot ("GSF" with parking cellar) 36,123.6 zoning square foot ("ZSF"), Use Group ("UG") 6 commercial structure containing 14,653 square feet ("SF") of ground floor retail space and 21,470.6 SF of upper floor commercial office space, as well as 14,653 SF of below-grade parking. The proposed building, located at 75 Putnam Street (Block 5497, Lot 95/177), would be built on a 108,942 SF site ("The Project Site") on Block 5497, which is composed of four tax Lots: 150, 117, 95, and 101. The Project Site is improved with a two-story 10,680 GSF commercial and office use structure located on Lot 150 and a 3,569 GSF fast-food drive-in establishment located on Lot 101. Additionally, a portion of Lot 117 contains parking for the building located on Lot 150.

Per the Applicant's proposed development, the three buildings (two existing and a proposed 50,776.6 GSF structure) would be served by a group parking facility containing a total of 176 spaces: fifty-three (53) spaces of surface group parking currently exist on the Project Site, while a total 144 spaces of surface group parking and 32 spaces of below grade parking (to be located under the Proposed Building on Lot 95) are proposed. In total, a net 123 spaces would be developed, resulting in a total of 176 parking spaces (144 surface and 32 below grade) as required by the sites zoning. Access and ingress to the group parking facility would be provided by a two-way drive on Richmond Avenue and a two-way drive on Putnam Street.

While the existing and proposed buildings' use and bulk are allowed as of right by the site's combination of R3-2/C1-1 and C8-1 zoning, per ZR Section 107-472 "no accessory group parking facility for non-residential uses shall contain more than 30 off-street parking spaces except as set forth in Section 107-68." Accordingly the proposed development requires Zoning Authorization for its proposed group parking facility of 176 spaces).

Project Location

BOROUGH Staten Island	COMMUNITY DISTRICT(S) 3	STREET ADDRESS Putnam Street and Amboy Road
TAX BLOCK(S) AND LOT(S) Block 5497, Lots 150, 117, 95, and 101		ZIP CODE 10312

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is located on the corner of Richmond Avenue and Amboy Road, directly south of the right-of-way for the Staten Island Railway and adjacent to Block 5497 Lot 89 to the east. Putnam Street extends north from Amboy Road for a half block onto the project site.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Block 5497, Lots 150 and 117 are located within an R3-2 zoning district with a C1-1 overlay. Block 5497, Lot 101 is located within C8-1 zoning district. Block 5497, Lot 95 (The Proposed Development Site) is located within a split C8-1 and R3-2/C1-1 zoning designation. The entire Project Site lies within the Special South Richmond Development District.

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 MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ ZONING CERTIFICATION
- ☒ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR Section 107-68 authorization for modication of a group parking facility and access regulations, and chairperson certifications ZR Section 36-592 for cross-access Section 36-596 that no connection is required, relocation of previously certified connections, and voluntary connections

***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
- ☒ TAX MAP
- ☒ ZONING MAP
- ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
- ☐ SANBORN OR OTHER LAND USE MAP
- ☒ 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.): 108,942

Roads, buildings, and other paved surfaces (sq. ft.): 108,942

Waterbody area (sq. ft) and type:

Other, describe (sq. ft.):

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): 50,776.6

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 50,776.6

HEIGHT OF EACH BUILDING (ft.): 36

NUMBER OF STORIES OF EACH BUILDING: 3

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: 54,000 sq. ft. (width x length) VOLUME OF DISTURBANCE: 750,000 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 54,000 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.)		50,776.6		
Type (*e.g.,* retail, office, school)	units	21,470.6 SF of offices 14,653 SF of 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: NUMBER OF ADDITIONAL WORKERS: 16

Provide a brief explanation of how these numbers were determined: 3 workers per 1,000 square feet

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): 2020

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-24

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: Institutional

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?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(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.		
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: contained in Hazmat section	☒	☐
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	☐	☒

	YES	NO
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?	☐	☒
(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): 208		
○ 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): 8,219,400		
(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)	☐	☒
(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		

	YES	NO
(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 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. No significant adverse impacts would occur to any of the elements contributing to neighborhood character.		
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
Kevin Williams	9/17/18

SIGNATURE Kevin Williams

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).

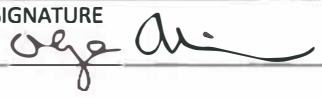
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. 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
Acting Director, Environmental Assessment and Review Division	New York City Department of City Planning (NYCDCP)
NAME	**DATE**
Olga Abinader	9/18/18

SIGNATURE



NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this determination are noted below.

Hazardous Materials

An (E) designation (E-501) has been incorporated into the sites affected by the proposed actions. Refer to "Determination of Significance Appendix: (E) Designation" for a list of the sites affected by the proposed (E) designation and applicable requirements. With these measures in place, the proposed actions would not result in significant adverse impacts related to hazardous materials.

Air Quality

A screening analysis demonstrates that development under the proposed action would not create significant impacts related to Heating, Ventilation, and Air Conditioning emissions. In addition, an analysis of mobile source emissions from cars parking in the proposed parking facility indicated there would be no significant adverse impacts from parking lot activity, and no nearby emissions sources would adversely affect project occupants. A survey of the Project Area showed there are no Industrial/Manufacturing sources within the surrounding area. Therefore, the proposed project would have no significant adverse impacts on air quality.

Urban Design and Visual Resources

A detailed analysis of Urban Design and Visual resources is included in this EAS. The analysis concludes that the proposed action would not result in impacts to urban design or visual resources.

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

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	**DATE**
Olga Abinader	09/21/2018

SIGNATURE

TABLE OF CONTENTS

APPENDICIES

1.0 PROPOSED ACTION

1.1 Introduction

The Applicant, Savo Family Limited Partnership, is seeking a Zoning Authorization pursuant to ZR, Section 107-68 for group parking in excess of thirty spaces in the Special South Richmond Development District (SRD). The proposed Authorization would facilitate the development of a three-story, 36-foot tall, 50,776.6 gross square foot ("GSF" with cellar parking) 36,123.6 zoning square foot ("ZSF"), Use Group ("UG") 6 commercial structure containing 14,653 square feet ("SF") of ground floor retail space and 21,470.6 SF of upper floor commercial office space, as well as 14,653 SF of below-grade parking. The proposed building, to be located on Block 5497, Lot 95 and Lot 117 ("The Proposed Development Site"), would be built on a 108,942 SF site ("The Project Site") on Block 5497, which is composed of four tax Lots: 150, 117, 95, and 101. The Project Site is improved with a two-story 10,680 GSF commercial and office use structure located on Lot 150 and a 3,569 GSF fast-food drive-in establishment located on Lot 101. Additionally, a portion of Lot 117 contains parking for the building located on Lot 150.

Per the Applicant's proposed development, the three buildings (two existing and a proposed 50,776.6 GSF structure) would be served by a group parking facility containing a total of 176 spaces as required by the site's zoning. Access and ingress to the group parking facility would be provided by a two-way drive on Richmond Avenue and a two-way drive on Putnam Street, which provides access to Amboy Road.

While the existing and proposed buildings' use and bulk are allowed as of right by the site's combination of R3-2/C1-1 and C8-1 zoning, per ZR Section 107-472 "no accessory group parking facility for non-residential uses shall contain more than 30 off-street parking spaces except as set forth in Section 107-68." Accordingly, the proposed development requires Zoning Authorization for its proposed group parking facility of 176 spaces. The text of the applicable Zoning Text states that for a "permitted…commercial use, the City Planning Commission may authorize more than 30 accessory off-street parking spaces." …and, "in order to grant such authorization, the Commission, upon review of the site plan shall find that:

a) vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas
b) where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and
c) the location of such vehicular access and egress permits better site planning.

As the Applicant's Proposed Development will not provide cross access connection to adjacent shopping center parking located on same zoning lot – due to a grade difference greater than 15% and presence of structures located with 50 feet of subject zoning lot, two (2) Chairperson Certifications are required; a Cross Access Connection Certification §36-592 and §36-596 Certification that No Connection is Required, relocation of previously certified connections and voluntary connections. These are Ministerial Actions and do not require environmental review[1].

[1] Reference Section 1.6 Actions Necessary to Facilitate the Proposal for discussion of Chairperson Certifications

1.2 Description of the Project Site

As shown in **Figure 1-1**, the Project Site is located on the corner of Richmond Avenue and Amboy Road, directly south of the right-of-way for the Staten Island Railway (SIR) and adjacent to Block 5497 Lot 89 to the east. The Eltingville Station of the SIR is located on Richmond Avenue north of the Project Site with an entrance on Richmond Avenue.

The Project Site, as identified in **Table 1-1** below, consists of two (2) zoning lots with two (2) tax lots each, and measures approximately 108,942 SF total. The Project Site is entirely located within the SRD within Community District 3 of Staten Island, NY on Block 5497, Lots 117, 150, 95, and 101. Zoning Lot "A" consists of Lots 117 and 150 and Zoning Lot "B" consists of Lots 95 and Lot 101. Zoning Lot A (Block 5497, Lots 150 and 117) is located within an R3-2 zoning district with a C1-1 overlay and serviced by an existing 20 ft wide curb cut on Richmond Avenue. Zoning Lot B (Block 5497, Lot 101 and Lot 95) is located within a C8-1 zoning district and serviced by an existing 31'-6" wide curb cut on Putnam Street.

The site is improved with a two-story (28'), 10,680 GSF commercial and office use structure, which is located on Lot 150 at 3839 Richmond Avenue, and a 1-story (13'), 3,569 GSF fast food restaurant with a drive-through located on Lot 101 at 25 Putnam Street. The structure on Lot 150 has a portion of its accessory parking located on Lot 117 at 7 Putnam Street. The total combined building square footage of the existing structures at 25 Putnam Street (3,569 GSF) and 3839 Richmond Road (10,680 GSF) is 14,249 GSF.

The FAR for the Project Site is derived by dividing the total square footage of the existing structures on site (14,249 GSF) by the total combined lot area (the combined lot area of lots 117, 150, 95, and 101 is 108,942 SF), which equals .131. A FAR of .131 is well under the maximum FAR allowed in either an R3-2 with C1-1 overlay or C8-1 of 1. Lot 95 of the Proposed Development Site is currently a 44,276 SF vacant Lot. As noted above, Lot 117 of the Proposed Development Site is a partially vacant 27,031 SF Lot – of which a portion is used for parking by the existing commercial/office building located on Lot 150. In total, there are currently 53 existing spaces on the Project Site.

Table 1-1: Existing Conditions Within the Project Site

Block/ Lot	Owner	Address	# Floors	# Buildings	Lot Size	Land Use	Zoning	GFA	FAR
5497/117	Savo Family Limited	7 Putnam Street	0	0	28,161	Vacant/Parking Lot	R3-2/C1-1	0	0.00
5497/150	Savo Family Limited	3839 Richmond Ave	2	1	12,104	Commercial and office	R3-2/C1-1	10,680	0.88
5497/95	Savo Family Limited	75 Putnam Street	0	0	44,276	Vacant	C8-1	0	0.00
5497/101	Savo Family Limited	25 Putnam Street	1	1	24,401	Commercial	C8-1	3,569	0.15
Total					108,942			14,249	

1.3 Description of Surrounding Area

The Project Site is generally bounded by Putnam Street to the east, Amboy Road to the south, Richmond Avenue to the west, and the tracks of the Staten Island Railway to the north. Richmond Avenue is a main arterial street that runs from north to south and Amboy Road is a main thoroughfare that runs from east to west.

The Staten Island Railway (SIR) Eltingville Station, located to the North of the project site, historically defined the area as a Town Center containing commercial uses that serve the surrounding residential neighborhood. The land uses along both Richmond Avenue and Amboy Road are predominantly commercial, vacant lots, and institutional uses with storefronts along Richmond Avenue that are traditionally oriented within streetwall buildings, and the retail uses along Amboy Road generally characterized by "strip mall" style retail buildings. The area surrounding the above-mentioned commercial corridors is primarily characterized by lower-density single and multi-family residential development. The entire Project Site and surrounding area lie within the SRD and Lower Density Growth Management Area (LDGMA) in Community District 3 of Staten Island.

The Special South Richmond Development District

The SRD encompasses an area of approximately 20 square miles and was initially established in 1975 to guide the development of predominantly vacant land in the southern half of Staten Island during a time of rapid development. The SRD was adopted with the general goal of managing growth to ensure that the provision of public infrastructure could adequately support new development. Pursuant to Section 107-00 of the Zoning Resolution, the SRD was created to uphold the following general purposes:

a) to guide future development in accordance with the Land Use Plan for South Richmond and the Capital Improvement Plan for the Special District Area;
b) to promote balanced land use and development of future land uses and housing in the Special District area, including private and public improvements such as schools, transportation, water, sewers, drainage, utilities, open space and recreational facilities, on a schedule consistent with the City's Capital Improvement Plan and thereby provide public services and facilities in the most efficient and economic manner, and to ensure the availability of essential public services and facilities for new development within the area;
c) to avoid destruction of irreplaceable natural and recreational resources such as lakes, ponds, watercourses, beaches and natural vegetation and to maintain the natural ecological balance of the area with minimum disruption of natural topography, trees, lakes and other natural features; and
d) to promote the most desirable use of land in the South Richmond area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues.

To avoid destruction and encroachment of the natural and recreational resources that define the community, the district mandates tree preservation and planting requirements, controls changes to topography, and establishes special building heights, use provisions, setback limits, and parking/curb cut limitations. Additionally, designated open spaces (DOS) within the SRD are required to be left in a natural state as part of an open space network that includes public parks and waterfront esplanades. Lastly, to ensure that public school needs are addressed, the Chairperson of the City Planning Commission must certify that sufficient school capacity exists to accommodate a new residential development, except in a predominantly built-up area, prior to the issuance of a building permit.

Lower Density Growth Management Area

Lower Density Growth Management Areas (LDGMA) enforce special zoning controls aimed to match future development to the capacity of supporting services and infrastructure in parts of the city experiencing rapid growth.

1.4 Description of Proposed Development

The Applicant proposes to build a three-story, 36-foot tall, 50,776.6 GSF (including cellar parking), 36,123.6 ZSF commercial structure containing 14,653 SF of ground floor retail space and 21,470.6 SF of commercial office space on the upper floors of the building at 75 Putnam Street (Lot 95/117). The building would contain 14,653 SF of below-grade parking, providing 32 spaces. Inclusive of the 32 proposed below-grade parking spaces on Lot 95, a prescribed total of 176 parking spaces, as required by the site zoning, would serve the new building as well as two buildings existing on site, a 10,680 GSF, two-story commercial office/retail building at 3839 Richmond Street on Lot 150 and a 3,569 GSF fast-food restaurant with drive-through at 25 Putnam Street. The proposed development, when added to the existing buildings present on the Project Site, would have a total lot coverage of 23,562 SF (22%) on the 108,942 SF Lot (combined), with a total development size of 50,372 ZSF (65,026 GSF) equaling a FAR of approximately 0.46 – well below the maximum FAR allowed in an R3-2/C1-1 or C8-1 of 1.0.

Proposed Building #1: 75 Putnam Street (Lot 95/Lot 117) –The Applicant proposes to build a three-story, 50,776.6 GSF UG 6 commercial structure containing 14,653 SF of ground floor retail space, 16,370.6 SF of commercial office space on the second floor, and 5,100 SF of commercial office space on the third floor, for a total of 21,470.6 SF of commercial office space on the upper floors of the building. Additionally, 14,653 SF of below-grade parking (containing 32 spaces) is proposed.

Existing Building #2: 25 Putnam Street (Lot 101) – a 3,569 GSF drive-through commercial restaurant building is in a C8-1 zone which allows a variety of use groups 4-14 and 16. 25 Putnam street requires 1 parking space per 300 SF of floor area or 12 parking spaces. The Wendy's at 25 Putnam Street (Lot 101) requires 12 parking spaces, but presently has 23 parking spaces (12 required and 11 voluntary).

Existing Building #3: 3839 Richmond Avenue (Lot 150) – a 10,680 GSF commercial/office building is in an R3-2 zone with a C1-1 zoning overlay, which allows use groups 1-6. 3839 Richmond Avenue contains 5340 SF of ground floor use group 6 retail and 5,340 SF of second-floor commercial office (use group 6) uses. Thirty (30) spaces are required for the existing 2-story, 10,680 GSF commercial/office building at 3839 Richmond Avenue (Lot 150) and 30 spaces are provided for this use.

The Proposed Development Site at 75 Putnam Street is on a split zoning lot consisting of a C8-1 and portion of an R3-2/C1-1 zoning lot. The first and second floor of **Proposed Building 1** would extend a combined 4,020.6 sf onto Lot 117. Therefore, the parking requirement is the product of calculating the proportions of the proposed development that lie on C8-1 and R3-2/C1-1 zones. **Table 1-2** below identifies the parking required under the zoning for each building and in the case of the Proposed Development – portions of the building. As the Table shows, the Proposed Building at 75 Putnam Street (***Proposed Building 1***) would require 134 spaces, while 25 Putnam Street (***Existing Building 2)*** would require only 12 parking spaces – although it currently provides

23, and 3839 Richmond Avenue (***Existing Building 3***) requires 30 parking spaces[3] – and 30 spaces are currently provided. In total, on the combined Project Site– 176 parking spaces are required for the proposed group parking facility. 144 spaces would be part of the surface group parking facility with shared internal circulation, access, and egress to the site and 32 spaces would be provided as subsurface parking under Proposed Building 1.

Table 1-2: Parking Requirements by Land Use and Zoning District

Building	Floor	Zoning District	Zoning Floor Area	Required Parking Ratio	Existing Parking/ Parking Requirement Under Existing Conditions	Parking Required Under Proposed Action
75 Putnam Street Building 1 (Proposed)	1st	R3-2/C1-1	1,870	1 ps/150 SF	na	13
		C8-1	12,783	1 ps/300 SF	na	43
	2nd	R3-2/C1-1	2,150.6	1 ps/150 SF	na	14
		C8-1	14,220	1 ps/300 SF	na	47
	3rd	C8-1	5,100	1 ps/300 SF	na	17
	Total		36,123.6			134
25 Putnam Street Building 2 (existing)	1st	C8-1	3,568.00	1 ps/300 SF	23 provided/12 required	12
3839 Richmond Ave Building 3 (existing)	1st	R3-2/C1-1	5,340.00		30 provided/30 required	30
	2nd	R3-2/C1-1	5,340.00			
TOTAL			**50,372.6**		**53 existing/42 required**	**176**

The existing curb cut on Richmond Avenue and Putnam Street will be utilized under the Proposed Project and no new curb cuts are proposed. The Richmond Avenue curb cut is currently 20 feet wide and will be increased by 4 feet. The existing entrance on Putnam Street will be maintained at 31 feet and 6 inches.

The existing parking lots will be reconfigured, and new, additional parking spaces will be added to the site. The existing pedestrian access sidewalk at the Richmond Avenue Curb Cut will be widened from 3 to 5 feet. Additionally, the internal 5-foot pedestrian path will continue through the parking lot and connect to a rectangular shaped outdoor seating area. An additional outdoor seating area is proposed diagonally across from the rectangular seating area. The pedestrian access sidewalk and the internal automobile aisle ways form an “L” shape within the parking lot that connects Richmond Avenue to Amboy Road.

[3] The first floor of Building 3 was built in 1960 when no parking was required, the second floor, built in 2005, required parking at 1 ps/150 SF

Build Year

Allowing for the application process, public review and an 18-24-month construction period, the anticipated build year would be 2020.

1.5 Actions Necessary to Facilitate the Proposal

The applicant, Savo Family Limited Partnership, seeks the following Zoning Authorization pursuant to Article X: Special Purposed Districts, Chapter 7: Special South Richmond Development District under section 107-40 Special Use Bulk and Parking Regulations of the Zoning Resolution of the City of New York.

- **107-68 Modification of Group Parking Facility and Access Regulations -** which holds in part that for a "permitted…commercial use, the City Planning Commission may authorize more than 30 accessory off-street parking spaces." …and, "in order to grant such authorization, the Commission, upon review of the site plan shall find that:

  a) vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;
  b) where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and
  c) the location of such vehicular access and egress permits better site planning.

The findings set forth above have been established as the appropriate safeguards and provisions to minimize adverse effects on the surrounding area for permitted commercial, community facility, and manufacturing uses where 30 or greater accessory off-street parking spaces are proposed, or for any use which would modify access restrictions with regard to curb cuts as set forth in paragraph a) of Section 107-251 (special provisions for arterials) or paragraph (a) of Section 107-252 (Special provisions for park streets).

The requested Zoning Authorization would facilitate a proposal by the Applicant to develop a 3-story, 36-foot tall, 50,776.6 gross square foot ("GSF") commercial structure containing 14,653 square feet ("SF") of ground floor retail space and 21,470.6 SF of upper floor commercial office space, as well as below-grade parking. This new building would be added to an existing site composed of four tax Lots – 150, 117, 95, and 101 on Block 5497 – which contains a 3,569 GSF restaurant with drive-through service, and a 10,680 GSF structure whose square footage is evenly split between ground floor retail and second-floor office space. Per the Applicant's proposed development, the three buildings (two existing and proposed 50,776.6 GSF structure) would be served by a group parking facility with 176 parking spaces and accessed from Richmond Avenue and from Putnam Street, which provides access to Amboy Road. While the existing and proposed buildings' use and bulk are allowed as of right by the site's combination of R3-2/C1-1 and C8-1 zoning, per Section 107-472 "no accessory group parking facility for non-residential uses shall contain more than 30 off-street parking spaces except as set forth in Section 107-68. The proposed development will require group parking facility in excess of 30 spaces – as such, Zoning Authorization pursuant to Section 107-68 of the Special South Richmond Development District is required. Without the requested authorization for a group parking facility in excess of 30 spaces the Proposed Project cannot be developed.

As discussed further in the *Statement of Facts and Findings* prepared by Rampulla Associates Architects LLP (*See Appendix E*), the following safeguards and/or conditions promote/and or protect the general intent of the SRD and uphold the findings as set forth in ZR 107-68:

a) *vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;*

The Project Site would be serviced by two (2) existing curb cuts. No new curb cuts are proposed. The site has 155.98 Linear feet for frontage on Richmond Avenue, mapped at an 80-foot width and improved to a 53.50-foot width. Richmond Avenue is a Final Mapped Street and is identified as an Arterial Street within the SRD. The site has an existing 20-foot-wide curb cut on Richmond Avenue, which will be increased by 4 feet pursuant to the Proposed Action. The Project Site is also serviced by an existing curb cut on Putnam Street and has approximately 168 feet of frontage along Putnam Street. The proposed access via Putnam Street will be provided via an at-grade extension of Putnam Street. The existing entrance on Putnam Street will be maintained at 31 feet and 6 inches. Since the Site can be accessed via Richmond Avenue and Putnam Street, a new internal automotive and pedestrian access easement is being created within the zoning lot to connect Richmond Avenue and Putnam Street.

The proposed internal circulation of pedestrian and vehicular traffic would be arranged so as to minimize through traffic on local streets as well as to allow ingress/egress to occur via bounding commercial corridors. Additionally, the proposed action would effectuate infill of an already established and underutilized shopping center adjacent to existing supportive infrastructure such as arterial roadways and transit resources. Thus, the Proposed Action would maintain smart growth principles, which are inherent to the goals of the SRD, by effectively concentrating density in an appropriate area adjacent to supportive infrastructure, and where existing commercial activity would occur. Therefore, these provisions and design features would minimize impact to local streets and residential areas.

b) where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and

Richmond Avenue is an Arterial Street as defined by the SRD. There is one lane of the southbound side of Richmond Avenue at the intersection of Richmond Avenue and Amboy Road. The existing 20-foot wide curb cut, which would be extended by 4 feet pursuant to the Proposed Action, has been in existence for over forty-five (45) years and would only service the buildings in the Project Area. This curb cut pre-dates the enactment of the SRD and does not create any new interferences with pedestrian traffic. Traffic at the curb cut is controlled by existing stop signs within the zoning lot. There is an existing traffic signal at the intersection of Richmond Avenue and Amboy Road. Therefore, the Proposed Action would not introduce any uncontrolled ingress/egress that would result in a conflict between vehicular and pedestrian traffic. Additionally, pedestrian access and circulation would be improved pursuant to the Proposed Action through the provision of a wider pedestrian path connected to outdoor seating/landscaped areas proposed within the interior portion of the parking facility.

c) the location of such vehicular access and egress permits better site planning.

The proposal will not change the existing access and egress to the site, as existing curb cuts would be utilized. The existing internal pedestrian sidewalk would be widened from 3 feet to 5 feet in width and would provide connectivity through the parking lot to two (2) outdoor seating areas. This will improve safety and visibility of pedestrians traveling along Richmond Avenue. Thus, through the provision of the pedestrian path, the outdoor seating areas, and the re-utilization of the two (2) existing curb cuts, the Proposed Action promotes better site planning.

As discussed in the *Statement of Facts and Findings*, the Applicant's Proposed Development will also require a two (2) Chairperson Certifications:

- *ZR Section 35-592 – CPC Chair Certification of Cross-Access Connection*
- *ZR Section 36-596 – CPC Chair Certification that no connection is required, relocation of previously certified connections, and voluntary connections.*

Pursuant to ZR 36-59, in C8 zoning districts in the Borough of Staten Island, existing or new open parking lots adjacent to one another on the same or separate zoning lots shall be required to provide vehicular passageways between such open parking lots. Such vehicular passageways referred to as "cross access connections" shall be provided in accordance with the requirements of Section 36-59. The Chairperson Certifications are ministerial actions, which is not subject to environmental review.

The Certification that no connection is required as referenced from the above Statement of Facts from the Land Use Application is based on the following criteria and rationale;

Per ZR Section 36-596 "The Chairperson shall certify to the Department of Buildings that no cross-access connection is required along a lot line, or other boundary between separate parking lots when located on the same zoning lot, due to the presence of the following conditions, and provided that no alternate location along such lot line or other boundary between properties exists":

The Subject Zoning Lots abuts Block 5497, Lot 89 also known as 4463 Amboy Road. Lot 85 is improved with an existing one (1) story Automobile Tire Sales Building and a separate one (1) story Car Wash Building. The Subject Zoning Lot line separating the Subject Zoning Lot from Lot 85 is oddly shaped and has two (2) separate lengths of 125 feet long and 223 feet long.

(1) grade changes greater than 15 percent;

- *The proposal includes lifting the grade along the 223 feet length the Site shares with Lot 85 which requires the installation of a retaining wall. The retaining wall will be approximately 7.0' high. Cross-access at this portion of the lot will not be possible due to a grade change of more than 15%.*

(2) existing buildings or other structures to remain that are located within 50 feet of the subject zoning lot or property; or

- *Along Lot 85's 125 feet length shared with the Subject zoning lot there exists an existing one (1) story building within 50 feet of the lot. Cross-*

access is not possible in this location. Along Lot 85's 223 feet length there exists other structures in the form of equipment for the car wash use located at Lot 85. Cross-access is not possible in this location.

1.6 Purpose and Need

Without Zoning Approval per ZR section 107-68 of the Special South Richmond Zoning District, separate parking facilities and access would be required for all uses within the individual buildings that are present on the Project Site and would limit each individual building to under 30 parking spaces per ZR section 107-472. This would preclude the ability to construct the proposed 50,776.6 GSF building, which complies with all bulk regulations specified by the Zones (C8- 1 and R3-2/C1-1) in which it is to be located. The applicant is requesting approval pursuant to Zoning Resolution (ZR) Section 107-68 Modification of Group Parking Facility and Access Regulations per Chapter 7: Special South Richmond Development District to allow for a group parking facility to support the existing uses currently present on Block 5497, Lots 117, 150, 95, and 101 as well as a new commercial retail/office building totaling 50,776.6 GSF.

1.7 Analysis Framework

The analysis which follows compares the incremental difference between the proposed development under the proposed action (With-Action Scenario) and the development which could occur as-of-right under the site's existing zoning regulations (No-Action Scenario).

Future No-Action Condition
Absent the proposed actions, 75 Putnam Street (Lot 95) would be developed with a one-story, 9,000 GSF/ZSF local retail building with 30 additional surface parking spaces.

A 9,000 SF commercial (local retail) building, which requires 1 space per 300 SF under the C8-1 zone in which it would be located would maximize the development allowed without exceeding the 30-space off-street accessory parking limitation and would be allowable by ministerial action only and therefore, will serve as a No-Action Reasonable Worst Case Development Scenario for the evaluation of the Requested Zoning Approval. A total of 83 parking spaces would be present under the No-Action Scenario – which would include 53 existing and 30 additional surface parking spaces within a separate parking facility for the new 9000 SF building.

Future With-Action Condition
Pursuant to the proposed actions, Lot 95 and Lot 117 would be developed with a three-story (36'), 50,776.6 GSF (including cellar parking), 36,123.6 ZSF commercial structure containing 14,653 SF of ground floor retail space, and 21,470.6 SF of commercial office space on the upper floors of the building. The first and second floor of the Proposed Building would extend a combined 4,020.6 sf onto Lot 117. The building would contain 14,653 SF of below grade parking, with 32 parking spaces. Inclusive of the 32 below-grade spaces on Lot 95, 123 new surface spaces would be developed. In total, 176 parking spaces would serve the new building, as well as the two existing buildings on site.

With discretionary approval per ZR section 107-68 of the Special South Richmond Zoning District, to allow a group parking facility in excess of 30 spaces, the With-Action Scenario would be the same as the Applicant's Proposed Development. Per the requirements to allow a group parking facility in excess of 30 spaces, the Applicant must submit a site plan describing the number of spaces and the configuration of the site that is tied to the requested discretionary approval, as such the building size and bulk is effectively controlled by the Applicant's Site plan Due to

limitations prescribed by the bulk and setback requirements under the C8-1 and R3-2/C1-1 zoning and the accessory off-site parking requirements per Zoning regulations required for commercial buildings, the Reasonable Worst Case Scenario is the same as the Applicant's Proposed Development.

__Table 1-3__ below summarizes the differences between the Existing, No-build and Build Conditions and __Table 1-4__ below provides a summary of the incremental difference between these conditions.

Table 1-3: Comparison of Building, No-Build and Build Conditions

Lots			Existing Condition				No-Build				Build			
Address	Block/ Lot #	Lot Area	Commercial Floor Area	Vacant Land	Parking	Existing FAR	Commercial Floor Area	Vacant Land	Parking	**FAR**	Commercial Floor Area	Vacant Land	Parking Spaces	Proposed FAR
3839 Richmond Ave	5497/117	28,161	0	20,111	14	0.00	0	20,111	14	0		0	70	0.00
	5497/150	12,104	10,680 ZSF/GSF	0	16	0.88	10,680 ZSF/GSF	0	16	0.88235	10680.0 ZSF/GSF	0	0	0.10
75 Putnam St	5497/95	44,276	0	28,450	0	0.00	9,000 ZSF/GSF	0	30	0.20327	36123.6 ZSF, (50,776.6 GSF)	0	85	0.82
25 Putnam St	5497/101	24,401	3,569 ZSF/GSF	0	23	0.15	3,569 ZSF/GSF	0	23	0.14626	3569 ZSF/GSF	0	21	0.15
Total	**Total**	**108,942**	**14,249 ZSF/GSF**	**48,561**	**53**	**0.13**	**23,249 ZSF/GSF**	**0**	**83**	**0.21341**	**50,372.6 ZSF (65,025.6 GSF)**	0	**176**	**0.46**

Table 1-4: Comparative Incremental Assessment of Build Conditions

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	YES ☒ NO	YES ☒ NO	YES ☒ NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units	0	0	0	0
No. of low- to moderate-income units	0	0	0	0
Gross floor area (sq. ft.)	0	0	0	0
Commercial	☒ YES NO	☒ YES NO	☒ YES NO	
If "yes," specify the following:	25 Putnam Street (Bldg 2) = fast food commercial 2829 Richmond Ave (Bldg 3) = local retail/office	75 Putnam Street (Bldg 1 – no-action new) local retail 25 Putnam Street (Bldg 2) = fast food commercial 2829 Richmond Ave (Bldg 3) = local retail/office	75 Putnam Street (Bldg 1 – with action - proposed new) = retail/general office 25 Putnam Street (Bldg 2) = fast food commercial 2829 Richmond Ave (Bldg 3) = local retail/office	
Describe type (retail, office, other)	Group 6 Commercial, retail, office	Group 6 Commercial Retail, general office,	Group 6 Commercial Retail, General Office	
Gross floor area (sq. ft.)	14,249	23,249	65,025.6 (50,372.6 zsf)	41,776.6 GSF (27,123.6 SF without the proposed cellar parking)
Manufacturing/Industrial	YES ☒NO	YES ☒ NO	YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	YES ☒ NO	YES ☒ NO	YES ☒ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☒ YES NO	YES ☒ NO	YES ☒ NO	

If "yes," describe:	lot 117 mostly vacant with some parking supporting			-20,111
	EXISTING CONDITION	**NO-ACTION CONDITION**	**WITH-ACTION CONDITION**	**INCREMENT**
	commercial/retail building on Lot 150. Lot 95 – completely vacant undeveloped overgrown – total 56,582			
Publicly Accessible Open Space	YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	YES ☒ NO	YES ☒ NO	☒ YES NO	
If "yes," specify the following:			Parking under proposed building	
No. of public spaces				
No. of accessory spaces			32	32
Operating hours			6 am – 10 pm	
Attended or non-attended			Non-attended	
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:	Surface parking	Surface parking		
No. of public spaces				
No. of accessory spaces	53	83	144	61
Operating hours	6 am – 10 pm	6 am – 10 pm	6 am – 10 pm	
Other (includes street parking)		YES ☒ NO	YES ☒ NO	
If "yes," describe:				
ZONING				
EXISTING CONDITION	**NO-ACTION CONDITION**	**WITH-ACTION CONDITION**	**INCREMENT**	**EXISTING CONDITION**
Zoning classification	R3-2 - C1-1/ C8-1	R3-2 - C1-1/ C8-1	R3-2 - C1-1/ C8-1	R3-2 - C1-1/ C8-1
Maximum amount of floor area that can be developed	Residential – 20,312 Com fac – 229,800 Commercial - 108,942[5]	Residential – 20,312 Com fac – 229,800 Commercial - 108,942	Residential – 20,312 Com fac – 229,800 Commercial - 108,942	Residential – 20,312 Com fac – 229,800 Commercial - 108,942

[5] Maximum based on FAR of 1.0 commercial for C8-1 and C1-1, .5 on portion of Lots that are zoned residential, and based on 2.4 Community Facility FAR under C8-1 and C1-1

Predominant land use and zoning classifications within land use study area(s) or a 400-ft. radius of proposed project	Commercial and residential `	Commercial and residential	Commercial and residential	Commercial and residential

Figure 1-1: Site Location Map

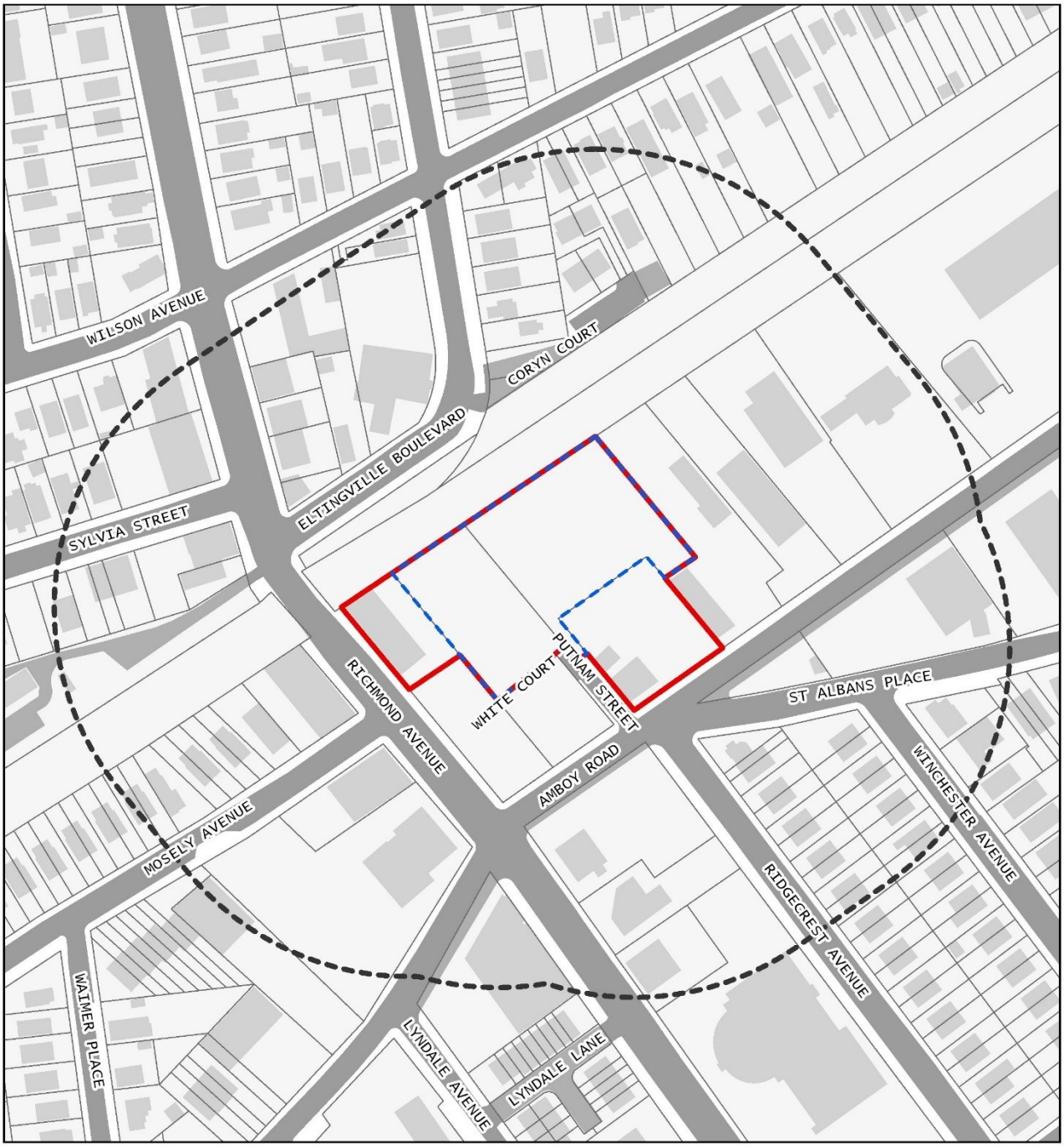


Figure 1-2: Tax Map

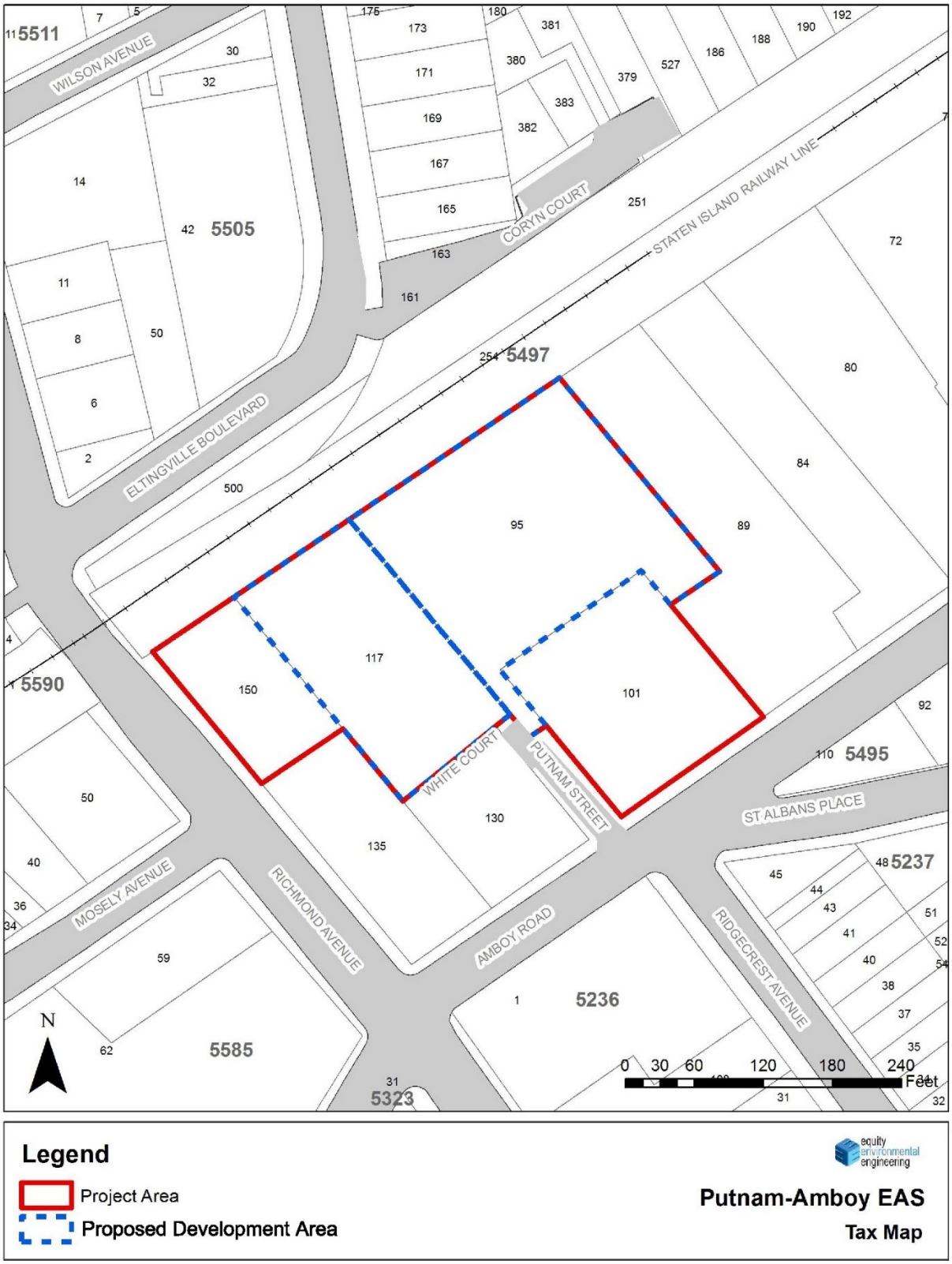


Figure 1-3: Zoning Map

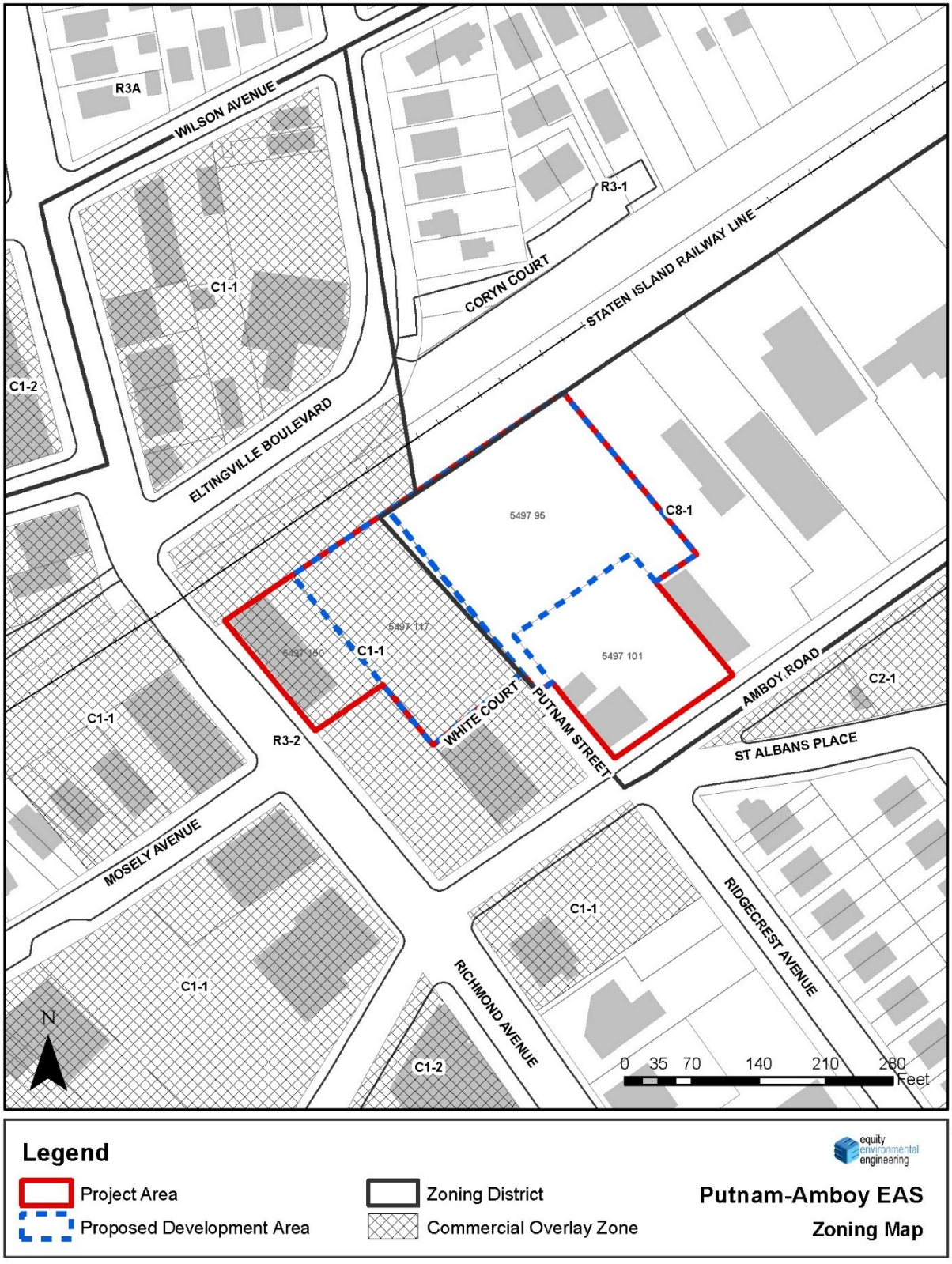


Figure 1-4: Land Use Map

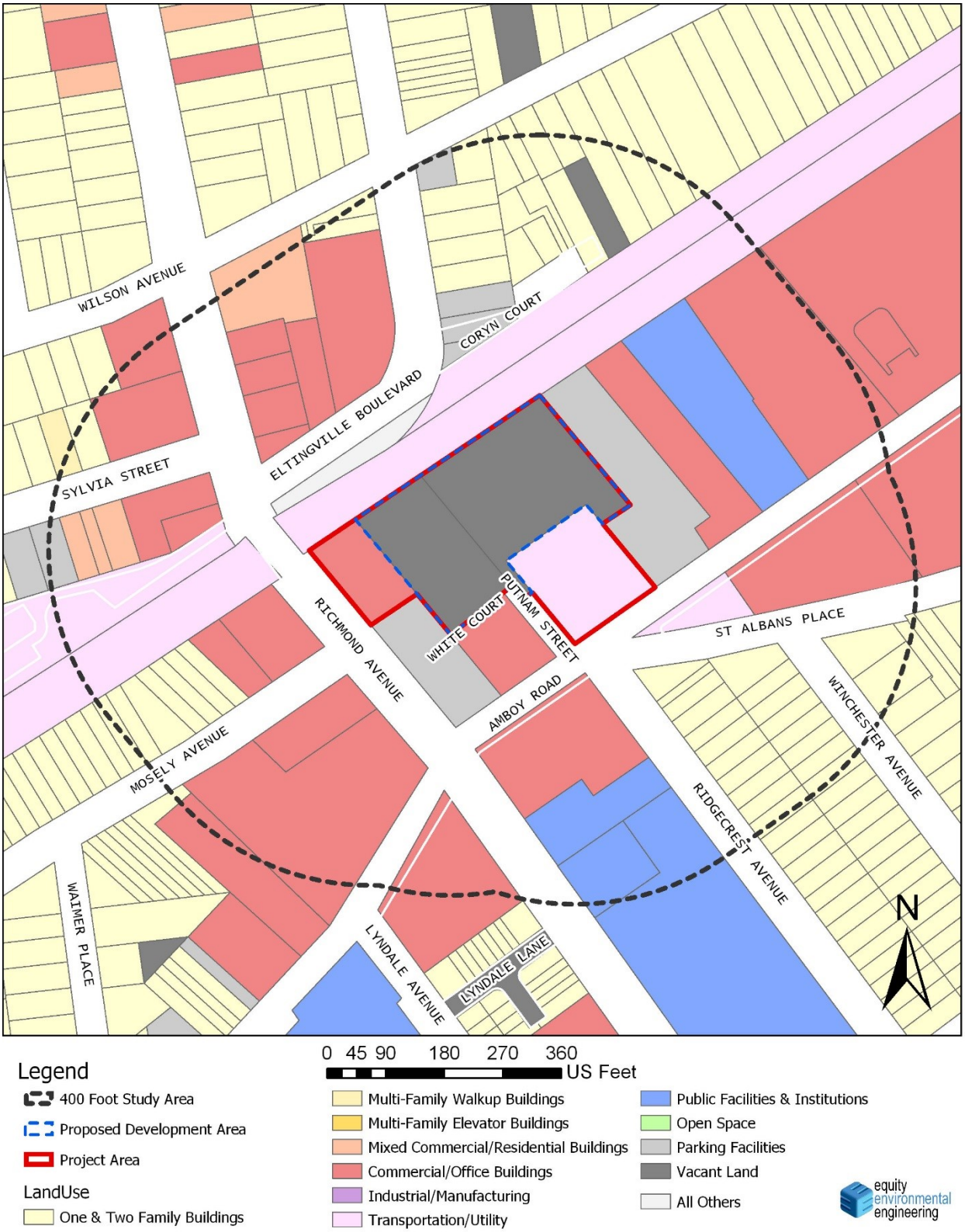
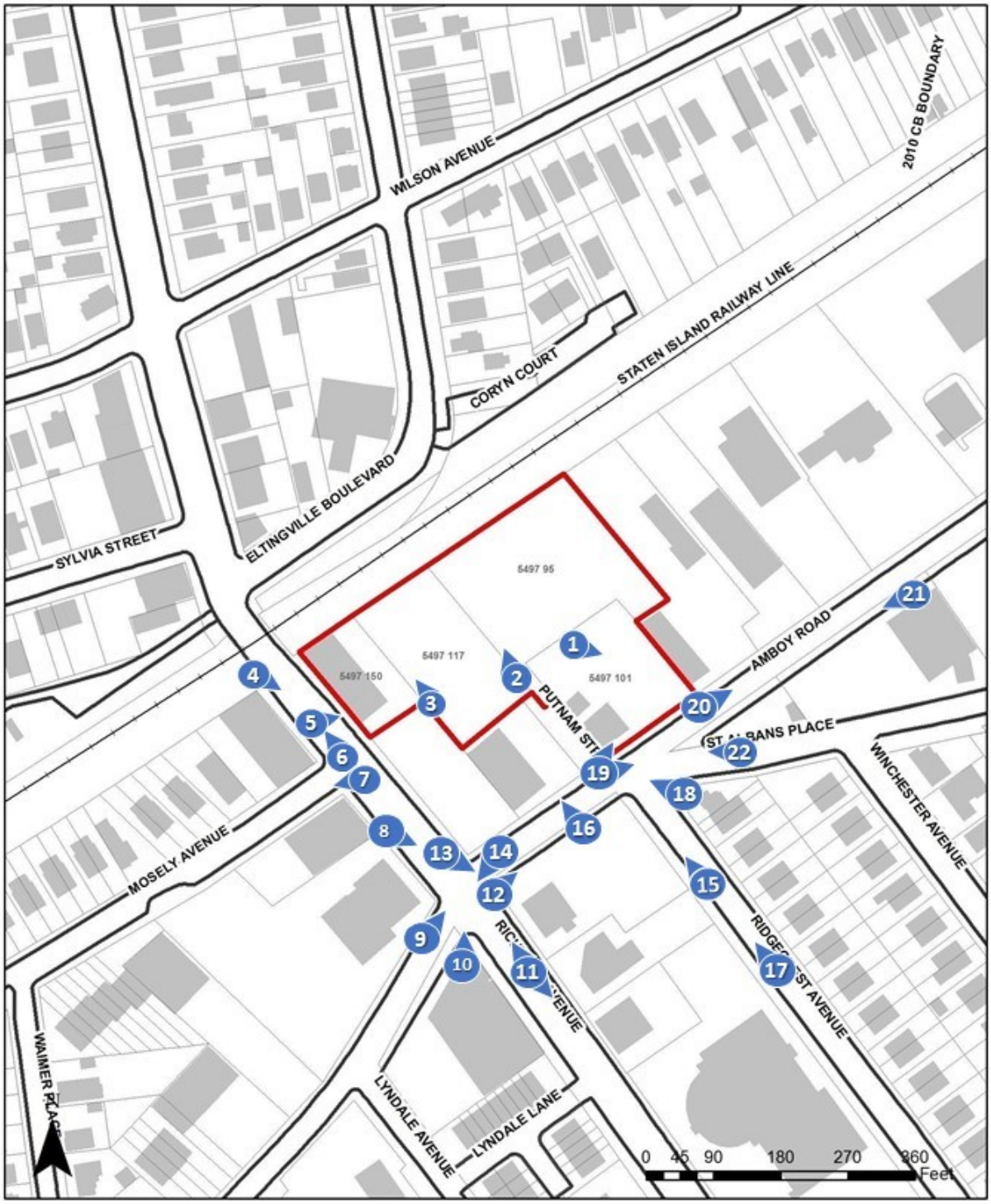


Figure 1-5: Photo Key and Photographs (1-23)
Photos were taken August 23, 2018; Photo 9 & 15 taken March 2018



Putnam Street & Amboy Road, Staten Island Photos #1-3

Photo 1: View southeast from an area behind Bank of America

Photo 2: View northwest towards the project site from an area behind Bank of America

Photo 3: View Northwest towards the Project Site from the Eltingville Plaza park lot

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #4-6

Photo 4: View southeast from the west side of Richmond Avenue at the Staten Island Railway Bridge.

Photo 5: View east from the west side of Richmond Avenue.

Photo 6: View Northwest down Richmond Avenue looking towards the Staten Island Railway.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #7-9

Photo 7: View from the east side of Richmond Avenue looking west at the intersection of Mosely Avenue.

Photo 8: View southeast from the west side of Richmond Avenue, mid-block.

Photo 9: View East from the intersection of Richmond Avenue and Amboy Road.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #10-11b

Photo 10: View north from the intersection of Amboy Road and Richmond Avenue.

Photo 11a: View southeast from the east side of Richmond Avenue, south of Amboy Road.

Photo 11b: View northwest from the east side of Richmond Avenue, south of Amboy Road.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #12-14

Photo 12: View northeast from the intersection of Amboy Road and Richmond Avenue.

Photo 13: View southeast from the intersection of Richmond Avenue and Amboy Road.

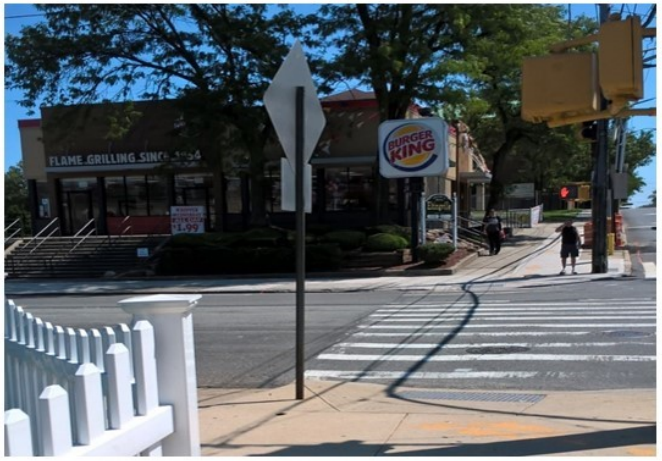


Photo 14: View southwest at the intersection of Amboy Road and Richmond Avenue, looking up Amboy Road.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #15-17

Photo 15: View west on Amboy Road at Richmond Ave

Photo 16: View northwest looking towards the project site in the distance from Ridgecrest Avenue.

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Photo 17: View southeast looking towards Ridgecrest Avenue.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #18-19b

Photo 18: View west from the intersections on with Amboy Road towards Wendy's and Bank of America.

Photo 19a: View southeast down St. Alban's Place from the west side of Amboy Road in front of Wendy's.

Photo 19b: View north from west side of Amboy Road on the south side of the Putnam Street intersection.

Photo Key

Putnam Street & Amboy Road, Staten Island Photos #20-22

Photo 20: View north looking down Amboy Rd adjacent to Block 5497, Lot 89, on the west side of Amboy Rd.

Photo 21: View south from Block 5495, Lot 92 on the east side of Amboy Road.

Photo 22: View north from west side of Amboy Road at Block 5497, Lot 101.

Photo Key

2.0 ENVIRONMENTAL REVIEW

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement ("EAS") Short Form. Technical Analyses of the EAS forms a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the 'NO' box in that section was checked; additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the 'YES' box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

A 'YES' answer was provided in the following technical analyses areas on the EAS Short Form:

- ***Land Use, Zoning, and Public Policy:*** The Proposed Action would facilitate a development that is consistent with the surrounding land use pattern, would not create conflicts with existing land uses, and would not alter the overall land use pattern in the area. The proposed action would not create a conflict with established zoning patterns or the intent of the Zoning Resolution or the Special South Richmond Development District. Development of a new commercial use at the local business hub adjacent to the Eltingville SIR station would be consistent with relevant policies of the Waterfront Revitalization Program (WRP). Lastly, the proposed development and accessory group parking will not adversely impact the neighborhood, impair the appropriate use or development of adjacent property or be detrimental to the public welfare. The proposal includes plans for access, egress, and circulation of the shared group parking facility, so as to minimize vehicular traffic and congestion within the site and in the surrounding area.
- ***Historic and Cultural Resources:*** To determine whether the Proposed Development has the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic, cultural and architectural resources. No resources were found within the project area that would be considered historic or significant. The LPC was contacted for their initial review of the project's potential to impact nearby historic, archeological and cultural resources, and a response was received on June 22nd, 2017 indicating that the projected development site and surrounding Study Area does not contain any known architectural or archeological or historic significance (**Appendix A**).
- ***Urban Design and Visual Resources:*** The proposed action would induce the development of a commercial building with complying use and bulk, on a commercial corridor, in an already established shopping center. Additionally, the requested Zoning Authorization, pursuant to ZR Section 107-68, would facilitate the creation of a shared group parking facility to be used by the proposed building in addition to the two existing commercial buildings on the Project Site. The proposed development is similar in both bulk and context to surrounding land uses and development patterns. Vehicular access, egress, and circulation for the proposed surface parking lot would be arranged in a manner that would result in minimal vehicular traffic to and through local streets. The proposed development would not negatively impact viewsheds, natural features, open space, or the pedestrian experience. Therefore, the proposed action would not result in impacts to urban design or visual resources.
- ***Hazardous Materials:*** A Phase I Environmental Site Assessment (ESA) was performed for the Project Site. Based on the evidence provided by the EDR database report, observations made during the site reconnaissance, and professional judgement, it is

Equity's conclusion that a Vapor Encroachment Condition (VEC) cannot be ruled out for the subject properties due to records of Historical Dry-Cleaning facilities, Historical Gas Stations and NY Spills proximate to the subject properties. Additionally, Equity found one (1) REC associated with the subject property located at 75 Putnam Street (Block 5497, Lot 95). Small areas of stained soil were identified on the northeast corner of the Lot 95. Accordingly, an E-Designation will be placed on the Project Site to ensure that testing and, if necessary, remediation of hazardous materials is performed prior to, or as part of, future development, thereby eliminating the potential for a hazardous materials impact.

- ***Transportation:*** The proposed action would allow for the development of a group parking facility with 176 accessory parking spaces. The development would have access to the surrounding road network via a two-way access drive on Richmond Avenue and a two-way access drive to Amboy Road, via Putnam Street. A trip generation and dispersion analysis demonstrate that no intersection would receive incremental travel in excess of 50 vehicles per hour, and no pedestrian or transit element would receive incremental travel in excess of 200 persons per hour. Accordingly, no potential for significant adverse impacts related to Transportation are anticipated.
- ***Air Quality:*** A screening analysis conducted using Figure 17-8 of the *2014 CEQR Technical Manual* demonstrates that development under the proposed action would not create significant impacts related to HVAC emissions. In addition, an analysis of tailpipe emissions within the proposed parking facility indicated there would be no adverse impacts from parking lot activity, and there are no nearby emissions sources that would adversely affect project occupants. A survey of the Project Area was completed to identify any potential Industrial or Manufacturing sources. There are no Industrial/Manufacturing sources within the surrounding area. Therefore, the proposed project would have no significant adverse impacts on air quality.
- ***Noise*****:** No unenclosed specific stationary noise sources of concern were observed during field inspection. As the Project Site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the proposed project would not introduce a new stationary noise source nor would vehicular traffic be increased on nearby roadways. An analysis of noise conditions at the project site demonstrated that no mitigation measures would be required to ensure the provision of an acceptable indoor noise environment. Therefore, no significant adverse stationary source impacts are anticipated because of the Proposed Action, and no further analysis is warranted.
- ***Public Health:*** No unmitigated impacts to any of the elements that affect public health are anticipated as a result of the proposed action. Therefore, no further analysis is warranted.
- ***Neighborhood Character:*** No impacts to any of the constituent elements of neighborhood character are anticipated as a result of the proposed action. Therefore, no further analysis is warranted.

In the following technical sections, where a preliminary or more detailed assessment was necessary, the discussion is divided into Existing Conditions, the Future No-Action Conditions (The Future without the Proposed Action), and the Future With-Action Conditions (The Future with the Proposed Action).

2.1 LAND USE, ZONING, AND PUBLIC POLICY

The *CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the surrounding area. Land use, zoning and public policy are described in detail below.

Methodology

Existing land uses determined by reference the New York City Zoning and Land Use (Zola) database and PLUTOTM 16v2 shapefiles. These uses were then confirmed through site visits. Identifying existing Zoning districts related to the 400-foot Study Area were performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of New York City Department of City Planning (DCP) and other city agencies programs and documentation.

2.1.1 Land Use

Existing Conditions-Project Site

The Project Site is in Community District 3 of Staten Island and consists of Block 5497, Lots 117, 150, 95, and 101. The Site is located on the corner of Richmond Avenue and Amboy Road, directly south of the right-of-way for the Staten Island Railway and adjacent to Block 5497 Lot 89 to the east. The site, as identified in **Table 1-1** above, measures approximately 107,510 SF and is improved with a two-story 10,680 GSF commercial and office use structure, which is located on Lot 150 at 3839 Richmond Avenue. The structure on Lot 150 was constructed in 2005 and has a portion of its accessory parking located on Lot 117. Additionally, the site contains a 1-story 3,569 GSF fast-food drive-in establishment located on Lot 101 at 25 Putnam Street Road. 3839 Richmond Road has a lot coverage of 5,340.4 SF while 25 Putnam Street has a lot coverage of 3,569 SF or a total of 8,902 SF on a 108,942 SF combined lot of 150, 117, 95, and 101 – equaling a lot coverage of 8%. The total combined building square footage of the existing structures at 25 Putnam Street (3,569 GSF) and 3839 Richmond Road (10,680 GSF) is 14,249 GSF. The FAR for the Project Site is derived by dividing the total square footage of the existing structures on site (14,249 GSF) by the total combined lot area (the combined lot area of lots 117, 150, 95, and 101 is 108,942 SF), which equals .131. A FAR of .131 is well under the maximum FAR allowed in either an R3-2/C1-1 or C8-1. Lot 95 of the Proposed Development Site is currently a 44,276 SF vacant Lot. As noted above, Lot 117 of the Proposed Development Site is a partially vacant 27,031 SF Lot – of which a portion is used for parking by the existing commercial/office building located on Lot 150.

Existing Conditions-Surrounding Area

The surrounding area is located in the Eltingville neighborhood of Staten Island. As indicated in Figure 1-4 above, the land uses directly adjacent to Richmond Avenue and Amboy Road are predominantly commercial, vacant lots, and institutional uses. The project site is located within a local business hub centered on the Eltingville SIR station and is within the Eltingville area served by the South Shore Business Improvement District (BID). The storefronts along Richmond Avenue are traditionally oriented within streetwall buildings whereas the retail uses along Amboy Road are “strip mall” style retail and commercial buildings. The commercial uses comprising these commercial corridors generally consist of one-and two-story buildings. The area surrounding the above-mentioned commercial corridor is primarily characterized by single and multi-family residential development. Just outside the project study area, 250 feet southwest of the project

site is the Eltingville Shopping Center. This 100,000 sf, strip retail shopping center fronts both sides of Amboy Road and features a variety of convenience retail, grocery, service, and restaurant uses ranging from 1000 sf to 40,000 sf in size. The entire Project Site is located within the Special South Richmond Development District as discussed above in Section 1.3 and evaluated below in Section 2.1-2.

Analysis

Future No-Action Condition

Absent the Proposed Actions, a 9,000-square foot commercial local retail building which requires 1 space per 300 SF under C8-1 zone in which it would be located (Lot 95) - would maximize the development square footage per the prescribed 30-space off-street accessory parking limitation and would be allowable by ministerial action and therefore will serve as a No-Action Reasonable Worst Case Development Scenario for the evaluation of the Requested Zoning Approval. A total of 83 parking spaces would be present under the No-Build – which would include 53 existing and 30 additional spaces for the new 9,000 SF building. Each use present on the Project Site would be required to have its own separate parking facility.

Future With-Action Condition

Pursuant to the Proposed Action, a 3-story (36-foot) 50,776.6 GSF (36,123.6 ZSF) UG 6 commercial structure would be developed on Lots 95 and 117. The Proposed Development contains 14,653 SF of ground floor retail space, 16,370.6 SF of commercial office space on the second floor, and 5,100 SF of commercial office space on the third floor, for a total of 23,870.6 SF of commercial office space on the upper floors of the building. The building is to be supported by 14,653 SF of below-grade parking containing 32 spaces and an additional group facility surface parking lot, containing 144 spaces with shared internal circulation, access, and egress to the site. In total, on the combined Project Site– 176 parking spaces are required for the proposed group parking facility with discretionary approval per ZR section 107-68 of the Special South Richmond Zoning District, Special Use Bulk and Parking Regulations of the Zoning Resolution of the City of New York to allow a group parking facility in excess of 30 spaces.

The proposed commercial development's use and bulk are permitted as-of-right; however, development is precluded by the parking requirements of the underlying SRD pursuant to ZR 107-68. The Proposed Action would direct development towards an existing commercial corridor within an interior and underutilized portion of an already established shopping center where infrastructure, such as arterial roadways and transit resources, are present. Additionally, the Proposed Action would allow for a more compact and concentrated commercial center with improved pedestrian access, circulation and safety features. Therefore, the proposed development would provide supportive commercial uses to the surrounding residential community and promote more walkable conditions at an appropriate density to neighboring residential development. Through these features, as further discussed in Section 1.5, the Proposed Action would effectively uphold the general goals of the SRD.

Conclusion

The Proposed Action would facilitate a development that is consistent with the surrounding land use pattern, would not create conflicts with existing land uses, and would not alter the overall land use pattern in the area. No other changes to land use on the Project Site or parcels adjacent to the Project Site or within the 400-foot Study Area are foreseen as a result of the action or resulting from other known actions in the area.

2.1.2 Zoning

The *New York City Zoning Resolution* dictates the use, density and bulk of developments within New York City. The City has three basic zoning district classifications – residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low, medium, and high-density districts.

Affected Area
The entire Project Site lies within the Special South Richmond Development District and a Lower Growth Management District (as further discussed above in Section 1.3) in Community District 3 of Staten Island. Block 5497, Lots 150 and 117 are located within an R3-2 zoning district with a C1-1 overlay. Block 5497, Lot 101 and Lot 95 are located within a C8-1 zoning district. Zoning Sectional Map 33c is provided in **Figure 2.1-2** below.

The Special South Richmond Development District
The SRD encompasses an area of approximately 20 square miles and was originally established in 1975 to guide development of predominantly vacant land in the southern half of Staten Island during a time of rapid development. The SRD was adopted with the general goal of managing growth to ensure that the provision of public infrastructure could adequately support new development. Pursuant to Section 107-00 of the Zoning Resolution, the SRD was created to uphold the following general purposes:

a) to guide future development in accordance with the Land Use Plan for South Richmond and the Capital Improvement Plan for the Special District Area;
b) to promote balanced land use and development of future land uses and housing in the Special District area, including private and public improvements such as schools, transportation, water, sewers, drainage, utilities, open space and recreational facilities, on a schedule consistent with the City's Capital Improvement Plan and thereby provide public services and facilities in the most efficient and economic manner, and to ensure the availability of essential public services and facilities for new development within the area;
c) to avoid destruction of irreplaceable natural and recreational resources such as lakes, ponds, watercourses, beaches and natural vegetation and to maintain the natural ecological balance of the area with minimum disruption of natural topography, trees, lakes and other natural features; and
d) to promote the most desirable use of land in the South Richmond area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues.

To avoid destruction and encroachment of the natural and recreational resources that define the community, the district mandates tree preservation and planting requirements, controls changes to topography, and establishes special building heights, use provisions, setback limits, and parking/curb cut limitations. Additionally, designated open spaces (DOS) within the SRD are required to be left in a natural state as part of an open space network that includes public parks and waterfront esplanades. Lastly, to ensure that public school needs are addressed, the Chairperson of the City Planning Commission must certify that sufficient school capacity exists to accommodate a new residential development, except in a predominantly built-up area, prior to the issuance of a building permit.

Lower Density Growth Management Area
Lower Density Growth Management Areas (LDGMA) enforce special zoning controls aimed to match future development to the capacity of supporting services and infrastructure in parts of the city experiencing rapid growth. LDGMA areas are mapped in Community Districts 1, 2, and 3 in

Staten Island and Community District 10 in the Bronx. Special regulations within an LDGMA apply to any development in an R1, R2, R3, R4-1, R4A or C3A district or 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. LDGMAs are enforced through special regulations affecting parking, bulk and lot size, yards, open space and landscaping, private road development, commercial development, medical offices, and daycares.

R3-2

R3-2 districts are general residential districts which allow a variety of housing types including, low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. These districts are the lowest density zoning district in which multiple dwellings are permitted. Zoning regulations in this district vary by residential housing type. Lot width for detached houses must be a minimum of 40-feet, and for other housing, types must be a minimum of 18 feet. Lot area for detached houses must be 3,800 SF and for other housing types must be 1,700 SF. Permitted FAR is .5 with a 20% increase for attic allowance. The minimum front yard setback is 15 feet and the minimum rear yard setback is 30 feet. One parking space is required per dwelling unit. R3-2 districts permit the following Use Groups: 1-4

C1-1

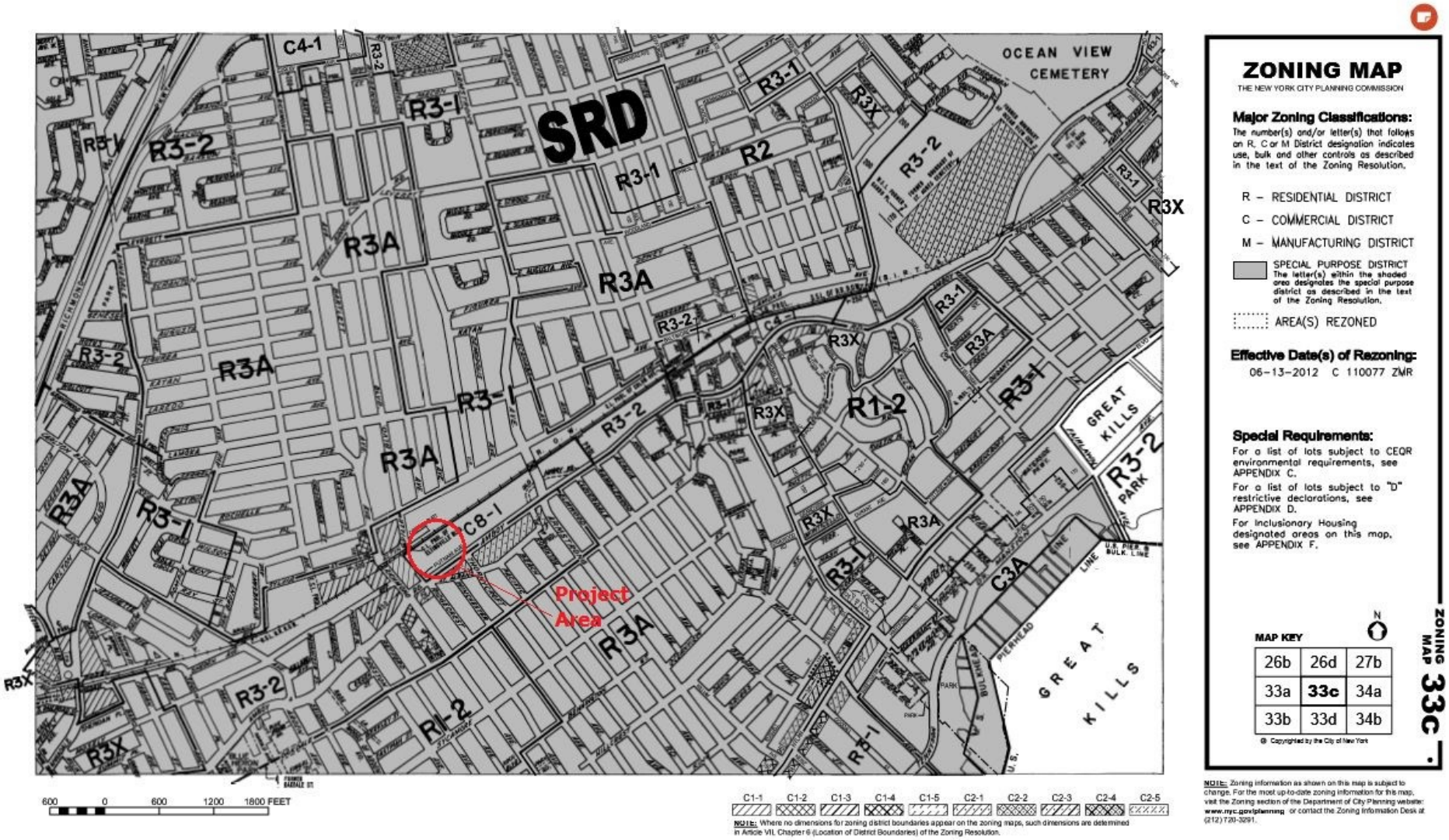
C1-1 districts are commercial overlays mapped within residential districts along streets that serve local retail needs. Typical retail uses include grocery stores, restaurants and beauty parlors. The maximum commercial FAR permitted in this district is 1.0. C1-1 Districts allow use groups 1-6. Local retail in a C1-1 requires 1 parking space for every 150 SF[7] of floor area or 36 parking spaces. Commercial uses in a C1-1 requires 1 parking space for every 400 SF of space or 13 spaces.

C8-1

C8 districts are mapped along major traffic arteries and bridge commercial and manufacturing uses. These districts typically provide for automotive and other heavy commercial services that often require large amounts of land. C8-1 districts permit use groups 4-14 and 16. Typical uses in this district include automobile showrooms, repair shops, warehouses, gas stations, and car washes-although all commercial uses (except large, open amusements), as well as certain community facilities, are permitted. Housing is not permitted in this district. Additionally, performance standards are imposed for certain semi-industrial uses (UG 11A and 16). C8-1 Districts have a maximum commercial FAR of 1.0 and a Community Facility FAR of 2.4, while allowing a maximum structure height within initial setback distance of 30-feet or two stories – whichever is less and requiring a rear yard minimum of 20-feet.

[7] Section 36-21 NYC Zoning Resolution

Figure 2.1-2 Zoning Map



Analysis

Future No-Action Condition
A 9,000 GSF/ZSF local-retail building, which requires 1 space per 300 SF under C8-1 zone in which it would be located (Lot 95)- would maximize the development square footage per the prescribed 30-space off-street accessory parking limitation and would be allowable by ministerial action and therefore will serve as a No-Action Development Scenario for the evaluation of the Requested Zoning Approval. A total of 30 additional parking spaces would be developed for a total of 83 parking spaces on the overall site under the No-Build – however each use present on the Project Site would be required to have its own separate parking facility.

Future With-Action Condition
Pursuant to the Proposed Action, a 3-story 50,776.6 GSF (36,123.6 ZSF) UG 6 commercial structure containing 14,653 SF of ground floor retail space, and 21,470.6 SF of commercial office space on the upper floors of the building would be developed on Lot 117 and Lot 95 of the Proposed Development Site. The building is to be supported by 14,653 SF of below-grade parking containing 32 spaces and supported by an additional group facility surface parking lot, containing 144 spaces, resulting in a total of 176 parking spaces prescribed by the underlying zoning-to be shared with the existing buildings on the Project Site.

Due to limitations prescribed by the bulk and setback requirements under the split zoning lot that underlies the Proposed Development Site and the accessory off-site parking requirements per Zoning regulations required for commercial buildings, the Reasonable Worst-Case Scenario is the same as the Applicant's Proposed Development. C8-1 Districts have a maximum commercial FAR of 1.0 and a Community Facility FAR of 2.4, while allowing a maximum structure height within initial setback distance of 30-feet or two stories – whichever is less[8] and requiring a rear yard minimum of 20-feet. Given limitations of height, bulk and parking requirements, it is not feasible to achieve the available 1.0 FAR.

Conclusion
As discussed in Section 1.5 above, the proposed action will uphold the goals and general intent of the SRD and the LDGMA which govern the Project Site through site planning that addresses access, egress, and circulation of the shared group parking facility, so as to minimize vehicular traffic and congestion within the site and in the surrounding area. Additionally, the Proposed Action would allow for a more compact and concentrated commercial center that would support the surrounding residential community where infrastructure is adequate to accommodate such use. Lastly, the Proposed Action would facilitate more walkable conditions through improved pedestrian access, circulation and safety features such as internal high visibility crosswalks.

The Proposed Action will not result in any new zoning districts or classifications on the project site. Additionally, the Proposed Action would not change any text within the NYCZR. Further, it would not create a conflict with established zoning patterns or the intent of the Zoning Resolution and would not adversely affect surrounding uses.

2.1.3 Public Policy

The project site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Industrial Business Zone (IBZ), or the New York City Landmarks Law. The site is within the Coastal Zone and therefore subject to policy review for consistency with the New York

[8] Section 33-432

City Waterfront Revitalization Program (WRP). The WRP checklist and analysis has been completed and is appended to this EAS (*See Appendix D*). As indicated in this analysis, the proposed commercial development within the local commercial hub centered on the Eltingville SIR station would be consistent with relevant WRP policies. The project site is within the Eltingville area served by the South Shore Business Improvement District (BID). The South Shore BID is a recognized 501c3 non-profit organization created to enhance the economic vitality within the towns it serves. Ultimately, its goal is to make the towns of Annadale, Eltingville, and Great Kills better to work, shop and live in. Creation of a new retail/office building within the Eltingville area, as proposed, is compatible with this goal.

Public Policy for the Project Site is defined by the NYC Zoning Resolution and its location within the Special South Richmond Development District. The proposed development will require group parking facility in excess of 30 spaces – as such, Zoning Authorization pursuant to Section 107-68 of the Special South Richmond Development District is required. Without the requested authorization for a group parking facility in excess of 30 spaces, the Proposed Project cannot be developed. The granting of zoning authorizations is a discretionary action by the City Planning Commission and therefore is subject to the City Environmental Quality Review (CEQR).

The Special South Richmond Development District

Pursuant to ZR Article X, Chapter 7: Special South Richmond Development District: The Special South Richmond Development District was established in 1975 to guide the development of the southern part of Staten Island. According to ZR Section 107-00, the goal of this district is to:

a) to guide future development in accordance with the Land Use Plan for South Richmond and the Capital Improvement Plan for the Special District area;
b) to promote balanced land use and development of future land uses and housing in the Special District area, including private and public improvements such as schools, transportation, water, sewers, drainage, utilities, open space and recreational facilities, on a schedule consistent with the City's Capital Improvement Plan and thereby provide public services and facilities in the most efficient and economic manner, and to ensure the availability of essential public services and facilities for new development within the area;
c) to avoid destruction of irreplaceable natural and recreational resources such as lakes, ponds, watercourses, beaches and natural vegetation and to maintain the natural ecological balance of the area with minimum disruption of natural topography, trees, lakes and other natural features; and
d) to promote the most desirable use of land in the South Richmond area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues.

Conclusion

As further discussed in Sections 1.5, 2.1.2, and 2.5.1 of the Transportation Technical Analysis and in *the Statement of Facts and Findings provided in Appendix E,* the Proposed Action would provide for the approval criteria described under ZR section 107-68 for approval of group parking, which are as follows;

- **107-68 Modification of Group Parking Facility and Access Regulations -** which holds in part that for a "permitted…commercial use, the City Planning Commission may authorize more than 30 accessory off-street parking spaces." …and, "in order to grant such authorization, the Commission, upon review of the site plan shall find that:

a) vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas
b) where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and
c) the location of such vehicular access and egress permits better site planning.

As discussed in Section 2.5.1 of the Transportation Analysis, the proposal includes plans for access, egress, and circulation of the shared group parking facility, so as to minimize vehicular traffic and congestion within the site and in the surrounding area. Per the above criteria, the access and the egress to the site will not change with the addition of the proposed building – which are accessed off commercial oriented arterial streets, Amboy Road and Richmond Ave. Therefore, the proposed action would not jeopardize the intent of the Special South Richmond Development District, adversely impact the neighborhood, impair the appropriate use or development of adjacent property or be detrimental to the public welfare.

2.2 HISTORIC AND CULTURAL RESOURCES

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated, according to the *CEQR Technical Manual*. The term "historic resources" defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

The Proposed Action involves in ground disturbance to a currently undeveloped parcel of the Project Site. Accordingly, the LPC was contacted for review of the Proposed Development's potential impact to historic, cultural, and archeological resources as further discussed below.

Analysis

Future No-Action Condition
An as of right zoning scenario was assessed for the Future No-Action Condition to determine whether it potentially impacts cultural and historic resources that may be located within the Project Study Area. The No-Action Scenario assumes a 9,000-square foot commercial local-retail building, which requires 1 space per 300 SF. A total of 83 parking spaces would be present under the No-Build condition on site, consisting of 53 existing spaces for the existing buildings on site and 30 new spaces with separate access and egress serving the new 9000 SF building.

Future With-Action Condition
The Reasonable Worst-Case Scenario (Applicant's Proposed Development) was assessed to determine whether it potentially impacts cultural and historic resources that may be located within the Project Study Area. The Proposed Development is a 3-story (36') 50,776.6 GSF (36,136.6 ZSF) UG 6 commercial structure containing 14,653 SF of ground floor retail space and 21,470.6 SF of commercial office space on the upper floors of the building. The building is to be supported by 14,653 SF of below-grade parking containing 32 spaces and supported by an additional group facility surface parking lot, containing 144 spaces, resulting in a total of 176 parking spaces prescribed by the zoning to be shared with the existing buildings on the Project Site.

2.2.1 Architectural Resources

Per *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites. The historic resources Study Area is defined as the project site, plus an approximately 400-foot radius around the Proposed Action area. To determine whether the Proposed Development has the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. No architectural resources were found within the project area that would be considered historic or significant. The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a

response was received on June 22nd, 2017 indicating that the projected development site does not contain any known architectural or archeological significance (see **Appendix A**). Therefore, significant adverse impacts to architectural resources are not expected because of the Proposed Action, and further analysis is not warranted.

2.2.2 Cultural and Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts to archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated. The project would result in an in-ground disturbance to develop the proposed renovation. As noted, the LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response was received on June 22nd, 2017 (see **Appendix A**). The LPC has indicated that no cultural resource, architectural or archaeological significance is associated with the Proposed Development site or projected development sites. Therefore, significant adverse impacts to archaeological resources are not expected because of the Proposed Action, and further analysis is not warranted.

2.3 URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings.

Pursuant to the 2014 *CEQR Technical Manual*, an assessment of Urban Design may be warranted when a Proposed Action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment. As stated in the *CEQR Technical Manual*, the Study Area for urban design is the area where the project may influence land use patterns and the built environment and is generally consistent with the Study Area used for the land use analysis (i.e., 400 feet around the project sites). For visual resources, existing publicly accessible view corridors within the Study Area should be identified. The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment.

Introduction

The Applicant proposes to build a three-story, 50,776.6 GSF (36,123.6 ZSF) commercial structure containing 14,653 SF of ground floor retail space and 21,470.6 SF of commercial office space on upper floors of the building at 75 Putnam Street (Block 5497, Lot 95). The building is to be supported by 32 below-grade parking spaces and supported by an additional shared group facility surface parking lot containing 144 spaces, for a total of 176 spaces.

The existing and proposed buildings' use and bulk are allowed as-of-right by the site's combination of R3-2/C1-1 and C8-1 zoning; however, per ZR Section 107-68 "no accessory group parking facility for non-residential uses shall contain more than 30 off-street parking spaces except as set forth in Section 107-68. The proposed development will require group parking facility in excess of 30 spaces. As such, the proposed action requires the following Zoning Authorization pursuant to Article X: Special Purposed Districts, Chapter 7: Special South Richmond Development District under section 107-40 Special Use, Bulk and Parking Regulations of the Zoning Resolution of the City of New York ("ZR").

Accordingly, the Proposed Development, as it relates to the pedestrian realm and surrounding buildings, requires an urban design assessment. The assessment below seeks to determine if the Proposed Action would impact, either individually or cumulatively, any of the constituent elements of urban design. Based on extensive field assessments of the Project Area, there are no views of consequence that require preservation or consideration as a visual resource. Therefore, the Proposed Development would not impact any visual resources or publicly accessible view corridors within the study area, nor would it result in a built form that is different from surrounding development. Accordingly, this assessment focuses on the Proposed Development in the context of urban design and the pedestrian realm.

Existing Conditions-Project Site

The Project Site is in Community District 3 of Staten Island on Block 5497, Lots 117, 150, 95, and 101. The entire Project Site lies within the Special South Richmond Development District in Community District 3 of Staten Island. Block 5497, Lots 150 and 117 are located within an R3-2 zoning district with a C1-1 overlay. Block 5497, Lot 101 and Lot 95 are located within a C8-1

zoning district. The Site, a typical suburban, vehicular corridor-oriented shopping center (**Figure 1-1** and aerial shown in **Figure 2.3.1**) is located on the corner of Richmond Avenue and Amboy Road, directly south of the right-of-way for the Staten Island Railway and adjacent to Block 5497 Lot 89 to the east. The interior of the Project Site, where a proposed structure is to be placed, is fenced, currently vacant and overgrown, identified as location 3 in **Figure 2.3-1**. The northern portion of the Site faces a bermed, elevated, Staten Island Rail Transit Line. Access to the Eltingville stop is accessible via Richmond Avenue at the Northwest corner of Project Area. The Site, as identified in **Table 1-1** above, measures approximately 107,510 SF and is improved with a two-story, 28-foot tall, 10,680 GSF commercial and office use structure identified as location 1 in **Figure 2.3-1**, which is located on Lot 150 at 3839 Richmond Avenue. The structure on Lot 150 was constructed in 2005 and has a portion of its accessory parking located on Lot 117. Additionally, the site contains a 1-story, 13-foot-tall, 3,569 GSF fast-food drive-in establishment located on Lot 101 at 25 Putnam Street Road, identified as location 2 in **Figure 2.3-1**. 3839 Richmond Road has a lot coverage of 5,340.4 SF while 25 Putnam Street has a lot coverage of 3,569 SF or a total of 8,909 SF on a 108,942 35SF combined lot of 150, 117, 95, and 101, resulting in a lot coverage of 8%. The total combined building square footage of the existing structures at 25 Putnam Street (3,569 GSF) and 3839 Richmond Road (10,680 GSF) is 14,249 GSF. The FAR for the Development Site is derived by dividing the total square footage of the existing structures on site (14,249 GSF) by the total combined lot area (the combined lot area of lots 117, 150, 95, and 101 is 108,942 SF), which equals .131. A FAR of .131 is well under the maximum FAR allowed in either an R3-2/C1-1 or C8-1 of 1. Lot 95, where the proposed office structure would be built, is currently a 44,276 SF vacant Lot. As noted above, Lot 117 is a partially vacant 27,031 SF lot, of which a portion is used for parking by the existing commercial/office building located on Lot 150.

From an urban design perspective, the existing arrangement of buildings and access to parking can best be described as a hybrid of traditional neighborhood commercial development – where buildings are placed at the curb and parking is located at the interior of the center of development and a corridor-oriented strip commercial development where buildings are set back from adjacent roadways and parking is placed in front of buildings adjacent to the highway, **see Photos 1 and 2 below.** Currently, both uses present in the Project Site have separate use of and separate access to their parking areas.

Pedestrians currently access the existing land use from sidewalks on Richmond Road and Amboy Road at Putnam Street. The pedestrian experience accessing 3839 Richmond Road (**Location 1 in Figure 2.3-1)** – office/retail building is of a typical main street type experience with sidewalk access directly to storefronts and shade trees placed in well-maintained pits at approximately 30-foot spaced intervals **(see Photo 3 below)**. Access to a bus shelter and access to the Eltingville Station is directly adjacent to the building. The pedestrian experience accessing Wendy's fast food restaurant at 25 Putnam Street **(Location 2 in Figure 2.3-1)** is via a new 20-foot wide sidewalk that currently has no street trees or pedestrian accommodations and can best be described as bare (**see Photo 4 below**). The sidewalks provide direct access fronting Amboy road via a small opening in a fence to a crosswalk through the drive through land and onto sidewalk ringing the building. Further, a sidewalk is provided on Putnam Street to the depth of the fast food establishment location where pedestrians would have to walk through the small parking lot to gain access to the building. The building itself is set back from the adjacent sidewalk and Amboy Road. The building is fronted by a drive-through and parking facility. The parking and drive through area are buffered by a planted landscaped area from the sidewalk.

Photo 1: Richmond Road and Amboy Road Looking Northeast

Photo 2: Richmond Road and Mosely Ave Looking Northeast

Photo 3: Richmond Road and Amboy Road Looking Northeast

Photo 4: Richmond Road and Amboy Road Looking Northeast

Existing Conditions-Surrounding Area

The surrounding area within 400 feet from the boundary of the Project Site extends approximately one block in each direction, as shown in **Figure 2.3-1: Urban Design Study Area**. The Project Site is generally bounded by Putnam Street, Amboy Road, and Richmond Avenue. Notably, the Staten Island Railroad Eltingville Station and railroad right of way form the northern boundary of the Project Site. The storefronts located along Richmond Avenue are traditionally oriented within streetwall buildings, while the retail uses along Amboy Road are "strip mall" style retail buildings. The area surrounding the above-mentioned commercial corridors are predominantly characterized by single and multi-family residential development where pedestrian access to the Site is provided on treelined, approximately 4-foot wide sidewalks via high visibility crosswalks with crossing lights at major intersection access points to the site at Richmond Ave and Amboy Road and at Amboy Road and Putnam Street. This land use pattern is characteristic of the underlying Special South Richmond Development District and Lower Growth Management Area that are mapped throughout the surrounding area.

The built form in the surrounding area is varied. Commercial and retail uses generally consist of one and two story buildings, some of which are set back from the street and behind large parking lots, and some which are located at the street line. The area from an urban design perspective offers no cohesive architectural character and is a widely varied assemblage of commercially compatible but indistinct commercial uses. Those commercial uses that are in close proximity to the project site are walkable in the context of the surrounding residential development, with their frontages improved with street trees and rehabilitated sidewalks. Existing pedestrian access points from roads intersecting Amboy Road and Richmond Avenue to the project side all have well-maintained sidewalks that vary in size from 3-5 feet.

*Refer to **Figure 1-5** above for photographs of the Project Site and Surrounding Area.*

Figure 2.3-2** shows a view of the project site from the corner of Amboy Rd and Putnam Street where both the Future No-Action massing and Future With-Action Massing can be compared in **Figures 2.3-3** and **2.3-4.

Analysis

Future No-Action Condition

Pursuant to the Proposed Actions, a one-story 9,000 GSF/ZSF commercial local retail building would be developed on Lot 95 of the Project Site. The 9,000 ZSF commercial building would require 1 space per 300 SF under C8-1 zone in which it would be located – and would maximize the development square footage per the prescribed 30-space off-street accessory parking limitation and would be allowable by ministerial action. A total of 83 parking spaces would be present under the No-Build – which would include 53 existing spaces and 30 additional spaces for the new 9000 SF building. Under no-action conditions, inclusive of the existing buildings at 3839 Richmond Road, and 25 Putnam Street, the total combined lot coverage would be 16%.

No significant changes to the Project Area's character or viewsheds to and from the site are anticipated under no-action conditions. Additionally, no changes to the Project Site's access would occur. The no-build development would be approximately 12' in height, and would be oriented toward the interior (northeastern portion) of the Project Area. The no-build would require a separate parking facility and each use on site would be required to maintain its own parking facility for its own use. Access to the no-build development would require that access road from either Richmond Road or Putnam Street be extended to the no-build site. A photomontage massing of the Future No-Action Condition is shown in **Figure 2.3-3.**

Future With-Action Condition

According to the CEQR Technical Manual, if a preliminary assessment determines that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed urban design and visual resources analysis is appropriate.

In the future with-action condition, very modest changes to the area's urban design context would result from the proposed action. Under the With-Action Condition, The Applicant proposes a shared 176-car parking facility to support the existing uses within the Project Area and the addition of a new 3-story (36') 50,776.6 GSF (36,123.6 ZSF) UG 6 commercial structure containing 14,653 SF of ground floor retail space, 21,470.6 SF of commercial office space on the upper floors of the building. 3839 Richmond Road has a lot coverage of 5,340.4 SF while 25 Putnam Street has a lot coverage of 3,569 SF or a total of 8,902 SF on a 108,942 SF combined lot; inclusive of the Proposed Development, the combined lot coverage would be 22%, or a 6% increase compared to no-build conditions. The Proposed Development's bulk and use are permitted as-of-right but are precluded by the prescribed 30-space off-street accessory parking limitation of the Special South Richmond Development District.

Pursuant to the Proposed Action, 123 new parking spaces would be developed, resulting in a total of 176 parking spaces prescribed by the site's zoning, to be shared with the existing buildings on Lot 150 and Lot 101. The proposed building with ground floor retail and second and third-floor commercial office space would have the second and third floors canteliever approximately 10 feet over the first floor south facing entry and setback approximately 50 feet after the second floor on both east and west facing sides of the building to comply with sky plane exposure provisions.

The proposal will not change the existing vehicular access and egress to the site, as existing curb cuts would be utilized. The existing internal pedestrian sidewalk on Richmond Avenue would be widened from 3 feet to 5 feet in width and would provide connectivity through the parking lot to two (2) outdoor seating areas. High-visibility pedestrian crosswalks would be provisioned throughout the internal portion of the parking lot. The pedestrian access sidewalk and the internal automobile aisle ways form an "L" shape within the parking lot that connects Richmond Avenue to Amboy Road. This will improve the safety and visibility of pedestrians. Thus, through the provision of the pedestrian path, the outdoor seating areas, and the re-utilization of the two (2) existing curb cuts, the Proposed Action promotes better site planning and improves the pedestrian realm and experience. By effectively concentrating density in an appropriate area adjacent to supportive infrastructure, and where existing commercial activity would occur, the impact to local streets and surrounding residential areas would be minimized. Therefore, the Proposed Development would result in a building at a density and scale similar to surrounding built-form and would enhance the pedestrian experience by enlivening the ground floor of an established shopping center. A generalized photomontage massing of the Future With-Action Condition is shown in **Figure 2.3-4.**

Figure 2.3-1: Urban Design Study Area

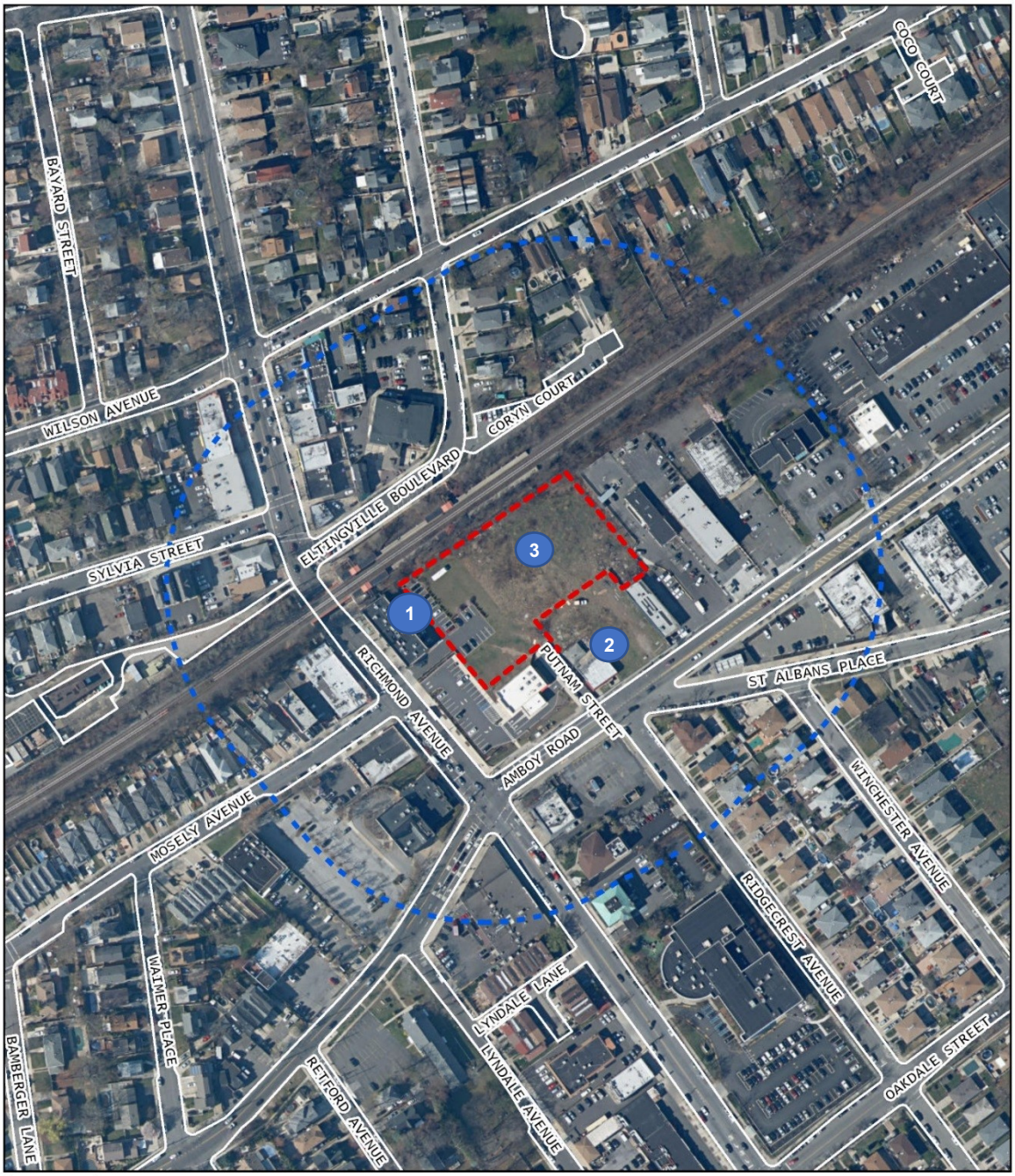


Figure 2.3-2 Existing Condition

Figure 2.3-4 No-Action Condition

Figure 2.3-3 With-Action Condition

Conclusion

The proposed action would induce the development of a commercial building with complying use and bulk, on a commercial corridor, in an already established shopping center. Additionally, the requested Zoning Authorization, pursuant to ZR Section 107-68, would facilitate the creation of a shared group parking facility for the proposed building in addition to two existing commercial buildings on the Project Site. As described above, the proposed development is similar in both bulk and context to surrounding land uses and development patterns. The proposal will not change the existing vehicular access and egress to the site, as existing curb cuts would be utilized. Additionally, pedestrian access would be improved through the widening of the existing internal pedestrian sidewalk on Richmond Avenue and increased connectivity through the parking lot to two (2) outdoor seating areas. Lastly, the Proposed Development would not impact any visual resources or publicly accessible view corridors within the study area. Therefore, the proposed development would not negatively impact viewsheds, natural features, open space, or impact the pedestrian experience. Accordingly, the proposed action would not result in impacts to urban design or visual resources, and no further analysis is warranted.

2.4 HAZARDOUS MATERIALS

According to the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials.

Methodology
The hazardous materials assessment generally begins with a Phase 1 Environmental Site Assessment ("ESA"), which is a qualitative evaluation of the environmental conditions present at a site, based on a review of available information, site observations, and interviews. Pursuant to the *2014 CEQR Technical Manual*, the Phase 1 ESA is conducted in accordance with the standards established by the current ASTM Phase 1 ESA Standard and includes research and field observations to determine whether the site may contain contamination from either past or present activities on the site or as a result of activities on adjacent or nearby properties. If a potential Recognized Environmental Condition ("REC") is identified during this assessment, then building any subsurface investigations are usually conducted as part of a Phase II ESA to confirm the presence and extent of the contamination.

Phase I Environmental Site Assessment Summary
Conditions at the project site resulting from previous and existing uses and those in surrounding areas were determined from a review of a Phase 1 Environmental Site Assessment (ESA) prepared by Equity Environmental Engineering, LLC (Equity) in July 2017 (**Appendix B**). This ESA was performed pursuant to ASTM Standard E-1527-05. The purpose of the Phase I ESA was to evaluate the current and historical conditions of the subject property in an effort to identify recognized environmental conditions (RECs) in connection with the subject property.

Recognized Environmental Conditions (RECs)
Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimis RECs were considered in the Phase I. No RECs were identified in relation to the subject site.

RECs - Equity found one (1) REC associated with the subject property located at 75 Putnam Street (Block 5497, Lot 95). Small areas of stained soil were identified on the northeast corner of the lot 95.

HRECs - Equity found no HRECs associated with the subject properties.

CRECs - Equity found no CRECs associated with the subject properties.

Vapor Encroachment Condition (VECs)

Equity conducted an analysis of the various properties listed in the Phase I database search with respect to the Vapor Encroachment Screening (VES) in accordance with the requirements of the American Society for Testing and Materials (ASTM) 2600-10. A Tier I screen was done within the required database search distances from the subject property boundary for the items listed in Section 8 of the standard.

The subject property located at 7 Putnam Street (Lot 117) was listed in the EDR database as both a Historic Auto Facility and a NY spill site. According to the Phase II Remediation and Site Investigation Report prepared by Quest Environmental and Engineering Services, Inc. (Quest) dated May 3, 2002 (**Appendix B**), corrective action was taken; However, based on the thirteen (13) NY Spills proximate to the subject properties in addition to eight (8) historical gas stations and two (2) historical dry cleaners within .125 miles, it is Equity's conclusion that a Vapor Encroachment Condition (VEC) cannot be ruled out for the subject properties.

Conclusion
Until further Phase II investigation is performed, a Vapor Encroachment Condition (VEC) cannot be ruled out for the subject properties due to records of Historical Dry-Cleaning facilities, Historical Gas Stations and NY Spills proximate to the subject properties. Additionally, Equity found one (1) REC associated with the subject property located at 75 Putnam Street (Block 5497, Lot 95). Small areas of stained soil were identified on the northeast corner of Lot 95.

Therefore, an E-Designation (E-501) will be mapped on the Proposed Development Site (5497, Lots 95 and 117). The text for the E-Designation requirements related to Hazardous Materials is as follows:

E-Designation(s) (E-501)

"Task 1-Sampling Protocol
The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum-based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol
A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation."

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

2.5 TRANSPORTATION

Pursuant to *CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potentially significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and vehicles), on- and off-street parking, or goods movement.

2.5.1 Transportation Screening

The Proposed Development on Block 5497, Lots 95/117 would generate 14,653 square feet of ground-floor retail space and 21,470.6 square feet of upper floor commercial space. For the purpose of this Analysis, the Trip Generation was performed based on the incremental difference of the With-Action and As-of-Right conditions which consists of 21,470.6 sf of commercial office space and 5,653 sf of retail space. Refer to ***Table 2.5-1*** below for the Incremental Development Scenario.

Table 2.5.1-1 Incremental Development Scenario

	Proposed	As-of-Right (Future No-Action Condition)	Increment
Commercial Office	21,470 sf	0	21,470 sf
Retail	14,653 sf	9,000 sf	5,653 sf
Parking	176 (123 new)	83 (30 new)	93

The *CEQR Technical Manual* states that the first step in a Transportation analysis is to determine if, based on the incremental development associated with the proposed action, a transportation analysis is warranted. The proposed action would result in the incremental development of 5,653 square feet of local retail space and 21,470.6 square feet of commercial office space. This level of development was compared to the threshold sizes identified in Table 16-1 of the 2014 *CEQR Technical Manual*. The Project Site is located within Transportation Zone 4. Within Zone 4, the threshold size for Local Retail is 10,000 square feet, and the threshold size for Office is 75,000 square feet. Therefore, the proposed retail component constitutes 56.5% of the threshold size, and the proposed office component constitutes 28.6% of the threshold size. Together, the proposed project elements constitute 85% of the Zone 4 threshold size. Accordingly, the proposed project is considered unlikely to result in significant adverse impacts associated with Transportation.

While the project size is below the threshold level for a traffic analysis per the methodology of the 2014 CEQR Technical Manual, further assessment was performed to address the relevant findings of the proposed Zoning Authorization to permit Group Parking in excess of 30 spaces.

To grant the Authorization, the City Planning Commission must make the following findings:

a) vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas

b) where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and
c) the location of such vehicular access and egress permits better site planning.

As discussed in the Land Use application for the proposed project, the Project site is at the corner of Richmond Avenue and Amboy Road, with two-way access drives on both Richmond Road, and Putnam Street which is a short street that effectively functions as a site drive opening onto Amboy Road. With access on two through-routes, the vehicular access and egress to the Project Site would draw minimal traffic through local streets.

With access drives on both Richmond Avenue and, via Putnam Street, Amboy Road, vehicular traffic to and from the site from both the north and the east, where the majority of project-generated traffic is expected to originate, would be able to avoid the busy intersection of Richmond Avenue and Amboy Road.

The location of the access drives providing access to the north and west via Richmond Avenue and to the south and east via Putnam Street and Amboy Road, would permit a site plan that provides orderly vehicular movement through the site, crosswalks and pedestrian islands to enhance pedestrian circulation and safety.

2.5.2 Transportation Demand Assumptions

The proposed action would allow incremental development consisting of 21,470.6 square feet of office space and 5,653 square feet of local retail space. To determine potential trip generation from these uses, reference was made to the trip generation rates provided in Table 16-2 of the CEQR Technical Manual. The proposed uses' daily and hourly person-trip generation, truck trip generation, directional distribution were based on this data source. Mode of travel of people traveling to the proposed land uses was based on U.S. Census data on travel mode of people working in the project area (American Community Survey 2006-2010). The Transportation Demand Assumptions used in conducting this analysis are presented in the following **Table 2.5.2-1.**

Table 2.5.2-1 Transportation Demand Assumptions

Land Use:	RETAIL		COMMERCIAL OFFICE	
	gsf		gsf	
Size:	5,653		21,470	
	(1)		**(1)**	
Trip Generation:				
Weekday	205		18	
Saturday	240		3.9	
	per 1,000 s.f.		per 1,000 s.f.	
Linked-Trip:	25%		0%	
Temporal Distribution:	**(1)**		**(1)**	
AM Peak Hour	3%		12%	
MD Peak Hour	9%		15%	
PM Peak Hour	9%		14%	
Saturday Peak Hour	11%		17%	
	(2)		**(2)**	
Modal Split :	**All**		**All**	**Midday**
Auto	74.7%		74.7%	2%
Taxi	0.0%		0.0%	3%
Rail	2.4%		2.4%	6%
Bus	8.6%		8.6%	6%
Walk	6.4%		6.4%	83%
Other	7.5%		7.5%	
Total	100%		100%	100%
Vehicle Occupancy:	**(2)**		**(2)**	
Auto	1.1		1.1	
Taxi	n/a		n/a	
Dirtectional distribution	**In**	**Out**	**In**	**Out**
(8-9)AM	0.63	0.38	0.96	4%
(12N-1PM)Midday	0.54	0.46	0.39	0.61
(5-6) PM	0.52	0.48	0.05	0.95
Saturday Peak Hour	0.54	0.46	0.60	0.40
	(1)		**(1)**	
Truck Trip Generation:				
Weekday	0.35		0.32	
Saturday	0.04		0.01	
	per 1,000 s.f.		per 1,000 s.f.	
	(2)		**(1)**	
AM Peak Hour	8%		10%	
MD Peak Hour	11%		11%	
PM Peak Hour	2%		2%	
Sat Peak Hour	11%		11%	
	(1)		**(1)**	
AM/MD/PM/Sat	50%	50%	50%	50%
Sources:				
(1)-2014 CEQR Technical Manual, Table 16-2.				
(2)US Census American Community Survey				

2.5.3 Trip Generation

Based on the assumptions discussed above, the proposed project's incremental trips by mode are presented in the following **Table 2.5.3-1.**

Table 2.5.3-1 Person-Trip Generation By Mode

Land Use:	retail		Office				Total
	gsf		gsf				Demand
Size:	5,653		21,470				
Peak hour Person- Trips							Total
AM Peak Hour	26		46				72
Midday Peak Hour	78		58				136
PM Peak Hour	78		54				132
Saturday Peak Hour	96		14				110
note: excludes 25% linked trip credit for retail component							
Person Trips by Mode:							
AM Peak Hour	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Total***
Auto	12	7	33	1	46	9	54
Taxi	0	0	0	0	0	0	0
Subway	0	0	1	0	1	0	2
Bus	1	1	4	0	5	1	6
Walk	1	1	3	0	4	1	5
Total	15	9	41	2	56	11	67
Midday Peak Hour	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Total***
Auto	32	27	0	0	32	27	59
Taxi	0	0	1	1	1	1	2
Rail	1	1	1	2	2	3	5
Bus	4	3	1	2	5	5	10
Walk	3	2		19	29	21	50
Total	39	33	4	25	69	58	127
PM Peak Hour	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Total***
Auto	30	28	2	38	32	66	99
Taxi	0	0	0	0	0	0	0
Subway	1	1	0	1	1	2	3
Bus	3	3	0	4	4	8	11
Walk	3	2	0	3	3	6	8
Total	37	35	2	47	40	82	122
Saturday Peak Hour	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Inbound***	***Outbound***	***Total***
Auto	39	33	6	4	45	37	82
Taxi	0	0	0	0	0	0	0
Subway	1	1	0	0	1	1	3
Bus	4	4	1	0	5	4	9
Walk	3	3	1	0	4	3	7
Total	48	41	8	5	55	46	101

Based on this analysis, the proposed project would not result in incremental pedestrian or transit travel in excess of the CEQR Technical Manual threshold of 200 hourly trips, and therefore no further analysis of these transportation elements is warranted, and no impacts are anticipated. The proposed action would generate more than fifty person-trips by vehicle in the AM, Midday, PM, and Saturday periods. Accordingly, the next step in the analysis is to assign these trips to

the roadway network to determine which locations may receive in excess of fifty hourly vehicular trips.

2.5.4 Vehicular Trip Assignment

To determine the number of vehicular trips associated with the proposed development, the person-trips by vehicle were adjusted to reflect vehicle occupancy. The resulting vehicle trips are presented in the following **Table 2.5.4-1 Estimated Vehicle Trips**

Table 2.5.4-1 Estimated Vehicle Trips

Land Use:	retail		Office				Total
	gsf		gsf				Demand
Size:	5,653		21,470				
AM Peak Hour	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Total*
auto	11	7	30	1	41	8	49
taxi	0	0	0	0	0	0	0
truck	0	0	0	0	0	0	1
total	11	7	31	2	42	8	50
MD Peak Hour	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Total*
auto	29	24	0	0	29	25	54
taxi	0	0	1	1	1	1	2
truck	0	0	0	0	0	0	1
total	29	25	2	2	31	26	57
PM Peak Hour	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Total*
auto	28	25	2	35	29	60	90
taxi					0	0	0
truck	0	0	0	0	0	0	0
total	28	26	2	35	30	60	90
SAT Peak Hour	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Inbound*	*Outbound*	*Total*
auto	35	30	6	4	41	34	75
taxi					0	0	0
truck	0	0	0	0	0	0	0
total	35	30	6	4	41	34	75

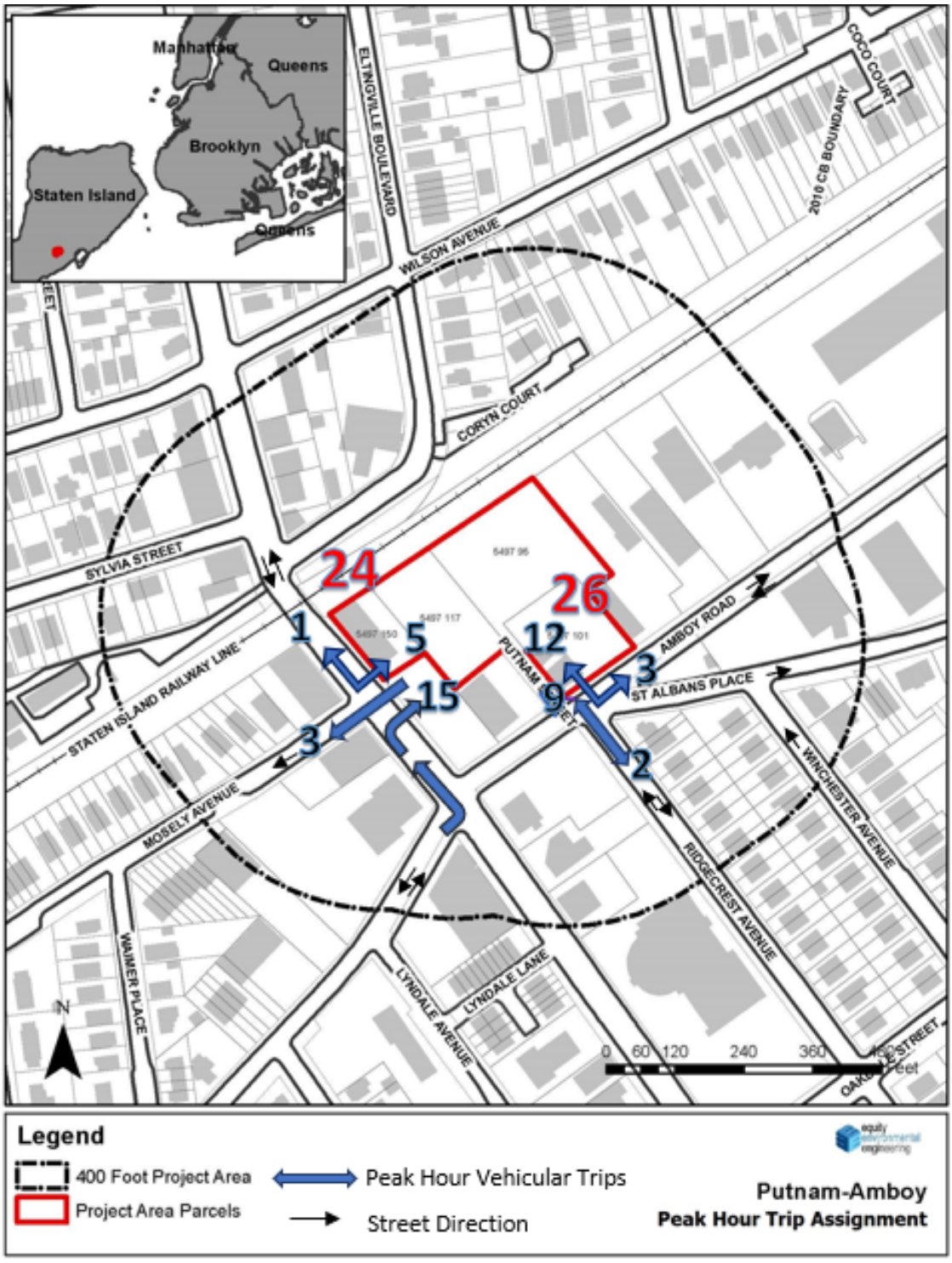
To determine origin and destination of vehicular trips to and from the project site, reference was made to US Census data for employment within approximately one mile of the project site. It is believed that the density of surrounding employment would be indicative of the likely locations where trips to the project site would originate. The resulting directional assignment of these trips is shown in the following **Table 2.5.4-2 Vehicle Trips Directional Distribution**

Table 2.5.4-2 Vehicle Trips Directional Distribution

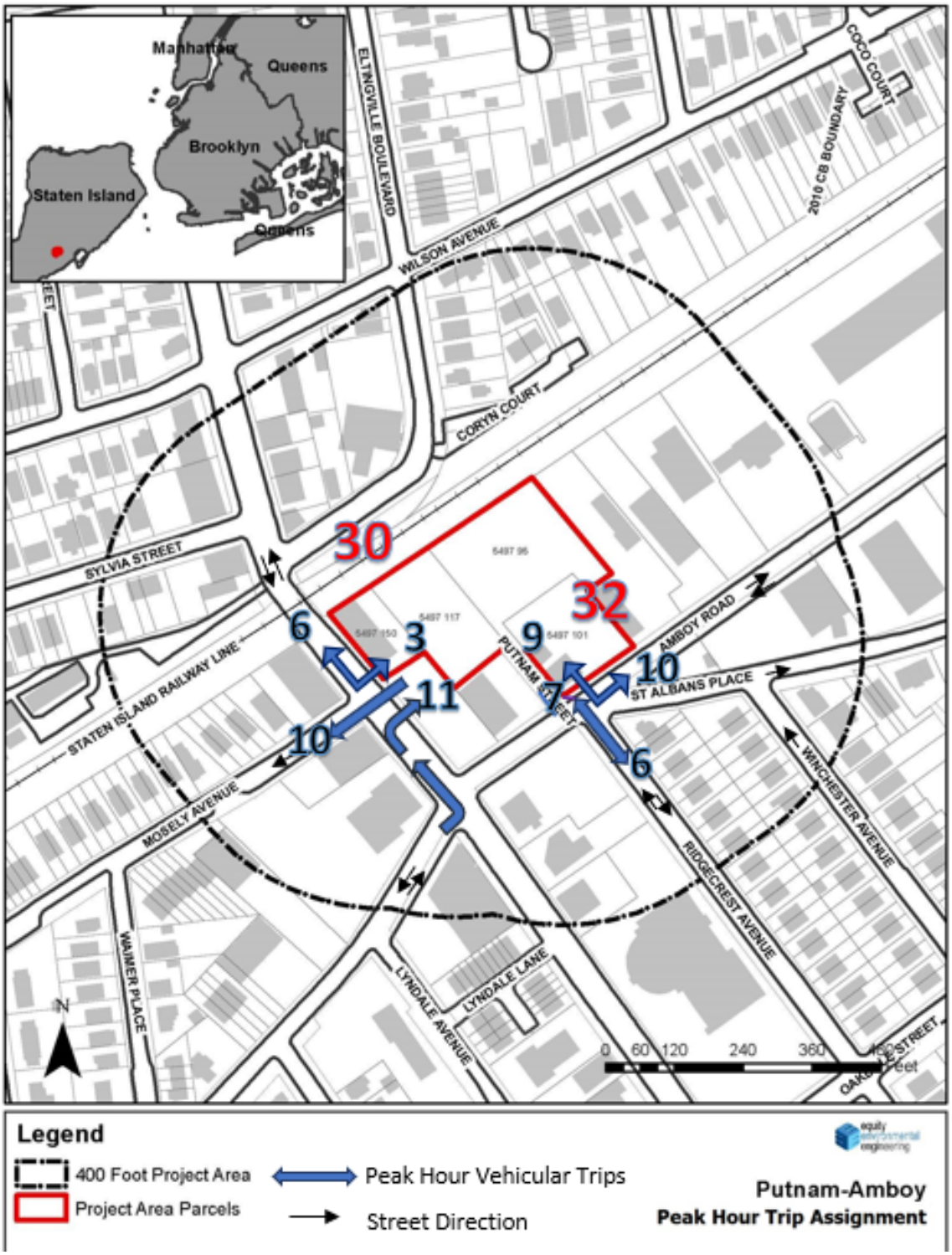
		directional distribution				
	north	east	south	west		
	24%	17%	22%	37%		
AM vehicle trips	north	east	south	west		
total	12	9	11	19		50
in	10	7	9	15		42
out	2	1	2	3		8
MD vehicle trips	north	east	south	west		
total	18	10	13	21		62
in	7	5	7	11		31
out	11	4	6	10		31
PM vehicle trips	north	east	south	west		
total	22	15	20	33		90
in	7	5	7	11		30
out	15	10	13	22		60
Sat vehicle trips	north	east	south	west		
total	18	13	16	28		75
in	10	7	9	15		41
out	8	6	7	12		34

In order to assign these trips to the surrounding roadway network, it was assumed that visitors would use the most direct route into the proposed parking facility, via its two access drives. Trips to and from the south and the east were assumed to use the facility's southern access, via Amboy Road. Trips to and from the west were assumed to use the facility's western access, via Richmond Avenue. It is expected that trips to and from the north would use either Richmond Avenue, to the west of the site or Armstrong Avenue to the east. Trips originating to the north and traveling on Richmond Avenue would use the facility's western access drive on Richmond Avenue, while those traveling on Armstrong Avenue would use the facility's southern access drive via Amboy Road. The following Figures **2.5.4-1** through **2.5.4-4** show the resulting incremental vehicular traffic at the site's bounding intersections.

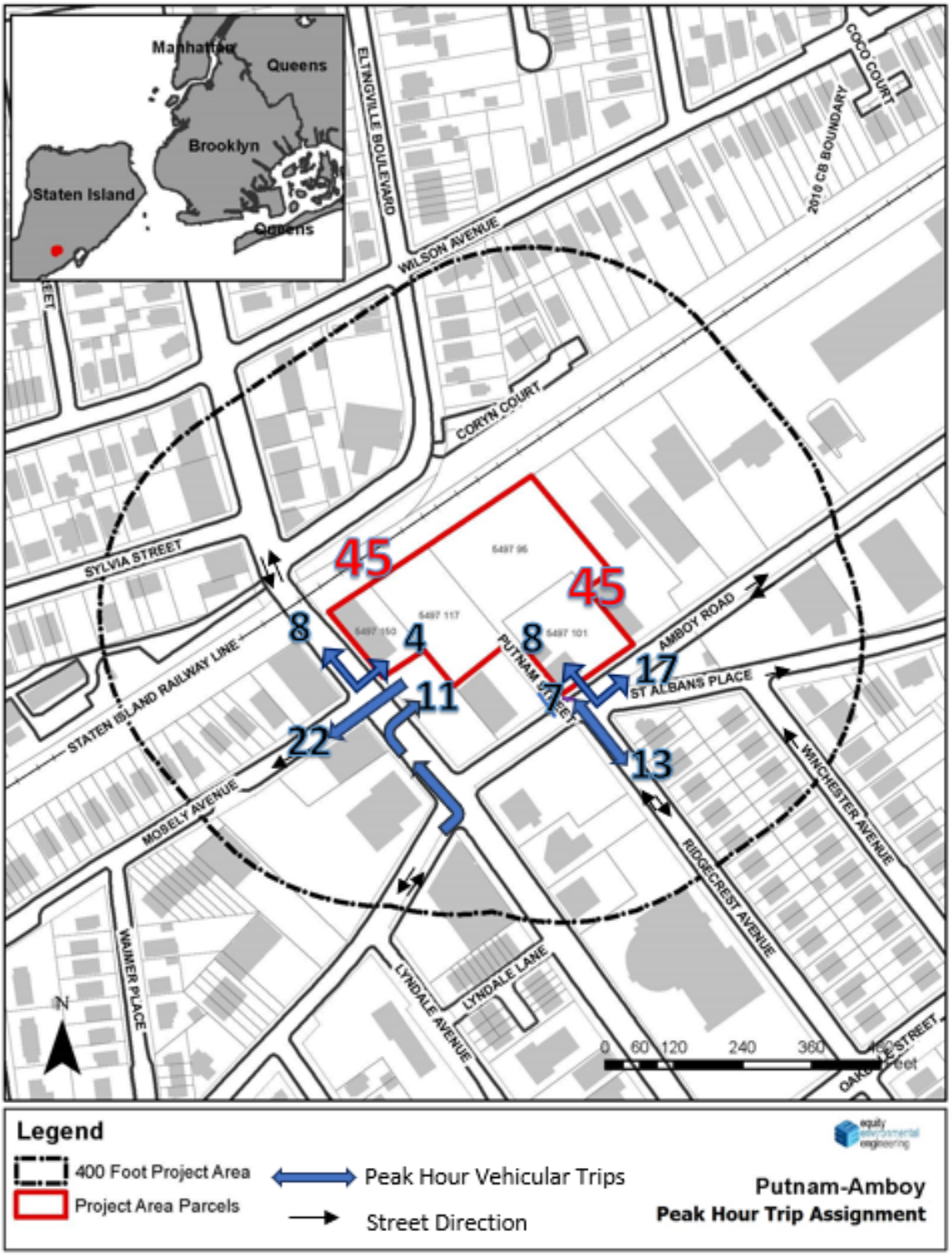
2.5.4-1 AM Vehicular Trip Assignment



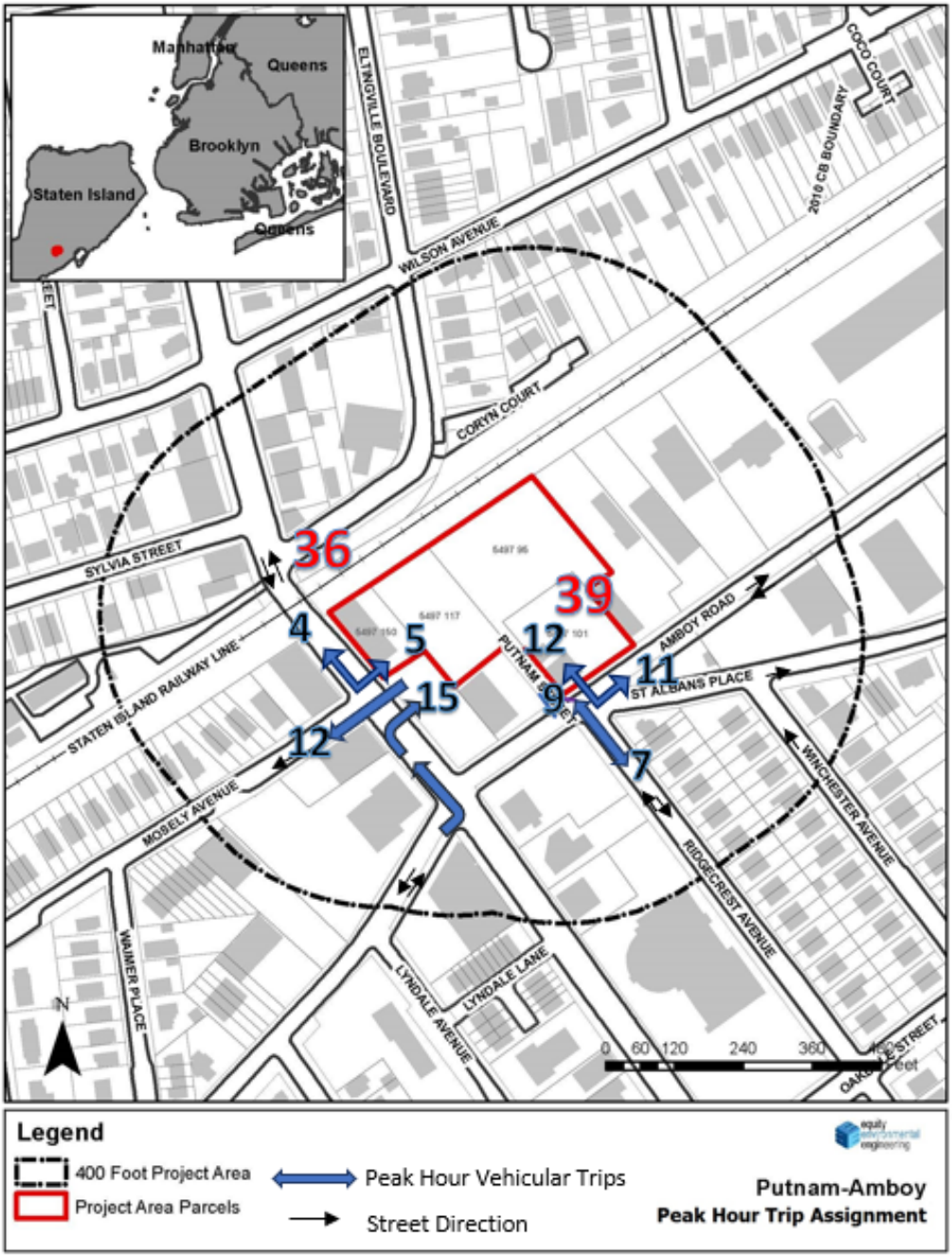
2.5.4-2 Midday Vehicular Trip Assignment



2.5.4-3 PM Vehicular Trip Assignment



2.5.4-4 Saturday Vehicular Trip Assignment



The proposed action would generate up to 45 hourly vehicular trips at any single intersection. Therefore, no location would receive incremental traffic in excess of 50 hourly trips, and no further analysis is warranted.

2.5.5 PARKING

Because the proposed project screens out of a detailed Transportation analysis based on the screening levels contained in Table 16-1 of the CEQR Technical Manual and furthermore a trip generation and assignment analysis indicate that no location would receive incremental traffic in excess of fifty hourly vehicles, pursuant to CEQR Methodology, assessment of parking is not required. The proposed development would provide accessory parking for the uses on the lot as required by the site's zoning.

2.6 AIR QUALITY

When assessing the potential for air quality significant impacts, the *CEQR Technical Manual* seeks to determine a Proposed Action's effect on ambient air quality, or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources." This can occur during operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM10), fine particulate matter (PM2.5), and sulfur dioxide.

The *CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *CEQR Technical Manual* generally, recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

Introduction

With discretionary approval per ZR section 107-68 of the Special South Richmond Zoning District, Special Use Bulk and Parking Regulations of the Zoning Resolution of the City of New York to allow a group parking facility in excess of 30 spaces, The proposed Authorization would facilitate the development of a three-story, 36-foot tall, 50,776.6 gross square foot ("GSF") (with cellar parking) 36,123.6 zoning square foot ("ZSF"), Use Group ("UG") 6 commercial structure containing 14,653 square feet ("SF") of ground floor retail space and 21,470.6 SF of upper floor commercial office space, as well as 14,653 SF of below-grade parking. The proposed building, located on Block 5497, Lots 95/117, would be built on a 108,942 SF site ("The Project Site") on Block 5497, which is composed of four tax Lots: 150, 117, 95, and 101. The Project Site is improved with a two-story 10,680 GSF commercial and office use structure located on Lot 150 and a 3,569 GSF fast-food drive-in establishment located on Lot 101. Additionally, a portion of Lot 117 contains parking for the building located on Lot 150. Per the Applicant's proposed development, the three buildings (two existing and a proposed 50,776.6 GSF structure) would be served by a group parking facility containing a total of 176 spaces as required by zoning: 144 spaces of surface group serving existing and proposed uses, and 32 spaces of below-grade parking (to be located under the Proposed Building). Access and ingress to the group parking facility would be provided by a two-way drive on Richmond Avenue and a two-way drive on Putnam Street.

Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentration based upon adverse effect on human health. As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The CO, $PM_{2.5}$, and PM_{10} standards—mobile source pollutant of main concern—together with their health-related averaging periods are presented in **Table 2.6-1**.

Table 2.6-1. National And New York States Ambient Air Quality.

Pollutant	Averaging Period	National and State Standards
$PM_{2.5}$	24-Hour Concentration	35 µg/m^3
	Average of 3 Consecutive Annual Means	12 µg/m^3
PM_{10}	24-Hour Concentration	150 µg/m^3
CO	1-Hour	35 ppm
	8-Hour	9 ppm

As noted, New York State has adopted the national standard, NAAQS. In addition, the New York State Department of Environmental Conservation (NYSDEC) has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were created on August 10, 2016. NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ and CO 8-hour averaging time significant impact criteria (based on concentration increments). These criteria are called *de minimis* and they are more stringent than the NAAQS and the state standards, as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated impacts of a proposed project are less than the *de minimis* criteria, the impacts are not considered to be significant. As outlined in the *CEQR Technical Manual,* CO significant impacts are evaluated as follow:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average CO con-centration at a location where the predicted No-Action 8-hour concentration is equal to 8 ppm or between 8 ppm and 9 ppm; or
- An increase of more than half the difference between baseline (*i.e.*, No-Action) concentrations and the 8-hour standard, when No-Action concentrations are below 8 ppm.

Per the *CEQR Technical Manual*, significant adverse $PM_{2.5}$ concentration is determined by:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.1 µg/m^3 at ground level on a neighborhood scale (*i.e.*, the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or for mobile sources, at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 µg/m^3 at any receptor location for stationary sources.

Background Concentrations

Determination of significant impact criteria is evaluated by adding the background concentrations at the nearest NYSDEC monitoring station to the concentrations of criteria pollutants in the ambient air of the existing and planned land uses.

Background concentrations of CO and $PM_{2.5}$—the criteria pollutants of main concern for the mobile sources in the study area—were obtained from the NYSDEC's annual report for 2016 at the nearest monitoring stations. **Table 2.6-2** shows the background concentrations.

Table 2.6-2. Background Concentration at the Nearest Monitoring Stations (NYSDEC 2016 Report).

Pollutant	Averaging Period	Background Concentration	Monitoring Station
CO	Maximum 1-Hour Concentration	0.25 ppm	CCNY
	Maximum 8-Hour Concentration	0.20 ppm	
$PM_{2.5}$	24-Hour Concentration	19.2 µg/m^3	Port Richmond
	Average of 3 Consecutive Annual Means	7.7 µg/m^3	

The *de minimis* criteria for CO and $PM_{2.5}$ were evaluated as described in the NYC Guidelines. The concentrations increments are presented below:

- CO 8-hour 4.40 ppm
- 24-hour $PM_{2.5}$ 7.7 µg/m^3
- Annual $PM_{2.5}$ 0.3 µg/m^3 (for stationary source)
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.1 µg/m^3 at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or for mobile sources, at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations).

Per *CEQR Technical Manual*, a project's effects on air quality is determined by comparing predictions made for the future No-Action and the future With-Action conditions. For the air quality analysis, the existing condition of the ambient air is the background concentration. The air quality of the future No-Action and future With-Actions scenarios would be affected by their respective developments and the background concentration.

2.6.1 Stationary Sources

According to the *2014 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

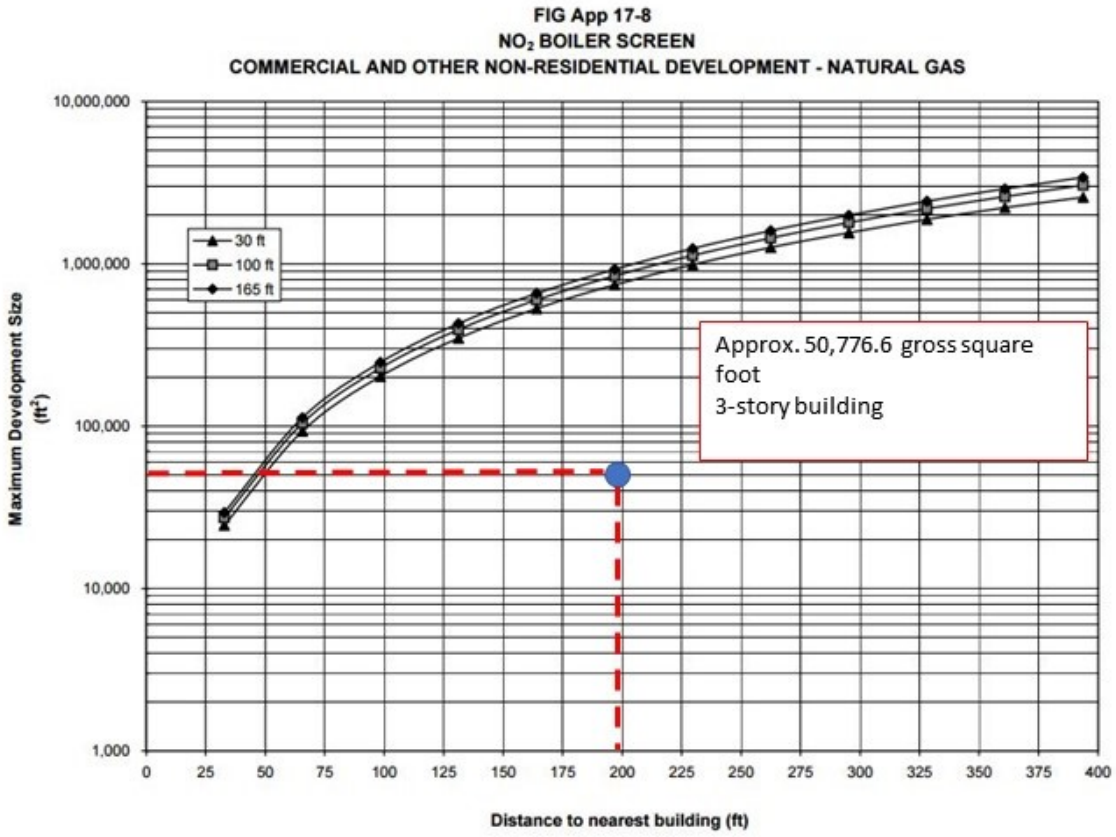
- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.

- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- Potentially significant odors are created.
- New uses near an odor - producing facility are created.
- “Non - point” sources that could result in fugitive dust are created.
- New uses near nonpoint sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a station

Impacts from boiler emissions at the Proposed Development Site are a function of fuel oil type, stack height, minimum distance from the source to the nearest building, and square footage of the development. The proposed development would consist of a three-story, 50,776.6 GSF (36,123.6 ZSF) UG commercial structure located at 75 Putnam Street (Block 5497, Lot 95). The proposed building would be heated by natural gas. The nearest building to the Development Site of equal or greater height is the YMCA located on 3911 Richmond Avenue approximately 200 feet southwest of the project site. Accordingly, a screening analysis was conducted using Figure 17-8 of the CEQR Technical to determine the potential for the proposed development to have an impact on nearby uses.

The Project Site stack height and development size was plotted on the graph for non-residential developments provided in the air quality appendices in the *CEQR Technical Manual*, as shown in **Figure 2.6-1**. This graph indicates the minimum distance between the projected development and buildings of a similar or greater height to avoid a potential air quality impact. As indicated in the attached figure, the proposed project falls under the threshold and screens out of the need for further assessment of HVAC emissions.

Figure 2.6-1 Stationary Source Air Quality Graph



2.6.2 Mobile Sources

According to the *CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy - duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.

- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Action would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in the creation of a covered roadway or affect any covered roadway. Peak hour trip generation is below the 170-car threshold identified in Section 17-210 of the *CEQR Technical Manual* as potentially warranting further assessment.

Pursuant to the *Section 2.5: Transportation Figure 2.5.3-4 (PM Vehicular Trip Assignment),* the Transportation Analysis concludes that the worst-case projected traffic would occur during the PM peak hour. During this period, 45 vehicular trips (*1 truck and 44 passenger cars*) are projected at the intersection of Putnam Street and Amboy Road. Putnam Street and Amboy road is a collector road. Accordingly, Pursuant to the above *CEQR Technical Manual Methodology*, the CEQR equivalent truck calculated worksheet was completed to determine if the Proposed Action would generate peak hour heavy - duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 19 or more HDDVs for collector roads. $PM_{2.5}$ threshold criterion is an increment that applies to heavy-duty diesel vehicles (HDDVs) screen.

44 LDGT1 (Light Duty Gasoline Passenger Cars) and 1 Truck, which under the most conservative impact assumptions, was analyzed as a Heavy Duty Gaslone1 HDGV8B (Heavy Duty Gasoline Vehicle). The project would generate a maximum of 9 peak hour heavy-duty diesel vehicles (HDDVs) trips during the PM peak hour. The 9 HDDVs peak hour traffic is less than the threshold criterion of HDDVs screen of 20 Equivalent Truck Calculation for a collector roadway. Therefore, no further assessment was required and no impact is predicted from project-generated HDDVs.

The project would not result in any other mobile sources of pollution and would not significantly increase vehicle miles traveled in a large area. Therefore, these type of mobile source impacts do not require further assessment of the potential for air quality impacts.

However, the project would create a new sensitive receptor adjacent to large parking facilities and would increase the parking capacity of the parking facility serving the Project Site. Therefore, the potential for a significant adverse mobile source air quality impact from the emission generated at the parking facilities was analyzed. Per *CEQR Technical manual*, Projects that require detailed analysis, model the ambient air CO and $PM_{2.5}$ concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

Parking Facilities

Based on CEQR guidelines, the maximum capacities of parking facilities are evaluated with a threshold criterion to predict whether the potential impacts associated with mobile source emissions are significant. The threshold criteria level, per CEQR guidelines, is 85 off-street parking spaces. If the threshold is met or exceeded, a detailed analysis is warranted.

The Proposed Action would result in a group parking facility containing a total of 176 spaces as required by zoning: 144 spaces of surface group parking and 32 spaces of below-grade parking (to be located under the Proposed Building) are proposed. The increment between the With Action

and No Actions scenarios is 93 off-street parking spaces, more than the 85 parking spaces threshold criterion. As such, a detailed analysis is warranted.

Mobile source impacts are a function of vehicular related emissions and the pollutants dispersion. In a detailed analysis, the emission rates of vehicular mechanical components are generated with the latest EPA's Mobile Vehicle Emission Simulator 2014a version (MOVES2014a), and emission of dust generated by a vehicle traveling on paved roadways are added to estimate total particulate matter emission rates. The pollutants' concentrations at sensitive receptors are modeled with the EPA's CAL3QHC or CAL3QHCR, or AERMOD Gaussian dispersion models. Alternatively, dispersion analysis of parking facilities may use the spreadsheet and formula referenced in the *CEQR Technical Manual Appendices.*

Per *CEQR Technical manual*, the NYC Guidelines considers the increment (the difference between the With-Action scenario and the No-Action scenario), while the total number of vehicles is considered for the NAAQS. However, if the total number of vehicles (the With-Action scenario) comply with the NYC Guideline, the difference between the With Action and No Action conditions would also comply. As such, the With-Action Condition was analyzed. **Table 2.6-3** shows the No Action and With Action traffic conditions, inclusive of existing development at the Project Site.

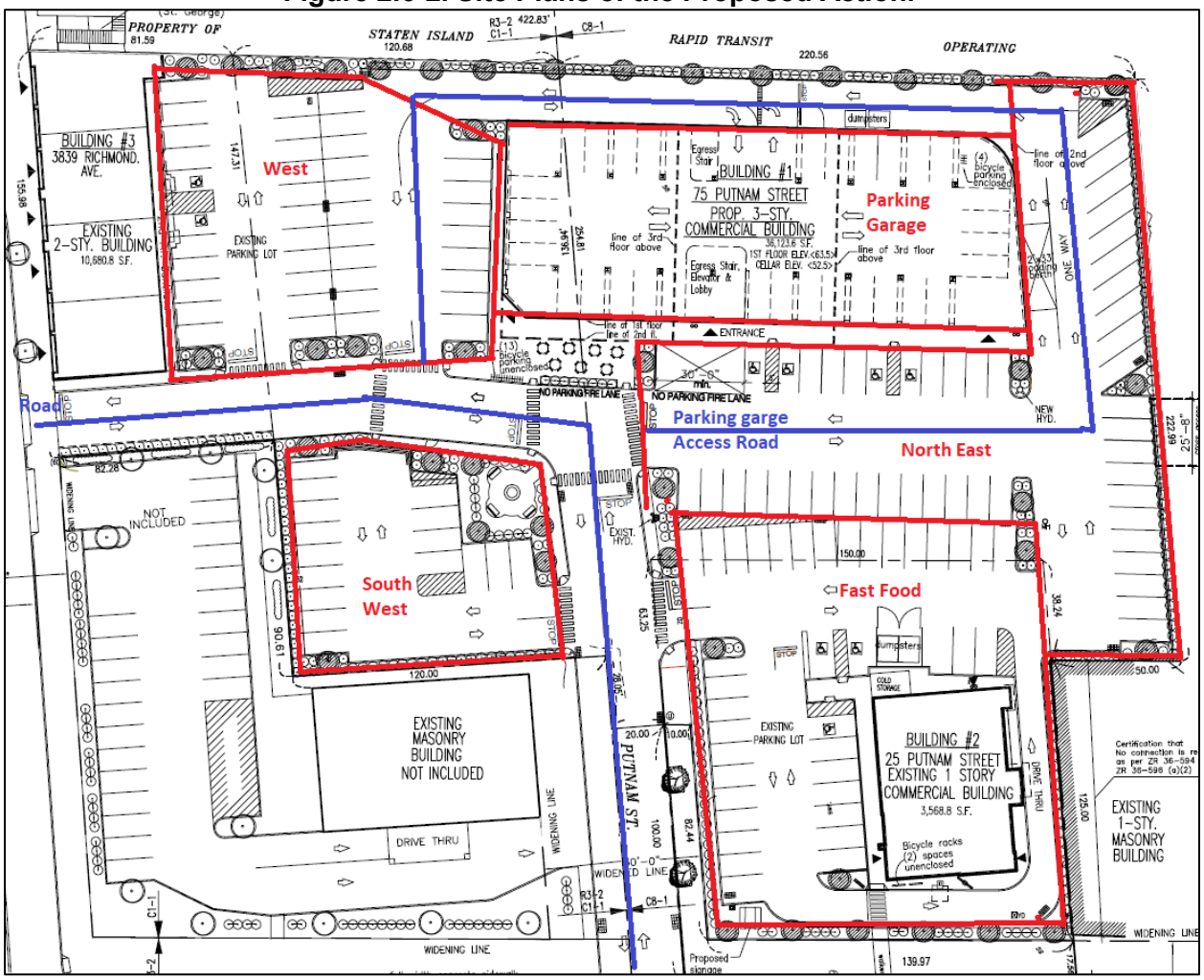
Table 2.6-3. Parking Accumulation of the No Action and With Action Conditions

	No Action		With Action		Increment	
Hour ID	**In**	**Out**	**In**	**Out**	**In**	**Out**
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	76	59	0	0	-76	-59
8	78	86	124	79	46	-7
9	119	100	142	84	23	-16
10	109	96	134	122	25	26
11	86	76	164	181	78	105
12	98	89	188	158	90	69
13	203	193	203	188	0	-5
14	121	159	197	175	76	16
15	114	119	176	194	62	75
16	129	106	161	178	32	72
17	123	119	189	209	66	90
18	200	204	199	226	-1	22
19	125	104	182	198	57	94
20	127	157	149	192	22	35
21	76	89	142	153	66	64
22	67	79	0	14	-67	-65
23	44	61	0	0	-44	-61
24	0	0	0	0	0	0
Total	**1895**	**1895**	**2350**	**2350**	**455**	**455**

Parking Facilities Detailed Analysis

The Proposed Action would result in a total of 176 parking spaces, shared with the existing buildings on Lot 101 and Lot 150. The Proposed Development would contain a 32-space parking garage in its cellar level. The other parking facilities are at-grade parking lots. The With Action condition was analyzed, and if no impact was predicted for the With Action condition, the incremental difference would also have no impact. For the purpose of the air quality analysis, the parking facility was divided into seven distinct areas. **Figure 2.6-2** shows the Site Plans, provided by the building architect for this project, with the parking areas (the parking garage access road, and Putnam Street) considered for the air quality analysis.

Figure 2.6-2. Site Plans of the Proposed Action.



The traffic for each distinct area was interpolated from the areas' number of spaces. Cars parked in the parking garage were assumed to travel around Building 1. Per *CEQR Technical Manual*, vehicles exiting a parking facility idle for 1 minute before starting to travel to the parking garage/lot exit, and all parking facility vehicles are assumed to drive at a speed of 5 miles per hour. In addition, entering and exiting vehicles are assumed to travel a mean travel distance of two-thirds of the width and the length of the parking facility. These distances traveled were assumed for all

the parking areas except the North East parking area. Cars parked in the North East (as seen in **Figure 2.6-2**) were assumed to travel two third of the distance from Putnam Street entrance to the northeast corner of Building 1 as this distance is longer than turning south after passing Building 1.

The following conditions, as outlined in the *CEQR Technical Manual* and to simulate the maximum impact, were assumed in the analysis:

- Pollutants within the garage are exhausted through a single vent situated at 12 feet above grade.
- A receptor is placed at 6 feet high and 6 feet from the parking garage/lot entrance, directly downwind from the garage's exhaust vent, to simulate a pedestrian on the adjacent sidewalk of the parking garage/lot.
- A receptor is placed at 6 feet high and at the opposite sidewalk, directly downwind from the garage's exhaust vent or parking lot exit/entrance.
- A receptor is placed 5 feet above the garage's exhaust vent to simulate a receptor placed in a window above the exhaust vent.
- The impact of the pollutants generated by on-street traffic are added to the receptor placed on the opposite sidewalk from the parking garage/lot. These include both emissions from vehicular mechanical components and dust generated by vehicles travelling on paved roads.

Pollutants from vehicle emissions were generated by the EPA's Motor Vehicle Emission Simulator, MOVES2014a, as outlined below. Pollutants concentrations from the garage's exhaust vent, the parking lots, and from the on-street traffic emission were modeled with AERMOD.

As previously outlined, the NAAQS is evaluated with the background concentration added to the modeled concentrations. For the NYC Guideline, the future No-Action concentration is subtracted from the future With-Action concentration, and the results compared with the *de minimis* threshold concentrations. NYC Guideline of $PM_{2.5}$ for mobile source is 24-hour impact or annual impact. $PM_{2.5}$ annual for stationary source is a concentration of 0.3 $\mu g/m^3$.

Emission Factors

MOVES can be used to calculate emission rates of criteria air pollutants, greenhouse gas emissions, and some hazardous air pollutants for both onroad motor vehicles and nonroad equipment. MOVES models calculate emissions at the national, county, and project level by use of databases and by specifying the characteristics (Run Specification) of the scenario that is modeled.

The onroad emission factors that MOVES produces are either grams/vehicle-mile or grams/hour. In a microscale analysis (project level scale—which is the finest level of modeling) a specific hour of the day is specified, and the model output emission factors for each roadway (link) specified in the database. County specific data was obtained from the NYSDEC. MOVES was run for January AM time scale. As vehicular activity (travel at speed of 5 mph and idle for 1 minute) is the same at each area, each link specified a length of 1 mile and 100 vehicles per link. Cars traveling on Putnam Street were assumed to travel at 15 mph. In addition, cars were assumed to soak for 8-hour (cold condition) prior to starting.

In addition to vehicular mechanical components related $PM_{2.5}$ emission, $PM_{2.5}$ emission of dust generated by vehicles traveling on paved roadways were added to estimate total particulate matter emission factors. Depending of the silt content on a road, re-entrained road dust can be a significant contributor to the total $PM_{2.5}$ concentration. Per the *CEQR Technical Manual*, a silt loading factor of 0.4 g/m^2 for local roads were used in the analysis. Passenger cars' vehicle weight of 3,075 lb was obtained from the State Implantation Plan for NYS. In addition, based on DEP guidance, the conservative assumptions of "dry" road conditions were used for the short-term calculation (per DEP, annual fugitive dust emission is negligible).

The 1-hour CO and 24-hour PM2.5 assumed peak hour traffic at 12:00-13:00. At this hour vehicles exiting each distinct area is at least equal to the number of spaces of the area; the number of vehicles entering each distinct area are the peak hour traffic and more than the areas' capacities. Basically, all the vehicles in the parking facility leave and more than 176 vehicles (the capacity of the parking facility is 176 spaces) enter the parking facility. The annual $PM_{2.5}$ applied the daily vehicle activity throughout the year, which is more conservative than weekend traffic. The 8-hour CO was analyzed with actual weekday traffic. These emissions were used in the AERMOD air dispersion modeling.

AERMOD Dispersion Analysis

The dispersion analysis was conducted using the USEPA's AERMOD dispersion model version 16216r and AERMET version 14134. All dispersion analyses used the calculated emission factors, flat terrain, and elimination of calms. The default urban roughness coefficient of 1.0 meter with a population of 2,000,000 were used. Vehicle activity on the parking lots and Putnam Street were simulated as polygon area sources. The parking garage was simulated as a point source. Building Profile Input Program (BPIP) was run with the downwash effect enabled.

The parking garage exhaust vent was assumed to be 12 feet above grade and as close as possible to Putnam Street. The stack exit temperature of 45-deg Fahrenheit and diameter of 1 foot were assumed per *CEQR Technical Manual*. Per guidance from City Planning for other projects, an exit velocity of 0.001 meter per second was assumed. Activity on the parking lots and roadway were simulated as area sources with release height of 1.3 meter and initial vertical dimension of 2.6 meter, which is appropriate for passenger cars, to account for vehicle-induced turbulence.

Sidewalk receptors were placed in the middle of the sidewalk along Putnam Street and next to Building 1 including next to the parking garage's exhaust vent. Window receptors were placed at a height of 17 feet above grade and just above the garage's exhaust vent.

As mentioned above, the 1-hour CO and 24-hour $PM_{2.5}$ assumed emission corresponding to the hour when at least all the vehicles in the parking facility (176 vehicles) exit the facility and peak hour traffic for vehicles entering the facility; annual $PM_{2.5}$ applied emission corresponding to average vehicle activity throughout the year; and, CO 8-hour was modeled with emission corresponding to actual hourly traffic.

All analyses were conducted using the latest five consecutive years of meteorological data (2013-2017). Surface data was obtained from La Guardia Airport and upper air data was obtained from Brookhaven station, New York. Data was processed by Lakes Environmental Software, Inc. using the current EPA AERMET version (14134) and EPA procedures. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion

elevations over the 5-year period. Meteorological data were combined to develop a 5-year set of meteorological conditions, which was used for the AERMOD modeling runs and Anemometer height of 9.4 meters was specified per Lakes Environmental Software Inc. Per Lakes Environmental Inc., $PM_{2.5}$ special procedure which is incorporated into AERMOD calculates concentrations at each receptor for each year modeled, averages those concentrations across the number of years of data, and then selects the highest values across all receptors of the 5-year averaged highest values.

Each source was modeled independently and as a cumulative impact too. As the garage' exhaust vent is a point source, each pollutant was modeled twice: with building wake effect on plum dispersion and without.

Results of Parking Facilities Analysis

As stated in the AERMOD Dispersion Analysis section, each pollutant averaging time was modeled twice—with building wake effect enabled/disabled. The predicted concentration is the highest concentration of these. To evaluate the impact with the NAAQS, the With-Action modeled concentrations were added to the background concentrations. The modeled concentrations were evaluated with the NYC Guidelines. **Table 2.6-4** shows the With-Action results.

Table 2.6-4. Dispersion Analysis Results

Pollutant and Averaging time (elevation ft)	Unit	Modeled Concentration	Concentration with Background (for the NAAQS)	Threshold Criterion	
				Standard	Concentration
$PM_{2.5}$ 24-hour	$\mu g/m^3$	5.3	24.5	*de minimis*	7.7
$PM_{2.5}$ Annual	$\mu g/m^3$	0.12	7.8	*de minimis*	0.1/0.3
CO 1-hour	ppm	18.84	19	NAAQS	35
CO 8-hour	ppm	3.45	3.65	*de minimis*	4.40

As seen in **Table 2.6-4**, for the NAAQS evaluation, the future With-Action concentrations was added to the background concentrations; no impact was predicted. For the evaluation of the NYC Guidelines, the future With Action concentrations were evaluated with the *de minimis* threshold concentrations; no impact was predicted. As such, the analysis concluded that no significant adverse mobile source (stationary source for the parking garage vent) air quality impacts are expected as a result of the Proposed Actions.

Conclusion

As seen in **Table 2.6-4**, the future With Action results showed no impact. Therefore, an incremental difference (the With Action condition compared to the No Action condition) analysis was not required, as the future No Action would result in less impact. In addition, the With Action cumulative impact concentrations complies with both the annual $PM_{2.5}$ on a neighborhood scale and stationary source.

2.6.3 Industrial Sources

The Proposed Action would effectuate the development of a new 3-story 50,776.6 GSF (36,123.6 ZSF) UG 6 commercial structure containing 14,653 SF of ground floor retail space, 21,470.6 SF of commercial office space on the upper floors of the building. The proposed use is permitted as-of-right by the underlying zoning and would be consistent with surrounding land use. Therefore,

pursuant to CEQR TM methodology, the proposed project would not introduce "new uses" near industrial sources, major sources, large sources, or odor producing facilities. However, the Project Site is located partially within, and adjacent to a C8-1 zoning district, which permits automotive and other heavy commercial services that could potentially emit industrial source process emissions. Therefore, a preliminary assessment was conducted to determine whether permitted or unpermitted industrial sources of process emissions are present within the Project Area that could impact occupants of the Proposed Development. The study area considers industrial sources within 400 feet of the Project Site, and major sources, large sources, and odor producing facilities within 1,000 feet of the Project Site. The sources are categorized as follows:

Methodology

As outlined in the CEQR TM, projects that would introduce new uses near industrial sources, major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The Study Area considers industrial sources within 400 feet of the Project Site, and major sources, large sources, and odor producing facilities within 1,000 feet of the Project Site. These sources are categorized as follows:

- Industrial sources are identified as commercial, industrial, or processing facilities that are likely to have NYCEP operational permits;
- Major Emission sources are identified as those sources located at Title V facilities that require prevention of significant deterioration permits;
- Large emission sources are identified as sources located at facilities which require a state facility permit, such as solid waste or medical waste incinerators, asphalt and concrete plants, or large printing facilities; and
- Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

Land Survey and Field Observation

Information regarding potential emissions of toxic air pollutants from existing industrial sources within 400 feet of the Project Site, and emissions of air pollutants from existing major and large sources within 1,000 feet of the Project Site were developed using the following procedure:

- A study area was developed that includes all industrial facilities with potential large sources of industrial emissions or odor producing facilities within 1,000 feet of the Project Site (**See Figure 2.6-3**).
- A search was performed to identify permits listed in the EPA Envirofacts ICIS-AIR database[11] and The Toxics Release Inventory (TRI)[12] for all sites within the 400 and 1,000-foot study area.
- New York City's Open Accessible Space Information System Cooperative (OASIS), Google Street View, and online searches were used to identify and categorize facilities;
- A field work investigation/observation was conducted to affirm the online study findings and to identify any other likely industrial source in the study area;
- The New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS)[13] was consulted to determine whether air emissions permits had been issued for any of the nonresidential zoned lots; and

[11] Envirofacts
[12] Toxics Release Inventory
[13] NYC DEP CATS

- A formal request was sent to the NYCDEP to review the current and expired status processing type permits identified in the NYCDEP online CATS database.

Study Result – Major and Large Sources and Odor Producing Facilities

A search of the EPA Envirofacts ICIS-AIR database and the Toxics Release Inventory (TRI) was conducted for all parcels within the 400 and 1000-foot Study Area. *The Envirofacts ICIS Air Database contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The Toxics Release Inventory (TRI) is a publicly available database containing information on toxic chemical releases and other waste management activities in the United States.*

The search did not identify any large sources of industrial emissions or odor producing facilities within 1,000 feet of the Project Site. As such, no further analysis of large emissions sources is warranted.

Study Result – Industrial Sources of Toxic Air Emissions

As indicated in **Figure 2.6-3** below, there are no lots identified as potential manufacturing/industrial uses within the Study Area. However, the DEP CATS database was searched for all commercial/transportation utility sites within the Study Area to determine if any of these uses contained industrial process emissions permits. The sites which were determined to have a potential industrial or manufacturing use were then screened with Director of Bureau of Air Resources at the NYC Department of Environmental Protection to identify detailed permit activity.[14] Lastly, a field investigation was conducted to confirm the actual uses operating at the above properties as well as to identify any potential non-permitted activities in the study area that could result in industrial process emissions. No potential unpermitted activities were identified within the study area. Based on the permit search results listed in Table 2.6-6 below, Site ID 10, 20, and 28 (highlighted in yellow) were further investigated. The findings are discussed below.

Table 2.6-6. 400-foot Air Toxics Study Area

OBJECTID	Block	Lot	Address	Land Use	Permit Search
1	5497	150	3839 RICHMOND AVENUE	Commercial	Boiler Permit (PB021014)
2	5505	6	3831 RICHMOND AVENUE	Commercial	No Record Found
3	5505	42	28 ELTINGVILLE BLVD	Commercial	No Record Found
4	5497	130	3881 RICHMOND AVENUE	Commercial	No Record Found
5	5505	8	3827 RICHMOND AVENUE	Commercial	No Record Found
6	5236	1	3901 RICHMOND AVENUE	Commercial	No Record Found
7	5505	11	3823 RICHMOND AVENUE	Commercial	No Record Found
8	5505	50	12 ELTINGVILLE BLVD	Commercial	No Record Found
9	5590	6	3838 RICHMOND AVENUE	Commercial	No Record Found
10	5495	81	4434 AMBOY ROAD	Commercial	Industrial Permit (PB025201) Dry Cleaner/Boiler Permit (CB160201)

[14] Please Note: A response regarding industrial permit activity is pending.

11	5495	92	4456 AMBOY ROAD	Commercial	No Record Found
12	5323	31	3900 RICHMOND AVENUE	Commercial	No Record Found
13	5585	62	4523 AMBOY ROAD	Commercial	No Record Found
14	5590	8	4 SYLVIA STREET	Commercial	No Record Found
15	5497	84	4459 AMBOY ROAD	Commercial	No Record Found
16	5585	59	3872 RICHMOND AVENUE	Commercial	No Record Found
17	5497	72	4445 AMBOY ROAD	Commercial	No Record Found
18	5591	49	3830 RICHMOND AVENUE	Commercial	No Record Found
19	5591	42	3800 RICHMOND AVENUE	Commercial	No Record Found
20	5585	50	3846 RICHMOND AVENUE	Commercial	Industrial Permit (PA006999) Dry Cleaner/Boiler Permit (CB172607)
21	5505	2	3835 RICHMOND AVENUE	Commercial	No Record Found
22	5585	40	503 MOSELY AVENUE	Commercial	No Record Found
23	5497	254	ARMSTRONG AVENUE	Transportation/Utility	No Record Found
24	5495	110	4472 AMBOY ROAD	Transportation/Utility	Gas Station Permit (GA009198)
25	5590	1	3844 RICHMOND AVENUE	Transportation/Utility	No Record Found
26	5497	251	ARMSTRONG AVENUE	Transportation/Utility	No Record Found
27	5590	4	3842 RICHMOND AVENUE	Transportation/Utility	No Record Found
28	5497	101	4491 AMBOY ROAD	Transportation/Utility	Expired Industrial Permit (PB015611) Spray Booth

Site ID 10: 4434 Amboy Road
This is a mixed-use building with a laundromat facility located on the easternmost portion of the building on the south side of Amboy Road. Based on Aerial Photographs, the vent pipe for this use is located on the eastern portion of the building outside of the 400' buffer. Therefore, no impact is anticipated from industrial process emissions related to the active industrial permit (PB025201) for this use.

Site ID 20: 3846 Richmond Avenue
This site has an active industrial permit (PA006999) for a dry-cleaning facility located on the west side of Richmond Avenue. The use is located in the residential C2-3/C1-1 zone that a portion of the proposed office/commercial building is to be located. The location, approximately 250 feet from the proposed development, has an active permit with emissions controls in place to allow its operation within a residential zone. Given the emissions controls required for operation within a residential district, no impact to adjacent commercial uses or the proposed development site from this dry-cleaning facility is anticipated.

Site ID 28: 4491 Amboy Road
This site (Block 5497, Lot 101) has an expired permit (PB015611) for a spray booth. As indicated in Figure 1-1 above, although the Proposed Development Site consists of Lots 95 and 117, Lot 101 is part of the Project Area effected by the Proposed Action. Lot 101 consists of a 3569 GSF Wendy's. Therefore, the use which operated under the now expired spray booth permit is no longer active and no air quality impact from unpermitted industrial activities on this site are anticipated.

Conclusion

Based on the field investigation of the area, and research of each potential industrial or manufacturing use in the Study Area, there are no industrial emissions that could potentially result in adverse impacts to occupants of the Proposed Development. Additionally, no large sources of industrial emissions within the 1,000-foot study area. Additionally, no stationary or mobile source emissions impacts were identified. Therefore, no further analysis is warranted.

Figure 2.6-3: Air Toxics Study Area

2.7 NOISE

Introduction

Noise Monitoring was conducted by Equity personnel to support the proposed development of a three-story commercial structure to be located on Lots 95 and 117 of the Project Site, which consists of four tax lots: (Block 5497, Lots 95, 101, 117, and 150). The Project Site is generally bounded by Putnam Street, Amboy Road, and Richmond Avenue in Staten Island, New York.

Putnam Street is a two-way dead-end street that runs in a north and southbound direction with an intersection on Amboy Road controlled by a stop sign and effectively serves as an access drive to the Project Area. Putnam Street provides egress and ingress to a fast food drive in establishment located on Block 5497, Lot 101 and provides egress to the Bank of America. Amboy Road is a two-way, east and westbound street with its intersections controlled by stop lights. The surrounding land uses consist primarily of commercial properties.

The proposed action would facilitate new commercial development directly south of the Staten Island Railway (SIR) Line, which may be a source of high ambient noise levels along the northern property boundary. Therefore, the proposed Project Area warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed development would not create a significant stationary 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.

Methodology

Noise is defined as any unwanted sound, and sound is defined as any air pressure variation that the human ear can detect. Human beings can detect a large range of sound pressures ranging from 20 to 20 million micropascals, but only those air-pressure variations occurring within a set of frequencies are experienced as sound. Air-pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

In terms of hearing, humans are less sensitive to low frequencies (<250 Hz) than mid-frequencies (500-1,000 Hz). Humans are most sensitive to frequencies in the 1,000 to 5,000 Hz range. Since ambient noise contains many different frequencies all mixed together, measures of human response to noise assign more weight to frequencies in this range. This is known as the A-weighted sound level.

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed “dB(A).” The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB(A), and the threshold of pain is about 140 dB(A). **Table 2.7-2** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans do not perceive a 10 dB(A) increase as 10 times louder; they perceive it as twice as loud. The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

The *CEQR Technical Manual* recommends an analysis of two principal types of noise sources: mobile sources; and stationary sources. Both types of noise sources are examined in the following sections.

2.7.1 Mobile Sources

Mobile noise sources are those which move in relation to receptors. The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the Proposed Action.

Per the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a Proposed Action, a detailed analysis is generally performed. No significant adverse mobile source noise impacts due to vehicular traffic are anticipated because of the Proposed Action as It does not increase existing passenger equivalent values by more than 100 percent.

As discussed in the *CEQR Technical Manual*, if the proposed project is located in areas with high ambient noise levels, which typically include those near heavily-traveled thoroughfares, airports, exposed rail, or other loud activities. Accordingly, ambient noise levels were measured at the proposed development site to provide an assessment of the potential for ambient noise to have a significant adverse effect on future residents of the proposed development.

The *CEQR Technical Manual* provides noise exposure guidelines in terms of L_{eq} and L_{10} for the maximum amount of allowable noise under existing regulations. L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a measurement period will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels. In comparison, L_{10} is the SPL exceeded 10 percent of the time. Similar descriptors include the L_{50}, L_{01}, and L_{90} values.

2.7.2 Stationary Sources

The *CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the proposed project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed. No unenclosed specific stationary noise sources of concern were observed during

field inspection. As the project site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the proposed project would not introduce a new stationary noise source, no significant adverse stationary source impacts are anticipated because of the Proposed Action, and no further analysis is warranted.

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. CEPO-CEQR Noise Standards classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. As noted in the *CEQR Technical Manual*, these standards are the basis for classifying noise exposure into the following categories based on the L10 measured directly outside the projected development site:

Table 2.7-1 Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Noise Level with Proposed Project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[1]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)^2$ dB(A)

Source: *CEQR Technical Manual*

Notes: [1] The above composite window-wall attenuation values are for residential dwellings. Commercial and office spaces/meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.

[2] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.

Table 2-7.2: Noise Levels of Common Sources

Noise Levels of Common Sources	
Sound Source	**SPL (dB(A))**
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) Is perceived as a doubling or halving in SPL.

Source: 2014 CEQR Technical Manual

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C-weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high-frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high-frequency bands are significantly affected by C-weighting.

The following is typical of human response to relative changes in noise level:
- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Measurement Location and Equipment

Because the predominant noise sources in the area of the project area consist of public transportation, specifically the Staten Island Railway Line, noise monitoring was conducted during peak vehicular travel periods (AM, Mid-Day, and PM). Pursuant to CEQR Technical

Manual Methodology measurement periods of one (1) hour at location one (1) and twenty (20) minutes at location two (2), during each peak hour were conducted at locations 1 and 2 due to the potential impact of ambient noise from the Staten Island Railway Line traffic in the Project Area.

Noise monitoring was conducted using a Type 1 Casella CEL-63X sound meter with wind screen. The monitor was placed on a tripod at a height of approximately four feet above the ground, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session. Periods of peak vehicular and train traffic around the Project Area constitute a worst-case condition for noise at the project site.

Figure 2.7-1 Noise Monitoring Locations

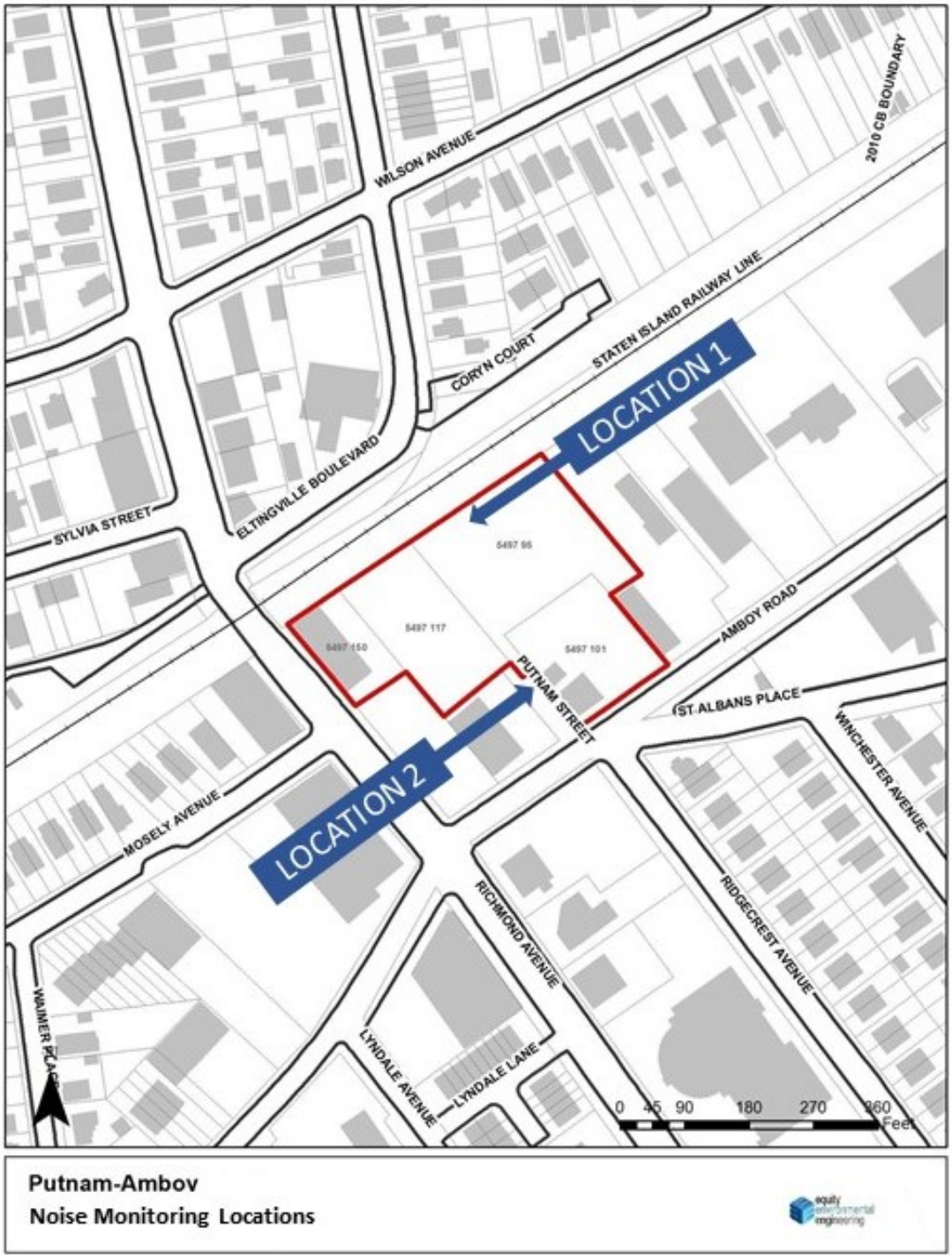


Photo 2.7-1

Location 1: *Northern most location along Staten Island Railway*

Photo 2.7-2

Location 2: *South of project area, along Putnam Street*

Measurement Conditions
Monitoring was conducted during typical midweek conditions, on Wednesday, June 14, 2017. The weather was dry and wind speeds varied from mild – high during all monitoring periods. Location One (1) is adjacent the Staten Island Railway line along the northern property boundary with trains traveling east and west in 5 – 10-minute intervals. Location Two (2) was on the sidewalk along the within approximately 20 feet of the site entrance the traffic consisted of slow-moving vehicles traveling to either 'Bank of America' and/or 'Wendy's.' Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meters were calibrated before and after each monitoring session.

Existing Conditions
Based on the noise measurements taken around the Project Area, the predominant source of noise at the northern edge of the project site is the Staten Island Railway, while noise at the southern edge is primarily a function of vehicular traffic The volume of traffic, and its corresponding level of noise is low at both Location One (1), and Two (2).

Table Noise-2 *below contains the results for the measurements taken at the Project Area:*
Note: **Bold** denotes L_{10} noise level exceedances, according to Table 19-2 of the CEQR Technical Manual

Table 2.7-3 (1 of 2): Noise Levels (dB)
Location 1: *Noise Levels at northernmost property boundary near Staten Island Railway*

Wednesday, June 14, 2017			
Time	07:31 am – 08:31 am	12:00 pm – 1:00 pm	4:30 pm –5:30 pm
L_{max}	110.7	79.8	79.7
L_{10}	58.5	57.5	59.0
L_{eq}	67.5	57.0	58.9
L_{50}	50.0	54.0	56.0
L_{90}	47.0	48.5	51.0
L_{min}	43.8	45.7	46.8

Table 2.7-3 (2 of 2): Noise Levels (dB)
Location 2: *Noise Levels at Southern Property boundary*

Wednesday, June 14, 2017			
Time	8:33 am – 8:54 am	1:02 pm – 1:22 pm	5:32 pm – 5:52 pm
L_{max}	75.1	77.4	76.4
L_{10}	62.0	69.5	61.0
L_{eq}	59.6	69.1	59.1
L_{50}	57.5	69.0	56.5
L_{90}	54.0	69.0	54.0
L_{min}	50.2	67.0	50.1

Table 2.87-4 *below contains the traffic volumes (vehicle counts) and vehicle classifications for the AM, Mid-Day, and PM sessions:*

Table 2.7-4 (1 of 3):
AM Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	0	169
Van/Light Truck/SUV	0	225
Motorcycle	0	0
Heavy Truck	0	15
Bus	0	3
Train	8	1

Note: Location 2 total traffic counts reflect Amboy Street traffic and Putnam Street. Only 2 cars were counted on Putnam Street during the AM session.

Table* 2.7-4 *(2 of 3):
Mid-Day Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	0	257
Van/ Light Truck/SUV	0	315
Motorcycle	0	5
Heavy Truck	0	8
Bus	0	0
Train	4	2

Putnam Street Only Count during the Mid-Day session					
Car/Taxi	*Van/ Lt. Truck/ SUV*	*Motor-cycle*	*Heavy Truck*	*Bus*	*Train*
12	*12*	*0*	*3*	*0*	*2*

Table 2.7-4 (3 of 3):
PM Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	0	257
Van/ Light Truck/SUV	0	302
Motorcycle	0	2
Heavy Truck	0	2
Bus	0	0
Train	8	2

Note: Above location 2 total traffic counts reflect Amboy Street traffic and Putnam Street.

Putnam Street Only Count during the Mid-Day session					
Car/Taxi	*Van/ Lt. Truck/ SUV*	*Motor-cycle*	*Heavy Truck*	*Bus*	*Train*
12	*12*	*0*	*3*	*0*	*2*

Conclusion

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a commercial use such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. The highest recorded L_{10} at Location One (1) of the subject property was 59.0 dB during the evening monitoring period. The highest recorded L_{10} at Location Two (2) of the subject property was 69.5 dB during the afternoon period.

Based on these results, no significant adverse impacts related to noise would result from the proposed action. Therefore, no window-wall attenuation would be required.

2.8 PUBLIC HEALTH

According to the 2014 *CEQR Technical Manual*, Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

Pursuant to 2014 CEQR Technical Manual methodology, for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

NOISE

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a commercial use such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. The highest recorded L_{10} at Location One (1) of the subject property was 59.0 dB during the evening monitoring period. The highest recorded L_{10} at Location Two (2) of the subject property was 69.5 dB during the afternoon period.

Based on these results, no significant adverse impacts related to noise would result from the proposed action. Therefore, no window-wall attenuation would be required.

HAZARDOUS MATERIALS

As discussed in **Section 2.4** above: Based on the evidence provided by the EDR database report, observations made during the site reconnaissance, and professional judgement, it is Equity's conclusion that a Vapor Encroachment Condition (VEC) cannot be ruled out for the subject properties (Located on Block 5497, Lot 95 and 117) due to records of Historical Dry-Cleaning facilities, Historical Gas Stations and NY Spills proximate to the subject properties. Additionally, Equity found one (1) REC associated with the subject property located at 75 Putnam Street (Block 5497, Lot 95). Small areas of stained soil were identified on the northeast corner of the Lot 95.

Therefore, an E-Designation (E-501) will be mapped on the Proposed Development Site (5497, Lots 95 and 117) The text for the E-Designation requirements related to Hazardous Materials is as follows:

E-Designation (E-501)

Task 1-Sampling Protocol
The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from

OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum-based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol
A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted

Conclusion
Based on the RECs identified in the Phase I ESA, further investigation will be required. Should any remediation be warranted, the applicant commits to perform the necessary mitigation in order to ensure that construction and occupancy of action-induced development does not result in significant adverse impacts related to hazardous materials. No measures related to Noise or Air Quality impacts are necessary. Based on the analyses presented in this report, the proposed action does not have the potential for significant unmitigated impacts to any of the constituent elements of public health. Therefore, no further analysis of public health is warranted.

Appendix A: *Landmarks and Preservation Commission*

Historic and Cultural Resources Review

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 / LA-CEQR-R
Project:
Date received: 6/8/2017

Properties with no Architectural or Archaeological significance:

1) ADDRESS: AMBOY ROAD, BBL: 5054970095
2) ADDRESS: 4491 AMBOY ROAD, BBL: 5054970101
3) ADDRESS: 3839 RICHMOND AVENUE, BBL: 5054970150
4) ADDRESS: PUTNAM STREET, BBL: 5054970117

Gina Santucci 6/23/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32491_FSO_DNP_06162017.doc

Appendix B: *DEC Phase I Review*

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

March 9, 2018

Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Putnam Street and Amboy Road
Block 5497, Lots 150, 117, 95, and 101
CEQR # 77DCP436R

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the January 2018 Environmental Assessment Statement and the July 2017 Phase I Environmental Site Assessment (Phase I) prepared by Equity Environmental Engineering on behalf of Savo Family Limited Partnership (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning authorization pursuant to Zoning Resolution, Section 107-68 for group parking in excess of thirty spaces in the Special South Richmond District from the New York City Department of City Planning (DCP) to facilitate the development of a three-story, commercial structure containing 14,653 square feet (sf) of ground floor retail space and 21,470.6 sf of upper floor commercial office space, as well as 14,653 sf of below-grade parking. The proposed building, located at 75 Putnam Street (Block 5497, Lot 95), would be built on a 108,942 sf site (project site) on Block 5497, which is composed of Lots 150, 117, 95, and 101. The project site is improved with a two-story commercial and office use structure located on Lot 150 and a fast-food drive-in establishment located on Lot 101. Additionally, a portion of Lot 117 contains parking for the building located on Lot 150. The existing buildings on Lots 101 and 150 and the proposed building on Lot 95 would be served by a group parking facility containing a total of 185 spaces: 37 spaces of surface group parking which currently exist on the project site, while 116 spaces of surface group parking and 32 spaces of below grade parking to be located under the proposed building on Lot 95 are proposed. The project site is located on the corner of Richmond Avenue and Amboy Road in the Special South Richmond Development District of Staten Island Community District 3.

The July 2017 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including restaurants, a bank, an auto wash, a coal yard, a filling station, an auto junk yard, auto repair shops, auto body shops, dry cleaners, a lumber shed, a mini golf facility, a parking lot, the Staten Island Railway, residential buildings, stables, a paint store, a drug store, hair salons, etc. The New York State

Department of Environmental Conservation database identified 13 spills within 1/8-mile; 4 underground storage tank sites and 3 aboveground storage tank sites within a 1/4-mile; and 8 leaking storage tank sites within a 1/2-mile of the subject property.

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

- DCP should inform the applicant that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils of the subject parcel. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be developed in accordance with the *City Environmental Quality Review Technical Manual* and submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil, groundwater, and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.

- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork.

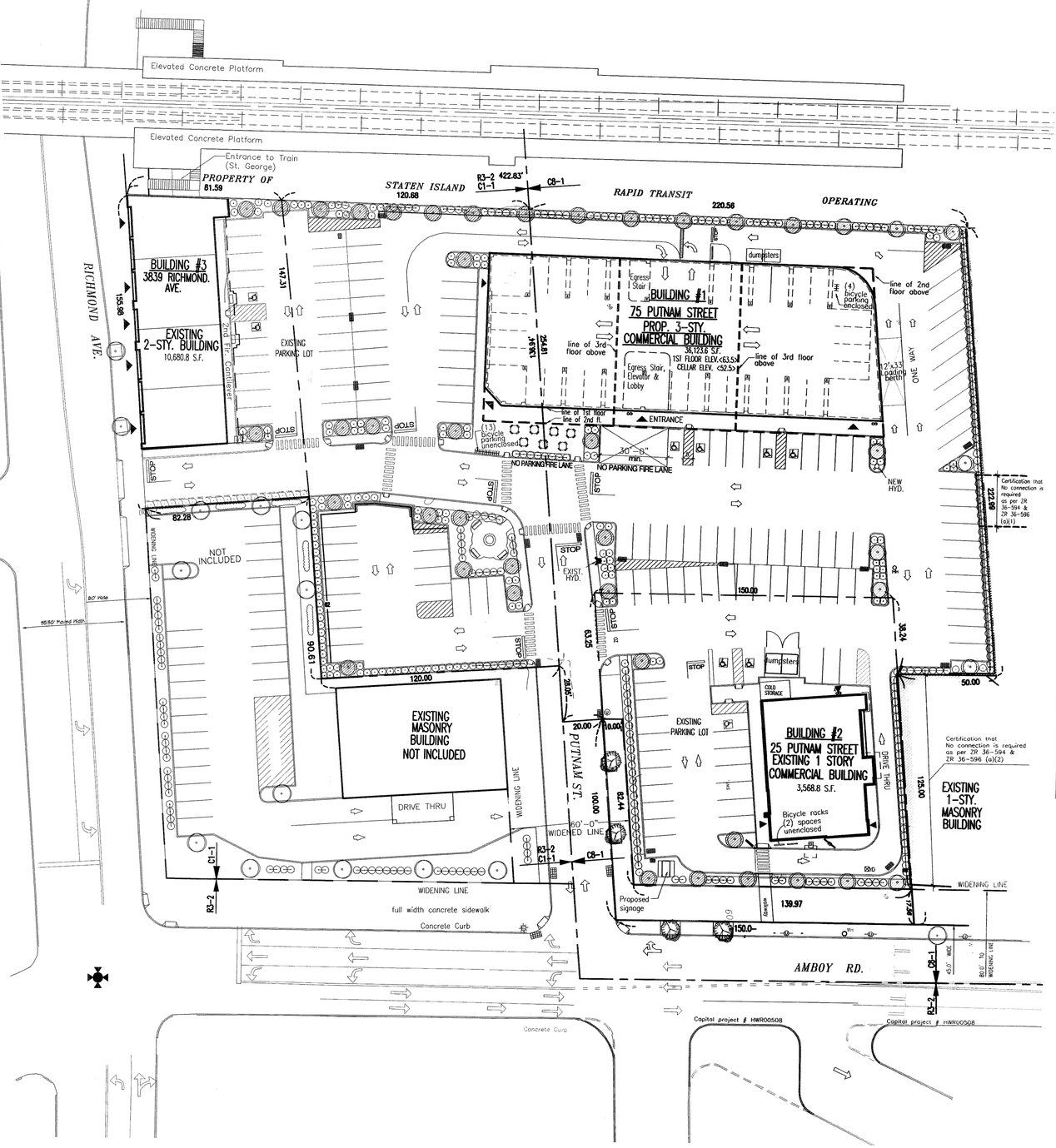
Future correspondence and submittals related to this project should include the following CEQR # **77DCP436R**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard; M. Khaja-Moinuddin; T. Estesen; M. Wimbish; R. Ghosh – DCP; O. Abinader – DCP

Appendix C: *Site and Zoning Plans*



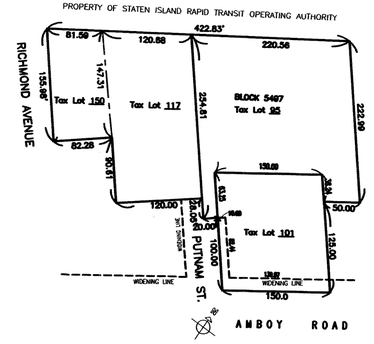
PROPOSED AREA DIAGRAM

Scale: 1" = 30'-0"

SITE DATA
BLOCK #: 5497
LOT #'s: 95, 101, 117, 150
STREET ADDRESS: 3839 Richmond Avenue
25 Putnam Street
EXISTING ZONES: R3-2/C1-1, C8-1,
Special South Richmond District
COMMUNITY DISTRICT: 3, Staten Island
ZONE SECTION MAP NO.: 33C
ZONE LOT AREA: 138,942 S.F.
R3-2/C1-1 LOT AREA: 40,265 S.F.
C8-1 LOT AREA 68,677 S.F.
SOUTH RICHMOND ARTERIAL STREET: Richmond Ave.
SIRTOA SRD SETBACK: 20FT.

List of Required Actions:
1) Section 36-592 ZR - CPC Chair Certification of Cross Access Connection
2) Section 36-596 ZR - CPC Chair Certification that no Connection is required, relocation of previously Certified Connections, and Voluntary Connections
3) Section 107-68 ZR - CPC Authorization for a Modification of Group Parking Facility and Access Regulations

ZR SECTION	TITLE	PERMITTED/REQUIRED	EXISTING TO REMAIN	PROPOSED	TOTAL	COMPLIANCE/NOTES
32-00	USES	R3-2/C1-1 USE GROUPS 1-6	USE GROUP 6	N/A	USE GROUP 6	
		C8-1 USE GROUPS 4-14 & 16	USE GROUP 6	USE GROUP 6	USE GROUP 6	
33-121	FAR	R3-2/C1-1				
		RESIDENTIAL = 50	NONE	NONE	NONE	
		COMMUNITY FACILITY = 1.60	NONE	NONE	NONE	
		COMMERCIAL = 1.00	0.26	0.1	0.36	
33-121		C8-1				
		COMMUNITY FACILITY = 2.40	NONE	NONE	NONE	
		COMMERCIAL = 1.0	0.05	0.47	0.52	
33-121	FLOOR AREA	R3-2/C1-1				
		RESIDENTIAL 40,265 x .50 = 20,312.5 S.F.	NONE	NONE	NONE	
		COMMUNITY FACILITY 40,265 X 1.60 = 65,000.6 S.F.	NONE	NONE	NONE	
		C8-1 MAX FA PERMITTED = 40,265 S.F.	BUILDING #3 FIRST FLOOR = 5,340.4 S.F.	BUILDING #1 FIRST FLOOR = 1,870 SF	7,210.4 SF	
			BUILDING #3 SECOND FLOOR = 5,340.4 S.F.	BUILDING #1 SECOND FLOOR = 2,150.6 SF	7,491 SF	
			BUILDING #3 TOTAL = 10,680.8 S.F.	BUILDING #1 TOTAL = 4,020.6 SF	14,701.4 SF	
		C8 1				
		COMMUNITY FACILITY 68,677 X 2.40 = 164,800.8 S.F.	NONE	NONE	NONE	
		COMMERCIAL 68,677 S.F. X 1.00 = 68,677 S.F.	BUILDING #2 FIRST FLOOR = 3,568 S.F.	BUILDING #1 FIRST FLOOR = 12,783 SF	16,351 SF	
				BUILDING #1 SECOND FLOOR = 14,220 SF	14,220.3 SF	
				BUILDING #1 THIRD FLOOR = 5,100 SF	5,100 S.F.	TOTAL BUILDING #1 FLOOR
			BUILDING #2 FIRST FLOOR = 3,568 S.F.	BUILDING #1 TOTAL = 32,103	35,671 S.F.	AREA IN ZONING LOT = 36,123.6
23-141	LOT COVERAGE	R3-2 (35%)	NONE	NONE	NONE	
33-25	YARD REGULATIONS	R3-2/C1-1				
33-26		FRONT 0'	0'	0'	0'	
		SIDE 0' OR 8' MINIMUM	0'	0'	0'	
		REAR 20'	30'	46'	46'	
		C8-1				
		FRONT 0'	13'	13'	13'	
		SIDE 0' OR 8' MINIMUM	14'	14'	14'	
		REAR 20'	228'	20'	20'	
	HEIGHT AND SETBACK REGULATIONS					
33-431	STREET WALL HEIGHT	R3-2/C1-1				
		30' OR TWO STORIES	27'/TWO STORIES	27'/TWO STORIES	27'/TWO STORIES	
33-432	STREET WALL HEIGHT	C8-1				
		30' OR TWO STORIES	16'/ONE STORY	16'/ONE STORY	16'/ONE STORY	
33-431	SKY EXPOSURE PLANE	R3-2/C1-1				
		1 TO 1	1 TO 1	BUILDING #1: 1 TO 1, Therefore Complies		
33-432	SKY EXPOSURE PLANE	C8-1				
		1 TO 1	1 TO 1	BUILDING #1: 1 TO 1, Therefore Complies		
36-21	ACCESSORY OFF-STREET PARKING SPACES					
	COMMERCIAL USE					
	R3-2/C1-1	1 SPACE PER 150 S.F. OF FLOOR AREA	BUILDING #3: 10,680.8 SF /150 = 71, ONLY EXISTING 30 SPACES **	BUILDING #1 FIRST FLOOR: 1,870 SF/150 = 13		*BUILDING AT 3839 RICHMOND AVENUE IS EXISTING LEGAL NON-COMPLYING FOR PARKING
				BUILDING #1 SECOND FLOOR 2,150.6 SF/150 = 14		**ONLY 30 ACCESSORY OFF STREET PARKING SPACES REQUIRED AS PER C/O # 500775226F
				BUILDING #1 TOTAL SPACES = 27	57	
	COMMERCIAL USE					
	C8-1	1 SPACE PER 300 S.F. OF FLOOR AREA	BUILDING #2: 3,568 SF/300 = 12 SPACES	BUILDING #1 FIRST FLOOR: 12,783 SF/300 = 43		
				BUILDING #1 SECOND FLOOR: 14,220 SF/300 = 47		
				BUILDING #1 THIRD FLOOR: 5,100/300 = 17		TOTAL PARKING SPACES
			BUILDING #2 TOTAL = 12	BUILDING #1 TOTAL SPACES = 107	119	FOR ZONING LOT = 176
36-62	REQUIRED OFF-STREET LOADING BERTHS - RETAIL	FIRST 8,000 S.F. - NONE				
		NEXT 17,000 S.F. - ONE	NONE	(1st Floor of Building #1) 14,653 SF < 25,000 Therefore, 1 Loading Berth Required	ONE	
	REQUIRED OFF-STREET LOADING BERTHS - OFFICE	FIRST 25,000 S.F. - NONE	NONE	(2nd & 3rd Floor of Building #1) 21,470.6 SF < 25,000	NONE	
		NEXT 75,000 S.F. - ONE		Therefore, No loading berth Required		
36-71						
36-711	BICYCLE PARKING - ENCLOSED					
	RETAIL USE	1 PER 10,000 SF OF FLOOR AREA	NONE	(1st Floor Building #1) 14,653/10,000 = 1.46		
	OFFICE USE	1 PER 7,500 SF OF FLOOR AREA	NONE	(2nd & 3rd Floor Building #1) 21,470.6/7,500 = 2.86		
				1.46 + 2.86 = 4.32 THEREFORE (4) SPACES	4 SPACES	
36-712	BICYCLE PARKING - UNENCLOSED	C1-1 & C8-1 ONE FOR EACH 10 PARKING SPACES 146/ 10 = 15 BICYCLE SPACES Required COMMERCIAL	NONE	15	15	



TAX LOT DIAGRAM

Scale: 1" = 100'-0"

DRAWING LIST

No.	Revisions	Date
1.	WENDY'S PROTOTYPE WITH REVISED MASTER SITE PLAN	05.31.2012
2.	ADDED BUILDING BORINGS LOCATION	07.14.2012
3.	GRADING REDESIGN NEW PARKING LAYOUT & NEW BUILDINGS SIZE	05.29.2014
4.	BUILDING FOOTPRINT	06.08.2016
5.	ZONING CALCULATIONS	06.15.2016
6.	CLARIFIED LOT AREA & TAX LOTS	07.12.2016
7.	CLARIFIED PARKING CALCS	10.24.2016
8.	75 PUTNAM & PARKING LOT REDESIGN	12.19.2016
9.	REDESIGN ISSUED FOR CPC REVIEW	02.14.2017
10.	CPC COMMENTS	04.18.2017
11.	CPC COMMENTS	10.31.2017
12.	CPC COMMENTS	01.09.2018

DOB Examiner stamp:

DOB Approval:

B-Scan job sticker:

rampulla associates architects, l.l.p.
155 3rd Street Staten Island, New York 10306
718 987-1310 fx. 718 987-1565 www.rampulla.net

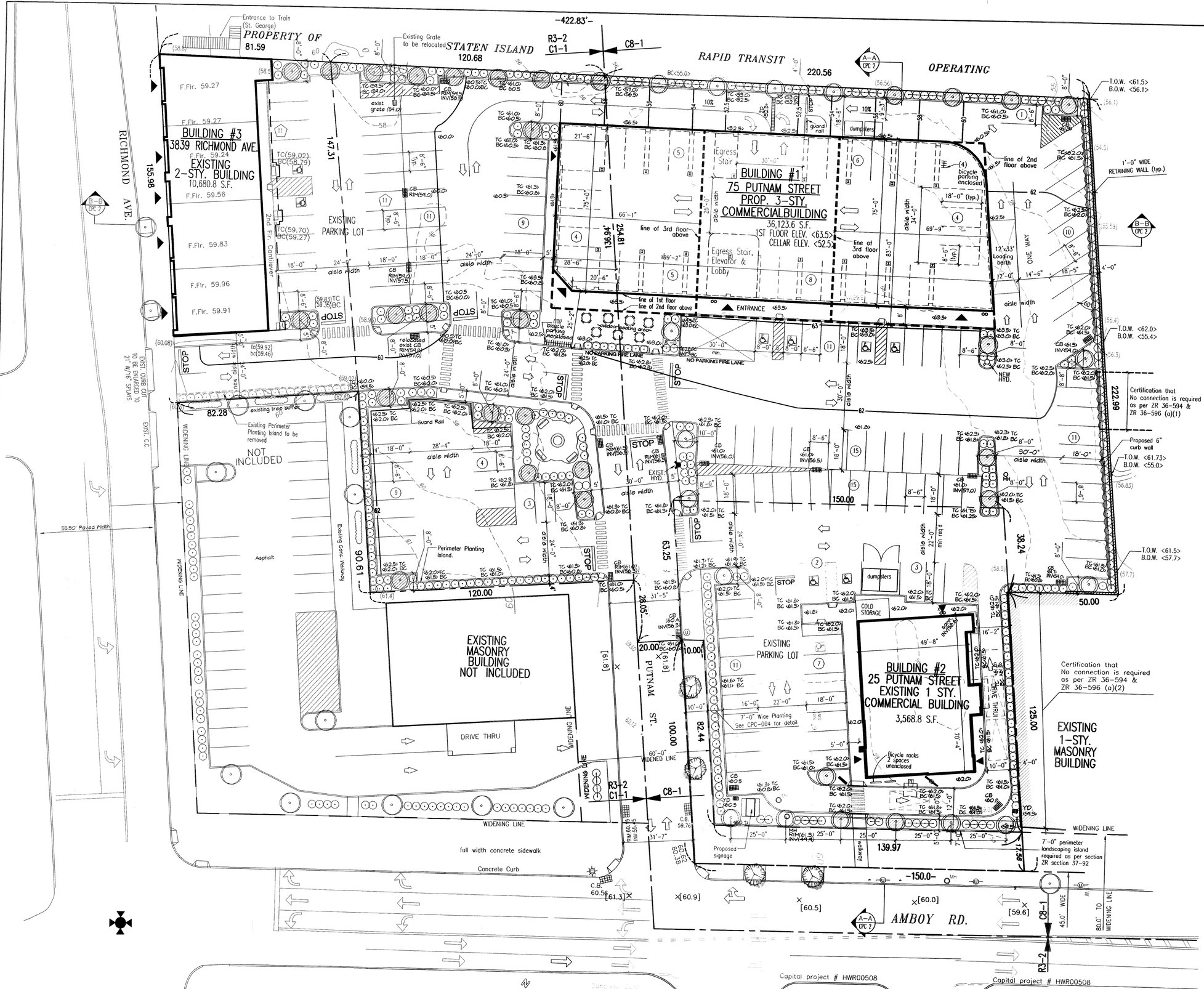
project title :
ELTINGVILLE PLAZA SHOPPING CENTER
AMBOY ROAD
STATEN ISLAND, NEW YORK

drawing title :
PROPOSED CPC AREA PLAN AND ZONING DATA

seal & signature

REGISTERED ARCHITECT JOSEPH M. RAMPULLA 016963 STATE OF NEW YORK

date:	10.31.17
project #:	11014
drawing by:	TA
chk by:	JO
dwg #:	CPC-001.00
file #:	1 of 4



SITE LEGEND

- T.O.W / B.O.W — Top of Wall / Bottom of Wall
- < > — Proposed grade
- ( ) — Existing grade
- Existing contour to remain
- Exist. Contour to be removed
- Proposed contour
- ZD — Prop. zipper dr./yard dr. Refer to sanitary & storm water drainage plan prepared by others
- ⊠YD
- Proposed curb wall
- Proposed 1'-0" wide retaining wall
- Bicycle Parking Spaces Shall be within 50' of main entrance and less than 24' from any wall
- Building Entrance
- Outdoor Tables
- Outdoor Benches
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Existing Traffic Signal
- Existing tree to remain
- Proposed street tree
- Proposed site tree
- Existing trees to be removed
- Proposed densely planted shrubs maintained at a maximum height of 3'-0". (typ. for all zoning lots) Provide 4'-0" wide planting strip. Provide for the first two feet of the planting island fronting open parking area shall be comprised of mulch and densely planted with groundcover above jute mesh to stabilize

No.	Revisions	Date
1.	WENDY'S PROTOTYPE WITH REVISED MASTER SITE PLAN	05.31.2012
2.	ADDED BUILDING	07.14.2012
	BORINGS LOCATION	
3.	GRADING REDESIGN NEW PARKING LAYOUT & NEW BUILDINGS SIZE	05.29.2014
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DOB Examiner stamp:

DOB Approval:

B-Scan job sticker:

The architect shall not have control or charge of and shall not be responsible for construction means, methods, deviations, techniques, sequences, or procedures, or for safety precautions and programs in connection with the work, for the acts or omissions of the contractor, subcontractors or any other persons performing any of the work, or for the failure of any of them to carry out the work in accordance with the contract documents. Always use dimensions as shown. Drawings are not to be scaled.

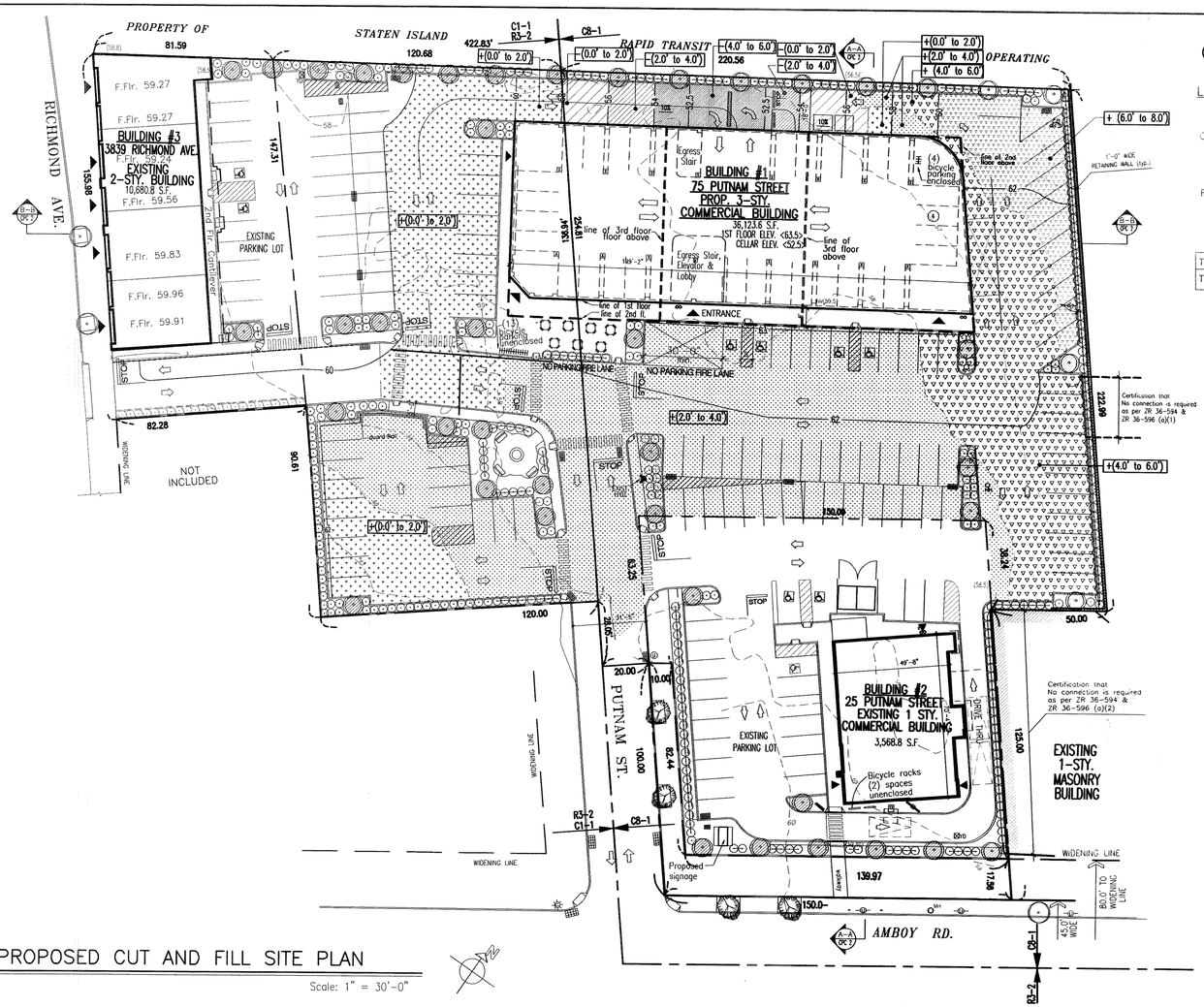
rampulla associates architects, l.l.p.
155 3rd Street Staten Island, New York 10306
718 987-1310 fax 718 987-1565 www.rampulla.net

project title :
ELTINGVILLE PLAZA SHOPPING CENTER
AMBOY ROAD
STATEN ISLAND, NEW YORK

drawing title :
PROPOSED CPC SITE / GRADING PLAN & NOTES

seal & signature

date:	10.31.17
project #:	11014
drawing by:	TA
chk. by:	JO
dwg #:	CPC-002.00
file #:	
	2 of 4



PROPOSED CUT AND FILL SITE PLAN

Scale: 1" = 30'-0"

CUT & FILL CALCULATION

LEGEND (FOR AREA OF SITE WHICH ARE TO BE DEVELOPED EXCLUSIVE OF BUILDING FOOTPRINT)

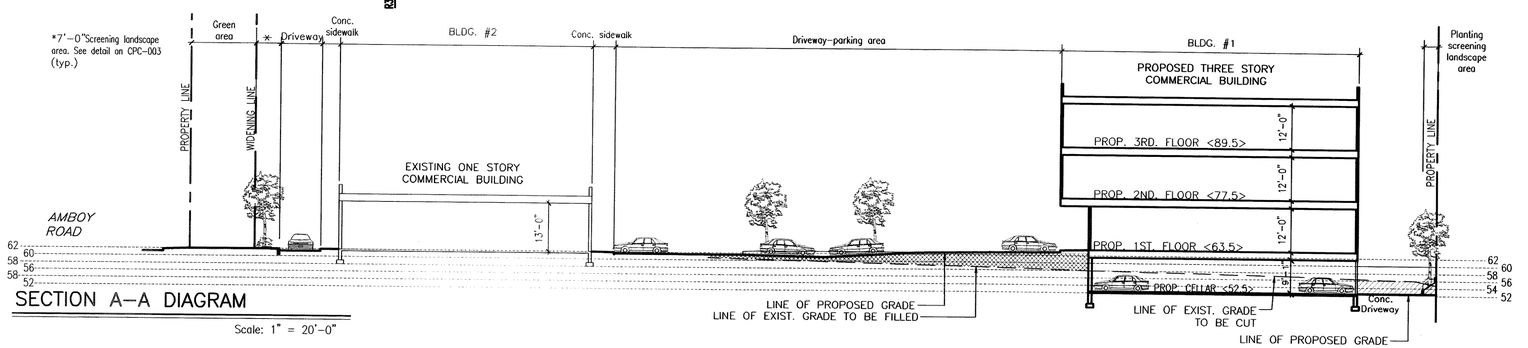
CUT: 0.0' | −(0.0' to 2.0') | −(2.0' to 4.0') | −(4.0' to 6.0')

FILL: 0.0' | +(0.0' to 2.0') | +(2.0' to 4.0') | +(4.0' to 6.0') | +(6.0' to 8.0')

TOTAL VOLUME TO BE FILL:	154,958.22 CF (5739.19 CY)
TOTAL VOLUME TO BE CUT:	10,526.38 CF (389.86 CY)

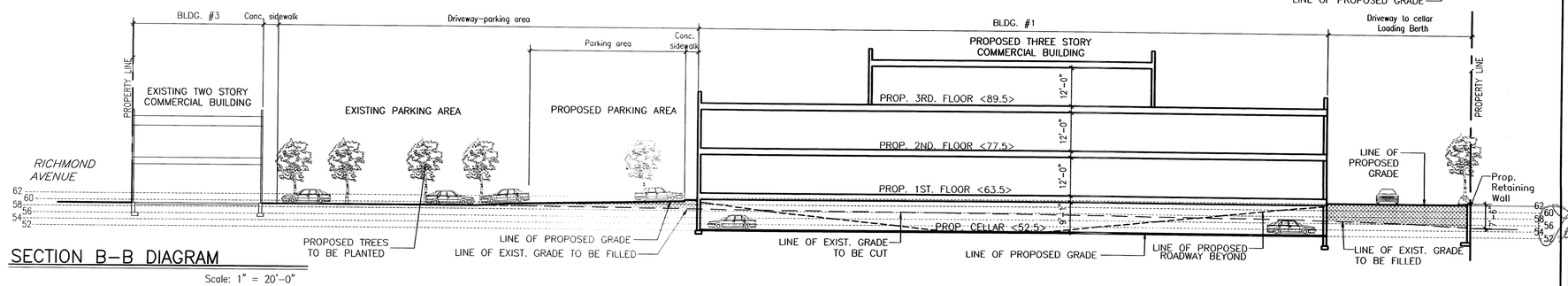
SITE SECTION LEGEND

- AREA TO BE FILL
- AREA TO BE CUT
- DATUM LINE
- PROPOSED GRADE
- EXISTING GRADE TO BE MODIFIED
- LINE OF PROPOSED ROADWAY BEYOND



SECTION A–A DIAGRAM

Scale: 1" = 20'-0"



SECTION B–B DIAGRAM

Scale: 1" = 20'-0"

No.	Revisions	Date
1.	WENDY'S PROTOTYPE WITH REVISED MASTER SITE PLAN	05.31.2012
2.	ADDED BUILDING	07.14.2012
	BORINGS LOCATION	
3.	GRADING REDESIGN NEW PARKING LAYOUT & NEW BUILDINGS SIZE	05.29.2014
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6.	CLARIFIED LOT AREA & TAX LOTS	07.12.2016
7.	CLARIFIED PARKING CALCS	10.24.2016
8.	75 PUTNAM & PARKING LOT REDESIGN	12.19.2016
9.	REDESIGN ISSUED FOR CPC REVIEW	02.14.2017
10.	CPC COMMENTS	04.18.2017
11.	CPC COMMENTS	10.31.2017
12.	CPC COMMENTS	01.09.2018

DOB Examiner stamp:

DOB Approval:

B-Scan job sticker:

The architect shall not have control or charge of and shall not be responsible for construction means, methods, deviations, techniques, sequences, or procedures, or for safety precautions and programs in connection with the work, for the acts or omissions of the contractor, subcontractors or any other persons performing any of the work, or for the failure of any of them to carry out the work in accordance with the contract documents. Always use dimensions as shown. Drawings are not to be scaled.

rampulla associates architects, l.l.p.
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718 987-1310 fax 718 987-1565 www.rampulla.net

project title :

ELTINGVILLE PLAZA SHOPPING CENTER
AMBOY ROAD
STATEN ISLAND, NEW YORK

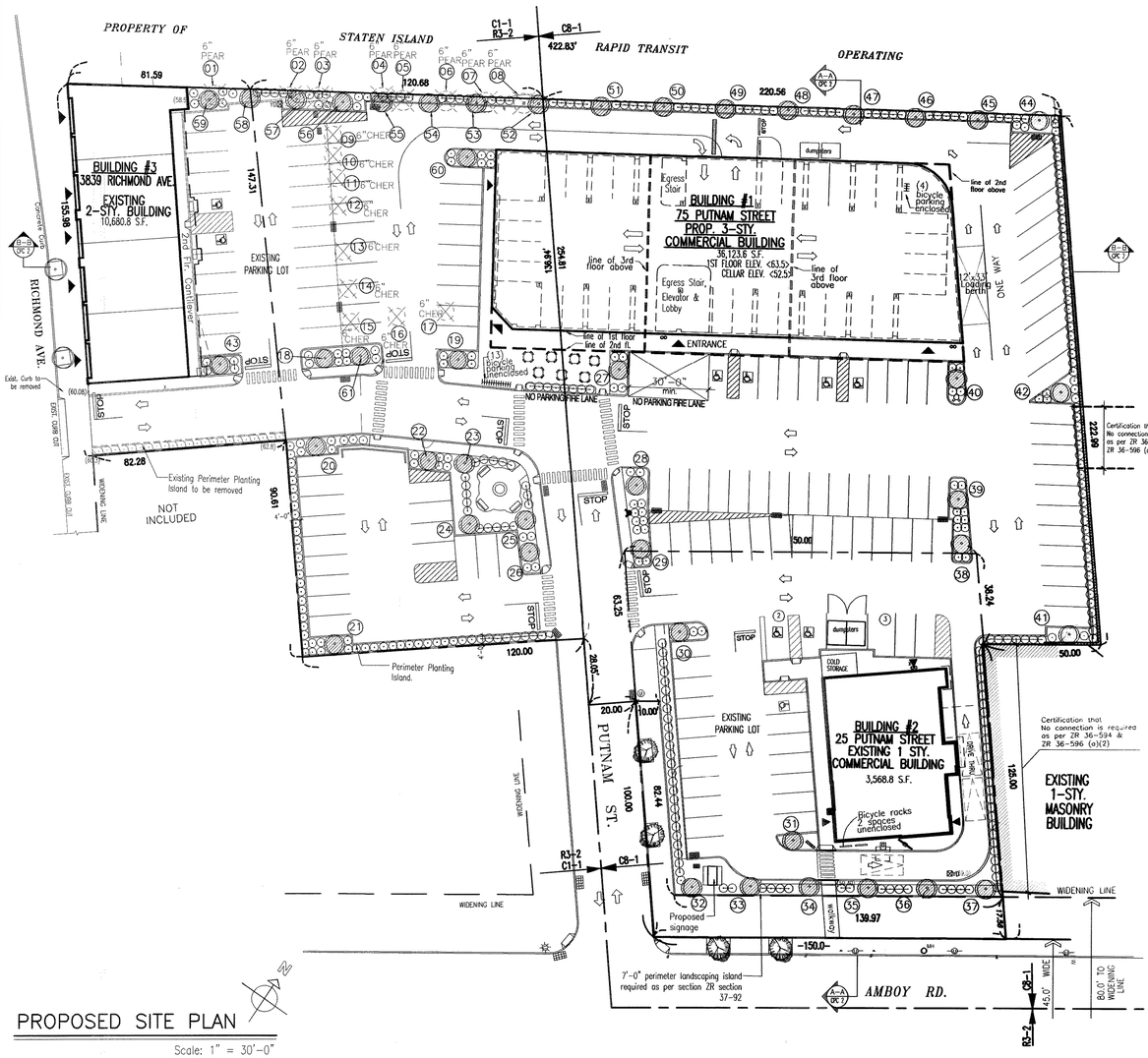
drawing title :

PROPOSED CPC CUT & FILL SITE PLAN SECTIONS & DETAILS

seal & signature

REGISTERED ARCHITECT EDWARD M. RAMPULLA 016983 STATE OF NEW YORK

date:	10.31.17
project #:	11014
drawing by:	TA
chk by:	JO
dwg #:	CPC-003.00
file #:	3 of 4



PROPOSED SITE PLAN

Scale: 1" = 30'-0"

PLANTING AND SCREENING FOR OPEN PARKING AREAS

Symbols Section 107-483zr

(a) Tree planting requirements

one tree of 3" caliper or more, preexisting or newly planted, shall be provided for each 4 parking spaces. For parking lots w/ 30 or more spaces at least 50% of the req'd trees shall be located within planting islands within the parking area. Such planting islands shall have a minimum area of 150 sf of pervious surface & comply with the requirements of paragraphs (a), (b) & (c) of section 37-922 ZR (interior landscaping).

176 open parking spaces / 4 = 44 trees required,

existing trees to remain	0
proposed trees to be planted within planting islands	44
total	44 trees provided

Note: Min 50% parking lot tree are located within planting island within parking area as noted above.

PERIMETER SCREENING STREET PLANTING
ALONG AMBOY RD.

Proposed new parking lot canopy tree (min 3" caliper)- to be centered in planting island. Trees to be planted no closer than 25'-0".

Perimeter Frontage = 150' / 25' = 6 tree required
therefor (6) trees provided

(b) Screening requirements

The parking area shall be screened from all adjoining Zoning lots by a
Landscaped area at least 4'-0" in width, densely planted with shrubs
Maintained at a maximum height of 3'-0"
Such parking area shall also be screened from all adjoining streets by a perimeter Landscaped area at least 7'-0" in width.

STREET TREE PLANTING IN COMMERCIAL DISTRICTS 33-03 ZR

Street trees shall be provided in accordance w/ Sec. 26-41 (street tree planting)

As per 26-41 zr, one street tree, pre-existing or newly planted, shall be provided for every 25' of street frontage of the zoning lot.

AMBOY RD.

Frontage = 150.0' / 25' = 6 trees; therefor (6) trees required

existing trees to remain	0
proposed in-site street tree planted	2
proposed trees to be planted off site	4
total	6 trees provided

PUTNAM STREET

Frontage = 100.0' / 25' = 4 tree; therefor (4) trees required

existing trees to remain	0
proposed in-site street tree planted	2
proposed trees to be planted off site	2
total	4 trees provided

RICHMOND AVE.

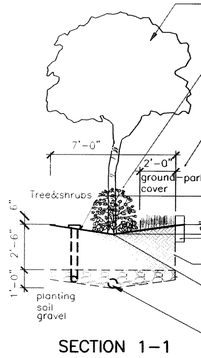
Frontage = 155.98' / 25' = 6 tree; therefor (6) trees required

Existing trees to remain	2
proposed in-site street tree planted	0
proposed trees to be planted off site	4
total	6 trees provided

The species and caliper of all street trees shall be determined by the Department of Parks and Recreation, and all such trees shall be planted in accordance with the street tree plang standards of the department of parks and recreation.

SITE LEGEND

- Existing tree to be removed
- Existing site tree
- Proposed site tree
- Proposed street tree
- Proposed screening perimeter street frontage
- Proposed shrubs



TREE NOTES:

As per section 37-921(b) Provide one two-inch caliper tree for every 25 feet of open parking area street frontage.

As per section 37-921 (b) Provide 3'-0" shrubs @ 24" o.c. and maintain a max. hght of 3 ft above the surface of the adjoining grade. (see general note 1, this sheet)

As per section 37-921 (b) Provide for the first two feet of the planting island fronting open parking area shall be comprised of mulch and densely planted with groundcover above jute mesh to stabilize. (see general note 1)

Provide elevated catch basin above ponding depth. Pipe connected to on-site storm water drainage system. (see general note 2, this sheet)

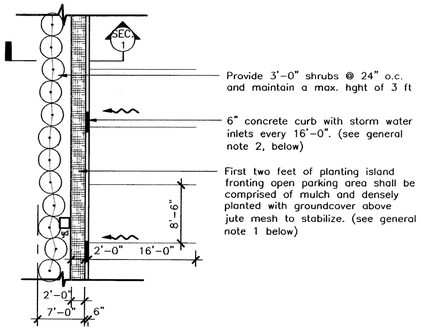
6" high curb with storm water inlets. coordinate with drainage plan

Filter fabric

Ponding line. Provide inverted slope below parking grade to allow for storm water pounding. (see general note 2, this sheet)

drainage pipe connected to on-site storm water drainage system. (see general note 2, this sheet)

SECTION 1-1



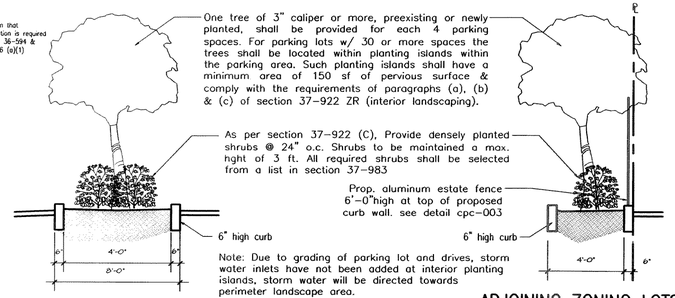
Provide 3'-0" shrubs @ 24" o.c. and maintain a max. hght of 3 ft

6" concrete curb with storm water inlets every 16'-0". (see general note 2, below)

First two feet of planting island fronting open parking area shall be comprised of mulch and densely planted with groundcover above jute mesh to stabilize. (see general note 1 below)

PLAN 1-1

PLANTING AND SCREENING FOR OPEN PARKING AREAS Section 107-483(a) ZR
Tree Planting Requirements



One tree of 3" caliper or more, preexisting or newly planted, shall be provided for each 4 parking spaces. For parking lots w/ 30 or more spaces the trees shall be located within planting islands within the parking area. Such planting islands shall have a minimum area of 150 sf of pervious surface & comply with the requirements of paragraphs (a), (b) & (c) of section 37-922 ZR (interior landscaping).

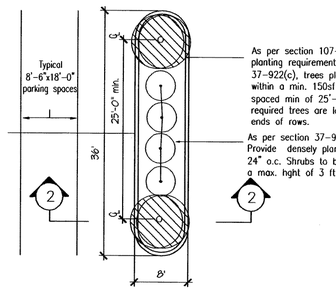
As per section 37-922 (C), Provide densely planted shrubs @ 24" o.c. Shrubs to be maintained a max. hght of 3 ft. All required shrubs shall be selected from a list in section 37-983

Prop. aluminum estate fence 6'-0"high at top of proposed curb wall. see detail cpc-003

Note: Due to grading of parking lot and drives, storm water inlets have not been added at interior planting islands, storm water will be directed towards perimeter landscape area.

2 INTERIOR PLANTING ISLAND SECTION 2-2
SCALE: 1/4"=1'-0"

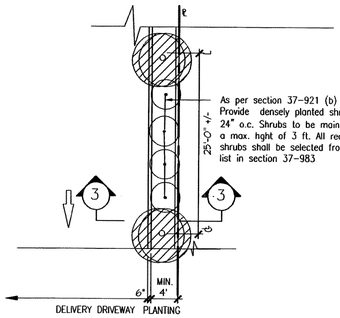
3 ADJOINING ZONING LOTS SCREENING PLANTING SECTION 3-3
SCALE: 1/4"=1'-0"



As per section 107-483 (a)tree planting requirements and 37-922(c), trees plantings are within a min. 150sf area and are spaced min of 25'-0" and required trees are located first at ends of rows.

As per section 37-922 (c), Provide densely planted shrubs @ 24" o.c. Shrubs to be maintained a max. hght of 3 ft.

2 TYPICAL INTERIOR ISLAND PLAN VIEW 2-2
SCALE: 3/32"=1'-0"



As per section 37-921 (b) (2), Provide densely planted shrubs @ 24" o.c. Shrubs to be maintained a max. hght of 3 ft. All required shrubs shall be selected from a list in section 37-983

3 ADJOINING ZONING LOTS SCREENING PLANTING PLAN VIEW 3-3
SCALE: 3/32"=1'-0"

ON-SITE TREE CHART FOR SPECIAL SOUTH RICHMOND DEVELOPMENT DISTRICT

TREE NO.	SPECIES COMMON NAME (LATIN)	CALIPER(inches)	TREE CREDITS			
			EXISTING	TO REMAIN	TO BE REMOVED	TO BE PLANTED
01	CHER	6	1		1	
02	PEAR	6	1		1	
03	PEAR	6	1		1	
04	PEAR	6	1		1	
05	PEAR	6	1		1	
06	PEAR	6	1		1	
07	PEAR	6	1		1	
08	PEAR	6	1		1	
09	CHER	6	1		1	
10	CHER	6	1		1	
11	CHER	6	1		1	
12	CHER	6	1		1	
13	CHER	6	1		1	
14	CHER	6	1		1	
15	CHER	6	1		1	
16	CHER	6	1		1	
17	CHER	6	1		1	
18	LOCUS	3				1
19	LOCUS	3				1
20	LOCUS	3				1
21	LOCUS	3				1
22	LOCUS	3				1
23	LOCUS	3				1
24	LOCUS	3				1
25	LOCUS	3				1
26	LOCUS	3				1
27	LOCUS	3				1
28	LOCUS	3				1
29	LOCUS	3				1
30	LOCUS	3				1
31	LOCUST	3				1
32	LOCUS	3				1
33	LOCUS	3				1
34	LOCUS	3				1
35	LOCUS	3				1
36	LOCUS	3				1
37	LOCUS	3				1
38	LOCUS	3				1
39	LOCUS	3				1
40	LOCUS	3				1
41	LOCUST	3				1
42	LOCUS	3				1
43	LOCUS	3				1
44	LOCUS	3				1
45	LOCUS	3				1
46	LOCUS	3				1
47	LOCUS	3				1
48	LOCUS	3				1
49	LOCUST	3				1
50	LOCUS	3				1
51	LOCUS	3				1
52	LOCUS	3				1
53	LOCUS	3				1
54	LOCUS	3				1
55	LOCUS	3				1
56	LOCUS	3				1
57	LOCUS	3				1
58	LOCUS	3				1
59	LOCUS	3				1
60	LOCUS	3				1
61	LOCUS	3				1
	TOTAL ZONING LOT "B" & "BX"		17	0	17	44

PERIMETER PLANTING ISLAND GENERAL NOTE

1. Refer to landscape plan for all plantings, planting list, quantities, species, and additional information prepared by others.
2. Refer to drainage plan prepared by others for parking lot drainage including interior and perimeter planting island drainage.

No.	Revisions	Date
1.	WENDY'S PROTOTYPE WITH REVISED MASTER SITE PLAN	05.31.2012
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DOB Examiner stamp:

DOB Approval:

B-Scan job sticker:

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project title :

ELTINGVILLE PLAZA SHOPPING CENTER
AMBOY ROAD
STATEN ISLAND, NEW YORK

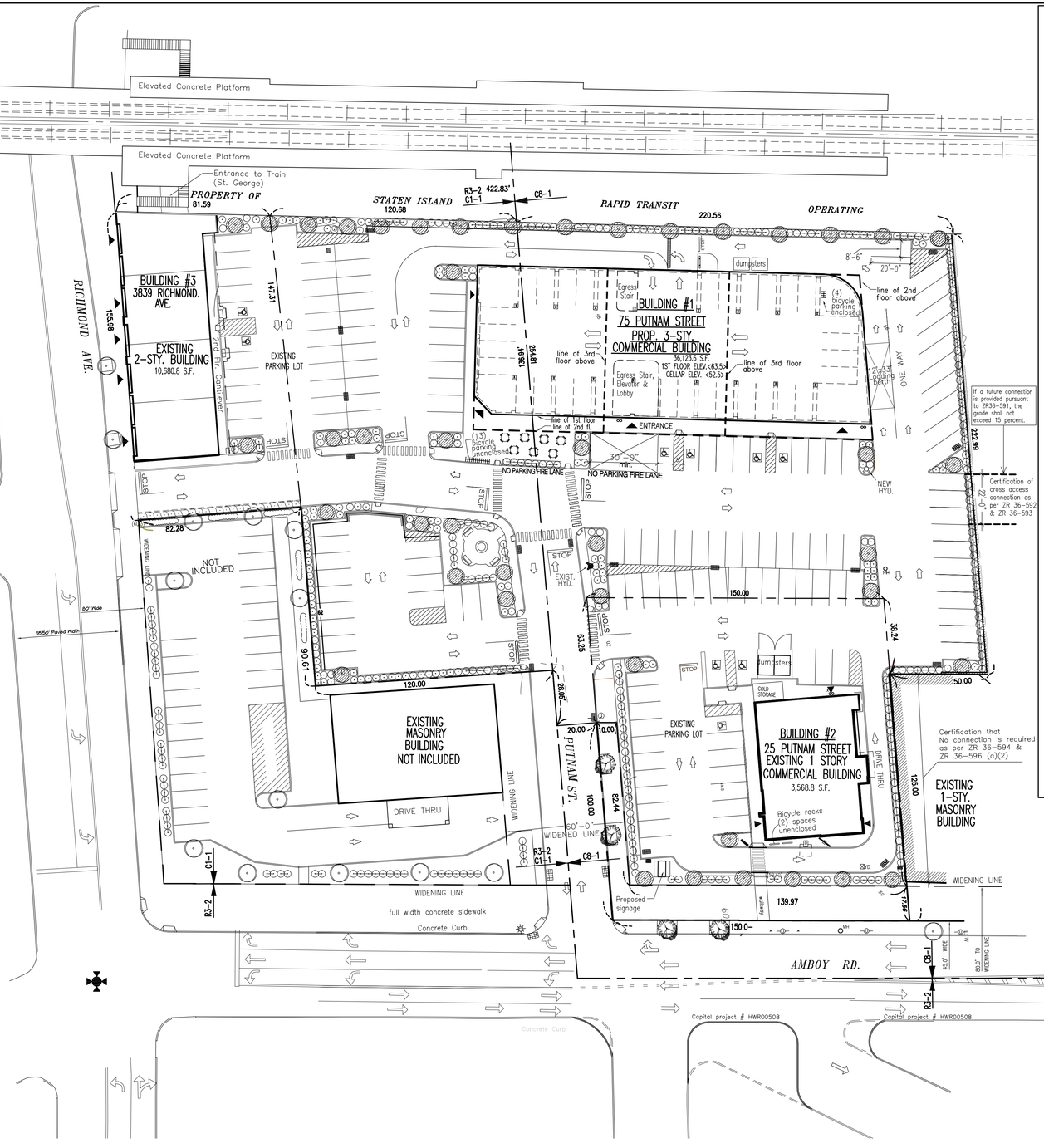
drawing title :

PROPOSED CPC SITE PLAN TREE SCHEDULE & DETAILS

seal & signature

REGISTERED ARCHITECT EDWARD M. RAMPULLA 18963 STATE OF NEW YORK

date:	10.31.17
project #:	11014
drawing by:	TA
chk by:	JO
dwg #:	CPC-004.00
file #:	4 of 4



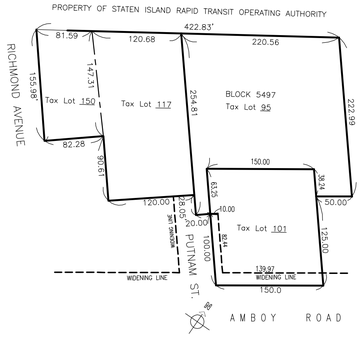
PROPOSED AREA DIAGRAM

Scale: 1" = 30'-0"

SITE DATA
BLOCK #: 5497
LOT #'s: 95, 101, 117, 150
STREET ADDRESS: 3839 Richmond Avenue
25 Putnam Street
EXISTING ZONES: R3-2/C1-1; C8-1;
Special South Richmond District
COMMUNITY DISTRICT: 3, Staten Island
ZONE SECTION MAP NO.: 33C
ZONE LOT AREA: 108,942 S.F.
R3-2/C1-1 LOT AREA: 40,265 S.F.
C8-1 LOT AREA 68,677 S.F.
SOUTH RICHMOND ARTERIAL STREET: Richmond Ave.
SIRTOA SRD SETBACK: 20 FT.

List of Required Actions:
1) Section 36-592 ZR - CPC Chair Certification of Cross-Access Connection
2) Section 36-596 ZR - CPC Chair Certification that no Connection is required, relocation of previously Certified Connections, and Voluntary Connections
3) Section 107-68 ZR - CPC Authorization for a Modification of Group Parking Facility and Access Regulations

ZR SECTION	TITLE	PERMITTED/REQUIRED	EXISTING TO REMAIN	PROPOSED	TOTAL	COMPLIANCE/NOTES
32-00	USES	R3-2/C1-1 USE GROUPS 1-6	USE GROUP 6	N/A	USE GROUP 6	
		C8-1 USE GROUPS 4-14 & 16	USE GROUP 6	USE GROUP 6	USE GROUP 6	
33-121	FAR	R3-2/C1-1				
		RESIDENTIAL = .50	NONE	NONE	NONE	
		COMMUNITY FACILITY = 1.60	NONE	NONE	NONE	
		COMMERCIAL = 1.00	0.26	0.1	0.36	
33-121		C8-1				
		COMMUNITY FACILITY = 2.40	NONE	NONE	NONE	
		COMMERCIAL = 1.0	0.05	0.47	0.52	
33-123	FLOOR AREA	R3-2/C1-1				
		RESIDENTIAL 40,265 x .50 = 20,312 5 S.F.	NONE	NONE	NONE	
		COMMUNITY FACILITY 40,265 X 1.60 = 65,000 6 S.F.	NONE	NONE	NONE	
		C1-1 MAX FA PERMITTED = 40,265 S.F.	BUILDING #3 FIRST FLOOR = 5,340.4 S.F.	BUILDING #1 FIRST FLOOR = 1,870 SF	7,210.4 SF	
			BUILDING #3 SECOND FLOOR = 5,340.4 S.F.	BUILDING #1 SECOND FLOOR = 2,150.6 SF	7,491 SF	
			BUILDING #3 TOTAL = 10,680.8 S.F.	BUILDING #1 TOTAL = 4,020.6 SF	14,701.4 SF	
		C8-1				
		COMMUNITY FACILITY 68,677 X 2.40 = 164,800.8 S.F.	NONE	NONE	NONE	
		COMMERCIAL 68,677.5 S.F. X 1.00 = 68,677.5 S.F.	BUILDING #2 FIRST FLOOR = 3,568 S.F.	BUILDING #1 FIRST FLOOR = 12,783 SF	16,351 SF	
				BUILDING #1 SECOND FLOOR = 14,330 SF	14,330 S.F.	
				BUILDING #1 THIRD FLOOR = 5,100 SF	5,100 S.F.	TOTAL BUILDING #1 FLOOR
			BUILDING #2 FIRST FLOOR = 3,568 S.F.	BUILDING #1 TOTAL = 32,103	35,671 S.F.	AREA IN ZONING LOT = 36,123.6
23-141	LOT COVERAGE	R3-2 (35%)	NONE	NONE	NONE	
33-25	YARD REGULATIONS	R3-2/C1-1				
33-26		FRONT 0'	0'	0'	0'	
		SIDE 0' OR 8' MINIMUM	0'	0'	0'	
		REAR 20'	30'	46'	46'	
		C8-1				
		FRONT 0'	12'	12'	12'	
		SIDE 0' OR 8' MINIMUM	14'	14'	14'	
		REAR 20'	228'	20'	20'	
		HEIGHT AND SETBACK REGULATIONS				
33-431	STREET WALL HEIGHT	R3-2/C1-1				
		30' OR TWO STORIES	27'/TWO STORIES	27'/TWO STORIES	27'/TWO STORIES	
33-432	STREET WALL HEIGHT	C8-1				
		30' OR TWO STORIES	16'/ONE STORY	16'/ONE STORY	16'/ONE STORY	
33-431	SKY EXPOSURE PLANE	R3-2/C1-1				
		1 TO 1	1 TO 1	BUILDING #1: 1 TO 1, Therefore Complies		
33-432	SKY EXPOSURE PLANE	C8-1				
		1 TO 1	1 TO 1	BUILDING #1: 1 TO 1, Therefore Complies		
		ACCESSORY OFF-STREET PARKING SPACES				
36-21		COMMERCIAL USE				*BUILDING AT 3839 RICHMOND AVENUE IS EXISTING LEGAL NON-COMPLYING FOR PARKING **ONLY 30 ACCESSORY OFF STREET PARKING SPACES REQUIRED AS PER C/O # 500775226F
		R3-2/C1-1	1 SPACE PER 150 S.F. OF FLOOR AREA	BUILDING #3: 10,680.8 SF /150 = 71, ONLY EXISTING 30 SPACES **		
				BUILDING #1 FIRST FLOOR : 1,870 SF/150 = 13		
				BUILDING #1 SECOND FLOOR 2,150.6 SF/150 = 14		
				BUILDING #1 TOTAL SPACES = 27	57	
		COMMERCIAL USE				
		C8-1	1 SPACE PER 300 S.F. OF FLOOR AREA	BUILDING #2: 3,568 SF/300 = 12 SPACES		
				BUILDING #1 FIRST FLOOR: 12,783 SF/300 = 43		
				BUILDING #1 SECOND FLOOR: 14,220 SF/300 = 47		
				BUILDING #1 THIRD FLOOR: 5,100/300 = 17		TOTAL PARKING SPACES
			BUILDING #2 TOTAL = 12	BUILDING #1 TOTAL SPACES = 107	119	FOR ZONING LOT = 176
36-62	REQUIRED OFF-STREET LOADING BERTHS - RETAIL	FIRST 8,000 S.F. - NONE		(1st Floor of Building #1) 14,653 SF < 25,000		
		NEXT 17,000 S.F. - ONE	NONE	Therefore, 1 Loading Berth Required	ONE	
	REQUIRED OFF-STREET LOADING BERTHS - OFFICE	FIRST 25,000 S.F. - NONE	NONE	(2nd & 3rd Floor of Building #1) 21,470.6 SF < 25,000	NONE	
		NEXT 75,000 S.F. - ONE		Therefore, No loading berth Required		
36-71						
36-711	BICYCLE PARKING - ENCLOSED					
	RETAIL USE	1 PER 10,000 SF OF FLOOR AREA	NONE	(1st Floor Building #1) 14,653/10,000 = 1.46		
	OFFICE USE	1 PER 7,500 SF OF FLOOR AREA	NONE	(2nd & 3rd Floor Building #1) 21,470.6/7,500 = 2.86		
				1.46 + 2.86 = 4.32 THEREFORE (4) SPACES	4 SPACES	
36-712	BICYCLE PARKING - UNENCLOSED	C1-1 & C8-1				
		ONE FOR EACH 10 PARKING SPACES				
		146/ 10 = 15 BICYCLE SPACES Required	NONE	15	15	
		COMMERCIAL				



TAX LOT DIAGRAM

Scale: 1" = 100'-0"

DRAWING LIST

No.	Revisions	Date
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13.	CPC COMMENTS 3/19/18	03.29.2018
14.	CPC COMMENTS 4/19/18	04.19.2018

DOB Examiner stamp:

DOB Approval:

B-Scan job sticker:

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PROPOSED CPC AREA PLAN AND ZONING DATA

seal & signature

date:	10.31.17
project #:	11014
drawing by:	TA
chk by:	JO
dwg #:	CPC-001.00
file #:	1 of 4

Appendix D: *Consistency Assessment Form*

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

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, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Savo Family Limited Partnership

Name of Applicant Representative: Equity Environmental Engineering LLC

Address: 500 International Drive #150, Mount Olive NJ 07828

Telephone: 973-527-7451 Email: kevin.williams@equityenvironmental.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The applicant proposes to develop a three-story 50,776.6 gross square foot commercial structure containing 14,653 square feet ("SF") of ground floor retail space and 21,470.6 SF of upper floor commercial office space, as well as 14,653 SF of below-grade parking. The proposed building, along with two existing commercial buildings, would be served by a 176-space accessory parking facility

2. Purpose of activity

The proposed action would allow for new commercial activity in a local commercial hub adjacent to the Eltingville station of the Staten Island Railway.

C. PROJECT LOCATION

Borough: Staten Island Tax Block/Lot(s): Block 5497, Lots 150, 117, 95, and 101

Street Address: Putnam Street and Amboy Road

Name of water body (if located on the waterfront): n/a

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☒ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☒ Zoning Certification
- ☒ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☒ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☒ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☒ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☒ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☒ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☐ Yes ☒ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☐ Yes ☒ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☒ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
   ☐ Recognized Ecological Complex (REC) (*4.4*)
   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☐	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☒	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☒
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☒	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☒
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☒

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☒
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☐
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☐
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☐
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☐
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☒
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☐
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☐
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☐
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☐
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☐
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☒
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☐
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☐
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☐
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☐
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☐
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☐

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☒
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☐
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☐	☐	☒
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☐	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☐
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☐
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☒
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☒
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☐

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☒
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☒
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☐

G. CERTIFICATION

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

"The proposed activity complies with New York State's approved 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's Name: Kevin Williams, Equity Environmental Engineering LLC

Address: 500 International Drive #150, Mount Olive NJ 07828

Telephone: 973-527-7451x301 Email: kevin.williams@equityenvironmental.com

Applicant/Agent's Signature: 

Date: 8.8-18

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Appendix E: *Statement of Facts and Findings*

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STATEMENT OF FINDINGS

BLOCK #: 5497, Lot #'s: 95, 101, 117, 150
RICHMOND AVENUE, AMBOY ROAD, PUTNAM STREET

Modification of Group Parking Facility and Access Regulations (Section 107-68 ZR):

For a permitted commercial, community facility or manufacturing use, the City Planning Commission may authorize more than 30 accessory off-street parking spaces, and for any use, may modify access restrictions with regard to curb cuts as set forth in paragraph (a) of Section 107-251 (Special provisions for arterials) or paragraph (a) of Section 107-252 (Special Provisions for park streets). In order to grant such authorization, the Commission, upon a review of the site plan shall find that:

(a) Vehicular access and egress are located and arranged so as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;

(a) The zoning lot is serviced by two (2) existing curb cuts. No new curb cuts are proposed. The site has 155.98 Linear Feet (LF) of frontage on Richmond Avenue. Richmond Avenue is mapped at an 80 feet (ft.) width and is improved to a 53.50 feet width. Richmond Avenue is a Final Mapped Street and is identified as an Arterial Street within the Special South Richmond Development District (SSRD). The Site has an existing 20 feet wide curb cut on Richmond Avenue which will be increased under this development proposal to 24 feet wide.

The Zoning Lot is also serviced by an existing curb cut on Putnam Street and has about 168 feet of frontage along Putnam Street. The proposed access to The Site via Putnam Street will be provided via an at-grade extension of Putnam Street. Putnam Street is a dead end street mapped at a 60 feet width and a 40 feet record width. Putnam Street is improved to a 31.4 feet width and has a Corporate Council Opinion (CCO) dated 08/06/1998 for a 26 feet - 30 feet width as in use.

The Site also has 150 LF frontage on Amboy Road. Amboy Road is a main thoroughfare mapped at an 80 feet width and currently improved to a 41.8 feet width. No curb cuts are proposed on Amboy Road.

Since The Site can be accessed via Richmond Avenue and Putnam Street a new internal automotive and pedestrian access easement is being created within the zoning lot to connect Richmond Avenue and Putnam Street.

The NYC Department of Transportation (DOT), in conjunction with the Department of Design and Construction (DDC) has undertaken a project for the reconstruction of Amboy Road from Richmond Avenue to Armstrong Avenue. The project identification number is HWR00508. The widening and reconstruction of Amboy road would take place for the 150 LF of frontage along Amboy Road. The present improved width of Amboy Road is 45 feet wide. The proposed improved width of Amboy Road will be 57 feet wide.

(b) ***Where vehicular access and egress are located on an arterial or park street, such location affords the best means for controlling the flow of traffic generated by such use to and from such arterial or park street, and does not unduly interfere with pedestrian traffic; and***

There are two (2) existing Buildings on the Zoning Lot, a two (2) story Retail and Office Building which fronts Richmond Avenue and a one (1) story Eating and Drinking Establishment which fronts Amboy Road and Putnam Street. There are fifty-three (53) existing parking spaces on the zoning lot. After development one hundred seven-six (176) parking spaces will be provided. Nineteen (19) bicycle spaces will also be provided on-site.

(b) Richmond Avenue is an Arterial Street as defined by the SRD. The zoning lot has an existing 20 feet wide curb cut on Richmond Avenue which will be increased to 24 feet wide. The Richmond Avenue curb cut has been in existence for over forty-five (45) years and would only service the buildings in the project area.

Richmond Avenue is improved to a 53.80 feet curb to curb width. Richmond Avenue is a Final Mapped Title Vested Street mapped at an 80 feet width. There is one (1) lane of traffic

in each direction on this stretch of Richmond Avenue. There is a turning lane on the southbound side of Richmond Avenue at the intersection of Richmond Avenue and Amboy Road. There is an existing curb cut to the south of the subject property on Richmond Avenue which services a bank located on Block 5497, Lot 135.

The Richmond Avenue curb cut has been in existence for over forty-five (45) years and would only service the buildings in the project area. The Richmond Avenue curb cut pre-exists the enactment of the 1975 Special South Richmond District (SSRD) and does not create any new interferences with pedestrian traffic.

Traffic at the two (2) curb cuts is controlled by existing stop signs within the zoning lot. There is an existing traffic signal at the intersection of Richmond Avenue and Amboy Road.

(c) The location of such vehicular access and egress permits better site planning;

(c) The proposal will not change the existing access and egress to the site, as there are curb cuts servicing This Site that are existing. The refurbished parking lot will add additional parking spaces to The Site. The existing internal pedestrian sidewalk will be widened from 3 feet 0 inches to 5 feet 0 inches wide. The internal 5 feet wide sidewalk will continue through the parking lot and connect to two (2) outdoor seating areas. Widening the sidewalk along the curb cut at Richmond Avenue will improve the safety and visibility of pedestrians traveling along Richmond Avenue to motorists. The pedestrian path, the outdoor seating areas, and the re-utilization of the two (2) existing curb cuts permit better site planning. The proposal meets the maneuverability and landscaping requirements in the Zoning Resolution.

(d) The Commission may also permit modifications to parking lot landscaping and maneuverability requirements only if such modifications preserve vegetation and natural topography.

(d) This application is not requesting a modification of maneuverability and landscaping requirements. Forty-four (44) trees are required, and forty-four (44) trees are proposed to be provided on the site.

Certification that no connection is required, relocation of previously certified connections and voluntary connections (Section 36-596 ZR)

(a) Certification that no connection is required

The Chairperson shall certify to the Department of Buildings that no cross-access connection is required along a lot line, or other boundary between separate parking lots when located on the same zoning lot, due to the presence of the following conditions, and provided that no alternate location along such lot line or other boundary between properties exists:

The Subject Zoning Lots abuts Block 5497, Lot 89 also known as 4463 Amboy Road. Lot 85 is improved with an existing one (1) story Automobile Tire Sales Building and a separate one (1) story Car Wash Building. The Subject Zoning Lot line separating the Subject Zoning Lot from Lot 85 is oddly shaped and has two (2) separate lengths of 125 feet long and 223 feet long.

(1) grade changes greater than 15 percent;

(1) The proposal includes lifting the grade along the 223 feet length the Site shares with Lot 85 which requires the installation of a retaining wall. The retaining wall will be approximately 7.0' high. Cross-access at this portion of the lot will not be possible due to a grade change of more than 15%.

(2) existing buildings or other structures to remain that are located within 50 feet of the subject zoning lot or property; or

(2) Along Lot 85's 125 feet length shared with the Subject zoning lot there exists an existing one (1) story building within 50 feet of the lot. Cross-access is not possible in this location. Along Lot 85's 223 feet length there exists other structures in the form of equipment for the car wash use located at Lot 85. Cross-access is not possible in this location.

(3) wetlands or trees with a caliper of six inches or more.

(3) Not Applicable.

Prepared by:

Philip L. Rampulla