

North Shore Waterfront Plan

Draft Scope of Work for an Environmental Impact Statement

August 26, 2026

A. INTRODUCTION

This Draft Scope of Work (DSOW) outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed North Shore Waterfront Plan.

The City of New York, acting through the New York City Economic Development Corporation (NYCEDC), the New York City Department of Small Business Services (SBS), and the New York City Department of Citywide Administrative Services (DCAS) (collectively, the “Applicants”) are proposing several discretionary actions (the “Proposed Actions”) to implement the *North Shore Waterfront Plan* (the “Proposed Project”). The Proposed Project is comprised of three City-owned sites (“Sites 1, 2, and 3”, collectively the “Project Sites”), which are all located on Staten Island Block 2 in the St. George neighborhood on the North Shore of Staten Island, New York. Site 1 comprises Lot 15, Site 2 comprises Lots 18, 22, 9018, and a portion of Lot 20, and Site 3 comprises portions of Lots 20 and 601. Sites 1 and 2 are separated by the existing Staten Island University Hospital Community Park and Sites 2 and 3 are contiguous. The Proposed Actions (described below) would affect a slightly larger area, including the Project Sites, as well as portions of Lots 1, 5, and 800 on Block 2 (the “Project Area”) (see **Figure 1**).

There is not a specific Developer associated with the Proposed Project, nor development plans for the Project Sites. However, for the purposes of environmental review, the Proposed Project would comprise new, mixed-use development across three sites, including a total of up to 2,500 dwelling units (DUs) (2,252,400 gross square feet [gsf]), 207,173 gsf of commercial, 91,800 gsf of community facility, up to 22,900 sf (0.5 acres) of public open space, and a total of 2,065 parking spaces. The new development would be integrated with the existing buildings and site infrastructure, including the existing Empire Outlets structures and garage on Site 1 and the existing terminal building and garage on Site 2. The Proposed Project would adapt and reuse portions of these existing improvements as part of the overall development sites. The existing vacant space at Site 1 would be replaced with new residential and community facility uses, and commercial space would remain in an amount generally comparable to existing occupied conditions. Site 1 would also include three residential buildings built atop sections of the existing Empire Outlets complex. The existing 3-story terminal building on Site 2 would be adaptively reused with community facility space, and three residential buildings would be built between the existing terminal building and parking garage and the waterfront. The majority of existing parking spaces in the garages on Sites 1 and 2 would be utilized for the Proposed Project as well as existing uses.



0 1,000 FEET

- Project Area
- Project Sites
- 400-foot Radius



The Proposed Actions (described below) are discretionary approvals subject to City Environmental Quality Review (CEQR) and the Uniform Land Use Review Procedure (ULURP) and have been determined to be a Type I action for the purpose of environmental review, subject to Title 6 of New York Codes, Rules, and Regulations (NYCRR), Part 617.4, paragraphs (b)(5)(v) and (b)(6)(i). The New York City Office of the Mayor (OOM), by and through the Deputy Mayor for Economic Justice (DMEJ), is serving as the CEQR Lead Agency for the environmental review and, as disclosed in the Environmental Assessment Statement (EAS), has determined that the Proposed Actions are likely to result in significant adverse impacts. Therefore, in coordination with this DSOW and pursuant to 6 NYCRR 617.7, the lead agency is also issuing a Positive Declaration.

This DSOW for the Draft Environmental Impact Statement (DEIS) considers a reasonable worst case development scenario (RWCDs), as described below, and provides a framework for analyzing the potential environmental impacts of the Proposed Actions.

B. EXISTING CONDITIONS AND PROJECT BACKGROUND

DESCRIPTION OF THE PROJECT AREA AND PROJECT SITES

The Project Area encompasses the three Project Sites (Sites 1, 2, and 3, described below), as well as portions of Lots 1, 5, and 800 on Block 2 (see **Figure 2 and Figure 4** of the EAS Form). The Project Area is zoned M1-1 and is within the Special St. George District (SG).

Site 1 comprises Lot 15 on Block 2 and is occupied by the Empire Outlets, a partially vacant, approximately 955,115 gsf shopping center and parking garage complex adjacent to the St. George Ferry Terminal. In addition to commercial space, Site 1 also contains 55,248 square feet (sf) of existing public open space, including a portion of the St. George Esplanade, and a 1,250-space parking garage. Site 2 comprises Block 2, Lots 18, 22, and 9018, as well as a portion of Lot 20, and is occupied by the mostly vacant, incomplete New York Wheel facility, which includes the 3-story, 72,310 gsf terminal building, which is approximately 80 percent complete, and a 950-space parking garage, which is substantially complete and has received Temporary Certificates of Occupancy (TCO), spanning 330,871 gsf of space. Site 3 comprises portions of Lots 20 and 601 on Block 2, and includes a portion of Bank Street but is otherwise undeveloped.

PRIOR DEVELOPMENT INITIATIVE

The existing conditions at Sites 1 and 2 are the result of the development plan envisioned in the *St. George Waterfront Redevelopment* project, which was approved by the New York City Council in 2013 (the 2013 project¹). As part of the 2013 project, a special permit pursuant to Zoning Resolution (ZR) Section 128-61, applicable within the Special St. George District, was approved and regulates the Project Area's uses, bulk, and development parameters. The 2013 project's primary development objective was to redevelop underutilized portions of the waterfront adjacent to the St. George Ferry Terminal and Staten Island University Hospital Community Park into a vibrant mixed-use area with a retail outlet center, hotel, an observation wheel attraction, waterfront public open space, and public parking garages to support local economic development. Site 1 was redeveloped with the Empire Outlets, a parking garage, and public open space, which opened in 2019, while development of the observation wheel

¹ Refer to the 2013 *St. George Waterfront Redevelopment FEIS* (CEQR Number 13SBS001R). In the 2013 project, Site 1 and Site 2 are referred to as the South Site and North Site, respectively.



Project Location – Aerial View

attraction (the New York Wheel) on Site 2 was never completed. As of early 2026, nearly half of the Empire Outlets' commercial spaces are vacant, and the hotel envisioned as part of the 2013 project was not built. On Site 2, the New York Wheel terminal building was issued a TCO by the New York City Department of Buildings (DOB), but the building remains incomplete. Site 2's parking garage has been completed.

As described above, the 2013 project's primary development objective was to redevelop underutilized portions of the waterfront adjacent to the St. George Ferry Terminal and Staten Island University Hospital Community Park into a vibrant mixed-use area with a retail outlet center, hotel, an observation wheel attraction, waterfront public open space, and public parking garages to support local economic development. The City pursued a tourism and entertainment-focused vision, hoping to draw visitors to the North Shore waterfront. However, due to shopping patterns transformed by e-commerce, as well as the impacts of the COVID-19 pandemic, the anticipated consumer traffic did not manifest. Empire Outlets, while praised for its architecture, has struggled with a limited mix of retail options. Construction commenced on the New York Wheel project, but construction was halted after several delays. A new procurement in 2023 did not produce viable responses for the New York Wheel site. The 2013 project and the City's development objective for the Project Area have not been fully realized. After almost 15 years spent on these projects, the City, NYCEDC, elected officials, and Staten Islanders all agree: a new approach is needed.

DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located along Staten Island's North Shore in the St. George neighborhood, which is the civic center and transportation hub of Staten Island. Prominent uses along the waterfront include a completed portion of the North Shore Esplanade: St. George, Staten Island University Hospital Community Park, the NYC Ferry St. George landing, the St. George Ferry Terminal, and Staten Island Railway's (SIR) St. George station. Beyond the waterfront, the blocks located along the south side of Richmond Terrace include a mix of residential, commercial/office, and public facility/institutional uses. Residential uses include low-rise one- and two-family houses and multifamily walkup buildings, mid-rise multifamily elevator buildings, and two 20-story high-rise multifamily buildings comprising the Castleton Park complex. Commercial/office uses include low-rise commercial buildings containing local office, restaurant, retail, and service-oriented businesses and ancillary parking lots. Public facility/institutional uses include Staten Island Borough Hall, Richmond County Surrogate's Court, Staten Island Family Courthouse, and the New York City Police Department's (NYPD) 120th Precinct.

The Project Area and surrounding area are well-served by public transportation. Waterborne transit options include Staten Island Ferry service to Manhattan and NYC Ferry service via the St. George route to Brooklyn and Manhattan. Rail transit includes SIR service via the St. George station, while bus transit options include an extensive local and express bus network, including nearly 20 bus routes that converge at or near the St. George Ferry Terminal.

C. DESCRIPTION OF THE PROPOSED ACTIONS

To facilitate the development of the Proposed Project, the Applicants are seeking the following discretionary actions:

- Zoning map amendment to rezone the Project Area from M1-1 to C4-5;
- Zoning text amendment(s) to:

- Amend the Special St. George District (SG) regulations (ZR 128-00 et seq.) relating to bulk, use, and parking to permit as-of-right development in the Project Area;
- Amend Appendix F (Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas) for Staten Island Community District 1 to establish the Project Area as a Mandatory Inclusionary Housing (MIH) Area;
- Authorization(s) for Waiver of Waterfront Public Access Areas;
- Acquisition of real property by the City of an air parcel (i.e., beginning at a plane approximately 23-feet over the existing MTA-leased railroad right-of-way abutting Richmond Terrace) located within Site 1;
- Disposition of City-owned property to dispose of the Project Area via long term lease(s) to future developer(s);
- Modification of the existing Stadium Use Special Permit, Stadium Bulk Special Permit, and Railroad Right-of-Way Special Permit;
- Modification or Cancellation of Restrictive Declaration(s);
- New York State Department of Environmental Conservation (NYSDEC) consent for disturbance of soil beneath the cap for areas subject to the Voluntary Cleanup Agreement (VCA) as per the March 2006 Operation, *Maintenance and Monitoring Plan*, approval for change of use and approval to amend the deed restriction;
- Potential City capital funding; and
- Potential waterfront permits from NYSDEC and the U.S. Army Corps of Engineers (USACE).

The Proposed Project would also require some actions that are non-discretionary including waterfront zoning lot sub-division(s), and waterfront public access and visual corridor certification(s).

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

In 2023, the Staten Island North Shore Action Plan (the 2023 plan) was released to bring substantial public planning and investment to the North Shore to catalyze residential growth and strengthen the waterfront as a destination for residents, workers, and visitors. The 2023 plan, comprising a coordinated planning effort by the City and Councilmember Kamillah Hanks, outlines a suite of investments for the North Shore, including the development of 20 acres of public open space, primarily along the waterfront, new commercial space, and thousands of residential units. For the St. George neighborhood, the 2023 plan specifically outlined restoring public access to the waterfront within the Project Area via construction of a new esplanade adjacent to the incomplete New York Wheel site.

In 2025, two years after the release of the 2023 plan, NYCEDC engaged with the local St. George community through a collaborative community visioning process with a specific focus on the Project Area. Over the course of several months, NYCEDC solicited feedback from over 1,000 Staten Islanders through a mix of in-person workshops, focus groups, tabling at local community events, and tours. This engagement process revealed that the surrounding community desires more housing options, waterfront access, cultural amenities, space for young people, neighborhood-serving uses, and better connections to the rest of Staten Island. In November 2025, building on the community planning and engagement process, NYCEDC

on behalf of the City announced a new vision² for the Project Area to create new housing, neighborhood-serving retail and cultural spaces, and public open space, including restored public access to the waterfront.

Great waterfront public spaces thrive on activity. Successful urban waterfront neighborhoods around the world bring together recreation, commerce, and residential communities. Today, Empire Outlets and the former New York Wheel site lack many of these key ingredients. There are limited retail options, much of the waterfront lacks public access, and no one lives there. These sites could be so much more, with Staten Island's best transit connections minutes away and some of the best waterfront views in the world. To ensure these sites succeed, people need to live there. Residents can ensure the sites are active, safe, well maintained, and that businesses have the customers they need to thrive. With a new strategy, Empire Outlets and the former New York Wheel site can deliver the ingredients for a more successful neighborhood: new homes, shops, public spaces, and services for Staten Islanders. Re-imagining these sites in this way can also boost equity in the surrounding St. George and greater North Shore Area by providing new and varied housing options for Staten Islanders, including much needed affordable housing, and diversifying the type of employment opportunities offered in St. George. Providing housing, retail, and critical community facilities near transit reduces people's commutes, saving them time and money, and creates healthier, more cohesive communities.

The Proposed Actions are required to facilitate the redevelopment of the Project Area into a mixed-use development, as the existing zoning regulations applicable to the Project Area do not permit the implementation of the Proposed Project. Sites 1 and 2 are governed by Zoning Resolution Section 128-61 and related prior approvals within the North Waterfront subdistrict, including special permits and associated restricted dispositions. Under existing zoning and the current approvals, there is no as-of-right development permitted on these sites, and future redevelopment would continue to require discretionary approvals under a structure that was established for the 2013 project and no longer reflects the City and the community's vision for the area. Site 3 was previously included as part of a series of special permits sought in 1999 to facilitate the Staten Island University Hospital Community Park, a large open parking area, and associated waterfront esplanade, which also does not allow for realization of the current vision.

The overarching purpose of the Proposed Project is to address community desires and needs as captured through the collaborative community planning and engagement process. Subsequently, to realize the full potential of the Project Area in contributing to substantially supporting the economic, social, and recreational flourishing for this Staten Island community.

E. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Actions are proposed to facilitate the *North Shore Waterfront Plan* (a.k.a. the Proposed Project), which has been developed through a collaborative community planning and engagement process. There is not a specific Developer associated with the Proposed Project, nor development plans for the Project Sites; however, it is assumed that the existing buildings on the Project Sites, in particular on Sites 1 and 2, would remain as part of future development. Therefore, the environmental review will analyze a Reasonable Worst Case

² <https://edc.nyc/sites/default/files/2025-11/NYCEDC-Staten-Island-North-Shore-Action-Plan-11-18-2025.pdf>

Development Scenario (RWCDs), ensuring a conservative analysis that provides decision makers, agencies, and community stakeholders with a comprehensive assessment of potential impacts.

The Proposed Project being analyzed for CEQR purposes comprises a new mixed-use development consisting of approximately 3.4 million gsf of mixed-use residential (a total of up to 2,500 units, of which 500 to 750 units would be affordable pursuant to MIH³), commercial, community facility, and structured parking space, as well as up to 0.5 acres of public open space. The Proposed Project would be developed on three distinct parcels: Sites 1, 2, and 3. The components of the Proposed Project within each site are described in more detail below and summarized in **Table 1**.

Table 1
Proposed Project: Sites 1, 2, & 3

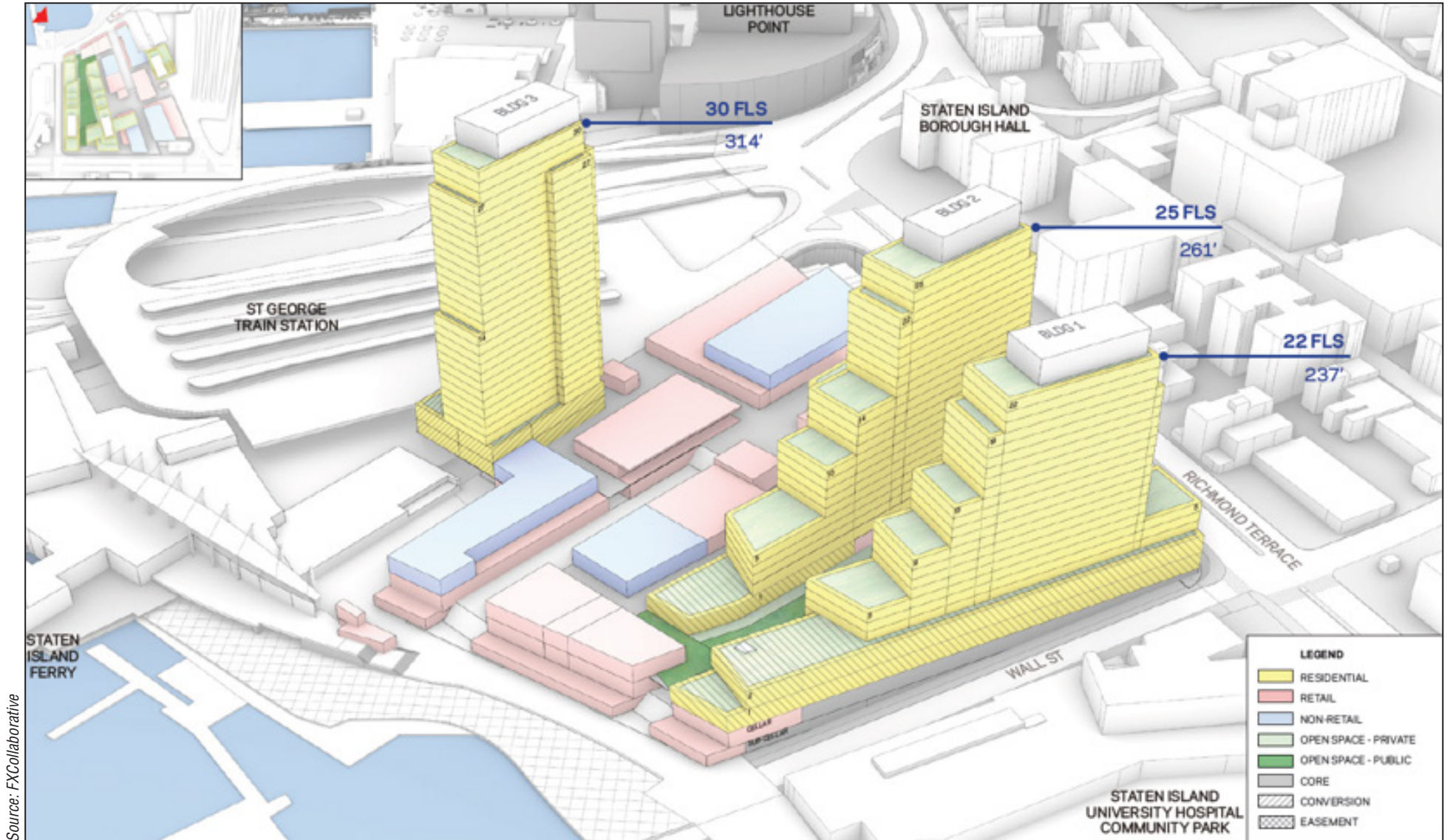
Site	Total GSF	Residential GSF	Total Dwelling Units	Range of Affordable Dwelling Units (20-30%)	Commercial GSF	Community Facility GSF	Open Space (SF)	Parking Spaces	Garage, Loading, & Mechanical GSF
1	1,842,615	1,080,000	1,200	240-360	207,173	19,490	0	1,150	535,952
2	1,307,181	913,000	1,000	200-300	0	72,310	0	915	321,871
3	259,400	259,400	300	60-90	0	0	22,900	0	0
Total	3,409,196	2,252,400	2,500	500-750	207,173	91,800	22,900	2,065	857,823

SITE 1

At Site 1, the Proposed Project comprises an approximately 1,842,615 gsf mixed-use development containing residential, commercial, community facility, and structured parking space, as well as 55,248 sf of existing public open space. The existing vacant space within the Empire Outlets footprint would be redeveloped to accommodate new residential and community facility uses. The Proposed Project would replace approximately 201,304 gsf of currently vacant commercial space with these new uses while continuing to provide approximately 207,173 gsf of commercial space throughout the Site 1 development. As a result, commercial uses would remain on Site 1, albeit with a different mix of uses and an overall commercial floor area that is generally comparable to existing occupied conditions.

The residential component at Site 1 consists of three residential buildings that would be built atop sections of the existing Empire Outlets complex (see **Figure 3**). One 30-story building (319' to the rooftop; 354' including rooftop bulkhead) would be built on the eastern portion of Site 1, adjacent to the St. George Ferry Terminal, while one 22-story building (242' to the rooftop; 277' including rooftop bulkhead) and one 25-story building (266' to the rooftop; 301' including rooftop bulkhead) would be built on the western portion of Site 1, near Wall Street and Staten Island University Hospital Community Park. In total, the three buildings would contain approximately 1,080,000 gsf of residential space, including up to 1,200 total

³ Depending on the MIH Option selected, the number of affordable units would be between 500 (20 percent) to 750 (30 percent affordable). As the MIH Option will not be selected until approval of the Proposed Actions, the CEQR documents will show the range of MIH income-restricted units that could result from the Proposed Actions.



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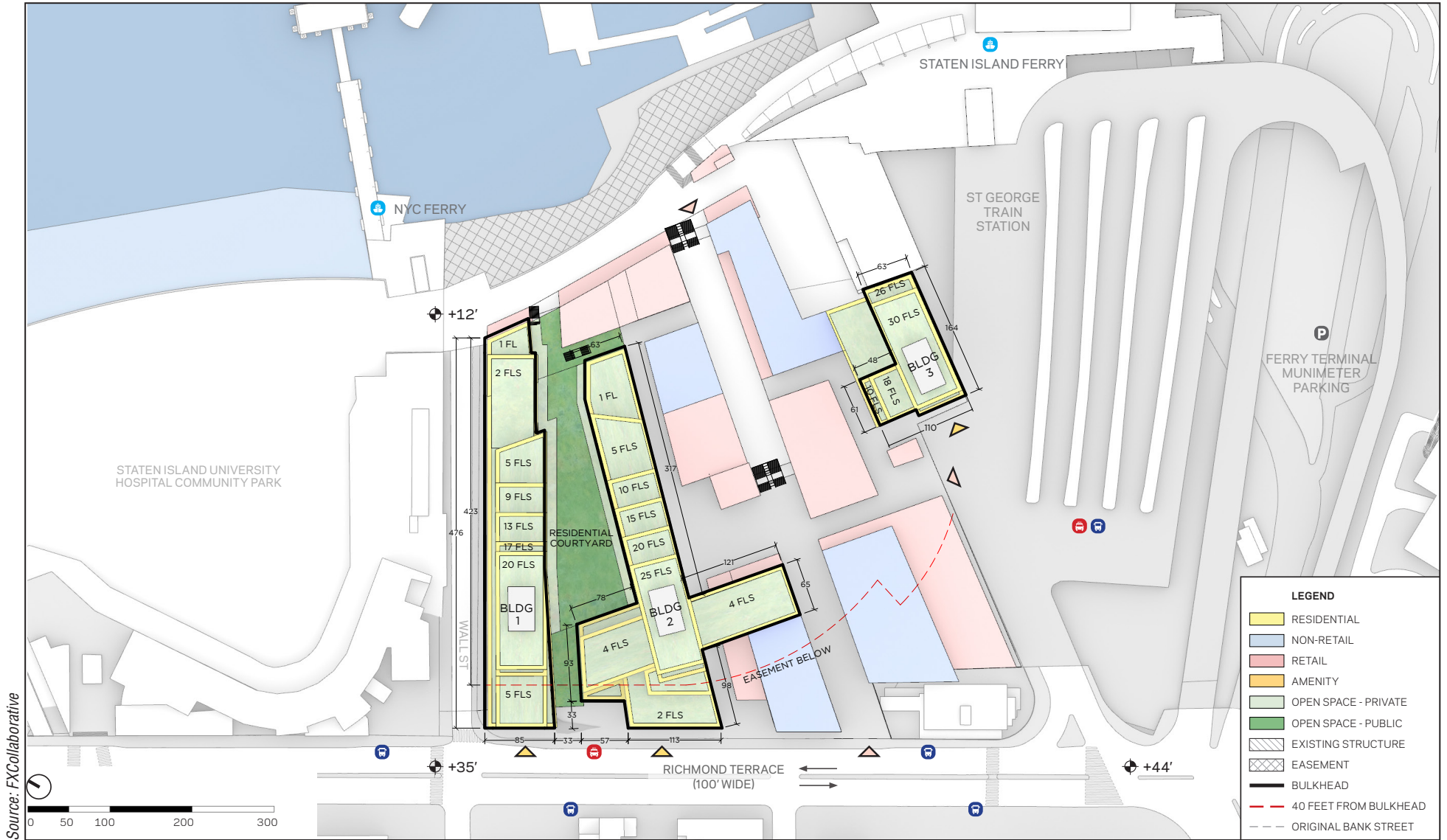


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NORTH SHORE WATERFRONT PLAN

Site 3 - Preliminary Site Plan
Figure 8

residential units, of which 240 to 360 units would be income-restricted pursuant to the City's MIH program.

Apart from the three new residential buildings, the non-residential component at Site 1 would include approximately 226,662 gsf of space within the Empire Outlets complex. For CEQR analysis purposes, the non-residential space would comprise approximately 133,755 gsf of retail space (shopping center with a mix of local and destination retail and food/beverage uses), 30,000 gsf of sit-down restaurant space, 23,927 gsf of supermarket space, 19,490 gsf of commercial office space, and 19,490 gsf of community facility space (assumed to be medical office space for CEQR analysis purposes).

In addition, Site 1 would include a 1,150-space, approximately 535,952 gsf parking garage (within the existing below ground Empire Outlet garage) and 55,248 sf of existing public open space, comprising a portion of the existing North Shore Esplanade: St. George as well as public open space within the existing Empire Outlets complex that would remain. Site 1's existing parking garage would remain, however, with the Proposed Project, there would be a slight decrease in garage space and the number of parking spaces. Site 1's pedestrian access would occur via the Richmond Terrace, Ferry Terminal Viaduct, and Bank Street frontages. Access to Site 1's loading and parking would occur via the Wall Street frontage (see **Figure 6**).

SITE 2

At Site 2, the Proposed Project comprises an approximately 1,307,181 gsf mixed-use development containing residential, community facility, and structured parking space.

The residential component at Site 2 consists of three residential buildings that would be built between the existing terminal building and parking garage and the waterfront (see **Figure 4**). One 30-story building (319' to the rooftop; 354' including rooftop bulkhead) would be built on the eastern portion of Site 2, north of the terminal building, while one 17-story building (182' to the rooftop; 217' including rooftop bulkhead) and one 22-story building (232' to the rooftop; 267' including rooftop bulkhead) would be built on the northern portion of Site 2, north of the parking garage. In total, the three buildings would contain approximately 913,000 gsf of residential space, including up to 1,000 total residential units, of which 200 to 300 units would be income-restricted pursuant to the City's MIH program.

Apart from the three new residential buildings, the non-residential component at Site 2 would include the adaptive reuse of the existing 72,310 gsf terminal building with community facility space. For CEQR analysis purposes, the community facility space is assumed to comprise approximately 24,103 gsf of community center space, 24,103 gsf of community/cultural flex space, and 24,103 gsf of health club space.

In addition, Site 2 would also contain a 915-space, approximately 321,871 gsf parking garage—which is Site 2's existing parking garage. However, with the Proposed Project, there would be a slight decrease in garage space and the number of parking spaces. Site 2's pedestrian access would occur via the Richmond Terrace and Bank Street frontages. Access to Site 2's loading and parking would occur via the Richmond Terrace and Bank Street frontages (see **Figure 7**).

SITE 3

At Site 3, the Proposed Project comprises a 13-story, approximately 259,400 gsf residential building containing up to 300 total residential units, of which 60 to 90 units would be income-restricted pursuant to the City's MIH program. The 13-story building would rise to a rooftop height of 147', and a maximum height of 172' including a rooftop bulkhead. In addition, 22,900 sf of public open space would be provided in the form of a waterfront esplanade (see **Figure 5**). Site 3's pedestrian access would occur via the Bank Street frontage and a potential future means of vertical circulation from Site 2's ramp at the intersection of Richmond Terrace and Nicholas Street. Parking for Site 3 would occur via Site 2, while loading for Site 3 would occur via Bank Street (see **Figure 8**).

F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The 2025 *City Environmental Quality Review (CEQR) Technical Manual* will serve as a guide on the methodologies and impact criteria for evaluating the Proposed Project's potential environmental effects. In disclosing impacts, the EIS considers the Proposed Project's potential adverse impacts on the environmental setting. It is anticipated that the Proposed Actions would be approved in 2027, with construction starting in 2029 and a full build-out of the Proposed Project over a seven-year period concluding in 2036. Consequently, the environmental setting for comparison is not the current environment, but the future environment in which the Proposed Project is operational. Therefore, the technical analyses and consideration of alternatives includes descriptions of existing conditions, conditions in the future without the Proposed Actions (the No-Action condition), and conditions in the future with the Proposed Actions (the With-Action condition). The incremental difference between the No-Action and With-Action conditions is therefore the subject of analysis for evaluating the potential environmental impacts of the Proposed Actions.

ANALYSIS YEAR

For the purposes of the environmental review, it is assumed that the Proposed Project would begin construction in 2029 and would be completed and operational by 2036. Therefore, a future analysis year of 2036 will be examined to assess the potential impacts of the Proposed Project.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Absent the Proposed Actions, the existing conditions at Sites 1, 2, and 3 within the Project Area would remain. As described above, the Project Area's uses, bulk, and development parameters are controlled by the existing ZR Section 128-61 special permit approved in 2013. As such, additional as-of-right development is not permitted in the Project Area without additional discretionary approval from the City Planning Commission (CPC). Therefore, in the No-Action condition, the Project Area would remain underutilized, with limited redevelopment potential and economic activity and no market-rate and income-restricted housing, community amenities, or additional public open space. It should be noted that waterfront public access adjacent to Site 2 is planned to occur irrespective of the Proposed Project. The existing North Shore Esplanade: St. George is currently being extended along the waterfront adjacent to Site 2 and is planned to open in 2028. The No-Action condition for the three sites is described in more detail below.

SITE 1

In the No-Action condition, Site 1 would continue to contain the Empire Outlets, which encompasses a total of approximately 955,115 gsf of total building space and parking, as well as 55,248 sf of existing public open space. No substantial changes to the Empire Outlets' current mix of tenants or overall vacancy are anticipated by 2036; while there is the potential that, in the absence of the Proposed Actions, some of the existing vacant commercial space would be tenanted, based on commercial leasing trends for Empire Outlets and for CEQR analysis purposes, it is assumed that the existing vacant commercial space would remain unoccupied in the No-Action condition. Therefore, in the No-Action condition, Site 1 would contain approximately 210,359 gsf of occupied commercial space (shopping center with a mix of local and destination retail and food/beverage uses), 201,304 gsf of vacant commercial space, 543,452 gsf of parking garage space (1,250 spaces), and 55,248 sf of existing public open space, including a portion of the existing North Shore Esplanade: St. George.

SITE 2

In the No-Action condition, Site 2 would continue to contain the vacant, incomplete New York Wheel facility, which encompasses a total of approximately 403,181 gsf of total building space, including the incomplete, 3-story, 72,310 gsf terminal building and a 330,871 gsf parking garage (950 spaces). As stated above, a 2023 procurement process did not produce viable responses for Site 2; therefore, no additional development is anticipated to occur in the No-Action condition. Furthermore, waterfront public access near Site 2 is planned to occur irrespective of the Proposed Project.

SITE 3

In the No-Action condition, Site 3 would remain a vacant, unimproved site.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

The Proposed Actions would facilitate the development of the Proposed Project described above, which is the RWCDs for CEQR analysis purposes. The Proposed Project comprises a mixed-use development consisting of approximately 3.4 million gsf of mixed-use residential, commercial, community facility, and structured parking space, as well as up to 0.5 acres of public open space. A summary of the RWCDs is provided in **Table 2**.

RWCDs INCREMENT

Compared to the No-Action condition, the Proposed Actions would result in the incremental development of approximately 2,252,400 gsf of residential space (up to 2,500 residential units), 91,800 gsf of community facility space, and up to 22,900 sf (0.5 acres) of public open space. Compared to the No-Action condition, the Proposed Actions would result in a reduction of approximately 3,187 gsf of commercial space, 273,614 gsf of vacant building space (at Sites 1 and 2), and 16,500 gsf (-135 spaces) of parking garage space. As shown in **Table 2**, compared to the No-Action condition, the Proposed Actions' RWCDs would result in the net incremental addition of approximately 7,150 residents and 451 workers.

Table 2
North Shore Waterfront Plan RWCDs

Use	No-Action Condition	With-Action Condition	Increment
Residential GSF	0	2,252,400	2,252,400
Total Residential Units	0	2,500	2,500
MIH Income-restricted Residential Units (20-30%)	0	500-750	500-750
Commercial GSF	210,359	207,173	-3,187
<i>Shopping Center GSF</i>	210,359	133,755	-76,604
<i>Office GSF</i>	0	19,490	19,490
<i>Sit-down Restaurant GSF</i>	0	30,000	30,000
<i>Supermarket GSF</i>	0	23,927	23,927
Community Facility GSF	0	91,800	91,800
<i>Medical Office GSF</i>	0	19,490	19,490
<i>Community Center GSF</i>	0	24,103	24,103
<i>Community / Cultural Flex GSF</i>	0	24,103	24,103
<i>Health Club GSF</i>	0	24,103	24,103
Public Open Space (sf)	55,248	78,148	22,900
Vacant Space GSF (Sites 1 + 2)	273,614	0	-273,614
Garage Parking Spaces	2,200	2,065	-135
Garage GSF	874,323	857,823	-16,500
Total GSF (Sites 1, 2, and 3)	1,358,296	3,409,196	2,050,900
Population¹	No-Action Condition	With-Action Condition	Increment
Residents	0	7,150	7,150
Workers	676	1,127	451

¹ Refer to the EAS Form for more information on how the residential and worker populations were estimated.

G. ENVIRONMENTAL REVIEW PROCESS

CEQR OVERVIEW

New York City has formulated an environmental review process (CEQR) pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to strike a balance between social and economic goals and concerns about the environment. Agencies undertaking, funding, or approving actions interject environmental considerations into their discretionary decisions by taking a "hard look" at the environmental consequences of each of those actions so that all potential significant environmental impacts of each action are disclosed, alternatives that avoid or reduce such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a Lead Agency for the review. The Lead Agency is generally the governmental agency that is most responsible for the decisions to be made on a proposed action and is also capable of conducting the environmental review. As described above, the New York City Office of the Mayor (OOM), by and through the Deputy

Mayor for Economic Justice (DMEJ) is acting as the CEQR Lead Agency for the Proposed Actions.

The Lead Agency, after reviewing the EAS, has determined that the Proposed Actions have the potential for significant adverse environmental impacts and that an EIS must be prepared. A public scoping of the content and technical analyses of the EIS is the first step in its preparation, as described below. Following completion of scoping, the Lead Agency oversees preparation of a DEIS for public review.

The Lead Agency will hold a public hearing for consideration of the application, following the completion of the DEIS. That hearing record is held open for a minimum of 10 days following the open public session, at which time the public review of the DEIS ends. The Lead Agency then oversees preparation of a Final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the Lead Agency and each involved agency must make before taking any action within its discretion on the Proposed Actions.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping, those interested in reviewing the DSOW may do so and provide their comments in writing to the Lead Agency or at the public scoping meeting. The period for comments on the DSOW will remain open for 10 days following the meeting, at which point the scope review process will be closed. The Lead Agency will then oversee preparation of a Final Scope of Work (FSOW), which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping and to include any other necessary changes to the scope of the EIS. The DEIS will be prepared in accordance with the FSOW.

A public scoping meeting has been scheduled for Tuesday, September 29, 2026 to provide a forum for public comments on this DSOW. Representatives from the New York City Office of the Mayor (OOM), by and through the Deputy Mayor for Economic Justice (DMEJ), will hold the public scoping meeting starting at 6:30 P.M. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at <https://tinyurl.com/NSWP-Scoping-Meeting>. To continue to allow for broad public participation options, the public scoping meeting will be held remotely. Written comments on the DSOW will be accepted by the lead agency until 5:00 P.M. on Friday, October 9, 2026.

H. ENVIRONMENTAL IMPACT STATEMENT SCOPE OF WORK

The EIS will be prepared in conformance with all applicable laws and regulations and will follow the guidance of the 2025 *City Environmental Quality Review Technical Manual (CEQR Technical Manual)*.

The EIS will contain:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects;

- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of the social and economic impacts of the Proposed Actions;
- A discussion of alternatives to the Proposed Actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved should the Proposed Actions be implemented; and
- A description of mitigation measures proposed to minimize significant adverse environmental impacts.

The analyses for the Proposed Actions will be performed for the year in which the associated RWCDs buildings would be completed and occupied, which is 2036 (the Analysis Year). The incremental difference between the No-Action and With-Action conditions will form the basis for the EIS analyses. Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and as described in the EAS, all of the CEQR technical areas warrant assessment and would therefore be included in the EIS. Below are descriptions of the environmental categories in the *CEQR Technical Manual* that will be analyzed in the EIS, with a description of the tasks to be undertaken.

TASK 1: PROJECT DESCRIPTION

The first chapter of the EIS, the Project Description, will contain a description of the Proposed Actions; their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. The analytical framework including the RWCDs for the No-Action and With-Action conditions will also be included in this chapter.

The section on approval procedure will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's Office, CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

This analysis will consider the effects of the Proposed Actions in terms of land use compatibility and trends in zoning and public policy. It will also provide a baseline for other analyses in the EIS. The study area for this assessment will include the Project Area and the area within approximately a ¼-mile radius. Specifically, the assessment will:

- Describe and graphically portray predominant land use patterns for the ¼-mile study area (see **Figure 9**) based on field surveys and prior studies. Describe land use trends and recent development activity in the study area and identify major factors influencing land use trends.
- Provide a zoning map and discuss existing zoning and any recent zoning actions in the study area.
- Summarize other public policies that may apply to the Project Area and study area, including specific development projects and plans for public improvement, as well as *Block by Block: The Housing Plan for a New Era*; *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, *Where We Live NYC Plan*, and *OneNYC 2050*. In addition, as the Project Area falls within the boundaries of the City's Coastal Zone, an assessment



- | | | | |
|--|-----------------------------------|--|------------------------------------|
| | Project Area | | Parking Facilities |
| | Project Sites | | Public Facilities and Institutions |
| | Land Use Study Area | | Residential |
| | Commercial and Office Buildings | | Residential with Commercial Below |
| | Hotels | | Transportation and Utility |
| | Industrial and Manufacturing | | Vacant Land |
| | Open Space and Outdoor Recreation | | |

0 1,000 FEET

Existing Land Use

Figure 9

of the Proposed Actions' consistency with the City's Waterfront Revitalization Program (WRP) will be prepared.

- Describe conditions on the Development Site absent the Proposed Actions (the No-Action condition).
- Prepare a list of other projects expected to be built in the study area that are expected to be complete and operational by the 2036 analysis year, including plans for public improvements. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area.
- Describe the Proposed Actions and provide an assessment of the potential impacts of the Proposed Actions and associated RWCDs on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the Proposed Actions on development trends and conditions in the area.

TASK 3: SOCIOECONOMIC CONDITIONS

The five principal CEQR issues of concern with respect to socioeconomic conditions are whether a proposed project could result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on a specific industry. The following describes the anticipated scope of work for each of these concerns.

DIRECT RESIDENTIAL DISPLACEMENT

The Project Area does not contain any residential uses. Therefore, the Proposed Actions would not directly displace any residential uses and an assessment of direct residential displacement is not warranted.

DIRECT BUSINESS DISPLACEMENT

Direct business displacement refers to the involuntary displacement of businesses from sites directly affected by a proposed project. Sites 2 and 3 are currently vacant and do not contain any active businesses. Site 1 is occupied by Empire Outlets, a partially vacant, approximately 955,115 gsf shopping center and parking garage complex. Nearly half of the commercial space within Empire Outlets is currently vacant, and it is anticipated that existing tenants could be accommodated within retail spaces that would remain unaffected by the Proposed Project. However, given that there could be temporary business disruptions associated with relocations and the potential for permanent displacement of some businesses if appropriate unaffected space were not available, a preliminary assessment of direct business displacement will be conducted. The preliminary assessment will:

- Identify any plans for the permanent or temporary relocation of existing uses within the Project Area as part of the Proposed Project;
- Estimate the number of employees, and the number and types of businesses, that could be directly displaced, based on field surveys, online research, and available information from property owners;
- Describe the operational characteristics of the businesses that could be displaced, including their products, markets, and employment characteristics, using available data from public sources such as the New York State Department of Labor (NYSDOL)

and the U.S. Census Bureau, as well as private datasets (e.g., Esri Business Analyst, Dun & Bradstreet) and/or field investigation;

- Assess whether the displaced businesses provide essential products or services to the local economy that may no longer be available within the applicable trade area due to difficulty in relocation or replacement;
- Determine whether any categories of displaced businesses are subject to regulations or publicly adopted plans intended to preserve or support such uses; and
- Describe the types of relocation assistance or benefits that may be available to affected landlords, businesses, and employees.

If the preliminary assessment cannot rule out the potential for significant adverse impacts related to direct business displacement, a detailed analysis will be conducted. The detailed analysis will describe existing and future conditions in sufficient detail to characterize the displaced businesses, evaluate their ability to relocate, and assess whether their potential loss could result in significant adverse impacts.

INDIRECT RESIDENTIAL DISPLACEMENT

Under the Proposed Actions' RWCDs, up to 2,500 DUs would be developed in the Project Area. This surpasses the 250-unit-threshold warranting an indirect residential displacement assessment under CEQR. Pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*, the socioeconomic study area boundary will include an approximately ½-mile study area surrounding the Project Area.

With the addition of up to 2,500 new units, a detailed analysis is expected to be required as the new population is expected to exceed 10 percent of the study area population, which is the *CEQR Technical Manual* threshold for detailed analysis. The detailed analysis will identify and characterize the population vulnerable to indirect displacement—specifically low-income renters in unprotected housing—by quantifying the size and location of this population, assessing housing characteristics and market protections, and evaluating existing, No-Action, and With-Action socioeconomic trends, including investment patterns, housing market conditions, and the introduction of new development, to determine whether the Proposed Project could exacerbate displacement pressures and result in a significant adverse impact on neighborhood socioeconomic character.

INDIRECT BUSINESS DISPLACEMENT

The Proposed Project would not introduce a substantial amount of new commercial uses (i.e., more than 200,000 square feet) as defined under CEQR, and therefore would not warrant a preliminary assessment of indirect business displacement based solely on the introduction of new commercial space. However, pursuant to the *CEQR Technical Manual*, if a preliminary assessment of direct business displacement is required (i.e., due to the potential displacement of more than 100 employees or an unusually important business), a preliminary assessment of indirect business displacement will also be conducted.

The objective of the preliminary assessment of indirect business displacement is to determine whether the Proposed Project could introduce or accelerate economic trends that may make it difficult for businesses—particularly those providing essential products or services to the local economy—to remain within the study or trade area. This assessment would consider whether the Proposed Project could contribute to increased property values and rents, alter

the customer base, or affect uses that support or draw customers to existing businesses. The assessment would draw on land use and socioeconomic data, including information from the Land Use, Zoning, and Public Policy analysis, and may consider employment data, local business conditions, and other available sources. If a preliminary assessment were to identify the potential for such trends, a detailed analysis would be conducted.

If warranted, the detailed analysis would develop an economic profile of the study area to identify categories of businesses that may be vulnerable to indirect displacement, assess existing and future No-Action market conditions (including trends in rents, space availability, and economic activity), and evaluate whether the Proposed Project could increase property values or rents in a manner that would affect those businesses' ability to remain or relocate within the study or trade area; if vulnerable businesses that provide essential goods or services could not be accommodated, the potential for significant adverse impacts would be identified.

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries is not warranted.

TASK 4: COMMUNITY FACILITIES AND SERVICES

The *CEQR Technical Manual* requires an analysis of impacts on police and fire services and health care facilities if a proposed action would affect the physical operation of, or access to and from, a station house or health care facility, or where a proposed action would create a sizeable new neighborhood where none existed before. The Proposed Actions would not meet any of these criteria as they would not directly affect any community facilities and would not create a sizeable new neighborhood.

Although the Proposed Project would increase residential density in the St. George neighborhood on the North Shore of Staten Island, it does not warrant a detailed analysis of police/fire services and health care facilities pursuant to CEQR guidance. The Project Area is located along Staten Island's North Shore in the St. George neighborhood, which is the civic center and transportation hub of Staten Island. Adjacent to the Project Area, the blocks located along the south side of Richmond Terrace include a mix of residential, commercial/office, and public facility/institutional uses. Residential uses include low-rise one- and two-family houses and multifamily walkup buildings, mid-rise multifamily elevator buildings, and two 20-story high-rise multifamily buildings comprising the Castleton Park complex. Commercial/office uses include low-rise commercial buildings containing local office, restaurant, retail, and service-oriented businesses and ancillary parking lots. Public facility/institutional uses include Staten Island Borough Hall, Richmond County Surrogate's Court, Staten Island Family Courthouse, and the New York City Police Department's (NYPD) 120th Precinct. The Project Area and surrounding area are well-served by public transportation. Waterborne transit options include Staten Island Ferry service to Manhattan and NYC Ferry service via the St. George route to Brooklyn and Manhattan. Rail transit includes SIR service via the St. George station, while bus transit options include an extensive local and express bus network, including nearly 20 bus routes that converge at or near the St. George Ferry Terminal. As such, based on *CEQR Technical Manual* guidance, an analysis of police and fire service and health care facilities is not warranted. The Applicants will coordinate with the Fire Department of New York (FDNY) and NYPD as development plans progress.

The demand for community facilities and services is directly related to the type and size of the new population generated by the development facilitated by the Proposed Actions. The RWCDs associated with the Proposed Actions would add up to 2,500 new DUs to the area, of which 500 to 750 units would be income-restricted pursuant to the City's MIH program. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and early childhood programs, according to the *CEQR Technical Manual* guidance and as presented in the EAS document. Therefore, detailed analyses of those facilities will be provided, as detailed below.

PUBLIC SCHOOLS

- In accordance with *CEQR Technical Manual* guidelines, the elementary and middle school analysis would be conducted at a subdistrict level, and the high school analysis will be conducted at a borough-wide level. If an action introduces greater than 100 elementary and middle school age children, or 150 high school students, an assessment of school facilities is warranted. According to the *CEQR Technical Manual* guidelines, in New York City Community School District (CSD) 31, the 100-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces approximately 295 DUs; the threshold for analysis of high school capacity is 1,405 DUs. As the increment associated with the RWCDs exceeds the CEQR analysis thresholds for elementary/middle school in CSD 31, and the borough-wide threshold for high schools, a detailed analysis of public schools is warranted.
- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "subdistrict" in which the project is located, pursuant to CEQR guidance. As the Project Area is located within CSD 31, Subdistrict 4, the elementary and intermediate school analyses will be based on this subdistrict. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- The analysis would be conducted pursuant to the guidelines in the *CEQR Technical Manual*. Existing public elementary and intermediate schools serving CSD 31, Subdistrict 4 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected subdistrict will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Staten Island high schools. Utilization will be presented using the "Target Calculation Method," which is used by the New York City Department of Education (DOE) for capital planning purposes.
- Conditions that would exist in the No-Action condition for the subdistrict (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected subdistricts, using the New York City School Construction Authority's (SCA) Projected New Housing Starts as per *CEQR Technical Manual* guidance. The Staten Island schools will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the DOE, or as a result of the construction of new school space prior to the 2036 analysis year, will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's 2025-2029 Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion. The capacity of transportable

classrooms, mini-schools, and annexes will not be included in the future conditions analysis.

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated by the RWCDs to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the subdistrict level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2036.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate and/or high schools will be made. A significant adverse impact to elementary and intermediate schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of the elementary and/or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from the Proposed Actions past the 100 percent utilization rate. A significant adverse impact to high schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of high schools in the borough-wide study area that is equal to or greater than 100 percent in the With-Action condition; and (2) an increase of five percentage points or more in the utilization rate between the No-Action and With-Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE. The number of school seats needed to mitigate any identified impacts, as well as the timing of when impacts would occur, will be provided.

EARLY CHILDHOOD PROGRAMS

If an action introduces 20 or more children under age five eligible for publicly funded early childhood programs, an assessment of these services is warranted. According to *CEQR Technical Manual* guidelines, in Staten Island, this threshold is achieved if an action introduces at least 217 low/moderate income housing units. As the RWCDs associated with the Proposed Actions exceeds this threshold, an analysis of publicly funded early childhood programs is warranted.

- Existing publicly funded early childhood programs within approximately 1.5 miles of the Project Area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with DOE.
- For the No-Action condition, information will be obtained for any changes planned for early childhood programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action condition (see Section F, "Analysis Framework for Environmental Review"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for early childhood programs in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the RWCDs associated with the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action condition. Although the RWCDs is expected to add 500 to 750 income-restricted units pursuant to the City's

MIH program compared to the No-Action (based on 20, 25, or 30 percent of incremental residential floor area), in accordance with CEQR guidance, the early childhood programs analysis will assume that 20 percent of the RWCDs housing units (approximately 500 units) would be targeted for households with incomes of 80% AMI or below (which is used as a proxy for eligibility for early childhood programs).

- A determination of whether the Proposed Actions would result in significant adverse impacts to early childhood programs will be made. In accordance with the *CEQR Technical Manual*, a significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of the early childhood programs in the study area between the No-Action and With-Action conditions.

LIBRARIES

According to *CEQR Technical Manual* guidelines, an analysis of library services is warranted if an action introduces a large residential population (i.e., greater than a 5 percent increase in housing units served) to a library branch. According to *CEQR Technical Manual* guidance, in Staten Island, the introduction of 679 residential units would represent a five percent increase in DUs per branch. As the RWCDs associated with the Proposed Actions exceeds this threshold, an analysis of libraries is warranted.

- Local public library branch(es) within the borough of Staten Island that serve the area within approximately $\frac{3}{4}$ -mile of the Project Area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the study area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's $\frac{3}{4}$ -mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

TASK 5: OPEN SPACE

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space or an indirect effect through increased population. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if an action would result in an increase of more than 175 incremental units in existing R1-R4 districts or 250 incremental units for projects in existing R5-R12, C, or M districts, or 500 nonresidents. As stated in the EAS, the Proposed Actions would result in an increment of approximately 7,150 residents and approximately 451 workers.

For direct effects, the EIS will identify and describe (in coordination with the shadows analysis described below) any study area open spaces that could be directly affected by the Proposed Actions. For the indirect effects analysis, the new residential population generated by the RWCDs associated with the Proposed Actions is anticipated to exceed the 250 residential unit CEQR threshold requiring an open space analysis. The number of incremental workers generated by the RWCDs would be less than the 500-worker threshold specified in the *CEQR Technical Manual*. Therefore, an open space analysis is warranted for the residential population only, which would be included in the EIS. The analysis will include a preliminary assessment to determine the need for further analysis; if warranted, a detailed assessment will be conducted. The indirect effects analysis will be consistent with the methodology set forth in the *CEQR Technical Manual* and will consist of the following:

- Establish the residential study area for the analysis. As shown in **Figure 10**, the study area will generally comprise those census tracts that have 50 percent or more of their area located within a 0.5-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*.
- The Project Area will be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area, which describes areas of the City that are within a walking distance of a park.
- Calculate the total residential population in the study area by compiling 2020 U.S. Census data for census tracts comprising the residential open space study area. In addition, the study area's total residential population for existing conditions will be based on population projections sourced from the New York City Department of City Planning's ("DCP's") CEQR Data Hub⁴ for the study area's census tracts.
- Existing publicly accessible passive and active open spaces within the 0.5-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, passive, and active open space ratios will be calculated for the residential population and compared to City guidance to assess adequacy, including whether the Project Area is located in an identified walk gap of the City as defined by NYC Park's "Walk to a Park" program. Open

⁴ DCP Housing and Population Projections via [CEQR Data Hub](#)



- Project Area
- Project Sites
- 1/2-mile Radius
- Open Space Study Area
- 11 Census Tract Boundary

0 2,000 FEET

Open Space Study Area

space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.

- Project conditions in the future without the Proposed Actions, including accounting for new residential populations that would be introduced by background development projects and rezonings, and accounting for any new open space resources that could come online, if any are identified as part of the compilation of No Build projects under “Land Use, Zoning and Public Policy.” Open space ratios will be calculated for future No-Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased residential population associated with the Proposed Actions will be assessed. Any new public or accessory open space facilities included in the Proposed Actions would also be taken into account. The assessment of the Proposed Actions’ impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed pursuant to *CEQR Technical Manual* guidance to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by open space, given the type (active or passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with the New York City Office of the Mayor (OOM), by and through the Deputy Mayor for Economic Justice (DMEJ), as lead agency and any expert agencies, as appropriate.

TASK 6: SHADOWS

Pursuant to the *CEQR Technical Manual*, a shadows assessment is appropriate only if a project would: (a) result in With-Action structures of 250 feet or more; or (b) result in With-Action structures of between 50 and 250 feet and be located adjacent to, within, or across the street from a sunlight sensitive resource(s); and (c) result in greater than 50 feet of incremental height change or substantial changes in bulk (i.e., a wider With-Action building envelope than the No-Action building). As the Proposed Actions would facilitate development of new buildings that could exceed 250 feet in height, a shadows assessment is warranted to determine the extent, duration, and effects of any potential incremental new shadows on any sunlight-sensitive resources in the vicinity of the Project Area. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows cast by the RWCDs buildings may potentially reach any sunlight-sensitive resources at any time of year.
 - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the RWCDs buildings, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the location of the RWCDs buildings in relation to the sunlight-sensitive resources will be developed.
 - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the RWCDs buildings due to

- the path of the sun across the sky, which in New York City is the area that lies between -108 and +108 degrees from true north.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the RWCDs buildings, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the RWCDs facilitated by the Proposed Actions can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the RWCDs building massings, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the RWCDs associated with the Proposed Actions.
 - If the screening analysis does not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces and/or sunlight-sensitive historic or natural resources resulting from the Proposed Actions' RWCDs will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (i.e., the No-Action condition), which will be compared to the future condition resulting from the Proposed Actions (i.e., the With-Action condition) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Actions' RWCDs. The detailed analysis will include the following tasks:
 - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the With-Action condition, with incremental shadow highlighted in a contrasting color.
 - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
 - The significance of any shadow impacts on sunlight-sensitive resources will be assessed based on CEQR criteria.
 - If a significant adverse shadows impact is identified (i.e., if the RWCDs buildings result in incremental shadows that would substantially reduce or completely eliminate direct sunlight exposure on a sunlight-sensitive resource, thereby significantly altering the public's use or enjoyment of the resource or threatening the viability of vegetation or other resources), the EIS would investigate measures to avoid, minimize, or fully mitigate such adverse impacts related to shadows.

TASK 7: HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks (NYCLs); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); resources listed on, or formally determined eligible for inclusion on, the State/National Register of Historic Places (S/NR), or contained within a historic district listed on or formally determined eligible for S/NR listing; resources recommended by the New York State Board for Historic Preservation for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if there is the potential to affect either archaeological or architectural resources. The analyses will consider the potential of the Proposed Actions and associated RWCDs to affect historic and cultural resources as follows.

ARCHAEOLOGICAL RESOURCES

As the RWCDs associated with the Proposed Actions would require subsurface disturbance, consultation was initiated with LPC to obtain a preliminary determination of the Project Area's potential archaeological significance. As part of the 2013 *St. George Waterfront Redevelopment Environmental Impact Statement* (the 2013 project), LPC determined that the portions of the current Project Area evaluated at that time—Block 2, portions of Lots 1, 5, and 10 (which are now Lot 15) and portions of Lot 20—are not sensitive for archaeological resources. The outreach to LPC included that previous determination. In a comment letter dated August 18, 2026 (see **Appendix 1**), LPC determined that Block 2, Lots 15, 18, 20, 22, and 601 have no archaeological significance. (Note that while the Project Area also includes Lot 9018 on Block 2, this lot is an air parcel that overlaps with Lot 18.) Therefore, no further archaeological analysis is required for the Proposed Actions.

ARCHITECTURAL RESOURCES

The study area for architectural resources will be approximately 400 feet beyond the Project Area's boundaries. The known and potential architectural resources in the study area will be mapped and briefly described. To determine whether there are any potential architectural resources that could be affected by the Proposed Actions, an architectural historian will conduct a field survey of the study area. The analysis will assess the potential for the Proposed Actions to result in significant adverse impacts on known and potential architectural resources, including visual and contextual changes as well as direct physical impacts. Potential effects will be evaluated through a comparison of the No-Action condition and the future with the Proposed Actions. If applicable, measures to avoid, minimize, or mitigate any significant adverse impacts on historic architectural resources will be developed in consultation with LPC. In its comment letter dated August 18, 2026 (see **Appendix 1**), LPC determined that the Project Area lots have no architectural significance.

TASK 8: URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* requires a preliminary analysis of urban design and visual resources for proposed actions that would result in new structures greater than 250 feet in height or project sites larger than 1.5 acres, among other criteria. A detailed analysis is then prepared if warranted based on the preliminary assessment. As the Proposed Actions would facilitate development of new buildings that could exceed 250 feet in height and the Project Area comprises more than 1.5 acres, a preliminary assessment of urban design and visual resources is warranted and will be prepared.

This section of the EIS will assess changes in urban design and visual resources of the study area as a result of the Proposed Actions. The study area for the assessment of urban design and visual resources will be the same as that used for the land use analysis (i.e., ¼-mile). The analysis will begin with a preliminary assessment that will draw on information from field visits to the study area and will present photographs of existing conditions; depictions of the No-Action and With-Action condition, including project drawings and site plans, three-dimensional representations of the future No-Action condition and future With-Action condition streetscapes; and view corridor assessments. The analysis will describe the urban design and

visual resources of the Project Area and the study area. The analysis will describe the potential changes that could occur to urban design and visual resources with the Proposed Actions in comparison to the future No-Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. For the Project Area, the analysis will focus on the assumed building types for the RWCDs buildings, as well as elements such as streetwall height, setback, and building envelope. If warranted based on the preliminary assessment, a detailed assessment of urban design and visual resources will be prepared. If the results of the analysis identify the potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce the potential significant adverse impacts will be identified and evaluated.

According to the *CEQR Technical Manual*, the construction of projects involving multiple, tall buildings at or in close proximity to waterfront sites may result in an exacerbation of wind conditions due to 'channelization' or 'downwash' effects that may affect pedestrian comfort and safety. The *CEQR Technical Manual* lists factors that may be considered in determining whether a pedestrian wind conditions analysis may be warranted, including whether the location is exposed to high wind conditions, such as along west and northwest-facing waterfronts, or other locations at or in close proximity to waterfront sites where prevailing winds from the waterfront are not attenuated by buildings or natural features. The Project Area is located along the St. George waterfront and the RWCDs for the Proposed Actions assumes multiple buildings ranging in height from 172 to 354 feet (including bulkheads); however, the Project Area is not in a location exposed to high wind conditions, such as along west- and northwest-facing waterfronts.⁵ Therefore, a pedestrian wind condition analysis is not warranted for the Proposed Actions.

TASK 9: NATURAL RESOURCES

The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetlands, including freshwater and tidal wetlands; terrestrial resources, such as grasslands and thickets; shoreline resources, such as beaches, dunes, and bluffs; gardens and other ornamental landscaping; and natural resources that may be associated with built resources, such as old piers and other waterfront structures.

Due to the Project Area's proximity to the waterfront and the potential for the development facilitated by the Proposed Actions to disturb natural resources on the undeveloped portion of the Project Area (i.e., Site 3), a natural resources assessment is required. The natural resources assessment will be prepared in accordance with *CEQR Technical Manual* methodology and describe the existing terrestrial and aquatic natural resources, including NYSDEC-regulated tidal wetland adjacent area, at a level of detail commensurate with the potential for the project to adversely affect these resources. Existing aquatic resources will be characterized based on existing information. Existing terrestrial resources will be based on existing information and the results of site reconnaissance. The NYSDEC-regulated tidal wetland adjacent area will be characterized based on existing documents and permitting for projects previously completed on the Project Sites. The evaluation of the potential for the Proposed Actions to adversely affect these resources will consider short-term construction-related impacts, including loss of habitat and increased human disturbance for terrestrial wildlife, and the removal of trees, etc. as part of Task 20 below; and long-term operational

⁵ 2025 *CEQR Technical Manual*, Chapter 10, Section 230.

impacts including the potential for bird collisions. The natural resources assessment will be summarized in the EIS.

TASK 10: HAZARDOUS MATERIALS

The hazardous materials chapter of the EIS will include a detailed site history and discussion of current environmental conditions at the Project Area. The objective of the hazardous materials assessment is to determine whether the Project Area may have been adversely affected by current or historical uses at or adjacent to the site. As development facilitated by the Proposed Actions would require excavation and/or other in-ground disturbance, this chapter of the EIS will examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Actions.

Multiple investigations were performed in the Project Area between 1998 and 2014 to identify and evaluate soil, groundwater, and soil vapor contamination and bedrock contamination. Remedial activities were completed at the Project Area in 2006 under the NYSDEC Voluntary Cleanup Program (VCP) in accordance with a Voluntary Cleanup Agreement (VCA) as VCA Site No. V-0028, executed in December 1999. The remediation was documented in a Final Engineering Report (FER) in March 2006. On-going site management requirements were specified in an Operation, Maintenance and Monitoring (OM&M) Plan (March 2006) submitted with the FER. In preparation for redevelopment of portions of the Project Area, the OM&M Plan was replaced with a Site Management Plan (SMP) prepared in February 2015 and revised in September 2016. The SMP was approved by NYSDEC in letters dated March 9, 2015 and September 29, 2016. Since remediation was completed through the VCP program, there is an environmental deed restriction on the project area from NYSDEC (NYSDEC Site Number: V00228). As part of the remediation, and prior site redevelopment process, soils were excavated from the Wheel site and were placed along the southern portion of Bank Street in the Wheel site's vicinity. The soils are currently being sampled to determine if they can be reused at the Project Sites or elsewhere within New York City.

Given the time that has elapsed since this prior work, a new Phase I Environmental Site Assessment (ESA) will be prepared that is consistent with current industry and regulatory standards, including the American Society for Testing and Materials (ASTM) Standard E1527-21. The Phase I ESA will consist of a thorough review of any previous reports, historical maps, City directories, and environmental database materials to identify any potential environmental impacts that would lead to a concern for significant adverse hazardous materials impacts. A visual inspection of the Project Area will also be conducted to assess any potential for hazardous materials impacts. The Hazardous Materials chapter will summarize the findings of the Phase I ESA that will be conducted for the Project Sites and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the RWCDs for the Proposed Actions. A Phase II Work Plan and Health and Safety Plan will be prepared and submitted for review and approval by the Department of Environmental Protection (DEP) prior to testing.

Based on the Project Sites' prior history, an (E) Designation, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24, Title 15, of the Rules of the City of New York governing the placement (E) Designations, would be placed on the properties comprising the Project Area. A hazardous materials (E) designation is an institutional control that can be placed on a property as a result of the review of a zoning map or zoning text amendment or action

pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

TASK 11: WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. As described in the EAS for the Proposed Actions, an analysis of the City's water supply is warranted because the RWCDs associated with the Proposed Actions would result in an incremental demand for water of more than one million gallons of water per day (gpd) compared to the No-Action condition. The *CEQR Technical Manual* requires a sewer infrastructure analysis for projects that exceed certain development thresholds (generally 400 DUs or 150,000 square feet of non-residential space for areas in Staten Island that are served by the combined sewer system) and/or would result in changes to surface area coverage on large sites. As the Proposed Project is expected to exceed the relevant thresholds, an analysis of the wastewater and stormwater conveyance and treatment system serving the Project Area is required. DEP will be consulted in preparation of this analysis.

WATER SUPPLY

- The existing water distribution system serving the Project Area will be described, based on information obtained from DEP.
- The existing water demand generated in the Project Area will be estimated.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the Project Area in the With-Action condition and the demand in the No-Action condition.

WASTEWATER AND STORMWATER INFRASTRUCTURE

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Project Area is located within the service area of the Port Richmond Wastewater Resource Recovery Facility (WRRF).
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Port Richmond WRRF will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.
- The existing stormwater drainage system and surfaces (pervious or impervious) in the Project Area will be described, and the amount of stormwater generated in the Project Area will be estimated using DEP's volume calculation worksheet.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the RWCDs will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the Project Area's surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the Project Area will be determined based on the DEP volume calculation worksheet.

- Sanitary sewage generation for the Project Area will also be estimated for the existing, No-Action, and With-Action conditions. The effects of the incremental demand on the system will be assessed to determine if there will be any significant adverse impact on operations of the Port Richmond WRRF.

A more detailed assessment may be required if action-generated incremental sanitary or stormwater discharges are predicted to affect the capacity of portions of the existing sewer system, or contribute to greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, would be developed based on conclusions from the preliminary infrastructure assessment and in coordination with DEP and the lead agency.

TASK 12: SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with State policy related to the City's integrated solid waste management system. The Proposed Actions would facilitate new development that would require sanitation services. According to the *CEQR Technical Manual*, if a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. The RWCDs associated with the Proposed Actions is expected to result in an increase of more than 50 tons of solid waste per week, compared to the No-Action condition, based on standard solid waste generation rates. Therefore, this chapter will provide an estimate of the anticipated solid waste generated by the projected development sites under the RWCDs, using Table 14-1 of the *CEQR Technical Manual*, and assess its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste collection and disposal practices. The analysis will take into account the Commercial Waste Zone Program that will be in place by the Analysis Year.
- Estimate solid waste generation within the Project Area under existing conditions, the No-Action condition, and the With-Action condition.
- Assess the impacts of the Proposed Actions' solid waste generation (RWCDs) on the City's collection needs and disposal capacity and the Proposed Actions' consistency with the City's SWMP.

If an impact is identified and considered significant, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

TASK 13: ENERGY

All new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy. According to the *CEQR Technical Manual*, most actions resulting in new construction would result in incremental demand and are not anticipated to create significant adverse energy impacts unless the project would affect the transmission or generation of energy. Consequently, the RWCDs for

the Proposed Actions would not require a detailed energy assessment. For CEQR purposes, an energy impact analysis focuses on an action's consumption of energy. A qualitative screening-level assessment will be provided, as appropriate. The EIS will disclose the projected energy consumption during long-term operation of the Proposed Project and discuss the potential effects of the Proposed Project on the available energy supply.

TASK 14: TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to facilitate new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional transit riders and pedestrian traffic. These new trips could affect the area's transportation systems.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast (Level 1 and Level 2 screening assessments) has been prepared for the Proposed Actions' RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously-approved studies, and other references. The travel demand forecast summarizes the travel demand by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast will be summarized in a Travel Demand Factors (TDF) technical memorandum that will be reviewed by DOT.

TRAFFIC

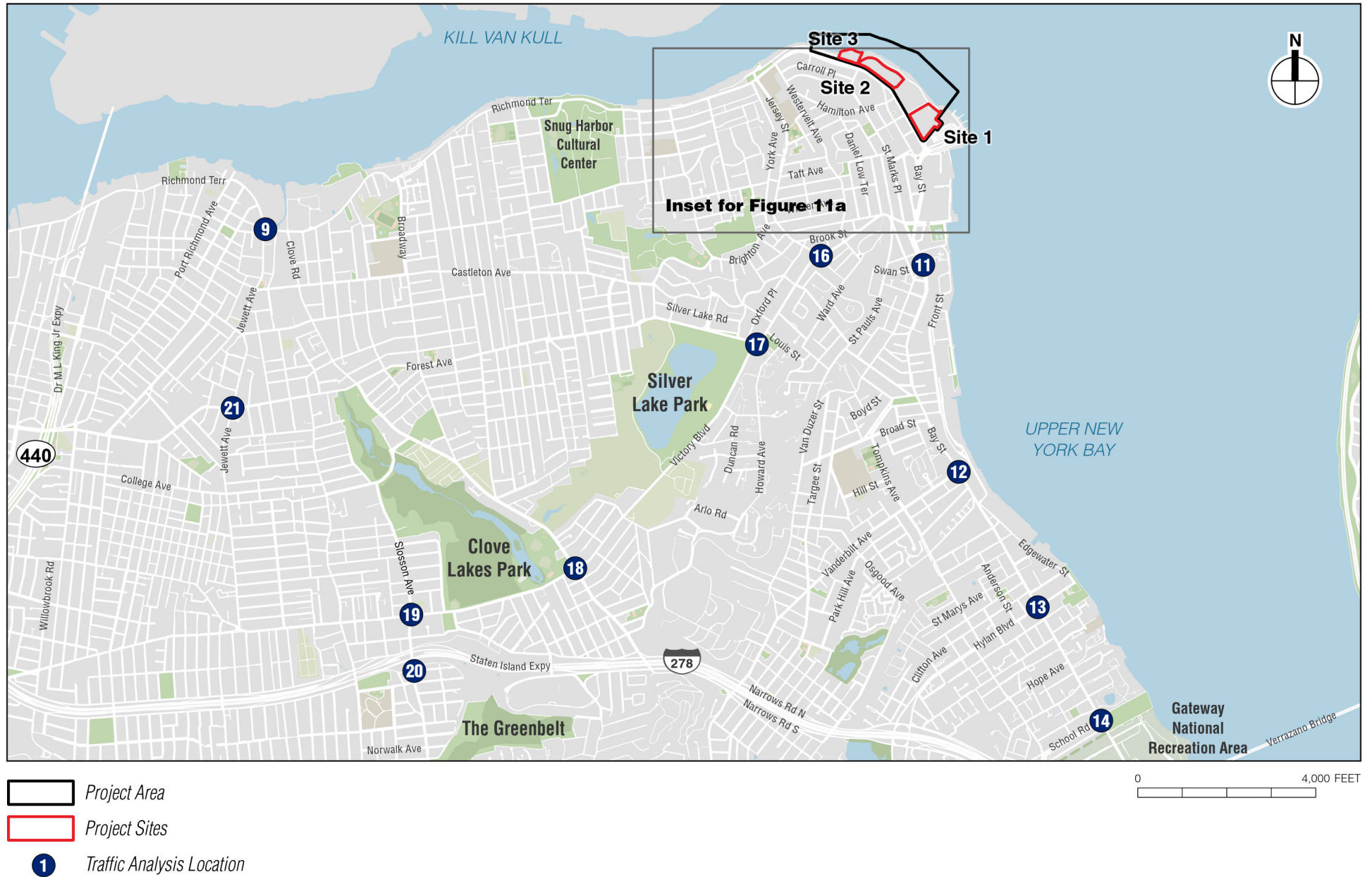
The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. Based on the travel demand forecast, the Proposed Actions are expected to result in more than the *CEQR Technical Manual* analysis threshold of 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods will therefore be included in the analysis of traffic conditions.

In consultation with DOT, a total of 21 representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the Project Area were selected for detailed analysis based on the assignments of net increment traffic, the locations of existing bottlenecks, and prevailing travel patterns in the study area. **Figure 11** shows the locations of these 21 intersections, all of which are signalized.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the Project Area and along key routes leading to and from the Project Area.





Traffic Analysis Locations

Figure 11b

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. Per *CEQR Technical Manual* guidance, turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest DOT-approved Synchro software.
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition) as well as the demand from other major developments planned in the vicinity of the study area by the analysis year of 2036. This will include total peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network as applicable.
- Compute the future 2036 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for years one through five, 0.25 percent for years six and beyond for the St. George neighborhood and 1.00 percent per year for years one through five, 0.50 percent for years six and beyond for areas in Staten Island outside of the St. George neighborhood, per *CEQR Technical Manual* guidance) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the 2036 analysis year, and determine the No-Action v/c ratios, delays, and LOS at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for the projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDs. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the projected development sites under the Proposed Actions. Assign the net project-generated trips in each analysis period to likely approach and

departure routes, and prepare traffic volume networks for the 2036 future with the Proposed Actions condition for each analyzed peak hour.

- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway

Based on the travel demand forecast, the Proposed Actions' RWCDs would not exceed the *CEQR Technical Manual* analysis threshold of 200 incremental subway trips at any of the stations serving the Project Area in the weekday AM and PM peak hours. Therefore, a detailed subway analysis is not warranted. For subway line-haul, given the multiple train lines serving these stations, the incremental train trips would be distributed among these various train lines such that a subway line-haul analysis would not be warranted.

Bus

Based on the travel demand forecast, the southbound S44 and S78 bus routes are expected to experience more than 50 incremental bus trips; therefore, based on *CEQR Technical Manual* guidance, an analysis of bus line haul conditions for the S44 and S78 bus routes during the weekday AM peak hour would be prepared. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

FERRY

The Project Area is served by the CWFS at the St. George ferry landing in Staten Island on the St. George route operated by the NYC Ferry, as well as at the St. George Ferry Terminal in Staten Island and Whitehall Ferry Terminal in Manhattan on the Staten Island Ferry route operated by DOT. A detailed analysis of ferry conditions is generally not required if a proposed action is projected to result in fewer than 25 or more peak-hour passenger ferry trips in a single direction on a single route and/or 50 or more peak-hour passengers at a ferry landing based on the general thresholds specified in the *CEQR Technical Manual*. Based on the travel demand forecast, a majority of the ferry trips generated by the RWCDs are anticipated to

utilize the Staten Island Ferry, and quantified analyses would be required at the St. George Ferry Terminal and Whitehall Ferry Terminal and ferry line-haul conditions along the Staten Island Ferry route would be required for both directions. The ferry analyses would be prepared for the weekday AM and PM peak hours only. The analysis will include documenting existing peak hour ferry service levels, waiting area, and maximum load point ridership. In addition, the analysis will determine conditions in the future No-Action condition and assess the effects of new action-generated peak hour trips. Ferry service and landing mitigation, if warranted, will be identified in consultation with the lead agency and DOT.

PEDESTRIANS

Based on the travel demand forecast, it is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS. A total of 2 sidewalk segments, 4 corner reservoirs, and 2 crosswalks where new project-generated trips are expected to be most concentrated were selected for analysis in consultation with DOT. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated in consultation with the lead agency and DOT.

STREET USER SAFETY

A street user safety assessment will be prepared in connection with the intersections being studied for potential traffic and pedestrian impacts and those along nearby Vision Zero corridors. This effort entails summarizing crash history for the last three years for which data are available from DOT, identifying high crash locations, and, where needed, recommending safety improvement measures for DOT consideration.

PARKING

A parking demand projection will be prepared for the RWCDs and an inventory of on- and off-site parking resources (on- and off-street) within 0.25-mile (or an approximately 5-minute walk) of the Project Area will be conducted. The parking analysis will determine existing parking utilization levels and project future levels with and without the Proposed Actions. If a parking shortfall is anticipated to occur with the Proposed Actions, additional parking resources will be evaluated to determine if the projected demand can be accommodated at alternative locations and/or at a greater distance from the project area.

TASK 15: AIR QUALITY

MOBILE SOURCES

The number of project-generated vehicle trips will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in a given peak hour at a number of locations in the study area. In addition, the projected number of heavy-duty truck equivalent vehicles will likely exceed the applicable fine particulate matter (PM_{2.5}) screening

thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is necessary.

At each intersection, multiple receptor locations will be analyzed in accordance with CEQR guidelines. This DSOW assumes that two intersections will require CO and PM_{2.5} analysis at locations with the highest potential total and incremental pollution impacts, based on data obtained from the proposed project's traffic analysis. The refined U.S. Environmental Protection Agency (EPA) AERMOD model will be used to predict the maximum change in CO and PM_{2.5} concentrations, consistent with current EPA modeling guidance. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES5 model, and re-suspended road dust emission factors will be computed based on CEQR guidance and the EPA procedure defined in AP-42.

At each microscale receptor site, the maximum 1- and 8-hour average CO concentrations and maximum 24-hour and annual average PM_{2.5} concentrations will be calculated for each applicable peak period for No-Action and With-Action conditions. CO concentrations will be determined for up to four peak periods.

The effect of the proposed parking facilities on air quality will be analyzed, and the results from that analysis will be combined with the intersection analyses, where applicable. Ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of future conditions. The receptor locations for the microscale analysis will be determined, representing locations with the highest potential total and incremental pollution impacts, based on data obtained from the Proposed Actions' traffic analysis.

Future pollutant levels with and without the Proposed Project will be compared with the CO NAAQS, and the City's CO and PM_{2.5} *de minimis* guidance criteria, to determine the potential impacts of the Proposed Project. Locations where significant adverse air quality and/or traffic impacts are predicted, appropriate mitigation measures will be identified.

STATIONARY SOURCE ANALYSES

Heating and Hot Water Systems.

On December 15, 2021, the New York City Council passed a bill that ultimately bans the installation of most new fossil fuel-fired heating and hot water systems in buildings in New York City. Therefore, it is assumed that electric systems would be utilized for the RWCDs buildings' heating and hot water needs and thus no analysis of stationary source emissions from the Proposed Actions will be required.

Industrial Stationary Source Analysis.

A review will be performed to determine if there are any processing or manufacturing facilities within 400 feet of the Project Area. If manufacturing or processing facilities are identified within 400 feet of the Project Area, an industrial stationary source air quality analysis, as detailed in the *CEQR Technical Manual*, will be performed. EPA's AERMOD dispersion model will be used to estimate the short-term and annual concentrations of emitted pollutants at sensitive receptor locations. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

Large or Major Sources.

Potential large and major sources of emissions within 1,000 feet of the project site will be evaluated, as described in the *CEQR Technical Manual*. If required, a detailed stationary source analysis will be prepared using the EPA AERMOD dispersion model to estimate the potential impacts on the RWCDs buildings from nearby existing or proposed stationary sources (large or major sources within 1,000 feet), per the *CEQR Technical Manual*. For this analysis, five years of surface meteorological data from the Newark Liberty Airport National Weather Station and concurrent upper air data will be applied. Concentrations of nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), will be determined at off-site and on-site (project) receptor locations. Predicted values will be compared with NAAQS.

TASK 16: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The Proposed Actions are anticipated to facilitate development of more than 350,000 sf, the CEQR threshold requiring a greenhouse gas (GHG) consistency assessment. GHG emissions generated by the RWCDs will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG emissions from the RWCDs's operations, mobile sources, and construction, as outlined below. Pursuant to CEQR guidance, the GHG assessment will be based on the total GHG emissions associated with the Proposed Project, rather than the relative increment of emissions as compared to the No-Action condition.

- Sources of GHG from the development projected to result from the Proposed Actions (RWCDs) will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the RWCDs based on the calculations of energy use estimated (including on-site fuel combustion and grid electricity consumption) as part of Task 13, "Energy." The carbon intensity of the Proposed Actions' RWCDs will be compared to the City's future carbon intensity limits under Local Law 97 and measures to reduce emissions will be identified.
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 14, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment typically used will be discussed along with a qualitative discussion of opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.
- As the Project Area is located within a flood hazard zone, the potential impacts of climate change on the RWCDs buildings will be evaluated based on the best available information. The discussion will focus on the current and potential impacts from sea level rise, changes in storm frequency projected to result from global climate change, the heat island effect and the interaction with project infrastructure and uses. The discussion will

focus on early integration of climate change considerations into the RWCDs, as applicable, to allow for uncertainties regarding future environmental conditions resulting from climate change.

TASK 17: NOISE

The *CEQR Technical Manual* requires that the noise study address whether a proposed action would result in a significant increase in noise levels (particularly at sensitive land uses such as residences) and what level of building attenuation is necessary to provide acceptable interior noise levels at new residences introduced by the Proposed Actions. It is assumed that outdoor mechanical equipment for the RWCDs would be designed to meet applicable regulations and that no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the potential noise level increases resulting from changes in vehicular traffic associated with the RWCDs for the Proposed Actions, the level of building attenuation necessary to meet CEQR interior noise level requirements, and the level of noise exposure at newly introduced open space. Specifically, the proposed work program will include the following tasks:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the existing noise environment will be selected. Based upon CEQR criteria, the noise analysis would examine the 1-hour equivalent ($L_{eq(1)}$) and the L_{10} noise levels. If existing noise levels at any receptors included in the analysis are dominated by a source other than traffic, other appropriate noise descriptors would be considered according to *CEQR Technical Manual* guidance.
- Select receptor locations. Receptor sites analyzed will include locations where noise exposure levels from either existing noise sources (e.g., vehicular traffic, ferry operations, events at Staten Island University Hospital Community Park) or future noise sources could adversely affect new residential and other sensitive uses associated with the project as well as any locations where the proposed project would have the potential to result in significant noise level increases.
- At the identified locations, noise measurements will be conducted during typical weekday AM, midday (MD), PM peak periods, and Saturday midday (Sat MD) period (coinciding with the traffic peak periods), as well as at locations in proximity to the Staten Island University Hospital Community Park during an active baseball game. Noise levels will be measured in units of decibels on the A-weighted scale (dBA) as well as in one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1 , L_{10} , L_{50} , and L_{90} . A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals and future projections of vehicular traffic volumes.
- Predicted future noise levels will be compared with standards, guidelines, and other impact evaluation criteria.
- The level of building attenuation necessary for each RWCDs building to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the predicted With-Action noise exposure at each development site. If needed, the building

attenuation requirements will be memorialized by (E) designations placed on the blocks and lots requiring specific levels of attenuation to ensure that sufficient attenuation would be provided for noise-sensitive uses.

TASK 18: PUBLIC HEALTH

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 19: NEIGHBORHOOD CHARACTER

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the study area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will include the following:

- Based on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the Project Area.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future both with and without the Proposed Actions.
- Assess and summarize the Proposed Actions' effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections (particularly socioeconomic conditions, community facilities; open space, urban design and visual resources, shadows, traffic, and noise).

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidance.

TASK 20: CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction impact assessment will evaluate the duration and severity of the disruption and inconvenience to the nearby area. This assessment will describe the RWCDs' anticipated construction schedule and logistics, discuss anticipated on-site activities, and provide estimates of construction workers and truck deliveries. For each of the technical areas, appropriate construction

analysis year(s) will be selected to represent reasonable worst-case conditions relevant to that technical area, which can occur at different times for different analyses.

Technical areas to be analyzed include:

TRANSPORTATION SYSTEMS

The assessment will be based on the guidelines presented in the *CEQR Technical Manual* and will identify the increase in vehicle trips from construction workers and equipment associated with the conceptual construction schedule for the projected development sites. A travel demand forecast for the RWCDs peak construction period(s) will be prepared and compared to the trip projections under the operational condition in the With-Action condition. Quantitative traffic, pedestrian, and/or transit analyses will be conducted if, based on the results of the travel demand forecast for the RWCDs peak construction period, these are warranted pursuant to the guidance presented in the *CEQR Technical Manual*.

AIR QUALITY

A detailed dispersion analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities (e.g., excavation, demolition) that generate dust. The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO₂). The potential for significant impacts will be determined by a comparison of the model predicted concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable interim guidance thresholds. The air quality analysis will also include a discussion of the strategies to reduce project related air pollutant emissions associated with construction activities.

NOISE AND VIBRATION

This section will contain a quantitative (modeling) analysis of noise from the RWCDs' projected construction activity. The analysis will estimate construction noise levels based on projected activity and equipment usage for various stages of construction in the Project Area. The projected construction noise levels will be compared to existing condition noise levels as determined based on measurements augmented by mathematical models and projections as necessary. The noise analysis will identify potential construction noise impacts based on the intensity, duration, and location of emissions relative to nearby sensitive locations. As necessary, feasible and practicable project-specific control measures to further reduce construction noise disruption to the surrounding community will be considered.

Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. A construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation.

OTHER TECHNICAL AREAS

As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to: land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, and hazardous materials.

TASK 21: EFFECTS ON DISADVANTAGED COMMUNITIES

Effective December 30, 2024, Section 8-0109(2)(k) of the New York Environmental Conservation Law requires that EISs include a statement of the effects of any proposed action on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden on a disadvantaged community (DAC). An assessment will be prepared to comply with Section 8-0109(2)(k) in accordance with the *CEQR Technical Manual* and the New York State Environmental Quality Review Act (SEQRA) Amendments (6 NYCRR 617), which became effective June 12, 2026. The assessment will address any potential adverse impacts on DACs⁶ that could result from the Proposed Actions. The assessment will establish the study area, identify potential adverse environmental impacts, and determine whether potential adverse environmental impacts are likely to result in a disproportionate pollution burden on a DAC, recognizing that different geographic areas experience different levels of existing social vulnerabilities and environmental burdens. The existing environmental burden on any DAC within 0.5 miles of the Project Area will be described and the potential for any disproportionate pollution burden will be evaluated.

TASK 22: MITIGATION

Where significant adverse impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts to the greatest extent practicable. This chapter will describe the practicable measures that could mitigate those impacts. These measures will be developed and coordinated with the responsible City and/or State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

TASK 23: ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would reduce or eliminate significant adverse impacts resulting from the Proposed Actions while substantively meeting the goals and objectives of the Proposed Actions. The specific alternatives to be analyzed will be better defined once the full extent of the Proposed Actions' significant adverse impacts have been identified. The EIS will include a No-Action Alternative, which describes the conditions that would exist if the Proposed Actions were not implemented, and a No Unmitigated Impact Alternative, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the Proposed Actions. Additional alternatives may be identified during the scoping process or be based on any significant adverse impacts identified in the EIS. The analysis of each alternative will be qualitative, except in those technical areas where significant adverse impacts of the Proposed Actions have been identified.

⁶ ECL Section 75-0101(5) defines "disadvantaged communities" as communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socio-economic criteria, or comprise high-concentrations of low- and moderate- income households.

TASK 24: EIS SUMMARY CHAPTERS

The EIS will include the following three summary chapters, in accordance with *CEQR Technical Manual* guidance:

- **Unavoidable Adverse Impacts**, which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project**, which generally refer to “secondary” impacts of the Proposed Actions that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources**, which summarizes the Proposed Actions and their impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 25: EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

APPENDIX 1

LPC Determination

ENVIRONMENTAL REVIEW

Final Sign-Off (Multiple Sites)

Project number: MAYOR'S OFFICE ENVIRONMENTAL COORDINATION / 26DME018R

Project: North Shore Waterfront

Date Received: 8/18/2026

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Please note that this FSO supersedes the FSO dated July 29, 2026.

Properties with no Architectural or Archaeological significance:

- 1) 55 RICHMOND TERRACE, BBL: 5000020015
- 2) RICHMOND TERRACE, BBL: 5000020018
- 3) 75 RICHMOND TERRACE, BBL: 5000020020
- 4) 155 RICHMOND TERRACE, BBL: 5000020022
- 5) RICHMOND TERRACE, BBL: 5000020601

Properties with Architectural significance within radius:

- 1) LPC DESIGNATED AND S/NR LISTED STATEN ISLAND BOROUGH HALL, 2-10 RICHMOND TERRACE
- 2) LPC DESIGNATED AND S/NR LISTED RICHMOND COUNTY COURTHOUSE, 12-24 RICHMOND TERRACE
- 3) LPC DESIGNATED AND S/NR ELIGIBLE 120TH POLICE PRECINCT STATION HOUSE, 78 RICHMOND TERRACE
- 4) LPC DESIGNATED AND S/NR ELIGIBLE STATEN ISLAND FAMILY COURT HOUSE, 100 RICHMOND TERRACE
- 5) LPC DESIGNATED ST. GEORGE/NEW BRIGHTON HISTORIC DISTRICT
- 6) S/NR LISTED STATEN ISLAND FERRY ROUTE AND TERMINAL SITES
- 7) S/NR ELIGIBLE RUDDY & DEANS, 44 RICHMOND TERRACE; STATEN ISLAND MUSEUM, 75 STUYVESANT PLACE
- 8) S/NR ELIGIBLE NYC DEPARTMENT OF HEALTH DISTRICT HEALTH CENTER, 51-61 STUYVESANT PLACE;

- 9) S/NR ELIGIBLE 272 RICHMOND TERRACE
- 10) S/NR ELIGIBLE ST. PETER'S ROMAN CATHOLIC CHURCH, 300 RICHMOND
TERRACE AND CONVENT 280 RICHMOND TERRACE



8/18/2026

SIGNATURE

DATE

Anne Jennings, Director of Environmental Review

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