



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT SHORT FORM • FOR UNLISTED ACTIONS ONLY

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

1. Does 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

2. Project Name 4830 Arthur Kill Road - Authorizations

3. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency) 12DCP014R BSA REFERENCE NUMBER (If Applicable)

ULURP REFERENCE NUMBER (If Applicable) 120049ZCR OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)

4a. Lead Agency Information

NAME OF LEAD AGENCY NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin

ADDRESS 22 Reade Street

CITY New York STATE NY ZIP 10007

TELEPHONE 212-720-3423 FAX 212-720-3495

EMAIL ADDRESS rdobrus@planning.nyc.gov

4b. Applicant Information

NAME OF APPLICANT Celerant Technology Corp.

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram A. Rothkrug, EPDSCO

ADDRESS 55 Water Mill Road

CITY Great Neck STATE NY ZIP 11021

TELEPHONE 718-343-0026 FAX 516-487-2439

EMAIL ADDRESS hrothkrug@epdsc.com

5. Project Description:

See attached Project Description.

6a. Project Location: Single Site (for a project at a single site, complete all the information below)

ADDRESS 4830 Arthur Kill Road NEIGHBORHOOD NAME Woodrow

TAX BLOCK AND LOT Block 7584, Lot 85 BOROUGH Staten Island COMMUNITY DISTRICT 3

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East side of Arthur Kill Road, 102.19 feet south of South Bridge Street

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY: M1-1 (SRD) ZONING SECTIONAL MAP NO: 32d

6b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

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

City Planning Commission: YES NO

- CITY MAP AMENDMENT ZONING CERTIFICATION ZONING MAP AMENDMENT ZONING AUTHORIZATION ZONING TEXT AMENDMENT HOUSING PLAN & PROJECT UNIFORM LAND USE REVIEW PROCEDURE (ULURP) SITE SELECTION — PUBLIC FACILITY CONCESSION FRANCHISE UDAAP DISPOSITION — REAL PROPERTY REVOCABLE CONSENT

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- MODIFICATION OF RENEWAL OF OTHER

Board of Standards and Appeals: YES NO

SPECIAL PERMIT EXPIRATION DATE MONTH DAY YEAR

VARIANCE (USE)

VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

5. PROJECT DESCRIPTION

This Environmental Assessment Statement is filed under the City Environmental Quality Review (CEQR) in connection with an application made to the NYC City Planning Commission (CPC) pursuant to Zoning Resolution (ZR) Section (§) 36-597 (a) for an Authorization to permit the waiver of required cross access connections, and pursuant to ZR §107-68 for an Authorization to modify group parking facility and access regulations.

The subject site is located at 4830 Arthur Kill Road (Block 7584, Lot 85) in the Charleston neighborhood of Staten Island, and consists of an approximately 47,000 square foot rectangular parcel located along the east side of Arthur Kill Road, 102.19 feet south of South Bridge Street. The site is partially developed with a two-story, 8,525 square foot office building and 29 accessory at-grade parking spaces. Access to the site is provided via a 14-foot wide curb cut onto Arthur Kill Road. The remainder of the site is undeveloped and contains 85 trees of 6" caliper or greater.

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Following completion of the project, the property would contain 23,199 square feet of office space and 77 accessory at-grade parking spaces. Access to the site would continue to be provided via a curb cut onto Arthur Kill Road which would be widened from the current 14 feet to 16 feet. Development of the project would require the removal of 42 of the 85 existing on site trees of 6" caliper or greater. 40 of these existing trees would remain and 24 new trees would be planted for a total of 64 trees on the site.

The applicant is seeking an Authorization pursuant to ZR §36-597 to permit the waiver of required cross access connections between Arthur Kill Road and vacant land adjacent to the project site. This vacant land is likely to be developed for retail uses in the future and access across the subject property would not be feasible due to the narrowness of the subject site, the need for vehicles to drive through an opening in the existing structure on the property, and the incompatibility of transient retail truck and automobile traffic with the subject office development.

The applicant is also seeking an Authorization pursuant to ZR §107-68 to modify a group parking facility to allow more than 30 accessory off-street parking spaces and to modify access regulations on Arthur Kill Road, an arterial street. The Authorization is required because the proposed project would include the development of 48 new accessory at-grade parking spaces and access to the site is provided onto Arthur Kill Road. Under the proposal, access to the site would continue to be provided via the existing curb cut on Arthur Kill Road which would be widened from the current 14 feet to 16 feet.

Department of Environmental Protection: YES NO IF YES, IDENTIFY:

Other City Approvals: YES NO

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

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

8. Site Description: Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.
GRAPHICS The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and must be folded to 8.5 x 11 inches for submission

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

PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 47,000 SF	Type of Waterbody and surface area (sq. ft.): None	Roads, building and other paved surfaces (sq. ft.): 16,500 SF
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Other, describe (sq. ft.): 30,500 SF natural and landscaped areas

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

Size of project to be developed: 14,674 SF, 48park'g spaces (gross sq. ft.)

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

If 'Yes,' identify the total square feet owned or controlled by the applicant: _____ Total square feet of non-applicant owned development: _____

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

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

Area: 4,100 SF sq. ft. (width x length) Volume: 4,100 CF cubic feet (width x length x depth)

DESCRIPTION OF PROPOSED USES (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	None	14,674 SF	None	None
Type (e.g. retail, office, school)	None	Office Building	None	None

Does the proposed project increase the population of residents and/or on-site workers? YES NO Number of additional residents? _____ Number of additional workers? _____

Provide a brief explanation of how these numbers were determined: 58 additional workers based on 4 workers per 1,000 SF

Does the project create new open space? YES NO if Yes _____ (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: 754 lbs. (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: 3,165,334,200 BTUs (annual BTUs)

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:

10. Analysis Year *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): 2013 ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 8 months

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: The questions in the following table refer to the thresholds for each analysis area in the respective chapter of the CEQR Technical Manual.

- 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.
- Often, a 'Yes' answer will result in a preliminary analysis to determine whether further analysis is needed. For each 'Yes' response, consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether detailed analysis is needed. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant either to provide additional information to support this Short EAS Form or complete a Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response. In addition, if a large number of the questions are marked 'Yes,' the lead agency may determine that it is appropriate to require completion of the Full EAS Form.

	YES	NO
1. LAND USE, ZONING AND PUBLIC POLICY: <i>CEQR Technical Manual Chapter 4</i>		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✓	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✓
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the <u>Consistency Assessment Form</u> .	✓	
2. SOCIOECONOMIC CONDITIONS: <i>CEQR Technical Manual Chapter 5</i>		
(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: <i>CEQR Technical Manual Chapter 6</i>		
(a) Does the proposed project exceed any of the thresholds outlined in <u>Table 6-1 of Chapter 6</u> ?		✓
4. OPEN SPACE: <i>CEQR Technical Manual Chapter 7</i>		
(a) Would the proposed project change or eliminate existing open space?		✓
(b) Is the proposed project within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 50 or more additional residents?		✓
If "Yes," would the proposed project generate 125 or more additional employees?		
(c) Is the proposed project in a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 300 or more additional residents?		✓
If "Yes," would the proposed project generate 750 or more additional employees?		
(d) If the proposed project is not located in an underserved or well-served area, would the proposed project generate: 200 or more additional residents?		✓
500 additional employees?		

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

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

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

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

See discussion of construction impacts in the EAS Narrative Attachment.

20. APPLICANT'S CERTIFICATION

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the
 Environmental Consultant _____ of Celerant Technology Corp. _____

APPLICANT/SPONSOR

NAME THE ENTITY OR OWNER

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

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

Hiram A. Rothking, EPDSCO

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

September 14, 2012

SIGNATURE:

DATE:

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

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

INSTRUCTIONS:

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

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potential Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy		✓
Socioeconomic Conditions		✓
Community Facilities and Services		✓
Open Space		✓
Shadows		✓
Historic and Cultural Resources		✓
Urban Design/Visual Resources		✓
Natural Resources		✓
Hazardous Materials		✓
Water and Sewer Infrastructure		✓
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation		✓
Air Quality		✓
Greenhouse Gas Emissions		✓
Noise		✓
Public Health		✓
Neighborhood Character		✓
Construction Impacts		✓

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.

No.

3. LEAD AGENCY CERTIFICATION

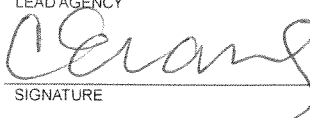
Deputy Director, Environmental Assessment and Review Division

New York City Department of City Planning

TITLE

LEAD AGENCY

Celeste Evans



9/14/2012

NAME

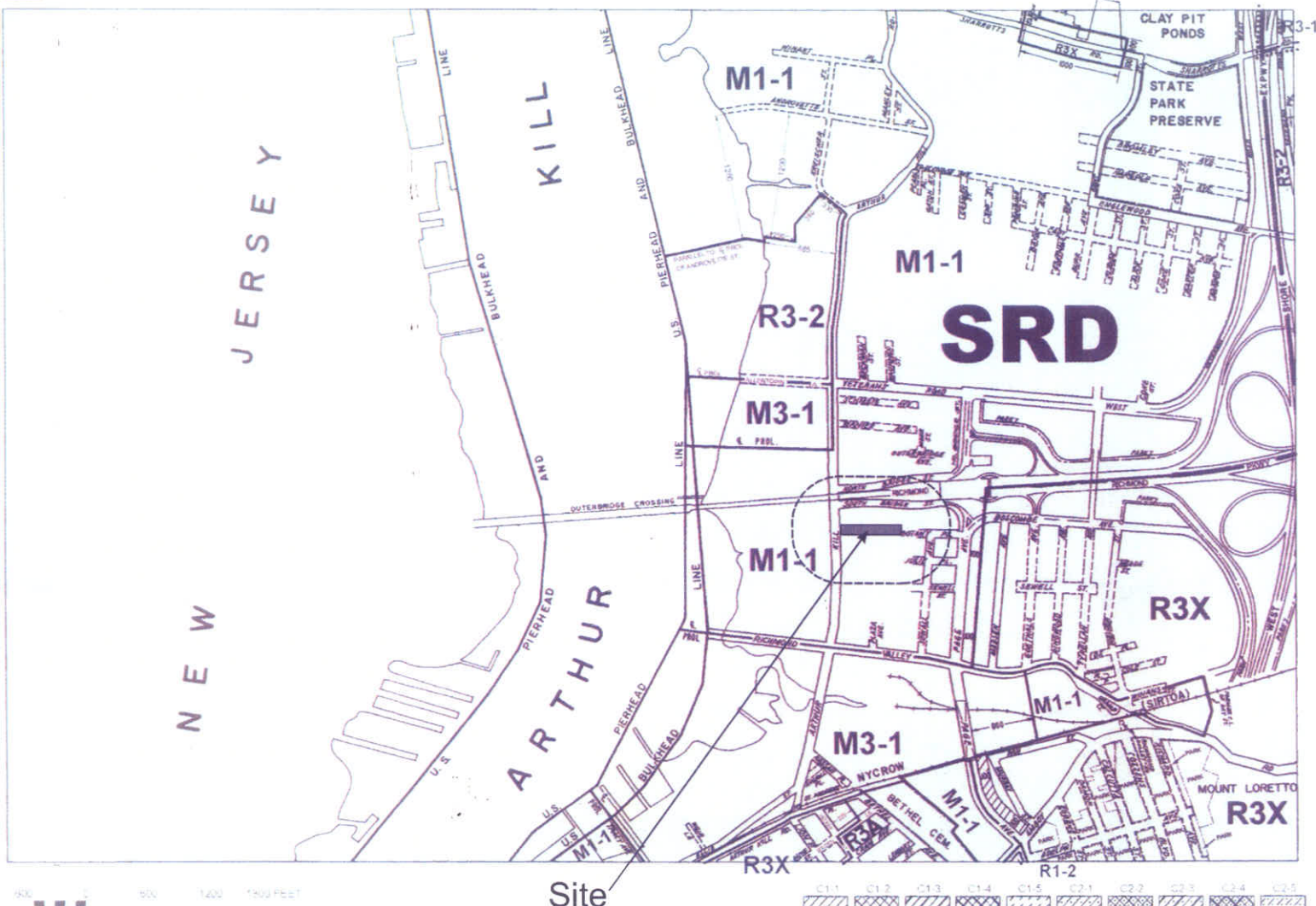
SIGNATURE

FIGURE 1 SITE LOCATION MAP



FIGURE 2 ZONING MAP

Click blue box on map to view sketch map of proposed map change



500 900 1400 1900 FEET

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
 NOTE: Where no dimensions for zoning district boundaries appear on the zoning map, such dimensions are determined in Article VII (Changes & Location of District Boundaries) of the Zoning Resolution.



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

- R - Residential
- C - Community
- M - Medium Density Residential

Effective Date(s) of Rezoning:

Special Requirements:

MAP KEY

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

ZONING MAP **32d**

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the zoning section of the Department of City Planning website www.nyc.gov/planning or contact the zoning information desk at 212-312-3291.

FIGURE 3 TAX MAP



NYC Digital Tax Map

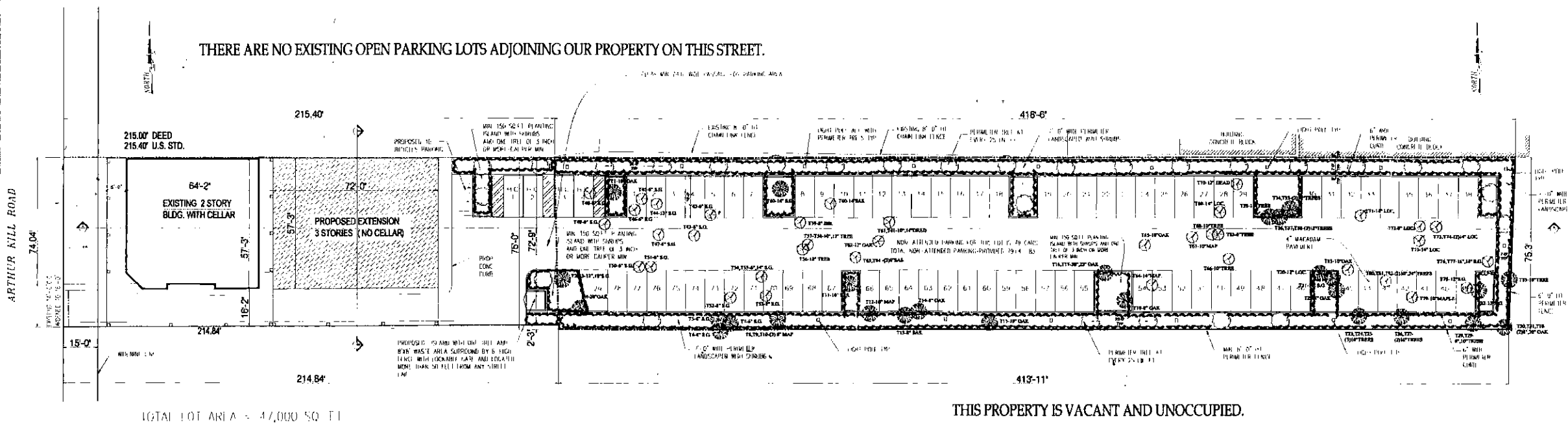
Effective Date 03-03-2010 12:00:09
 End Date Current
 Staten Island Block: 7584



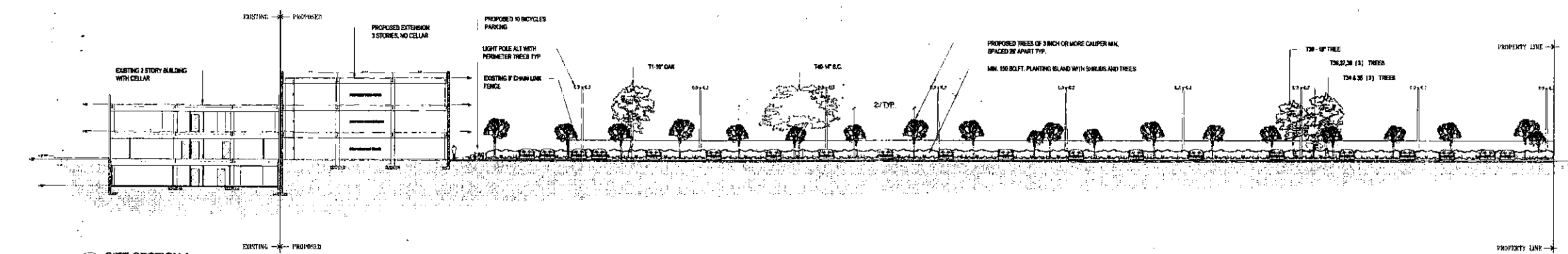
Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon



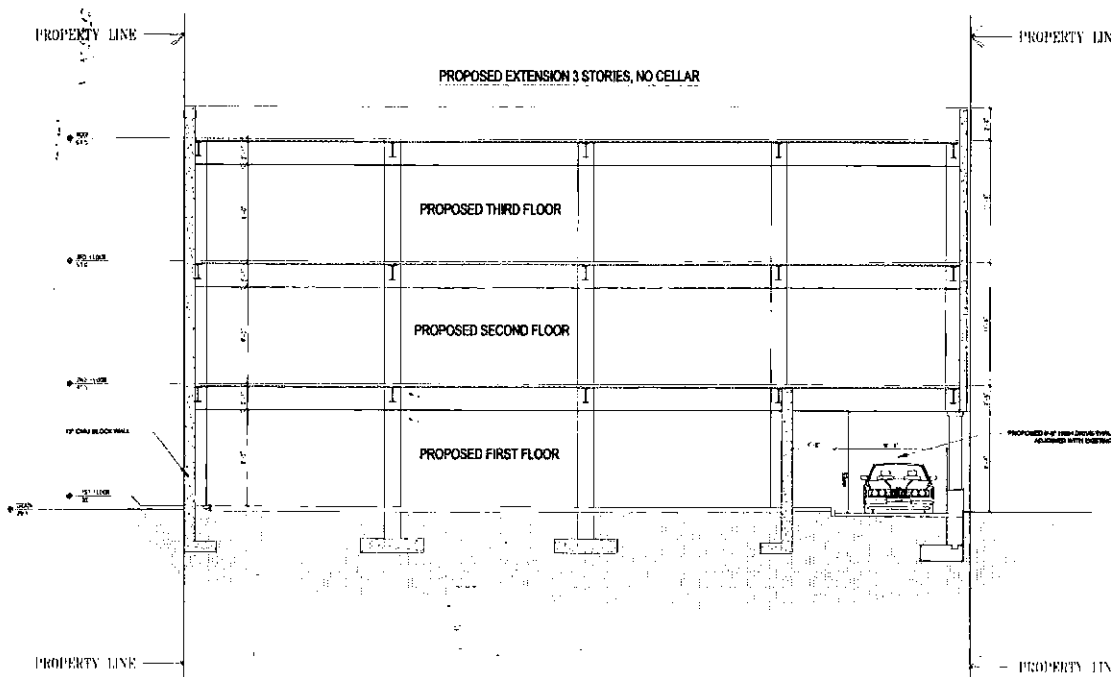


SITE PLAN
1/16" = 1'-0"



LEGEND

- EXISTING TREE TO REMAIN
- PROPOSED TREE TO BE PLANTED (1" IN CALIPER)
- EXISTING UTILITY TO BE REMOVED
- PROPOSED UTILITY TO BE INSTALLED
- PROPOSED TREE TO BE PLANTED (3" IN CALIPER)
- PROPOSED PARKING SPACE
- PROPERTY LINE
- EXISTING LINE
- CURB LINE



1. SITE NO. 484
131 RD
MAP # 32-D
ZONING DISTRICT M1
BUSINESS OFFICES USE GROUP B
SPECIAL DISTRICT SOUTH RICHMOND DISTRICT
LOT AREA - 47,000 SQ FT
GROSS FLOOR AREA - 22,062 SQ FT (INCL CELLAR)
CELLAR FLOOR AREA - 5,883 SQ FT (ONLY IN EXIST. BLDG.)
FLOOR AREA - 23,199 SQ FT
F.A.R. - 23,199/47,000 = 0.49

PERMITTED F.A.R.
ACTUAL F.A.R. = 23,199/47,000 = 0.49
PARKING REQUIRED - 23,199/300 = 77 REQ., 83 PROVIDED FIFTEEN (15) IN

SUBMITTING
PERIMETER AND INTERIOR LANDSCAPED AREAS SHALL BE DESIGNED TO ADOPT STORM WATER RUNOFF AND MAINTAINED TO PROVIDE ADEQUATE DRAINAGE AND SHALL BE SURFACED WITH ASPHALT TO RETAIN DUST

REDUCE STORAGE
WASTE AREA WITH 5' HIGH FENCE ENCLOSURE WITH LOCKABLE GATE IS PROVIDED, AND IS LOCATED AT MORE THAN 50 FEET FROM ANY STREET LINE

PARKING
USE GROUP B
PARKING CATEGORY B-1
1. PARKING REQUIRED FOR EVERY 300 SQ FT
2. REQUIRED PARKING SPACES - 77, 28 SPACES PROVIDED THEREFORE ON 4 HANDICAP SPACES PROVIDED, 29 (4 HANDICAP) = 83 SPACES TOTAL

BICYCLE PARKING
ONE FOR EVERY 10 SPACES, 83/10 = 8 BICYCLES PARKING ARE REQUIRED TO PROVIDE ONE WITHIN 50 FEET OF THE BUILDING MAIN ENTRANCE (MULTIFLOOR OR)

LANDSCAPING
PERIMETER LANDSCAPING PLANING
MIN 7' TALL WITH PERIMETER PLANTING STRIP WITH SHRUBS AND PERENNIALS SPACING ISLANDS BETWEEN PARKING SPACES AND PROVIDE ONE (1) TREE (4" PARKING SPACES APART)

TREE SCHEDULE (ON SITE TREES)

SURVEY INCLUDING TREES TO BE REMOVED

46 EXISTING TREES TO BE REMOVED

46 EXISTING TREES TO REMAIN

TREE NUMBER	CALIPER (INCHES)	TREE NAME OR VARIETY	HEIGHT (FEET)	CONDITION	REMARKS
11	12"	OAK	25'	2	
12	12"	OAK	25'	2	
13	12"	OAK	25'	2	
14	12"	OAK	25'	2	
15	12"	OAK	25'	2	
16	12"	OAK	25'	2	
17	12"	OAK	25'	2	
18	12"	OAK	25'	2	
19	12"	OAK	25'	2	
20	12"	OAK	25'	2	
21	12"	OAK	25'	2	
22	12"	OAK	25'	2	
23	12"	OAK	25'	2	
24	12"	OAK	25'	2	
25	12"	OAK	25'	2	
26	12"	OAK	25'	2	
27	12"	OAK	25'	2	
28	12"	OAK	25'	2	
29	12"	OAK	25'	2	
30	12"	OAK	25'	2	
31	12"	OAK	25'	2	
32	12"	OAK	25'	2	
33	12"	OAK	25'	2	
34	12"	OAK	25'	2	
35	12"	OAK	25'	2	
36	12"	OAK	25'	2	
37	12"	OAK	25'	2	
38	12"	OAK	25'	2	
39	12"	OAK	25'	2	
40	12"	OAK	25'	2	
41	12"	OAK	25'	2	
42	12"	OAK	25'	2	
43	12"	OAK	25'	2	
44	12"	OAK	25'	2	
45	12"	OAK	25'	2	
46	12"	OAK	25'	2	

TREE NUMBER	CALIPER (INCHES)	TREE NAME OR VARIETY	HEIGHT (FEET)	CONDITION	REMARKS
741	12"	OAK	25'	1	DEAD
742	12"	OAK	25'	1	DEAD
743	12"	OAK	25'	1	DEAD
744	12"	OAK	25'	1	DEAD
745	12"	OAK	25'	1	DEAD
746	12"	OAK	25'	1	DEAD
747	12"	OAK	25'	1	DEAD
748	12"	OAK	25'	1	DEAD
749	12"	OAK	25'	1	DEAD
750	12"	OAK	25'	1	DEAD
751	12"	OAK	25'	1	DEAD
752	12"	OAK	25'	1	DEAD
753	12"	OAK	25'	1	DEAD
754	12"	OAK	25'	1	DEAD
755	12"	OAK	25'	1	DEAD
756	12"	OAK	25'	1	DEAD
757	12"	OAK	25'	1	DEAD
758	12"	OAK	25'	1	DEAD
759	12"	OAK	25'	1	DEAD
760	12"	OAK	25'	1	DEAD
761	12"	OAK	25'	1	DEAD
762	12"	OAK	25'	1	DEAD
763	12"	OAK	25'	1	DEAD
764	12"	OAK	25'	1	DEAD
765	12"	OAK	25'	1	DEAD
766	12"	OAK	25'	1	DEAD
767	12"	OAK	25'	1	DEAD
768	12"	OAK	25'	1	DEAD
769	12"	OAK	25'	1	DEAD
770	12"	OAK	25'	1	DEAD
771	12"	OAK	25'	1	DEAD
772	12"	OAK	25'	1	DEAD
773	12"	OAK	25'	1	DEAD
774	12"	OAK	25'	1	DEAD
775	12"	OAK	25'	1	DEAD
776	12"	OAK	25'	1	DEAD
777	12"	OAK	25'	1	DEAD
778	12"	OAK	25'	1	DEAD
779	12"	OAK	25'	1	DEAD
780	12"	OAK	25'	1	DEAD
781	12"	OAK	25'	1	DEAD
782	12"	OAK	25'	1	DEAD
783	12"	OAK	25'	1	DEAD
784	12"	OAK	25'	1	DEAD
785	12"	OAK	25'	1	DEAD
786	12"	OAK	25'	1	DEAD
787	12"	OAK	25'	1	DEAD
788	12"	OAK	25'	1	DEAD
789	12"	OAK	25'	1	DEAD
790	12"	OAK	25'	1	DEAD
791	12"	OAK	25'	1	DEAD
792	12"	OAK	25'	1	DEAD
793	12"	OAK	25'	1	DEAD
794	12"	OAK	25'	1	DEAD
795	12"	OAK	25'	1	DEAD
796	12"	OAK	25'	1	DEAD
797	12"	OAK	25'	1	DEAD
798	12"	OAK	25'	1	DEAD
799	12"	OAK	25'	1	DEAD
800	12"	OAK	25'	1	DEAD

Architect
Lauria Associates
EDWARD LAURIA, B.C.E., P.E.

14 PORTER ROAD
STATEN ISLAND, NEW YORK 10314
TEL: 718-348-1100
FAX: 718-348-1101

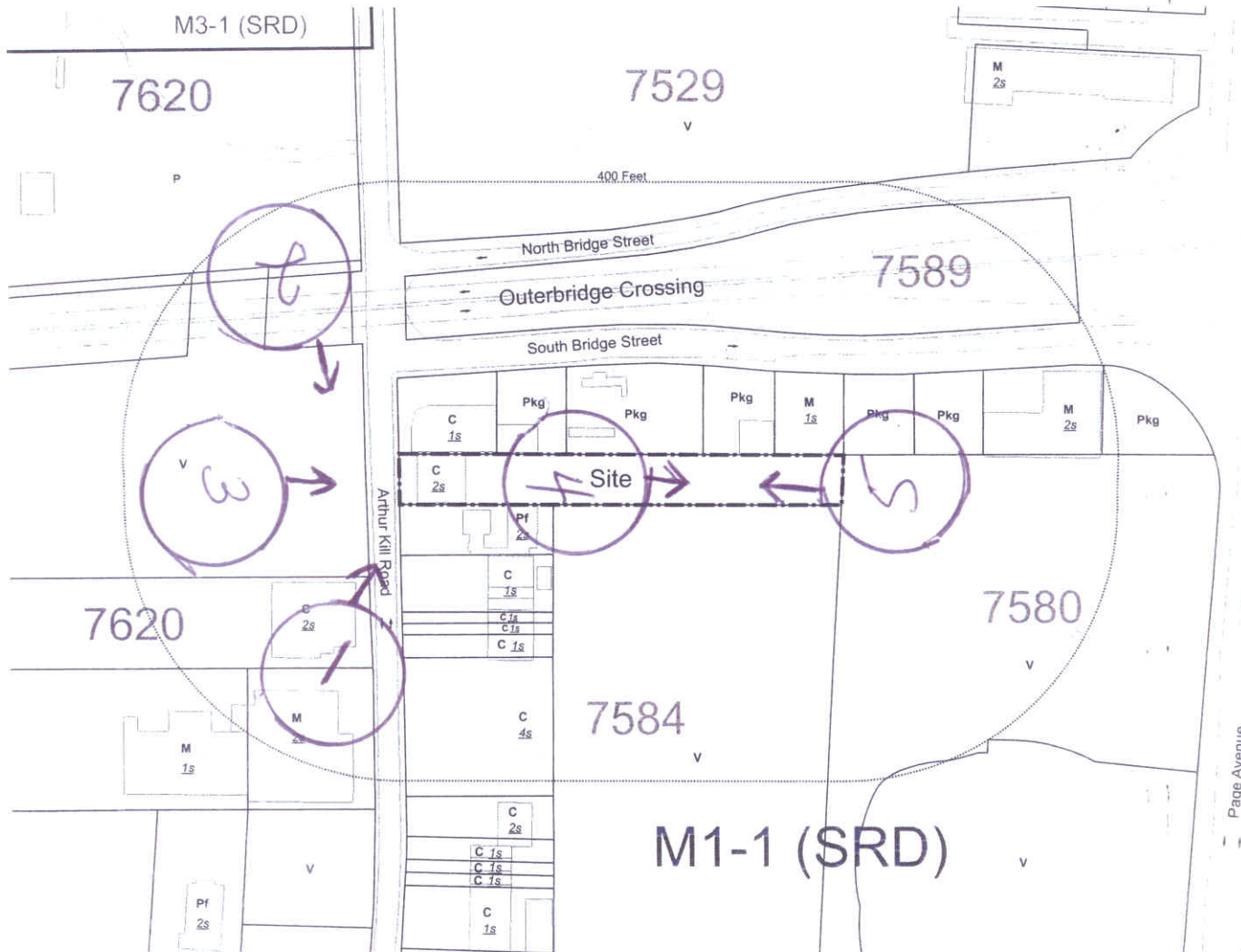
**engineering
architecture
& design**

PROJECT
4830 ARTHUR KILL ROAD
STATEN ISLAND, NEW YORK

PROPOSED SITE PLAN & PROPOSED SECTIONS

DATE: 05-25-11
PROJECT NO.: 407
DRAWING NO.: 08
CONTR.:
DWG NO.:
CPC-001.00
1 of 1

Area Map



- Legend**
- Building Footprint
 - 1s Number of Stories
 - Existing Zoning District Boundary
 - M1** Zoning District
 - Street Direction
 - 400 Ft. Radius
 - Applicant's Property

- Existing Land Uses:**
- R - Residential
 - RC - Mixed Commercial/Residential
 - M - Manufacturing/Industrial
 - C - Commercial
 - Pf - Public Facilities & Institutions
 - Pkg - Parking Facilities
 - P - Park / Open Space

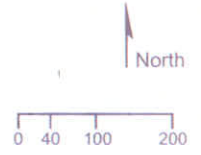


FIGURE 6
PHOTOGRAPHS

TRUCK ROUTE
LOCAL

440 Mt Shore Expy
440 Outbridge Cr

ROVERBRIDGE PLACE
EST. 1958
CELERANT
ISLAND APPRAISAL
AMBERLITE

COUNTRY ES
KENNE
INDIVIDUAL INDOOR & COVERED OUT
BATHING • CLIPPING • GROOMING
4838
356-3933

05/10/2011 11:00



05/10/2011 11:01



CELERANT
ISLAND
AMBERLITE

TRUCK
ROUTE
LOCAL

11 MILKSPUR HEIGHTS RD

SWISS
KENSER

05/10/2011 11:00



05/10/2011 10:15



05/10/2011 10:12

4830 ARTHUR KILL ROAD AUTHORIZATIONS

ENVIRONMENTAL ASSESSMENT STATEMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the only analysis areas that require further explanation include land use, zoning, and public policy (including waterfront revitalization), historic and cultural resources, natural resources, infrastructure, air quality, noise, and construction impacts as further detailed below. The subject heading numbers below correlate with the relevant chapters of the *CEQR Technical Manual*.

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

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

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the project site, which is the area within which the proposed action has the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by North Bridge Street to the north, an area between South Bridge Street and Richmond Valley Road to the south, an area between Arthur Kill Road and Sewall Avenue to the east, and an area between Arthur Kill Road and the Arthur Kill to the west. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Land Use

Existing Conditions

Site Description

The project site is identified as 4830 Arthur Kill Road (Block 7584, Lot 85) in the Charleston neighborhood of Staten Island, and consists of an approximately 47,000 square foot rectangular parcel located along the east side of Arthur Kill Road, 102.19 feet south of South Bridge Street. The site is partially developed with a two-story, 8,525 square foot office building and 29 accessory at-grade parking spaces. Access to the site is provided via a 14-foot wide curb cut onto Arthur Kill Road. The remainder of the site is undeveloped and contains 85 trees of 6" caliper or greater.

Surrounding Area

The project site is bordered by Arthur Kill Road immediately to the west beyond which lies a large vacant undeveloped parcel. A one-story kennel with accessory parking and a large vacant undeveloped parcel adjoin the project site to the south. Four lots adjoin the project site to the north and include a contractor's yard and three lots containing one-story buildings occupied by a swimming pool business, an automobile repair business, and an unidentified business. A large vacant parcel adjoins the project site to the east. The remainder of the 400-foot radius project study area is developed with one- to two-story commercial and light manufacturing businesses as well as numerous parcels of vacant undeveloped land.

No-Build Condition

Under the No-Build Condition, no changes would be made to the project site and the existing use on the site would remain as it is currently.

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2013. No development plans are known to exist for the vacant parcels within the study area by the project build year of 2013.

Build Condition

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building on the site to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Following completion of the project, the property would contain 23,199 square feet of office space and 77 accessory at-grade parking spaces. Access to the site would continue to be provided via a curb cut onto Arthur Kill Road which would be widened from the current 14 feet to 16 feet. Development of the project would require the removal of 42 of the 85 existing on site trees of 6" caliper or greater. 40 of these existing trees would remain and 24 new trees would be planted for a total of 64 trees on the site. The proposed action would be taken in 2013.

Conclusion

The proposed office development would be similar to and compatible with the existing use on the site as well the commercial and manufacturing uses in the surrounding area. The project site is currently underdeveloped and underutilized. The proposed project would complement and strengthen the surrounding business environment by providing additional quality office space on the site.

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

Zoning

Existing Conditions

The project site and the entire surrounding 400-foot radius study area are located within an M1-1 zoning district within the Special South Richmond Development District (SSRDD). M1 districts are designed for a wide range of manufacturing, commercial, and related uses that can conform to a high level of performance standards. The maximum FAR in the M1-1 District is 1.0. Office uses require one parking space per 300 square feet of floor area within the M1-1 zoning district.

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

No-Build Condition

In the future and absent the action, development on the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district. No Authorizations would be sought from the CPC.

Under the No-Build Condition, no changes would be made to the project site and the existing use on the site would remain as it is currently.

No changes are anticipated to the zoning districts and zoning regulations relating to the project site or the surrounding study area by the project build year of 2013. However, it should be noted that the project site and surrounding areas are located within the Working West Shore 2030 Study Area. This study is discussed in the Public Policy section below.

Build Condition

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building on the site to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Following completion of the project, the property would contain 23,199 square feet of office space and 77 accessory at-grade parking spaces. The 23,199 square feet of floor area would represent an FAR of 0.49, which is significantly less than the FAR of 1.0 permitted on the subject property.

The following Authorizations would be required for the proposed development to proceed.

1. 107-68 Authorization for Modification of Group Parking Facility and Access Regulations

The applicant is seeking an Authorization pursuant to ZR §107-68 to modify a group parking facility to allow more than 30 accessory off-street parking spaces and to modify access regulations on Arthur Kill Road, an arterial street. The Authorization is required because the proposed project would include the development of 48 new accessory at-grade parking spaces and access to the site is provided onto Arthur Kill Road. The proposed increase of 14,674 square feet of office space on the project site requires the provision of 48 parking spaces in addition to the 29 existing spaces on the site for a total of 77 spaces. Under the proposal, access to the site would continue to be provided via the existing curb cut on Arthur Kill Road which would be widened from the current 14 feet to 16 feet.

2. 36-597 Authorization for Waivers or Modifications of Cross Access Connections

The applicant is seeking an Authorization pursuant to ZR §36-597 to permit the waiver of required cross access connections between Arthur Kill Road and vacant land adjacent to the project site. This vacant land is likely to be developed for retail uses in the future and access across the subject property would not be feasible due to the narrowness of the subject site, the need for vehicles to drive through an opening in the existing structure on the property, and the incompatibility of transient retail truck and automobile traffic with the subject office development.

Conclusion

The proposed Authorizations would provide the zoning relief necessary for the proposed project to proceed. No significant impacts to zoning patterns in the area would be expected. The proposed project would comply with all the applicable requirements of the M1-1 zoning district and the Special South Richmond Development District (SSRDD) provisions of the Zoning Resolution. The proposed action would therefore not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

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

PUBLIC POLICY

Existing Conditions

The Charleston neighborhood of Staten Island in the area of the project site, which is located in Staten Island Community District 3, is primarily a commercial and industrial area with large amounts of vacant land as well as open space areas. According to the 2000 U. S. Census, the population of the area, which includes other residential communities

along the south shore of Staten Island, increased by 20.4 percent from 126,956 persons in 1990 to 152,908 people in 2000.

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

The project site and surrounding areas are located within the Working West Shore 2030 Study Area. The DCP website states the following about this study.

Working West Shore 2030 grew out of a recommendation of Mayor Bloomberg's Staten Island Growth Management Task Force to address both the pace and the nature of the borough's development. Recognizing that planning, transportation and building issues have become crucial to the quality of life for Staten Islanders, the Task Force called for a comprehensive framework for land use and infrastructure decisions on the West Shore that would respond to the borough's changing needs and to manage future growth.

Consistent with the goals of PlaNYC and based on intensive public engagement, Working West Shore 2030 builds on current initiatives and focuses on five main hubs that have concentrated amounts of developable and vacant/underutilized land, are accessible to current and future bus and rail stops and highway exits, are near existing and future employment and commercial centers, and would support existing communities through new development. The four main objectives are to:

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

Working West Shore 2030 demonstrates how the balanced and focused application of these four strategies over the next two decades can benefit the West Shore communities of Arlington-Port Ivory, Bloomfield-Teleport, Travis-Freshkills, the Rossville Waterfront and Charleston-Tottenville.

The study terms the Charleston/Tottenville area, in which the project site is located, as "the South Shore's Regional Destination". The 2030 year goal for the area relevant to the proposed action on the project site is to "create quality jobs" and to "develop local retail and neighborhood services along Arthur Kill Road." The Plan also seeks to "widen Arthur Kill Road in Charleston, where possible, and south to the Staten Island railroad, with

improved roadway, sidewalks and storm water/sanitary infrastructure to support existing and future development.”

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

No-Build Condition

In the future without the action, the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district, the City’s Waterfront Revitalization Program, and the Staten Island Working West Shore 2030 Study Area Plan. No other public policy initiatives are anticipated to pertain to the project site or to the 400-foot study area around the property by the project build year of 2013. No changes are anticipated to any public policy documents relating to the project site or the surrounding study area by the project build year.

Build Condition

The Waterfront Consistency Assessment Form and a narrative relating to the proposal’s consistency with the applicable waterfront policies are attached hereto (**see Attachment 4-1, Waterfront Revitalization Program**). The narrative explains how the project complies with the policies noted after each Consistency Assessment Form question that has been affirmatively responded to. The proposed action is consistent with all WRP policies, and as indicated in Attachment 4-1, no significant adverse impacts related to the WRP are anticipated as a result of the project, and further assessment is not warranted.

The proposed development would meet the Staten Island Working West Shore 2030 Study Area Plan goals for the area to “create quality jobs”. Although the proposed action would not directly meet the goal to “develop local retail and neighborhood services along Arthur Kill Road,” the project would enlarge the existing office development on the site and provide a larger customer base for local retail and neighborhood services along Arthur Kill Road.

No impact to public policies would occur as a result of the proposed action. The proposed new development would be compatible with the New York City Waterfront Revitalization Program policies applicable to the site, as explained in detail in the Waterfront Consistency attachments to this document. The proposed action would provide for additional quality office space on a partially developed site, and would meet the goals of the Staten Island Working West Shore 2030 Study Area Plan.

Conclusion

In accordance with the stated public policies within the study area, the action would be an appropriate development on the project site, would be a positive addition to the surrounding neighborhood, and would serve to further the goals of the existing public policies for the area.

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

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

For Internal Use Only:

WRP no. _____

Date Received: _____

DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

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

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

A. APPLICANT

1. Name: Celerant Technology Corp. c/o Hiram A. Rothkrug, EPDSCO
2. Address: 55 Water Mill Road, Great Neck, NY 11021
3. Telephone: 718-343-0026 Fax: 516-487-2439 E-mail: hrothkrug@epdsco.com
4. Project site owner: Celerant Technology Corp.

B. PROPOSED ACTIVITY

1. Brief description of activity:

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building on the site to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Following completion of the project, the property would contain 23,199 square feet of office space and 77 accessory at-grade parking spaces. Access to the site would continue to be provided via a curb cut onto Arthur Kill Road which would be widened from the current 14 feet to 16 feet. Development of the project would require the removal of 42 of the 85 existing on site trees of 6" caliper or greater. 40 of these existing trees would remain and 24 new trees would be planted for a total of 64 trees on the site.

2. Purpose of activity:

To construct a three-story, 14,674 square foot extension to the existing office building on the site plus an additional 48 accessory at-grade parking spaces.

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

4830 Arthur Kill Road (Block 7584, Lot 85), east side of Arthur Kill Road 102.19 feet south of South Bridge Street, Staten Island

Proposed Activity Cont'd

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

N/A

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

N/A

6. Will the proposed project require the preparation of an environmental impact statement?

Yes _____ No If yes, identify Lead Agency:

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

Authorization pursuant to ZR §36-597 to permit the waiver of required cross access connections between Arthur Kill Road and vacant land adjacent to the project site.

Authorization pursuant to ZR §107-68 to modify a group parking facility to allow more than 30 accessory off-street parking spaces and to modify access regulations on Arthur Kill Road, an arterial street.

C. COASTAL ASSESSMENT

Location Questions:

	Yes	No
1. Is the project site on the waterfront or at the water's edge?	_____	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	_____	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	_____	<input checked="" type="checkbox"/>

Policy Questions

Yes No

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

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

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

Policy Questions cont'd

Yes No

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

Policy Questions cont'd

Yes No

29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33. Would the action result in any construction activities that would lead to erosion? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
37. Would the proposed project affect a non-renewable source of sand? (6.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
39. Would the action affect any sites that have been used as landfills? (7.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10) _____ ✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10) _____ ✓

D. CERTIFICATION

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

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

Applicant/Agent Name: Celerant Technology Corp. c/o Hiram A. Rothkrug, EPDSCO

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

Telephone: 718-343-0026

Applicant/Agent Signature:  Date: 7/19/01

4830 Arthur Kill Road Authorizations
Explanation of Consistency with Waterfront Policies

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

The project site is an appropriate location for the proposed development and meets the criteria of Policy 1.1 as described below.

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

Relative to Policy 1.1 A., the project site is not designated either as a Special Natural Waterfront Area (SNWA) or as a Significant Maritime and Industrial Area (SMIA) nor is it in close proximity to any areas so designated. The project site does not border the shoreline. The project site does not contain any unique and significant natural features. The project site is currently partially developed with a two-story, 8,525 square foot office building and 29 accessory at-grade parking spaces. The remainder of the site is undeveloped and contains 85 trees of 6" caliper or greater. The site is located in an area occupied by commercial and industrial developments and numerous parcels of vacant land.

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Following completion of the project, the property would contain 23,199 square feet of office space and 77 accessory at-grade parking spaces. Access to the site would continue to be provided via a curb cut onto Arthur Kill Road which would be widened from the current 14 feet to 16 feet. Development of the project would require the removal of 42 of the 85 existing on site trees of 6" caliper or greater. 40 of these existing trees would remain and 24 new trees would be planted for a total of 64 trees on the site.

The proposed office development would be similar to and compatible with the existing use on the site as well the commercial and manufacturing uses in the surrounding area. No jobs would be displaced by the action and approximately 58 new jobs would be provided on the site. Development of the proposed project would have no impact upon public access to the waterfront as the project site is not located on the waterfront.

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

The proposed project would not involve any of the public actions noted under Policy 1.1 B. and therefore this policy does not apply to the proposed action.

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

The project site and the surrounding project study area are not designated as a SNWA, a Recognized Ecological Complex, or a Significant Coastal Fish and Wildlife Habitat. The project site is located over 1,500 feet from the waters of Arthur Kill which are also not designated either as a SNWA, a Recognized Ecological Complex, or a Significant Coastal Fish and Wildlife Habitat.

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

Policy 4.1 A. is not relevant to the proposed action. The proposed project would not cause or cumulatively contribute to permanent adverse changes to ecological complexes and their natural processes as no such areas are located in proximity to the site.

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

Policy 4.1 B. is not relevant to the proposed action. The project site and the immediately adjacent areas do not contain any natural ecological communities and do not serve as corridors for the exchange of biological resources within and among such communities. Therefore, the proposed development would not result in the fragmentation of any natural ecological communities and would have no effect on corridors between these communities.

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

Policy 4.1 D. is not relevant to the proposed action as the project site and the immediately adjacent areas do not contain any ecological complexes.

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

- destroy habitat values associated with the designated habitat through direct physical alteration, disturbance, or pollution, or indirect effects of actions that would result in a loss of habitat; or*
- significantly impair the viability of the designated habitat beyond the tolerance range of important fish or wildlife species which rely on the habitat values within the designated area through: degradation of existing habitat elements, change in environmental conditions, functional loss of habitat values, or adverse alteration of physical, biological, or chemical characteristics.*

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

Policy 4.1 E. relates to the protection of Significant Coastal Fish and Wildlife Habitats from damaging land or water uses or development. No such habitats are located in the area of the project site. Therefore, Policy 4.1 E. is not relevant to the proposed action.

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

The site itself is a partially developed parcel. The undeveloped portion of the site is primarily wooded and contains 85 trees of 6" caliper or greater. Trees species primarily consist of oak, maple, sweetgum, birch, locust, and sassafras. Development of the project would require the removal of 45 of the existing trees of 6" caliper or greater. 40 of these existing trees would remain and 24 new trees would be planted for a total of 64 trees on the site. New trees to be planted would be selected from the list of trees approved for the Special South Richmond Development District in which the project site is located.

5. Policy 9.2: Protect scenic values associated with natural resources.

A. In the Special Natural Area Districts (SNAD), SNWAs and Recognized Ecological Complexes, avoid structures or activities that interrupt landscapes, including introduction of discordant elements such as intrusive artificial light sources, fragmentation of and structural intrusion into open space areas, and changes to the continuity and configuration of natural shorelines and associated vegetation.

This policy does not apply to the proposed action as it relates to resources within Special Natural Area Districts (SNADs), SNWAs, and Recognized Ecological Complexes. The project site and the surrounding project study area do not include any of these designations.

B. In SNADs, SNWAs and Recognized Ecological Complexes, design new development to complement the scenic character of natural resources. Minimize and screen discordant elements which cannot be inconspicuously located.

Policy 9.2 B. does not apply to the proposed action as the project would not locate any new development within any SNADs, SNWAs, or Recognized Ecological Complexes.

10. HISTORIC AND CULTURAL RESOURCES

INTRODUCTION

This section considers the proposed action's potential impact on archaeological and architectural resources. The assessment focuses on the question of (1) whether there is a reasonable likelihood that previously undisturbed archaeological resources may be buried beneath the surface of the project site, which could be disturbed by the proposed project, and (2) whether there are any structures of historical significance on or near the project site that could be affected by the proposed project. "Archaeological resources" are artifacts or other remains, from either the prehistoric (Native American) or the historic (colonial or post-colonial) period, which might provide information about the period from which they date or the society that produced them. "Architectural resources" include designated New York City landmarks and buildings within a designated New York City historic district, properties calendared for consideration by the New York City Landmarks Preservation Commission, properties listed on or determined to be eligible for listing on the State or National Register of Historic Places, National Historic Landmarks, and other properties that meet the eligibility criteria for such designations.

ARCHAEOLOGICAL RESOURCES

Future No-Action Scenario

Under the No-Build Condition, no changes would be made to the project site and the existing use on the site would remain as it is currently.

Future With-Action Scenario

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building on the site to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces.

Upon review of archaeological sensitivity models and historic maps, the LPC determined that there is a potential for the recovery of remains from Native American occupation on the project site. Accordingly, the Commission recommended that an archaeological documentary study be performed.

Historical Perspectives, Inc. (HPI) completed a required Archaeological Documentary Study [Phase IA] for the proposed project, which is also referred to as the Area of Potential Effect, or APE, in compliance with the *Guidelines* of the LPC (CEQR 2010; LPC 2002). HPI concluded that the southern and central portions of the undeveloped APE may retain precontact archaeological sensitivity, if not disturbed, as shown on Figure 3. HPI concluded that the remainder of the APE is too disturbed from grading, filling, and other earthmoving to retain precontact archaeological sensitivity. Based on these conclusions, HPI recommended that a program of Phase IB archaeological testing be implemented along the southern and

central portions of the undeveloped section of the APE to determine whether precontact period archaeological resources may still be present within the APE. The Phase IB testing program would consist of the excavation of hand-excavated shovel tests (STs) along the central and southern portions of the APE, placed at 50-foot intervals. The LPC concurred with the revised Archaeological Documentary Study recommending Field Investigations [Phase IB], and approved an Archaeological Testing Protocol for the project site (Sutphin 2012).

This report presents the results of the Phase IB Archaeological Field Investigation. A total of 16 ST locations were examined and 14 STs excavated during the Phase IB Field Investigation. Results of the field testing did not reveal any precontact period artifacts in any of the STs. While Transect 1 along the southern edge of the project site contained generally intact soils, Transect 2 along the central section of the project site revealed fill deposits containing modern debris associated with widespread disturbance from earthmoving. Based on these results HPI recommends that no further archaeological investigations are warranted.

Upon review, LPC concurred with the findings of the HPI Phase IB Archaeological Field Investigation, and determined that there are no further archaeological concerns (see attached NYCLPC sign-off letter, June 8, 2012).

Therefore, it is not anticipated that the proposed action would result in any significant adverse impacts related to archaeological resources, and further assessment would not be warranted.

ARCHITECTURAL RESOURCES

The proposed action would facilitate the construction of a three-story, approximately 14,674 square foot extension to the rear of the existing building on the site to be occupied as office space. The project would also include the addition of 48 accessory at-grade parking spaces. Based on the New York City Landmarks Preservation Commission (LPC) publication entitled *Guide to New York City Landmarks*, 2004, the project site does not contain any designated historic structures nor is it located in close proximity to any individually designated properties or designated Historic Districts.

Upon review, LPC determined that the subject property has no Architectural significance (see attached NYCLPC letter, November 9, 2011).

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 12DCP014R

Project:

Date received: 11/9/2011

Properties with no Architectural significance:

- 1) ADDRESS: 4830 ARTHUR KILL ROAD, BBL: 5075840085
- 2) ADDRESS: RICHMOND VALLEY ROAD, BBL: 5075840004

Properties with Archaeological significance:

- 1) ADDRESS: 4830 ARTHUR KILL ROAD, BBL: 5075840085
- 2) ADDRESS: RICHMOND VALLEY ROAD, BBL: 5075840004

Comments: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from Native American occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2010).

Gina Santucci

11/22/2011

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

File Name: 27826_FSO_DNP_11102011.doc

ARCHAEOLOGY

Project number: DEPARTMENT OF CITY PLANNING / 12DCP014R

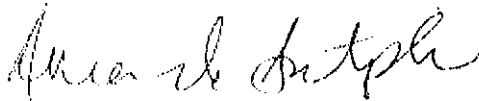
Project:

Date received: 6/6/2012

Comments:

The LPC is in receipt of the, "Phase 1B Archaeological Field Investigation 4830 Arthur Kill Road, Block 7584, Lot 85, Staten Island, Richmond County, New York," prepared by Historical Perspectives, Inc and dated June 2012.

The LPC concurs that there are no further archaeological concerns. Please submit one bound copy of the report and a pdf on a CD to the LPC.



6/8/2012

SIGNATURE

Amanda Sutphin, Director of Archaeology

DATE

File Name: 27826_FSO_ALS_06082012.doc

11. NATURAL RESOURCES

Existing Conditions

The 47,000 square foot project site is partially developed with a two-story, 8,525 square foot office building and 29 accessory at-grade parking spaces. Approximately 16,500 square feet of the surface area of the site is covered by the office building and paved surfaces for parking and access. The remainder of the site is undeveloped and contains 85 trees of 6" caliper or greater representing 173 tree credits. Trees species primarily consist of oak, maple, sweetgum, birch, locust, and sassafras.

The project site is located in the Special South Richmond Development District (SSRDD) of Staten Island which, in Chapter 11 of the *CEQR Technical Manual*, is referred to as a "zoning district with special zoning designed to preserve unique natural features."

Relative to natural resources, Section 107-00 of the Zoning Resolution states the following about the Special South Richmond Development District:

"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."

The project site contains natural resources which would be primarily characterized as remnants of upland forests and woodlands per Section 135 of the Natural Resources section of the *CEQR Technical Manual*. The undeveloped portion of the site would be considered to contain natural resources, as defined in Section 100 of the Natural Resources section of the *Manual*. However, as defined in Section 200 of the Natural Resources section of the *Manual*, the project site contains no natural or built resource that is known to contain or may be used as a habitat by any protected species. In addition, the project site contains no subsurface conditions, the disruption of which might affect the function or value of an adjacent or nearby natural resource. The surrounding area is primarily developed with commercial uses with a number of undeveloped parcels interspersed with these properties.

No-Build Condition

Under the No-Build Condition, no changes would be made to the project site and the existing uses on the site would remain as they are currently. Therefore, the 85 existing trees would also remain on the property.

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2012. No development plans are known to exist for the vacant parcels within the study area by the project build year of 2012. Therefore, natural resources in the area of the project site are anticipated to largely remain as they currently exist.

Build Condition

The proposed action includes the request for an Authorization pursuant to ZR Section 107-68 for a group parking facility with 30 spaces or more. In order to develop the proposed building extension and additional accessory parking, 45 existing trees on the site would need to be removed. However, an Authorization pursuant to ZR Section 107-64 to allow the removal of trees is not required as it is necessary to remove these trees in order to construct the proposed building extension and 54 additional accessory parking spaces.

In order to meet the SSRDD landscaping requirements and to mitigate the removal of existing trees on the site, 24 new trees with a minimum 3" caliper would be planted. As 40 of the existing trees (88 tree credits) on the site would remain, the property would contain a total of 64 trees following development of the project. In addition, a planting strip of a minimum of seven feet in width planted with shrubs will be installed around the entire periphery of the parking areas on the site. Planting islands with shrubs and trees will also be provided between the parking spaces on the site. The landscaping to be provided would meet or exceed all SSRDD landscaping requirements.

Relative to the provisions of the Natural Resources section of the *CEQR Technical Manual*, the proposed action would result in the removal of natural resources on the undeveloped portion of the site, primarily comprised of 45 trees. However, these trees are not rare or endangered or even uncommon species in this area. The removal of these trees would be largely mitigated by the planting of 24 new trees with a minimum 3" caliper on the site plus the installation of a planting strip of a minimum of seven feet in width planted with shrubs around the entire periphery of the parking areas on the property. Therefore, no significant adverse impacts to natural resources are anticipated.

Conclusion

Potentially significant adverse impacts related to natural resources are not anticipated to occur as a result of proposed action, and further assessment of natural resources is therefore not warranted.

13. INFRASTRUCTURE

Under *CEQR*, public utilities are examined for their ability to accommodate a proposed development. Public utilities include water supply, sanitary sewer services, including Water Pollution Control Plants (WPCP), and storm sewers. The *CEQR Technical Manual* indicates that while many projects would not require *CEQR* analysis with regard to water supply, wastewater and storm water conveyance and treatment, certain projects are of a size, location, and type where the potential for significant adverse impacts to the City's infrastructure and water quality may exist. Because the City's sewers are sized and designed based on designated zoning for an area, related population density, and surface coverage characteristics, projects that greatly increase density, would be located in an area of concern, or would substantially increase impervious surfaces, merit further analysis for potential impacts to the City's wastewater and storm water infrastructure.

Relative to the proposed action, an infrastructure analysis would not be required for water supply as the proposed development would not result in an exceptionally large demand for water (*e.g.*, those that are projected to use more than one million gallons per day such as power plants, very large cooling systems, or large developments), and the project site is not located in an area that experiences low water pressure.

An infrastructure analysis relative to sanitary sewer services would not be required as sanitary sewage generated by the proposed building extension would be diverted to a sanitary sewer which currently serves the existing office building on the property. Based on Table 13-2 of the *CEQR Technical Manual*, the proposed 14,674 square foot office development would generate approximately 1,463 gallons per day (gpd) of sanitary sewage. The existing sewer line serving the property has adequate capacity to handle the additional sanitary sewage generated by the project. In addition, the expected increase in sanitary wastewater to service the proposed development would represent a minute fraction of the 40 MGD capacity of the Oakwood Beach Water Pollution Control Plant which serves the area of the project site. Therefore, no significant adverse impacts to the City's sanitary sewer system would be expected from the proposed project.

An infrastructure analysis relative to storm water management would not be required as the proposed development would not occur on a site of five acres or more and the site is not located in one of the specific drainage areas of concern noted in the *CEQR Technical Manual*. Storm water generated by the proposed development would be directed to new drywells to be installed underneath the surface of the site. Storm water generated by the existing development on the site is currently directed to an existing drywell system on the property. Therefore, no significant adverse impacts to the City's storm water management system would be expected from the proposed project.

No infrastructure impacts to water or sewer services are expected from the proposed project, and further analysis is therefore not warranted.

17. AIR QUALITY

Introduction

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

Mobile Source

Under guidelines contained in the *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. The proposed development would generate fewer than 170 vehicle trips at any intersection in the study area during any peak hour. Therefore, no detailed mobile source air quality analysis would be required per the *CEQR Technical Manual*, and no significant mobile source air quality impacts would be generated by proposed action.

Stationary Source

A stationary source analysis is required for the proposed action as further discussed below.

A screening analysis was performed, using the methodology described in the *CEQR Technical Manual*, to determine if the heat and hot water systems of the existing building would result in potential air quality impacts to the proposed building extension, and if the proposed building would result in potential air quality impacts to another building in the area that is of similar or greater height. This methodology determines the threshold of development size below which the action would not have a significant impact. The results of this analysis found that there would be no significant air quality impacts from the project's heating, ventilation, and air conditioning (HVAC) systems.

Impacts from boiler emissions associated with the commercial development are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and the square footage size of development. The analysis of whether the existing building would result in potential air quality impacts to the proposed building extension was based on the existing 8,525 square foot, two-story commercial office building. The *CEQR Technical Manual Appendix* secondary Stationary Source Screen graph was used, Figure 17-8 - NO₂ Boiler Screen - Commercial and Other Non-Residential

Development - Natural Gas, as the existing building is heated by natural gas. The building of similar or greater height closest to the stack of the existing building would be the proposed three-story extension to the rear of the existing building on the site. The perimeter wall of the proposed building extension would be located approximately 32'-1" from the stack of the existing building on the project site, assuming that the stack is located in the center of the roof of the structure. As shown on the attached Figure 17-8, the plotted point is below the curve, and therefore, no stationary source impacts would be generated by the project.

The analysis of whether the proposed building extension would result in potential air quality impacts to another building in the area that is of similar or greater height was based on the proposed 14,634 square foot, three-story commercial office building. The *CEQR Technical Manual Appendix* secondary Stationary Source Screen graph was used, Figure 17-8 - NO₂ Boiler Screen - Commercial and Other Non-Residential Development - Natural Gas, as the proposed building would be heated by natural gas. The building of similar or greater height closest to the stack of the proposed building would be the four-story office/retail building located at 4864 Arthur Kill Road (Block 7584, Lot 65) approximately 236 feet south of the proposed building. Assuming that the stack would be located in the center of the roof of the proposed structure, the perimeter wall of the existing building at 4864 Arthur Kill Road would be located approximately 264 feet from the stack of the proposed building. As shown on the attached Figure 17-8, the plotted point is below the curve, and therefore, no stationary source impacts would be generated by the project.

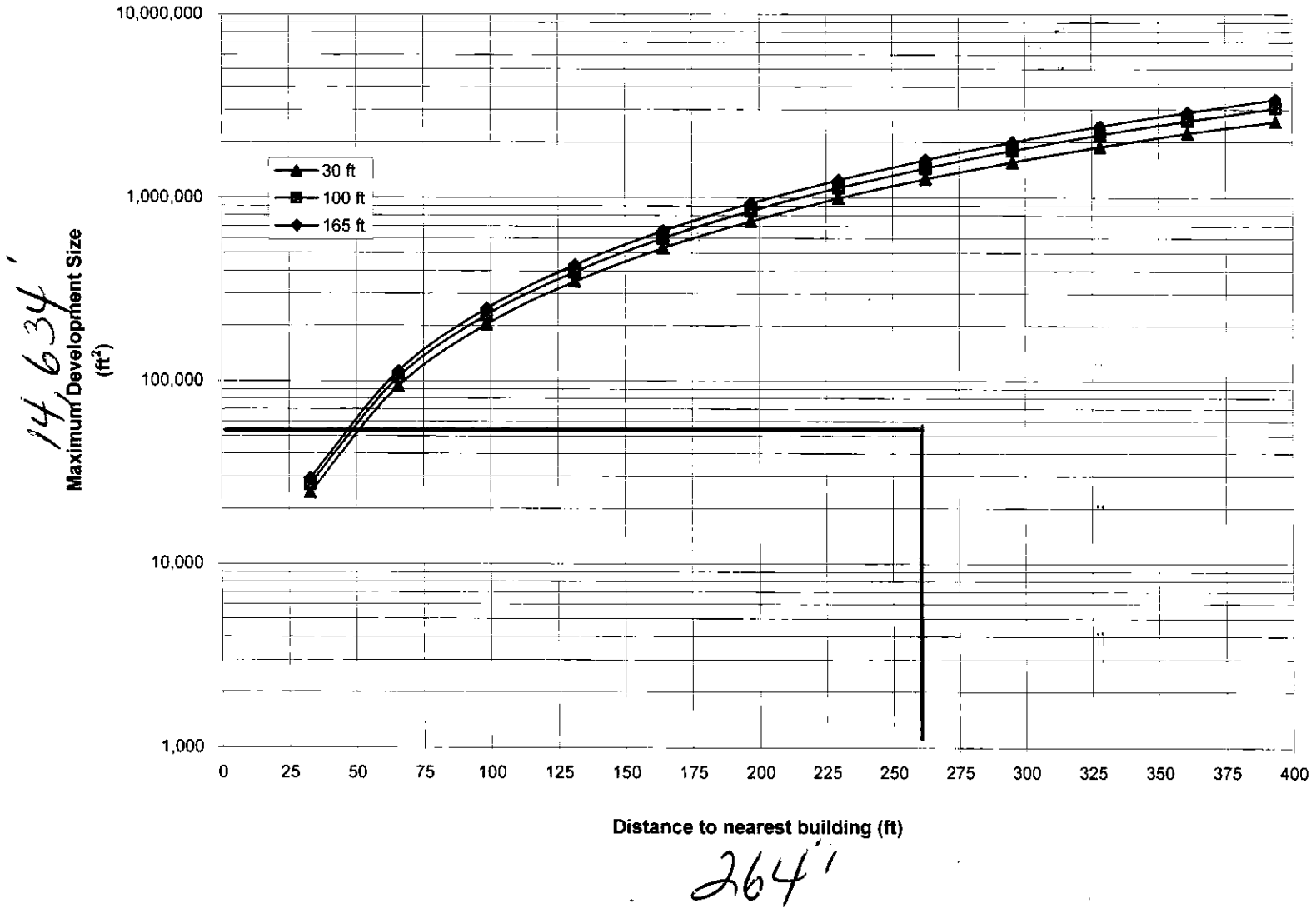
Therefore, the potential for significant adverse impacts due to boiler stack emissions from the proposed project is unlikely, and a detailed analysis of stationary source impacts is not required.

Conclusion

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

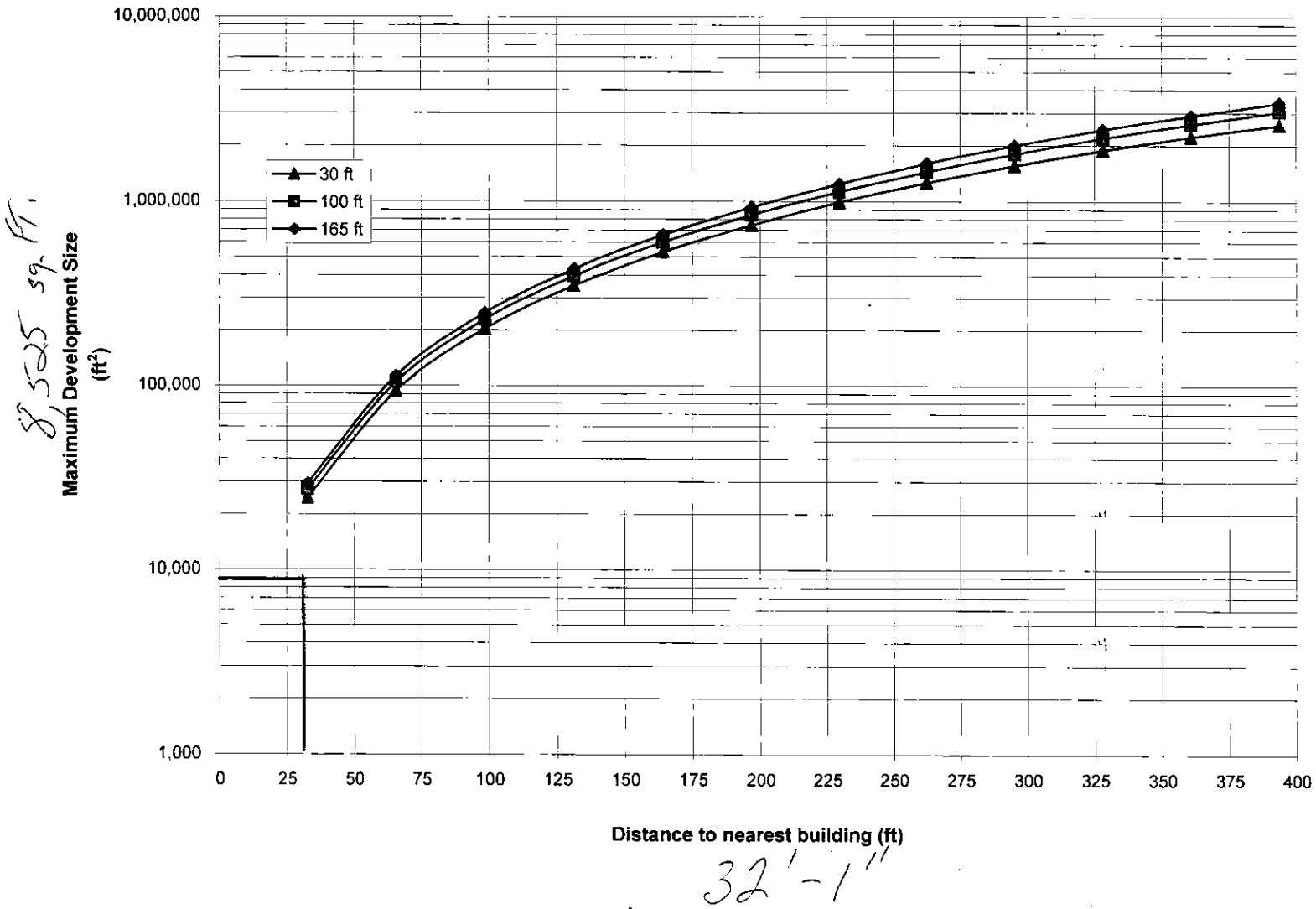
Proposed Building Effect on nearby bldgs:
Prop Bldg Size - 14,634
Distance of stack on prop bldg to nearest exstg bldg
(4-story bldg at 4864 arthur kill rd) - 264 feet

FIG App 17-8
NO₂ BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - NATURAL GAS



Existing Building Effect on Proposed Building:
Exstg Bldg Size - 8,525 sf
Distance of stack on existg bldg to wall of proposed bldg - 32'-1"

FIG App 17-8
NO₂ BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - NATURAL GAS



19. NOISE

Introduction

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those which could result from a proposed project adding a substantial amount of traffic to an area. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the project would include unenclosed mechanical equipment for building ventilation purposes.

Mobile Source

Relative to mobile source impacts, a noise analysis would only be required if a proposed project would be located near a heavily trafficked thoroughfare or if it would at least double existing passenger car equivalent (PCE) traffic volumes along a street on which a sensitive noise receptor (such as a residence, a park, a school, etc.) is located. The project site is within 400 feet of an elevated highway, that being the access road to the Outerbridge Crossing.

Although the project site is located within 400 feet of the elevated access road to the Outerbridge Crossing, this road is not heavily trafficked or congested. Therefore, pursuant to CEQR methodology, the proposed development would not experience any significant adverse mobile source noise impacts from this roadway.

Vehicles would travel to and from the site along Arthur Kill Road. There would be an increase in vehicular traffic along Arthur Kill Road resulting from the proposed development, but this increment would be a small portion of total traffic volumes. Significant traffic already travels along Arthur Kill Road, which is a major arterial road serving the West Shore of Staten Island. Pursuant to CEQR methodology, no mobile source noise impacts would be anticipated since traffic volumes would not double along Arthur Kill Road due to the proposed project. Therefore, the proposed project would not result in a mobile source noise impact.

The proposed action would not result in the development of a significant noise generator, nor would it locate a sensitive receptor in an area characterized by high ambient noise levels. Commercial uses, such as the proposed project, are generally not considered to be sensitive uses requiring a low ambient noise level. Field observations have confirmed that noise levels at the site are not excessive.

Stationary Source

The project would not locate a receptor within 1,500 feet of a substantial stationary source noise generator, and there is not a substantial stationary source noise generator close to the

project site that is also a sensitive receptor. Additionally, the proposed project would not include any unenclosed heating or ventilation equipment that could adversely impact other sensitive uses in the surrounding area. Therefore, the project would not have any potentially adverse stationary source noise impacts.

Conclusion

A detailed noise analysis is not required for the proposed action as the action would result in the development of a commercial use and would not result in the introduction of sensitive receptors. In addition, the proposed development would not introduce significant mobile or stationary source noise into the surrounding area.

The development that would be facilitated by the proposed Authorizations would not have any potentially significant adverse mobile or stationary source noise impacts, and further assessment is not warranted.

22. CONSTRUCTION IMPACTS

A preliminary assessment of construction impacts resulting from the project is required because the proposed action would result in construction activities along an arterial or major thoroughfare, as well as disturbance to a site containing natural resources as further discussed below.

Transportation

The project site is located along a major thoroughfare, that being Arthur Kill Road. However, it is not expected that the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, pedestrian elements such as sidewalks, crosswalks, and corners, parking lanes and/or parking spaces in on site or nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit. With the exception of the proposed widening of the existing driveway accessing the site, all construction activities would occur at the rear of the property behind the existing building on the site and away from Arthur Kill Road. The driveway widening would have minimal short term effects on Arthur Kill Road.

Even if some limited disturbance were to occur to Arthur Kill Road, the affected area would not be considered to be sensitive to such effects, as the surrounding area does not have high pedestrian activity and is not near any sensitive land uses such as schools or hospitals. In addition, the sidewalks, roadways, and walkways comprising Arthur Kill Road would not be near capacity under the future No-Action conditions.

An analysis of transportation impacts from construction of the project is also not required as construction traffic would take place much earlier than the AM and PM traffic peak hours for Arthur Kill Road. In addition, the construction peak would generate fewer

vehicle trips than the operational project peak and the project does not have the potential for significant adverse traffic impacts during the operational period.

Proposed construction vehicles, equipment, and supplies would all be stored on the project site behind the existing building and away from Arthur Kill Road. No significant transportation related disturbances to the surrounding transportation network are anticipated.

Natural Resources

The project site contains natural resources which would be primarily characterized as remnants of upland forests and woodlands per Section 135 of the Natural Resources section of the *CEQR Technical Manual*. Approximately 30,500 square feet of the 47,000 square foot site is undeveloped and contains 85 trees of 6" caliper or greater representing 173 tree credits. Trees species primarily consist of oak, maple, sweetgum, birch, locust, and sassafras. However, as defined in Section 200 of the Natural Resources section of the *Manual*, the project site contains no natural or built resource that is known to contain or may be used as a habitat by any protected species. In addition, the project site contains no subsurface conditions, the disruption of which might affect the function or value of an adjacent or nearby natural resource. The surrounding area is primarily developed with commercial uses with a number of undeveloped parcels interspersed with these properties.

The proposed action includes the request for an Authorization pursuant to ZR Section 107-68 for a group parking facility with 30 spaces or more. In order to develop the proposed building extension and additional accessory parking, 42 existing trees on the site would need to be removed. However, an Authorization pursuant to ZR Section 107-64 to allow the removal of trees is not required as it is necessary to remove these trees in order to construct the proposed building extension and 48 additional accessory parking spaces.

In order to meet the SSRDD landscaping requirements and to mitigate the removal of existing trees on the site, 24 new trees with a minimum 3" caliper would be planted. As 40 of the existing trees (88 tree credits) on the site would remain, the property would contain a total of 64 trees following development of the project. In addition, a planting strip of a minimum of seven feet in width planted with shrubs will be installed around the entire periphery of the parking areas on the site. Planting islands with shrubs and trees will also be provided between the parking spaces on the site. The landscaping to be provided would meet or exceed all SSRDD landscaping requirements.

The proposed action would result in the removal of natural resources on the undeveloped portion of the site, primarily comprised of 42 trees. However, these trees are not rare or endangered or even uncommon species in this area. The removal of these trees would be largely mitigated by the planting of 24 new trees with a minimum 3" caliper on the site

plus the installation of a planting strip of a minimum of seven feet in width planted with shrubs around the entire periphery of the parking areas on the property.

In summary, although some natural resources would be removed from the site to accommodate the proposed action, due to the size and the condition of the area to be disturbed, the proposed removal of this vegetation would not constitute a significant adverse natural resources impact. Therefore, no significant adverse construction impacts to natural resources are anticipated.

The proposed action would not have any potentially adverse construction impacts, and further analysis would not be warranted.