DASNY
Dormitory Authority of the State of New York

Kathy Hochul
Governor
Robert J. Rodriguez
President & CEO

SENT VIA EMAIL ONLY

Date: January 7, 2026

To: Distribution List

Re: DASNY *State Environmental Quality Review (SEQR) Negative Declaration* for the New York City Mayor's Office of Criminal Justice / New York State Unified Court System / New York State Office of Court Administration *Staten Island Family Court Consolidation Project* St. George, Staten Island, Richmond County, New York (New York City Courts Program) (DCP №. 2025R0137) (CEQR №. 26DAS001R) (DASNY №. 371410) (OPRHP №. 24PR07074)

Enclosed herewith is a copy of the Dormitory Authority of the State of New York's ("DASNY") *State Environmental Quality Review ("SEQR") Negative Declaration* for the above-referenced project.

Should you require any additional information, please contact me at: ***Mr. Robert S. Derico, R.A., Director, Office of Environmental Affairs, DASNY, 515 Broadway, Albany, New York 12207-2964***, telephone at ***(518) 257-3214***.

Respectfully,

Robert S. Derico, R.A.
Director
Office of Environmental Affairs

Enclosures

cc: Kiumars Q. Amiri, MOCJ
Matthew A. Stanley, AICP (DASNY)
SEQR File

STATE ENVIRONMENTAL QUALITY REVIEW (SEQR)
DISTRIBUTION LIST OF INVOLVED AGENCIES AND INTERESTED PARTIES
FOR THE
NEW YORK CITY MAYOR'S OFFICE OF CRIMINAL JUSTICE
NEW YORK STATE UNIFIED COURT SYSTEM / OFFICE OF COURT ADMINISTRATION
STATEN ISLAND FAMILY COURT CONSOLIDATION PROJECT

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STATE ENVIRONMENTAL QUALITY REVIEW ACT

NEGATIVE DECLARATION

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

Date: January 7, 2026

Lead Agency: Dormitory Authority of the State of New York
515 Broadway
Albany, New York 12207-2964

Applicant: New York City Mayor's Office of Criminal Justice
1 Centre Street
New York, New York 10007

This notice is issued pursuant to the *State Environmental Quality Review Act ("SEQRA")*, codified at Article 8 of the New York Environmental Conservation Law ("ECL"), and its implementing regulations, promulgated at Part 617 of Title 6 of the *New York Codes, Rules and Regulations ("N.Y.C.R.R.")*, which collectively contain the requirements for the *State Environmental Quality Review ("SEQR")* process.

The Dormitory Authority of the State of New York ("DASNY"), as lead agency, has determined that the Proposed Action described below would not have a significant adverse effect on the environment and a Draft Environmental Impact Statement ("DEIS") will not be prepared.

Title of Action: New York City Mayor's Office of Criminal Justice / New York State Unified Court System / New York State Office of Court Administration
Staten Island Family Court Consolidation Project
(New York City Courts Program)

SEQR Status: Type I Action – 6 *N.Y.C.R.R.* 617.4(b)(9)

Review Type: Coordinated Review

Description of Proposed Action and Proposed Project

The Dormitory Authority of the State of New York ("DASNY") has received a request from the New York City Mayor's Office of Criminal Justice ("MOCJ") and New York State Unified Court System ("NYS UCS") / New York State Office of Court Administration ("NYS OCA") to undertake the *Staten Island Family Court Consolidation Project*, pursuant to DASNY's New York City Courts Program.

For the purposes of the New York *State Environmental Quality Review Act ("SEQRA")*, the Proposed Action would consist of DASNY's authorization of the undertaking of the design, development and construction of the project, a facility that would consolidate Family Court operations into a single, modernized complex, improving functionality and service delivery for residents of Staten Island. Family Court operations are currently dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies.

More specifically, the *Staten Island Family Court Consolidation Project* would involve the renovation of 100 Richmond Terrace (the current Staten Island Family Court Courthouse) and 55 Stuyvesant Place, to be programmed for Judges' Chambers, Family Court Clerk's Office, Family Court support services, and supporting NYC and partner agencies including NYC Administration for Children's Services, NYC Corporation Counsel, NYC Health + Hospitals, NYC Department of Citywide Administrative Services, and Safe Horizon (Children's Center); and, at 10 Hamilton Avenue, the construction of a new courthouse building to house the main Family Court program, including courtrooms, hearing rooms, court support spaces, Resource Center, Court Officer's Operations Center, main entrance lobby with security screening, vehicular sallyport with holding rooms, and NYC Department of Correction ("DOC") and New York Police Department ("NYPD") spaces (the "Proposed Project").

Location of Proposed Project

The Proposed Project would be located on three City-owned tax lots (Block 9, Lots 9, 17, and 22) in St. George, Staten Island, Richmond County, New York:

- **100 Richmond Terrace** (Lot 22): the existing Staten Island Family Courthouse, completed in 1931, a New York City Landmark structure, considered eligible for the New York State and National Registers of Historic Places ("S/NR");

- **55 Stuyvesant Place** (Lot 9): a vacant, former New York City Department of Health District Health Center, completed in 1936, considered eligible for the S/NR; and

- **10 Hamilton Avenue** (Lot 17): a vacant lot, currently occupied by parking and temporary trailer structures associated with Family Court Operations.

Collectively, these three lots constitute the "Development Site."

Other Public Actions

In addition to DASNY's Proposed Action, the Proposed Project also requires the following approvals from the City of New York:

- **Site Selection - Public Facility**. Pursuant to the New York City Charter, the development of a public facility requires review of the site selection, a discretionary approval by the City Planning Commission ("CPC") that would necessitate review pursuant to the *Uniform Land Use Review Procedure ("ULURP")*, including a Fair Share Analysis.

- **Mayoral Zoning Override**. Due to site limitations and challenges, the Proposed Project is seeking a Mayoral Zoning Override ("MZO") to waive *Zoning Resolution of the City of New York* ("*ZR*") regulations relating to Maximum Base Height, Maximum Footprint, Tower Top Articulation, and Setback to allow for a new building that meets the space requirements for a modern Staten Island Family Court complex. Accordingly, an MZO will be requested from the NYC Deputy Mayor for Economic Development, Housing, and Workforce Development.

Given the City of New York approvals, DASNY has conducted a *City Environmental Quality Review ("CEQR")* level review of the subject project, following the methodologies and thresholds of the current *CEQR Technical Manual*.

Description of the Project Sponsors

New York City Mayor's Office of Criminal Justice. MOCJ develops innovative solutions to public safety challenges, reducing crime and incarceration. MOCJ creates vital programs that improve lives, generate community stability, and increase access to the support needed to maintain healthy and safe New York City neighborhoods. Recognizing that public safety cannot be achieved by law enforcement alone, MOCJ moves the city forward by collaborating with community and institutional stakeholders to improve efficiency, accountability, and fairness in the justice system.

New York State Unified Court System / Office of Court Administration. NYS OCA is the administrative arm of NYS UCS. NYS UCS and the City of New York are partners in delivering judicial services throughout the City, with UCS providing the Judges and court staff who are essential to court operations, and the City of New York providing and maintaining the court facilities in which the courts operate.

Staten Island Family Court. Staten Island Family Court hears matters involving children and families including: adoption, guardianship, foster care approval and review, juvenile delinquency, family violence, child abuse and neglect, child support, custody, and visitation.

Reasons Supporting This Determination

Overview. DASNY completed this environmental review in accordance with the procedures set forth in the *SEQRA*, codified at Article 8 of the New York *Environmental Conservation Law ("ECL")*, and its implementing regulations, promulgated at Part 617 of Title 6 of the *New York Codes, Rules and Regulations ("N.Y.C.R.R.")*, which collectively contain the requirements for the *SEQR* process. The Proposed Project was reviewed following these procedures and this environmental review followed the environmental analysis methodologies and impact criteria evaluation of the current *CEQR Technical Manual*, unless stated otherwise.

The Proposed Project was reviewed in conformance with the *New York State Historic Preservation Act of 1980 ("SHPA")*, especially the implementing regulations of Section 14.09 of the *Parks, Recreation and Historic Preservation Law ("PRHPL"),* as well as with the requirements of the Memorandum of Understanding ("MOU"), dated March 18, 1998, between DASNY and the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP").

Additionally, the Proposed Project was analyzed for consistency with the State of New York *Smart Growth Public Infrastructure Policy Act ("SGPIPA")*, Article 6 of the New York *ECL*, for a variety of policy areas related to land use and sustainable development. The *Smart Growth Impact Statement Assessment Form ("SGISAF")* is included with this determination.

Representatives of DASNY reviewed the *CEQR Environmental Assessment Statement Full Form – Part 1 ("CEQR EAS –Part 1")*, dated September 18, 2025 (attached), and determined that the Proposed Project constitutes a Type I Action pursuant to 6 *N.Y.C.R.R.* 617.4(b)(9) of the *SEQR* implementing regulations. On September 18, 2025, 2025, DASNY circulated a lead agency request letter, *CEQR EAS – Part 1*, and *Distribution List of Involved Agencies and Interested Parties* (attached) to whom the lead agency letter was sent. On October 20, 2025, DASNY assumed lead agency status, issued a draft *CEQR EAS – Part 2 (Technical Analysis)*, and conducted a coordinated review among the involved agencies.

DASNY representatives discussed the Proposed Project's environmental effects with representatives of MOCJ, NYS UCS, and NYS OCA, as well as representatives of the involved agencies. DASNY subsequently completed an evaluation of the magnitude and importance of project impacts, as detailed in the *CEQR EAS –Part 2 (Technical Analysis)* (see attached). **Based on the above, and the additional information set forth below, DASNY as lead agency has analyzed the relevant areas of environmental concern and determined that the Proposed Project would not have a significant adverse effect on the environment.**

General Findings. The Proposed Project is intended to address several critical needs. Firstly, the current Staten Island Family Court operations are dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies. Consolidating these operations into a single, integrated complex will streamline administrative processes, reduce delays, and improve service delivery. Furthermore, the existing buildings at 100 Richmond Terrace and 55 Stuyvesant Place are outdated and require substantial upgrades to meet contemporary standards for functionality, safety, and efficiency. The Proposed Project, as a modernization

project, would provide a facility with optimized and adequate program spaces to improve operational efficiencies, allowing the Court to apply best practices, and provide enhanced services to both Court users and the community.

Potential Impacts. DASNY, as lead agency, has inventoried all potential resources that could be affected by the Proposed Project or action, and assessed the magnitude, duration, likelihood, scale, and context of the Proposed Project and determined that no impact, or a small impact, may occur to the following resources: Land Use, Zoning, Public Policy (including Smart Growth), Socioeconomics, Community Facilities, Open Space, Shadows, Cultural Resources, Urban Design and Visual Resources, Natural Resources, Hazardous Materials, Infrastructure, Solid Waste, Energy, Transportation, Air Quality, Greenhouse Gases, Noise, Public Health, Neighborhood Character, and Construction (see *CEQR EAS Part 2*). No potential negative long-term or cumulative impacts or significant adverse environmental impacts were identified in connection with the Proposed Project.

SHPA Determination. As noted above, the Proposed Project was reviewed in conformance with the *SHPA*, section 14.09 of the *PRHPL*, as well as with the requirements of the MOU between DASNY and OPRHP. OPRHP is an Interested Agency for the purposes of this *SEQR* review.

DASNY's consultation with OPRHP is ongoing (OPRHP №. 24PR07074). The final resolution of any cultural resources aspects of the Proposed Project is subject to *SHPA* and the section 14.09 regulations. It is anticipated that a Letter of Resolution ("LOR") outlining measures to minimize and/or mitigate any potential impacts would be executed by DASNY, MOCJ, and OPRHP.

Summary. DASNY has reviewed the Proposed Project using criteria provided in Part 617.7 of *SEQRA* and has determined that:

(i) there will be no substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; no substantial increase in solid waste production; and no substantial increase in potential for erosion, flooding, leaching or drainage problems;
(ii) there will be no removal or destruction of large quantities of vegetation or fauna; no substantial interference with the movement of any resident or migratory fish or wildlife species; no impacts on a significant habitat area; no substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;
(iii) there will be no impairment of the environmental characteristics of a Critical Environmental Area as designated pursuant to subdivision 617.14(g) of this Part;
(iv) there will be no creation of a material conflict with a community's current plans or goals as officially approved or adopted;
(v) there will be no impairment of the character or quality of important historical, archeological, architectural, or aesthetic resources or of existing community or neighborhood character;

(vi) there will be no major change in the use of either the quantity or type of energy;
(vii) there will be no creation of a hazard to human health;
(viii) there will be no substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;
(ix) there will be no encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;
(x) there will be no creation of a material demand for other actions that would result in one of the above consequences;
(xi) there will be no changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment;
(xii) there will not be two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in this subdivision; and
(xiii) there will be no other significant adverse environmental impacts.

Based on the above, and the additional information contained herein, DASNY, as lead agency, analyzed the relevant areas of environmental concern and determined that the Proposed Project would not have a significant adverse impact on the environment and a Draft Environmental Impact Statement will not be prepared.

For Further Information:

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

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

Part I: GENERAL INFORMATION

PROJECT NAME Staten Island Family Court Consolidation

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
26DAS001R	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA) DCP # 2025R0137

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
Dormitory Authority of the State of New York (DASNY), Office of Environmental Affairs			Mayor's Office of Criminal Justice		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
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3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(9)

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The Mayor's Office of Criminal Justice ("MOCJ") and New York State Office of Court Administration / Unified Court System ("NYS OCA"), in conjunction with the New York City Department of Citywide Administrative Services ("DCAS"), are proposing a major renovation project of the Staten Island Family Court based on recommendation made in the Staten Island Master Plan Capital Planning Scope Development ("CPSD") completed in 2018. The CPSD identified space shortages, security concerns, and operational inefficiencies due to the Court operations fragmented across three different facilities - 100 Richmond Terrace, 18 Richmond Terrace and 25 Hyatt Street. The CPSD made recommendations for the consolidation of the Family Court operations at 100 Richmond Terrace, the current historic Family Court building. In addition, the New York State RTA (Raise the Age) legislation adopted in 2019 requires the Family Court to expand their facilities to provide the services necessary to minors in the justice system.

The existing Development Site, in St. George, Staten Island, Richmond County, New York consists of three city-owned tax lots: the historic Staten Island Family Court building at 100 Richmond Terrace (Lot 22), the adjacent unoccupied building at 55 Stuyvesant Place (Lot 9), and a site at 10 Hamilton Avenue (Lot 17) currently occupied by parking and temporary trailer structures (the "Development Site"). The Development Site is bounded by Hamilton Avenue to the north, Richmond Terrace to the east, the New York City Police Department's ("NYPD") 120th Precinct building to the south, and Stuyvesant Place to the west.

The Family Court building, constructed in 1931, designated as a New York City Individual Landmark in 2001, and the vacant building at 55 Stuyvesant Place, constructed in 1936 and unoccupied since 2018, both require significant renovations to meet modern standards. The site at 10 Hamilton Avenue would host a new up to 8-story, approximately 124,000-gross square foot ("gsf") building. Currently, the Family Court's operations are inefficiently spread across multiple buildings within Staten Island's St. George civic center. This proposal, put forth by the MOCJ in partnership with NYS OCA and the Dormitory Authority of the State of New York ("DASNY"), seeks to consolidate operations into a single, modernized complex, improving functionality and service delivery for residents of Staten Island.

For the purposes of the New York State Environmental Quality Review Act ("SEQRA"), the Proposed Action would consist

of DASNY's authorization of the undertaking of the design, development and construction of the project, a facility that would consolidate Family Court operations into a single, modernized complex, improving functionality and service delivery for residents of Staten Island. Family Court operations are currently dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies.

The Proposed Project would involve the renovation of approximately 48,000 gsf of existing space (12,000 gsf at 100 Richmond Terrace and 36,000 gsf at 55 Stuyvesant Place) and approximately 124,000 gsf at 10 Hamilton Avenue, resulting in a total of approximately 172,000 gsf across the Development Site. Moreover, the project integrates modernized court facilities with enhanced support services, ensuring a fully functional, efficient, and user-friendly Family Court complex. To meet the projected 2035 service needs the project includes the construction of an up to 8 story high-rise building at 10 Hamilton Avenue. This addition would primarily house Family Court operations, such as courtrooms, hearing rooms, and various support functions. Additionally, the renovation would meticulously restore historic elements of the neo-Classical 100 Richmond Terrace building, preserving its status as a New York City Individual Landmark while updating its interior to meet current building codes and standards to the extent practicable.

The Proposed Project is intended to address several critical needs. Firstly, the current Staten Island Family Court operations are dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies. Consolidating these operations into a single, integrated complex will streamline administrative processes, reduce delays, and improve service delivery. Furthermore, the existing buildings at 100 Richmond Terrace and 55 Stuyvesant Place are outdated and require substantial upgrades to meet contemporary standards for functionality, safety, and efficiency. The Proposed Project, as a modernization project, would provide a facility with optimized and adequate program spaces to improve operational efficiencies, allowing the Court to apply best practices, and provide enhanced services to both Court users and the community.

Project Location

BOROUGH Staten Island	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 100 Richmond Terrace, 55 Stuyvesant Place, 10 Hamilton Avenue
TAX BLOCK(S) AND LOT(S) Block 9, Lots 9, 17, 22		ZIP CODE 10301

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Richmond Terrace to the east, Stuyvesant Place to the west, and Hamilton Avenue to the north. The New York City Police Department's (NYPD) 120th Precinct is located to the south of the proposed Project Site.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C4-2 | ZONING SECTIONAL MAP NUMBER 21c

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☒ YES ☐ NO ☐ Cogeneration Facility ☐ Title V Permit

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

☐ LEGISLATION

☒ FUNDING OF CONSTRUCTION, specify: City Capital funds as part of the committed NYC Courts 10-year Capital Plan

☐ RULEMAKING

☐ POLICY OR PLAN, specify:

☒ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

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

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☒ LANDMARKS PRESERVATION COMMISSION APPROVAL
☒ OTHER, explain: Mayoral Zoning Overide; OMB, DEP SWPPP

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: NYC Capital Funds as part of the NYC Courts 10-year Capital Plan

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 38,122
Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): Buildings: approx 13,000
Other, describe (sq. ft.): Temporary structures: approx 3,600

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 174,000
NUMBER OF BUILDINGS: 3
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Lot 17: 124,000 Lot 9: 12,000, Lot 22: 36,000
HEIGHT OF EACH BUILDING (ft.): Lot 17: 170 ft (proposed), Lot 9, Lot 22
NUMBER OF STORIES OF EACH BUILDING: Lot 17: 8 stories (proposed), Lot 9: 5 stories (existing), Lot 22: 2 stories (existing)

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 12,036 sq. ft. (width x length)
VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: TBD sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 48 months (most intensive construction would be less than 24 months)
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? at least 2 phases
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The construction schedule for the Proposed Project is anticipated to take approximately four years to be completed in 2030, however the most intensive period of construction would be less than 24 months.

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Public Facilities & Institutions

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):			Potential entrance plaza fronting Richmond Terrace	tbd
Other Land Uses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," describe:	Courthouse. 48,000	Courthouse. 48,000	Courthouse. 172,000	Courthouse. 124,000
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, *etc.*)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If any, specify type and number:	186 Workers	186 Workers	217 Workers	31 Workers
Briefly explain how the number was calculated:	The Proposed Project would increase the number of courtrooms from 5 to 8 and would increase the gsf of the Staten Island Family Court complex by 124,000 sf. Therefore, given the nature of this consolidation project, a larger facility would necessitate more administrative, judicial, and maintenance staff.			
ZONING				
Zoning classification	C4-2	C4-2	C4-2	
Maximum amount of floor area that can be developed	129,614.8 sq ft	129,614.8 sq ft	129,614.8 sq ft	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, commercial, parking facilities, open space, and public facilities and institutions. C4-2.	Residential, commercial, parking facilities, open space, and public facilities and institutions. C4-2.	Residential, commercial, parking facilities, open space, and public facilities and institutions. C4-2.	.
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☐

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. To be assessed		

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

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. To be assessed		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 5,160		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 43,120,400		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☒	☐
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. To be assessed		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. To be assessed		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. To be assessed		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Kiumars Q. Amiri, MOCJ		9/18/25

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

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

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

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

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

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

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

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

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

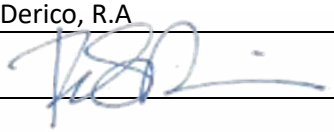
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result.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

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

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

TITLE	LEAD AGENCY
Director, Office of Environmental Affairs	DASNY
NAME	DATE
Robert S. Derico, R.A	1/7/26

SIGNATURE



NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which that finds the proposed project:

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

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

Staten Island Family Court Consolidation Project

Environmental Assessment Statement

DASNY №. 371410
CEQR №. 26DAS001R
OPRHP №. 24PR07074
DCP №. 2025R0137

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JANUARY 2026

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Part I: Project Description

Introduction

The Mayor's Office of Criminal Justice ("MOCJ") and New York State Office of Court Administration/ Unified Court System ("NYS OCA"), in conjunction with the New York City Department of Citywide Administrative Services ("DCAS"), are proposing a major renovation project of the Staten Island Family Court based on recommendations made in the Staten Island Master Plan Capital Planning Scope Development ("CPSD") completed in 2018. The CPSD identified space shortages, security concerns, and operational inefficiencies due to the Court operations fragmented across three different facilities - 100 Richmond Terrace, 18 Richmond Terrace and 25 Hyatt Street. The CPSD made recommendations for the consolidation of the Family Court operations at 100 Richmond Terrace, the current historic Family Court building. In addition, Family Court services related to minors in the justice system as required under the 2017 New York State Raise the Age ("RTA") legislation are currently provided at the three different facilities, and the subject project would allow for the consolidation of these services at a purpose-built facility.

Project Location and Development Site

The existing Development Site, in St. George, Staten Island, Richmond County, New York consists of three city-owned tax lots: the historic Staten Island Family Court building at 100 Richmond Terrace (Lot 22), the adjacent unoccupied building at 55 Stuyvesant Place (Lot 9), and a site at 10 Hamilton Avenue (Lot 17) currently occupied by parking and temporary trailer structures (the Development Site). The Development Site is bounded by Hamilton Avenue to the north, Richmond Terrace to the east, the New York City Police Department's ("NYPD") 120th Precinct building to the south, and Stuyvesant Place to the west (see **Figure I-1**).

The Family Court building, constructed in 1931, designated as a New York City Individual Landmark in 2001, and the vacant building at 55 Stuyvesant Place, constructed in 1936 and unoccupied since 2018, both require significant renovations to meet modern standards. The site at 10 Hamilton Avenue would host a new up to 8-story, approximately 124,000-gross square foot ("gsf") building. Currently, the Family Court's operations are inefficiently spread across multiple buildings within Staten Island's St. George civic center. This proposal, put forth by the MOCJ in partnership with NYS OCA and the Dormitory Authority of the State of New York ("DASNY"), seeks to consolidate operations into a single, modernized complex, improving functionality and service delivery for residents of Staten Island. Collectively, the construction of a new building at 10 Hamilton Avenue and the renovation of adjacent structures at 100 Richmond Terrace and 55 Stuyvesant Place constitute the "Proposed Project" for the purposes of this environmental review.

Figure I-1 Site Location Map

Source: NYC DCP (2024); NYC Parks (2024)

Proposed Actions

For the purposes of the New York *State Environmental Quality Review Act ("SEQRA")*, the Proposed Action would consist of DASNY's authorization of the undertaking of the design, development and construction of the project, a facility that would consolidate Family Court operations into a single, modernized complex, improving functionality and service delivery for residents of Staten Island. Family Court operations are currently dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies.

Site Selection/Uniform Land Use Review Procedure

The development of a public facility requires review and approval of the Site Selection under Section 218 of the New York City Charter and Uniform Land Use Review Procedure ("ULURP") by the City Planning Commission ("CPC") as described in Sections 197-c and 197-d of the Charter. The NYC Department of City Planning ("DCP") supports the CPC in its review of land use applications. MOCJ and DCAS will be Co-Applicants on the ULURP application, to be submitted to DCP for review. When DCP determines the ULURP application to be complete and technically accurate, it will "certify" the application as complete. DASNY's SEQR/CEQR Determination must be finished by the time of DCP's certification of the ULURP application.

Following certification, the ULURP application will be reviewed by Staten Island Community Board 1, Staten Island Borough President's Office, City Planning Commission, City Council, (and potentially the Mayor's Office) as follows:

- Staten Island Community Board 1 ("CB1"): CB1 has 60 days after certification to review, hold a public hearing and vote. CB1's vote is non-binding; the ULURP application moves to the next phase of review even if CB1 votes against it.
- Staten Island Borough President ("SIBP"): The ULURP application next goes to the SIBP for a 30-day review. The SIBP's vote is non-binding; the ULURP application moves to the next phase of review even if the SIBP votes against it.
- City Planning Commission: The CPC must hold a public hearing and vote on an application within 60 days after the SIBP review. The CPC's vote is binding—if the CPC votes against the proposal, the ULURP process ends.
- City Council: If the CPC approves the ULURP application, it moves to the City Council for approval. The City Council must hold a public hearing and vote within 50 days.
- Mayoral Review: A decision by the City Council is final unless the Mayor vetoes it within 5 days. The City Council, by a 2/3 vote, can override the Mayor's veto.

The ULURP process may conclude at the CPC, City Council, or Mayoral Review phase.

Mayoral Zoning Override

The proposed new building at 10 Hamilton Avenue would address CPSD's identified space shortages, security concerns, and operational inefficiencies due to the current fragmentation of Court operations across three different facilities. MOCJ, as the project sponsor, would request a Mayoral Zoning Override ("MZO") from the NYC Deputy Mayor for Economic Development, Housing, and Workforce Development to facilitate the project. The MZO would relieve the project sponsor from

meeting certain zoning regulations required under the existing C4-2 zoning and the Special St. George District, facilitating the development of a modern, functional building that meets current and future needs for a consolidated Family Court facility for Staten Island.

The proposed Mayoral Zoning Override would waive regulations relating specifically to Maximum Base Height, Maximum Footprint, Tower Top Articulation, and Setback regulations (ZR 128-33, ZR 128-35.a, ZR 128-35.b, and ZR 128-33 (23-433) to allow for a new building that meets the space requirements for a modern Staten Island Family Court complex while remaining contextually aligned with the St. George Special District and with the existing family court building at 100 Richmond Terrace.

The Proposed Project is further seeking an MZO to waive regulations relating to sidewalk width (ZR 128-41) because providing additional width would impinge on the floorplate size of the proposed new building, leading to a reduction floor area that would therefore miss the space targets for a modern and efficient court building.

Additionally, Proposed Project is seeking an MZO to waive regulations relating to Required Off-Street Parking (ZR 128-51 & ZR 36-43) and Loading (ZR 128-51, ZR 36-62, & 36-661). Providing on site parking would be infeasible within the proposed program for the Proposed Project and would necessitate additional cost, construction time, and could reduce space necessary for a modern and efficient court building. Similarly, meeting the zoning requirements for a loading birth would reduce the space needed for court operations and would not be right-sized to the Staten Island Family Court's needs.

Proposed Project

The Proposed Project would involve the renovation of approximately 48,000 gsf of existing space (12,000 gsf at 100 Richmond Terrace and 36,000 gsf at 55 Stuyvesant Place) and development of approximately 124,000 gsf at 10 Hamilton Avenue, resulting in a total of approximately 172,000 gsf across the Development Site. Moreover, the project integrates modernized court facilities with enhanced support services, ensuring a fully functional, efficient, and user-friendly Family Court complex (see **Figure I-2** and **Figure I-3**).

To meet the projected 2035 service needs the project includes the construction of an up to 8 story high-rise building at 10 Hamilton Avenue. This addition would primarily house Family Court operations, such as courtrooms, hearing rooms, and various support functions. Additionally, the Proposed Project would renovate and restore historic elements of the neo-Classical 100 Richmond Terrace building, preserving its status as a New York City Individual Landmark while updating its interior to meet current building codes and standards to the extent practicable.

- **100 Richmond Terrace and 55 Stuyvesant Place**. The existing Staten Island Family Courthouse at 100 Richmond Terrace, is a New York City Landmark structure, considered eligible for the New York State and National Registers of Historic Places ("S/NR"). 55 Stuyvesant Place is: a vacant, former New York City Department of Health District Health Center, completed in 1936, and considered eligible for the S/NR. The two existing buildings would be programmed for Judges' Chambers, a Clerk's Office, and the support city agencies. Pedestrian connections would be provided from 100 Richmond Terrace and 55 Stuyvesant Place to the new building at 10 Hamilton Avenue.
- **10 Hamilton Avenue.** The proposed, approximately 124,000-gsf, 8-story building would house the main Family Court program. More specifically, the facility would include eight courtrooms, six hearing rooms, court support spaces, a resource center, a court officer's operation center, a main

entrance lobby with security screening, and a vehicular sallyport with holding rooms. Space for the NYC Department of Correction ("DOC") and NYPD would also be provided. The proposed building would be designed per New York State and NYS OCA guidelines and standards. In terms of scale, the lower five stories of 10 Hamilton Avenue would closely relate to the existing 55 Stuyvesant building in height, while the upper three stories would have a reduced footprint with setbacks on all sides to reduce the building's bulk. There are two levels of mechanical penthouses and rooftop equipment enclosed with screen walls.

- **Additional Site Facilities**. The public would enter the new facility at an egress point along Richmond Terrace via a new entry plaza. The Proposed Development would include the creation of a secure, interior courtyard with new landscaping between 10 Richmond Terrace and 55 Stuyvesant Place. There will be a sallyport on Hamilton Avenue and a loading dock on Stuyvesant Place.

Project Background

In 2016, a new courthouse was built at 26 Central Avenue in Staten Island, and the Staten Island Supreme Court and Criminal Court operations were relocated to the new facility. This move prompted the City and State of New York to consider further consolidation of court operations on Staten Island, with the intent of creating a more efficient civic district within the St. George neighborhood. In 2018, the CPSD Master Plan commissioned by the Mayor's Office of Management and Budget ("OMB") and MOCJ evaluated the potential for further consolidation of the remaining Court facilities, including operations at four buildings: 18 Richmond Terrace; 100 Richmond Terrace; 130 Stuyvesant Place; and 25 Hyatt Street. The Master Plan included site investigations, assessments of program space requirements, and conceptual design, and concluded that the most optimal conceptual plan was to relocate Supreme Court and Surrogate Court operations to a renovated 18 Richmond Terrace and Family Court operations to a renovated and expanded 100 Richmond Terrace.

The 2017 RTA legislation raised the age at which a child can be criminally prosecuted as an adult in New York State to 18 years of age. RTA went into effect in October 2018 (for 16-year-olds) and October 2019 (for 17-year-olds). The Proposed Project would include space to accommodate these RTA cases, currently handled by the existing family court building at 100 Richmond Terrace and the two nearby satellite sites, 25 Hyatt Street and 18 Richmond Terrace. This additional capacity is beyond what was projected in the 2018 Master Plan completed by the City.

Through this application, a team of City and State agencies are working to expand and consolidate existing facilities across the three-City owned properties that comprise the Development Site.

Purpose and Need

The Proposed Project is intended to address several critical needs. Firstly, the current Staten Island Family Court operations are dispersed across multiple locations within Staten Island's civic center, leading to operational inefficiencies. Consolidating these operations into a single, integrated complex will streamline administrative processes, reduce delays, and improve service delivery. Furthermore, the existing buildings at 100 Richmond Terrace and 55 Stuyvesant Place are outdated and require substantial upgrades to meet contemporary standards for functionality, safety, and efficiency. The Proposed Project, as a modernization project, would provide a facility with optimized and adequate program spaces to improve operational efficiencies, allowing the Court to apply best practices, and provide enhanced services to both Court users and the community.

Figure I-2 Proposed Site Plan

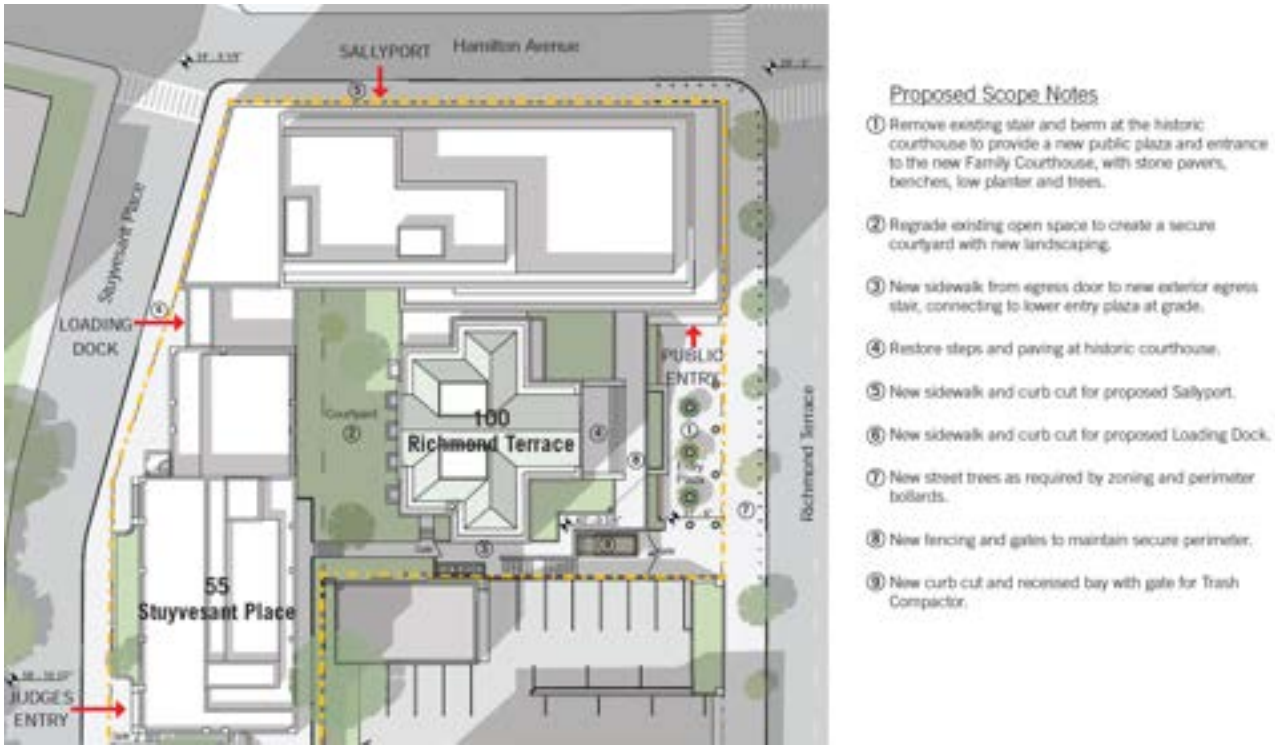
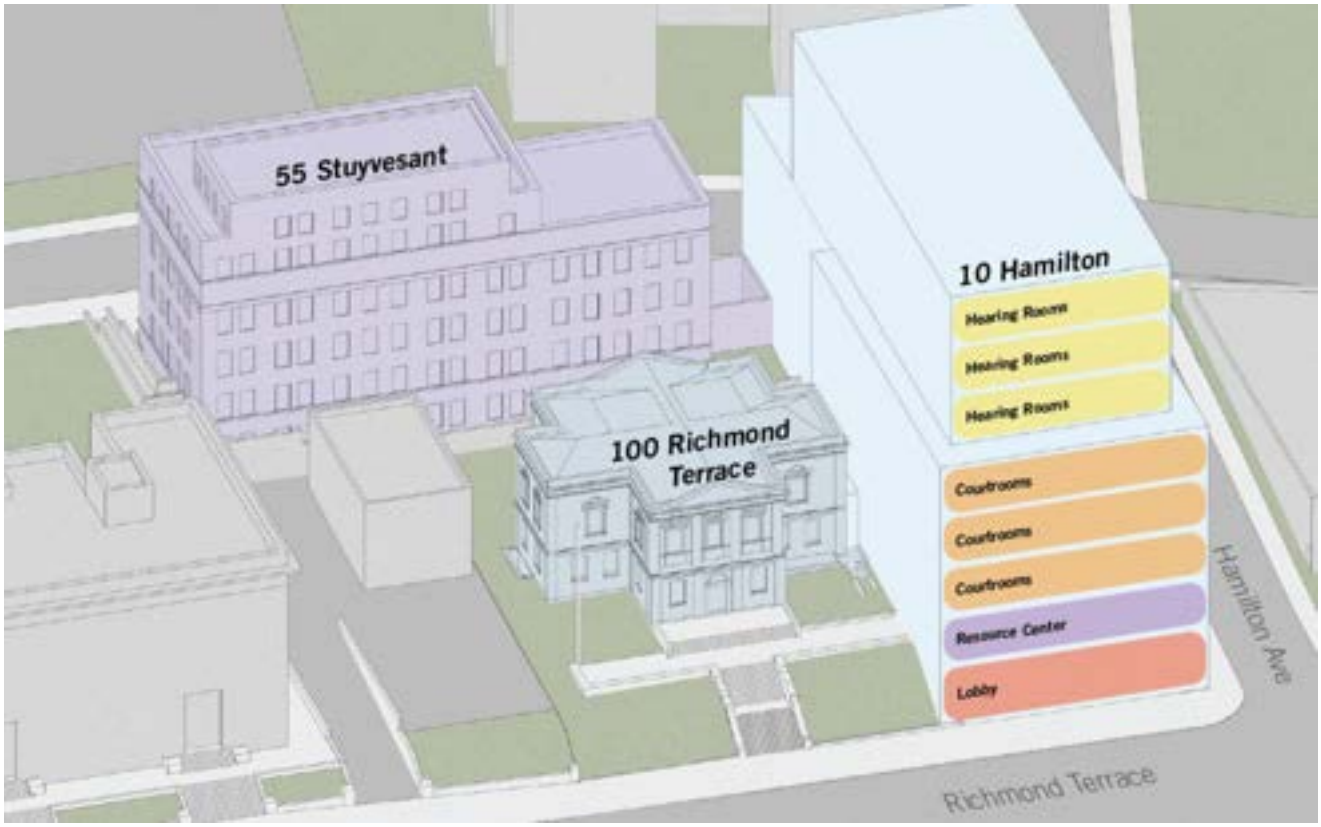


Figure I-3 Illustrative Building Massing



Regulatory Framework

This project is being reviewed pursuant to the State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental Conservation Law ("ECL"), and its implementing regulations (6 *NYCRR* Part 617) which are referred to as the "SEQR" process. Given the City of New York approvals for the project (Site Selection and Mayoral Zoning Override), DASNY will conduct a City Environmental Quality Review ("CEQR") of the subject project, utilizing *CEQR* forms, and following the methodologies of the current *CEQR Technical Manual*, to better facilitate the involvement of City agencies in the environmental review.

The Proposed Project is also being reviewed in conformance with the *New York State Historic Preservation Act of 1980 ("SHPA"),* specifically the implementing regulations of Section 14.09 of the *Parks, Recreation and Historic Preservation Law*, as well as with the requirements of the Memorandum of Understanding ("MOU"), dated March 18, 1998, between DASNY and OPRHP.

Lead Agency Establishment

Under *SEQR*, the lead agency is typically the state or local agency principally responsible for undertaking, funding, and/or approving an action. The lead agency is required to conduct the environmental review in connection with the action as well as determine whether an environmental impact statement ("EIS") is required. DASNY has made a preliminary determination that the Proposed Project is a Type I action as specifically designated by 6 N.Y.C.R.R. 617.4(b)(9). DASNY proposes to designate itself as lead agency and conduct a coordinated environmental review among the involved agencies. DASNY issued a lead agency request letter and Environmental Assessment Statement ("EAS") on September 18, 2025. No objections to DASNY's Lead Agency Request were received in the 30 calendar days following its issuance; accordingly, DASNY is serving as lead agency for this coordinated environmental review. MOCJ, NYS OCA and DCAS are participating as involved agencies under *SEQR*.

Coordination with Environmental and Regulatory Agencies

During the preparation of this environmental review, DASNY has coordinated with the relevant environmental and regulatory agencies with jurisdiction over issues of concern regarding the Proposed Project. Representatives of these and other State and local agencies have been involved throughout the Proposed Project's environmental review process. Agency correspondence pertaining to the Proposed Project is included in **Appendix B**.

Analytical Framework

Analysis Year

This environmental review provides a description of existing (2024-2025) conditions (Existing Conditions) and assessments of conditions in the future with the Proposed Project in 2030 (the Build Year), the year the proposed courthouse complex would be fully operational.

Construction Scenario

The Proposed Project is being implemented using a design-build procurement method. Exact means and methods of construction, including sequencing and mobilization of construction activities, would be determined by the design-build contractor in consultation with DASNY.

Construction for the Proposed Project is anticipated to take approximately four years with completion of the project in 2030. However, a portion of this period would include renovation activities to existing buildings. The most intensive period of construction associated with the development of the new building at 10 Hamilton Avenue is projected to occur over less than 24 months.

Definition of Study Areas

The study area delineation for each technical area is based upon the area that lies within a specified distance from the Development Site and represents the area that could be affected for that particular resource area as a result of the Proposed Project. The study area for the Proposed Project is typically the area within 400 feet of the Development Site. The study area itself, is generally bounded by the intersection of Stuyvesant Place and Richmond Terrace to the north, one lot south of Wall Street to the south, St. Marks Place to the west and the Staten Island University Hospital ("SIUH") Community Park to the east. The study area for shadows differs as it is based on the maximum length that shadows from the Proposed Project could be cast into the surrounding community.

Future No-Action Condition

In the No-Action Condition, the Development Site would remain in its current condition and there would be no change to the operation of the Staten Island Family Court. No changes would occur to the land use or zoning at the Development Site nor to public policies that apply to Staten Island's Community District 1. The existing family courthouse at 100 Richmond Terrace (Lot 22) would continue to operate. The existing building at 55 Stuyvesant Place (Lot 9) would remain unoccupied and the existing parking lot along with the two temporary trailers at 10 Hamilton Avenue (Lot 17) would remain in place. The Staten Island Family Court system would continue to be segmented across several sites that are inadequate for the operational needs of the court.

Prior to the analysis year and independent of the Proposed Project two new developments, a public high school and a multi-story residential building are anticipated to be completed in the vicinity of the study area by the 2030 Build Year. There is a rezoning proposed for 37-59 Hamilton Avenue that was certified into ULURP 11/3/2025 and if approved would facilitate a residential development. Additionally, one public park amenity, a dog park, is anticipated to be completed in the same area and timeframe.

Future With-Action Condition

In the future with the Proposed Project, the Development Site would be redeveloped according to the program described above (see **Proposed Project**). The Proposed Project would result in the renovation of approximately 48,000 of existing building space and approximately 124,000 gsf in new construction at 10 Hamilton Avenue, resulting in a total of approximately 172,000 gsf across the Development Site. Moreover, the Proposed Project enables modernized court facilities with enhanced support services, ensuring a fully functional, efficient, and user-friendly Family Court complex.

Increment for Analysis

As 100 Richmond Terrace and 55 Stuyvesant will be renovated, the increment for analysis in this EAS is 124,000 gsf, which is the size of the new building proposed to be constructed at 10 Hamilton Avenue.

Part II: Supplemental Analyses

Additional Technical Information for EAS Full Form

An analysis framework has been established to assess the potential for the proposed actions to result in significant adverse environmental impacts. The EAS examines the potential for significant adverse impacts to result from the Proposed Project. As detailed in **Part I: Project Description**, the Proposed Project would involve the renovation of approximately 48,000 gsf of existing space (12,000 gsf at 100 Richmond Terrace and 36,000 gsf at 55 Stuyvesant Place) and approximately 124,000 gsf at 10 Hamilton Avenue, resulting in a total of approximately 172,000 gsf across the Development Site. Moreover, the project integrates modernized court facilities with enhanced support services, ensuring a fully functional, efficient, and user-friendly Family Court complex. The Proposed Project also proposes a new entrance plaza along Richmond Terrace by removing the existing stairs and lanscaped berm at 100 Richmond Terrace. The intent of the plaza is to create an outdoor space at sidewalk level for public access and circulation as well as an *Americans with Disabilities Act* ("ADA") compliant building entrance through the new building addition.

The Proposed Project would have no or negligible effect on the following resource sections, for which no further analysis of the potential for impacts to occur is required: Socioeconomic Conditions, Community Facilities and Services, Open Space, Solid Waste and Sanitation Services, Energy, Natural Resources, Water and Sewer Infrastructure, Air Quality, Greenhouse Gas Emissions ("GHG") and Climate Change, and Public Health. The section below lists these resource areas and provides the rationale for why they would be unaffected by the Proposed Project.

Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under the *City Environmental Quality Review*, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual,* the issues of concern with respect to socioeconomic conditions are whether a proposed project would result in direct residential displacement, direct business displacement, indirect residential displacement, indirect business displacement, or adverse effects on a specific industry.

The following describes whether each of these issues needs to be addressed in this environmental review.

- **Direct Residential Displacement:** *Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.*

There is no residential use located on the proposed Development Site. Similarly, the Proposed Project does not involve a residential component that would introduce residents to the study area. As such, the Proposed Project would not result in significant adverse environmental impacts related to direct residential displacement and further assessment of this issue is not warranted.

- **Direct Business Displacement:** *Would the project directly displace more than 100 employees, or would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.*

  There are no existing commercial uses located on the proposed Development Site. As a result, the Proposed Project would not directly displace any businesses or those whose products or services are uniquely dependent on its location or are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location. Staten Island Family Court functions are dispersed between several sites within the St. George neighborhood, 100 Richmond Terrace (part of the Development Site), 18 Richmond Terrace and 25 Hyatt Street. The Proposed Project would unite court functions and related jobs on the Development Site. Existing court functions currently active at 100 Richmond Terrace would return to that location or elsewhere on the Development Site under the Proposed Project. Overall, jobs would stay within the St. George neighborhood. Further, the departure of the Family Court functions from leased space within 25 Hyatt Street, a commercial office building, would potentially allow new businesses to use the space vacated by the court. In addition, the Proposed Project would adaptively re-use 55 Stuyvesant Place which has been unoccupied since 2018. Accordingly, the Proposed Project would not result in significant adverse environmental impacts related to direct business displacement and further assessment of this issue is not warranted.

- **Indirect Displacement due to Increased Rents:** *Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet ("sf") or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.*

  The Proposed Project does not involve a residential element that would introduce residents to the study area. As such, in accordance with *CEQR Technical Manual* guidelines, an assessment of potential indirect residential displacement is not warranted.

- **Indirect Business Displacement due to Retail Market Saturation:** *Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites?*

  The Proposed Project does not involve a retail component that would result in the addition of more than 200,000 square feet of retail space. As a result, the Proposed Project would not result in any significant adverse environmental impacts related to indirect business displacement, and further assessment of this issue is not warranted.

- **Specific Industries:** *Is the project expected to affect conditions within a specific industry? For example, a citywide regulatory change that would adversely affect the economic and operational conditions of certain types of businesses or processes may affect socioeconomic conditions in a neighborhood: (1) if a substantial number of residents or workers depend on the goods or services*

provided by the affected businesses; or (2) if it would result in the loss or substantial diminishment of a particularly important product or service within the city.

The Proposed Project would not be expected to affect conditions within a specific industry or substantially reduce employment or impair viability in a specific industry or category of business. Therefore, the Proposed Project would not result in any significant adverse environmental impacts related to indirect business displacement. Further assessment of this issue is not warranted.

Community Facilities and Services

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility (e.g., schools, childcare facilities, libraries, health care facilities, police and fire protection services) or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The manual further states that for public schools, libraries, and childcare centers, potential impacts depend on the size, income characteristics, and age distribution of the new population.

The Proposed Project would not displace or alter any community facilities such as health care facilities, libraries, educational facilities or life safety services like police and fire stations. Accordingly, the Proposed Project does not warrant an assessment of direct effects to community facilities.

Under *CEQR Technical Manual* guidance, to warrant the analysis of police and fire protection services and health care facilities, a proposed project would have to introduce a sizeable new neighborhood where one has not previously existed. The proposed Development Site is situated in St. George, Staten Island, a developed neighborhood that is currently served by existing community facilities including police, fire, and healthcare services. As previously indicated, the Proposed Project does not involve a residential use that would generate new residents within the study area. As such, the Proposed Project would not exceed CEQR thresholds and does not have the potential to result in significant adverse environmental impacts to police, fire, and healthcare services. No further analysis is warranted.

As previously stated, the Proposed Project does not include a residential component and, therefore, would not introduce a child-aged population. As such, the Proposed Project would not result in a significant adverse impact to early childhood centers and further analysis is not warranted.

The threshold for detailed analysis of public school impacts is a total of at least 50 elementary school students or at least 150 high school students. Since the Proposed Project would not introduce any new residents, a public school analysis would not be warranted under *CEQR Technical Manual* guidelines. For libraries in Staten Island, per the *CEQR Technical Manual*, an analysis is warranted when a project introduces more than 679 residential units.[1] With no residential units proposed, no further analysis is required.

Open Space

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space. A proposed project would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment

[1] City of New York. *City Environmental Quality Review (CEQR) Technical Manual*. Table 6-1 Community Facility Thresholds for Detailed Analyses. December 2021

onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by a proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical Manual* threshold for an analysis of potential indirect effects is whether a project would introduce more than 200 residents or 500 employees.

The Proposed Project would not physically displace, affect the use of or limit public access to public open space. As such, a direct effects assessment is not warranted under *CEQR*. Typically, indirect effects may occur when the population generated by a Proposed Project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. As the Proposed Project would not generate more than 500 non-residents, an indirect effects assessment is not warranted according to *CEQR Technical Manual* guidance. Similarly, no analysis of residential open space ratios will be undertaken as the Proposed Project does not involve a residential component that would overburden existing open space resources.

Solid Waste and Sanitation Services

The *CEQR Technical* Manual states that an assessment of solid waste and sanitation services is warranted if a project would have the potential to cause a substantial increase in solid waste production that could 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. According to the *CEQR Technical Manual*, projects resulting in substantial waste generation, defined as 50 tons (100,000 pounds) per week or more, warrant additional analysis for effects on solid waste and sanitation services. **Table II-1** below provides an estimate of onsite solid waste generation based on *CEQR Technical Manual* guidance.

Table II-1 Expected Solid Waste Generation for Proposed Project

Use	Projected Use Total	Rate (lbs/wk)	Total Solid Waste (lbs/wk)
Courthouse/Court Functions	172,000 gsf	0.03/sf	5,160

Note: Court use assumes 0.03 lbs. per square feet (sf) using government office generation rate as noted in Table 14-1 Sold Waste Generation Rates of the *CEQR Technical Manua*l

As estimated in the table above, the Proposed Project would generate up to approximately 5,160 pounds of solid waste per week and would not exceed the *CEQR* impact threshold of 100,000 pounds per week. The solid waste generation estimated for the Proposed Project would not overburden the city's waste management capacity. Based on this screening, a detailed solid waste analysis is not warranted, and no significant adverse solid waste management or generation impacts are anticipated as a result of the Proposed Project.

Energy

New building and alteration projects are subject to the New York City Energy Conservation Code ("NYCECC"), which comprises the 2020 Energy Conservation Construction Codes of New York State ("ECCCNYS") in addition to a series of local laws. Electricity used in New York City is generated both within and outside the city and is delivered to most New York City users by Con Edison. Projected generation and transmission requirements are forecasted by both the New York State Independent System Operator ("NYISO") and Con Edison, ensuring that the City's power supply and transmission systems have the capacity to meet expected future demand. Per the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to projects that may significantly affect the transmission or generation of energy (such as data centers or web hosting facilities). The Proposed Project does not meet these thresholds for detailed analysis, but a discussion of the operational energy consumption is calculated below in **Table II-2**.

Table II-2 Expected Energy Consumption for Proposed Project

Use	Area	Source Energy (thousand Btu/sq ft/yr)	Annual Energy Use
Courthouse/Court Functions	172,000 gsf	250.7	**43,120,400**

Note: Court use assumes institutional source energy rate of 250.7 per sf as noted in Table 15-1 Average Annual Whole-Building Energy Use in New York City of the *CEQR Technical Manual*

The Proposed Project would not affect the generation of or transmission of energy. Based on the factors provided in Table 15-1 of the *CEQR Technical Manual*, the Proposed Project is anticipated to consume approximately 43,120,400 incremental British Thermal Units ("BTUs") per year.

Natural Resources

The *CEQR Technical Manual* defines a natural resource as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability.

Resources such as ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, streams, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); and any areas used by wildlife may be considered, as appropriate, in a natural resources analysis.

Typically, natural resources assessment considers a project's potential to affect natural resources, which are defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Given that the Development Site is situated in an urban area that has been previously developed, a natural resources assessment is not warranted.

Water and Sewer Infrastructure

According to the *CEQR Technical Manual*, a water and sewer infrastructure assessment analyzes whether a proposed action may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the action to determine whether the impact is significant.

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day) or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Project Area is not located in an area that experiences low water pressure. In comparison to the future without the Project, the Proposed Project would result in a water demand at the Development Site of up to approximately 38,280 gpd, which is less than one million gpd. Therefore, no further analysis of water supply is warranted.

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space. In total, the Proposed Project would encompass less than 250,000 square feet of public facilities & institutions space. Therefore, a preliminary assessment of wastewater and stormwater conveyance is not warranted.

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under *CEQR*, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, a proposed project may potentially result in the following types of air quality impacts:

- Potential impacts from mobile sources introduced by a project
- Potential impacts from potential air pollutant sources introduced by a project, such as:
  - Emissions from a project's heating, ventilation, and air conditioning ("HVAC") system
  - Emissions from a project's enclosed parking garage
  - Potential impacts on a proposed project from either manufacturing/processing facilities or large/major sources that are located near the Project Area

An air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project.

In terms of potential impacts from mobile sources introduced by the Proposed Project, the Proposed Project would not exceed *CEQR* thresholds to warrant any traffic analysis (per *CEQR Technical Manual* Table 16-1) and therefore does not require further analysis of intersection mobile source air quality.

With respect to potential impacts from air pollutant sources introduced by the Proposed Project, the Proposed Project would not introduce a parking facility and therefore the project would be below the CEQR thresholds for an analysis of parking emissions. In addition, the proposed building would have an all-electric HVAC and hot water system as required by New York City Local Law 154. Thus, localized HVAC and hot water system emissions impacts from the Proposed Project are not anticipated, and an analysis of the proposed systems is not warranted.

In terms of potential impacts on the Proposed Project from air emissions sources near the Development Site, no large or major sources of air pollution were identified within 1,000 feet of the Development Site. In addition, the Development Site is not located near any atypical sources of air emissions. There are no industrial sources that were identified within 400 feet of the Development Site.

As such, further assessment of both mobile and stationary (i.e., HVAC, industrial, large, and major) sources is not warranted.

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual,* a GHG assessment is appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 square feet or greater. Given that the Proposed Project would facilitate the development of up to 126,126 gsf, and is not an energy intensive use, an assessment of GHG is not warranted.

Depending on the sensitivity, location, and useful life of development resulting from a proposed project, it may be appropriate to include discussion of the potential effects of climate change in an environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within the future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. The Development Site is in neither the current or future projected 100-year or 500-year flood zones. Therefore, a preliminary assessment of climate change is not warranted.

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other *CEQR* analysis areas, such as air quality, water quality, hazardous materials, or noise. The Proposed Project is not anticipated to cause an unmitigated significant adverse impact to other *CEQR* analysis areas such as air quality, water quality, hazardous materials, or noise. Therefore, a public health assessment was not conducted as part of this EAS and no further analysis is required.

1

Introduction

As discussed in **Part II: Technical Analysis** of this Environmental Assessment Statement ("EAS"), several technical areas were identified for further analysis:

- Land Use, Zoning, and Public Policy
- Shadows
- Historic and Cultural Resources
- Urban Design
- Hazardous Materials
- Transportation
- Noise
- Neighborhood Character
- Construction
- Effects on Disadvantaged Communities

Analysis of these areas follow in **Section 2** through **Section 11**.

2

Land Use, Zoning, and Public Policy

This section considers the potential for the Proposed Project to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the *CEQR Technical Manual*, this analysis evaluates the uses in the area that may be affected by the Proposed Project and determines whether the Proposed Project is compatible with land use, zoning, and public policy conditions, or may otherwise affect them. The analysis also considers the Proposed Project's compatibility with zoning regulations and other public policies applicable to the area.

Introduction

According to the *CEQR Technical Manual,* a land use analysis is warranted for projects that would affect land use or change zoning on a site. As described in **Part I: Project Description,** the Proposed Project would include a Site Selection – Public Facility and a Mayoral Zoning Override ("MZO"). As such, an analysis of land use, zoning, and public policy is warranted.

Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

- Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- Characterizes the land use development trends in the area surrounding the Development Site that might be affected by the proposed action; and

› Determines whether a proposed project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the proposed project to result in significant adverse impacts on land use, zoning, and public policy:

1. Establish a "study area," a geographic area surrounding the Development Site to determine how the proposed project may affect the immediate surrounding area. For this assessment, a study area of 400 feet surrounding the development site was used.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to land use, zoning, and/or public policy.
3. Assess the Proposed Project's potential effects on land use, zoning and public policy to determine whether the proposed project is consistent with or conflicts with area land uses, zoning, or the identified policies.
    - If a proposed project could conflict with the identified policies, a detailed assessment would be conducted; or
    - If the proposed project is found to not conflict with the identified policies, no further assessment is needed.

The study area for the Proposed Project is the area within 400 feet of the Development Site. The study area itself is generally bounded by the intersection of Stuyvesant Place and Richmond Terrace to the north, one lot south of Wall Street to the south, St. Marks Place to the west and the Staten Island University Hospital ("SIUH") Community Park to the east.

Existing Conditions

Land Use

Development Site

As detailed in **Part I: Project Description**, the existing Development Site, is situated on the following three City-owned tax blocks in St. George, Staten Island, Richmond County, New York:

› **100 Richmond Terrace (Lot 22)** contains the existing approximately 12,000 gsf Staten Island Family Courthouse, completed in 1931. The courthouse is a New York City Landmark structure, and is considered eligible for the New York State and National Registers of Historic Places (S/NR). The two-story building with one cellar lever is similar in style and setting as the first four municipal buildings of the St. George civic corridor along Richmond Terrace.

› **55 Stuyvesant Place (Lot 9)** is a vacant, approximately 36,000 gsf former New York City Department of Health District Health Center, completed in 1936, considered eligible for the S/NR. The former district Health Center is a five-story building with one cellar level.

› **10 Hamilton Avenue (Lot 17)** is a vacant lot, approximately 12,000 square feet in size, currently occupied by a paved parking area and two temporary trailers associated with Family Court Operations.

100 Richmond Terrace and 10 Hamilton Avenue are classified as a public facility and institutions land use, whereas the vacant building at 55 Stuyvesant Place is categorized as a commercial/office land use (see **Photo 2-1** through **Photo 2-4**).

Photo 2-1 View of Staten Island Family Courthouse (100 Richmond Terrace)

Photo 2-2 View of landscaped berm and staircase (100 Richmond Terrace)

Photo 2-3 Temporary Trailers along Hamilton Avenue

Photo 2-4 55 Stuyvesant Place

Study Area

The area surrounding and inclusive of the Development Site forms the civic center of Staten Island, containing the Borough Hall; several court buildings, including the Staten Island Family Courthouse; the NYPD's 120th Precinct, adjacent to the Development Site; and various schools, religious institutions, and community and social service facilities.

Directly north of the Development Site is a commercial building occupied by Project Hospitality, which provides support services and counseling for individuals and families with HIV/AIDS, along with a new seven-story apartment building at 5 Stuyvesant Place. To the northeast of the Development Site, the area is characterized by the North Shore Esplanade, which includes the Staten Island September 11 Memorial and offers a scenic walking path with views of the Upper New York Bay. Additional notable uses include the SIUH Community Park baseball stadium, and the former New York Wheel site and parking garage both of which are situated to the east (see **Photo 2-5** and **Photo 2-6**). To the southeast, Empire Outlets, a commercial retail destination, and various neighborhood commercial and retail establishments are concentrated along Stuyvesant Place and

Richmond Terrace towards the St. George Terminal. Adjacent to the Development Site's southern boundary are the 120th Police Precinct and St. George Park. This area is a blend of commercial and office buildings, public facilities, and mixed-use residential and commercial structures. Residential land uses include higher-density multifamily developments located in the St. George Terminal area and along Richmond Terrace, with single-family housing predominating along the streets farther inland.

Photo 2-5 Empire Outlets

Photo 2-6 New York Wheel Parking Facility and Ballpark

As shown in **Table 2-1** and **Figure 2-1**, the study area consists of a mix of land uses and is predominantly characterized by residential, commercial, and institutional land uses. One- & Two-Family Buildings make up 27 percent of the lots but only six percent of the lot area. Commercial/office buildings comprise 17 percent of total lots and 12 percent of the area while there are 13 vacant lots which comprise 11 percent of the area. Open space comprises two percent of the lots, but over a quarter of the total lot area due to the Development Site's proximity to SIUH Community Park on the east side of the study area. Commercial properties within the study area include a commercial strip of neighborhood retail uses on the south side of Wall Street and Empire Outlets, a commercial retail destination, at the study area's southeastern extent. There are three lots with larger multifamily elevator buildings on blocks to the west and northwest of the Development Site within the study area. In each case, these larger residential buildings share a block either with vacant land or a surface parking lot.

Table 2-1 Study Area Generalized Land Uses

Land Use	Number of Tax Lots	Percentage of Total Lots (%)[1]	Lot Area (sf)	Percentage of Total Lot Area (%)[1]
One- & Two-Family Buildings	14	27	36,705	6
Multifamily Walkup Buildings	4	8	5,230	1
Multifamily Elevator Buildings	5	10	66,414	10
Mixed Commercial/Residential Buildings	3	6	33,358	5
Commercial/Office Buildings	9	17	80,949	12
Industrial/Manufacturing	0	0	0	0
Transportation/Utility	0	0	0	0
Public Facilities & Institutions	4	8	69,036	10
Open Space	1	2	184,347	28
Parking Facilities	4	8	102,742	16
Vacant Land	7	13	72,901	11
Other	1	2	7,600	1
Total	**52**	**100%[1]**	**659,283**	**100%[1]**

Source: Map PLUTO 23v2

Note:

[1] Numbers may not add up to 100% due to rounding

Figure 2-1 Land Use

Source: NYC DCP, MapPLUTO (2024)

Zoning

Development Site

The Development Site is located in a C4-2 General Commercial district, which aims to create well-balanced mixed-use areas that support neighborhood and regional commercial activity while accommodating residential living. C4-2 districts allow for a wide range of commercial activities, including retail stores, restaurants, and service establishments. These are designed to accommodate businesses that serve both nearby residential neighborhoods and larger areas. Residential development is permitted, with regulations encouraging mid-rise apartments. Residential buildings can incorporate commercial space on their lower floors. Zoning lots in C4-2 districts containing only commercial uses have a maximum FAR of 3.40. The residential equivalent for C4-2 districts is R6, which has bulk regulations of 2.20 FAR for standard residences and 3.90 FAR for qualifying affordable and senior housing under R6 equivalency. The zoning typically allows for buildings of moderate height, balancing commercial needs with residential livability. Specific height limits can vary based on the building's configuration and the use of floor area ratios. Residential developments in C4-2 zones usually require off-street parking, although this can be modified under certain circumstances or via special permits.

Special districts are mapped in certain areas of the City to achieve specific planning and urban design objectives in defined areas with unique characteristics. Each district stipulates zoning requirements and/or incentives tailored to the area's distinctive qualities. The Development Site is located in the Upland Subdistrict of the Special St. George District ("SG") and is adjacent to the Special Hillsides Preservation District. The SG, which covers most of the eastern portion of the section, was created to support a pedestrian-friendly business and residence district in a unique hillside waterfront community that is one of Staten Island's oldest commercial neighborhoods. The Upland Subdistrict of the SG is intended to enhance the utilization of the St. George area by encouraging development that complements the existing community while supporting transit-oriented growth and improving public spaces.

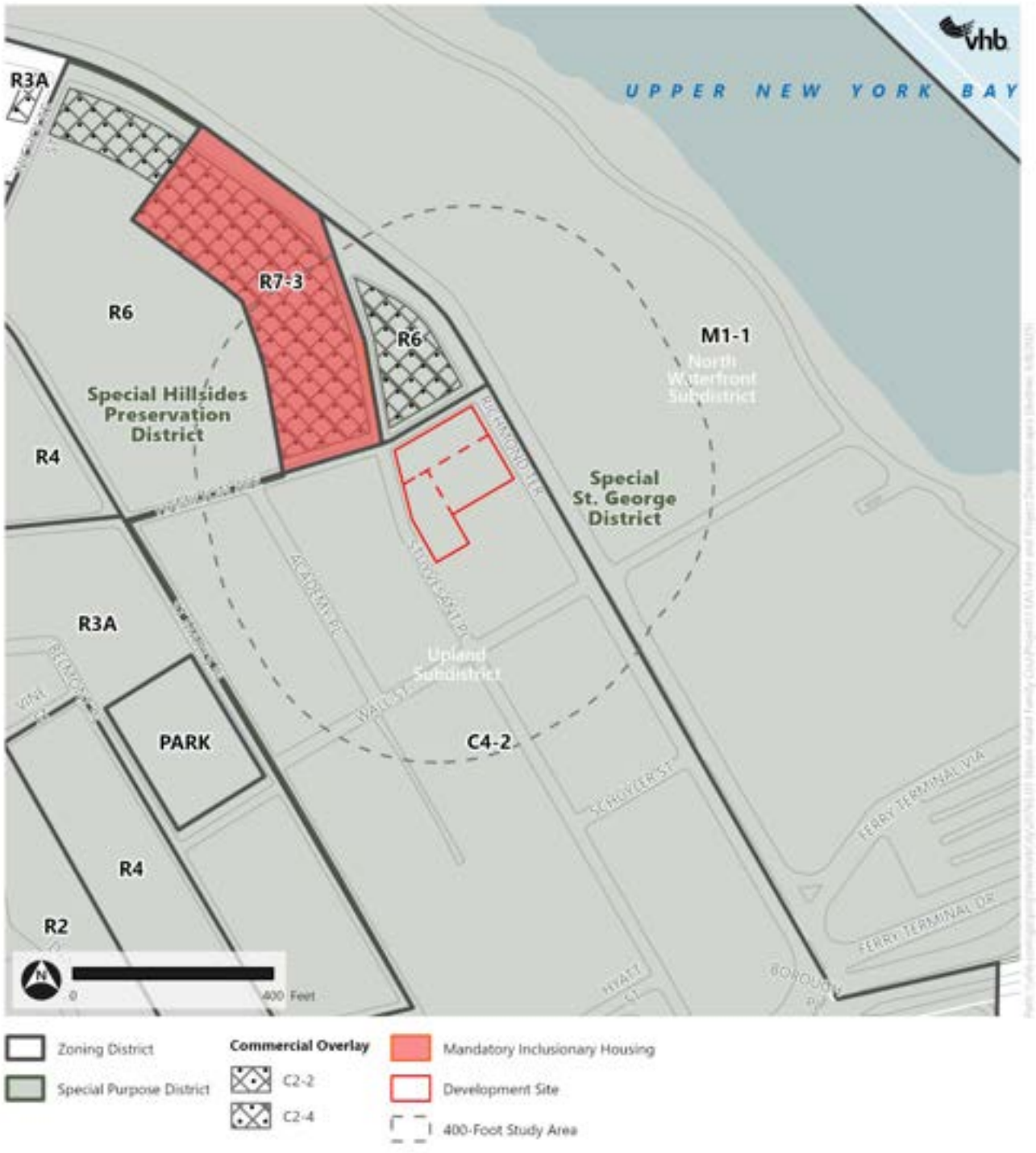
Study Area

As shown in **Figure 2-2**, the study area encompasses a variety of zoning types and two special districts. The majority of the study area is comprised of a C4-2 zoning district.

East of Richmond Terrace to the Upper New York Bay shore is zoned M1-1 Light Manufacturing district and is comprised of the North Waterfront Subdistrict of the Special St. George District. M1-1 districts are a zoning designation primarily intended for light manufacturing uses that accommodate a broad range of activities, including warehousing, offices, and automotive services.

The northern portion of the study area, across Hamilton Avenue, is zoned for residential uses with C2-4 commercial overlays, which are in the Special Hillsides Preservation District. The Special Hillsides Preservation District guides development in the steep slope areas of Staten Island's Serpentine Ridge; its purpose is to reduce hillside erosion, landslides, and excessive stormwater runoff by preserving the area's hilly terrain, trees, and vegetation. Among others, the St. George Special district has provisions that limit building base height and require various setbacks per the tower regulations.

Figure 2-2 Zoning



Source: NYC DCP (2024)

The study area intersects two blocks that are primarily zoned R6, with an R7-3 zoning district in the middle which is zoned for Mandatory Inclusionary Housing. The R7-3 district and the triangular block between Richmond Terrace, Stuyvesant Place, and Hamilton Avenue with a C2-4 overlay. R6 zoning is a residential district that allows for a variety of housing types, including single-family homes, multi-family residences, and apartment buildings. It provides flexibility in housing style and density, making it suitable for diverse urban neighborhoods whereas R7-3 district is a higher-density residential district compared to the R6 district, which is suitable for mid-to high-rise apartment buildings. The maximum permitted height in R7-3 districts is 125 feet for standard residences and 145 feet for qualifying affordable housing or senior housing. The maximum permitted FAR for standard residences is 5.00 and 6.00 for qualifying affordable housing or senior housing.

Public Policy

A review of public policy provides the opportunity to determine where policies affecting land use and development may result in anticipated changes on or in the vicinity of the Development Site, or to determine whether changes to the Development Site with the Proposed Project would be consistent with such policies.

Statements of Community District Needs and Community Board Budget Requests

The Development Site lies within Staten Island's Community District 1. The Community District periodically prepares a statement of needs and budget requests that helps to guide the City's planning and investment in the district. The most recent statement available, for fiscal year 2026, identifies land use trends, traffic, and the need for improved mass transit, as pertinent issues within Community District 1. To address these concerns, particularly around transportation and public realm improvements, the statement identifies the need for bus rapid transit ("BRT") lanes, streetscape treatments and roadway repaving, and scheduling increases on the Staten Island Railway ("SIR"). The statement also calls for additional affordable housing and zoning that is reflective of current conditions in the Community District, such as changing the area from Snug Harbor to St. George Terminal to C4-2 zoning.[2]

Smart Growth Public Infrastructure Act

The New York State Smart Growth Public Infrastructure Policy Act is an amendment to the Environmental Conservation Law intended to minimize the unnecessary cost of sprawl development. The policy became law in August 2010 and took effect September 2010. The policy requires state infrastructure agencies, such as DASNY, to undertake a consistency evaluation and attestation using the 11 Smart Growth criteria specified in the Act before approving a project. The criteria are as follows:

- Advance projects for the use, maintenance, or improvement of existing infrastructure;
- Advance projects located in municipal centers;
- Advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan;

[2] Staten Island Community District 1. Statements of Community District Needs and Community Board Budget Requests Fiscal Year 2026.

- Protect, preserve, and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources;
- Foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development, and the integration of all income and age groups;
- Provide mobility through transportation choices including improved public transportation and reduced automobile dependency;
- Coordinate between state and local government and inter-municipal and regional planning;
- Participate in community-based planning and collaboration;
- Ensure predictability in building and land use codes;
- Promote sustainability by strengthening existing and creating new communities that reduce
- greenhouse gas emissions and do not compromise the needs of future generations, by among
- other means encouraging broad based public involvement in development and implementing a
- community plan and ensuring the governance structure is adequate to sustain its implementation; and
- Mitigate future physical climate risk due to sea level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data, if applicable.

New York State Climate Leadership and Community Protection Act

The Climate Leadership and Community Protection Act ("CLCPA") was passed in 2019 as a climate reduction and environmental justice effort by the State of New York. The CLCPA commits to 100 percent zero-emission electricity by 2040, sets legally binding emissions reduction standards to get New York completely off of fossil fuels by 2050, and mandates that 40 percent of state climate and energy funding be invested in disproportionately disadvantaged communities.

New York City Waterfront Revitalization Program ("WRP")

New York State's coastal zone is a designation intended to promote the preservation, enhancement and utilization of the natural and man-made resources of the State's unique coastal area. The Development Site is located outside of NYC's Coastal Zone Boundary. Therefore, a Waterfront Revitalization Program consistency review is not required for the Proposed Project.

OneNYC

In 2015, the New York City Council adopted *One New York: The Plan for a Strong and Just City*, which was updated in 2019 and released as *OneNYC 2050: Building a Strong and Fair City* ("*OneNYC*"). *OneNYC* develops the goals outlined by the previous *PlaNYC 2030: A Greener, Greater New York ("PlaNYC")*. *OneNYC* is a comprehensive plan to create a sustainable and resilient city; it retains the primary goals of *PlaNYC* at its core, including issues of growth, sustainability, and resiliency, with an added focus on addressing issues associated with inequality and public involvement, as well as updated strategies to address the challenges associated with climate change. *OneNYC* sets goals and outlines new initiatives under the organization of eight themes: a vibrant democracy, an inclusive

economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure. To achieve these goals, *OneNYC* outlines 30 initiatives to address growing unaffordability, economic insecurity, inequity, and the existential threats posed by climate change, decaying infrastructure, and rising global intolerance. In the long term, this plan is intended to move New York City toward a future in which: New York City is carbon neutral by 2050; New York City is a climate change leader; congestion pricing is implemented in Manhattan; streets are reclaimed for the needs of the public; healthcare is guaranteed; the opioid epidemic is ended; access to government-issued photo identification cards for New York City residents is expanded; working New Yorkers are supported; tenants are protected from displacement; and New York City's financial stability is secured.

Future Conditions Without the Proposed Project

Prior to the analysis year and independent of the Proposed Project two new developments, a public high school and a multi-story residential building are anticipated to be completed in the vicinity of the study area by the 2030 Build Year. There is a rezoning proposed for 37-59 Hamilton Avenue that was certified into ULURP on November 3, 2025 and if approved would facilitate a residential development. Additionally, one public park amenity, a dog park, is anticipated to be completed in the same area and timeframe Year (see **Table 2-2**). No residential or commercial development is proposed within the study area prior to the 2030 project build year. No changes to public policy or zoning on the Development Site and study area are anticipated without the Proposed Project in place.

Table 2-2 Proposed Developments in Study Area

Project Name	Location	Development Summary	Build Year
New High School (School Construction Authority)	Wall Street between Academy Place and Stuyvesant Place	Public Facilities & Institutions: 110,610 gsf; four-story plus cellar high school with capacity for 801 students and supportive (D75) services. Approximately 13,700 sf of outdoor play area is also proposed	2030
198-208 Richmond Terrace	Richmond Terrace between Nicholas Street and Stuyvesant Place	Multi-story residential: 125 gsf, 118 dwelling units, no parking	-
37-59 Hamilton Avenue Rezoning	Hamilton Avenue between Stuyvesant Place and St. Marks. Place	Rezoning from R6 and R7-3/C2-4 to R7-3 that was certified into ULURP 11/3/2025. 18-story residential, 378k sf, 369 dwelling units, 146 parking spaces	-
St. George Park Dog Run	Stuyvesant Place between Wall Street and Hamilton Avenue	Park: Approximately 3,900 sf	2026

There are no anticipated zoning changes within the study area under the No-Action condition. The Development Site and study area would continue to be governed by the various zoning regulations in the area, as described in the existing conditions section above. Similarly, there are no known public policy changes that are expected to affect the Development Site or study area.

Potential Project-Related Impacts

Land Use

The Proposed Project would consolidate court operations, which are currently spread across inadequate and disparate facilities elsewhere in St. George. These uses would be consistent with land use in the surrounding area and with the historic uses of the site. Lots 17 and 22 would continue to be used as Public Facilities & Institutions and Lot 9, currently a vacant building, would become the same land use. The Proposed Project would renovate and renew the former health center at 55 Stuyvesant Place as well as the historic Staten Island Family Court building at 100 Richmond Terrace to emphasize and preserve its existing historic character.

The Proposed Project would represent a continuation of the longstanding civic land use on the Development Site and would be compatible with the surrounding land uses within St. George. The land use associated with the Proposed Project would support the existing civic center in St. George and would enhance the revitalization of St. George. The Proposed Project would be compatible with the well-established civic, commercial, community facilities and residential land uses that comprise the study area, and would not represent an adverse land use impact. Community facilities within the study area include NYPD's 120th Precinct on the same block as the Development Site. Directly north of the Development Site is a commercial building occupied by Project Hospitality. Just outside the study area to the west is Curtis High School.

Zoning

Zoning Review

A zoning review for the proposed courthouse development was conducted by the Lead Designer and Project Architect for the Proposed Project. The applicable *Zoning Resolution of the City of New York* (the Zoning Resolution or ZR) articles include:

- Article III – Commercial District Regulations
- Article XII – Special Purpose Districts Chapter 8: Special St. George District ("SG")

Bulk and Setbacks

10 Hamilton Avenue is a corner lot (and through lot) at the intersection of Richmond Terrace and Hamilton Avenue; it is roughly 66 feet wide by 175 feet deep, approximately 12,000 gross square feet (gsf). As previously indicated, the Development Site is regulated under the St. George Special District chapter of the Zoning Resolution, which includes provisions that limit the building base height (ZG 128-33) and require various setbacks per the Tower regulations (ZG 128-35).

The projected program for the Proposed Project has been established with the end users, NYS OCA and the Family Court, and approved by MOCJ, DCAS and the OMB. The program addresses the new legislation changes in effect since 2019, accounts for appropriately sized courtroom and hearing

room spaces, and ensures functional and secure operations with the required Court support services. To accommodate these programmatic and operational needs, and considering the relationship with the historic Courthouse, the proposed building mass of the expansion is to maximize the gross square footage at 10 Hamilton Avenue to house the main Family Court program. It includes eight Courtrooms, six Hearing Rooms, Court support spaces, Resource Center, Court Officer's Operation Center, a main entrance lobby with security screening, and a vehicular sallyport with holding rooms, as well as NYC Department of Correction ("DOC") and New York Police Department ("NYPD") spaces, all of which are designed per New York State ("NYS") and NYS OCA guidelines and standards.

The proposed new addition at 10 Hamilton Avenue is an eight-story building with the lower five stories closely related to the existing 55 Stuyvesant building in height and scale, while the upper three stories have a reduced footprint with setbacks on all sides to reduce the building's bulk. There are two levels of mechanical penthouses and rooftop equipment enclosed with screen walls. The proposed addition is approximately 124,000 gsf. The two existing buildings, 100 Richmond Terrace and 55 Stuyvesant Place, are programmed for Judges' Chambers, Clerk's Office, and the support city agencies. The new addition would have pedestrian connections to both 100 Richmond and 55 Stuyvesant, together with the full renovation of the two existing buildings, the total project gross area is approximately 172,000 gsf.

Site constraints, including the narrowness of the site (66 feet) and the limited footprint (12,000 sf) result in a building mass that impinges on maximum base height and the required setbacks that are shown in **Table 2-3** (see items 1 to 4). The FAR for the proposed design of 10 Hamilton Avenue is anticipated to be approximately 3.3.[3] As a result, the Proposed Project is within the allowable maximum Zoning FAR ("Floor Area Ratio").

Additional Considerations

In addition, the existing site condition and topography further limit the feasibility of having the required sidewalk width, parking and loading berth per items 5 to 7 listed in **Table 2-3**. A traffic consultant retained to perform a parking study of the area, concluded that the neighborhood would provide adequate parking spaces in anticipation of the new Family Court complex (see **Transportation** section). While a loading dock is to be provided for the Proposed Project to meet the DCAS operational and maintenance needs, it would not meet the Zoning provisions as required for the district.

Mayoral Zoning Override

MOCJ, DCAS and DASNY have coordinated with DCP to identify a zoning solution that would accommodate the design of the proposed expansion building at 10 Hamilton Avenue and facilitate the overall development of this project. MOCJ, DCAS and DASNY reviewed and considered various potential solutions to resolve the zoning noncompliance of the proposed expansion. Any potential solution that would involve reducing the footprint of the building's floorplate would compromise the required program spaces, was constrained by the overriding operational, safety, and security concerns, and therefore eliminated from further consideration. In discussions with DCP it was determined that a Mayoral Zoning Override ("MZO") would grant the most amount of relief for the zoning regulations, facilitate the development as proposed, and allow the proposed development to meet its programmatic needs while remaining contextually aligned with the St. George Special District.

[3] The 3.3 FAR is preliminary (as of 30% Design) and shall be confirmed in the future by the Design Build Contractor.

MZOs are typically reserved for public projects that have a substantial public benefit such as the Proposed Project. An MZO would still require a Site Selection action, necessitating review under the City's Uniform Land Use Review Procedure ("ULURP"). As the Proposed Project sponsor, MOCJ would request the MZO from the NYC Deputy Mayor for Economic Development, Housing, and Workforce Development (the Deputy Mayor).

Table 2-3 below summarizes the zoning requirements that would need to be overridden to facilitate the project:

Table 2-3 Summary of Zoning Non-Compliances

	Requirement	Non-Compliance
1	› ZR 128-33 - Max. Base Height › 30′ min. - 40′ max.	Proposed base height is between approx. 59′-84′ above the base plane, which would exceed 40′ max. Base Height. **Non-Compliance:** **+/- 19′ to 44′ greater than the max. Base Height**
2	› ZR 128-35.a - Max. Footprint › Max. Base Height is 135′ max. Length	Stories above proposed base height are approx. 148′-0″ in length, which would exceed 135′ max. Length. **Non-Compliance**: **+/- 13′-0″ greater than max. Length**
3	› ZR 128-35.b - Tower Top Articulation › Highest three stories Floor Area GSF must be less than 90% GSF of the Story directly below	Two of the highest 3 stories exceeds 90% GSF of the story directly below. **Non-Compliance**: **Tower Top Articulation not provided**
4	› ZR 128-33 (23-433) - Setback Regulations › Tower Portion › 10′ min. setback from Wide Street › 15′ min. setback from Narrow Street	Stories (4) above proposed base height do not set back 15′-0″ min. along Hamilton Ave. (Narrow street) **Non-Compliance:** **Setback from Narrow street is not provided at stories above proposed Base Height.**
5	› ZR 128-41 - Sidewalks › 12′ min. along the entire street frontage	Proposed Building Expansion will occupy the entire lot area aligning the property lines; existing sidewalk widths are to remain. Existing conditions: Hamilton Ave. = ± 7′-6″; Stuyvesant Pl. = ± 7′-0 to 7′-6″ **Non-Compliance:** **Existing Hamilton Avenue sidewalk** **±4′-6″ less than min. width** **Existing Stuyvesant Place sidewalk** **±4′-6″ to 5′-0″ less than min. width**

Table 2-3 Summary of Zoning Non-Compliances

	Requirement	Non-Compliance
6	› ZR 128-51 & ZR 36-43 - Required Off-Street Parking	Parking Study completed in March 2024 concluded that the proposed project's parking demand could be accommodated off-site by the surrounding area's off-street parking facilities within a quarter mile. **Non-Compliance:** **Off-Street Parking is not provided.**
7	› ZR 128-51, ZR 36-62, 36-661 - Loading › Court House - LRC-C › Min.: 37′ L x 12′ W x 12′ H	Proposed loading berth: approx. 16′ L x 15′ W x 12′ H DCAS confirmed that it is sufficient for the operational and maintenance needs of the project. **Non-Compliance:** **+/- 21′-0″ less than min. length**

The Proposed Project is seeking a Mayoral Zoning Override to waive regulations relating to Maximum Base Height, Maximum Footprint, Tower Top Articulation, and Setback regulations (ZR 128-33, ZR 128-35.a, ZR 128-35.b, and ZR 128-33 (23-433) to allow for a new building that meets the space requirements for a modern Staten Island Family Court complex while remaining contextually aligned with the St. George Special District and with the existing family court building at 100 Richmond Terrace.

The Proposed Project is further seeking an MZO to waive regulations relating to sidewalk width (ZR 128-41) because providing additional width would impinge on the floorplate size of the proposed new building, leading to a reduction floor area that would therefore miss the space targets for a modern and efficient court building.

Additionally, Proposed Project is seeking an MZO to waive regulations relating to Required Off-Street Parking (ZR 128-51 & ZR 36-43) and Loading (ZR 128-51, ZR 36-62, & 36-661). Providing on site parking would be infeasible within the proposed program for the Proposed Project and would necessitate additional cost, construction time, and could reduce space necessary for a modern and efficient court building. Similarly, meeting the zoning requirements for loading birth would reduce the space needed for court operations and would not be right-sized to the Staten Island Family Court's needs.

Uniform Land Use Review Procedure

The development of a public facility requires review of the Site Selection under Section 218 of the New York City Charter and ULURP by the CPC as described in Sections 197-c and 197-d of the Charter. The DCP supports the CPC in its review of land use applications. MOCJ and DCAS will be Co-Applicants on the ULURP application, to be submitted to DCP for review. When DCP determines the ULURP application to be complete and technically accurate, it will "certify" the application as complete. DASNY's *SEQR/CEQR* Determination must be finished by the time of DCP's certification of the ULURP application.

Following certification, the ULURP application is reviewed by Staten Island Community Board 1, Staten Island Borough President's Office, City Planning Commission, City Council, (and potentially the Mayor's Office).

Summary

The proposed new courthouse building at 10 Hamilton Avenue would result in non-compliance with the *Zoning Resolution of the City of New York* due to site limitations and challenges. Accordingly, a MZO will be requested from the Deputy Mayor. The Proposed Project involves the development of a public facility. As a result, pursuant to the New York City Charter, the Proposed Project requires review of the site selection, a discretionary approval that would necessitate review by the CPC under ULURP, including a Fair Share Analysis.

The development of the courthouse facility would not engender additional zoning actions in the project vicinity. As such, the development of the courthouse would not result in significant adverse zoning impacts. The MZO and ULURP – Site Selection are site-specific actions, valid only for the Development Site. The granting of these actions would allow the development of the Proposed Project and no other development would be facilitated by these actions. The granting of these actions would not alter the zoning, development densities or allowable uses on adjacent sites and, therefore, does not represent a significant adverse zoning impact.

The zoning of the Development Site would remain compatible with that of the study area because it would facilitate the construction of a new courthouse building; revitalize an existing courthouse; and, foster the adaptive reuse of an existing building for related administrative functions, all of which would serve to affirm the longstanding court and civic land uses in the study area.

Further, it would allow for development of a new building that meets the purpose and need for the Proposed Project that is respectful and contextual to the existing family court building and other portions of the St. George Special District.

Public Policy

The Proposed Project would be consistent with the public policy initiatives identified for the St. George neighborhood and Staten Island CD 1. Implementation of the Proposed Project would be responsive to the Community District's land use needs by expanding a civic use consistent with the surrounding neighborhood, preserving an existing landmark, and creating new open space.

A Smart Growth Impact Statement has been completed for the Proposed Project (see **Appendix A**). As described in the Smart Growth Impact Statement, the Proposed Project is consistent with the State's Smart Growth Public Infrastructure Criteria as it will:

- Improve/enhance existing infrastructure;
- Advance projects located in municipal centers;
- Foster mixed land uses and compact development, and promote the downtown revitalization of St. George;
- Involve the coordination between state and local government planning entities;
- Involve community-based planning and collaboration;
- Ensure predictability in building and land use codes and promote sustainability

The Proposed Project would align with the goals of the CLCPA due to the local community and State's shared interest in creating an environmentally sustainable development. The Proposed Project would involve the construction of a new energy efficient buildings that would entirely rely on electric heating, ventilation, and air-conditioning systems. Additionally, public realm improvements such as

the creation of the public entry plaza would aid in the Proposed Project's CLCPA-related goals. The Proposed Project would be designed to incorporate green building design criteria such as those equivalent to Gold standards under the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. No significant impacts upon public policy are anticipated as a result of the Proposed Project.

The Proposed Project would be consistent with several of the initiatives of *OneNYC* including those related to energy and land use. The Proposed Project would renovate two existing buildings (100 Richmond Terrace and 55 Stuyvesant Place), bringing them up to modern energy use and efficiency standards and would build a new building at 10 Hamilton Place at current standards. The Proposed Project would centralize Staten Island Family Court operations, which would pull workers and court proceedings away from the older, less energy efficient buildings, like 25 Hyatt Street and 18 Richmond Terrace where they work today due to a lack of space in existing conditions. The Proposed Project is similarly consistent with land use initiatives of *OneNYC* because it would adapt and modernize 55 Stuyvesant Place, an outdated and unused building, to a new use that allows the Staten Island Family Court to achieve its vision for a modern, consolidated complex. Further, the Proposed Project would be located in a transit-rich and walkable area of Staten Island.

3

Shadows

A shadow is defined in the *CEQR Technical Manual* as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. The purpose of this section is to assess whether new structures may cast shadows on sunlight sensitive publicly accessible resources or other resources of concern such as natural resources, and to assess the significance of their impact.

Introduction

According to *the CEQR Technical Manual*, a shadows assessment is required for proposed actions that would result in new structures greater than 50 feet in height or be located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features. A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

The Proposed Project is expected to facilitate the construction of an approximately 187-foot-tall building (with bulkhead) in the With-Action condition. Therefore, further assessment of shadows is warranted.

Methodology

Sunlight-Sensitive Resources

The *CEQR Technical Manual* defines sunlight-sensitive resources as those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. The following are considered to be sunlight-sensitive resources:[1]

- Public open space (e.g., parks, beaches, playgrounds, plazas, schoolyards, greenways, and landscaped medians with seating). Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources. The uses and vegetation in an open space establish its sensitivity to shadows. This sensitivity is assessed for both warm-weather-dependent features like wading pools and sand boxes, or vegetation that could be affected by loss of sunlight during the growing season (i.e., March through October); and features, such as benches, that could be affected by a loss of winter sunlight. Uses that rely on sunlight include passive uses, such as sitting or sunning; active uses, such as playfields or paved courts; such activities as gardening; or children's wading pools and sprinklers. Where lawns are actively used, the turf requires extensive sunlight. Vegetation requiring direct sunlight includes the tree canopy, flowering plants, and plots in community gardens. Generally, 6 to 8 hours a day of sunlight, particularly in the growing season, is a minimum requirement for most vegetation.
- Features of historic architectural resources that depend on sunlight for their enjoyment by the public. Only the sunlight-sensitive features are considered, as opposed to the entire architectural resource. Sunlight-sensitive features include the following: design elements that are part of a recognized architectural style that depends on the contrast between light and dark (e.g., deep recesses or voids such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication); elaborate, highly carved ornamentation; stained-glass windows; exterior building materials and color that depend on direct sunlight for visual character (e.g., the polychromic [multicolored] features found on Victorian Gothic Revival or Art Deco façades); historic landscapes, such as scenic landmarks including vegetation recognized as an historic feature of the landscape; and structural features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as an historic landmark.

Screening and Assessment Methodology

In accordance with the *CEQR Technical Manual*, a preliminary screening assessment is conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. This preliminary screening assessment consists of three tiers of analysis:

- **Tier 1 Screening:** The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- **Tier 2 Screening:** The second-tier analysis reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the *CEQR*

[1] According to the *CEQR Technical Manual*, City streets, sidewalks, and private open spaces (such as private residential front yards and backyards, stoops, and vacant lots) are not considered to be sunlight-sensitive resources.

Technical Manual, shadows cannot be cast within New York City within 108 degrees from True North. Topographic lines are included to demonstrate the terrain of the area;

- **Tier 3 Screening:** If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. For the Tier 3 screening, three-dimensional modeling software with the capacity to model shadows is used, and the maximum building envelope that could be achieved as a result of the Proposed Project is modeled and geo-located within the program. Terrain, which has been included in the Tier 1 and Tier 2 Screenings, is also incorporated into the model to account for how changes in elevation throughout the study area can influence shadows that could be cast by the Proposed Project. The representative days are December 21 (winter solstice), June 21 (summer solstice), March 21/September 21 (vernal/autumnal equinox), and May 6/August 6 (halfway between summer solstice and the equinoxes). The modeling software is also used to approximate times that shadows cast from the Proposed Project could enter and exit a resource.

Detailed Assessment

If the Tier 3 screening indicates that, in the absence of intervening buildings, shadows from the Proposed Project would reach a sunlight sensitive resource on any of the representative analysis days, a detailed shadow analysis would be warranted. Because existing buildings (or No-Action buildings) may already cast shadows on a sun-sensitive resource, the Proposed Project may not result in additional (incremental) shadows upon that resource. The detailed shadow analysis models a baseline condition (future No-Action) that is compared to the future condition resulting from the Proposed Project (future With-Action) to illustrate the shadows cast by the No-Action development and distinguish the additional (incremental) shadow cast by the project.

For the Proposed Project, a preliminary assessment (Tiers 1 through 3) and detailed analysis was undertaken.

Determination of Significance

As described in the *CEQR Technical Manual*, an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact can occur when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- Vegetation: a substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project), or a reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- Historic and cultural resources: a substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of an historic or cultural resource.
- Open-space utilization: a substantial reduction in the usability of open space as a result of increased shadow, with consideration given to anticipated new users and the open space's utilization rates throughout the affected time periods as well as to the inventory of available open space resources in the study area.

- For any sunlight-sensitive feature of a resource: complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.
- In general, a significant adverse shadow impact occurs when the incremental shadow added by a Proposed Project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

Preliminary Assessment

Tier 1 and 2 Screening

As discussed in detail in **Part I: Project Description** and noted above, the Proposed Project would result in the renovation of 100 Richmond Terrace and 55 Stuyvesant Place, and the construction of a building at 10 Hamilton Avenue. The renovations of 100 Richmond Terrace and 55 Stuyvesant Place would not result in additional shadows cast by these structures.

The proposed new building at 10 Hamilton Avenue is an eight-story building with the lower 5 stories closely related to the existing 55 Stuyvesant building in height and scale, while the upper 3 stories have a reduced footprint due to setbacks on all sides to reduce the building's bulk. The building would rise to a height of approximately 187 feet including bulkhead. There would be two levels of mechanical penthouses and rooftop equipment enclosed with screen walls.

The Tier 1 screening radius for the Proposed Project is a radius of 804 feet, which is 4.3 times the building's maximum bulkhead height of 187 feet. As shown in **Figure 3-1**, the Tier 1 radius was defined to extend 804 feet from the footprint of the proposed new building at 10 Hamilton Avenue, where a height increase would occur.

Table 3-1 and **Figure 3-1** show the potential sunlight-sensitive resources identified in the Tier 1 and Tier 2 screening assessment. The figure also shows the topographic elevation of the Development Site and surrounding area, which ranges from approximately 10 feet to 150 feet. This variation indicates a steep hillside, with the terrain sloping downward from west to east. Such topography can significantly influence sunlight exposure, allowing higher elevations to receive more direct sunlight while lower areas may be shaded.

As shown in **Table 3-1**, two potentially sunlight-sensitive open-space resources and one potentially - sunlight sensitive natural resources are wholly or partially within an area that can be shadowed by the Proposed Project. These include the Staten Island September 11 Memorial (O1), the Staten Island Waterfront Greenway (O2), and the Upper New York Bay (N1).

Although a Greenstreet runs along Richmond Terrace to the north and east of the Development Site, it is not included as a sunlight-sensitive resource in the shadow analysis. This is because the Greenstreet has minimal sunlight-sensitive vegetation. Additionally, there is one historic resource, the existing Staten Island Family Court on the Development Site, located within Tier 1 and Tier 2 screening assessment area. However, it does not contain any sunlight sensitive features as defined in the *CEQR Technical Manual* and was therefore not included as a resource in the shadow analysis.

Figure 3-1 Tier 1 and Tier 2 Screening

Source: NYC DCP (2024); NYC Parks (2024); NYS OPRHP (2024)

Table 3-1 Sunlight-Sensitive Resources in the Study Area

Map ID	Resource Name	Potential Resource Summary	Sunlight-Sensitive Elements
Open Space			
O1	**Staten Island September 11 Memorial**	0.6-acre public space featuring a sculpture, landscaped areas and benches.	Vegetation, seating areas
O2	**Staten Island Waterfront Greenway**	A scenic public pathway featuring walking and biking paths, waterfront views, and landscaped areas.	Vegetation, seating areas, biking path
Natural Resources			
N1	**Upper New York Bay**	Water body; tidal estuary of the Atlantic Ocean	Fish habitat

Source: New York City Department of Parks and Recreation (NYC Parks) open space database, NYC Capital Planning Platform POPS map, New York Cultural Resource Information System, New York City Landmarks Preservation Commission map, Brooklyn Greenway Initiative

Tier 3 Screening Assessment

In accordance with the *CEQR Technical Manual*, a Tier 3 screening assessment was performed because the Tier 1 and Tier 2 assessments identified three sunlight-sensitive resources within ±108 degrees of True North and within the area of the longest shadow that could be cast by the Proposed Project (see **Table 3-2**).

The Tier 3 screening assessment was performed for the four representative days of the year set forth in the *CEQR Technical Manual*: December 21, the winter solstice and shortest day of the year; March 21/September 21, the equinoxes; May 6/August 6, the midpoints between the summer solstice and the equinoxes; and June 21, the summer solstice and the longest day of the year.

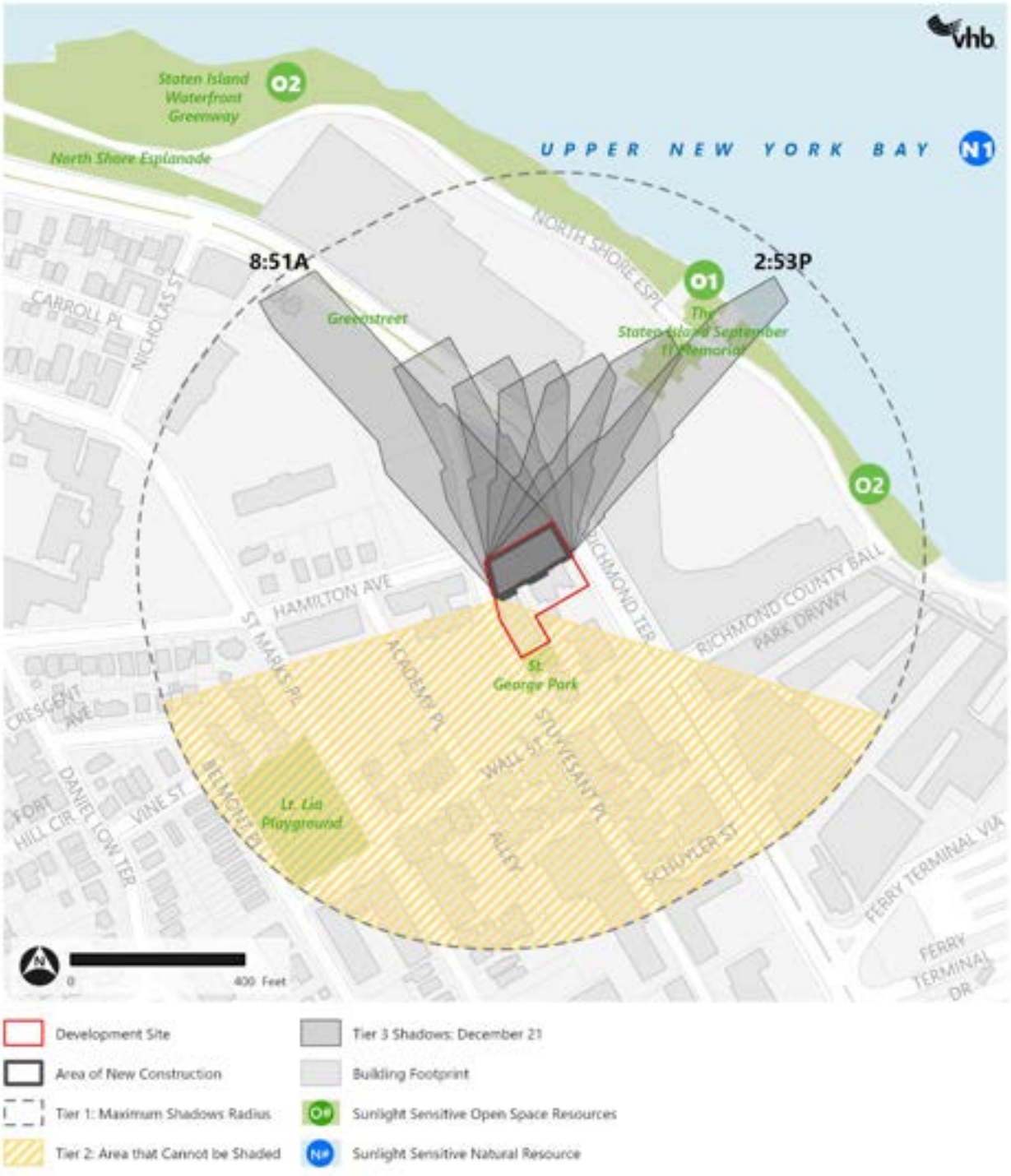
In accordance with the *CEQR Technical Manual*, a model of the building in the With-Action condition was developed in a three-dimensional computer program (Rhino). The model was geolocated, and the surrounding terrain was imported into the model to account for differences in topography. As noted above, the Tier 3 shadow screening shows the shadows that could be cast as a result of the Proposed Project but does not account for existing buildings which may already cast shadows on the identified resources. **Figure 3-2** through **Figure 3-5** below show Tier 3 screening results.

The Tier 3 screening indicates that in the absence of intervening structures, the Proposed Project could cast shadows on the Staten Island September 11 Memorial (O1), the Staten Island Waterfront Greenway (O2), and the Upper New York Bay (N1) on the December 21 analysis day. Additionally, shadows could be cast on the Staten Island Waterfront Greenway on the March 21/September 21 analysis day.

Table 3-2 Tier 1 through Tier 3 Shadows Screening Results

Map ID	Resource Name	Tier 1-3 Screening Results
Open Space		
O1	Staten Island September 11 Memorial	Detailed analysis warranted
O2	Staten Island Waterfront Greenway	Detailed analysis warranted
Natural Resources		
N1	Upper New York Bay	Detailed analysis warranted

Figure 3-2 Tier 3 Screening December 21 Analysis Day



Source: NYC DCP (2024); NYC Parks (2024); NYS OPRHP (2024)

Figure 3-3 Tier 3 Screening March 21 Analysis Day

Source: NYC DCP (2024); NYC Parks (2024); NYS OPRHP (2024)

Figure 3-4 Tier 3 Screening May 6 Analysis Day

Source: NYC DCP (2024); NYC Parks (2024); NYS OPRHP (2024)

Figure 3-5 Tier 3 Screening June 21 Analysis Day

Source: NYC DCP (2024); NYC Parks (2024); NYS OPRHP (2024)

Detailed Assessment

As discussed above, a detailed shadow analysis accounts for incremental shadows cast by existing buildings or buildings that may be constructed in an area in the No-Action condition. The detailed shadow analysis models a baseline condition that is compared to the future condition with the Proposed Project in place to distinguish the additional (incremental) shadow cast by the Proposed Project.

Potential Project-Related Impacts

The newly constructed building at 10 Hamilton Avenue would rise to a height of approximately 187 feet. The detailed shadow analysis builds on the three-dimensional modeling used in the Tier 3 analysis to identify whether the new building proposed at 10 Hamilton Avenue could cast shadows on the identified resources of concern compared to existing conditions. Any new shadows projected to be cast onto the identified resources from the Proposed Project are considered "incremental shadows."

Table 3-3 provides the modeled incremental shadow entry/exit times for the sunlight-sensitive resources that requires a detailed analysis.

Table 3-3 Detailed Analysis Summary of Incremental Shadow Entry/Exit Times

	Analysis Day			
Resource Analysis Timeframe*	**Dec 21 8:51AM- 02:53PM**	**March 21/Sept 21 7:36AM-4:29PM**	**May 6/Aug 6 6:27AM-5:18PM**	**June 21 5:57AM-6:01PM**
Open Space Resources				
O1 – Staten Island September 11 Memorial	1:16 PM- 2:53 PM (2 hours, 16 minutes)	No incremental shading	No incremental shading	No incremental shading
O2 – Staten Island Waterfront Greenway	2:37 PM- 2:53 PM (16 minutes)	No incremental shading	No incremental shading	No incremental shading
Natural Resources				
N1 – Upper New York Bay	2:13 PM- 2:53 PM (40 minutes)	4:27 PM-4:29 PM (2 minutes)[1]	No incremental shading	No incremental shading

Notes:
* Per the *CEQR Technical Manual*, the selected time zone for the analysis is Eastern Standard Time and daylight saving time was not used.
[1] The *CEQR Technical Manual* does not require a detailed analysis for sunlight-sensitive resources that receive less than 10 minutes of incremental shading.

Detailed shadow analyses are discussed for each resource in the relevant sub-sections below.

Open Space Resources

O1 – Staten Island September 11 Memorial

The Staten Island September 11 Memorial (O1) is owned and operated by the City of New York. Located to the northeast of the Development Site on the waterfront, the Staten Island September 11 Memorial features two granite walls shaped like wings inscribed with the names of Staten Island

residents lost in the 2001 September 11th attacks. The surrounding area includes landscaped areas, seating and pathways.

The Proposed Project would not cast incremental shadows on the Staten Island September 11 Memorial on the March 21/September 21, May 6/Aug 6, and June 21 analysis days.

December 21 Analysis Day

Incremental shadows from the Proposed Project would reach the Staten Island September 11 Memorial for 2 hours and 16 minutes on the December 21 analysis day, beginning at 1:16 PM and lasting until the end of the analysis day at 2:53 PM (see **Figure 3-6** through **Figure 3-9**). Incremental shadows would cover areas of the memorial including walking paths with benches and various types of vegetation. Shadows would enter the park from the west, forming a small rectangle while lengthening and moving east throughout the afternoon. From 2:24 PM to 2:33 PM almost the entirety of the memorial would be covered in shadows (see **Figure 3-7**). The Staten Island September 11 Memorial receives substantial direct sunlight throughout the day on the December 21 analysis day given the limited heights of the buildings surrounding the open space. December 21 is not in the growing season for vegetation, and plants within the Memorial would not be affected by shadows on this analysis day. Additionally, use of the resource is anticipated to be lower during the December 21 analysis day due to cold weather so park users' enjoyment of the resource would not be as affected by shadows. Therefore, no significant adverse impacts would occur due to project-generated incremental shadows on the Staten Island September 11 Memorial during the December 21 analysis day.

O2 – Staten Island Waterfront Greenway

Staten Island Waterfront Greenway (O2) is a scenic public pathway overseen by NYC Parks. Stretching along the coastline, this greenway provides a continuous, landscaped trail connecting several key locations on Staten Island. It is located north and northeast of the Development Site and features designated lanes for both cycling and walking, as well as benches for seating.

The Proposed Project would not cast incremental shadows on the Staten Island Waterfront Greenway on the March 21/September 21, May 6/Aug 6, and June 21 analysis days.

December 21 Analysis Day

The detailed analysis indicates that the Proposed Project would cast incremental shadows on the Staten Island Waterfront Greenway on the December 21 analysis day for a duration of approximately 16 minutes (from 2:37 PM to 2:53 PM) (see **Figure 3-10**). Incremental shadows would enter the open space from the west and travel east until the end of the analysis day at 2:53 PM. Throughout this period, incremental shadows generated by the Proposed Project would shade a small portion of the pathways, landscaped areas, and seating areas in the westernmost portion of the greenway. December 21 is not in the growing season for vegetation, and plants within the Greenway would not be affected by shadows on this analysis day. Additionally, use of the resource is anticipated to be lower during the December 21 analysis day due to cold weather so park users' enjoyment of the resource would not be as affected by shadows. Given that the size and duration of the incremental shadow would be limited, incremental shadows from the Proposed Project would not affect the public continued use or enjoyment of this resource.

Natural Resources

N1 – Upper New York Bay

The Upper New York Bay (N1) is a surface waterbody located north of the Development Site.

The Proposed Project would not cast incremental shadows on the Upper New York Bay on the March 21/September 21, May 6/Aug 6, and June 21 analysis days.

December 21 Analysis Day

Incremental shading would be cast on the Upper New York Bay for 40 minutes (from 2:13 PM – 2:53 PM) on the December 21 analysis day (see **Figure 3-11** and **Figure 3-12)**. The greatest extent of shading would occur at the end of the analysis day, with shadows moving from west to east and increasing in size from the morning to the early afternoon. Most of the incremental shading throughout the analysis period would occur near the shoreline. The incremental shadow would occur over limited portions of the Upper New York Bay. Relative to the overall size of the Upper New York Bay, the areal extent of shading would be limited to a minimal portion of the resource. Additionally, due to their dynamic (i.e., constantly moving) nature, shadows impact at individual locations within the overall affected area of the Upper New York Bay would be temporary and of limited duration. Incremental shading would be limited to the late afternoon hours during all analysis days and would not occur within the remaining sunlight hours of the respective analysis days, thereby allowing for substantial periods of direct sunlight to biological resources within the affected areas. Therefore, no significant adverse impacts would occur due to project-generated incremental shadows on the Upper New York Bay during the December 21 analysis day.

Conclusion

The Proposed Project would cause incremental shadows to reach two open space resources and one natural resource. A detailed analysis of shadows on the Staten Island September 11 Memorial, Staten Island Waterfront Greenway, and Upper New York Bay found that project-generated incremental shadows would reach these resources in the late afternoon on the December 21 analysis day. Incremental shadows from the Proposed Project would not inhibit the growth of vegetation, affect the public's continued use or enjoyment of these resources, or affect any biological resources. Therefore, no significant adverse impacts would occur due to incremental shadows on the Staten Island September 11 Memorial, Staten Island Waterfront Greenway, and Upper New York Bay as a result of the Proposed Project.

O1 – Staten Island September 11 Memorial

Figure 3-6 December 21 – 1:30 PM

Figure 3-7 December 21 – 2:00 PM

Figure 3-8 December 21 – 2:30 PM

Figure 3-9 December 21 – 2:53 PM

O2 – Staten Island Waterfront Greenway

Figure 3-10 December 21 – 2:53 PM

N1 – Upper New York Bay

Figure 3-11 December 21 – 2:15 PM

Figure 3-12 December 21 – 2:53 PM

4

Historic and Cultural Resources

This section assesses the potential for a proposed action to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources

Introduction

The historic and cultural resources analysis has been prepared in accordance with the *State Environmental Quality Review Act ("SEQRA")*, following the guidance of the *CEQR Technical Manual*, and in accordance with Section 14.09 of the *Parks, Recreation and Historic Preservation Law ("PRHPL")*. The *CEQR Technical Manual* recommends that a historic and cultural resources assessment be performed if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

In addition, projects undertaken, financed, or otherwise approved by DASNY are subject to the provisions of the *State Historic Preservation Act of 1980 ("SHPA")*, especially the implementing regulations of Section 14.09 of the *PRHPL* as well as with the requirements of the Memorandum of Understanding ("MOU"), dated March 18, 1998, between DASNY and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Review under SHPA is required when a project may or will cause any change, beneficial or otherwise, in the quality of any property listed in or eligible for listing in the State or National Registers of Historic Places ("S/NRHP").

Consistent with CEQR guidance, historic and cultural resources consist of the following:

› Designated New York City landmarks ("NYCL"), interior landmarks, scenic landmarks, and properties within designated New York City historic districts (or resources calendared for consideration by the New York City Landmarks Preservation Commission ("LPC");

- Resources listed on, or formally determined eligible for inclusion on, the S/NRHP, or contained within a district listed on, or formally determined eligible for listing on, the S/NRHP;
- Resources recommended by the New York State Board for Historic Preservation for listing on the S/NRHP;
- National Historic Landmarks ("NHL"); and
- Resources not identified by one of the programs listed above but that meet their eligibility requirements

Methodology

Historic and cultural resources include archaeological and architectural resources. Archaeological resources are physical remains, usually subsurface, of pre-contact, post-contact, and historic periods—such as burials, foundations, artifacts, wells, and privies. Architectural resources generally include historically important buildings, structures, objects, sites, and districts.

Archaeological resources are usually assessed for projects that would result in any in-ground disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site.

Generally, architectural resources should be assessed if the proposed project would result in any of the following, when any known historic resources are located near the site of the project:

- New construction, demolition, or significant physical alteration to any building, structure, or object;
- A change in scale, visual prominence, or visual context of any building, structure, object, or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, such as a tower within a plaza, which is either conforming or nonconforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky;
- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- Additions to or significant removal, grading, or replanting of significant historic landscape features;
- Screening or elimination of publicly accessible views;
- Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

Agency Coordination

DASNY initiated consultation with the OPRHP for the Proposed Project in the summer of 2024. On August 14, 2024, the OPRHP responded requesting additional design materials to help determine whether the project would constitute an adverse impact to historic resources. The OPRHP also requested that an alternatives analysis be prepared of all prudent and feasible alternatives identifying means of reducing or removing impacts to the historic resources, and an analysis of each alternative identifying the benefits and losses of each one, under the provisions of Section 14.09. After additional materials were submitted to OPRHP in 2025, they responded on June 13, 2025 that based on the current project plans, a cumulative adverse impact appears likely. OPRHP also reiterated the need for the alternatives analysis (See **Appendix B, Correspondence**). DASNY is continuing to consult with OPRHP regarding design choices as the project moves forward, including potential preservation of the central staircase in the Family Courthouse (100 Richmond Terrace). DASNY submitted the alternatives analysis to OPRHP on December 5, 2025. DASNY's consultation with OPRHP is ongoing.

The final resolution of any cultural resources aspects of the Proposed Project is subject to *SHPA* and its Section 14.09 implementing regulations. It is anticipated that a Letter of Resolution ("LOR") outlining measures to minimize and/or mitigate the adverse impacts would be executed by DASNY, MOCJ, and OPRHP.

In a memo dated September 26, 2025, LPC deferred its review of the Proposed Project to OPRHP, noting that a Construction Protection Plan ("CPP") will be required should new construction take place within 90 feet of 100 Richmond Terrace. DASNY will submit the CPP to LPC for review and comment prior to construction (See **Appendix B, Correspondence**).

LPC further noted that 10 Hamilton Avenue has no architectural or archaeological significance; 55 Stuyvesant Place is eligible for the S/NRHP; and, 100 Richmond Terrace is designated as a NYCL and is eligible for the S/NRHP.

Existing Conditions

Historic Resources

The Development Site consists of three tax lots: Block 9, Lot 9 (55 Stuyvesant Place); Block 9, Lot 17 (10 Hamilton Avenue); and Block 9, Lot 22 (100 Richmond Terrace).

Lot 9 contains the former New York City Department of Health's District Health Center. It was completed in 1936 and has been unoccupied since 2018. The Health Center has been determined eligible for the S/NRHP by the OPRHP (USN 08501.001026).

Lot 17 contains two semi-permanent one-story modern trailers.

Lot 22 contains the Staten Island Family Courthouse, which was completed in 1931 and is presently in use. The Courthouse is a NYCL (LP-2057) and has been determined eligible for the S/NRHP by the OPRHP (USN 08501.001001).

Within the 400-foot study area, there are three additional historic resources that have been determined eligible for the S/NRHP by the OPRHP, one historic district that is listed on the S/NRHP, and two historic resources that have an "undetermined" S/NRHP status. **Table 4-1**, below, lists all of

the historic resources within the Development Site and the 400-foot study area, using data compiled from the OPRHP's Cultural Resources Information System ("CRIS"), which are additionally shown in **Figure 4-1**.

Table 4-1 Historic Resources

Number on Map	Name and USN	Block/lot/address	Date of construction	Location	Status
H-1	New York City Department of Health's District Health Center USN 08501.001026	Block 9, Lot 9 55 Stuyvesant Place	Completed 1936	Within Development Site	S/NRHP eligible
H-2	Staten Island Family Courthouse USN 08501.001001	Block 9, Lot 22 100 Richmond Terrace	Completed 1931	Within Development Site	NYCL (LP-2057) S/NRHP eligible
H-3	120th Police Precinct Building USN 08501.001000	Block 9, Lot 28 78 Richmond Terrace	Completed 1923	Within 400-foot study area	NYCL (LP-2058) S/NRHP eligible
H-4	Staten Island Museum USN 08501.001027	Block 9, Lot 1 75 Stuyvesant Place	Completed 1916	Within 400-foot study area	S/NRHP eligible
H-5	Ruddy & Deans USN 08501.004504	Block 7, Lot 80 44 Richmond Terrace	Completed 1946	Within 400-foot study area	S/NRHP eligible as a contributing resource to the S/NRHP-listed Staten Island Ferry Historic District
H-6	Staten Island Ferry Route and Terminal Sites Historic District 22NR00047	Includes the Staten Island Ferry terminal areas in Manhattan and Staten Island	Staten Island Ferry Terminal completed 1951, renovated 2005	Within 400-foot study area	S/NRHP listed
H-7	RES - 87-91-95 Stuyvesant Place USN 08501.001028	Block 7, Lot 63 85 Stuyvesant Place	Not listed in CRIS	Within 400-foot study area	Undetermined
H-8	SIUH Community Park USN 08501.004440	Block 2, Lot 20 75 Richmond Terrace	2000	Within 400-foot study area	Undetermined

Figure 4-1 Cultural Resources within Study Area

Note:
Staten Island Ferry Route and Terminal Sites Historic District (H-6) appears to be outside of the study area because it is denoted by a dot. However, the building district of which it is a part intersects with the 400-foot study area and was therefore included in this analysis.

The following is additional information about the historic resources identified in **Table 4-1**.

New York City Department of Health District Health Center

The former District Health Center is a five-story building with one cellar level. It was designed in the Art Deco style by Henry C. Pelton and was completed in 1936. The S/NRHP Determination of Eligibility indicates:

Based on the information provided, the former Richmond Health Center, located at 55 Stuyvesant Place, Staten Island, Richmond County, New York, appears eligible for the State and National Registers of Historic Places under Criterion A in the area of Health/Medicine for its association with New York City's efforts to improve, modernize, and expand public health services under the New Deal and under Criterion C in the area of Architecture for its streamlined Art Deco design, which is representative of New Deal civic architecture as funded by the Public Works Administration ("PWA") and the Works Progress Administration ("WPA"). Despite some alterations and deterioration, the building retains its overall integrity of location, design, setting, materials, workmanship, feeling, and association.[1]

Staten Island Family Courthouse

The Staten Island Family Courthouse is a two-story building with one cellar level. It was designed in the neo-Classical style by architects Sibley & Fetherston, in a similar style and setting as the first four municipal buildings of the St. George civic center area along Richmond Terrace, which had been designed by architects Carrere & Hastings.

The summary of significance for the building's NYC Individual Landmark designation indicated:

The Staten Island Family Courthouse, an integral part of Staten Island's civic center in St. George, is an impressive neo-Classical building set on Richmond Terrace. In 1898, Richmond County was consolidated into the City of New York, and the first Borough President of Staten Island, George Cromwell, moved the old county center from Richmondtown to St. George. Influenced by the City Beautiful movement, Cromwell and architect and Staten Island resident, John Carrere created a grand scheme for a series of government buildings at St. George. Each building was to be freestanding, but to employ classical revival forms and be set back to a common sight line behind a landscaped lawn to create a harmonious ensemble. Between 1898 and 1919, the firm of Carrere & Hastings designed the first four buildings for the civic center. Sibley & Fetherston followed Carrere's design precedents, siting the family court building in line with other municipal buildings on Richmond Terrace. The neo-Classical building was clad in terra cotta treated to look like limestone to harmonize with Carrere & Hastings' neighboring Richmond County Courthouse. Notable features include the rusticated walls, pedimented Ionic portico, and pedimented window surrounds. The majority of New York City courthouses were built in the 1920s and 1930s and the 1930 Staten Island Family Courthouse exemplifies this "boom" in courthouse construction. It is the city's only extant family (children's) courthouse still in use as a court and is largely architecturally intact. It is an excellent example of the work of Sibley & Fetherston, a significant Staten Island architectural firm and one of the most prolific firms designing courthouses in New York City.[2]

[1] Iovannone, Jeffry, OPRHP. Eligibility Evaluation for USN 08501.001026. August 13, 2024.

[2] LPC, Staten Island Family Courthouse. Designation List 323, LP-2057. January 30, 2001.

120th Police Precinct Building

The 120th Police Precinct Building is a three-story, E-shaped structure, with three classically-articulated, terra-cotta clad facades that are highly visible from Richmond Terrace. The rear elevations are of red brick.

The summary of significance for the building's NYC Individual Landmark designation indicated:

The 120th Police Precinct Station House (former 66th Police Precinct Station House and Headquarters) is an impressive neo-Renaissance style building set on Richmond Terrace in Staten Island's civic center. Designed by James Whitford, Sr., it was built in 1920-23 as the headquarters for the Police Department in Richmond County and as the 66th Precinct Station House serving the north shore communities of Stapleton, St. George, and New Brighton. In 1898, Richmond County was consolidated into the City of New York, and the first Borough President of Staten Island, George Cromwell, moved the old county center from Richmondtown to St. George. Influenced by the City Beautiful movement, Cromwell and architect John Carrere created a grand scheme for a series of government buildings at St. George. Each building was to be treated individually, but to employ classical revival forms and be set back to a common sight line behind a landscaped lawn to create a harmonious ensemble. Between 1898 and 1919, the firm of Carrere & Hastings designed four buildings for the civic center. Whitford followed Carrere's design precedents, siting his building in line with the other municipal buildings on Richmond Terrace. He treated the building as an Italian Renaissance palace clad in terra cotta treated to look like limestone to harmonize with Carrere & Hastings' neighboring Richmond County Courthouse. Notable design features include the rusticated base with two entrances surmounted by bracketed cornices and wrought-iron balconies and the sculptural figures carrying city seals. A prolific architect who designed approximately 2,000 buildings, James Whitford, Sr., was called the "dean of Staten Island architects." The building is still used as a police precinct station house.[3]

Staten Island Museum

The Staten Island Museum is a two-story brick building with a full basement and attic, in the Georgian Revival style. The S/NRHP resource evaluation indicates:

The Staten Island Museum meets Criterion A in the areas of social history and education as an important local cultural institution that, through its collections and research, has made contributions to the dissemination of knowledge of Staten Island's changing biodiversity. The building which houses the collections was designed by architect Robert W. Gardner in 1916 for the Staten Island Institute of Arts and Sciences, an organization that traces its beginnings to 1881, when a group of naturalists came together out of concern that "the rapid growth of the community (has already] obliterated many of our most interesting natural objects." Their goal was to keep a record for future generations against the anticipated loss of plant and animal species and to advocate for environmental preservation long before it was fashionable to do so. Today the museum building houses both natural history artifacts and specimens as well as historic documents and works of art.

The building that houses the museum at 75 Stuyvesant Place was built in two separate campaigns more than 10 years apart. It began as a one-story building with flat roof, completed in 1918, and then expanded in 1928 with the completion of the second floor and hipped roof with dormers. In

[3] LPC, 120th Police Precinct Station House (Former 66th Police Precinct Station House and Headquarters. Designation List 316, LP-2058. June 27, 2000.

addition to meeting Criterion A, the brick building with stone trim meets Criterion C as a representative example of Georgian Revival institutional design. A non-historic (1996) three-story stair and elevator addition is located at the west end.[4]

Ruddy & Deans

The Ruddy & Deans building was completed in 1946. Images indicate that the building has one to two stories and presently is used as a restaurant. The CRIS entry for the building indicates that it is a contributing resource to the S/NRHP Staten Island Ferry Terminal historic district. No other statement of significance is included in the CRIS entry.

Staten Island Ferry Route and Terminal Sites Historic District

The Staten Island Ferry Route and Terminal Sites S/NRHP Historic District includes the Staten Island Ferry Terminal areas in Staten Island and Manhattan and the route between the two terminals in New York Harbor. The Staten Island Ferry Terminal was completed in 1951 and renovated in 2005. A new application was prepared for this resource in 2022, but there is no statement of significance attached to the CRIS record.

RES - 87-91-95 Stuyvesant Place

The buildings at 87-91-95 Stuyvesant Place are a series of one-story commercial structures with similar storefront treatments. A building inventory form was created in 1978 but there is no further information about the age, condition, or significance of the buildings.

Staten Island University Hospital (SIUH) Community Park

The building at the SIUH Community Park was constructed in 2000, making it ineligible for S/NRHP listing based on age alone. The CRIS record does not provide any additional details about this resource.

Archaeological Resources

No archaeological resources have been specifically documented on the Development Site. One archaeological site, known as New York State Museum Site 4629, is mapped on CRIS as encompassing most of the St. George neighborhood, including the Development. This archaeological site was recorded simply as "traces of occupation" along Shore Road (now Richmond Terrace) near St. George, during the early twentieth century. Because of a lack of specificity in the original documentation, the mapping on CRIS is overly extensive, and does not represent field verified findings. Due to the significant disturbance on the Development Site from prior earthmoving associated with grading, filling, and building construction on the property, the OPRHP has indicated that they have no concerns for archaeology, and no additional archaeological survey will be required.[5]

[4] Howe, Kathy, OPRHP. Resource Evaluation, Staten Island Museum. January 29, 2013.

[5] Jessica Vavrasek, OPRHP, personal communication with Faline Schneiderman, Historical Perspectives, Inc. September 24, 2024.

Potential Project-Related Impacts

Historic Resources

The proposed project plans, as presently designed, indicate a new building would be constructed on Lot 17 and substantial alterations will be made to the S/NRHP eligible and NYCL buildings and settings on Lots 9 and 22. The OPRHP has indicated that as designed, the Proposed Project likely would result in a cumulative adverse impact to the existing historic resources on the property. DASNY will complete the required alternatives analysis to determine whether there are any prudent and feasible alternatives that could avoid or minimize such adverse impacts. If the alternatives analysis indicates that an adverse impact cannot be avoided, a LOR that will outline measures to minimize and/or mitigate the adverse impacts will be executed by DASNY, MOCJ, and the OPRHP. Mitigation measures could include photo documentation of the existing historic resources prior to alterations, design choices to preserve significant elements of the existing buildings, such as the central staircase in the Family Courthouse, or additional design choices that would echo the historic architectural features of the buildings or reuse some of the existing building elements in the new structures.

The Proposed Project includes construction activities within 90 feet of 100 Richmond Terrace. Accordingly, DASNY will submit a Construction Protection Plan to LPC for review and comment prior to construction. The CPP would follow the New York City Department of Buildings Technical Policy and Procedure Notice ("PPN") #10/88 regarding procedures for the avoidance of damage to historic structures resulting from adjacent construction. The PPN defines adjacent historic structures as being contiguous or within a lateral distance of 90 feet from a lot under development or alteration. The CPP would set forth measures for the protection and avoidance of structural and architectural damage for this resource.

At this time the OPRHP has not specifically opined as to whether there could be any potential adverse impacts to other historic resources within the 400-foot study area as a result of the Proposed Project. As the Proposed Project progresses, DASNY will consult with the OPRHP, LPC, and other stakeholders to address any additional potential adverse impacts, should they be identified.

Archaeological Resources

The Proposed Project should have no impacts on potential archaeological resources. The Development Site has been significantly disturbed from prior earthmoving associated with grading, filling, and building construction on the property. The OPRHP has indicated that they have no concerns for potential archaeological resources on the property, and the LPC has indicated that they will defer to the OPRHP as the State review agency.[6]

[6] Jessica Vavrasek, OPRHP, personal communication with Faline Schneiderman, Historical Perspectives, Inc. September 24, 2024.

5

Urban Design and Visual Resources

An urban design assessment under CEQR considers whether and how a project may change the experience of a pedestrian in the study area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

Introduction

This section considers the potential for the Proposed Project to result in significant adverse urban design and visual resources impacts. As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right," or in the future No-Action condition.

Since the Proposed Project would result in a development beyond what is allowed by existing zoning on the Development Site, and because the Proposed Project would affect a historic resource, an assessment of the Proposed Project's potential effects on urban design and visual resources is warranted and is provided in this chapter.

Methodology

In accordance with the *CEQR Technical Manual* guidelines, the following preliminary urban design and visual resources assessment considers a 400-foot radius study area where the Proposed Project

would be most likely to influence the built environment. The preliminary assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the development site, which is collectively formed by the following components:

- **Streets:** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands.
- **Buildings:** Buildings support streets. A building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment.
- **Open Space:** For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.
- **Natural Features:** Natural features include vegetation and geologic and aquatic features that are natural to the area. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- **Visual Resources:** A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resource.

The following preliminary urban design and visual resources assessment follows these guidelines and provides a characterization of existing conditions, a description of urban design and visual resources with the project in place, and an analysis determining the extent to which physical changes resulting from the Proposed Project would alter the pedestrian experience.

If the preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, walkability, or visual character of the study area, then no further assessment is necessary. However, if it shows that changes to the pedestrian environment and/or visual resources are significant enough to require greater explanation and further study, then a detailed analysis may be appropriate.

Study Area

The urban design and visual resources study area is typically defined as the area within 400 feet of the Development Site, consistent with the study area for **Section 2, Land Use, Zoning, and Public Policy**. The study area for the Proposed Project is generally bounded by the intersection of Stuyvesant Place and Richmond Terrace to the north, one lot south of Wall Street to the south, St. Marks Place to the west and the SIUH Community Park to the east, halfway between Richmond Terrace and Upper New York Bay. This is the area in which the Proposed Project would most likely influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the project area. A field survey was conducted on July 8, 2025 to document existing conditions in the study area. Representative photographs of the study area are included in the discussion below; **Figure 5-1** provides a key map depicting the location and viewing direction from which each photograph was captured.

Figure 5-1 Photo Key Map

Source: NYC DCP (2024); NYC Parks (2024)
Notes:
All photos taken on July 8, 2025

Existing Conditions

Urban Design

Development Site

Streets

The Development Site is bounded by Hamilton Avenue to the north, Stuyvesant Place to the west, Richmond Terrace to the east and the 120th Precinct to the south on the same block. The streetscape surrounding the Development Site is varied. The Development Site contains a mix of institutional buildings, including the existing Staten Island Family Court building at 100 Richmond Terrace, the unoccupied Department of Health building at 55 Stuyvesant Place, and two temporary structures (at 10 Hamilton Avenue) adjacent to the existing courthouse.

Richmond Terrace, which runs parallel to the waterfront, carries two lanes of traffic in each direction. It is a 100-foot-wide roadway with a concrete median dividing traffic directions, running roughly north-south near the Development Site (see **Photo 5-1**). In addition to the two travel lanes, there is one parking lane and a painted bicycle lane in each direction. Currently, 120th Precinct emergency response vehicles park in front of the station house and courthouse at a 90-degree angle from the curb occupying a parking lane and a portion of the existing sidewalk. Vehicles that have been impounded are also parked at a 90-degree angle in front of the courthouse.

The sidewalks on either side of Richmond Terrace are approximately 15 feet-wide in the study area with street trees planted in regular intervals on the east side of Richmond Terrace adjacent to the baseball stadium. The usable sidewalk width on the Richmond Terrace sidewalk of the Development Site block is restricted due to the NYPD's parking practices.

Stuyvesant Place is a 45-foot-wide one-way road running parallel to Richmond Terrace on the west side of the Development Site with on-street parking on both sides of the driving lane (see **Photo 5-2**). Hamilton Ave is a 50-foot-wide one-way road running east-west with on-street parking lanes on both sides (see **Photo 5-3**). Sidewalks on either side of Hamilton Avenue and on the east side of Stuyvesant Place are approximately 8-feet wide. There is no sidewalk on the west side of Stuyvesant Place. Similarly, Academy Place, which connects Hamilton Avenue and Wall Street one block west of the Development Site, is a 45-foot-wide one-way road with an existing sidewalk on the west side of the street and on-street parking on both sides of the travel lane (see **Photo 5-4**).

Photo 5-1 Richmond Terrace

Photo 5-2 Stuyvesant Place

Photo 5-3 Hamilton Avenue

Photo 5-4 Academy Place

Buildings

The Development Site is occupied by two buildings and two temporary trailers. As described in **Section 4, Historic and Cultural Resources**, the existing Staten Island Family Courthouse (100 Richmond Terrace) is an individual NYL and has been determined eligible for the S/NRHP by OPRHP (USN 08501.001001). The existing courthouse, designed in the neo-Classical style, is set atop a berm above Richmond Terrace with a grand stone staircase leading up to the main entrance (**Photo 5-5, Photo 5-6**). The building is two stories and approximately 40 feet tall with an FAR of approximately 0.80. The building was clad in terra cotta treated to look like limestone to harmonize with the neighboring Richmond County Courthouse (18 Richmond Terrace), both of which are components of the St. George civic center. Lot 17 (10 Hamilton Avenue) on the Development Site's north end is occupied by two temporary trailers that support courthouse functions (**Photo 5-7**). The west side of the development site at 55 Stuyvesant Place is occupied by a six-story, 72-foot-tall building with an approximate FAR of 3.10, which formerly housed the DOH's Health Center. The building was constructed in 1936, and has been unoccupied since 2018 (**Photo 5-8**). The Health Center has been determined eligible for the S/NRHP by the OPRHP (USN 08501.001026). The bulk of both buildings will not change as the buildings will remain in place and be rehabbed as part of the Proposed Project.

Photo 5-5 100 Richmond Terrace

Photo 5-6 100 Richmond Terrace

Photo 5-7 Temporary Trailers

Photo 5-8 55 Stuyvesant Place

Open Space and Natural Features

The Development Site is fully developed and does not contain open space or natural features. There is an existing landscaped berm and staircase in front of the courthouse. The northern lot (Lot 17) has a small surface lot with a limited number of parking spaces. St. George Park is a small grass-covered area between 55 Stuyvesant Place, 100 Richmond Terrace, and the Staten Island Museum with a NYC Parks Department plaque. However, it is not open to the public and currently contains no active or passive amenities that are typically associated with a park. NYC Parks and Recreation plans to construct a dog run in St. George Park with an estimated completion date of April 2026.

Study Area

Streets

As discussed above and shown in **Figure 5-1**, the study area for urban design and visual resources is approximately a 400-foot radius from the Development Site. The street pattern is a mix of narrow one-way streets with parking on both sides including Academy Place, Stuyvesant Place, Wall Street, and Hamilton Avenue and one major bi-directional roadway, Richmond Terrace, which has a narrow

median. The street pattern is generally grid-like although at the north end of the study area, Stuyvesant Place angles north to meet Richmond Terrace, creating a triangular block just north of the Development Site across Hamilton Avenue.

The streetscape in the study area features a mix of building heights, sizes, land use types, street widths, and elevations. The topography slopes upward steeply to the west which increases the height of buildings on the hill relative to those along Richmond Terrace, which is relatively flat. Between Academy Place and Stuyvesant Place to the west is a blend of mid-rise apartment buildings, vacant land, and parking lots. South of the Development Site at the corner of Wall Street and Richmond Terrace are one-story commercial buildings with surface parking in front, which together create a small retail strip mall (see **Photo 5-9**). Ground floor commercial uses are found on Stuyvesant Place at the southern edge of the study area, extending towards the ferry terminal and the heart of the St. George civic center near Staten Island Borough Hall (see **Photo 5-10**).

Photo 5-9 Local Commercial Businesses along Richmond Terrace

Photo 5-10 Ground Floor Commercial Uses on Stuyvesant Place

Buildings

The study area is comprised of a blend of building types, sizes, and architectural styles. Buildings like those on the Development Site draw similarities to other municipal buildings that comprise the civic core of St. George in their monumentality, classical and art deco architecture, and their civil function. There are commercial stretches along Richmond Terrace and Stuyvesant Place with local businesses and restaurants that serve the court staff, police officers, and other workers. Further upland from Richmond Terrace to the west is increasingly residential with a mix of single-family homes and larger multi-story elevator buildings.

The southern half of the block where the Development Site is located is occupied by the NYPD's 120th Precinct building (see **Photo 5-11**), a landmarked structure, as well as associated parking lots on the corner of Richmond Terrace and Wall Street and the St. George branch of the Staten Island Museum.

SIUH Community Park is an approximately 8,000-seat baseball stadium located across Richmond Terrace from the Development Site. The stadium features a brick façade and looks out onto the Staten Island September 11th Memorial and New York Harbor beyond (see **Photo 5-12**). In this area, the lots between Richmond Terrace and the shoreline are generally occupied by sizeable linear

buildings like the baseball stadium, the Empire Outlets mall to the south and the parking garage for the former New York Wheel site to the north.

Sloping upwards to the west from Stuyvesant Place, the northwest corner of the study area is occupied by a vacant lot with construction fencing and two large residential towers that front on St. Marks Place (see **Photo 5-13**). The ground slopes up from Richmond Terrace to the west along Hamilton Avenue where a 7-story residential building is located across Stuyvesant Place from the Development Site (see **Photo 5-14**). There are a small number of large single-family homes on Academy Place and Hamilton Avenue at the western and northwestern extents of the study area (see **Photo 5-15**).

The triangular block to the north of the Development Site across Hamilton Avenue is occupied by a two-story commercial building with a parking lot in front and a new angular residential building (see **Photo 5-16**).

Photo 5-11 NYPD 120th Precinct

Photo 5-12 SIUH Community Park

Photo 5-13 Vacant Land on Stuyvesant Place with Towers Behind

Photo 5-14 Multi-story residential buildings on Hamilton Avenue

Photo 5-15 Single-family homes on Hamilton Avenue

Photo 5-16 Richmond Terrace north of the Development Site

Open Space and Natural Features

There is no publicly accessible open space within the study area. A dog run is proposed by NYC Parks and Recreation for St. George Park, not currently accessible. Although SIUH Community Park is categorized as open space on the land use map, it is not publicly accessible open space. The Staten Island September 11th Memorial is located just beyond the study area to the northeast along the Upper New York Bay waterfront. There are no natural features, as defined in the *CEQR Technical Manual,* in the study area.

Visual Resources

The Upper New York Bay is visible from the upper floors of existing buildings on the Development Site and would be visible from the proposed new court building (10 Hamilton Avenue) that the Proposed Project would facilitate. Additionally, the new building could affect views to New York Upper Bay from publicly accessible locations west of the Development Site, which slopes upward along Hamilton Avenue. Although New York Upper Bay is not visible from street-level at the Development Site because the SIUH Community Park is situated between them, the upward slope of the topography to the west of the Development Site opens up views to this visual resource from higher ground.

The landmarked Staten Island Family Courthouse building is a visual resource located on the Development Site that would be affected by the Proposed Project. The proposed eight-story building that would be constructed at 10 Hamilton Avenue is anticipated to reduce sightlines to the courthouse primarily from the north along Hamilton Avenue and at the intersection with Richmond Terrace. However, views to the front of the existing courthouse building from Richmond Terrace would be maintained.

Potential Project-Related Impacts

Urban Design

The Proposed Project would introduce a new, up to 8-story, 187-foot tall, approximately 124,000-gsf (3.3 FAR) building at the northern portion of the Development Site, replacing the temporary trailers

that occupy the space in the existing condition. The Proposed Project would engender a change in the visual character of the Development Site, with increased height and bulk along Richmond Terrace. Although the proposed building along Hamilton Avenue would be taller than the existing buildings on the Development Site, including the NYL and S/NRHP eligible Family Courthouse and the S/NRHP eligible 55 Stuyvesant Place, it would be of a similar height or shorter than many existing mid-and-high rise residential buildings to the north and west. The proposed building would also be designed in a similar manner and of a similar height to recently completed buildings within St. George's civic center such as the Staten Island Supreme Court building (26 Central Avenue) and the Richmond County Clerk building (130 Stuyvesant Place), south of the Development Site.

The Development Site is regulated under the Special St. George District regulations of the *Zoning Resolution of the City of New York*, which include provisions that limit the building base height and require various setbacks. To accommodate the programmatic and operational needs, and considering the relationship with the historic family courthouse, the proposed building mass intends to maximize the gross square footage at 10 Hamilton Avenue to house approximately 8 courtrooms and the main Family Court program. The proposed building at 10 Hamilton is an up to 8-story building with the lower 5 stories closely related to the existing 55 Stuyvesant building in height and scale, and the upper 3 stories having a reduced footprint with setbacks on all sides to reduce the building's bulk (see renderings in **Figure 5-2** and **Figure 5-3**).[1] The proposed new building at 10 Hamilton Avenue would result in non-compliance with the *Zoning Resolution of the City of New York* due to site limitations and challenges, and a MZO will be requested from the NYC Deputy Mayor for Economic Development, Housing, and Workforce Development. The MZO is specific to the Proposed Project and would be limited to the Development Site. Accordingly, the MZO would not induce zoning or development changes beyond the Development Site itself. The proposed building would be a high-rise structure. As a major Civic building situated at a prominent location across from the waterfront, the proposed exterior envelope design aims to maximize natural light and view, and at the same time respect the historic character of the two existing buildings for scale, proportion, and material references. While designed with modern architectural elements like a glass curtainwall, sunshades and canopy, the proposed building is anticipated to be wrapped by brick masonry cladding resembling a softer aesthetic to the existing civic buildings within St. George. The public experience at the street level is dignified by a two-story glass entrance storefront with an eyebrow in alignment with the historic Courthouse.[2]

The main entrance to the family court complex would be through a new entrance plaza at 100 Richmond Terrace (see **Figure 5-4**). The design considers the potential for heavy visitor volume, security, and safety concerns with its proposed inclusion of a paved and landscaped entrance plaza. By removing the existing stairs and the berm at the historic Courthouse, the design strategy opens the outdoor spaces at sidewalk level for public access and provides a welcoming entrance to the Family Court complex; it also accommodates a full ADA compliant entrance for accessibility; and it makes clear that the old entrance to 100 Richmond is no longer a public entrance or space. The proposed entrance plaza would have built-in benches, low planters, and trees, which serve as a public space that aminates the Richmond Terrace corridor.

Additionally, the renovation would meticulously restore historic elements of the neo-Classical 100 Richmond Terrace building, preserving this historic resource while updating its interior to meet current building codes and standards to the extent practicable. The Proposed Project would renovate

[1] Mitchell Giurgola Architects, LLP, DASNY#371410 Staten Island Family Court Consolidation Project Draft Scope Narrative. May 5, 2025.

[2] Mitchell Giurgola Architects, LLP, DASNY#371410 Staten Island Family Court Consolidation Project Draft Scope Narrative. May 5, 2025.

and adaptively reuse the former Department of Health building at 55 Stuyvesant Place, which would help to enliven the adjacent street. While there is foot traffic on Stuyvesant Place further east, closer to the ferry terminal, pedestrian activity decreases in the vicinity of the Development Site in existing conditions.

The Proposed Project would have no effect on existing open space in the study area but would create a new public space along Richmond Terrace that serves as an entry plaza for the court building. Additionally, the Proposed Project would not impact natural resources or streets in the study area.

Figure 5-2 Proposed Project Rendering Looking North on Richmond Terrace

Figure 5-3 Proposed Project Rendering Looking South on Richmond Terrace

Source: MGA (Draft, for reference only)

Figure 5-4 Proposed New Entrance Plaza to Family Court Complex

Source: MGA (Draft, for reference only)

Visual Resources

The Proposed Project would introduce a new multi-story building at the northern end of the Development Site, which would affect views to the existing Family Court and to Upper New York Bay from publicly accessible locations to the west of the Proposed Project. Specifically, the proposed 8-story building would limit views to the existing landmarked courthouse building from the north and northeast on Hamilton Avenue. However, existing views to the courthouse building are limited from these angles due to the Development Site's higher elevation relative to the street, sloping upwards to the west, and the existing one-story trailers along Hamilton Avenue. Clear views to the courthouse from Richmond Terrace to the east and southeast in existing conditions would be unaffected in the future condition with the project in place.

Views to the Upper New York Bay could be affected by the proposed building, particularly from Hamilton Avenue, which slopes upward steeply to the west from the Development Site. However, there are two existing multi-story elevator apartment buildings along this stretch of Hamilton Avenue moving west up the hill that currently impede views to the waterfront. Therefore, while some views, particularly from the northern sidewalk of Hamilton Avenue, could be reduced by the Proposed Project, the proposed building would be similar to existing multi-story buildings to the west that reduce sightlines to Upper New York Bay. Therefore, no adverse impacts to views of Upper New York Bay are anticipated as a result of the Proposed Project.

Conclusion

Overall, the Proposed Project would be compatible with the surrounding and emerging built form and streetscape. The Proposed Project would integrate modernized court facilities with enhanced support services, ensuring a fully functional, efficient, and user-friendly Family Court complex. No public streets would be altered in the future with the Proposed Project, and development would only occur within existing mapped tax block(s). The Proposed Project would remove the existing staircase connecting Richmond Terrace to the court building on a berm above. However, the building itself would be unchanged and would maintain its prominent position atop a berm overlooking Richmond Terrace and the new entrance plaza.

The construction of the new building at 10 Hamilton Avenue would permanently partially obstruct some views of the existing family court building at 100 Richmond Terrace from the north. However, head-on views of the front of the existing family court building and side views from the south from Richmond Terrace would be maintained. The north side of the existing building is mirrored on its south side. This analysis assumes that most visitor and employee pedestrian traffic would approach the Development Site from the St. George Ferry Terminal to the south. Therefore, views of the existing family court building would be mostly unchanged for the majority of pedestrians. Additionally, some views of Upper New York Bay, particularly from the northern sidewalk of Hamilton Avenue, could be reduced by the Proposed Project. However, the proposed building would be similar to existing multi-story buildings to the west that reduce sightlines to Upper New York Bay. Therefore, no adverse impacts to views of Upper New York Bay are anticipated as a result of the Proposed Project. As a result, the Proposed Project would not result in a significant adverse impact on urban design and visual resources, and no further analysis is necessary.

6

Hazardous Materials

This section assesses whether the proposed project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts.

Introduction

According to the *CEQR Technical Manual,* a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposure, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. Because the Proposed Project would result in new in-ground disturbance in an area that was historically zoned for manufacturing, an assessment of hazardous materials is warranted.

The Proposed Project would renovate two existing structures (100 Richmond Terrace, 55 Stuyvesant Place) and construct an adjacent new facility (10 Hamilton Avenue). The existing structures do not contain uses that are classified as potentially hazardous to public health or the environment. According to the New York State Department of Environmental Conservation's (NYSDEC) DECinfo Locator[1] the Development Site contains no environmental remediation sites or parcels; hazardous waste treatment, storage and disposal facilities; active landfills; transfer facilities; or inactive solid waste landfills.

Study Area

One property within the 400-foot study area is participating in NYS Department of Environmental Conservation's Brownfield Cleanup Program. The property, 8 Stuyvesant Place, is located diagonally

[1] https://gisservices.dec.ny.gov/gis/dil/

across from the Development Site. A Remedial Investigation was completed in 2022; the primary contaminants of concern are SVOCs, PCBs, pesticides, and metals in soil, and VOCs in soil vapor. A Remedial Action Work Plan ("RAWP"), executed on May 17, 2023, RAWP summarizes the nature and extent of contamination on the Site as determined from data gathered during the Remedial Investigation ("RI") completed at the Site in June 2022, provides an evaluation of a Track 1 cleanup and other applicable remedial action alternatives, their associated costs, and the recommended and preferred remedy. The remedy is consistent with the procedures defined in NYSDEC's *Technical Guidance for Site Investigation and Remediation* ("DER-10") and complies with applicable federal, state, and local laws, regulations, and requirements. Although the remedial activities at 8 Stuyvesant Place are on hold, the 2022 RAWP does not indicate any off-site impacts in soil, groundwater, or soil vapor related to the site that could affect the Proposed Project.

Development Site

Matrix New World (Matrix), on behalf of DASNY, has prepared the following environmental reports which are summarized below:

- Environmental Site Investigation Reports ("ESIR") describing subsurface conditions and soil sampling
  - 10 Hamilton Avenue (December 2023)
  - 100 Richmond Terrace, 10 Hamilton Avenue, 55 Stuyvesant Place (collectively referenced below as the Development Site) (January 2025)
- Hazardous Materials Investigation ("HMI") including the identification of hazardous and/or regulated materials and microbial or biological site conditions that would require special handling or abatement
  - 100 Richmond Terrace (March 2024)
  - 55 Stuyvesant Place (July 2025)

At this time, a Phase I investigation is not anticipated to be required to facilitate construction of the Proposed Project.

ESIR for 10 Hamilton Avenue (December 2023)

The environmental investigation did not identify evidence of on-Site petroleum or chemical releases that require spill reporting to the NYSDEC. No elevated photoionization detector ("PID") readings were detected, and no staining or petroleum-like odors were observed. Anthropogenic materials were encountered in three of the six soil borings, including asphalt, trace wood, trace synthetic fibers, and trace scrap metal. Soil analytical results detected one Semi Volatile Organic Compound ("SVOC"), indeno(1,2,3-cd)pyrene, above its UUSCO[2] (the most stringent criteria) in certain shallow soil samples. The pesticides 4,4'-DDE and 4,4'-DDT were detected above their UUSCOs in certain shallow and deep soil samples. In addition, exceedances of metals (cadmium, copper, lead, mercury, nickel, and zinc) were detected in eight of the twelve soil samples. Metals exceeded UUSCOs in certain shallow and deep soil samples. Metals exceeded UUSCOs, RSCOs, and PGWSCOs in certain shallow

[2] UUSCO = NYSDEC's Unrestricted Use Soil Cleanup Objectives (6 NYCRR Part 375); RSCO = NYSDEC's Residential Use Soil Cleanup Objectives (6 NYCRR Part 375); PGWSCO = NYSDEC's Protection of Groundwater Soil Cleanup Objectives (6 NYCRR 375-6)

and deep soil samples. Metals exceeded UUSCOs, RSCOs, PGWSCOs, and CSCOs in certain deep soil samples.

Elevated concentrations of SVOCs, pesticides, and metals above their SCOs in on-Site soils may be due to the presence of historic fill material. The presence of anthropogenic materials in soil also indicate the presence of historic fill. These conditions are typical of urban locations.

During construction activities, excavated soil is suitable to be reused on-site as fill material for the excavation area from which it was taken or as fill in areas of similar physical characteristics on the Site provided they are capped with an impervious surface or 12 inches of clean fill, as per 6 NYCRR Part 360.13. Excavated soil may also be disposed off-site at a facility licensed to accept non-hazardous contaminated soil in accordance with 6 NYCRR Part 360 & 364 regulations.

Soil and fill material that qualifies for beneficial use ceases to be solid waste pursuant to 6 NYCRR Part 360.13. The analytical results suggest on-Site soils may qualify as Limited-Use Fill, as defined in 6 NYCRR Part 360.13(f); except for certain deeper soils, which are not eligible for any class of beneficial reuse due to metals concentrations above CSCOs. After the quantities of soil to be excavated are confirmed, additional sampling may be needed per the sampling frequency requirements defined in 6 NYCRR Part 360.13(e) to confirm the quantities of soil qualifying for beneficial use off-site.

The data included in the ESIR report may be provided to a disposal facility to facilitate ultimate disposal options, although the accepting facility(ies) may require additional analytical data, depending on specific facility requirements and the quantity of soils to be transported off-Site. Disposal and transportation methods should comply with all 6 NYCRR Part 360 & 364 regulations.

ESIR for Development Site (January 2025)

The environmental investigation did not identify evidence of on-site petroleum or chemical releases that require spill reporting to NYSDEC. No elevated PID readings above 0.0 parts-per-million (ppm) were detected, and no staining or petroleum-like odors were observed. Anthropogenic materials were encountered in four of the six soil borings, including trash, brick, ash and glass. Wood and roots were observed in all borings; however, due to the trees in proximity to the boring locations the presence of this material is not a clear indication of historic fill.

Soil analytical results detected PCBs above the UUSCO in the shallow soil from SB-05. Pesticides 4,4-DDE and 4,4'-DDT were detected exceeded their UUSCOs in certain soil samples. Exceedances of metals (copper, lead, mercury, nickel, and zinc) were detected in eight of the twelve soil samples, across all borings, and in each of the surface samples. Metals results exceeded the UUSCOs, RSCOs, and PGWSCOs in certain soil samples. Hexavalent chromium was detected above its UUSCOs in in certain soil samples.

Elevated concentrations of PCBs, pesticides, metals, and hexavalent chromium above their SCOs in on-Site soils may be due to the presence of historic fill material, which was observed across the Site. These conditions are typical of urban locations.

During construction activities, excavated soil is suitable to be reused on-site as fill material for the excavation area from which it was taken or as fill in areas of similar physical characteristics on the Site, provided they are used under foundations and pavements above the seasonal highwater table, as per 6 NYCRR Part 360.13. Excavated fill soils may also be disposed off-site at a facility licensed to accept non-hazardous contaminated soil in accordance with 6 NYCRR Part 360 & 364 regulations.

Soil and fill material that qualifies for beneficial use ceases to be solid waste pursuant to 6 NYCRR Part 360.13. All soils, including certain deeper soils meet the criteria for Fill Type 5 as defined in 6 NYCRR Part 360.13(f), as the metals contamination does not exceed the CSCOs and no other results exceed the RSCOs or PGWSCOs. The analytical results suggest that certain deeper soils may qualify as Soil Type 2. After the quantities of soil to be excavated are confirmed, additional sampling may be needed per the sampling frequency requirements defined in 6 NYCRR Part 360.13(e) to confirm the quantities of soil qualifying for beneficial use off-site. Disposal and transportation methods would comply with all 6 NYCRR Part 360 & 364 regulations.

HMI for 100 Richmond Terrace (March 2024)

The scope of this investigation included the identification of hazardous and/or regulated materials and microbial or biological site conditions that would require special handling or abatement.

Asbestos-Containing Material

A number of materials were found to be asbestos-containing or trace-asbestos-containing, including vinyl floor tile, door frame glazing, window caulk, and door frame caulk. These materials would be abated by a contractor licensed by the New York State Department of Labor ("NYSDOL") as an Asbestos Handler prior to the commencement of renovation activities.

Lead-Containing Paint

In accordance with Occupational Safety and Health Administration ("OSHA"), all paint with detectable concentrations of lead-containing or lead-based paint ("LCP" and "LBP") would be managed properly when renovation procedures are expected to disturb these surfaces. During renovation, most of these materials can be disposed of as construction debris. Components at which paint is sound and adhered to its substrate may enter the general waste stream (if not contaminated by asbestos or PCB containing materials) via the NYSDEC C7 Exemption Form.

Areas that will require torch cutting or significant disturbance during removing or dismantling should have the LCP/LBP removed before work commences. LCP/LBP debris generated during abatement activities may be considered hazardous waste and must be characterized utilizing Toxic Characteristics Leaching Procedure ("TCLP") analysis. Results must be compared to the thresholds established with the Resource Conservation and Recovery Act ("RCRA") and transported to an approved facility in accordance with NYSDEC and United States Department of Transportation ("USDOT") requirements.

Polychlorinated Biphenyls

None of the materials collected were found to be above the Toxic Substances Control Act ("TSCA") threshold for polychlorinated biphenyls. These materials would be managed and disposed of prior to construction activity in accordance with TSCA and U.S. Environmental Protection Agency ("EPA") regulation 40 CFR Part 761.

Hazardous and Universal Wastes

Fluorescent light fixtures/bulbs, and fire extinguishers were identified during the investigation. These materials should be segregated and properly disposed/recycled prior to demolition activities that

would likely disturb them. Inaccessible areas during the survey may contain additional hazardous materials and should be surveyed prior to renovation activities.

Microbial and Biological Observations

The visual microbial investigation did not identify indications of water activity or potential mold growth.

HMI for 55 Stuyvesant Place (July 2025)

The scope of the investigation activity for 55 Stuyvesant Place was targeted at the identification, delineation and characterization of suspect asbestos-containing material ("ACM"), lead-containing paint ("LCP"), visible mold growth, polychlorinated biphenyls ("PCBs") in caulking and sealant materials, and/or other potentially hazardous materials/conditions.

Asbestos-Containing Material

A total of three-hundred ninety-one (391) samples were collected for asbestos analysis. Materials determined to be ACM include vinyl floor tile, mastic, leveling compound, cementitious fitting, associated canvas wrap, pipe insulation, contaminated plaster/gypsum suspended ceilings, pipe & fitting insulation, window glazing, black waterproofing, tar to roof drain, door caulk, pitch pocket tar, cementitious board, wall insulation; materials assumed to be ACM include bakelite, arc tape, gasket, brake pads, electrical component, fire door, pipe & fitting insulation, braided/waxy wire.

The investigation included the assessment and characterization of materials which were accessible (or could be made accessible through limited destructive methods utilized on site) at the time of the subject investigation. It is possible that suspect ACM may exist in concealed spaces which were not observable or accessible at the time of the limited investigation (wall cavities, electrified components, etc.). Therefore, any suspect materials, including but not limited to, concealed vapor barriers/water-proofing membranes, materials applied to structural elements, or electrical components which are encountered during the work of this contract must be assumed to contain asbestos and treated as ACM, until sampling can be accomplished. Any asbestos removal would be completed in accordance with applicable federal, state, and local regulations.

Lead-Containing Paint

In parallel with asbestos investigation efforts, a representative LCP investigation was performed at each of the in-scope structures in an effort to identify components/finishes applied with a lead-containing coating which will be engaged during construction. The results of the LCP investigation identified thirteen (13) components which yielded a result above the lead based paint threshold of 0.5 percent by weight.

In accordance with OSHA, all paint with detectable concentrations (both LCP and LBP) should be managed properly when renovation procedures are expected to disturb these surfaces. During renovation, most of these materials can be disposed of as construction debris. Components at which paint is sound and adhered to its substrate may enter the general waste stream (if not contaminated by asbestos or PCB containing materials) via the NYSDEC C7 Exemption Form.

Areas that will require torch cutting or significant disturbance during removing or dismantling should have the LCP/LBP previously removed. LCP/LBP debris generated during abatement activities may be

considered hazardous waste and must be characterized utilizing TCLP analysis. Results must be compared to the thresholds established with the RCRA and transported to an approved facility in accordance with NYSDEC and USDOT requirements.

Polychlorinated Biphenyls

An investigation targeted at the identification of suspect PCB-containing caulking/sealant materials present within the each of the subject structures was performed by Matrix concurrently with the asbestos and lead sampling efforts. PCBs refer to a class of aromatic organic chlorine compounds whose exposure have been linked to adverse human health effects and have been classified as an A1 *Confirmed Human Carcinogen* by the ACGIH. PCBs were used in a wide range of industrial applications and as an additive to many consumer products from 1929 to 1979 (when they were subsequently prohibited from use) including hydraulic and dielectric fluids, lubricants, additives to plastics, paints, and pesticides. These materials would be managed and disposed of prior to construction activity in accordance with the TSCA and EPA regulation 40 CFR Part 761.

Hazardous and Universal Wastes

As part of the investigation, Matrix inspected each in-scope structure for evidence of other hazardous and/or regulated materials including (but not limited to) mercury (Hg) vapor fluorescent light bulbs, Hg containing equipment ("MCE"), lead-acid batteries, dry-chemical fire suppressants, PCB transformers, and stored/abandoned hazardous materials which will require proper waste manifesting, segregation, storage, and disposal to facilitate the demolition of the subject structures. The investigation identified hazardous materials and universal wastes within the project limits. The handling, transport, and disposal of such regulated materials would be in accordance with applicable federal, state, and local regulations, as applicable.

Indoor Microbial and Biological Assessment

The indoor microbial and biological assessment was conducted in accordance with Article 32 of the New York State Labor Law. The limited investigation included visual inspections of targeted areas to identify indications of moisture damage including but not limited to, water staining, peeling paint, rotting wood, and visible mold growth. The visual assessment included a delineation, as necessary, to quantify the extent of any moisture damage found and the types of building materials involved. Matrix conducted investigation activities to identify the conditions (at the time of the investigation) throughout the Project scope of work ("SOW") limits that had visible evidence of water intrusion and developing visible mold growth. Matrix understands the purpose of these environmental condition assessments is to determine and evaluate the existing microbial conditions specific to visible mold growth. Based on a visual assessment, visible mold growth and wall and ceiling condensation are present throughout the basement.

Conclusion

Overall, any hazardous materials on the Development Site would be remediated in accordance with all applicable regulatory and DASNY requirements and disposed of appropriately. With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from renovation activities on the Development Site.

7

Transportation

This section assesses the potential for the Proposed Actions to result in significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users, and motorists), and on- and off- street parking.

Introduction

As discussed in **Part I: Project Description**, the Development Site is located in the St. George area of Staten Island (see **Figure 7-1**). The Proposed Project would modernize existing court facilities and support services within these buildings to optimize program spaces and improve operational efficiencies within the complex. Absent the Proposed Project, the Development Site would remain in its current condition. The existing family courthouse at 100 Richmond Terrance would continue to operate; the existing building at 55 Stuyvesant Place would remain unoccupied and the existing parking lot and trailers at 10 Hamilton Avenue would remain in place. **Table 7-1** summarizes the Reasonable Worst Case Development Scenario ("RWCDS") under both No-Action and With-Action conditions. According to the RWCDS, the Proposed Project would result in an increase of 124,000 gross square feet ("gsf") of court space, and an increase of 31 employees. The Proposed Project is anticipated to be complete and in operation by 2030.

Figure 7-1 Project Location

Source: NYC DCP (2024); NYC Parks (2024)

Table 7-1 Development Increment for Analysis

Use	No-Action Condition	With-Action Condition	Increment for Analysis
Public Facilities and Institutions	46,990 sf[1]	172,000 sf	+124,000 sf
Workers	186	217	+31

Notes:

[1] Square-footage count in the No-Action condition does not include the two temporary trailers at 10 Hamilton Avenue.

Currently, court operations are dispersed across three different facilities within St. George – 100 Richmond Terrace, 18 Richmond Terrace and 25 Hyatt Street. Both 18 Richmond Terrace and 25 Hyatt Street are within walking distance of 100 Richmond Terrace. The Proposed Project would consolidate Family Court operations and related jobs from these sites at the Development Site (which includes 100 Richmond Terrace):

- 100 Richmond Terrace (existing family courthouse, part of the Development Site): Under the Proposed Project, existing Family Court functions currently active at 100 Richmond Terrace would return to that location or elsewhere on the Development Site;
- 18 Richmond Terrace (Surrogate's Court): Under the Proposed Project, existing Family Court functions currently active at 18 Richmond Terrace would move to the Development Site, the vacated space would be returned to Surrogate's Court use; and,
- 25 Hyatt Street (commercial office building): Under the Proposed Project, existing Family Court functions currently active in leased space at 25 Hyatt Street would move to the Development Site. The departure of Family Court functions could potentially allow other entities to lease the space vacated by the court for as-of-right uses, however, this building is not controlled by the project sponsor, and the future use of the vacant space is outside the purview of the Proposed Project.

The renovation and construction of 172,000 gsf at the Development Site represents a consolidation and right-sizing of the existing court facilities to optimize the Staten Island Family Court's operations. The current family court system is understaffed and does not have adequate physical space. Existing courtrooms in both regular buildings and modular structures (i.e., trailers) are undersized and do not meet current standards. Several current hearing rooms double as office spaces for support magistrates (judges). With the Proposed Project in place, staffing would be increased to appropriate levels and daily scheduling of each courtroom would be improved.

Under the With-Action condition, trips associated with the existing dispersed court facilities (i.e., visitors, transport, police and deliveries) would remain within the surrounding transportation network and are not expected to increase as a result of the Proposed Project. As such, the public facilities and institutions increment above is not expected to generate a meaningful amount of new external trips outside of the trips related to the increased staff count.

Methodology

According to the *CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 ("Trip Generation") screening, determines whether the volume of peak hour person

and vehicle trips generated by the Proposed Project would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders;
- 200 peak hour pedestrian trips; and
- 50 City Wide Ferry Service ("CWFS") ferry riders.

If the Proposed Project results in increments that would exceed any of these thresholds, a Level 2 ("Trip Assignment") screening assessment is performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the Development Site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

Level 1 Screening Assessment

The travel demand factors used to calculate the projected number of trips were obtained primarily from information provided by DASNY, the 2012-2016 American Association of State Highway and Transportation Officials ("AASHTO") Census Transportation Planning Program ("CTPP") reverse-journey-to-work ("RJTW") data, and the *Staten Island Supreme Courthouse Project EIS (2008)*. The section below presents the travel demand assumptions used in determining the trip projections for the weekday AM, midday, and PM peak hours. The Staten Island Family Court facilities are not open on weekends.

Courthouse Employees

The Level 1 Screening Assessment conservatively assumed that the additional courthouse employees would all arrive during the AM peak hour (i.e., each employee would make one "in" trip during this hour), and all employees would depart during the PM peak hour (i.e., all employees would make one "out" trip during this hour). Based on the analysis from the *Staten Island Supreme Courthouse Project EIS (2008)*, an environmental study conducted for another courthouse facility in the St. George area, approximately 55 percent of the employees are assumed to leave the facilities for lunch or errands during the midday period. The analysis conservatively assumes that the employees would make one trip during the midday peak hour.

The modal splits used for the AM and PM peak hours is 71 percent by auto, 0.6 percent by taxi, 13.7 percent by bus, 6.9 percent by subway or Staten Island Railway ("SIR"), 2.8 percent by ferry, 4.3 percent by walk, and 0.7 percent by bicycle and were obtained from the AASHTO CTPP RJTW data for Staten Island Census tracts 3, 7, 9, 11, 17, and 21. Similar to the analysis in the *Staten Island Supreme Courthouse Project EIS (2008),* it is assumed that all midday employee trips would be walk trips due to the availability of restaurants, shopping and other attractions within walking distance from the Development Site. Auto and taxi vehicle occupancy rates of 1.08 were assumed for all peak hours and were obtained from the AASHTO CTPP RJTW data for Staten Island Census tracts 3, 7, 9, 11, 17, and 21.

Level 1 Screening Results

Transit and Pedestrians

The increased number of person trips generated by the Proposed Project, provided in **Table 7-2** would not be expected to exceed the *CEQR Technical Manual* Level 1 screening thresholds for subway, bus, rail, ferry and pedestrian trips during any of the analysis peak hours and further analyses are not needed for those modes.

- During the AM peak hour, the project would generate 4 bus trips, 3 subway or SIR trips, 1 ferry trip, and 31 pedestrian trips (walk plus bus, subway, SIR, ferry, and off-site parkers).
- During the midday peak hour, the project would generate 17 pedestrian trips (all walk trips).
- During the PM peak hour, the project would generate 4 bus trips, 3 subway or SIR trips, 1 ferry trip and 31 pedestrian trips (walk plus bus, subway, SIR, ferry, and off-site parkers).

Table 7-2 Summary of Project-Generated Person Trips

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	22	0	22	0	0	0	0	22	22
Taxi	0	0	0	0	0	0	0	0	0
Bus	4	0	4	0	0	0	0	4	4
Subway or SIR	3	0	3	0	0	0	0	3	3
Ferry	1	0	1	0	0	0	0	1	1
Walk-only	1	0	1	0	17	17	0	1	1
Bicycle	0	0	0	0	0	0	0	0	0
Total	**31**	**0**	**31**	**0**	**17**	**17**	**0**	**31**	**31**

Vehicles

Table 7-3 summarizes the total peak hour vehicular volumes (ins" plus "outs) for the Proposed Project. The Proposed Project would result in an hourly trip increment of 21 vehicles per hour ("vph") during the AM and PM peak hours. The Proposed Project would not generate additional vehicle trips during the midday peak hour. As the volume of vehicle trips generated by the Proposed Project would not exceed the 50-vehicle trip threshold during any of the peak hours, no further detailed analyses are required.

Table 7-3 Summary of Project-Generated Vehicle Trips

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	21	0	21	0	0	0	0	21	21
Taxi	0	0	0	0	0	0	0	0	0
Delivery Vehicle	0	0	0	0	0	0	0	0	0
Total	**21**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**21**

Parking

Using the auto share and vehicle occupancy rates found in the AASHTO CTPP RJTW data, it is expected that the additional courthouse employees would generate a parking demand of 20 parking spaces. In addition, it is expected that a modest number of on-street parking spaces along the Development Site frontages would be displaced to facilitate vehicle access (e.g., delivery vehicles, prisoner transport). A traffic consultant retained to perform a parking study of the area in March 2024 concluded that the neighborhood would provide adequate parking spaces in anticipation of the new Family Court complex (see **Appendix C**). More specifically, the parking study conducted for the weekday midday period determined that approximately 51 on-street parking spaces and approximately 426 off-street parking spaces were found to be available during the weekday midday period, for a total of approximately 477 parking spaces available within a quarter mile of the Development Site. The majority of available parking spaces are located at Empire Outlets Parking garage, which currently operates at approximately 45 percent capacity during the weekday midday peak period.

Subsequent to the parking study, a proposed high school was identified at 25 Wall Street and would displace the 171-space parking facility currently on this site. The proposed 801-seat school is assumed to have 80 staff members and, assuming the auto share and vehicle occupancy rates found in the AASHTO CTPP RJTW data, would generate a 53-space parking demand during the weekday midday period. The combined 224 space parking demand, plus the Proposed Project demand of 20 parking spaces, would be adequately accommodated by the 477 available parking spaces in the immediate surrounding area.

Additionally, it should be noted that at the time the parking study was conducted, the Empire Outlets parking garage was under construction, with only Level 1 and Level 3 open to the public providing a capacity of 720 spaces. Upon the completion of internal construction on Level 2, it is assumed that Empire Outlets parking garage will have its full capacity of 1,250 parking spaces versus 720 spaces currently. Empire Outlets Parking also provides daily and monthly rate specials for commuters, ranging in price from $9.50 per day to $209 per month. Other parking facilities within the parking study area also range in price from $200 to $250 per month. Therefore, it is reasonable to conclude that the Proposed Project's parking demand could be accommodated off-site by the surrounding area's (within a quarter mile) off-street parking facilities.

Conclusion

The projected number of traffic, transit, or pedestrian trips generated by the Proposed Project would not exceed the transportation screening thresholds and, therefore, no further analyses are necessary. Significant adverse transportation impacts are not expected as a result of the Proposed Project.

8

Noise

The goal of this section is to determine whether the Proposed Project may increase noise exposure at existing sensitive receptors and whether new receptors would be introduced into an acceptable ambient noise environment.

Introduction

Per the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

Since the Proposed Project would introduce new noise-sensitive receptors to the Development Site, a noise assessment is required under *CEQR* to determine if:

- The Proposed Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors adjacent to the Development Site, including residential, commercial, and institutional land uses; and,
- New noise receptors introduced at the Development Site would be in an acceptable ambient sound level environment.

The noise assessment includes the following:

- Background on metrics used to describe noise;
- The methodology and criteria used to assess potential impacts;
- An assessment of the potential for the proposed development to significantly affect existing receptors due to the introduction of new mobile or stationary sources;
- Results from ambient sound level monitoring; and
- An evaluation of the ambient sound levels at new receptor locations

Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. How people perceive sound depends on several measurable physical characteristics. These factors include:

- **Level:** Sound level is based on the amplitude of sound pressure fluctuations and is often equated to perceived loudness.
- **Frequency:** Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz ("Hz"). Pure tones have energy concentrated in a narrow frequency range and can be more audible to humans than broadband sounds. Sound levels are most often measured on a logarithmic scale of decibels ("dB"). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels results in a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:
  - A 3-dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
  - A 10-dB increase is a tenfold increase in acoustic energy and is perceived as a doubling in loudness to the average person.

Audible sound is comprised of acoustic energy over a range of frequencies typically from 20 to 20,000 Hz. The human ear does not perceive sound levels at each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighting ("dBA") is used to evaluate environmental noise levels. **Table 8-1** presents a list of common outdoor and indoor sound levels.

Table 8-1 Common Indoor and Outdoor Sound Levels

Outdoor Sound Levels	Sound Pressure μPa		Sound Level dBA	Indoor Sound Levels
	6,324,555	-	110	Rock Band at 5 m
Jet Over-Flight at 300 m		-	105	
	2,000,000	-	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		-	95	
	632,456	-	90	Food Blender at 1 m
Diesel Truck at 15 m		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		-	65	Normal Speech at 1 m
	20,000	-	60	
Quiet Urban Area—Daytime		-	55	Quiet Conversation at 1 m
	6,325	-	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		-	45	
	2,000	-	40	Empty Theater or Library
Quiet Suburb—Nighttime		-	35	
	632	-	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		-	25	Empty Concert Hall
Rustling Leaves	200	-	20	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

μPA: MicroPascals describe pressure. The pressure level is what sound level monitors measure.
dBA: A-weighted decibels describe pressure logarithmically with respect to 20 μPa (the reference pressure level).
Source: Highway Noise Fundamentals, Federal Highway Administration, September 1980.

Because sound levels change over time, a variety of sound level metrics can be used to describe environmental noise. The following is a list of sound level descriptors that are used in the noise analysis:

- L_{10} is the sound level which is exceeded for 10 percent of the time during a given time period. Therefore, it represents the higher end of the range of sound levels. The unit is commonly used in the *CEQR Technical Manual* to evaluate acceptable thresholds for noise exposure for new receptors that would be introduced by a proposed development.
- L_{eq} is the continuous equivalent A-weighted sound level. The L_{eq} is a single value that contains the same sound energy as the actual fluctuating sound levels over a given period of time. Therefore, the L_{eq} considers how loud noise events are during the period, how long they last, and

how many times they occur. L_{eq} is commonly used to describe environmental noise and relates well to human annoyance. In accordance with the *CEQR Technical Manual*, the L_{eq} sound level is used to assess the potential for significant increases in noise due to a proposed development at existing receptors in the study area.

- L_{dn} is the day-night average A-weighted sound level. Similar to L_{eq}, L_{dn} accounts for how loud noise events are and how long they last. The L_{dn} accounts for how many noise events occur over a 24-hour period and applies a 10-decibel penalty to events occurring from 10:00 PM to 7:00 AM due to the greater sensitivity to noise occurring at night.

Noise Standards and Impact Criteria

Noise Exposure Guidelines

The *CEQR Technical Manual* provides noise exposure guidelines for assessing ambient noise conditions at new residential receptors, as shown in **Table 8-2.**

Impact Criteria

The determination of significant adverse noise impacts in this analysis is based on both absolute noise level limits and relative impact criteria. According to the *CEQR Technical Manual*, for the purposes of determining a significant impact during daytime hours, it is reasonable to consider a L_{eq} noise level of 65 dBA as an absolute noise level that should not be significantly exceeded.

Noise impact at existing nearby sensitive receptors is assessed according to the relative increase between No-Action and With-Action sound levels. Noise impact is assessed according to the increase in the L_{eq} sound level in accordance with the *CEQR Technical Manual*. If mobile or stationary sources associated with the Proposed Development would increase L_{eq} sound levels by 3 dB or more and absolute levels would exceed 65 dBA L_{eq}, the Proposed Project would cause a significant adverse impact prior to mitigation. Additionally, if No-Action condition noise levels are 60 dBA L_{eq} or less, a 5-dB increase would be considered a significant adverse noise impact.

Table 8-2 Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1.Outdoor area requiring serenity and quiet[2]		L10 ≤ 55 dBA	Ldn ≤ 60 dBA		60 dBA < Ldn ≤ 65 dBA		65 dBA < Ldn ≤ 75 dBA		75 dBA ≤ Ldn
2. Hospital, Nursing Home		L10 ≤ 55 dBA		55 <L10≤ 65 dBA		65<L10≤80 dBA		L10>80dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	L10 ≤ 65dBA		65 <L10≤ 70 dBA		70<L10≤80 dBA		L10>80dBA	
	10 pm to 7 am	L10 ≤ 55dBA		55 <L10≤ 70 dBA		70<L10≤80 dBA		L10>80dBA	
4. School, museum, library, courthouse of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Source: Table 19-2, CEQR Technical Manual.

(i) In addition, any new activity shall comply with Impact Thresholds detailed in Section 410.

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve as important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

[3] One may use the FAA-approved DNL contours supplied by the Port Authority of New York and New Jersey (PANYNJ), or the noise contours may be computed from the federally approved Aviation Environmental Design Tool (AEDT) Computer Model using flight data supplied by the PANYNJ.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are listed by octave bands). Sources: New York City Department of Environmental Protection (adopted policy 1983).

Methodology

This noise analysis considers two receptor types when evaluating noise for the proposed development: existing and new receptor(s). Since the Proposed Project would introduce new public facilities and institutions uses, these are considered "new receptors."

The analysis also considers "existing receptors" which are the current noise-sensitive uses, such as residential and community facility uses surrounding the development site. The following describes the results of the noise assessment for these two types of receptors.

Mobile Sources

As described in **Transportation**, a Level 1 ("Trip Generation") assessment in which the volume of vehicular trips, subway trips, bus trips, and walk trips expected during the weekday AM, midday, and PM hours is projected was prepared. The project generated vehicular trips will not exceed Level 1 CEQR thresholds and there would be no need for detailed transportation analysis. Therefore, existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed project would not cause a significant adverse vehicular noise impact, and therefore, no further vehicular noise analysis is needed.

Stationary Sources

The Proposed Project is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, car washes, or other similar types of uses.

As the project design advances, mechanical equipment would be selected that incorporates sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This would ensure that mechanical equipment does not result in any significant increases in noise levels by itself or cumulatively with other project noise sources.

Existing Conditions

To characterize existing conditions, noise monitoring was conducted at three locations on Thursday, May 8, 2025, in accordance with the *CEQR Technical Manual* as shown in **Figure 8-1**. Noise monitors were placed with a minimum of five feet between the microphone and nearby reflecting surfaces. With local roadway activity dominating the overall noise environment and the operational hours of the new uses, 20-min noise measurements were conducted during morning peak periods (9-10 AM), midday period (12-2 PM) and evening peak period (4–5 PM). Measurements were conducted using Type I sound level meters, which were calibrated by a laboratory following procedures traceable to the National Institute of Standards and Technology, and field-calibrated at the start and end of each measurement. All measurements were conducted at the ground level at the Development Site.

The Development Site is located on the west side of the SIUH Community Park which hosts the Atlantic League baseball games during weekdays. Additional noise measurement was conducted at Location 2 for the baseball game starting at 10:30 am.

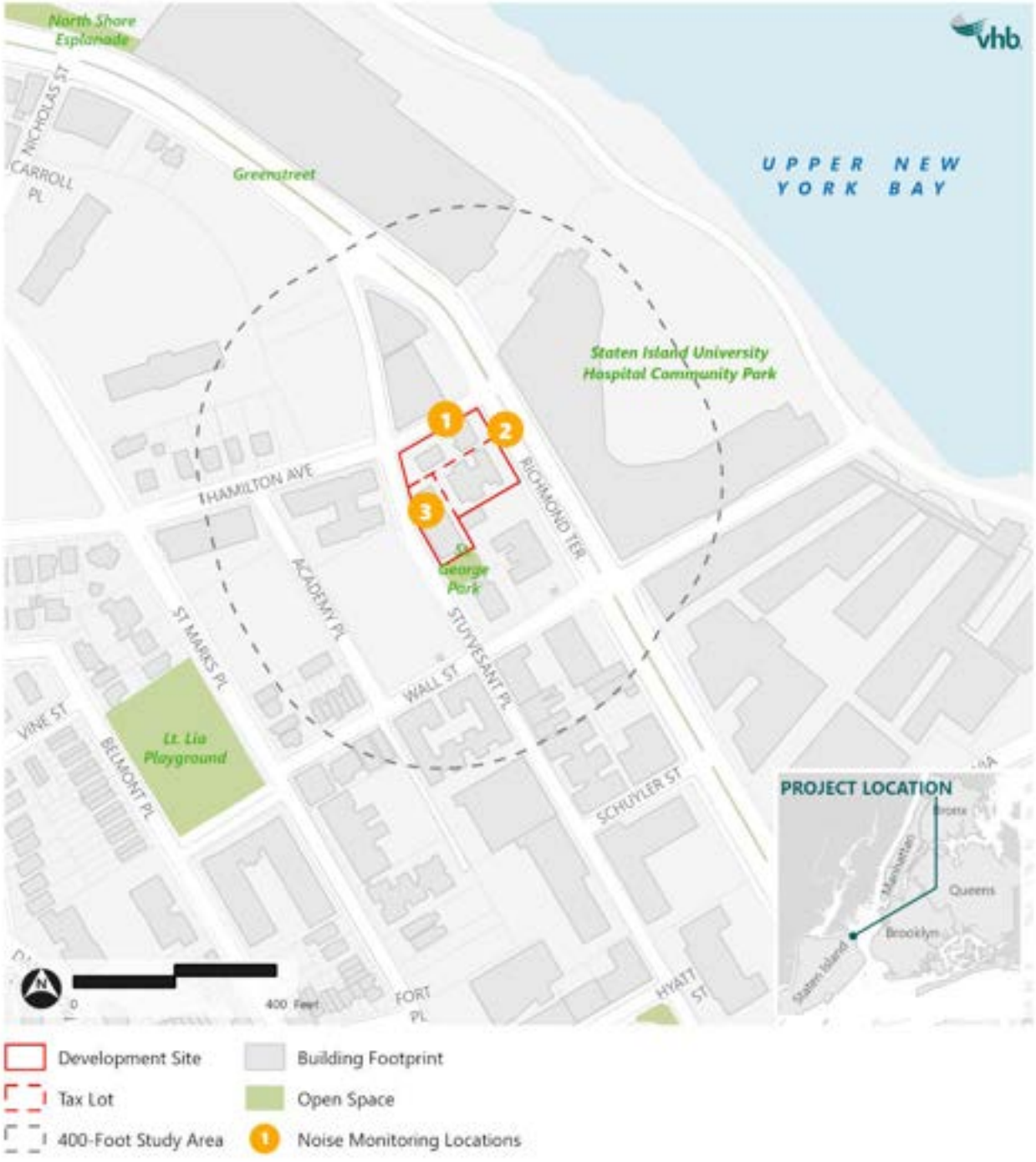
Table 8-3 summarizes the measurement results. The measured L_{eq} levels ranged from 57.5 dBA to 65.1 dBA and the L_{10} levels ranged between 58.7 and 66.6 dBA.

Table 8-3 Ambient Sound Level Measurements

Site	Monitoring Location	Period	Duration	L_{eq}	L_{min}	L_{max}	L_1	L_{10}	L_{50}	L_{90}
1	Hamilton Avenue	Morning	20 mins	58.0	49.4	78.3	67.9	60.1	53.8	51.2
		Midday	20 mins	62.9	51.7	85.6	74.0	62.2	55.7	53.0
		Evening	20 mins	59.0	51.4	72.8	68.7	61.7	56.1	53.1
2	Richmond Terrace	Morning	20 mins	65.1	55.3	87.4	77.7	65.0	59.4	57.3
		Game	90 mins	63.0	54.3	82.3	71.8	65.5	60.7	56.6
		Midday	20 mins	64.6	58.0	81.9	73.1	66.6	62.6	59.5
		Evening	20 mins	61.2	55.6	72.0	68.1	64.1	59.3	56.9
3	Stuyvesant Place	Morning	20 mins	60.8	48.9	82.8	71.9	62.2	53.7	50.9
		Midday	20 mins	57.8	47.8	76.6	69.6	58.7	52.4	49.7
		Evening	20 mins	57.5	49.0	76.1	66.8	59.5	54.3	51.6

Source: Measurements conducted by VHB on May 8, 2025.

Figure 8-1 Noise Monitoring Locations



Source: NYC DCP (2024); NYC Parks (2024)

Acceptability Assessment

The analysis presents the results of ambient noise monitoring that was conducted at the Development Site and the assessment of whether new receptors would be in a high ambient noise environment.

The *CEQR Technical Manual* provides noise exposure guidelines for assessing ambient sound levels, as shown in **Table 8-2**. Based on these noise exposure guidelines, noise impact has been assessed to determine the level of acceptability for new sensitive receptors at the Development Site, as shown in **Table 8-4.**

Table 8-4 Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Attenuation[A]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	See note [B]

Source: New York City Department of Environmental Protection (*CEQR Technical Manual*, Table 19-3)

Notes:

[A] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

[B] The required attenuation value is the difference between L_{build} and $L_{interior}$, using the appropriate noise descriptor, where:
L_{build} is the projected noise level under the build condition rounded up to the whole number, and
$L_{interior}$ is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

The noise exposure guidelines for acceptable ambient conditions depend on the type of land use; for community facility use, the goal is to maintain interior noise levels (L_{10}) of 45 dBA or lower; for commercial or office use, the goal is to maintain interior noise levels (L_{10}) of 50 dBA or lower. Exterior sound levels are evaluated to determine if receptors would be in an acceptable ambient sound level environment. None of the measured results of the three locations exceed 70 dBA (L_{10}) during any peak periods, which are considered to be Marginally Acceptable. Therefore, window/wall sound attenuation is not required to maintain interior sound levels to acceptable levels.

Conclusion

A noise assessment was conducted to determine whether the Proposed Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors on the Development Site, and if new noise receptors that would be introduced by the Proposed Project would be in an acceptable ambient sound level environment.

Based on the result of the screening analysis, Proposed Project would not generate sufficient vehicular traffic to exceed the threshold for a detailed transportation analysis, according to *Table 16-1 in the CEQR Technical Manual*, therefore the Proposed Project would not result in a doubling of noise passenger car equivalents ("PCEs"), which would be necessary to cause a 3-dBA increase in noise levels or a 5-dBA increase when No-Action condition noise levels are 60 dBA L_{eq} or less. Therefore, the Proposed Project would not cause a significant adverse vehicular noise impact.

9

Neighborhood Character

This section considers how the proposed actions would affect neighborhood character, which is defined as the elements of the environment that combine to create the context and feeling of a neighborhood.

Introduction

This analysis of neighborhood character follows the guidelines set forth in the *CEQR Technical Manual*. As defined within the manual, neighborhood character is an amalgam of various elements that give neighborhoods a distinct "personality," including land use, socioeconomic conditions, community facilities and services, open space resources, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise. Not all these elements affect neighborhood character in all cases; a neighborhood usually draws its distinctive character from a few defining elements. For a proposed project, a neighborhood character assessment under CEQR first identifies the defining features of the neighborhood and then evaluates whether the project has the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical analysis areas. Thus, to determine the effects of a proposed project on neighborhood character, the salient features of neighborhood character are considered together. According to the *CEQR Technical Manual*, neighborhood character impacts are rare and occur under unusual circumstances. Moreover, a significant adverse impact identified in one of the technical areas that contribute to a neighborhood's character is not automatically equivalent to a significant adverse impact on neighborhood character but, rather, serves as an indication that neighborhood character should be examined.

This section includes a preliminary assessment of neighborhood character prepared in conformance with the *CEQR Technical Manual* using information from the technical analyses presented in other relevant sections of this EAS.

Methodology

As indicated above, a neighborhood character assessment is generally needed, per the *CEQR Technical Manual*, when a proposed project has the potential to result in significant adverse impacts in certain technical areas (land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise) or when the project may have moderate effects on several of the elements that define a neighborhood's character. A "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area.

In the absence of an impact on any of the relevant technical areas, a combination of moderate effects to the neighborhood could result in an impact to neighborhood character. A significant impact identified in one of the technical areas that contribute to a neighborhood's character is not necessarily equivalent to a significant impact on neighborhood character. Therefore, an assessment of neighborhood character is generally appropriate if a proposed project has the potential to result in any significant adverse impacts in the technical areas listed above. Examples of possible changes in those technical areas that could result in an adverse effect on neighborhood character, should those technical areas be defining features of the neighborhood, are as follows:

- **Land Use, Zoning, and Public Policy:** If development resulting from a proposed action would conflict with surrounding uses, conflict with land use policy or other public plans for the area, or change land use character, neighborhood character could be affected.
- **Socioeconomic Conditions:** If a proposed action results in direct or indirect displacement or addition of population, employment, or businesses; or substantial differences in population or employment density, neighborhood character could be affected.
- **Community Facilities and Services:** If a proposed action would displace or alter a community facility or increased demand on community facilities, neighborhood character could be affected.
- **Open Space:** If an action would result in a reduction or displacement of an open space or result in additional population that would place a substantial demand on open space, neighborhood character could be affected.
- **Historic and Cultural Resources:** If a proposed action would result in substantial direct changes to a historic resource or substantial changes to public views of a historic resource, neighborhood character could be affected.
- **Urban Design and Visual Resources:** If a proposed action would result in substantially different building form, size, scale, or arrangement; block form, street pattern, or street hierarchy; streetscape elements; or substantial direct changes to a visual feature, such as unique and important public view corridors and vistas, or to public visual access to such a feature, neighborhood character could be affected.
- **Shadows:** If a proposed project would cast an incremental shadow on sun-sensitive resources, neighborhood character could be affected.
- **Transportation:** If a proposed project would result in a change in traffic patterns or would substantially increase traffic volumes on residential streets, neighborhood character could be affected.
- **Noise:** If a proposed action would substantially increase noise levels in an area, neighborhood character could be affected.

A preliminary assessment of neighborhood character determines whether changes expected in other technical analysis areas may affect a defining feature of neighborhood character. As part of a neighborhood character analysis, the defining features of the neighborhood are identified and then a determination is made as to whether a project has the potential to adversely affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas. A neighborhood that has a more varied context is typically able to tolerate greater change without experiencing significant adverse impacts. If the assessment concludes that a proposed project has the potential to adversely affect defining features of a neighborhood, a detailed analysis is undertaken to determine whether the project would result in a significant adverse impact on neighborhood character.

The neighborhood character analysis draws from the technical assessments listed above. As recommended in the *CEQR Technical Manual*, the study area for the neighborhood character analysis is consistent with the study areas in the relevant technical areas assessed under *CEQR* that contribute to the defining elements of the neighborhood. As such, the study area for neighborhood character is consistent with the 400-foot study area used for the assessment of land use, zoning, and public policy.

As detailed in the relevant sections of this EAS, the Proposed Project has no potential to affect socioeconomic conditions; community facilities and services; and open space. Although the Proposed Project would not result in significant adverse impacts in the technical areas of land use, zoning and public policy; urban design and visual resources; shadows; or noise, changes to these resources areas resulting from the Proposed Project warrant a discussion of their potential to affect the character of the neighborhood. The Proposed Project could result in adverse impacts on historic and cultural resources, specifically the existing Family Courthouse located on the Development Site. Therefore, a preliminary assessment of neighborhood character impacts is provided below. The analysis begins with the identification of the defining features of the neighborhood and then assesses whether the Proposed Project would adversely affect those defining features within the framework of the technical areas described above.

Existing Conditions

Defining Features of the Neighborhood

The Proposed Project is located within the St. George neighborhood of Staten Island, New York. The 400-foot study area consists of a mix of land uses but is predominantly characterized by residential, commercial, public facilities and institutional land uses. Buildings in the study area are primarily low to mid-rise buildings, including the existing buildings on the Development Site. The east side of the study area is defined by the SIUH Community Park, which is a large open air baseball stadium. Other linear buildings on large lots are located between Richmond Terrace and the shoreline including the former New York Wheel site and the Empire Outlets mall. The block where the Development Site is located is primarily occupied by public facilities including the existing Staten Island Family Courthouse building and the NYPD's 120th Police Precinct just to the south. The building at 55 Stuyvesant Place is currently vacant and was previously occupied by the Department of Health. The topography of the neighborhood slopes upward moving west and upland from the Development Site along Hamilton Avenue and Wall Street. Given this topography, Stuyvesant Place is at a higher elevation than Richmond Terrace.

St. George is a hilly, waterfront neighborhood that is defined by its relation to New York Upper Bay and the ferries that operate on its waters connecting Staten Island with Manhattan and the rest of New York City. The Bay is visible from most streets in the neighborhood and in particular on streets that run perpendicular to the shoreline upland from Richmond Terrace. Views of the water become more expansive the farther up the hill, with the Statue of Liberty and the lower Manhattan skyline visible in the near distance.

Overall, the defining features of the neighborhood are:

- Upper New York Bay
- Sloping topography to the west from the New York Upper Bay waterfront, upon which mid-and-high rise buildings are perched.
- Linear buildings with large footprints near the waterfront.
- Institutional buildings that comprise the civic core of St. George like the Staten Island Family Courthouse, the 120th Police Precinct, the Staten Island Museum, Richmond County Surrogate's Court, and Borough Hall.

Potential Project-Related Impacts

Potential to Affect the Defining Features of the Neighborhood

Overall, the Proposed Project would not adversely affect the defining features of the neighborhood. The Proposed Project would not physically displace any existing open space resources or affect their current uses, nor would the Proposed Project have any significant adverse indirect impact on either passive or active open space resources. While the Proposed Project would improve the efficiency of the existing family court system and its associated facilities, the Proposed Project would likely result in an adverse effect to cultural resources to the existing Staten Island Family Court building as described in further detail below. The courthouse building is a defining feature of the neighborhood that could therefore be affected by changes impacting historic and cultural resources.

Potential to Affect the Contributing Elements of Neighborhood Character

Overall, the Proposed Project could adversely affect historic and cultural resources that contribute to neighborhood character individually. The other analytical areas described below would not adversely contribute to neighborhood character, either individually or through a combination of moderate effects.

Land Use, Zoning, Public Policy

The Proposed Project would consolidate family court functions on the Development Site from within the study area and other locations within St. George. The proposed use of the Development Site would be compatible with the surrounding St. George neighborhood where civic land uses and public transportation are abundant. Additionally, the Proposed Project would be consistent with the New York State Smart Growth Public Infrastructure Policy Act ("SSGPIPA") as outlined in **Appendix A**.

To facilitate the Proposed Development, the City Planning Commission must approve a Site Selection – Public Facility ("PS") for 10 Hamilton Avenue (Lot 17) and 55 Stuyvesant Place (Lot 9) as the facilities proposed for these lots would be new City facilities; this approval would require review under the City's Uniform Land Use Review Procedure ("ULURP"). Also necessary is a Mayoral Zoning Override ("MZO"), which is not subject to ULURP. This would relieve the Project Sponsor(s) from meeting the height and setback regulations required under C4-2 and the Special St. George District. Relief sought under the MZO is related to maximum base height, broad tower rules, setbacks, sidewalk width, and parking requirements dictated by the Special St. George District. The Proposed Project would be consistent with similar public facilities and institutional development in the St. George neighborhood of Staten Island, which serves as its civic center. Further, through the use of a Site Selection and a site-specific MZO, there would be no change to the zoning in the study area. As a result, significant land use, zoning and public policy impacts are not expected, and substantial changes to the character of the neighborhood are not anticipated.

Historic and Cultural Resources

The OPRHP has indicated that the Proposed Project would likely result in an adverse impact to the existing historic resources on the property. DASNY is in the process of preparing the SHPO-requested alternatives analysis to determine whether there are any prudent and feasible alternatives that could avoid or minimize such adverse impacts to architectural resources. While the Proposed Project would reduce some views to the existing Staten Island Family Court building from the north, it would preserve and renovate the existing court building. Similarly, the Proposed Project would re-activate an existing building (55 Stuyvesant Place) that has been long vacant. Therefore, the Proposed Project would not adversely affect the overall character of the neighborhood based on its effect on the existing Staten Island Family Court building.

Urban Design and Visual Resources

The design of the new up to 8 story building proposed on the Development Site would be consistent with other public facilities and institutions in the St. George neighborhood of Staten Island. New court and administrative buildings have been constructed in the neighborhood southwest of the Development Site over the last decade, which are of similar height or greater bulk to the Proposed Project. Additionally, the Proposed Project would consolidate Family Court operations into one complex, which in existing conditions are split between 18 and 100 Richmond Terrace and 25 Hyatt Street.

While the proposed building would affect some views to Upper New York Bay from publicly accessible locations to the west of the Development Site, given the general topography and higher elevations on Hamilton Avenue and beyond, views to the Upper New York Bay would not be substantially impaired. Views to the existing landmarked Staten Island Family Courthouse on the Development Site and the adjacent 120th Precinct would be affected, particularly from the north along Richmond Terrace and Hamilton Avenue. However, head-on views from Richmond Terrace would be unaffected.

Overall, although some sightlines to the existing Staten Island Family Court building and to New York Upper Bay would be reduced, the resulting conditions would be similar to those currently found within the study area. Therefore, the effects on urban design and visual resources would not cause substantial changes to the character of the neighborhood.

Shadows

The Proposed Project would cause incremental shadows to reach Upper New York Bay, which is sunlight sensitive and a defining feature of the St. George neighborhood. As described in the shadow analysis, the longest period of incremental shading on Upper New York Bay would be 40 minutes at the end of the December 21 analysis day. Relative to the overall size of the Upper New York Bay, the areal extent of shading would be limited to a minimal portion of the resource. Additionally, due to their dynamic (i.e., constantly moving) nature, shadows impact at individual locations within the overall affected area of the Upper New York Bay would be temporary and of limited duration. Therefore, the effects from shadows on Upper New York Bay would not cause substantial changes to character of the neighborhood.

Transportation

As described above, the projected number of traffic, transit, or pedestrian trips generated by the Proposed Project would not exceed the transportation screening thresholds and, therefore, no further analyses are necessary. As a result, there is no potential for changes to transportation resulting from the Proposed Project that would affect the neighborhood character of the study area.

Noise

A noise assessment was conducted to determine whether the Proposed Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors in the vicinity of the Development Site, and if new noise receptors that would be introduced by the Proposed Project would be in an acceptable ambient sound level environment. The noise assessment found that the Proposed Project would not cause a significant adverse vehicular noise impact. Therefore, noise would have no effect on the neighborhood character of the St. George neighborhood where the Proposed Project is located.

Conclusion

the Proposed Project would not physically displace any existing open space resources or affect their current uses, nor would the Proposed Project have any significant adverse indirect impact on either passive or active open space resources. While the Proposed Project would improve the efficiency of the existing family court system and its associated facilities, the Proposed Project would likely result in an adverse effect to cultural resources to the existing Staten Island Family Court building. Overall, the Proposed Project would not adversely affect the defining features of the neighborhood.

10

Construction

Introduction

This section considers the potential for the Proposed Project to result in significant adverse construction period impacts.

A project's construction activities may affect a number of technical areas analyzed for the operational period, such as air quality, noise, and traffic; therefore, a construction assessment relies to a significant extent on the methodologies and resulting information gathered in the analyses of these technical areas.

Construction impacts, although temporary, can include disruptive and noticeable effects resulting from an action. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and area air quality conditions. In addition, because soils may be disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the potential construction impacts that could result from contamination.

A construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

The Proposed Project is being implemented using a design-build procurement method. Exact means and methods of construction, including sequencing and mobilization of construction activities, would be determined by the design-build contractor in consultation with DASNY.

Construction for the Proposed Project is anticipated to take approximately four years with completion of the project in 2030. However, a portion of this period would include renovation activities to existing

buildings. The most intensive period of construction associated with the development of the new building at 10 Hamilton Avenue is projected to occur over less than 24 months.

The following sections discuss construction regulations that would apply to the Proposed Project and a discussion of the air and noise emission reduction measures to which the project is anticipated to adhere.

Construction Regulations and General Practices

Construction Oversight

Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility, as follows.

- The New York City Department of Buildings ("DOB") has primary oversight of construction. DOB oversees compliance with the New York City Building Code to ensure that buildings are structurally, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect both workers and the general public during construction. Areas of oversight include installation and operation of equipment such as cranes and lifts, sidewalk sheds, safety netting, and scaffolding.
- The New York City Department of Environmental Protection ("DEP") enforces the New York City Noise Code, reviews and approves any needed Remedial Action Plans ("RAPs") and associated Construction Health and Safety Plans ("CHASPs") as well as the removal of fuel tanks and abatement of hazardous materials. DEP also regulates water disposal into the sewer system and reviews and approves any rerouting of wastewater flow.
- The New York City Fire Department ("FDNY") has primary oversight of compliance with the New York City Fire Code and the installation of tanks containing flammable materials.
- The New York City Department of Transportation Office of Construction Mitigation and Coordination ("DOT OCMC") reviews and approves any traffic lane and sidewalk closures.
- New York City Transit ("NYCT") is responsible for bus stop relocations and subsurface construction within 200 feet of a subway, if needed.
- The New York City Landmarks Preservation Commission approves studies and testing to prevent loss of archaeological resources and to prevent damage to architectural resources.
- The New York State Department of Environmental Conservation ("NYSDEC") regulates disposal of hazardous materials, and construction, operation, and removal of bulk petroleum and chemical storage tanks. NYSDEC also regulates discharge of water into rivers and streams.
- The New York State Department of Labor ("DOL") licenses asbestos workers.
- The New York State Department of Transportation ("NYSDOT") reviews and approves any traffic lane closures on its roadways, should any be necessary.
- The U.S. Environmental Protection Agency ("EPA") has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, however, much of its responsibility is delegated to the state level.
- The Occupational Safety and Health Administration ("OSHA") sets standards for work site safety and construction equipment.

› Under the City Charter, the New York City Department of Small Business Services ("SBS") has jurisdiction over waterfront properties. For some projects led by private developers, the agency works in conjunction with DOB and New York City Economic Development Corporation ("NYCEDC") to oversee activities.

Construction Hours

New York City regulates the hours of construction work through the New York City Noise Control Code, as amended in December 2005 and effective July 1, 2007. Construction is limited to weekdays between the hours of 7:00 AM and 6:00 PM, and noise limits are set for certain specific pieces of construction equipment. The City may permit work outside of these hours to accommodate: (1) emergency conditions; (2) public safety; (3) construction projects by or on behalf of City agencies; (4) construction activities with minimal noise impacts; and (5) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts, and/or financial considerations. The DOB issues these work permits, and for new building construction, like the projected development, approval of a noise mitigation plan from the DEP under the City's Noise Code is also required.

In New York City, construction work typically occurs on weekdays and begins at 7:00 AM, with most workers arriving between 6:00 AM and 7:00 AM. Work typically ends at 4:30 PM or 5:00 PM, with some exceptions when certain critical tasks (e.g., finishing a concrete pour for a floor deck, completing the drilling of piles, or completing the bolting of a steel frame erected that day) require that the workday be extended beyond normal work hours. Any extended workdays generally last until approximately 5:30 PM or 6:00 PM and do not include all construction workers on-site, but only those involved in the specific task requiring additional work time. For work outside of normal construction hours, work permits are obtained from DOB prior to such work commencing. The numbers of workers and pieces of equipment in operation for work outside normal hours is generally limited to those needed to complete the authorized task. Overall, the level of activity for any work outside of normal construction hours is less than a normal workday.

Construction Practices

Access, Deliveries and Staging Area

Access to construction sites is controlled. Work areas are fenced off, and limited access points for workers and construction-related trucks are provided. Typically, worker vehicles are not allowed into the construction area, and workers or trucks without a need to be on the site are not allowed entry. After work hours, the gates are closed and locked. Security guards may patrol the construction site after work hours and over weekends to prevent unauthorized access.

Material deliveries to the site are controlled and scheduled. To aid in adhering to the delivery schedules, as is normal for building construction in New York City, flaggers are employed at each of the construction site's access points. Flaggers are typically supplied by either the subcontractor on-site at the time or by the construction manager. The flaggers control trucks entering and exiting the Development Site so that they would not interfere with one another. In addition, they provide an additional traffic aid as trucks enter and exit the on-street traffic streams.

Lane and Walkway Closures

Temporary curb-lane and sidewalk closures are typical for construction projects in New York City. To manage such closures, a Maintenance and Protection of Traffic (MPT) plan is developed consistent with DOT requirements. DOT OCMC reviews and approves MPT plans and would coordinate the implementation of a closure. If the Proposed Project necessitates the closure of portions of frontage roadway sidewalks for short durations, temporary pedestrian walkways and sheds would be maintained.

Public Safety

A variety of measures are employed to ensure public safety during construction at sites within New York City. Examples include the use of sidewalk bridges to provide overhead protection for pedestrians passing by the construction site and the employment of flaggers to control trucks entering and exiting the construction site, to provide guidance to pedestrians, and/or to alert or slow down the traffic. Other safety measures include following DOB requirements during the installation and operation of tower cranes to ensure safe operation of the equipment and the installation of safety nettings on the sides of the project as the superstructure advances upward to prevent debris from falling to the ground. These safety measures are required as part of a Site Safety Plan reviewed and approved by DOB.

Rodent Control

Construction projects in New York City typically include provisions for a rodent (i.e., mouse and rat) control program with provisions for this formalized in construction contracts for the development. Rodent control programs are typically carried out throughout construction, beginning with surveying and baiting appropriate areas prior to construction and providing for proper site sanitation and maintenance during construction. Signage is posted, and coordination is conducted with appropriate public agencies. Only EPA- and NYSDEC-registered rodenticides are permitted, and the contractor is required to implement the rodent control program in a manner that is not hazardous to the general public, domestic animals, and non-target wildlife.

Construction Description

Construction Schedule

For conservative analysis purposes it is assumed that no construction would occur on-site in absence of the Proposed Project. Construction of the Proposed Project would be subject to government regulations and oversight detailed above and would employ the general construction practices described above.

Construction on the Development Site is anticipated to begin in Summer 2026 and last four years, completing in Summer 2030. However, it is anticipated that the most intensive period of construction, when the new building would be constructed, would last less than 24 months. It will be up to the design build contractor to determine the means and methods involving new construction at 10 Hamilton Avenue, and renovation activities at 100 Richmond Terrace, and 55 Stuyvesant Place. During the construction period, the contractor would stage materials onsite to the greatest extent possible. However, this may require partial street closures along Richmond Terrace and potentially

Hamilton Avenue. The design build contractor will determine use of the site and mobilization of construction activities.

Deliveries

Construction trucks would be required to use DOT-designated truck routes, including Richmond Terrace, and service the construction site at the designated loading zones.

Curb Lane Closures and Staging

All travel lanes along the Development Site roadways (Richmond Terrace, Stuyvesant Place, Hamilton Avenue) would be expected to remain open during construction. It is anticipated that portions of the sidewalk along these streets would be closed for short durations during construction; as a result, a portion of the parking lanes would also be closed to accommodate a temporary pedestrian walkway and shed. DOT OCMC will consider construction measures at the Development Site within the larger neighborhood context.

Construction Air Quality

Per the *CEQR Technical Manual,* an assessment of air quality for construction activities is likely not warranted if the project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Do not involve construction of multiple buildings where due to staged project completion, there is a potential for on-site receptors occupying buildings completed before the final build-out.

The *CEQR Technical Manual* states that if a project meets one or more of the criteria above or if one of the above criteria is unknown at the time of review, a preliminary air quality assessment is not automatically required. Instead, various factors should be considered, such as the types of construction equipment (e.g., gas, diesel, electric), the nature and extent of any commitment to use the Best Available Technology (BAT) for construction equipment, the physical relationship of the Development Site to nearby sensitive receptors, the type of construction activity, and the duration of any heavy construction activity.

The Proposed Project would be the subject of Local Law 77, which requires that any diesel-powered nonroad equipment, fifty horsepower or greater, that is owned by, operated by or on behalf of, or leased by a City Agency be powered by Ultra Low Sulfur Diesel ("ULSD") and utilize BAT. The Applicant would commit to adhere to these requirements, which would be documented and traceable over the course of the construction period.

While construction of the Proposed Project would extend beyond two years, it would entail interior renovation to existing buildings and the construction of a single building during which the laws, regulations, and building codes that focus on reducing air pollutant emissions associated with construction would be followed, including Best Available Technologies, the use of ultra-low sulfur diesel (ULSD), and requirements consistent with the Air Pollution Control Code:

- Clean Fuel. ULSD is required in New York City for diesel engines used on construction sites.

- Dust Control. The New York City Air Pollution Control Code regulates construction-related dust emissions and requires that fugitive dust control plans are developed and implemented as part of contract specifications. Fugitive dust control plans include requirements to:
  - Establish stabilized truck exit areas for washing off the wheels of all trucks that exit a construction site and have the contractor clean streets adjacent to the construction site as frequently as needed;
  - Water truck routes within a site as needed to avoid the re-suspension of dust;
  - Equip all trucks hauling loose material with tight fitting tailgates and to securely cover their loads prior to leaving a site.
  - Use water sprays for transfer of spoils to ensure that materials are dampened as necessary to avoid the suspension of dust into the air.
- Restrictions on Vehicle Idling. Vehicles are not allowed to idle more than three minutes in accordance with New York City Administrative Code §24-163. On-site vehicle idle time is restricted to three minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.
- Diesel Equipment Reduction.
  - Federal standards for nonroad diesel engines have become more stringent over time. Federal standards for nonroad diesel engines were first adopted in 1994 for engines over 50 hp and were phased in from 1996 to 2000 (Tier 1 standards). Subsequently, more stringent regulations were adopted (Tier 1-3 standards) and phased in from 2000 to 2008, and most recently, Tier 4 standards were adopted and phased in from 2008 to 2015. These regulations address emissions of particulate matter (PM) and nitrogen oxide (NOx). It is expected that air emissions associated with such engines is reduced.
  - Given the construction timeframe for the Proposed Project (2026-2030), equipment meeting Tier 4 standards for diesel engines (model years 2011/12 and beyond) is expected to be in wide use and comprise the majority of contractors' fleets. The use of Tier 4 engines achieves DPM reductions of approximately 90 percent when compared to older uncontrolled engines.
  - In addition to stricter standards for diesel equipment, the electrification of certain equipment is a common practice that has been achieving wider use as technology improves. The use of electric engines that operate on grid power instead of diesel power is most commonly in use for engines hoists and small equipment, such as lifts, compressors, welders, and pumps.

With the strict standards that regulate air emissions at construction sites in New York City and given that the Proposed Project consists of interior building renovation and construction of a single new building, it is expected that construction of the Proposed Project would not result in significant adverse construction air quality impacts, and no further assessment will be undertaken.

Construction Noise

Per the *CEQR Technical Manual,* an assessment of noise for construction activities is likely not warranted if the project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and

› Do not involve construction of multiple buildings where due to staged project completion, there is a potential for on-site receptors occupying buildings completed before the final build-out.

The manual states that if a project meets one or more of the criteria above or if one of the above criteria is unknown at the time of review, a preliminary noise assessment is not automatically required. Instead, various factors should be considered, such as the types of construction equipment (e.g., gas, diesel, electric), the nature and extent of any commitment to use the Best Available Technology for construction equipment, the physical relationship of the Development Site to nearby sensitive receptors, the type of construction activity, and the duration of any heavy construction activity.

To illustrate the above, construction noise, generated by pile driving, truck traffic, blasting, demolition, etc., is generally analyzed only when it affects a sensitive receptor over a long period of time. Based upon experience, unless ambient noise levels are very low and/or construction source levels are very high, and there are no structures that provide shielding, it is unusual for construction sources to have significant impacts at distances beyond 1,500 feet in New York City. Therefore, further analysis should be performed if the Proposed Project would cause construction equipment to be operating within 1,500 feet of a receptor for a period of time exceeding two years. In some circumstances, however, even a construction phase shorter than two years may affect highly sensitive locations (schools, hospitals, etc.), warranting further quantitative analysis.

Construction of the Proposed Project would not involve blasting, and excavation activities are expected to be limited to the portion of the Development Site along 10 Hamilton Avenue. Construction of the Proposed Project would be undertaken consistent with the New York City Noise Code, which includes requirements to implement certain controls to reduce construction-period noise at the source:

› Equipment must meet the sound level standards specified in Subchapter 5 of the New York City Noise Control Code.

› Construction equipment is required to be equipped with necessary noise reduction equipment, including mufflers. All equipment with internal combustion engines is required to be operated with the doors closed, including noise-insulating materials and at the lowest engine speed allowable.

› Replacing back-up alarms with strobes, as allowed within OSHA regulations, to eliminate annoying impulsive sound.

› Vehicles are not allowed to idle more than three minutes in accordance with New York City Administrative Code §24-163.

› Contractors must implement training programs to inform workers on methods that can minimize construction noise.

The New York City Noise Code also includes noise pathway control requirements:

› When the DOB regulations require a perimeter barrier or "construction fence" and the site is within 200 feet of a receptor, the barrier shall be constructed in a specific manner (as described in the New York City Noise Code) to provide sufficient sound attenuation. Section 3307.7 of the New York City Building Code requires a solid 8-foot wall made out of wood or other suitable material be constructed where a new building is being constructed or a building is being demolished to grade.

Given the Proposed Project's commitment to implementing measures to reduce construction noise emissions consistent with the New York City Noise Code, no further assessment will be undertaken.

Conclusion

The Proposed Project is being implemented using a design-build procurement method. Exact means and methods of construction, including sequencing and mobilization of construction activities, would be determined by the design-build contractor in consultation with DASNY. Construction in New York City is subject to extensive governmental oversight involving a number of City, State, and Federal agencies, and the Proposed Project would follow all relevant construction regulations and best practices, including the air and noise emission reduction measures discussed above.

Through implementation of the measures described above, any disruptive and noticeable effects resulting from construction activities would be minimized. Accordingly, the Proposed Project would not result in significant adverse impacts during construction.

11

Effects on Disadvantaged Communities

This chapter assesses the potential for the Proposed Actions to cause or increase a disproportionate pollution burden on disadvantaged communities.

Introduction

Section 8-0109(2)(k) of the New York State *Environmental Conservation Law*, effective December 30, 2024, requires that lead agencies consider the effects of proposed actions on Disadvantaged Communities ("DACs") as part of environmental review, including whether the action(s) may cause or increase a disproportionate pollution burden. The *2021 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the NYSDEC proposed a rule that provides additional consideration regarding this new statutory provision in the context of environmental reviews. This assessment of effects on disadvantaged communities considers the impacts identified using *CEQR Technical Manual* guidance and uses the framework of draft *State Environmental Quality Review ("SEQR")* guidance issued by NYSDEC, as described in detail below.

Because the Development Site is located within a census tract containing a DAC, an assessment of the Proposed Actions' potential effects on DACs is warranted.

Methodology

The *CEQR Technical Manua*l predates changes to the Environmental Conservation Law § 8-0109 and does not provide guidance regarding the scope of this analysis. NYSDEC proposed a rule in January 2025 that provides additional considerations regarding this new statutory provision. Draft NYSDEC regulations and guidance were consulted to develop this assessment. The assessment in this chapter incorporates that draft guidance and discusses the impact categories outlined in the *CEQR Technical Manual*.

Based on guidance in the Appendix C of *State Environmental Quality Review Act-Environmental Justice Siting Law Amendments Draft SEQR Guidance*,[1] an evaluation of a proposed action's potential effects on DACs is warranted if a project is located in or within half a mile of an identified disadvantaged community—or if its impacts could otherwise affect a disadvantaged community. The next step is to identify direct or indirect impacts and the scale of which related to pollution (e.g., wastewater discharges, air emissions, noise, odor, solid or hazardous waste generation, transportation, or disposal) that could occur because of the Proposed Actions. The last step is to determine whether the Proposed Actions would cause or increase a pollution burden within a DAC.

Study Area

DACs in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group ("CJWG"), a group composed of representatives from State agencies and environmental justice groups. The CJWG used 45 indicators to identify 35 percent of Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change.[2]

As shown in **Figure 11-1**, the Development Site is located within a DAC – Staten Island Census Tract 7.[3]

[1] NYSDEC (2025), https://dec.ny.gov/sites/default/files/2025-01/part617risguidanceappc.pdf

[2] NYSDEC (2025), https://climate.ny.gov/resources/disadvantaged-communities-criteria/

[3] The Disadvantaged Community Assessment Tool (DACAT) identifies DACs as having either 1) comparatively higher existing burdens or vulnerabilities and therefore an increased likelihood that a proposed action may have a moderate to large impact on the DAC, or 2) having comparatively lower existing burdens or vulnerabilities and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC. The methodology used by NYSDEC to delineate these categories is provided here: https://es.dec.ny.gov/sites/default/files/2025-01/part617risdactoolappa.pdf

Figure 11-1 Disadvantaged Communities Study Area

Source: NYC DCP (2025); NYC LPC (2025); NRHP (2025)

Disadvantaged Communities Assessment

Impact Summary

The foregoing sections of the EAS found that the Proposed Project would not result in significant adverse impacts in any of the CEQR technical areas. Descriptions of the Proposed Actions' potential effects with respect to pollution, including new noise sources or expansions/modification of existing noise sources; emissions of air pollutants including mobile emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; new or modified sources of solid waste generation, management, or disposal are provided below. This assessment also considers the potential for any combination of moderate effects that would, together, result in an impact.

Hazardous Materials

As discussed in **Section 6, Hazardous Materials**, any hazardous materials on the Development Site would be remediated in accordance with all applicable regulatory and DASNY requirements and disposed of appropriately. With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from renovation activities on the Development Site. Therefore, the Proposed Actions would not result in a pollution burden related to hazardous materials.

Transportation

As discussed in **Section 7, Transportation**, the projected number of traffic, transit, or pedestrian trips generated by the Proposed Project would not exceed the transportation screening thresholds and, therefore, no further analyses are necessary. Therefore, the Proposed Project would not result a pollution burden related to increased traffic, including with respect to mobile-source noise or air quality. The most intensive period of construction associated with the development of the new building at 10 Hamilton Avenue is projected to occur over less than 24 months and would therefore be considered short-term and unlikely to result in related significant adverse impacts. As such, the Proposed Actions would not result in a pollution burden related to construction transportation.

Noise

As discussed in **Section 8, Noise,** the Proposed Project would not generate sufficient vehicular traffic to exceed the threshold for a detailed transportation analysis, according to *Table 16-1 in the CEQR Technical Manual*, therefore the Proposed Project would not result in a doubling of noise passenger car equivalents ("PCEs"), which would be necessary to cause a 3-dBA increase in noise levels or a 5-dBA increase when No-Action condition noise levels are 60 dBA L_{eq} or less. The Proposed Project is not anticipated to introduce any substantial stationary source noise generators. The design and specifications for the proposed building's mechanical equipment would incorporate sufficient noise reduction devices that would comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. The most intensive period of construction associated with the development of the new building at 10 Hamilton Avenue is projected to occur over less than 24 months and would therefore be considered short-term and unlikely to result in related significant adverse impacts. As such, the Proposed Project would not result in a pollution burden related to construction noise.

Air Quality

As discussed in **Part II: Screening Analysis**, in terms of potential impacts from mobile sources introduced by the Proposed Project, the Proposed Project would not exceed CEQR thresholds to warrant any traffic analysis (per *CEQR Technical Manual* Table 16-1) and therefore does not require further analysis of intersection mobile source air quality.

With respect to potential impacts from air pollutant sources introduced by the Proposed Project, the Proposed Project would not introduce a parking facility and therefore the project would be below the CEQR thresholds for an analysis of parking emissions. In addition, the proposed building would have an all-electric HVAC and hot water system as required by New York City Local Law 154. Thus, localized HVAC and hot water system emissions impacts from the Proposed Project are not anticipated, and an analysis of the proposed systems is not warranted. As such, no significant adverse air quality impacts are anticipated from mobile or stationary sources of air pollution associated with the Proposed Project would not result in a pollution burden related to air quality.

Wastewater

As discussed in **Part II: Screening Analysis**, the Proposed Project would not meet the relevant development thresholds indicating that analysis of water and sewer infrastructure would be warranted, per the *CEQR Technical Manual,* and it is anticipated that the City sewer system would have ample capacity to handle any additional wastewater generated by the Proposed Project.

The implementation of best management practices ("BMPs") would be required under NYC's Unified Stormwater Rule, which updated and aligned water quantity requirements in the city's combined sewer drainage areas with water quality requirements in separately sewered drainage areas, providing a comprehensive, citywide stormwater management policy for public and private development. Therefore, stormwater retention would be required onsite for small and frequent rainfall events to prevent an increase in combined sewer overflow ("CSO") events. Therefore, the Proposed Actions would not cause a pollution burden related to wastewater

Odors

The Proposed Project would be a public facilities & institutional (court) use; it would not introduce any uses that cause noxious odors. As such, the Proposed Project would not cause a pollution burden related to odors.

Light Pollution

The Proposed Project would not include excessive or inappropriate artificial lighting and would not meaningfully increase the amount of light pollution in the area. As such, the Proposed Project would not cause a pollution burden related to light pollution.

Radiation Sources

The Proposed Project would not result in the introduction of uses that would emit radiation, nor would there be any modification to existing radiation sources.

Solid Waste and Sanitation

As discussed in **Part II: Screening Analysis**, the Proposed Actions would not meet the relevant development thresholds indicating that analysis of solid waste and sanitation services is warranted, per the *CEQR Technical Manual,* and City sanitation services would have ample capacity to handle any additional solid waste generated by the Proposed Project.

Cumulative Effects

As the Proposed Project would not result in significant adverse impacts to any of the above-referenced technical areas, it is not expected that a combination of moderate effects from multiple technical areas would result.

Conclusion

The Proposed Project would not result in significant adverse impacts in any of the technical areas analyzed in this EAS. The Proposed Project would not result in negative effects with respect to pollution related to any of the areas as discussed above. Furthermore, the Proposed Project does not have the potential to result in any combination of moderate effects that would, together, result in an impact to DACs. As such, the Proposed Project would not result in a disproportionate pollution burden on DACs with respect to any of the assessed technical areas, including cumulative effects from multiple technical areas.

Appendix A

Smart Growth Impact Assessment

SMART GROWTH IMPACT STATEMENT ASSESSMENT FORM

Date: 12/22/2025 **DASNY Project Number:** 371410
Project Applicant: Mayor's Office of Criminal Justice / NYS Office of Court Administration
Project Name: Staten Island Family Court Consolidation
Program: New York City Courts
Project Location: 100 Richmond Terrace, 55 Stuyvesant Place, 10 Hamilton Avenue, St. George, Richmond County, Staten Island
Completed by: Matthew A. Stanley, AICP, Office of Environmental Affairs

This Smart Growth Impact Statement Assessment Form ("SGISAF") is a tool to assist the applicant and the Dormitory Authority of the State of New York's ("DASNY's") Smart Growth Advisory Committee in deliberations to determine whether a project is consistent with the New York *State Smart Growth Public Infrastructure Policy Act ("SSGPIPA"),* Article 6 of the New York State *Environmental Conservation Law ("ECL")*.[1] Not all questions/answers may be relevant or applicable to all projects.

Description of Proposed Action and Proposed Project:
Proposed Action: Authorization of the undertaking of design, development and construction.
Proposed Project: The project would involve full renovation of the current Family Court building at 100 Richmond Terrace and a building expansion on the adjacent site at 10 Hamilton Avenue. It would also include renovating and connecting to the unoccupied former Department of Health building at 55 Stuyvesant Place. The new Staten Island Family Court complex with the three interconnected buildings would provide Family Court services to the community in a single consolidated location

Smart Growth Impact Assessment: Have any other entities issued a Smart Growth Impact Statement ("SGIS") with regard to this project? (If so, attach same). ☐ Yes ☒ No

1. Does the project advance or otherwise involve the use of, maintain, or improve existing infrastructure? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

   The Project Site, located in a developed urban setting, would utilize existing transportation and utility infrastructure. Therefore, the Proposed Project would be generally supportive of this criterion.

2. Is the project located wholly or partially in a **municipal center**,[2] characterized by any of the following: Check all that apply and explain briefly:
   - ☒ A city or a village
   - ☐ Within the boundaries of a generally-recognized college, university, hospital or nursing-home campus
   - ☐ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to: **see below**
     - ☒ Central business districts (i.e., commercial or geographic heart of a city, downtown or "city center)
     - ☐ Main streets (i.e., primary retail street of a village, town, or small city)
     - ☒ Downtown areas (i.e., city's core, center or central business district)
     - ☐ Brownfield opportunity areas (https://www.dos.ny.gov/opd/programs/brownFieldOpp/index.html)
     - ☐ Downtown areas of Local Waterfront Revitalization Programs ("LWRPs")
     - ☒ Transit-oriented development areas (i.e., areas with access to public transit for residents)
     - ☒ Environmental justice areas (https://www.dec.ny.gov/public/911.html)
     - ☐ Hardship areas

   The Proposed Project is located in St. George, the civic, commercial, and transportation hub of Staten Island, a borough of the City of New York. The Project Site is within a Potential Environmental Justice Area as defined by the NYS Department of Environmental Conservation.

[1] https://www.nysenate.gov/legislation/laws/ENV/A6
[2] DASNY interprets the term "municipal centers" to include existing, developed institutional campuses such as universities, colleges and hospitals.

3. Is the project located adjacent to municipal centers (please see characteristics in question 2, above) with clearly-defined borders, in an area designated for concentrated development in the future by a municipal or regional comprehensive plan that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center? Check one and describe: ☐ Yes ☐ No ☒ Not Relevant

   This is not relevant because the project is consistent with criterion 2 above.

4. Is the project located in an area designated by a municipal or comprehensive plan, and appropriately zoned, as a future municipal center? Check one and describe: ☐ Yes ☐ No ☒ Not Relevant

   This is not relevant because the project is consistent with criterion 2 above.

5. Is the project located wholly or partially in a developed area or an area designated for concentrated infill development in accordance with a municipally-approved comprehensive land use plan, a local waterfront revitalization plan, brownfield opportunity area plan or other development plan? Check one and describe: ☐ Yes ☐ No ☒ Not Relevant

   This is not relevant because the project is consistent with criterion 2 above.

6. Does the project preserve and enhance the state's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

   The Project Site does not contain agricultural land, forests, or recreation and open spaces. The Proposed Project would implement stormwater management practices to minimize runoff to protect surface and groundwater. As discussed in the CEQR EAS, the Proposed Project would not result in significant adverse air quality impacts or urban design / visual resource impacts. Regarding historic resources, DASNY and OPRHP are currently engaged in the consultation required under the State Historic Preservation Act of 1980. Therefore, the Proposed Project would be generally supportive of this criterion.

7. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

   While the Proposed Project would not foster mixed land uses on the Project Site, the Project would consolidate three Family Court facilities, dispersed throughout St. George, into a single location on an underutilized site within an established civic corridor and employment center, proximate to existing residential neighborhoods and mixed-use corridors and accessible by multiple modes of transportation. Therefore, the Proposed Project would be generally supportive of this criterion.

8. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

   The Project Site is well-served by public transit. The Staten Island Ferry Terminal is an approximately 12-minute walk from the Project Site. The ferry terminal is served by the Staten Island Ferry, with service to/from Lower Manhattan; Staten Island Railway, with service along the south shore to/from Tottenville; and a variety of bus lines to/from all points in Staten Island. From the ferry terminal, Metropolitan Transportation Authority (MTA) westbound buses S40 and S44 make a stop on Richmond Terrace near the corner of Wall Street, while eastbound MTA buses S40 and S44 stop at the corner of Richmond Terrace and Stuyvesant Place, with both stops being an approximately 2-minute walk from the Project Site. Therefore, the Proposed Project would be generally supportive of this criterion.

9. Does the project demonstrate coordination among state, regional, and local planning and governmental officials?[3] Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

DASNY, acting as lead agency, is conducting a coordinated State Environmental Quality Review (SEQR) / City Environmental Quality Review (CEQR) review of the Proposed Project. In addition, DASNY is working to deliver the project on behalf of its customer agencies, the NYC Mayor's Office of Criminal Justice and NYS Office of Court Administration, the programmatic decisionmakers and owners of the project. Other involved agencies and/or interested parties included in the review are the NYC Department of Citywide Administrative Services, NYC Department of City Planning, NYC Mayor's Office of Environmental Coordination, NYS Office of Parks, Recreation, and Historic Preservation, and NYS Department of Environmental Conservation. These agencies will have the opportunity to review and comment on the Proposed Project. Therefore, the Proposed Project would be generally supportive of this criterion.

10. Does the project involve community-based planning and collaboration?
Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

A series of State statutes and requirements mandates the City of New York to construct and maintain suitable court facilities. Planning for the Proposed Project involved the various family court stakeholders reviewing existing conditions, identifying space shortages, security concerns, and operational inefficiencies due to the Court operations fragmented across three different facilities in Staten Island. In addition, DASNY is undertaking a coordinated SEQR/CEQR review of the Proposed Project; involved agencies include various City and State agencies. Therefore, the Proposed Project would be generally supportive of this criterion.

11. Is the project consistent with local building and land use codes?
Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

The Proposed Project would be undertaken in compliance with all applicable codes and regulations and therefore would be generally supportive of this criterion.

12. Does the project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

The Proposed Project would promote sustainability by renovating two existing buildings and redeveloping a currently vacant and underutilized site in an urban setting. The Proposed Project would consolidate three currently dispersed facilities into a single location that is well-served by existing utility and transportation infrastructure, and within walking distance to residential neighborhoods and public transit. The building itself would also be sustainable, incorporating green building techniques, energy efficient fixtures, and renewable energy, and in compliance with the latest NYS Energy Code, Executive Order 22, USGBC LEED Rating System (LEED v4), and the NYS Green Building Construction Act. Therefore, the Proposed Project would be generally supportive of this criterion.

13. During the development of the project, was there broad-based public involvement?[4]
Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

Members of the public will have an opportunity to comment on the Proposed Project at public hearings held pursuant to the Uniform Land Use Review Procedure (ULURP), which includes review by Staten Island Community Board 1 (CB1), Staten Island Borough President's Office, City Planning Commission, and City Council. Therefore, the Proposed Project would be generally supportive of this criterion.

[3] Demonstration may include *State Environmental Quality Review ["SEQR"]* coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, State Pollutant Discharge Elimination System ["SPDES"] permit issuance/revision notices, etc.
[4] Documentation may include *SEQR* coordination with involved and interested agencies, SPDES permit issuance/revision notice, approval of Bond Resolution, formation of district, evidence of public hearings, *Environmental Notice Bulletin ["ENB"]* or other published notices, letters of support, etc.

14. Does the Recipient have an ongoing governance structure to sustain the implementation of community planning? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

    MOCJ advises the Mayor on all matters relating to the maintenance and improvement of a fair and equitable justice system. NYS OCA is the administrative arm of the court system. These two agencies engage in planning activities on an ongoing basis to improve the quality of services they deliver to residents across the city and state. Therefore, the Proposed Project would be consistent with this criterion.

15. Does the project mitigate future physical climate risk due to sea level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data if applicable? Check one and describe: ☒ Yes ☐ No ☐ Not Relevant

    The Proposed Project would not need to mitigate for sea level rise or storm surges due to its elevation and inland location, however, it will be designed incorporate stormwater management practices to manage stormwater and reduce flooding during heavy rainfall events. Therefore, the Proposed Project would be generally supportive of this criterion.

DASNY has reviewed the available information regarding this project and finds:

☒ The project was developed in general consistency with the relevant Smart Growth Criteria.
☐ The project was not developed in general consistency with the relevant Smart Growth Criteria.
☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons: _____

ATTESTATION

I, President of DASNY/designee of the President of DASNY, hereby attest that the Proposed Project, to the extent practicable, meets the relevant criteria set forth above and that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

12/22/2025
Signature/Date

Robert S. Derico, R.A., Director, Office of Environmental Affairs
Print Name and Title

Appendix B

Correspondence

Interdivisional Meeting Record
Project ID: 2025R0137

To: *Applicants:* MOCEJ, DASNY
Mayor's Office for Criminal Justice (MOCJ): Q Amiri, Osorio Juan Camilo
Dormitory Authority of the State of New York (DASNY): Matthew Stanley, Jack Martin
Department of Citywide Administrative Services (DCAS): Brandon Clarke, Christian Grove, Kerry Lowe, Kyle Daniel
Architect: Carol, Stephen Dietz, Wai-Yin Leung

From: *Staten Island Office*: Rasika Deosthali (Lead Planner), Amy Obonaga (Team Lead), Paul Medvetsky, George Todorovic (Deputy Director)
Counsel: William Tutt
Zoning Division: Kiyoshi Yamazaki, Matthew Mbamelu
Environmental Review Division: Erin Whitney

Date: **05/22/2025**

Re: **Staten Island Family Court Consolidation**

On **03/28/2025**, the Department of City Planning (DCP) hosted an Interdivisional meeting on the below noted project:

MOCJ along with DASNY are proposing to consolidate all facilities for the Staten Island Family Court on a single block within the Special St. George District (SG), Community District 1, Staten Island. The applicant is proposing a restoration of an existing office building at 55 Stuyvesant Place (Lot 9), a new development at 10 Hamilton (Lot 17), and expansion of the activities at 100 Richmond Terrace (Lot 22).

Confirmed Land Use Action

- PS – Site Selection

Potential Land Use Action(s) - not confirmed

- ZM – Map amendment from C4-2 district to a C4-5 district; or
- ZS – Special Permit per ZR 74-711 for Landmark Preservation; or
- ZR – Text amendments to several section of the Special St George Development District; or
- MZO – Mayoral Zoning Override

The following are the next steps that were identified at the meeting:

Task:	*Assigned to:*	*Due date:*
Circulate Interdivisional (ID) Meeting Record	DCP	Within 45 days

Task:	*Assigned to:*	*Due date:*
Actions need to be finalized prior to submission of RWCDS. • To that end, the applicant will submit revised materials within 60 days of the ID Meeting Record being circulated; and • A follow up meeting will be scheduled by Rasika Deosthali to discuss within 3 weeks of receipt of the revised material.	DCP & Applicant Team	Within 60 days of record circulation

1. **Background**

As a result of the New York State RTA (Raise the Age) legislation adopted in 2019, the Family Courts are required to expand their facilities to provide the services necessary to minors in the justice system. In order to accommodate these changes, the Staten Island Family Court is proposing to expand and consolidate its facilities. All three tax lots proposed to be developed under this project are City-owned properties. 55 Stuyvesant Place is a former Department of Health and Human Services (DHHS) building which has been unoccupied. 10 Hamilton is not developed with any permanent structure but has two trailers which provide support services for the Family Court. The Family Court primarily operates from the landmarked building at 100 Richmond Terrace. The current court building, constructed in 1931, is no longer capable of meeting the needs of today's court system.

2. **Description of Proposed Project Area**

The surrounding land use includes residential, commercial, parking facilities, open space, and public facilities and institutions. Directly north of the development site is a commercial building that serves as a homeless drop-in center, along with a new seven-story apartment building at 5 Stuyvesant Place. To the northeast of the development site, the area is characterized by the North Shore Esplanade, which includes the Staten Island September 11 Memorial and offers a walking path with views of Upper New York Bay. Additional uses include the Staten Island University Hospital (SIUH) Community Park, and the former New York Wheel garage, both of which are situated to the east. To the southeast, Empire Outlets, a commercial retail destination, and various smaller commercial and retail establishments are concentrated around the St. George Terminal, which is served by the Staten Island Ferry and several bus lines. Adjacent to the development site's southern boundary are the 120th Police Precinct and St. George Park. To the west of the Development Site, the area predominantly features one- and two-family residences, alongside some multi-family elevators and walk-up buildings. This quadrant of the neighborhood also includes Curtis High School, Lt. Lia Playground, and additional parking facilities.

3. Description of Proposed Project Site

The project site comprises Staten Island Block 9 Lots 9, 17, and 22 within a C4-2 zoning district as well as the Special St. George District in Community District 1 in Staten Island. The three lots have a total lot area of 0.88 acres (approximately 38,000 square feet). The project site fronts Richmond Terrace to the east, Stuyvesant Place to the west, and Hamilton Avenue to the north. The topography of the project site slopes upward approximately 15-20 feet from Richmond Terrace to Stuyvesant Place.

4. Description of Proposed Project

MOCEJ and DASNY are proposing an assembly of three different buildings, including the renovation of approximately 47,000 square feet of existing building gross square footage (bgsf) and the construction of an 8-story building adjacent to the landmarked courthouse as well as constructing an entry plaza on Richmond Terrace. The co-applicants are also removing trailers which are currently sited on the proposed project site.

5. How the requested Land Use Actions facilitate the Proposed Project:

- **Site Selection (PS)**
  - This action is necessary for Block 9 Lot 17 and Lot 9, as the facilities proposed for these sites would be new City facilities.
- **Zoning Text Amendment (ZR)**
  - Text Amendment to ZR 128-34, 128-35B, 128-35F, 128-41, 128-51, and 36-43 would allow for more relief from the requirements of the St. George Special District, including maximum base height, broad tower rules, setbacks, sidewalk width, and parking requirements.

6. Interdivisional Meeting Notes

On **Friday, 03/28/2025**, an ID Meeting was held to identify any potential complications as this project proceeds through the Land Use Review process and discuss expectations regarding timeliness, quality of deliverables, and any issues regarding land use policy or zoning interpretations.

I. Land Use Policy

Land use rationale for zoning text amendments:

Given the proposed development's noncompliance with maximum base height, tower footprint, tower top articulation, tower and based integration, sidewalk widths, parking provision, and loading berth regulations, the Department believes that **there is not sound rationale** for pursuing several text amendments to bring the proposed development into compliance. DCP explained that it would be difficult for the applicant team to pursue such discrete and disparate text amendments for St. George Special District.

1. Parking requirements: For relief from the high parking requirement, DCP explained that ZR 128-53 would allow for the applicant to conduct a utilization study and identify public parking garages and other group parking facilities that can accommodate the roughly 190 spaces the applicant is seeking to waive.
2. Sidewalk regulations: SIO asked why it was not possible for the proposed development to comply with the requirement for 12' wide sidewalks.
    - The applicant's architect team responded that because of the limited width of the site, and the need for the building footprints to provide the space necessary for courtroom activities, complying with the sidewalk width would make it difficult to fit courtrooms and circulation.
3. Loading berth requirements: SIO stated that the ZR section regulating loading berth requirements for this project is not ZR 128-51, but rather ZR 36-661. Pursuing a Zoning Text Amendment to this ZR section would broaden the scope of the project.
    - The architect team for the applicant responded that the justification for seeking relief from loading berth requirements is in the interest of preserving the landmarked courthouse while attempting to fit as much floor area as practicable for courtroom activities, and that the loading berth requirement would be easier to comply with if the building were to be demolished.

<u>Alternative Land Use Action:</u>

SIO and ZD provided three alternative options to the applicant team that could help facilitate the proposed development:

1. Zoning Map Amendment (ZM) – rezoning from C4-2 to a C4-5
    - No parking requirement for community facility uses, thus no need for offsite parking analysis per ZR 128-53.
    - Maximum building height of 155 feet, which could accommodate the proposed 8 story building with mechanical equipment on the penthouse level.
    - Other SG regulations would still apply and need to be addressed such as maximum base height and sidewalk width.
2. Zoning Special Permit (ZS) per ZR 74-711 for Landmark Preservation
    - This option would lock-in a site plan but would also give relief for all bulk regulations.
    - Bulk waiver for all bulk regulations, provided that the proposed building does not impact light, air, or open space per the findings.
    - Pursuing this option means the applicant team must still conduct the study to locate offsite parking per ZR 128-53.
    - It is possible that pursuing the special permit option will enable the applicant team to waive SG sidewalk requirements per ZR 128-41 – DCP to confirm.
3. Mayoral Zoning Override (MZO)
    - DCP shared that a Mayoral Zoning Override would grant the most amount of relief for the aforementioned zoning regulations and facilitate the development as proposed.

i. The applicant team noted that an MZO had previously been ruled out, but that they could contact the City Law Department to follow up on an MZO option.
ii. DCP explained that MZOs are typically reserved for public projects which have provided a substantial public benefit which this project could possibly utilize.

- This option for a MZO would still require ULURP for the Site Selection action.

II. Zoning & Technical Review

- C4-5 Maximum Height
  i. Base height measurements to calculate building heights
     - Given the steep topography, Zoning Division recommends that applicant to carefully assess and calculate "base plane" as defined in ZR12-10 and indicate all height, accordingly, including but not limited to base height, maximum base height, maximum building height.
  ii. Applicability of St. George Special District tower height and setback regulations
     - SG's tower height and setback regulations are optional. The underlying height and setback provisions may be more advantageous for this project that requires a larger floor plate (23-43 provisions via 33-03). The underlying base height is limited to 65 feet, and the maximum building height is limited to 125 feet.
- Parking
  i. The existing C4-2 in the Special District (SD) modifies commercial parking to be subject to C4-3 parking but no modification for Community facility (CF). C4-3 parking rules do not provide the requested relief for this development by much as the requirements only change from 1/600 to 1/800 for courts.

III. Environmental Review

- CEQR Guidance
  i. The proposed actions are subject to the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) and must meet the requirements of these regulations. DCP confirms its understanding that the Dormitory Authority of the State of New York (DASNY) will act as the lead agency for environmental review. DCP can provide guidance, review and support in the preparation and completion of environmental review materials as requested by the lead agency. DCP typically reviews materials where DCP is considered the expert agency (i.e., DSOW sections and EAS/EIS chapters such as Land Use, Zoning, Public Policy, Urban Design and Visual Resources, Neighborhood Character, Socioeconomic Conditions, and Community Facilities). DCP's Environmental Review and Assessment Division (EARD) will coordinate review requests that are made by the lead agency via CEQRView and/or email.

ii. DASNY noted a possible adverse impact on historic resources and a preliminary environmental review timeline in the interdivisional meeting.
iii. DASNY should confirm with DCP whether an EAS or EIS will be needed.
iv. EARD can provide timeline guidance regarding receiving finalized environmental materials for distribution to the City Planning Commission (CPC) as the project advances. The materials needed and timeline depends on whether the project is an EAS or EIS.

IV. Counsel

- Mayoral Zoning Override
  i. Internal discussion as the first step to re-examine applicability of MZO
    - Counsel will provide more information about the procedure for seeking an MZO to guide the applicant team.

7. Application Materials Required

The applicant team shall identify which of the above options will be pursued and submit a Working Package to DCP once all of the above comments have been addressed. Once submitted, DCP will coordinate with the applicant team to schedule a Follow-up ID Meeting and finalize the Land Use Actions.

All official submissions, including drafts, must be delivered through the NYC Planning Applicants portal. The DCP Team will make packages available for this purpose. For drafts, it is helpful to send word documents as both .pdf and .doc documents to aid in a speedy review. All filed materials must be PDFs, preferably flattened for readability. All care should be made to keep file sizes low for filed materials to ensure the public can easily download them (i.e., break up drawing sets if overly large).

Sincerely,

Rasika Deosthali
Lead Planner, Staten Island Office

CC:

SIO: Amy Obonaga, George Todorovic
Counsel: William Tutt
Zoning Division: Kiyoshi Yamazaki, Matthew Mbamelu
Environmental Review Division: Erin Whitney, Stephanie Shellooe

CC:

MOCJ: Q Amiri, Osorio Juan Camilo
DASNY: Matthew Stanley, Jack Martin

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor
RANDY SIMONS
Commissioner Pro Tempore

June 13, 2025

Matthew Stanley
Dormitory Authority - State of New York
Office of Environmental Affairs
28 Liberty Street, 55th Floor
New York, NY 10005

Re: DASNY
Staten Island Family Court Consolidation
10 Hamilton Ave, Staten Island, NY 10301
24PR07074
371410

Dear Matthew Stanley:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the project response letter dated May 5, 2025, and the PDC presentation dated 2025. In order to complete our review of the project, we have the following comments/requests:

1. Please be advised that pursuant to the provisions of Article 14.09 of the New York State Historic Preservation Act of 1980, the size of the proposed new building, the exterior and interior changes to the existing buildings, including the removal of the existing berm, will most likely result in a cumulative Adverse Impact. The provisions of this law require that prior to any work taking place, a detailed alternatives analysis must be completed and submitted to this office for review. This analysis should explore all prudent and feasible alternatives that could be taken to avoid or reduce the impacts of the proposed undertaking on the historic resource. It should also answer questions, such as: can the buildings be rehabilitated to meet certain needs; are there structural issues with the buildings which limit their potential for rehabilitation; as well as documentation of the steps taken, or those that could be taken, to avoid these impacts.

Please submit the requested information using the link provided in this CRIS communication.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Mitchell
Giurgola

Memorandum

18 June 2025

371410: Staten Island Family Court
Consolidation Project

To:
Mr. Matthew Stanley
Dormitory Authority of the State of New York
28 Liberty Street, 55th Floor
New York, NY 10005

Re: Request for SHPO Letter

This memorandum is to request a letter from SHPO in support of a NYC Dept. of Building (DOB) application for Construction Codes Determination (CCD1).

As part of the Staten Island Family Court Consolidation project, the existing Family Court building at 100 Richmond Terrace is to be fully renovated with new building systems and new interior layouts to accommodate the Court support program spaces. The building is a NYCLPC-designated individual landmark; although this designation does not include the interior, it is the design team's desire to preserve the interior historic fabric to the extent possible and as is appropriate for the project.

Our historic preservation consultant, BCA, has identified the interior historic features that are considered highly significant in their Assessment Report dated October 2023. One of these key features is the existing monumental staircase that is at the central core of the building and that connects the two main stories in the building. We propose keeping that staircase in place, and OCA and Family Court, the client and tenant, strongly supports this request.

However, this existing stair does not meet current Building Code requirements. NYC Building Code does not have provisions for architectural / convenient stairs, so if a stair is provided, it's expected to comply with the egress requirements for treads and risers, landings, dimensional uniformity, handrails, and guardrails. The historic stair in 100 Richmond Terrace does not comply with any of the above.

To preserve it, the design team will submit a CCD1 to DOB for determination. While the stair configuration, treads and risers, and landings will remain the same, we will modify the handrails and guardrails to comply with current Code. These modifications are currently in design and will be shared with SHPO in a future submission. Materials and finishes are to be repaired and restored. Note also that this stair has been in use for over 50 years as the primary stair for the public.

In a letter dated 15 August 2024, SHPO determined that the project would result in an adverse impact to this historic resource, particularly the interiors of the building.

Mitchell Giurgola Architects LLP
630 Ninth Ave, Suite 711
New York, NY 10036

T 212 663 4000
F 212 866 5006
MitchellGiurgola.com

Mitchell
Giurgola

We believe that preserving the existing staircase would be one way to maintain some of the building's historic character and honor the original architectural design.

Enclosed are the existing stair photos for reference:

Photo 1: View from Lobby

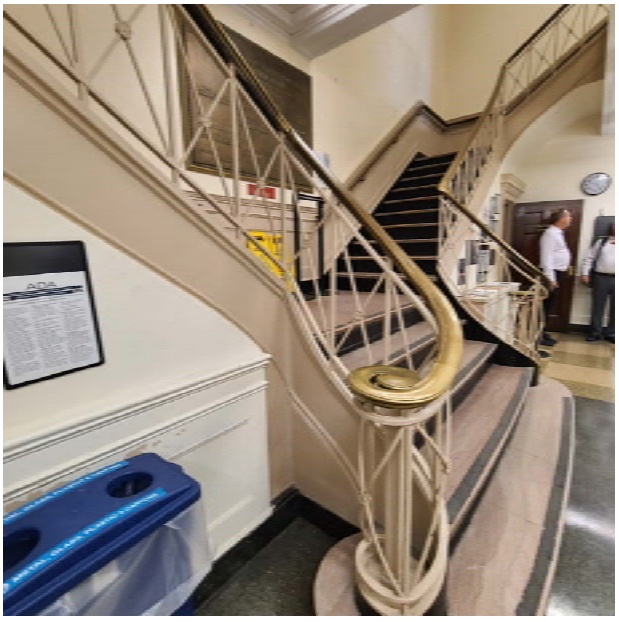


Photo 2: Handrail & Guardrail Details

Photo 3: Tread and Riser Details

Photo 4: Two-Story Stair Opening

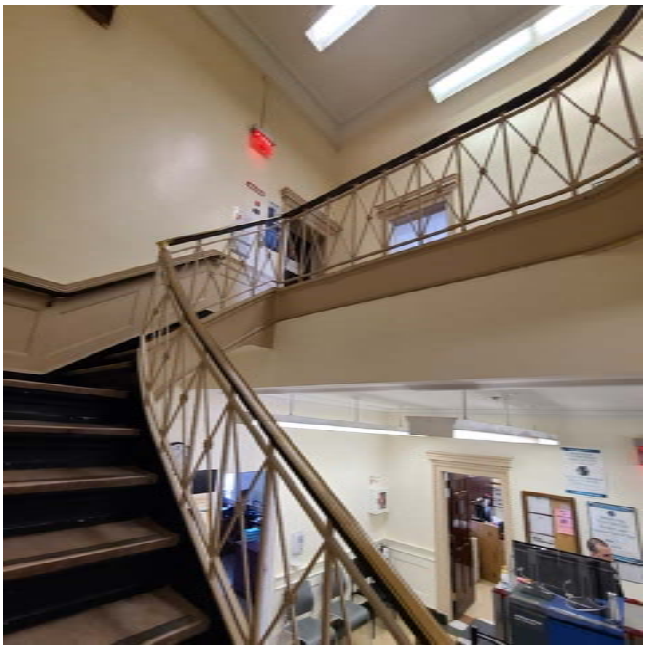


Photo 5: View to Second Floor

Photo 6: View from Second Floor Hallway

Mitchell
Giurgola

A letter from SHPO to support the CCD1 application will be very helpful in justifying the historic significance of the existing stair. We respectfully request your assistance in submitting such request to SHPO for a specific letter as part of the DOB submission.

Regards,

Carol Loewenson, FAIA
Partner

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor
RANDY SIMONS
Commissioner Pro Tempore

June 25, 2025

Matthew Stanley
Dormitory Authority - State of New York
Office of Environmental Affairs
28 Liberty Street, 55th Floor
New York, NY 10005

Re: DASNY
Staten Island Family Court Consolidation
10 Hamilton Ave, Staten Island, NY 10301
24PR07074
371410

Dear Matthew Stanley:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the letter of inquiry regarding the main circulation stair within the existing Family Court building at 100 Richmond Terrace dated June 18, 2025, from Mitchell Giurgola architects. Our office recommends the preservation and continued use of the main circulation stair as it is an important character-defining-feature of the Court building. The removal and replacement of the stair would be detrimental to the historic integrity of the interior of the building. Our office has overseen the successful preservation of historic stairs through careful and compatible upgrades to make them code-compliant, such as raising the existing railings, minor infill at balusters, additional handrails, etc.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Landmarks Preservation Commission

253 Broadway
11th Floor
New York, NY 10007

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

ENVIRONMENTAL REVIEW

Project number: DASNY / SEQRA-R
Project: SI FAMILY COURT CONSOLIDATION
Date Received: 9/19/2025

Properties with no Architectural or Archaeological significance:

1) 10 HAMILTON AVENUE, BBL: 5000090017

Properties with Architectural and No Archaeological significance:

1) 55 STUYVESANT PLACE, BBL: 5000090009, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST

2) 100 RICHMOND TERRACE, BBL: 5000090022, LPC FINDINGS: DESIGNATED NYC LANDMARK EXTERIOR, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST

Comments:

LPC defers to the SHPO regarding treatment of this undertaking. Additionally, should new construction take place within 90' of the LPC designated 100 Richmond Terrace, a Construction Protection Plan (CPP) will be required. The CPP shall be submitted to LPC for review and comment prior to construction.

Within radius: LPC designated and S/NR eligible 120th Police Precinct House, 78 Richmond Terrace; S/NR listed Ruddy & Deans, 44 Richmond Terrace and Staten Island Museum, 75 Stuyvesant Place.

Gina Santucci

9/26/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37738_FSO_GS_09262025.docx

Cc: 24PR07074

December 18, 2025

Matthew Stanley
Dormitory Authority - State of New York
Office of Environmental Affairs
28 Liberty Street, 55th Floor
New York, NY 10005

Re: DASNY
Staten Island Family Court Consolidation
10 Hamilton Ave, Staten Island, NY 10301
24PR07074
371410

Dear Matthew Stanley:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the Alternatives Analysis, including the Combined Appendix, dated December 2025. We understand the preferred alternative includes the adaptive reuse and renovation of 100 Richmond Terrace and 55 Stuyvesant Place, the modification of the front entrance to 100 Richmond Terrace, and the construction of 10 Hamilton Avenue. The alternatives analysis has been reviewed and we concur it has adequately addressed all prudent and feasible alternatives. It is OPRHP's opinion that the cumulative impact of the overall project will constitute an Adverse Impact to the historic resources.

Currently we recommend development of a formal Letter of Resolution (LOR) with the lead agency for this project. The LOR would identify proper mitigation measures to be incorporated into the project. Examples of proper mitigation measures could include but are not limited to:

1. Professional documentation of 100 Richmond Terrace and 55 Stuyvesant Place.

2. Continued consultation with our office regarding the introduction of the new entrance plaza, the exterior renovation of both buildings, and the interior adaptive reuse of both buildings.

3. Identification of key interior finishes to salvage and retain in both buildings as they both retain a high degree of architectural integrity.

Please submit the requested information via our Cultural Resource Information System (CRIS) at www.nysparks.com/shpo/online-tools/. To submit, log into CRIS as a guest, choose "submit" at the very top of the menu, and then choose "submit new information for an existing project" You will need this project number and your email address.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Cc: G. Santucci - NYCLPC

Appendix C

Parking Study

7G. Parking Study (Zoning Waiver)
Philip Habib & Associates

Philip Habib & Associates

Engineers and Planners • 432 Park Avenue South • New York, NY 10016 • 212 929 5656 • 212 929 5605 (FAX)

DRAFT

TECHNICAL MEMORANDUM

To: Mitchell Giurgola Architects LLP

From: Philip Habib & Associates (PHA)

Date: March 25, 2024

Re: **Staten Island Family Court, 10 Hamilton Avenue – Parking Waiver**

A. Introduction

Philip Habib & Associates (PHA) has been retained by Mitchell Giurgola Architects LLP ("the Applicant") to prepare a parking study to support an application for a parking waiver for the new Staten Island Family Court (the "Proposed Project") to be constructed at 10 Hamilton Avenue ("the Project Site"). As shown in **Figure 1**, the Project Site is located on Block 9, Lot 17 in the St. George neighborhood of Staten Island Community District 1. The Project Site is located in a C4-2 zoning district as well as within the Special St. George District (SG) on the block bounded by Hamilton Avenue to the north, Wall Street to the south, Richmond Terrace to the east, and Stuyvesant Place to the west.

The Proposed Project at 10 Hamilton Avenue (Block 9, Lot 17) would be constructed with approximately 74,423 gross square feet (gsf) of court house and support space, as well as supporting office space. Connections between 10 Hamilton Avenue and the two existing adjacent buildings at 100 Richmond Terrace (Lot 22) and 55 Stuyvesant Avenue (Lot 9) would also be constructed. Additionally, as per Zoning Resolution (ZR) Section 36-21, the Proposed Project would be required to provide approximately 131 accessory parking spaces (36 parking spaces for the court house space and 95 parking spaces for the government office space).

This technical memorandum includes an assessment of on-street and off-street parking conditions documented within a quarter-mile radius surrounding the Project Site during the weekday midday (MD) period when parking demand for the Proposed Project is assumed to be the highest. The findings provided and discussed in this technical memorandum demonstrate that the parking demand for the site could be accommodated by off-street parking facilities within a quarter mile of the Project Site. As such waiving the parking requirements for the Proposed Project would not result in additional impacts to on- and off-street parking conditions.

B. Background

As shown in **Figure 1**, the Project Site is located on the block bounded by Hamilton Avenue to the north, Wall Street to the south, Richmond Terrace to the east, and Stuyvesant Place to the west. The Project Site (Block 9, Lot 17) is currently occupied by an existing court house and government office building. Under the Proposed Project, Lot 17 would be redeveloped with an approximately 74,423 gsf new building consisting of court rooms and supporting court and office space. As shown in **Figure 2**, pursuant to ZR Section 36-21, the

Applicant is required to provide a total of 131 accessory parking spaces for the Proposed Project on Lot 17, including approximately 36 spaces as per PRC-C (Court House) and approximately 95 spaces as per PRC-B1 (Government Offices). As such, the Applicant has determined to seek a waiver for this required parking based on the availability of parking in the surrounding area.

C. Existing Conditions

Roadway Geometry and Parking Regulations

Hamilton Avenue to the north of the Project Site is a one-way westbound street containing an approximately 25-foot-wide roadbed with a nine-foot-wide and a seven-foot-wide sidewalk on the north and south side, respectively. "No Standing Anytime" regulations are in effect along the north curb of Hamilton Avenue between Richmond Terrace and Stuyvesant Place. Stuyvesant Place to the west of the Project Site is a one-way southbound street containing an approximately 30-foot-wide roadbed with two approximately seven-foot-wide sidewalks on each side. Two-hour metered parking regulations are enforced on both sides of Stuyvesant Place between Hamilton Avenue and Wall Street from 8AM to 7PM except Sunday. Richmond Terrace to the east of the Project Site is a two-way north-southbound arterial with two travel lanes and one parking lane in each direction. An Authorized Vehicles Only (Police Department) regulation is in effect for the entirety of the block on the east side of Richmond Terrance, except for a bus bay for the S40 and S44 bus routes north of Wall Street. One-hour metered parking 8AM to 7PM except Sundy is enforced on the west side of Richmond Terrance for approximately 185 feet from Hamilton Avenue. Wall Street to the south of the Project Site is a one-way eastbound street containing an approximately 30-foot-wide roadbed with two approximately 10-foot-wide sidewalks. An Authorized Vehicles Only (Police Department) regulation is in effect for the entirety of the block on both sides of Wall Street between Stuyvesant Place and Richmond Terrace.

D. On-Street and Off-Street Parking Supply

On-Street Parking

In order to document parking conditions in the area surrounding the Project Site, on-street and off-street parking surveys were conducted during a typical weekday midday (Tuesday, March 12 and Thursday, March 14, 2024 from 11:00 AM – 1:00 PM). The parking study area encompasses a quarter-mile radius (up to approximately a six-minute walk) from the Project Site, as recommended by the 2021 *CEQR Technical Manual*. The study area is generally bounded by Nicholas Street to the north, Hendricks Avenue to the south, Richmond Terrace to the east, and Daniel Low Terrace to the west (refer to **Figure 3**).

Table 1 presents the on-street parking capacities within the study area for the weekday midday (MD) peak period, as it is assumed that this will be the period when the Proposed Project late morning parking demand will be at its peak. There will be little or no demand on weekends. The on-street capacities account for curbside regulations, curb cuts, fire hydrants, and other obstructions to curbside parking during the weekday MD period. There are approximately 1,160 legal on-street parking spaces in the study area during the weekday MD (11AM to 1PM) peak hour period. Based on the on-street parking surveys conducted in mid-March 2024, it was determined that there are approximately 51 parking spaces available during the weekday MD peak hour period in the study area. The on-street parking surveys conducted in mid-March 2024 indicate that on-street parking in the study area is heavily utilized (approximately 96 percent) and is, essentially, at capacity in the late morning on a typical weekday.

Table 1: Existing On-Street Weekday MD Parking Conditions Within a Quarter Mile of the Project Site

Capacity	Occupied Spaces	Available Spaces	Parking Utilization
1,160	1,109	51	95.6%

Off-Street Parking

As noted previously, the parking study area encompasses a quarter-mile radius (approximately a five-minute walk) from the Project Site, as recommended by the 2021 *CEQR Technical Manual*. The study area is generally bounded by Nicholas Street to the north, Hendricks Avenue to the south, Richmond Terrace to the east, and Daniel Low Terrace to the west.

Table 2 below presents the publicly accessible off-street parking garage and lot capacities within the study area for the weekday MD period. As shown in **Figure 3**, there are four licensed public parking garages and lots within the study area. The off-street capacities were determined based on the licensed capacity for each garage or lot, and the occupancies were determined based on observations and survey responses from garage attendants in mid-March 2024. In total, during the weekday MD peak period, there are approximately 1,211 legal off-street public parking spaces in the study area. Based on the parking surveys conducted in mid-March 2024, off-street parking is also heavily utilized, except at the Empire Outlets Parking garage. In total, it was determined that there are approximately 426 parking spaces available during the weekday MD peak hour within a quarter mile of the Project Site. During this peak hour, overall off-street parking facilities operate at approximately 65 percent capacity.

Table 2: Existing Off-Street Weekday MD Parking Conditions Within a Quarter Mile of the Project Site

Map No. (1)	Public Parking Facility	Address	License No.	Capacity	Weekday Midday		
					Occupied Spaces	Available Spaces	Parking Utilization
1	Empire Outlets Parking	55B Richmond Terrace (2)	2080000	720	324	396	45%
2	1-99 Academy Pl Parking	25 Wall Street	1386534	171	171	0	100%
3	Ferry Terminal South Lot	1 Ferry Terminal Viaduct	-	222	222	0	100%
4	319 St. Marks Place	319 St Marks Place	1372235	98	68	30	69%
Total				**1,211**	**785**	**426**	**65%**

Notes:

(1) Map Number corresponds with **Figure 3**.

(2) Total capacity at 55B Richmond Terrace is 1,250 spaces, but Level 2 was under construction during the time of this study (March 2024). Only Level 1 and Level 3 are currently open, with a combined capacity of 720 spaces.

E. Assessment

The Proposed Project would consist of a new building constructed at 10 Hamilton Avenue (Block 9, Lot 17) including approximately 74,423 gsf of court rooms, court support space, and supporting office space. A total of 131 accessory off-street parking spaces are required as per ZR Section 36-21 for the proposed court house space (36 spaces) and government office space (95 spaces). The parking study conducted for the weekday midday period determined that approximately 51 on-street parking spaces and approximately 426 off-street parking spaces were found to be available during the weekday midday period, for a total of approximately

477 parking spaces available within a quarter mile of the Project Site. The majority of available parking spaces are located at Empire Outlets Parking garage, which currently operates at approximately 45 percent capacity during the weekday midday peak period. Additionally, it should be noted that this parking garage was under construction during the time of the parking study, with only Level 1 and Level 3 open to the public providing a capacity of 720 spaces. Upon the completion of internal construction on Level 2, it is assumed that Empire Outlets Parking garage will have its full capacity of 1,250 parking spaces versus 720 spaces currently. Empire Outlets Parking also provides daily and monthly rate specials for commuters, ranging in price from $9.50 per day to $209 per month. Other parking facilities within the study area also range in price from $200 to $250 per month. Therefore, it is reasonable to conclude that the Proposed Project's parking demand could be accommodated off-site by the surrounding area's (within a quarter mile) off-street parking facilities.

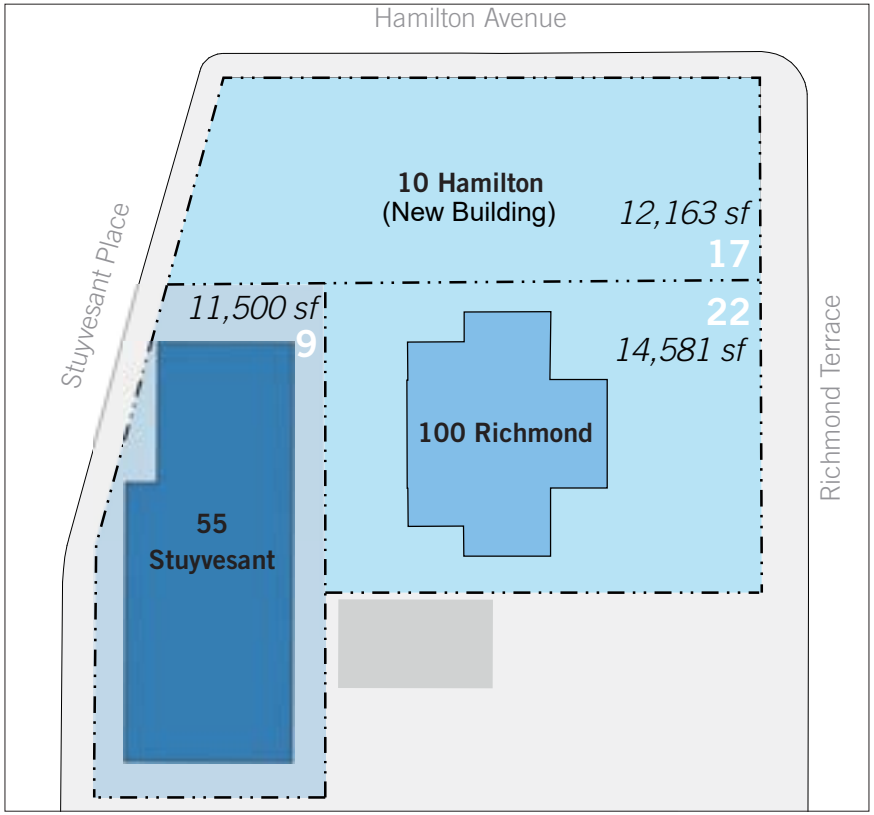
Figure 1
Project Location

Legend

- Quarter-Mile Radius
- Project Area

Site Analysis
Parking

Project:	Staten Island Family Court
Addresses:	100 Richmond Terrace
	10 Hamilton Avenue
	55 Stuyvesant Place
Zoning District:	C4-2 Commercial District
Special District:	SG - St. George
Subdistrict:	Upland Subdistrict
Use Group:	6, D. Public Service Establishments
	Court Houses (PRC-C)
	6, B. Offices
	Governmental (PRC-B1)
Parking:	PRC-C: 1 per 1,000 sq. ft. of floor area
	PRC-B1: 1 per 400 sq. ft. of floor area



10 Hamilton (New Building)

PRC-C (Court House): 36,260 GSF / 1,000 = 36 spaces

PRC-B1 (Gov. Offices): 38,163 GSF / 400 = 95 spaces

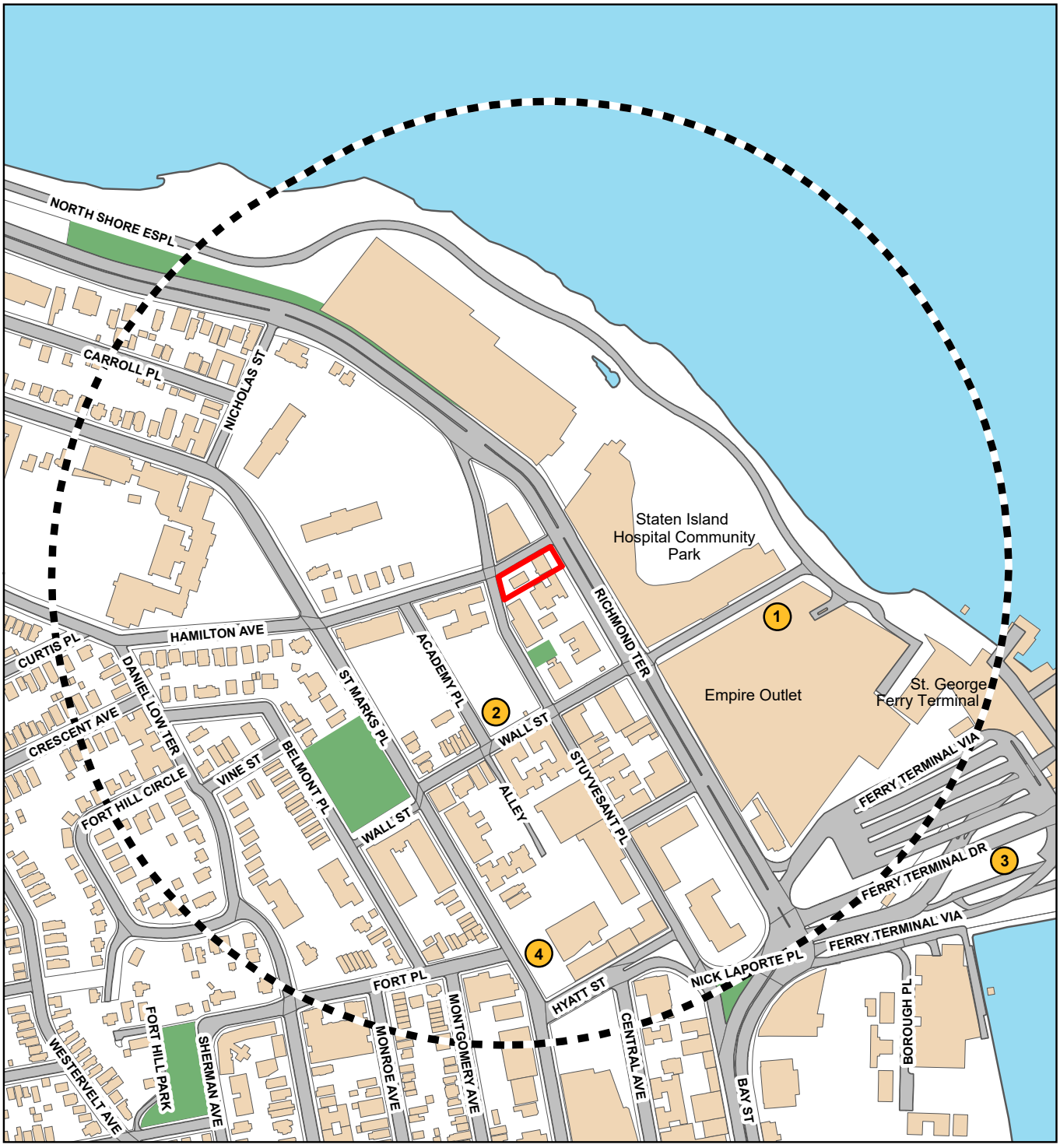
Total: 131 Parking Spaces

ZR36-21: Required Accessory Off-Street Parking for Commercial or Community Facility

In all districts accessory off-street parking spaces shall be provided... for all developments after December 15, 1961... If an enlargement results in a net increase in the floor area, the requirements apply to such net increase.

ZR128-53: Use of Parking Facilities

All accessory off-street parking spaces may be provided within parking facilities, including public parking garages, on zoning lots other than the same zoning lot as the use to which they are accessory, provided [they] are located within the Special St. George District.



Legend

- Quarter-Mile Radius
- Project Area
- Open Space
- (#) Public Parking Facility

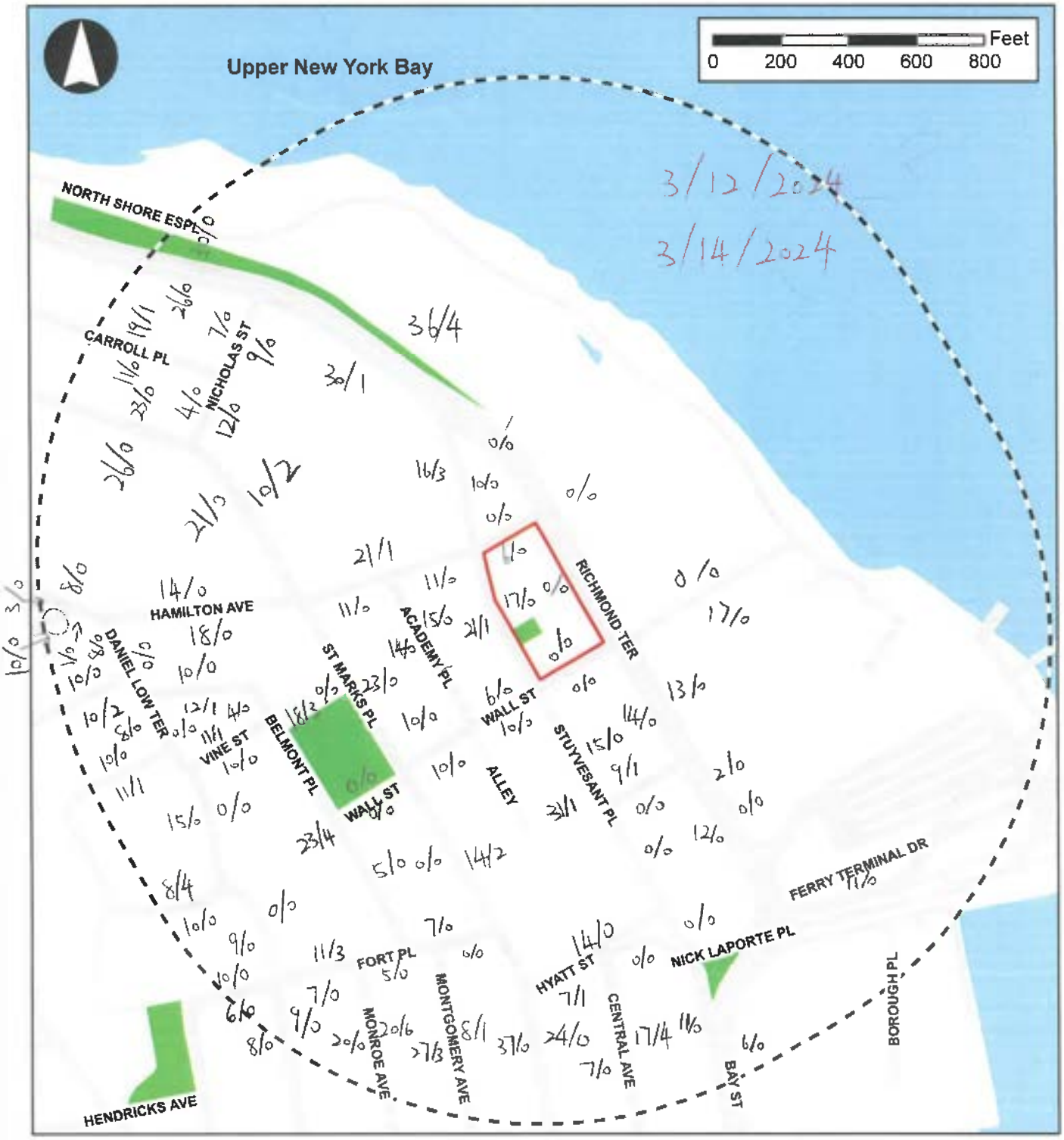
Appendix

On-Street Parking Summary Worksheets (East-West Street)

Along	Between		Face	Number of Vehicles Parked	Number of Available Public Spaces
Richmond Ter	St Peters Pl	Nicholas Street	N	30	0
			S	26	0
	Nicholas Street	Stuyvesant Pl	N	36	4
			S	30	1
	55 Richmond Ter	75 Richmond Ter	N	0	0
			S	17	0
Carroll Pl	St Peters Pl	Nicholas Street	N	19	1
			S	11	0
St Marks Pl	Westervelt Ave	Nicholas Street	N	23	0
			S	26	0
Hamilton Ave	Curtis Pl	Daniel Low Terrace	N	8	0
			S	3	0
	Daniel Low Terrace	St Marks Pl	N	14	0
			S	18	0
	St Marks Pl	Academy Pl	N	21	1
			S	11	0
	Academy Pl	Stuyvesant Pl	N	0	0
			S	11	0
	Stuyvesant Pl	Richmond Ter	N	0	0
			S	6	0
Curtis Pl	Westervelt Ave	Daniel Low Terrace	N	0	0
			S	10	0
Crescent Ave	Westervelt Ave	Daniel Low Terrace	N	10	0
			S	10	2
Belmont Pl	Daniel Low Terrace	Vine St	N	10	0
			S	12	1
Vine St	Daniel Low Terrace	Belmont Pl	N	11	1
			S	10	0
Fort Hill Cir	Fort Hill Cir N	Daniel Low Terrace	N	10	0
			S	11	1
	Fort Hill Cir S	Daniel Low Terrace	N	8	4
			S	10	0
Wall St	Belmont Pl	St Marks Pl	N	0	0
			S	0	0
	St Marks Pl	Academy Pl	N	10	0
			S	10	0
	Academy Pl	Stuyvesant Pl	N	6	0
			S	10	0
	Stuyvesant Pl	Richmond Ter	N	0	0
			S	0	0
Schuyler St	Stuyvesant Pl	Richmond Ter	N	9	1
			S	0	0
Fort Pl	Sherman Ave	Daniel Low Terrace	N	10	0
			S	6	0
	Daniel Low Terrace	Monroe Ave	N	11	3
			S	7	0
	Monroe Ave	Montgomery Ave	N	0	0
			S	5	0
	Montgomery Ave	St Marks Pl	N	7	0
			S	0	0
Hyatt St	St Marks Pl	Central Ave	N	14	0
			S	7	1
	Central Ave	Bay St	N	0	0
			S	0	0
Ferry Terminal	Richmond Ter	Ferry Terminal Viaduct	N	11	0
			S	0	0
Nick LaPorte Pl	Stuyvesant Pl	Hoyt Street	N	0	0
			S	0	0
				545	21

On-Street Parking Summary Worksheets (North-South Streets)

Along	Between		Face	Number of Vehicles Parked	Number of Available Public Spaces
Nicholas St	Richmond Ter	Carroll Pl	E	9	0
			W	7	0
	Carrol Pl	St Marks Pl	E	12	0
			W	4	0
Richmond Ter	Hamilton Ave	Wall St	E	0	0
			W	0	0
	Wall St	Schuyler St	E	13	0
			W	14	0
	Schuyler St	Ferry Terminal Viaduct	E	2	0
			W	12	0
	Ferry Terminal Viaduct	Nick Laporte Pl	E	0	0
			W	0	0
Bay St	Nick Laporte Pl	Slosson Terrace	E	6	0
			W	11	0
Stuyvesant Pl	Richmond Ter	Hamilton Ave	E	10	0
			W	16	3
	Hamilton Ave	Wall St	E	17	0
			W	21	1
	Wall St	Schuyler St	E	15	0
			W	31	1
	Schuyler St	Hyatt St	E	0	0
			W	0	0
Academy Pl	Hamilton Ave	Wall St	E	15	0
			W	14	0
Central Ave	Hyatt St	Slosson Terrace	E	17	4
			W	7	0
St Marks Pl	Nicholas St	Hamilton Ave	E	10	2
			W	21	0
	Hamilton Ave	Wall St	E	23	0
			W	0	0
	Wall St	Fort Pl	E	14	2
			W	0	0
	Fort Pl	Hyatt St	E	0	0
			W	0	0
	Hyatt St	Victory Blvd	E	24	0
			W	37	0
Belmont Pl	Belmont Pl	Vine St	E	0	0
			W	4	0
	Vine St	Wall St	E	18	3
			W	0	0
	Wall St	Fort Pl	E	5	0
			W	23	4
Montgomery Ave	Fort Pl	Victory Blvd	E	8	1
			W	27	3
Monroe Ave	Fort Pl	Benziger Ave	E	20	6
			W	20	0
Daniel Low Terrace	Hamilton Ave	Belmont Pl	E	0	0
			W	8	0
	Belmont Pl	Vine St	E	0	0
			W	8	0
	Vine St	Fort Hill Cir	E	0	0
			W	15	0
	Fort Hill Cir	Fort Pl	E	0	0
			W	9	0
	Fort Pl	Benziger Ave	E	9	0
			W	8	0
				564	30



Legend

Project Area | 1/4-Mile Radius | Open Space

17/4 = Number of vehicle parked / Available Parking Space

Empire Outlet Parking Garage

1-99 Academy Place Parking Lot

319 St. Marks Place Parking Lot