

1.0 PROJECT DESCRIPTION

1.1 DESCRIPTION OF THE PROPOSED PROJECT

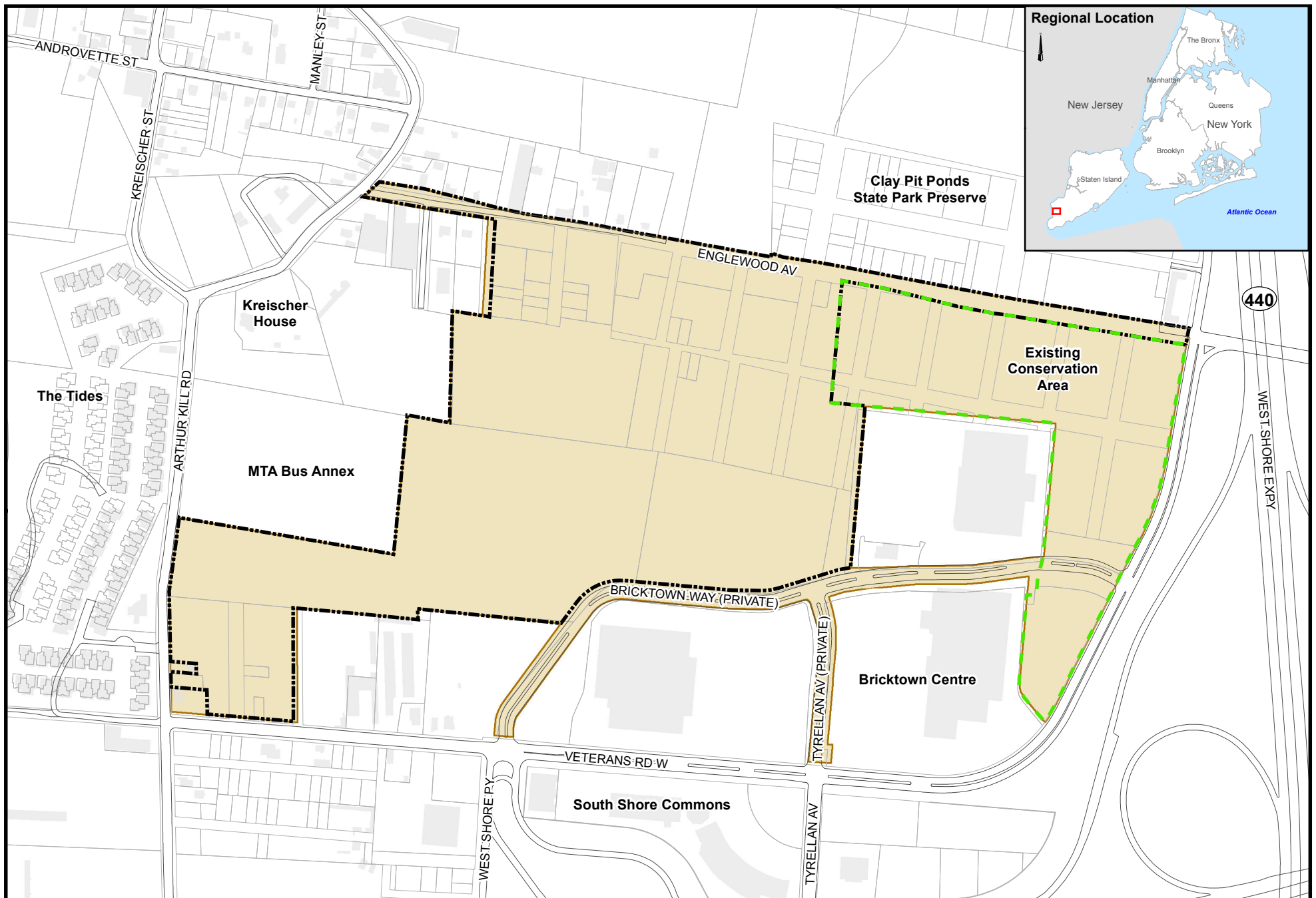
The New York City Economic Development Corporation (“NYCEDC”), on behalf of the City of New York, is proposing the development of an approximately 66-acre parcel (the “Development Area”), located in Charleston, Staten Island, with parkland, retail, residential, and community facility uses and the mapping and construction of new public streets. In addition, NYCEDC is seeking to map as parkland an existing approximately 20-acre Conservation Area, which is located adjacent to the 66-acre Development Area and to map adjacent privately-owned streets. The overall proposed project is referred to as the Charleston Mixed-Use Development (the “Proposed Project”).

The Development Area, the Conservation Area and existing private streets to be mapped, constitute the “Project Area”, as shown in **Figure 1-1**. The Project Area encompasses approximately 93 acres, including the mapping of streets, utility corridors and the Conservation Area. The Project Area is generally bounded to the north by the future northern limit of Englewood Avenue and Clay Pit Ponds State Park Preserve (“CPPSPP”), to the south and east by Veterans Road West, to the west by Arthur Kill Road, and to the south by the shopping center known as the Bricktown Centre at Charleston Mall (“Bricktown Centre”).

The Charleston Mixed-Use Development consists of a number of discrete project elements that would be undertaken by different entities. **Figure 1-2** provides a preliminary site concept for the Proposed Project showing the placement and relationship of the different project elements. The area, as shown on the figure, is divided into the following development parcels:

- **Parkland:** The NYC Department of Parks and Recreation (“NYCDPR”) would map and develop an approximately 23-acre park site (Fairview Park) with areas for both active and passive recreation. Adjacent to this new park, the existing approximately 20-acre Conservation Area would be mapped as parkland, creating approximately 43 acres of contiguous mapped parkland.
- **Retail Site “A”:** A private developer has been selected to develop this approximately 11-acre site. This site would include a branch of the New York Public Library (“NYPL”). This site would be accessed from the existing privately-owned Bricktown Way/Tyrellan Avenue that would be mapped as part of the Proposed Project.
- **Retail Site “B”:** This site consists of approximately 7.3 acres (not including approximately 1.3 acres of a proposed utility corridor and existing private easement areas which divides the site). If the proposed utility corridor is not used, development of Retail Site “B” could be increased from 7.3 to approximately 8 acres, with only the area of the existing private utility easement remaining vacant. Retail Site “B” would be privately developed pursuant to a Request for Proposals (“RFP”) in the future.
- **Housing:** The NYCEDC would offer this approximately 9.1-acre site for senior housing in the future.
- **Public School:** The NYC School Construction Authority (“NYCSCA”) would construct a combined elementary/middle school on the approximately 5.9-acre site.
- **Street Mappings and Constructions:** Englewood Avenue would be mapped and constructed across the northern border of the Project Area (approximately 6 acres) and would connect Veterans Road West on the east to Arthur Kill Road on the west. In addition, Bricktown Way and Tyrellan Avenue, both privately-owned streets that currently serve the adjacent Bricktown Centre shopping center, would be mapped (approximately 6.4 acres).
- **Utility Corridor:** An approximately 50-foot wide access and utility corridor, running directly north of the existing private utility easement, would also be created for potential roadway or utility connections to Arthur Kill Road (approximately 1.9 acres).

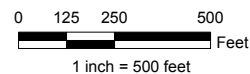
The elements of the Proposed Project are being assessed for two analysis years. Construction of Retail Site “A” and Fairview Park and the mapping of Bricktown Way and Tyrellan Avenue are expected to be completed by 2015. Construction of the remainder of the project elements, including the developments of



AECOM

Legend

- Project Area
- Conservation Area
- Development Area
- Building Footprint



Charleston Mixed-Use
Development

Figure 1-1

Project Site Location

Retail Site “B,” the school, the senior housing, and the Englewood Avenue road construction are expected to be completed by 2020.

More information on the individual components of the Proposed Project is provided below and found within **Table 1-1**.

Parkland

As shown in **Figure 1-2**, the preliminary site concept places the proposed approximately 23-acre Fairview Park within the western and central portion of the Development Area. To the east of the Development Area is the existing approximately 20-acre Conservation Area (north and east of Bricktown Centre), which would also be mapped as park. Overall, the Proposed Project would map approximately 43 acres as parkland – the proposed Fairview Park and the existing Conservation Area -- that would both serve the surrounding communities.

Fairview Park is expected to be developed by the year 2015. As shown below in **Figure 1-2**, a passive trail system (an unpaved system generally following existing paths through these areas) would be located within the western portions of the proposed park. This portion of the park includes building foundations and other elements of the former Kreischer Estate Site, and these potential archaeological resources limit the amount of disturbance within that sensitive area (see **Figures 2.6-3 and 2.6-4** in **Chapter 2.6**). East of the passive trail system would be a proposed multi-purpose field, followed by a park comfort station, tennis courts and junior baseball fields. Overall, the trail system and a parking lot for park users would be the only park facilities planned in the western and southern portions of the park, except for the multi-purpose field, leaving existing natural areas in those sections undisturbed. The park would include 60 parking spaces (in a separate lot) for visitors in the southeast corner of the park. An additional 30 parking spaces would also be provided for shared-use between the retail stores and park visitors on the northwest corner of Retail Site “A.”

Retail Site “A”

Retail Site “A” would be centrally located in the Project Area, north of Bricktown Way and south of the park amenities. A private developer has been selected to develop this approximately 11-acre site with up to approximately 195,000 square feet of commercial space for medium- and large-format retail stores along with approximately 633 parking spaces (which includes 30 spaces to be shared with proposed park visitors, as described above). As shown in **Figure 1-2**, it is expected that a series of five separate one and two-story buildings would be built on around the western, northern and eastern boundaries of that development site, with the majority of surface parking provided in the middle and southern sections. In addition to the retail stores, one of the five buildings would be a new library branch. The library building would consist of up to 15,000 square feet of floor area, within a new two-story building near the site’s northern boundary. To comply with zoning requirements, 15 additional spaces would be provided on Retail Site “A” for library parking. The spaces would be shared with adjoining retail uses. The new public library would be contained within a new separate tax lot. The public library would be adjacent to two proposed access points into the proposed park. The entire area for the development of Retail Site “A”, including the library, would be rezoned to a C4-1 district to facilitate the planned retail development. Retail Site “A” would be accessed from Bricktown Way and Tyrellan Avenue, both privately-owned streets that would mapped as streets as part of the Proposed Project by the year 2015. Additionally, the City would be provided with an easement for unrestricted public vehicular, pedestrian and bicycle access over these streets to access Retail Site “A,” the library and the park.

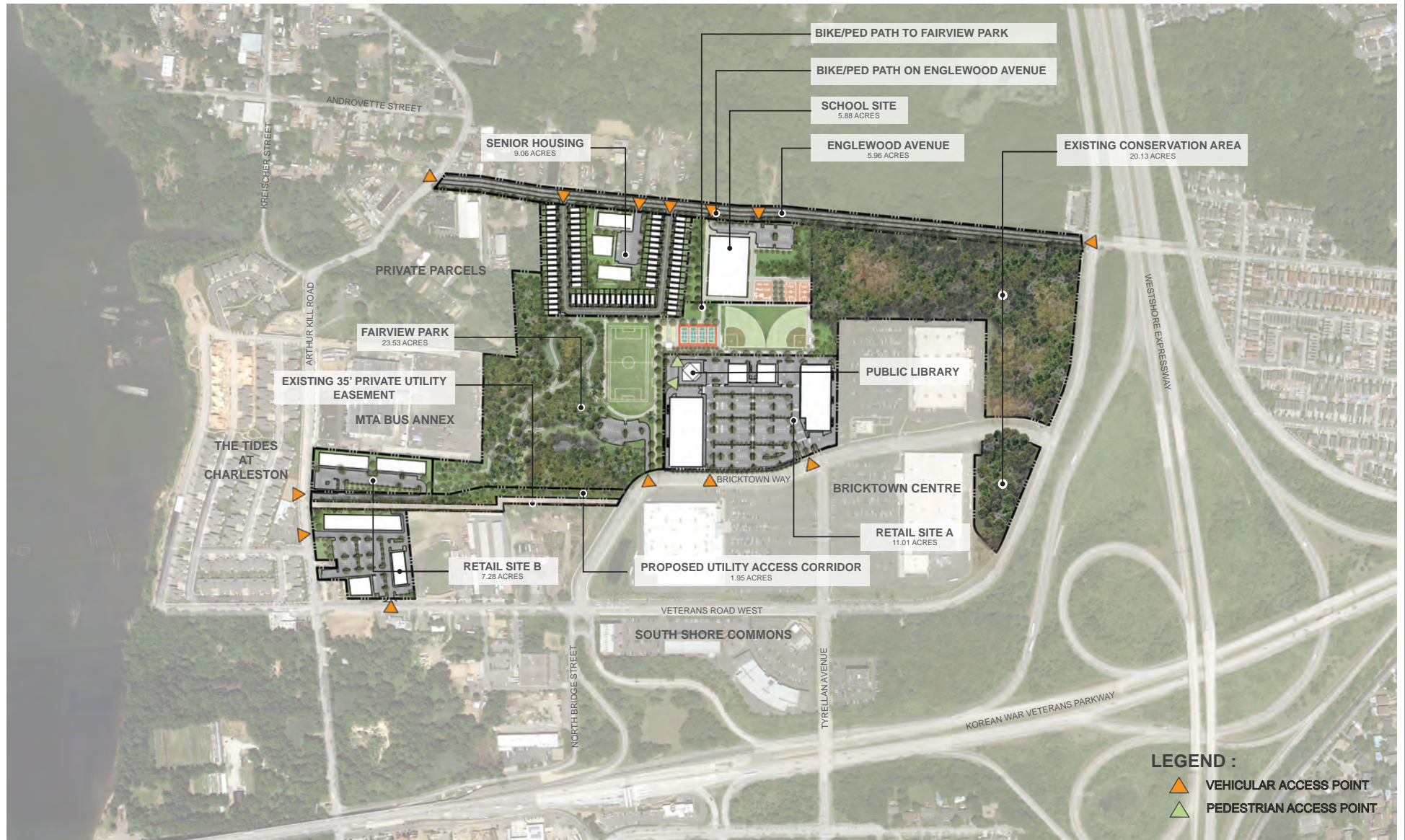


Table 1-1 Components of the Proposed Project

COMPONENT		SIZE (approx.)	DETAILS
Development Area			
Retail Site A		11.01 acres	<ul style="list-style-type: none"> Up to 195,000 SF of retail, including medium- to large-format retail. Up to 15,000 SF New York Public Library Branch. Approximately 633 parking spaces (includes shared parking for the library and Fairview Park).
		479,591 sf	
Retail Site B		7.28 acres* 317,083 sf	<ul style="list-style-type: none"> Up to 90,000 SF of neighborhood retail. Approximately 300 parking spaces.
Fairview Park		23.53 acres 1,025,161 sf	<ul style="list-style-type: none"> Mapping of over 23 acre of a new public park with active and passive recreation amenities. Potential shared uses with proposed school. Approximately 60 parking spaces located on the park site.
School		5.88 acres 256,194 sf	<ul style="list-style-type: none"> Approximately 750 seat capacity. 60 parking spaces (estimated) Kindergarten to 8th grades. Potential shared uses with proposed park.
Senior Housing		9.06 acres 394,819 sf	<ul style="list-style-type: none"> 162 dwelling units: <ul style="list-style-type: none"> 80 affordable multi-family age-restricted rental units. 82 age-restricted for-sale detached units. Community center for site residents. 195 parking spaces: <ul style="list-style-type: none"> 52 spaces for multi-family rental units (65%). 20 spaces for the community center. 123 spaces for for-sale detached units (1.5 per unit).
Street Mapping and Proposed or Potential Construction		5.96 acres 259,702 sf	<ul style="list-style-type: none"> Mapping and construction of Englewood Avenue. Map 80-foot wide corridor for a distance of approximately 1,800 feet. Full constructed length of Englewood Avenue would be approximately 3,265 feet and would include bicycle and pedestrian facilities.
		1.95 acres 84,770 sf	
Sub-Total (without Private Utility Easement)		64.67 acres 2,817,320 sf	
Private Utility Easement in Development Area (no construction)		1.28 acres 55,872 sf	<ul style="list-style-type: none"> Private utility easement (existing) for Bricktown Centre from Arthur Kill Road. No construction planned over easement, which is located within boundaries of Development Area
Sub-Total (with Private Utility Easement)		65.95 acres 2,873,192 sf	
Non-Development Areas (part of Project Area)			
Conservation Area		20.13 acres 876,705 sf	<ul style="list-style-type: none"> Mapping of the existing 20-acre Conservation Area as parkland.
Street Mapping (no new construction)		6.39 acres 277,860 sf	<ul style="list-style-type: none"> Mapping of privately-owned Bricktown Way and Tyrellan Avenue (existing and fully constructed) as streets.
Rezoning of Private Tax Lots on Block 7494	Lot 1	0.30 acres 13,280 sf	<ul style="list-style-type: none"> Rezoning of Lot 1 located at the northeast corner of Arthur Kill Road and Veterans Road West (not part of the Development Area).
	Lot 88	0.09 acres 4,000 sf	<ul style="list-style-type: none"> Rezoning of Lot 88 located along the east side of Arthur Kill Road (not part of the Development Area).
Sub-Total		26.91 acres 1,171,855 sf	
TOTAL PROJECT AREA		92.86 acres 4,045,525 sf	

Sources: New York City Economic Development Corporation; AECOM Concept Plan.

*Does not include approximately 1.3 acres of proposed utility corridor and existing easement areas which divides the site.

Retail Site “B”

By 2020, a series of new one-story retail stores would be built on Retail Site “B” along the east side of Arthur Kill Road. This site consists of approximately 7.3 acres and would be privately developed in the future, with an anticipated 90,000 square feet of neighborhood retail space and 300 parking spaces. An existing utility easement from Arthur Kill Road extends eastward through the center of Retail Site “B.” It serves Bricktown Centre and divides this development site into northern and southern halves. The entire area for the development of Retail Site “B,” including the portion of the easement within that site, would be rezoned to a C4-1 district to facilitate the planned retail development. In Staten Island, residential use in a C4-1 district is not as-of-right, but is allowed by CPC “special permit.” The proposed commercial buildings on Retail Site “B” are expected to be constructed per C4-1 bulk regulations.

Senior Housing

The approximately 9.1-acre site for senior housing would be located along the northern border of the Development Area, adjacent to the proposed Englewood Avenue. The proposed senior housing component, which would be built by 2020, is expected to include single-family detached residences, a community center, and multi-family buildings along Englewood Avenue. The senior housing complex would include a total of 162 senior housing units, consisting of 80 affordable multi-family rental units, 82 for-sale detached units, and a community center, along with 195 parking spaces.

Public School

The proposed public school would be situated on an approximately 5.9-acre site east of the senior housing site. It is expected that the NYCSCA would construct a combined elementary/middle school with an approximately 750-seat capacity for kindergarten through 8th grade, along with an estimated 60 parking spaces. Based on plans for similar schools in the City, the proposed school building is expected to contain approximately 100,000 square feet of floor area and be constructed as a single two-story building adjacent to an open school yard. The school, projected to be built by 2020, would be located directly north of the proposed park that would be operational before the year 2020. It is expected that the school would utilize portions of the adjacent park for some of its recreational programs during school hours.

Street Mapping

By the 2015 analysis year, the existing privately-owned Bricktown Way and the portion of privately-owned Tyrellan Avenue within the Project Area (totaling approximately 6.4 acres) would be mapped as streets.

By 2020, Englewood Avenue would be mapped and constructed within an approximately 80-foot wide right-of-way across the northern border of the Project Area from Veterans Road West on the east to Arthur Kill Road on the west, as shown in **Figure 1-4** later in this chapter. **Figure 1-5** provides a conceptual image of how the typical cross section of Englewood Avenue could look. The fully-constructed length of Englewood Avenue would be approximately 3,265 feet and would include bicycle and pedestrian facilities (approximately 6 acres). A portion of this proposed roadway, extending approximately 1,465 feet west from Veterans Road West, is already mapped to a width of 80 feet. The remaining approximately 1,800 feet of this approximately 3,265-foot roadway is being mapped as part of the Proposed Project.

Within the existing 80 foot wide mapped portion of Englewood Avenue, an area approximately 45 feet deep of the mapped roadway bed, extending for approximately 1,488 feet westward from Veterans Road West, is owned by the State of New York. In order to construct Englewood Avenue to the full existing mapped width of 80 feet, a transfer of ownership of this area from the State to the City is required. There is no current acquisition agreement with the State; however, the EIS conservatively assesses a worst case scenario that includes the build-out of Englewood Avenue at the full 80-foot width. Before the roadway is constructed, the terms of transfer would need to be negotiated.

In addition, to facilitate possible future east-west access and/or utility connections, an approximately 50-foot wide parcel would be created, extending approximately 1,820 feet along the southern boundary of Fairview Park from Arthur Kill Road to Bricktown Way. Unless such east-west connections were made in

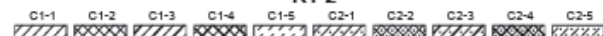
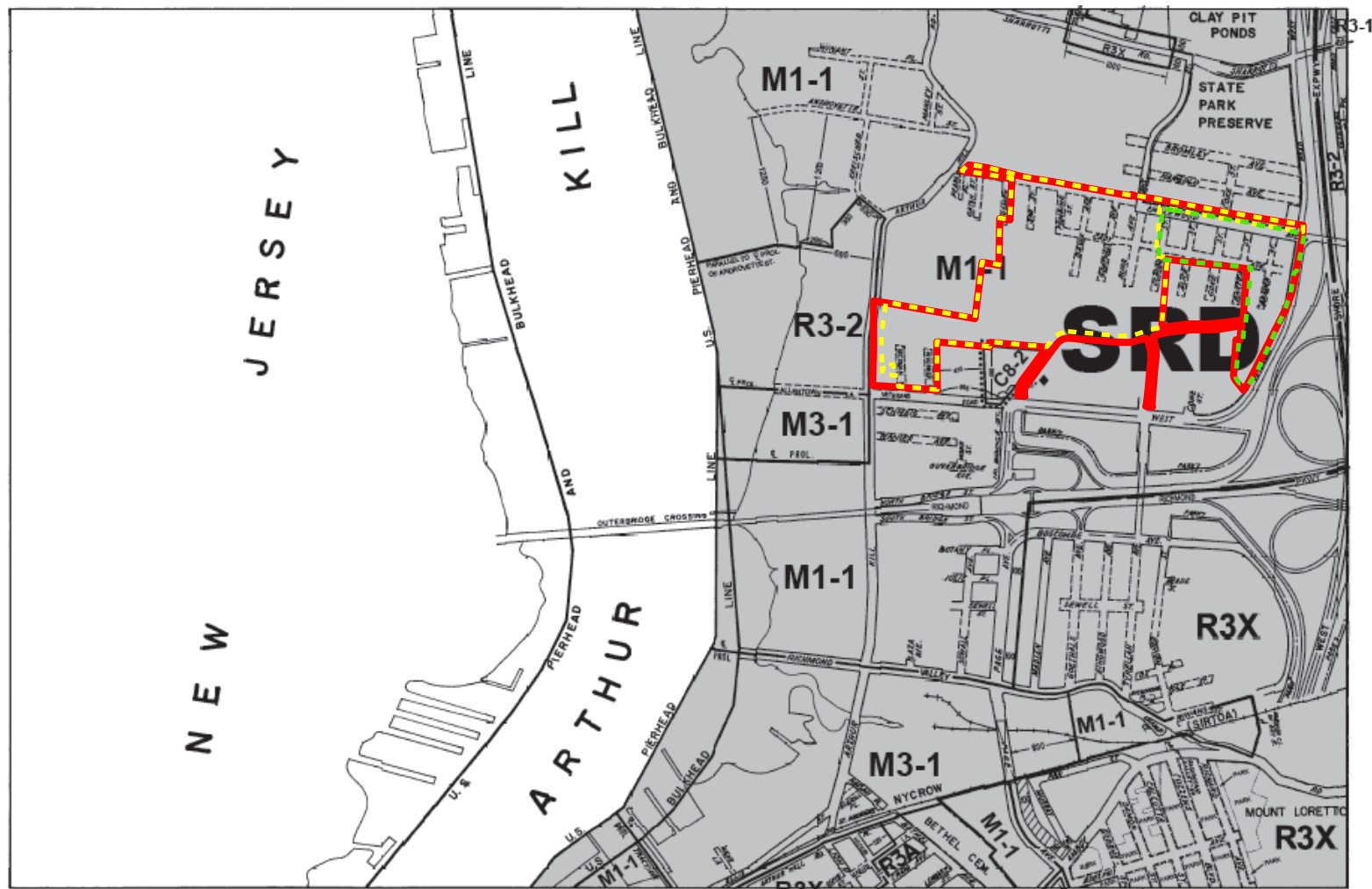
the future, this roughly 1.9-acre parcel (except for the segment within Retail Site “B”) would remain in its present natural state.

1.1.1 Discretionary Public Actions and Approvals

To facilitate the individual project elements in the Project Area, the following discretionary public actions would be required:

- Zoning Map amendments to rezone the existing M1-1 to R3-2 for the housing and school sites and C4-1 for the retail sites (see **Figures 1-3, 1-3a and 1-3b**), including the rezoning of two privately-owned lots (Block 7494, lots 1 and 88) that will not be redeveloped by the Proposed Project (see **Chapter 2.1**). These two private properties are being rezoned at the request of the NYCDP to provide a regular and rational zoning district boundary;
- Authorizations and Certifications by the City Planning Commission (“CPC”) related to the Special South Richmond Development District (“SRD”) site plan approval, and reduction in required parking within C4-1 zoning districts;
- Certification pursuant to New York City Zoning Resolution (ZR) Section 36-596 from the CPC to waive the requirement for a cross-connections between retail sites (between the proposed Retail Sites “A,” “B” and the adjacent Bricktown Centre parcel), reflecting conditions on and near the sites that would make it difficult for cross-connections to be accommodated and provide cars access connections along Bricktown Way.
- Authorization for City acquisition of an approximately 4,000 square foot privately-owned parcel (Block 7375, Lot 7) located within the area of the site for the proposed school;
- Acquisition by the City of an easement for public unrestricted vehicular, pedestrian and bicycle access over Bricktown Way and Tyrellan Avenue to facilitate access to Retail Site “A,” the proposed NYPL branch and the proposed Fairview Park;
- Mayoral and Borough Board approval of the business terms of the sale of the disposition parcels pursuant to Section 384(b)(4) of the New York City Charter;
- Mapping of approximately 43 acres of contiguous parkland, including the approximately 23 acres of a new recreational area in the proposed Fairview Park and the approximately 20 acres of the existing Conservation Area;
- Mapping of Englewood Avenue, as needed, from Veterans Road West to Arthur Kill Road to a width of 80 feet, including authorization to acquire all or portions of privately owned property within the proposed bed of the mapped street (see **Figure 1-4**), and the negotiated transfer of ownership of a portion of land within the existing mapped bed of the proposed roadway from New York State (the negotiated transfer of ownership from New York State may require further state environmental review);
- Mapping of the privately-owned Bricktown Way to 85 feet and privately-owned Tyrellan Avenue to 70 feet within the Project Area as streets;
- Extinguish Third Street, Pembine Street, Bayne Avenue, Goethals Avenue, Burr Avenue, Claude Street, Alice Street, Baxter Street, Beaver Street, and Cady Avenue in their entirety. These 10 record streets are currently established at a width of 50 feet, respectively, but are not built.
- Extinguish Coke Street south of Englewood Avenue. Coke Street is a record street that **is** currently established at a width of 50 feet but is not built.
- Replacement of impacted trees (see **Chapter 2.8**) in public property under the jurisdiction of the New York City Parks Department (NYC DPR) per Local Law 3 (*Local Laws of the City of New York for the Year 2010*);
- Site selection for a new NYPL library branch; and
- New York State Department of Environmental Conservation (“NYSDEC”) and/or Army Corps of Engineers (“USACE”) permits: In order to implement the proposed plan, USACE and/or NYSDEC permits may be required for building within buffer zones surrounding jurisdictional wetlands (see **Chapter 2.8**).

More information about these proposed discretionary public actions is provided in Section 1.5 of this chapter.



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R - RESIDENTIAL DISTRICT
- C - COMMERCIAL DISTRICT
- M - MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

09-12-2012 C 110218 ZMR

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see [APPENDIX C](#).

For a list of lots subject to "D" restrictive declarations, see [APPENDIX D](#).

For Inclusionary Housing designated areas on this map, see [APPENDIX F](#).

CITY MAP CHANGES:

◆ AS CORRECTED 1-14-2013

MAP KEY

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

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NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/dcp/planning or contact the Zoning Information Desk at (212) 724-3091.

ZONING MAP 32d

AECOM

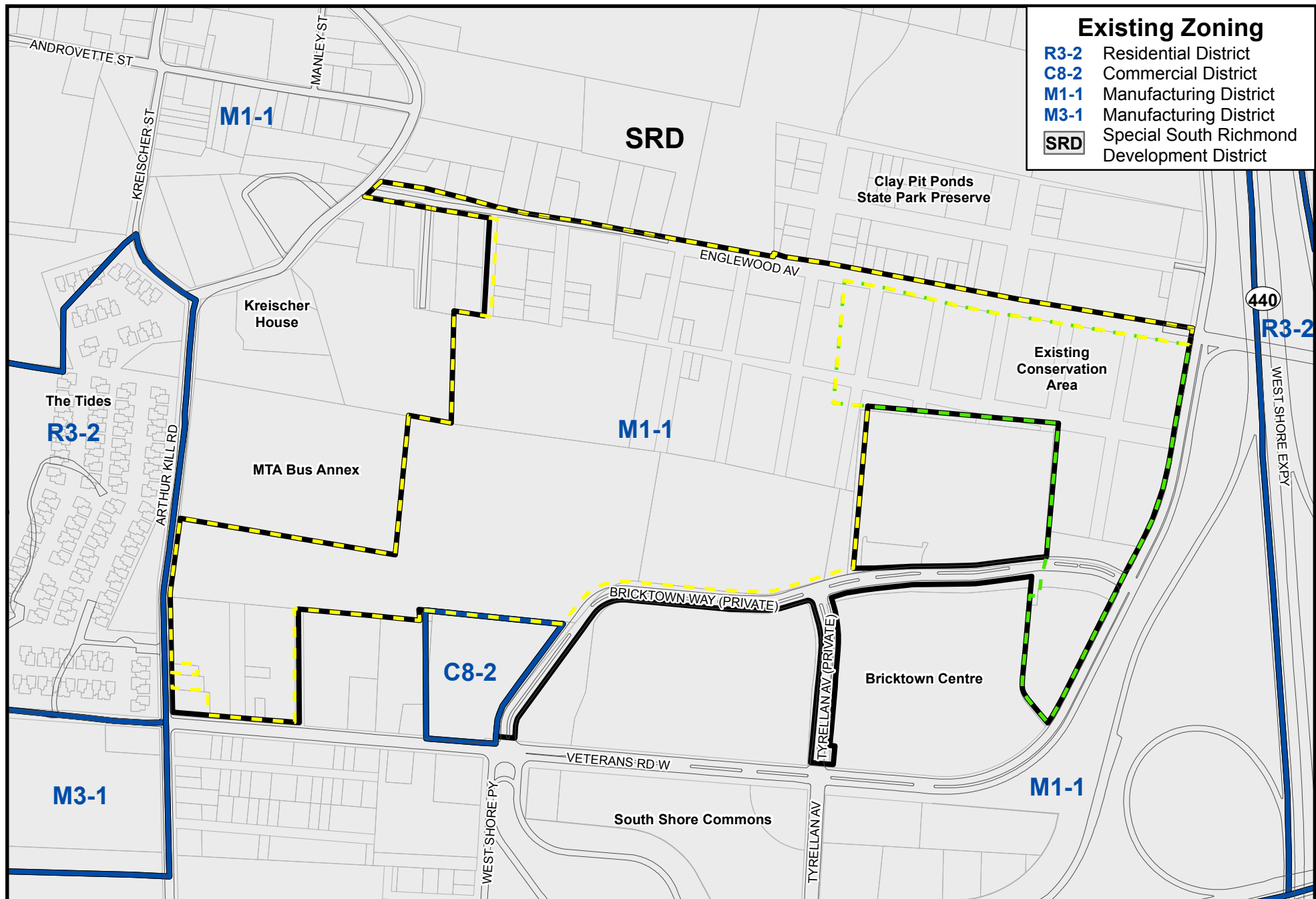
Legend

- Project Area
- Development Area
- Conservation Area



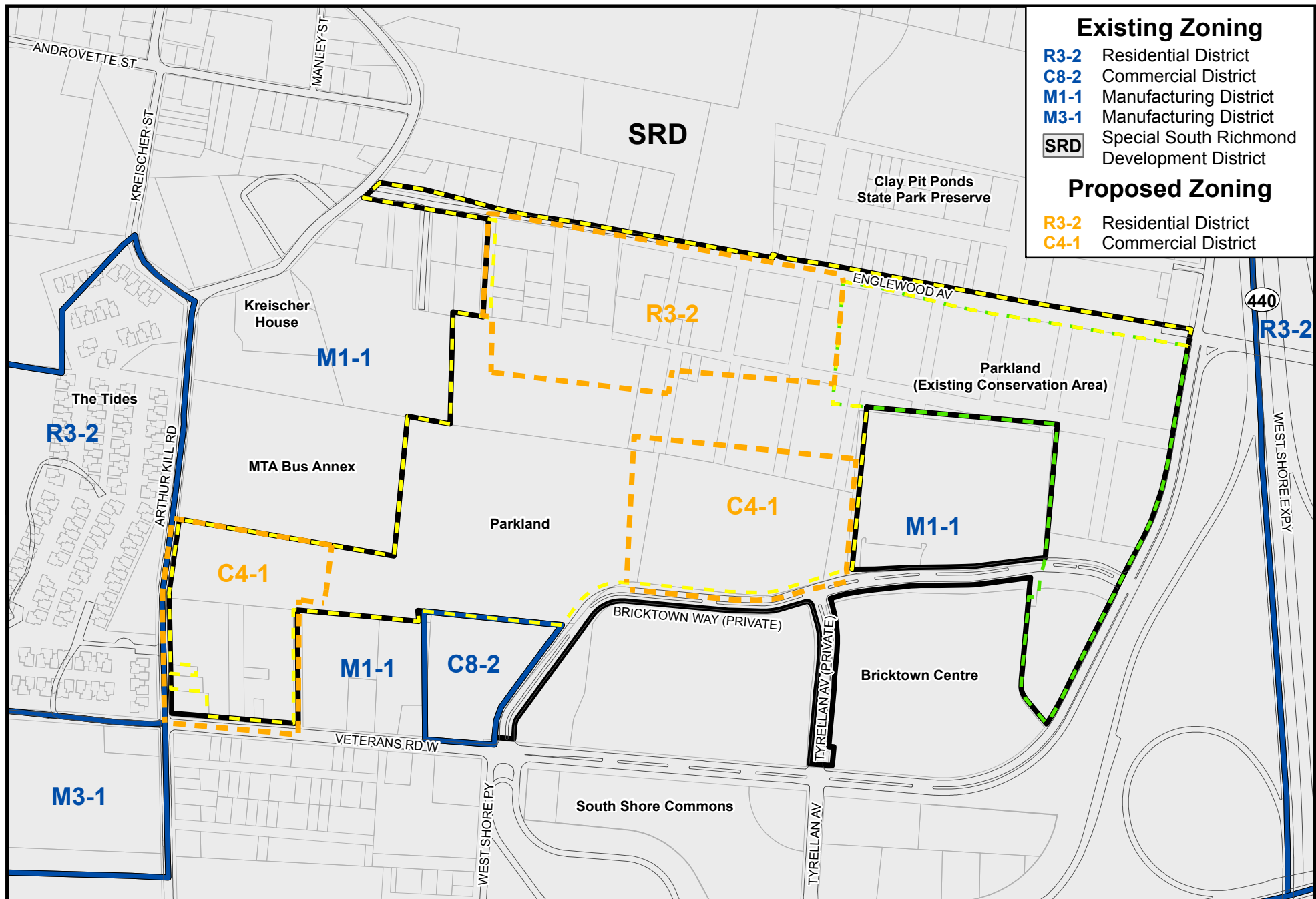
Charleston Mixed-Use
Development

Figure 1-3
Zoning Map



Charleston Mixed-Use
Development

Figure 1-3a
Existing Zoning



Charleston Mixed-Use
Development

Figure 1-3b

Proposed Zoning

Further Discretionary Public Actions and Approvals

In order to implement some of the development components of the Proposed Project, it is likely that further discretionary approvals may be required that require further public review. These additional actions would be subject to applicable environmental reviews. Further CPC authorizations and certifications may be required for the development of the senior housing parcel, in accordance with SRD requirements, and further discretionary actions, such as CPC approval of a Large Scale Development Plan, may be necessary. Further public review per the NYCSCA's process may also be required for the proposed school. The negotiated transfer of ownership of a portion of land within the existing mapped bed of the proposed roadway from New York State may require further state environmental review.

1.2 PURPOSE AND NEED FOR THE PROPOSED PROJECT

The City of New York is seeking to comprehensively plan for the beneficial use of approximately 66 acres of undeveloped property in the Charleston neighborhood of Staten Island. The proposed development of the area is intended to achieve the following goals: (i) accommodate community needs including recreational, housing, cultural, educational, and commercial facilities; (ii) preserve and link open space where feasible; and (iii) expand local employment options.¹ The Proposed Project would provide new recreational facilities and public open spaces, a new school, a new public library, a mix of new neighborhood and medium- to large-format retail uses, and opportunities for housing for senior citizens.

The mapping of Fairview Park, the creation of new recreational facilities, the construction of the combined elementary/middle school, the creation of a new public library branch, and the preservation of natural lands, would all be implemented for the use of the surrounding community. Staten Island residents and elected officials have strongly expressed a desire for active recreation facilities in this area and for preservation of unique natural features such as wetlands, existing topography, and densely forested areas. This project would also map as parkland approximately 20 acres (including a New York State Department of Environmental Conservation mapped wetland, an oak-hickory forest, and a red maple-sweetgum swamp) contiguous to CPPSPP previously designated as an environmental conservation area in connection with the development of Bricktown Centre (see section 1.4 below). The proposed park mapping would ensure that this large expanse of relatively untouched, vegetated land is preserved. In addition, the park mapping would provide protection for the historic foundation remains of Fairview, Balthasar Kreischer's 19th century mansion, which are located in the western portion of the proposed park (see **Chapter 2.6**).

The proposed housing for seniors, as well as the new school, would address the changing demographics of the borough as a whole. As indicated by the New York City Department of City Planning, by 2030 the borough is projected to grow by 65,000 residents and 25,000 households² – a projection similar to the region's growth rate. Staten Island's growth will be driven by seniors and young adults – 90 percent of Staten Island's population growth will come as a result of existing residents living longer and having larger families. The borough is projected to go from the City's youngest (in 1970) to its oldest in 2030, based on the median age of the borough's population. By 2035, the borough is projected to gain 35,000 seniors (65+ years) and 17,000 young adults (20-34 years).

The currently undeveloped Project Area is appropriate for new retail development since it is surrounded by a variety of large and small format retail developments, including the Bricktown Centre, South Shore Commons, and other proposed retail projects. The area benefits from the availability of regional access roadways including the West Shore Expressway, the Korean War Veterans Parkway, and Richmond Parkway that connect the site to points to the north and east, while the Outerbridge Crossing connects the Charleston area to New Jersey. The area is also served by public transportation and is conveniently located near growing residential neighborhoods such as Richmond Valley, Tottenville, Woodrow, and Pleasant Plains. The proposed retail would enhance this growing retail node and would further fulfill the community's demand for additional commercial goods and services.

¹ http://www.nyc.gov/html/dcp/pdf/west_shore/wsfinalreport.pdf

² http://www.nyc.gov/html/dcp/pdf/west_shore/wsfinalreportchap1.pdf

In addition, the Proposed Project would provide an efficient traffic network, with the expansion of Englewood Avenue from its current terminus eastward to Veterans Road West, providing access westward to Arthur Kill Road. By 2020, Englewood Avenue would be mapped and constructed, within an approximately 80-foot wide right-of-way across the northern border of the Project Area from Veterans Road West on the east to Arthur Kill Road on the west. The fully-constructed length of Englewood Avenue would be approximately 3,265 feet and would include bicycle and pedestrian facilities (approximately 6 acres). A portion of this proposed roadway, extending approximately 1,465 feet west from Veterans Road West, is already mapped to a width of 80 feet. The remaining approximately 1,800 feet of this approximately 3,265-foot roadway is being mapped as part of the Proposed Project.

1.3 PROJECT AREA DESCRIPTION

As shown in **Figure 1-1**, the Project Area is located in the southwestern portion of Staten Island Community District 3, within the area bounded by Veterans Road West to the east and south, Arthur Kill Road to the west and the extension of Englewood Avenue to the north.

The entire Development Area is vacant, undeveloped and covered with vegetation (see **Figures 2.1-1** and **2.1.2** in **Chapter 2.1**). The amount of vegetation varies across the Development Area, with the majority of the area covered by trees and other vegetation. The majority of the Development Area is undisturbed. Open-field areas are located within the northern portion of the Development Area, parts of which were previously cleared between 2002 and 2004 for an earlier plan to create Fairview Park. The western portion of the Development Area contains some vacant open areas with trees along the east side of Arthur Kill Road. Portions of the Development Area include trails formed by hikers and horse riders; some areas in the northern portion of the Development Area have informal equestrian trails. Overall, the Project Area encompasses the tax lots as listed below in **Table 1-2**. In addition, the table lists "Record Streets" affected by the Proposed Project.

The surrounding area contains a mixture of land uses and vacant areas covered with natural features. Vacant and undeveloped areas can generally be found north of the Project Area, with designated open space and conservation areas northeast and east of the site towards the West Shore Expressway. Moving clockwise, commercial and retail stores, including large big-box retail stores, are generally located southeast and south of the site along Veterans Road towards the Outerbridge Crossing. A mixture of industrial, transportation and facility uses, as well as tracts of vacant and undeveloped land, are generally located southwest and west of the Project Area around Arthur Kill Road. A gated residential community of two-story homes (the Tides) is located within the western portion of the study area along the Arthur Kill waterfront, with a mixture of additional detached residences and commercial and industrial storage lots situated northwest of the Project Area along Androvette and Kreischer Streets, part of the neighborhood historically known as Kreischerville.

Table 1-2 Block/Lots and Record* Streets Affected by the Proposed Project

Block/Lots and Record Streets in the Project Area Affected by Englewood Avenue Construction	
<ul style="list-style-type: none"> Block 7374: Lot 22 (part of) Block 7375: Lot 22 (part of) Block 7376: Lots 1, 7, and 8 (part of) Block 7380: Lots 1, 7, 12, 18, 25, 29, 35, 40, 47, and 51 (part of each) Block 7379: Lot 15 (part of) 	<ul style="list-style-type: none"> Block 7459: Lot 1 (part of) Block 7460: Lot 1 (part of) Block 7379: Lot 15 (part of) Block 7464: Lots 1 and 6 (part of) Block 7465: Lots 1 and 75 (part of)
<ul style="list-style-type: none"> Goethals Avenue (part of) Bayne Avenue (part of) Pembine Street (part of) 	<ul style="list-style-type: none"> Third Street (part of) Cosmen Street (part of) Gaton Street (part of)
Block/Lots and Record Streets in Remainder of the Development Area	
<ul style="list-style-type: none"> Block 7370: Lots 1 (part of) and 22 Block 7374: Lots 1 and 22 (part of) Block 7375: Lots 1, 7, 9, and 22 (part of) Block 7379: Lots 1 and 15 (part of) Block 7446: Lot 75 Block 7448: Lot 1 (part of) Block 7452: Lots 1 (part of) and 75 	<ul style="list-style-type: none"> Block 7453: Lot 1 Block 7454: Lots 1, 3, and 5 Block 7459: Lots 1, 101, 103, 106, 25, and 50 Block 7460: Lots 1 (part of), 12, 18, 21, 23, 75, 79, and 81 Block 7487: Lot 100 (part of) Block 7494: Lots 8, 90, 95, 97, and 183
<ul style="list-style-type: none"> Claude Street (part of) Burr Avenue Goethals Avenue (part of) Bayne Avenue (part of) 	<ul style="list-style-type: none"> Pembine Street (part of) Third Street (part of) Beckman Street (all of) Cady Avenue (part of)
Block/Lots and Record Streets in the Conservation Area	
<ul style="list-style-type: none"> Block 7362: Lot 1 Block 7363: Lot 1 Block 7364: Lot 1 Block 7368: Lot 1 Block 7369: Lot 1 Block 7370: Lot 1 Block 7440: Lots 75 and 100 	<ul style="list-style-type: none"> Block 7441: Lot 1 Block 7442: Lot 1 Block 7446: Lot 1 Block 7447: Lot 1 Block 7448: Lot 1 (part of) Block 7452: Lot 1 (part of)
<ul style="list-style-type: none"> Beaver Street Baxter Street Coke Street 	<ul style="list-style-type: none"> Alice Street Claude Street (part of) Cady Avenue (part of)
Block/Lots In Bricktown Way/Tyrellan Avenue	
<ul style="list-style-type: none"> Block 7446: Lot 75 Block 7481: Lot 1 (part of) 	<ul style="list-style-type: none"> Block 7469: Lot 200 (part of)
Block/Lots In Project Area to be Rezoned but not Redeveloped	
<ul style="list-style-type: none"> Block 7494: Lots 1 and 88 	

* Record Streets are areas that were intended to be streets and, therefore, not included within a tax block; but they have not been added to the City Map or constructed. Record streets are indicated on the zoning section map (Section 32d) with dashed lines.

1.4 PROJECT BACKGROUND

A 1978 Board of Estimate Resolution (ULURP # C780161-163 PPR) approved disposition of city-owned land in Charleston, Staten Island, including the Project Area, with stipulations against large open commercial amusement establishments as listed in Use Group 15 of the ZR. In 2002, the city-owned land was subdivided for potential development and the ULURP for the construction of Bricktown Centre was approved. In 2005, the Bricktown Centre project was constructed which included the retail shopping center, infrastructure improvements, and utility easements, as well as the establishment of a Conservation Area as impact mitigation. In 2009, the Metropolitan Transportation Authority ("MTA") constructed a garage, as shown on **Figures 1-1** and **1-2**, within the western portion of the area. The Development Area is the remaining portion of the city-owned land, along with the areas for the mapping and construction of Englewood Avenue.

1.5 REQUIRED PUBLIC ACTIONS AND DISCRETIONARY APPROVALS

Development of the proposed Charleston Mixed-Use Development requires a number of public approvals. Discretionary CPC approvals are described below and, except for Authorizations and Certifications and a consistency determination for the WRP, also are subject to the Uniform Land Use Review Procedure ("ULURP").

Proposed Zoning Map Changes and Authorizations

- The Project Area is located in an existing M1-1 zoning district (see **Figures 1-3** and **1-3a**) and the SRD. In the future with the project, two new zoning districts would replace portions of the M1-1 district: an R3-2 district along the northern edge of the Project Area and two C4-1 districts over the proposed retail sites: Site "A" and Site "B" (as shown in **Figure 1-3b**). The mapping of Fairview Park would remove zoning from that portion of the Project Area, as well as from the existing Conservation Area. The privately-owned parcels fronting on Veterans Road West and those fronting on Arthur Kill Road would remain M1-1 zoning districts. Proposed zoning districts and boundaries are shown on **Figure 1-3b**.

The R3-2 district would be mapped over an approximately 15-acre portion of the Project Area, running approximately 1,440 feet along the centerline of the proposed Englewood Avenue and having a proposed depth ranging from approximately 500 to 600 feet. The R3-2 district would encompass the senior housing and school sites. R3-2 zoning districts allow all types of housing with a maximum Floor Area Ratio³ ("FAR") of 0.5 for residential uses and 1.0 for community facilities. The residential FAR may be increased by an attic allowance of up to 20 percent for inclusion of space under pitched roofs common to these districts. R3-2 zoning districts have a maximum perimeter wall height of 21 feet and a maximum height of 35 feet and often produce residential buildings with two stories.

- C4-1 zoning districts would be mapped over the approximately 21.5 acres within Retail Sites "A" and "B" to facilitate the planned retail developments on those sites, as well two private lots adjacent to Retail Site "B." C4 districts are mapped in regional commercial centers that are located outside central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger region. In Staten Island, residential use in a C4-1 district is not as-of-right, but is allowed by CPC "special permit". C4-1 districts are typically mapped in outlying areas, such as the Staten Island Mall, that require large amounts of parking. However, ZR Section 36-023 allows for reductions in the parking requirement of up to 50 percent provided that the CPC finds that the applicant has demonstrated that the proposed parking is sufficient.

³ Floor Area Ratio is the ratio of total building floor area to the area of its building lot. Each zoning district has an FAR which, when multiplied by the lot area of the zoning lot, produces the maximum amount of floor area allowable on that zoning lot.

The SRD was established to guide future land uses and development in the area, and to promote balanced land use and development of future land uses and housing in the Special District. The SRD aims to avoid the destruction of natural and recreational resources to the extent practicable, and to promote the most desirable land uses in the South Richmond area, thereby conserving the value of the area's land and buildings and protecting the City's tax revenues.

Reflecting the requirements of the SRD, the CPC Authorizations and Certifications that may be required for the Proposed Project include:

- **CPC Certifications:**
 - Subdivision of zoning lots (ZR Section 107-08).
 - Cross access connection below Bricktown Way (per ZR 36-592): In a Staten Island C4-1 district, existing or new open parking lots adjacent to one another are required to provide vehicular passageways between such open parking lots. Bricktown Way will be a privately-owned mapped street, therefore cross access connection from Retail Site "A" to Bricktown Centre across Bricktown Way will be provided via three separate curb cuts.
 - No required cross connection above Bricktown Way (per ZR 36-596): In a Staten Island C4-1 district, existing or new open parking lots adjacent to one another are required to provide vehicular passageways between such open parking lots..The proposed change in elevation between Retail Site "A" and the existing Bricktown Mall ranges from 6 feet to 13 feet. This represents a slope in excess of 15 percent. A new retaining wall will be installed along Retail Site A's eastern property line that ranges in height of between 7 feet along the western end and 13 feet along the northern end. Providing two cross-access connections along Retail Site A's eastern lot line is not feasible due to the grade difference.
- **CPC Authorizations:**
 - For the alterations to the existing topography of the Project Area, as well as the removal of trees (per ZR Sections 107-64 and 107-65).
 - To permit Group Parking Facilities with more than 30 spaces (per ZR Section 107-68).
 - Authorization of the parking layout and to allow a 50 percent reduction of the parking requirements, applicability of regulations in C4-1 districts (per ZR Section 36-023).

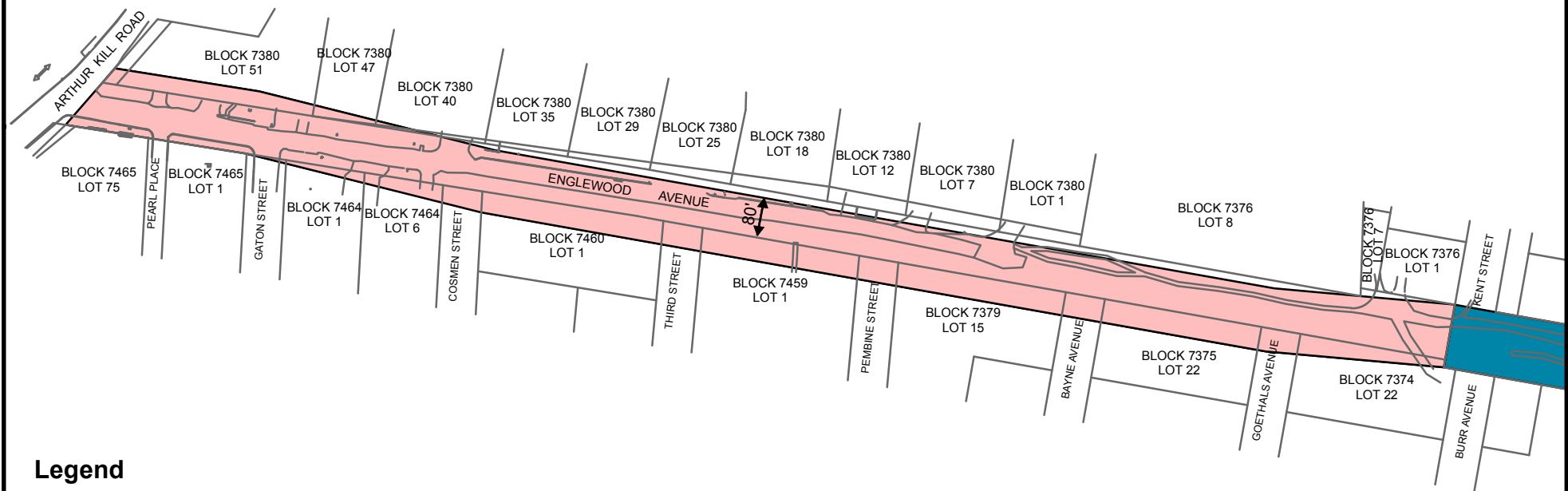
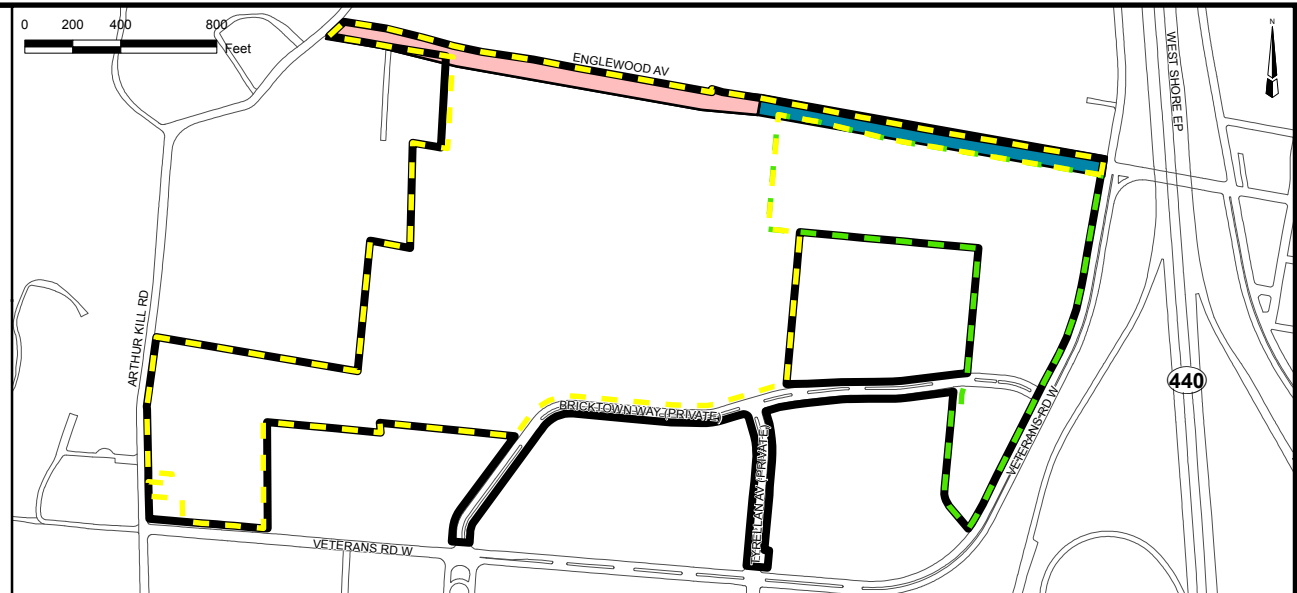
Street and Park Mapping

The Proposed Project includes mapping three streets and the mapping of the proposed Fairview Park and the adjacent Conservation Area.

- ***Street Mapping***

The mapping action gives the City the authority to acquire all or portions of privately-owned property within the mapped bed of the proposed streets. A portion of Englewood Avenue extending east from Arthur Kill road is currently built but is not mapped or improved to the proposed width (including roadway, sidewalks and bicycle paths) of 80 feet. To the east, Englewood Avenue is currently mapped for approximately one-quarter mile extending westward from Veterans Road West, but this section is not built. The Proposed Project would map this approximately 1,800-foot unmapped portion of the corridor. The full constructed length of Englewood Avenue, which would include sidewalks and a bicycle path, would be approximately 3,265 feet. The limits of the proposed mapping are shown on **Figure 1-4**. Portions of properties adjoining the proposed right of way of Englewood Avenue would need to be acquired, including all or part of several lots at the western end of the proposed Englewood Avenue. The negotiated transfer to the City of a portion of the already mapped right of way presently owned by the State of New York would also be required, as previously described in Section 1.1).

The Proposed Project also includes mapping of privately-owned Bricktown Way and privately-owned Tyrellan Avenue within the Project Area as streets.



Legend

- Area to be Mapped and Constructed
- Existing Mapped Area to be Constructed

AECOM

Legend

- Project Area
- Development Area
- Conservation Area

0 50 100 200
Feet
1 inch = 200 feet



Charleston Mixed-Use
Development

Figure 1-4
**Proposed Mapping of
Englewood Avenue**

The Proposed Project also includes the extinguishing of Record Streets. Third Street, Pembine Street, Bayne Avenue, Goethals Avenue, Burr Avenue, Claude Street, Alice Street, Baxter Street, Beaver Street, and Cady Avenue in their entirety, as well as Coke Street south of Englewood Avenue, would be eliminated. These 11 record streets are currently mapped to a width of 50 feet but are not built.

- **Park Mapping**

Overall, an approximately 43-acre area would be designated as parkland and added to the City Map. This area would include the proposed mapping and construction of the approximately 23-acre Fairview Park, and the mapping of the existing 20-acre Conservation Area, as previously discussed.

Acquisition of Property and Easements by the City

The Proposed Project requires the City acquisition of property and easements, as follows:

- Authorization for City acquisition of an approximately 4,000 square foot parcel (40 feet by 100 feet) that is privately owned (Block 7375, Lot 7) located within the area of the proposed school.
- Authorization for City acquisition of parcels along Englewood Avenue for roadway realignment and construction (see **Chapter 2.2**), including the acquisition of a portion of one property (Block 7380, Lot 51) that would encompass part of a two-story frame residential building with two residential units; and the acquisition of portions of front parking and landscaping areas for businesses on four properties (Block 7380, Lot 51; Block 7465, Lot 1; Block 7464, Lot 1; and on Block 7465, Lot 6);
- State Disposition of Lands to City. As noted above, the negotiated transfer of ownership of a portion of land within the existing mapped bed of the proposed Englewood Avenue from New York State to New York City.
- Mayoral and Borough Board approval of the sale terms of Retail Sites “A” and “B” and potentially the Senior Housing Site pursuant to Section 384(b)(4) of the New York City Charter.
- Acquisition of a public access easement for unrestricted public, vehicular, pedestrian and bicycle access over Bricktown Way and Tyrellan Avenue to facilitate access to Retail Site “A,” the proposed NYPL branch and the proposed Fairview Park. Bricktown Way and Tyrellan Avenue are built, private streets that will be mapped. Both streets will continue to be privately owned and maintained.

Permits from NYSDEC or USACE

In order to implement the proposed plan, USACE or NYSDEC permits would be required for building within regulated transition areas surrounding jurisdictional wetlands. A NYSDEC permit would be required for the build out of Englewood Avenue across the NYSDEC delineated wetland located within the bed of the proposed roadway. Areas of wetlands can be found in **Figure 2.8-7** within **Chapter 2.8**, along with descriptions of wetlands under the jurisdiction of the NYSDEC and USACE.

Site Selection

The proposed new branch of the NYPL requires Site Selection.

Local Law 3 of 2010

The Proposed Project would impact a number of the surveyed trees within the Development Area. As per Local Law 3 (*Local Laws of the City of New York for the Year 2010*), trees in public property under the jurisdiction of the New York City Parks Department (NYC DPR) require mitigation (replacement) if removed. The amount of mitigation (number of trees needed to replace each tree approved for removal) is determined by calculating the size, condition, species and location rating of the tree proposed for removal. Mitigation may be accomplished by replanting trees or monetary compensation.

1.6 ENVIRONMENTAL REVIEW PROCESS

The Proposed Project, which is a Type I action pursuant to 6 NYCRR Section 617.4, requires discretionary approvals by the City of New York, and as such, it is subject to City Environmental Quality Review (“CEQR”). The Office of the Deputy Mayor for Economic Development (“ODMED”) is the CEQR lead agency, which will conduct a coordinated review. Several of the required discretionary approvals are subject to ULURP.

1.6.1 Uniform Land Use Review Procedure

Mandated by Sections 197-c and 197-d of the New York City Charter, ULURP is a process specifically designed to allow public review of the Proposed Project. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The process first begins with certification by CPC that the ULURP application is complete. The application is then referred to the affected community board that has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt a resolution regarding the proposed project. Once this is complete, the Borough President has up to 30 days to review the project. The CPC then has up to 60 days for review of the application, during which time a ULURP public hearing is held. Following the hearing, the CPC may approve or disapprove the application. The required public hearing for the DEIS will be held jointly with the CPC ULURP hearing, with comments made at this public hearing and the responses to them incorporated into a FEIS. The FEIS must be completed at least 10 days before CPC action.

CPC forwards the application to the City Council, which has 50 days in which to consider the proposed project. Following the Council's vote, the Mayor may approve or veto the proposed project. The City Council may override the mayoral veto.

1.7 ANALYTICAL FRAMEWORK FOR ENVIRONMENTAL REVIEW

This EIS has been prepared in accordance with the guidelines in the 2012 *CEQR Technical Manual*, which sets forth methodologies for environmental impact assessment consistent with SEQRA.

1.7.1 Defining Baseline and Future Conditions

Existing Conditions

For each technical area assessed in the EIS, the current conditions must first be described. The assessment of existing conditions establishes a baseline against which future conditions can be projected.

Future No-Action Condition

The EIS analyzes the effects of a Proposed Project on its environmental setting. Since the development allowed under a Proposed Project would occur by some future “analysis” or “build” year, the EIS must first establish what changes to the current environment would occur by that future year in the absence of the Proposed Project. The potential impacts of the elements of the Proposed Project are being assessed for two analysis years (2015 and 2020) as previously described in section 1.1.

The “future without the proposed project” or “Future No-Action Condition” describes the projected future conditions without the Proposed Project that are compared against the “Future With–Action” discussed below to identify the incremental changes due to a proposed project. The Future No-Action Condition uses existing conditions as a baseline and adds to it changes known or expected to be in place. The Future No-Action Condition within the Development Area is anticipated to be a continuation of existing conditions. If the Proposed Project is not approved, the Development Area is expected to remain in its existing vacant condition. No other projected or potential development is planned or considered likely to occur in the Development Area by the years 2015 or 2020.

For many technical areas, the Future No-Action Condition also incorporates known development projects that are likely to be built by the analysis years within the surrounding area. This includes development currently under construction or that can be reasonably anticipated due to the current level of planning and public approvals. The analyses for some technical areas, such as traffic, may also use a background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The Future No-Action Condition analyses must also consider other future changes that will affect the environmental setting. These could include technology changes (such as advances in vehicle pollution control and roadway improvements), changes to City policies (such as zoning regulations), or changes in public policy.

As further discussed in **Chapter 2.1**, “Land Use, Zoning and Public Policy,” the following is a list of known projects that will be considered in the future without the Proposed Project:

- 236 Richmond Valley Road: 5,000 square feet of commercial development.
- 245 Richmond Valley Road: 8,000 square feet of commercial development.
- 4830 Arthur Kill Road: 14,674 square feet of retail space.
- Veterans Plaza Food Store: 70,000 square feet of retail space.
- Veterans Road West at Tyrellan Avenue: 58,030 square feet of retail space.
- Gateway Cathedral Residential: 70 residential units and additional recreational amenities.
- Veterans Road Realty Corp: 51,000 square feet of retail space.

In addition, a new public school (P.S. 62) is under construction on the northwest quadrant of the Woodrow Road/Bloomingdale Road intersection. A review of the traffic analysis in the P.S. 62 FEIS confirms that the school's analyses shares four study intersections with the transportation analysis for this DEIS. However the school's peak hours partially overlap with only one of the Proposed Project's peak hours – the weekday AM peak hour (8:00 to 9:00 AM). This project lies outside the study area for all analyses except for Transportation. It was not identified during the scoping process, but will be further discussed and analyzed in the Final Environmental Impact Statement (FEIS).

It should also be noted that the New York State Department of Transportation (NYSDOT) is advancing the design of improvements to the southbound West Shore Expressway (WSE) ramp system and adjacent surface street intersections north of Englewood Avenue just north of the Project Area. The purpose of these improvements is to improve access to and from the Charleston commercial district, improve traffic safety and alleviate congestion along the WSE and on the surrounding street system. These improvements will include:

- Construction of a new on-ramp from West Service Road to southbound WSE, just south of Bloomingdale Road.
- Removal of the existing on-ramp from West Service Road to southbound WSE, just south of Sharrotts Road)

Construction of a new off-ramp from southbound WSE to Veterans Road West, just north of Englewood Avenue. A Request for Proposals (“RFP”) was issued on June 22, 2012 by the New York State Urban Development Corporation (UDC) for the redevelopment of the former Arthur Kill Correctional Facility, a 69-acre waterfront site on Arthur Kill Road approximately one mile north of the Project Area. The RFP expected possible future uses on the site would be new destination retail, maritime and light industrial development, and other options that would maximize the creation of jobs. However, residential uses are not expected to be permitted. The UDC did not receive any acceptable responses to the RFP and is currently evaluating possible next steps. As such, the potential redevelopment of the Arthur Kill Correctional Facility is not included among the projects expected to occur in the future without the Proposed Project.

Future With-Action Condition

The “future with the proposed project,” or “Future With-Action Condition,” is the condition that is evaluated and compared to the Future No-Action Condition in order to identify incremental changes due to the Proposed Project.

In order to assess the Proposed Project under environmental review, a "Reasonable Worst Case Development Scenario" ("RWCDs") was created for development expected within the Development Area by the years 2015 and 2020 with the Proposed Project. As the area is currently vacant, the net increment of change over the Future No-Action Condition is the Proposed Project, as previously described in section 1.1 and previously shown in **Table 1-1**.

1.7.2 Identifying Significant Adverse Environmental Impacts

Identification of significant adverse environmental impacts is based on the comparison of future conditions without and with the proposed project. In certain technical areas (e.g., traffic, air quality, and noise), this comparison can be quantified. In other technical areas (e.g., neighborhood character), the analysis is qualitative. In either case, the methods for assessing such impacts and the significance of identified potential impacts are determined in accordance with criteria in the CEQR rules and the *CEQR Technical Manual*.

1.7.3 Mitigation

Mitigation measures for all significant adverse impacts identified in this DEIS are described in **Chapter 4.0, "Mitigation."** The CEQR process requires that any significant adverse impacts identified in the EIS be minimized or avoided to the greatest extent practicable. In the DEIS, options for mitigation are presented for public review and discussion without the lead agency having selected specific measure(s) for implementation. Where no mitigation is available, the EIS must disclose the potential for un-mitigatable significant adverse impacts (see **Chapter 7.0**).

1.7.4 Alternatives

Chapter 3.0, "Alternatives," assesses a range of alternatives to the Proposed Project. CEQR requires that a description and evaluation of the range of reasonable alternatives to the action be included in an EIS at a level of detail sufficient to allow a comparative assessment of the alternatives to a Proposed Project. Alternatives and the rationale behind their selection are important in the disclosure of environmental effects of a Proposed Project, and provide options to the Proposed Project and a framework for comparison of potential impacts and project objectives.

The alternatives discussion includes:

- A No-Action Alternative, as required by SEQRA, where the Proposed Project does not occur and the area is not mapped or developed by either the years 2015 or 2020. The No-Action Alternative is also the No-Impact Alternative, as no impacts would occur under this alternative.
- An alternative that would only build Englewood Avenue from Arthur Kill Road east and terminate at the western end of the existing mapped portion of Englewood Avenue. This alternative build-out of Englewood Avenue would not require a transfer of state-owned property to the City, and would also avoid some of the potential impacts to natural resources in the section of Englewood Avenue between the CPPSPP and the Conservation Area.
- An alternative that would build out the western section of Englewood Avenue as currently planned under the Proposed Project, and extend the roadway eastward from its current terminus to Veterans Road West at a width of 40-foot wide (one travel lane in either direction), instead of the currently planned 80-foot wide roadway (with two travel lanes in each direction). The remainder of the Development Area would be constructed as currently planned under the Proposed Project.
- An alternative with an access road constructed between Bricktown Way on the east and Arthur Kill Road on the west (over the planned access and utility corridor).

The analyses of these alternatives are primarily qualitative, except where specific project impacts have been identified (e.g., traffic intersections with significant impacts), where quantitative analyses may be

provided. However, the analyses will be of sufficient detail to allow comparisons of associated environmental impacts and attainment of project goals and objectives.

