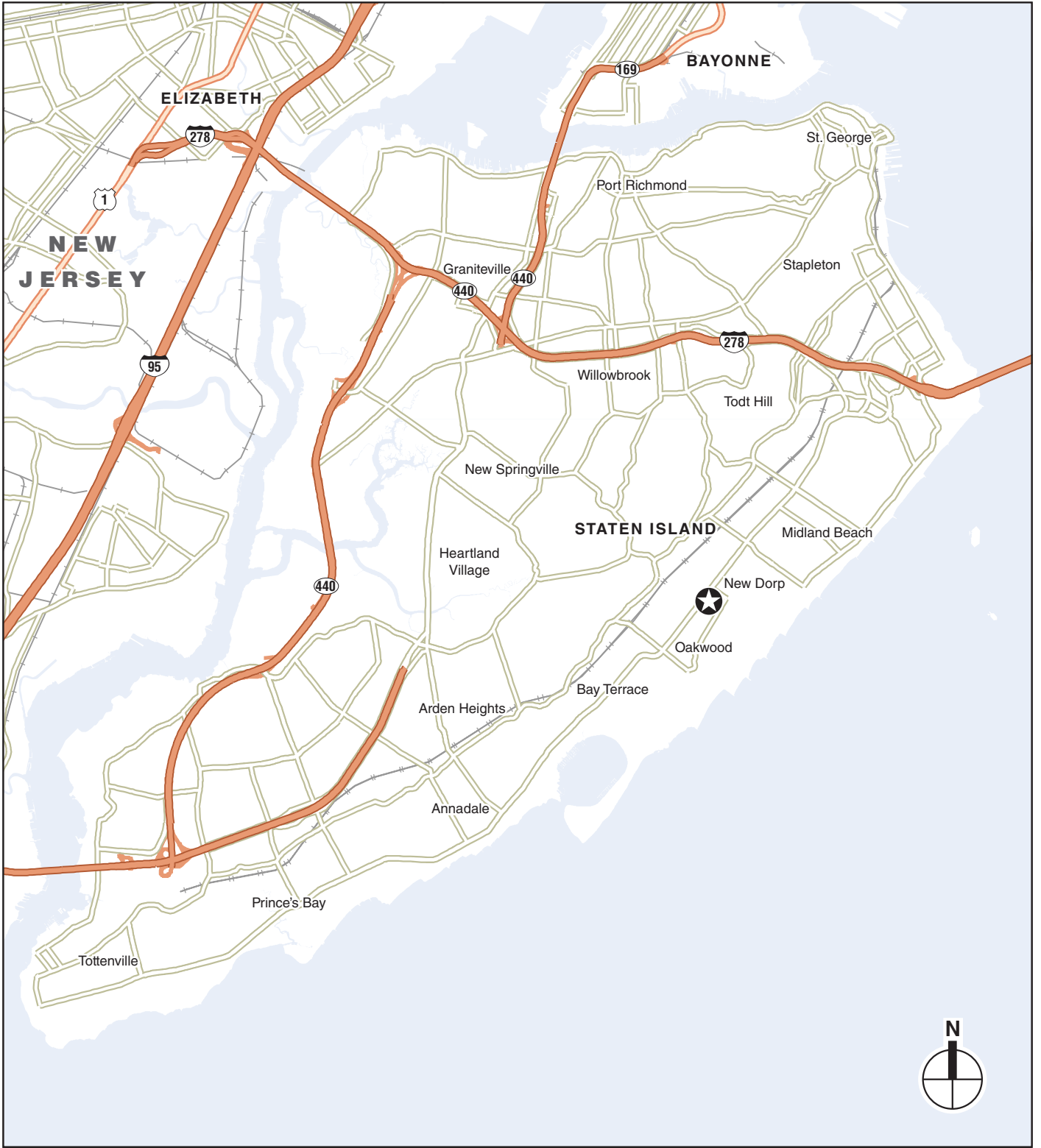


## A. INTRODUCTION

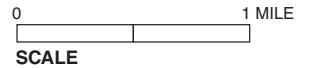
This ~~Draft~~ Final Environmental Impact Statement (~~DEIS~~) has been prepared to evaluate the potential for significant environmental impacts associated with the proposal by the applicant, Hylan Plaza 1339, LLC, to enlarge and reconfigure an existing commercial center currently known as the Hylan Plaza Shopping Center, located at 2600 Hylan Boulevard (Block 3969, Lots 1, 6, 31, and 35) in the New Dorp Beach neighborhood of Staten Island Community District 2 (see **Figure 1-1**). The 23.7-acre project site for the proposed project is located in a C4-1 zoning district and is bounded by Hylan Boulevard, Ebbitts Street, Mill Road, and Dartmouth Loop (see **Figure 1-2**).

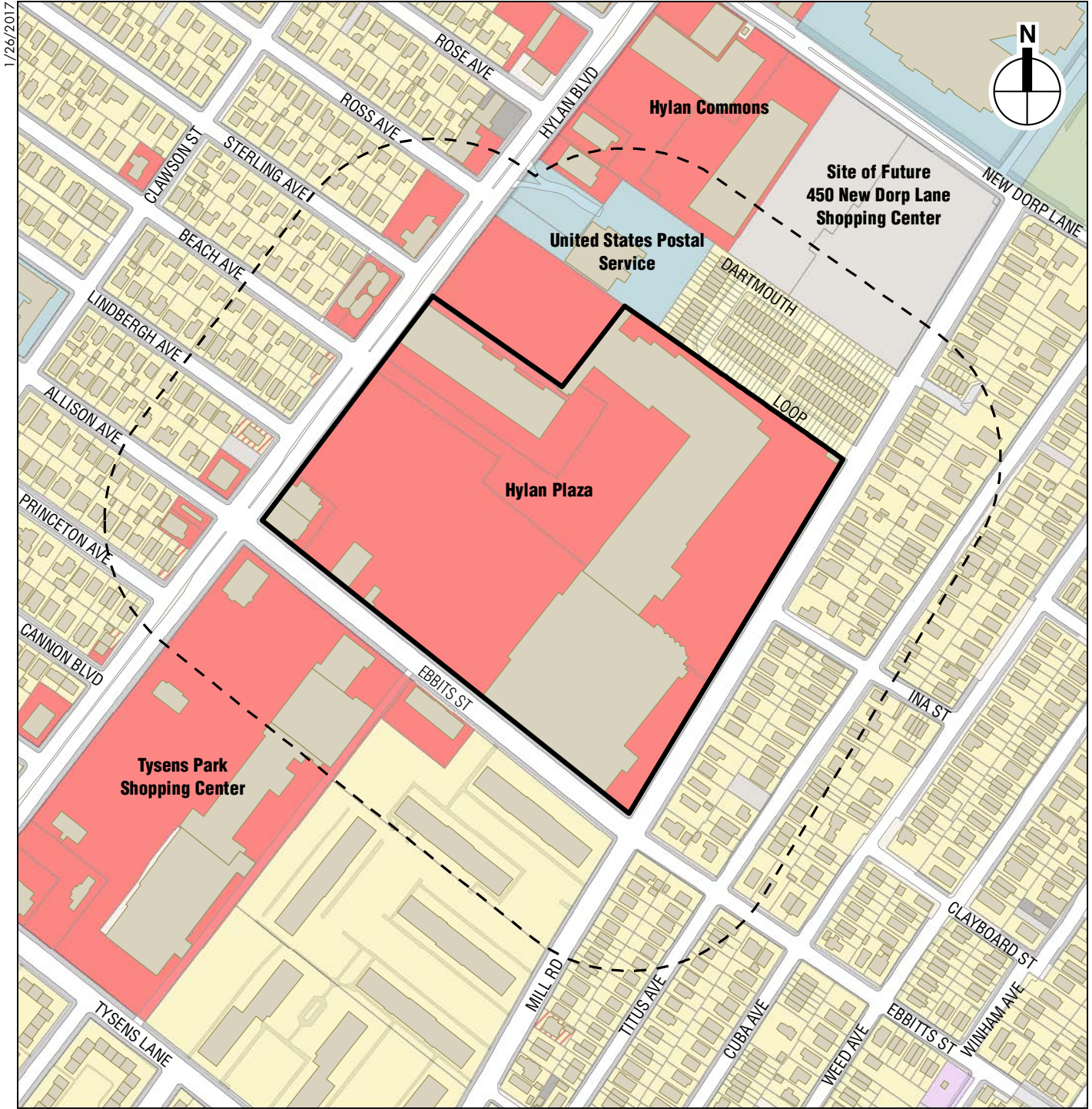
The proposed actions include zoning authorizations pursuant to Section 36-023 of the New York City Zoning Resolution (ZR) for a group parking facility accessory to a commercial enlargement on a zoning lot in excess of 4 acres in a C4-1 zoning district and for a reduction of the parking requirement of ZR Section 36-21. The project would also require a certification of cross-access easements pursuant to ZR Sections 36-592 and 36-596(a); this certification is a ministerial action and is not subject to environmental review. The proposed actions would facilitate a proposal by the applicant to demolish an approximately 290,100-gross-square-foot (gsf) portion of the existing 362,462-gsf commercial center and construct in its place approximately 386,705 gsf of new retail structures, including: approximately 240,612 gsf of local and destination retail uses (Use Group 6 or 10, depending on the retail use and size of establishment), approximately 41,030 gsf of Use Group 8 cinema uses, and approximately 23,159 gsf of receiving/common areas for the proposed retail uses (see **Figures 1-3 and 1-4**). The applicant intends the additional space to be occupied by: a supermarket (Use Group 6); cinema (Use Group 8); restaurant space (Use Group 6); department store retail uses (Use Group 10); other non-department store retail uses (Use Group 6 or 10, depending on the size and type of establishment); receiving/common areas; and possibly a health club (Physical culture or health establishments). Prior to the completion of ~~theis~~ DEIS the Applicant was approached by a potential tenant to operate a health club (physical culture or health establishment); this would require a separate approval from the New York City Board of Standards and Appeals (BSA). Potential impacts associated with the health club ~~have~~ were not been fully analyzed in ~~theis~~ DEIS, but ~~will be~~ were evaluated between draft and final of this Environmental Impact Statement (EIS) and additional analyses are provided as part of this FEIS.

In conjunction with the retail enlargement, the project would also reconfigure and landscape the project site's parking areas. As described in more detail below, the overall number of parking spaces provided on the project site would increase by 239 spaces (from an existing 1,414 spaces to the proposed 1,653 spaces.) The proposed actions would facilitate the applicant's proposal by allowing the reconfiguration of the existing parking lot to create the building footprints for the commercial enlargement, which requires a reduction in the amount of parking at the site. It is anticipated that the proposed project would be completed by 2019.



 Project Site





Project Site

400-foot boundary

Buildings

**Land Use**

Commercial and Office Buildings

Open Space and Outdoor Recreation

Parking Facilities

Public Facilities and Institutions

Residential

Residential with Commercial Below

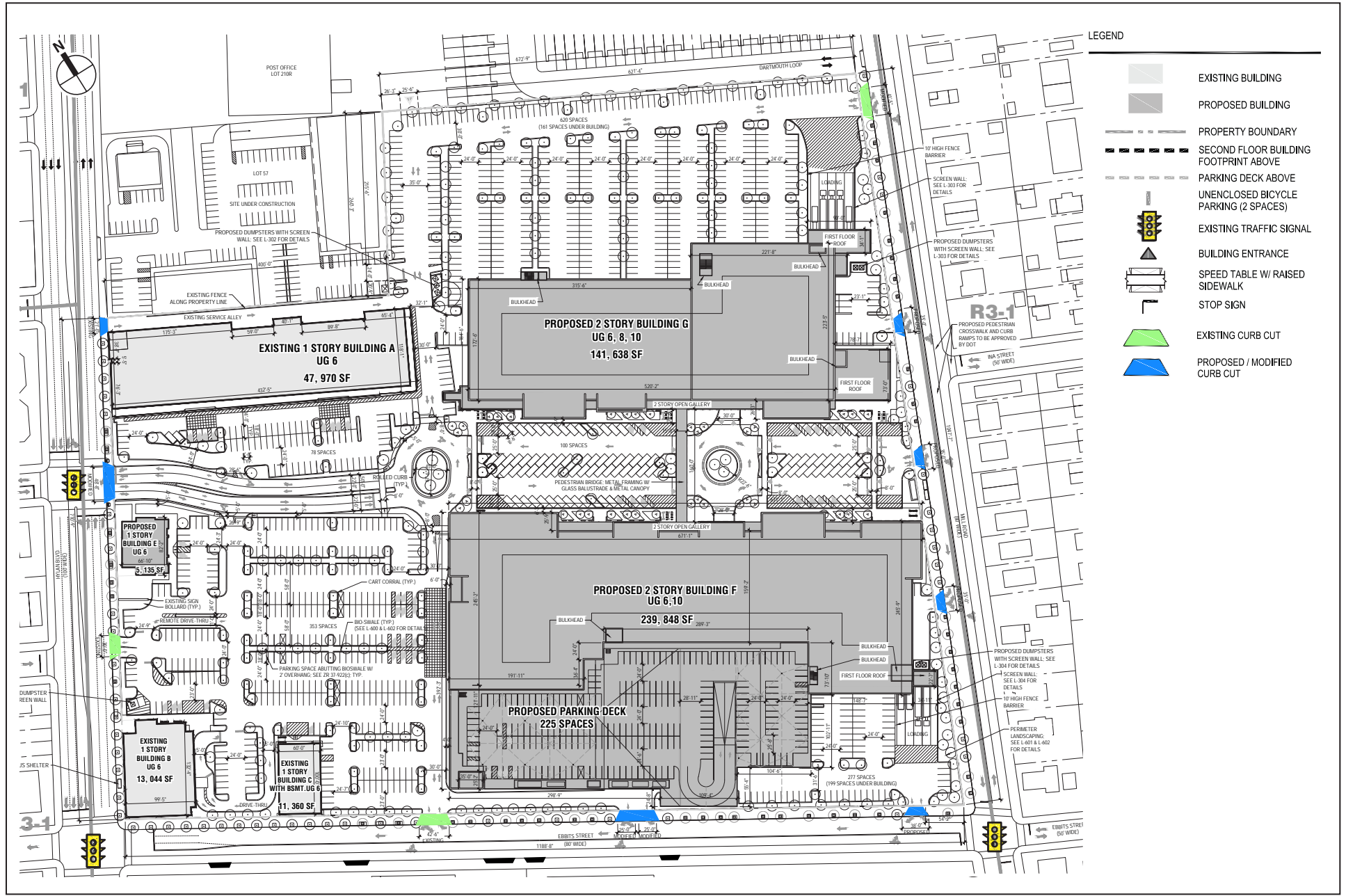
Transportation and Utility

Vacant Land

**The Boulevard at Hylan Plaza**

Local Context  
**Figure 1-2**





**LEGEND**

	EXISTING BUILDING
	PROPOSED BUILDING
	PROPERTY BOUNDARY
	SECOND FLOOR BUILDING FOOTPRINT ABOVE
	PARKING DECK ABOVE
	UNENCLOSED BICYCLE PARKING (2 SPACES)
	EXISTING TRAFFIC SIGNAL
	BUILDING ENTRANCE
	SPEED TABLE W/ RAISED SIDEWALK
	STOP SIGN
	EXISTING CURB CUT
	PROPOSED / MODIFIED CURB CUT

The Boulevard at Hylan Plaza

Proposed Site Plan  
Figure 1-3





The Boulevard at Hylan Plaza

Illustrative Rendering of Proposed Project  
Figure 1-4

## B. PROJECT DESCRIPTION

### PROPOSED ACTIONS

The applicant is seeking zoning authorizations pursuant to the ZR Section 36-023 for:

- 1) Approval of the layout of a group parking facility accessory to a commercial development; and
- 2) A reduction by up to 50 percent of the ZR Section 36-21 parking requirement.

In addition, the applicant is seeking a cross-access easement certification pursuant to ZR Section 36-592 to certify that cross-access connections have been provided (for locations where they are required). In the Borough of Staten Island, existing or new open parking lots adjacent to one another on the same or separate zoning lots shall be required to provide vehicular passageways between such open parking lots, referred to as “cross access connections.” This certification is a ministerial action and not subject to environmental review.

The applicant may also seek a special permit from the BSA to locate and operate a physical culture establishment (in this case, a health club) as part of the proposed project.

### (E) DESIGNATION

The proposed project would assign (E) Designation (E-414) to the project site to avoid significant adverse hazardous materials impacts. An (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed project because of procedures that would be undertaken as part of the development of the project site.

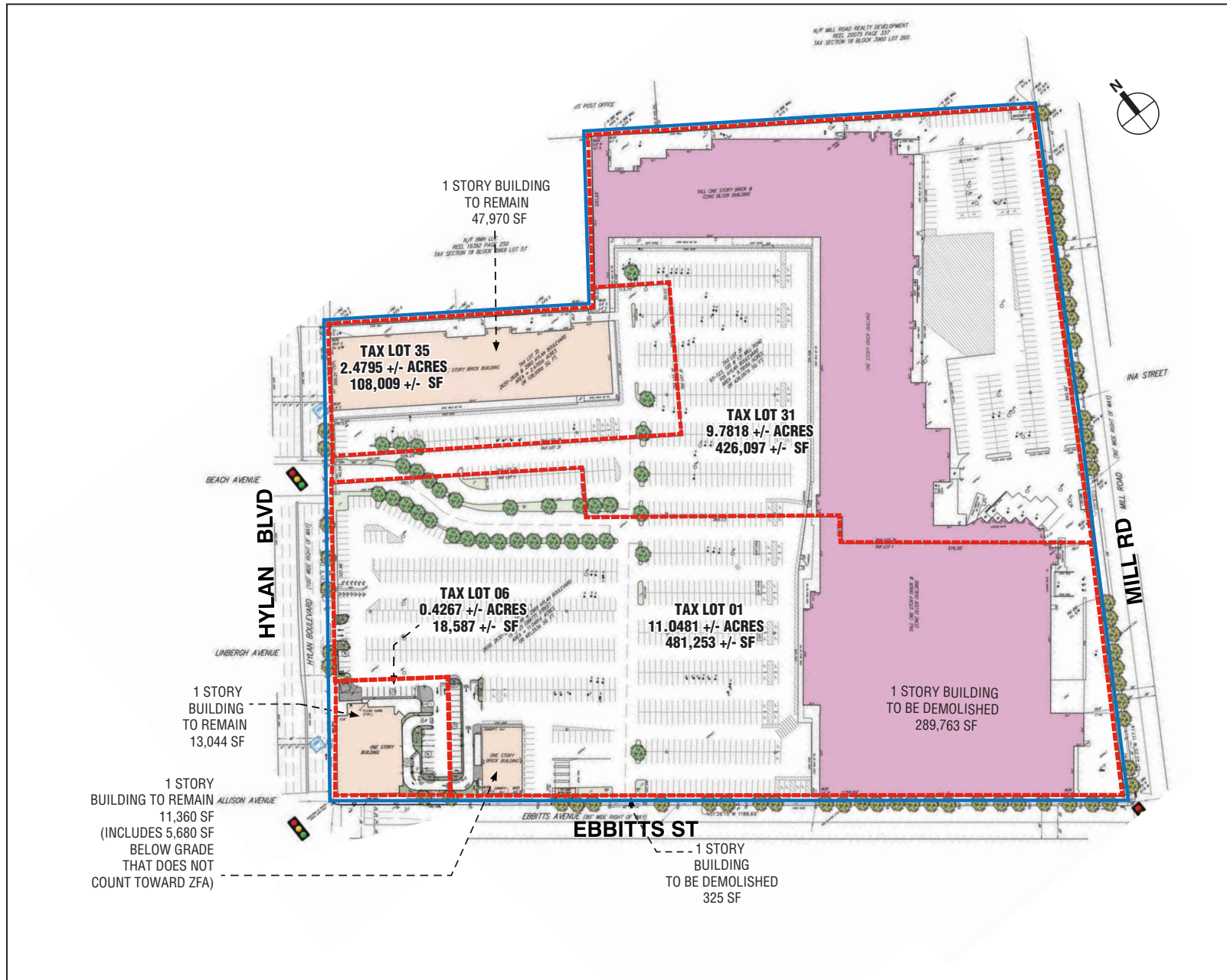
### DESCRIPTION OF THE PROJECT SITE

The Hylan Plaza Shopping Center is a regional shopping center consisting of local- and regional-serving retail stores arranged within one-story retail structures fronted by surface parking. Current tenants include a K-mart department store, a Toys“R”Us/Babies“R”Us, a United Artists Movie Theater, a Modell’s sporting goods store, and a CVS pharmacy among other uses. In late 2015 an approximately 60,000-gsf space in the shopping center was vacated by Pathmark Supermarket; this space is currently vacant. As shown in **Figure 1-5**, the shopping center comprises four tax lots:

- Tax lot 1, which includes surface parking, a one-story retail building (currently occupied by Modell’s) that would remain on the project site in the future with the proposed actions<sup>1</sup>, and a portion of the existing one-story retail building that would be demolished in the future with the proposed actions;
- Tax lot 6, which includes a one-story retail building (currently occupied by CVS) that would remain on the project site in the future with the proposed actions and an accompanying surface parking lot;
- Tax lot 31, which includes surface parking and the remaining portion of the one-story retail building that would be demolished in the future with the proposed actions; and

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<sup>1</sup> In the future with the proposed actions 5,680 gsf of existing below-grade retail space in this one-story retail building would be decommissioned.



The Boulevard at Hylan Plaza

Project Site Tax Lots  
Figure 1-5



- Tax lot 35, which includes a one-story retail structure (currently occupied by multiple retail tenants) that would remain on the project site in the future with the proposed actions and an accompanying surface parking lot.

The project site (Staten Island Block 3969, Lots 1, 6, 31, and 35) is a 1,033,946-sf, approximately 23.7-acre site generally bounded by Hylan Boulevard, Ebbitts Street, Mill Road, and commercial and residential properties lots (properties) to the north. The project site is located within a C4-1 zoning district, and contains 362,462 sf of retail uses and 1,414 parking spaces. The existing retail uses on the project site are Use Group 6, Use Group 8 and Use Group 10. There are an estimated 632 workers on the project site.

### **PRIOR CITY PLANNING COMMISSION (CPC) APPROVALS**

Prior CPC approvals on the site include:

- (1) Authorization pursuant to ZR 36-023 for reduction of on-site parking requirement to facilitate the provision of approximately 34,500 sf of additional retail space on the subject site. This project, N000213ZAR, was approved by CPC in October 2001. The 46 percent parking reduction allowed 1,522 required parking spaces. Environmental review was completed under City Environmental Quality Review (CEQR) #00DCP010R.
  - The shopping center, originally built in 1958, had 347,997 square feet of floor area and 1,448 accessory parking spaces prior to CPC approval of this 2001 authorization. The expansion approved in 2001 permitted 32,433 additional square feet of floor area and a 46 percent parking reduction from the Section 36-21 requirements to allow 1,522 required parking spaces.
- (2) Minor modification, M000213(A) ZAR, to the 2001 site plan further reduced the on-site parking requirement. CPC approved this project in 2011. The modification allowed 1,540 required parking spaces, a 37.2 percent parking reduction. Environmental review was completed under CEQR #10DCP026R.
  - The modification was sought as the 2001 approved expansion was only partially built. Of the additional 32,433 sf of floor area approved in 2001, 25,300 sf were not built. The M000213AZAR modification application was determined to be consistent with the 2001 approval and was approved by the CPC on January 24, 2011.
  - This modification eliminated the possibility of building the remaining 25,300 sf of floor area. It permitted replacement of an 11,392-sf building with a 13,044-sf building. The approved floor area was reduced to 356,782 sf. Required accessory parking was increased from 1,522 spaces to 1,540 spaces, a 37.2-percent parking requirement reduction from the Section 36-21 requirement.

### **DESCRIPTION OF THE PROPOSED PROJECT**

#### *RETAIL PROGRAM*

Approval of the proposed actions would facilitate the demolition of an approximately 290,100-gsf portion of existing retail and cinema uses at the project site, and the development of approximately 386,705 gsf of new retail, cinema, and receiving/common area uses, for a net increase of approximately 96,617 gsf. Uses within the building that would be demolished are (in

**The Boulevard at Hylan Plaza**

approximate sf): a 59,800-gsf vacant supermarket; a 17,300-gsf, 700-seat cinema; and 212,900 gsf of department store and smaller retail establishments, including restaurants and possibly a health club. The uses within the proposed two-story retail buildings are intended to include: a 76,769-gsf supermarket on the ground floor; a 41,030-gsf, 1,000-seat cinema on the second floor; 68,686 gsf of smaller-format non-department store retail and restaurants on the ground floor; 171,926 gsf of larger-format retail stores, restaurants and possibly a health club on the second floor; and 23,159 gsf of receiving/common areas. The proposed new retail uses also would include a new 5,135-gsf single-story retail pad near the project site entrance at Hylan Boulevard. The retail components within the existing shopping center, within the building proposed to be demolished, and within the proposed new buildings are shown in **Table 1-1**.

Also shown in **Table 1-1** is the increment between the No Action condition (which is the existing condition) and the With Action condition (which is the future condition with the proposed actions). With the proposed actions, the amount of destination retail would increase by 55,961sf (and would include 23,159 sf of receiving areas), supermarket space would increase by 16,960 sf and cinema space would increase by 23,696 gsf. The overall incidental change between the No Action and the With Action condition is 96,617 gsf.

**Table 1-1**  
**Proposed Development Program – Retail Components**

Proposed Use	ZR Use Group <sup>1</sup>	Existing Floor Area (GSF)	Proposed Floor Area to be Demolished (GSF)	Proposed New Retail Development (GSF)	Total With Proposed Actions (GSF)	Net Addition with Proposed Actions (GSF)
Destination Retail	6/10	285,319	212,945	268,906 <sup>2</sup>	341,280 <sup>2</sup>	55,961 <sup>2</sup>
Supermarket	6	59,809	59,809	76,769	76,769	16,960
Cinema	8	17,334	17,334	41,030	41,030	23,696
<b>TOTAL</b>		<b>362,462</b>	<b>290,088</b>	<b>386,705</b>	<b>459,079</b>	<b>96,617</b>
<b>Notes:</b> 1. Retail establishments could fall into Use Groups 6 or 10. 2. Proposed destination retail amounts account for a reduction of 5,680 gsf of retail space associated with the decommissioning of below-grade retail space at a one-story retail building currently occupied by Modell's Sporting Goods. Proposed destination retail amount includes 23,159 gsf of receiving/common areas for the proposed retail uses. Proposed destination retail amount also could include an approximately 37,500-gsf health club, which is defined by the ZR as a physical culture or health establishment.						
<b>Sources:</b> S9 Architects and Hylan Plaza 1339, LLC.						

Use Group 6 includes a wide variety of local retail stores and personal service establishments. Examples of such uses include gift shops, toy stores, candy stores, clothing stores of 10,000 sf or less, furniture stores of 10,000 sf or less, and eating and drinking establishments with a capacity of 200 patrons or fewer and supermarkets. Use Group 8 primarily includes amusement uses such as cinemas and bowling alleys, and service establishments, such as automobile driving schools and television repair shops. Use Group 10 includes large retail uses intended to serve a wide area, including department stores, wholesale stores, and large clothing or furniture stores.

**PARKING**

As noted above, the project site is located within a C4-1 zoning district. According to Section 36-21 of the Zoning Resolution, C4-1 zoning districts require one accessory parking space for every 150 sf of floor area for retail/service uses. For other uses, one parking space must be

provided for every 100 sf of floor area for supermarket uses and for every 4 cinema seats. As shown in **Table 1-2**, for the existing development on the project site, a total of 2,454 spaces would be required based on C4-1 zoning requirements; however, as part of a previously-approved authorization, the project site received a reduction in required parking to facilitate the existing development.

To accommodate the development of the proposed project, the existing surface parking areas would be substantially reconfigured and landscaped, requiring the temporary displacement of parking spaces during the demolition of the existing retail building, and during construction of the proposed project.

Upon completion, the proposed project would provide an estimated 1,653 spaces (a net increase of 239 parking spaces as compared to existing parking). Approximately 225 of the 1,653 spaces would be provided as part of a new parking deck located at the second level of the proposed Building F, partially above the contemplated grocery store use and partially above the at-grade parking in the rear of Building F (see **Figure 1-6**). As illustrated in **Figure 1-6**, pedestrians would access the parking deck at ground level through a parking lobby located at the southwest corner of the contemplated grocery store building via elevators and convenience stair. A second point of access would be provided by pedestrian walkway from the second level pedestrian gallery/circulation at the main entrances of Building F. There would be another convenience stair at the east side of the parking deck that also connects the parking with at-grade parking, and provides an access to the main circulation spine through the alley between portions of the ground floor retail of Building F.

As shown in **Table 1-2**, the 1,653 parking spaces proposed would be approximately 50 percent fewer than the 3,293 spaces required by Section 36-21; thus an approximate 50 percent reduction in required spaces is requested by the applicant, which is the maximum permitted reduction per ZR 36-21.

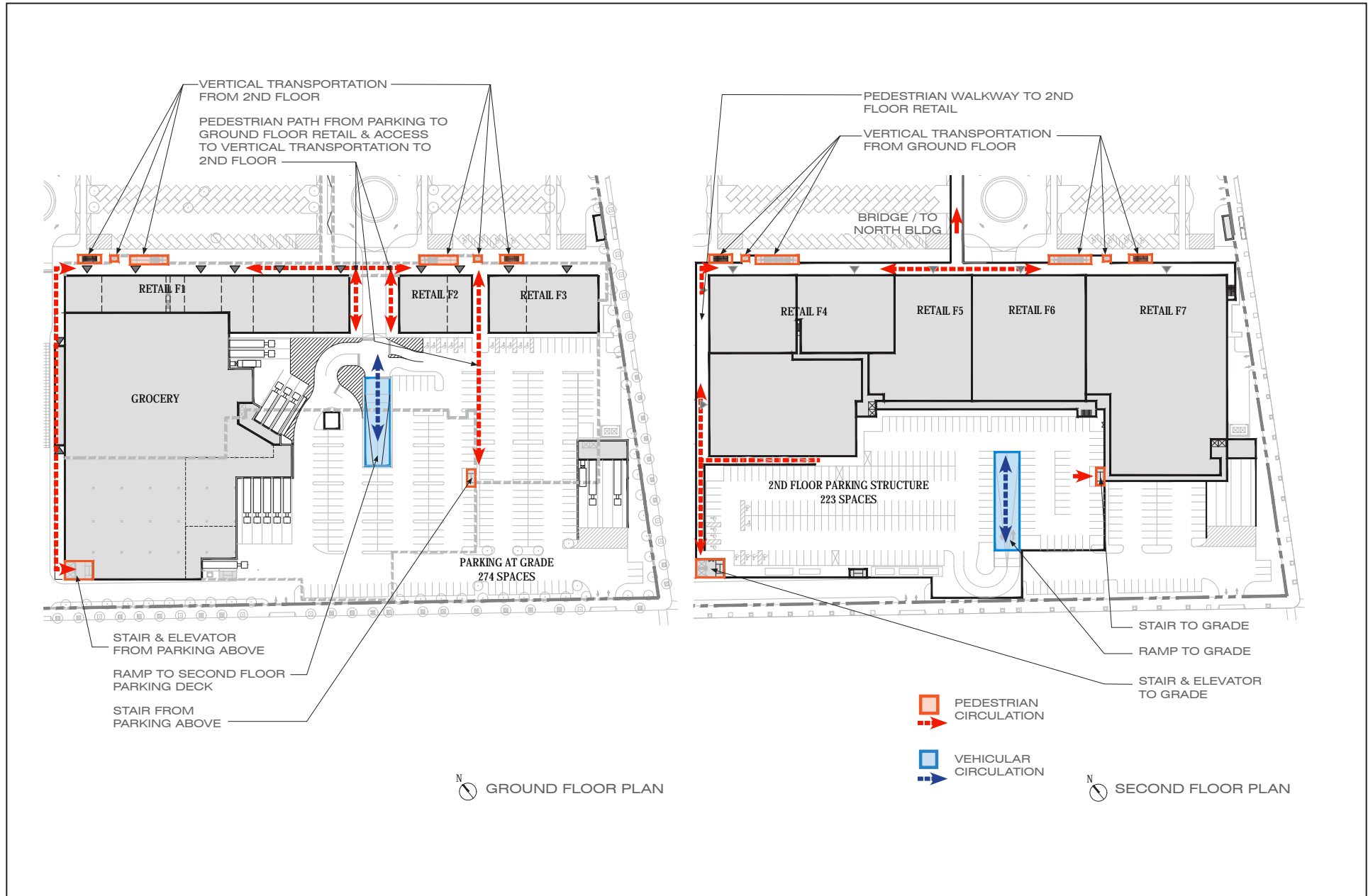
**Table 1-2  
Parking Calculations**

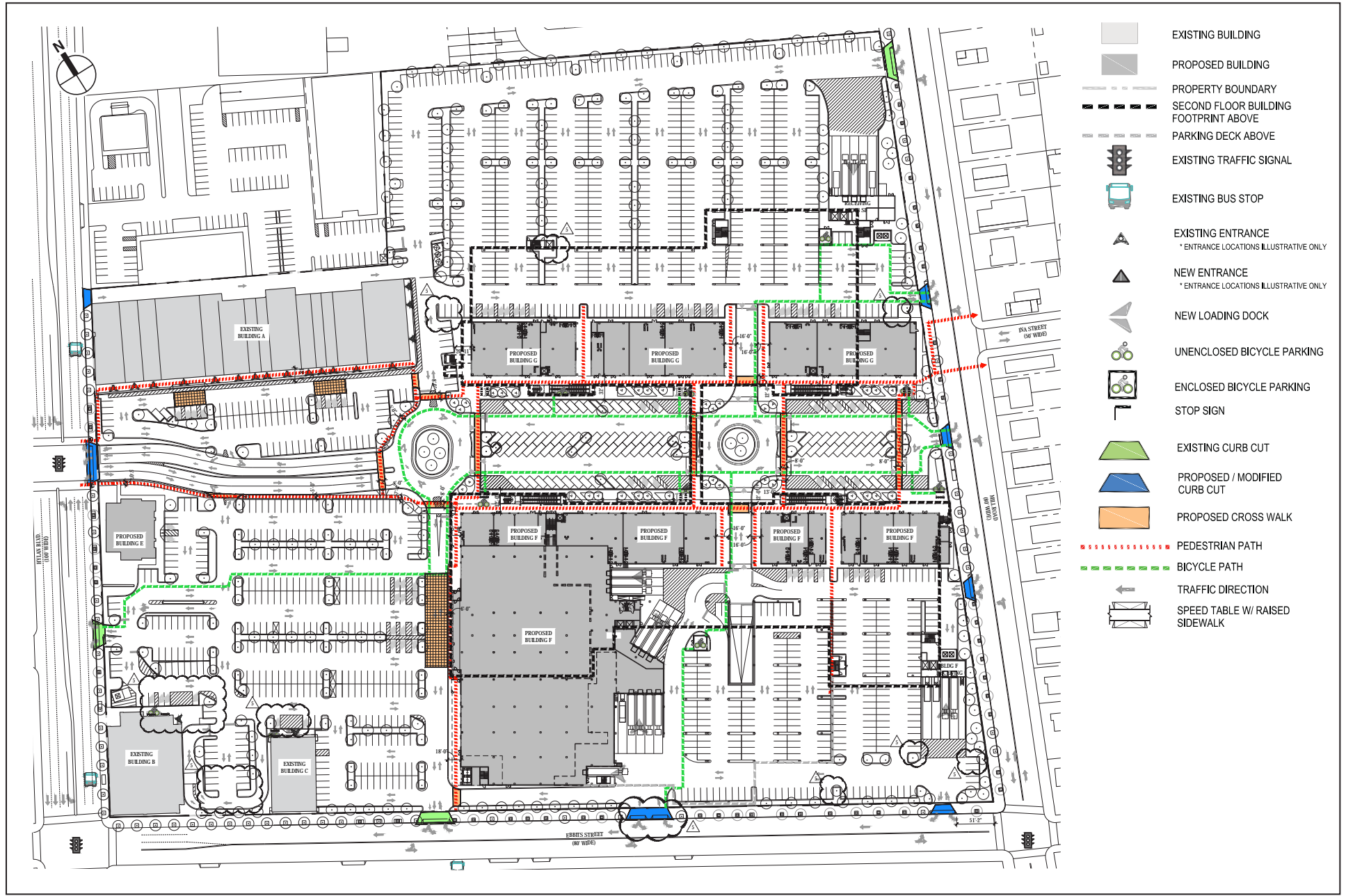
	Existing	Proposed	Net Addition
<b>Total Site Building Area</b>	<b>362,462 gsf<sup>1</sup></b>	<b>459,079<sup>2</sup> gsf</b>	<b>96,617<sup>2</sup> gsf</b>
Total Retail	285,319 gsf	341,280 <sup>3</sup> gsf	55,961 gsf
Total Grocery/Food Store	59,809 gsf	76,769 gsf	16,960 gsf
Total Cinema	700 seats	1,000 seats	300 seats
<b>Parking Provided</b>	<b>1,414<sup>4</sup></b>	<b>1,653 spaces</b>	<b>239 spaces</b>
<b>Notes:</b>	1. Totals are from plan previously approved by the New York City Department of City Planning (DCP). 2. Proposed destination retail amounts account for a reduction of 5,680 gsf of retail space associated with the decommissioning of below-grade retail space at a one-story retail building currently occupied by Modell's Sporting Goods. 3. Proposed retail amount includes approximately 23,159 gsf of common/receiving areas, and also could include an approximately 37,500-gsf health club, which is defined by the ZR as a physical culture or health establishment and has the same parking requirements as retail. 4. Actual number of parking spaces based on survey of existing shopping center.		
<b>Source:</b>	S9 Architects and Hylan Plaza 1339, LLC.		

*SITE ACCESS AND CIRCULATION*

The proposed project site would be accessed as follows (see also **Figure 1-7**):







## **The Boulevard at Hylan Plaza**

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- At Hylan Boulevard, from two existing curb cuts: one curb cut at the existing traffic signal at the proposed two-way internal drive that is designed to be the main entrance to the site; the second is near the existing CVS building.
- At Ebbitts Street from two existing curb cuts and one proposed curb cut: one existing curb cut connects the drive in front of the Grocery with the western roundabout; the other existing curb cut provides easy access to Building F loading and parking at the back of Building F; and a proposed curb cut near the corner of Ebbitts Street and Mill Road. In order to reduce the potential for pedestrian conflicts, at the curb cut along Ebbitts Street closest to Mill Road tractor trailers would be restricted between the hours of 10am and 10pm, unless accompanied by a flagger.
- At Mill Road from one existing and three proposed curb cuts: the existing curb cut at the North property line connects the parking and loading of Building G; one proposed curb cut in the middle of the property would connect to the main circulation spine and angled parking and roundabouts in front of main entrances of Buildings G and F; and two other proposed curb cuts would provide access directly to and from the parking field at the back of Buildings G and F. Both at-grade parking areas are partially covered and connected to the main circulation spine by vehicular and pedestrian access through the breezeways at Buildings G and F.

### *LANDSCAPING PLAN*

The proposed project would include landscape improvements throughout the project's site surface parking areas in compliance with the requirements of the Zoning Resolution, including planting new trees. These trees would be planted in areas including the perimeter of the proposed parking structure, as well as within and along the edges of various parking areas.

## **C. BUILD YEAR**

Assuming commencement of construction by or before early 2018, and an estimated 20-month, single-phase construction period, the proposed project is expected to be complete and occupied by or before 2019. Although the applicant would not be obligated to retain required parking spaces during the construction period, spaces would be retained or replaced on a temporary basis, to the extent practicable. For the purposes of analyzing the Reasonable Worst-Case Development Scenario (RWCDS), a future build year of 2019 will be examined to assess the potential impacts of the proposed project.

## **D. PURPOSE AND NEED OF THE PROPOSED ACTIONS**

The proposed actions are necessary to facilitate new commercial development on the project site. Without the proposed approval of parking facility layout and relief from requirements regarding the provision of off-street accessory parking, no new development could occur on the project site, even though development on the site is substantially below the maximum allowable floor area ratio (FAR). In Fact, the proposed enlargement and reconfiguration would trigger the need for authorization approval, regardless of parking requirements. Currently, despite the commercial success of the shopping center, the applicant believes that the existing retail layout is insufficient.

The proposed project would be built on the site of an existing commercial center, and would therefore not require major new infrastructure. The site is accessible to major roadways,



including Hylan Boulevard, and is located near eastern Staten Island's numerous residential neighborhoods.

Without the proposed zoning authorizations to approve the proposed site plan and reduce the amount of parking required on the site, the proposed project could not be built.

## **E. DEVELOPMENT SITES**

The proposed actions would be limited to the project site, which is controlled by the applicant. No other projected or potential development sites would be affected by the proposed actions.

## **F. FRAMEWORK FOR ANALYSIS**

The 2014 *CEQR Technical Manual* serves as the general guide on the methodologies and impact criteria for evaluating the proposed project's potential effects on the various environmental areas of analysis. As noted above, the proposed project is expected to be complete and occupied by 2019. Because the proposed project is anticipated to be fully operational in 2019, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to 2019 for the purposes of determining potential impacts. Specifically, the EAS Attachments provide a description of "Existing Conditions" and forecasts these conditions to the future 2019 or 2019 analysis year without and with the proposed project ("No Action" and "With Action" conditions, respectively).

To forecast the No Action condition, information on known land-use proposals (as identified in Attachment B, "Land Use, Zoning, and Public Policy"), are incorporated. The differences between No Action and With Action conditions are assessed to determine whether such differences are adverse and/or significant; and any significant adverse environmental impacts are disclosed.

Based on the preliminary screening assessments provided as part of the EAS form, the following environmental areas do not require supplemental analysis: community facilities; socioeconomic conditions; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; water and sewer infrastructure; solid waste and sanitation services; energy; greenhouse gas emissions; public health; neighborhood character; and construction impacts.

The reasonable worst-case development scenario (RWCDs) for the purpose of analyzing the potential environmental impacts of the proposed project is described below, including the No Action scenario and the With Action scenario.

### **NO ACTION SCENARIO**

Absent the proposed actions, no new development would occur on the project site. Any development, including changes to the parking site plan, would require an authorization pursuant to ZR Section 36-023, which is a discretionary action and subject to environmental review, to assure that the layout of parking space is arranged and located in relation to the uses on the site so as to provide adequate ingress, egress, and circulation with respect to the abutting streets. Therefore, in the future without the proposed actions the conditions on the project site are expected to remain unchanged from existing conditions, with the exception of the now-vacant supermarket space. Absent the proposed actions it is assumed that the vacant, approximately

**The Boulevard at Hylan Plaza**

60,000-gsf space would be re-tenanted by another grocery store use. The FAR on the project site would continue to be 0.345. Project site conditions under the No Action Scenario are summarized in **Table 1-3**.

**Table 1-3  
No Action Scenario**

Site	Total SF	Retail SF	Office SF	Community Facility SF	Residential SF	# Residential Units	# Public Parking Spaces
Block 3969, Lots 1, 6, 31, and 35	362,462	362,462	0	0	0	0	1,414

**WITH ACTION SCENARIO**

**Table 1-4** summarizes project site conditions in the future with the proposed actions (With Action scenario). In total, the project would contain 459,079 sf of retail uses and 1,653 parking spaces, which represents a 96,617-sf increase in retail space and a 239-space increase in parking as compared to the No Action scenario.

**Table 1-4  
With Action Scenario**

Site	Total SF	Retail SF	Office SF	Community Facility SF	Residential SF	# Residential Units	# Public Parking Spaces
Block 3969, Lots 1, 6, 31, and 35	459,079	459,079*	0	0	0	0	1,653
<p><b>*Note:</b> Proposed retail amount includes approximately 23,159 gsf of common/receiving areas.  <b>Source:</b> S9 Architects and Hylan Plaza 1339, LLC. (March 25th, 2016)</p>							

The proposed actions would facilitate the applicant’s proposal by allowing the reconfiguration of the existing parking lot to create the building footprints for the commercial enlargement, which requires a reduction in the amount of parking at the site. The proposed enlargement will be limited to the building footprints shown on the authorized site plan, the layout and number of parking spaces, and will limit the floor area that may be developed on the site. Substantial deviation from the site plan by reconfiguring the layout of the parking spaces, providing parking lower percentage of parking, or shifting the building footprints or to modify these authorizations would require the applicant to seek an additional authorization pursuant to ZR Section 36-023. However, the site plan does not set the size and location of the proposed Use Groups 6, 8, and 10 and allows flexibility for where the uses are located within the proposed footprints. For instance: the proposed cinema (UG-8) shown on the site plan (**Figure 1-3**) could be sited at another location on the second floor of that proposed building (Building G) or on the second floor of the proposed Building F; or the larger-format retail stores envisioned on the second floor of the proposed retail buildings could be redesigned within the same footprint to provide for a greater number of smaller-format stores.

In order to provide a conservative environmental review, a RWCDs for the With Action scenario was developed based on the incremental development attributable to the proposed actions (i.e., the proposed new retail development, after discounting for the existing uses within the building to be demolished), and based on the size and distribution of typical retail uses in similar developments that generate a high number of vehicle trips. The incremental development associated with the proposed actions is shown in **Table 1-5**.

**Table 1-5**  
**Summary of Incremental Development Associated with the Proposed Actions**

Block/Lot	Project Info	Existing Condition	No Action Condition	With Action Condition	Increment
3969/ 1, 6, 31, 35	Zoning Lot Size (SF)	1,033,946	1,033,946	1,033,946	0
	GSF Above Grade	356,782	356,782	459,070	102,297
	GSF Below Grade	5,680	5,680	0	-5,680
	Commercial GSF	362,462	362,462	459,079	96,617
	Uses	Retail (UG 6, 8, 10)	Retail (UG 6, 8, 10)	Retail (UG 6, 8, 10)	0
	Community Fac. GSF	0	0	0	0
	Residential GSF	0	0	0	0
	Manufacturing GSF	0	0	0	0
	Dwelling Units	0	0	0	0
	Affordable Dwelling Units	0	0	0	0
	Accessory Parking Spaces	1,414	1,414	1,653	+239
	Building Height	Up to 35'	Up to 35'	Up to 88'	Up to 53'
	Workers <sup>1</sup>	±632	±893	±1,224	±331
	<b>TOTAL GSF</b>	<b>362,462</b>	<b>362,462</b>	<b>459,070</b>	<b>96,617</b>
<b>Notes:</b>	<sup>1</sup> Worker assumptions use the following standard industry employment densities which are frequently utilized in environmental review documents: non-department store (in-line) retail = 1 worker/400 gsf; large-format and department store retail = 1 worker/500 gsf; restaurant = 1 worker/200 gsf; supermarket = 1 worker/250 gsf; cinema employment estimated (30 in Existing and No-Action, 40 in With-Action) based on size, hours, and comparable theaters.				

Using the 96,617 sf project increment, the specific retail types assumed for the RWCDs program increment are as follows: 32,802 sf of destination retail uses (UG 6 or 10, depending on the retail use and size of establishment); 16,960 sf of supermarket use (UG-6); 23,696 sf (300 seats) of cinema space (UG-8); and 23,159 sf of receiving/common area (see **Table 1-6**).

**Table 1-6**  
**RWCDs Program Assumptions**

Use	No Action Scenario Floor Area (SF)	With Action Scenario Floor Area (SF)	With Action Increment (SF)
Destination Retail	285,319	318,121 <sup>1</sup>	32,802
Supermarket	59,809	76,769	16,960
Cinema	17,334 (700 seats)	41,030 (1,000 seats)	23,696 (300 seats)
Receiving/Common Areas	0	23,159	23,159
<b>TOTAL</b>	<b>362,462</b>	<b>459,079</b>	<b>96,617</b>
<b>Note:</b>	1. Proposed destination retail amount accounts for a reduction of 5,680 gsf of retail space associated with the decommissioning of below-grade retail space at a one-story retail building currently occupied by Modell's Sporting Goods. Proposed destination retail amount could include an approximately 37,500-gsf health club, which is defined by the ZR as a physical culture or health establishment.		
<b>Source:</b>	S9 Architects and Hylan Plaza 1339, LLC. (March 25th, 2016)		

## G. PUBLIC REVIEW PROCESS

The above-described authorizations pursuant to ZR Section 36-023 require the approval of the City Planning Commission (CPC)—a discretionary approval that is subject to the City’s CEQR procedures, which are described below.

While an Authorization is a discretionary approval, the Authorization process is not subject to the Uniform Land Use Review Procedure (ULURP) pursuant to Section 197-c of the City Charter. Upon completion of the land use application and the issuance of a declaration with respect to the Authorization’s potential to result in significant adverse environmental impacts, the Authorization application ~~will be~~ is referred to the applicable local community board (in this case, Staten Island Community 2) for comment. Subsequent to the completion of the local community board’s comment period, the application ~~will return~~ s to the CPC for decision.

### NEW YORK CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)

Pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, to identify, and when practicable mitigate, significant adverse environmental effects. CEQR rules guide environmental review through the following steps:

- **Establish a Lead Agency.** Under CEQR, the “lead agency” is the public entity responsible for conducting the environmental review. The lead agency is typically the entity principally responsible for carrying out, funding, or approving the proposed action. For the proposed project, the lead agency is the New York City Department of City Planning (DCP), acting on behalf of CPC.
- **Determine Significance.** The lead agency’s first charge is to determine whether the proposed action may have a significant impact on the environment. To make this determination, the lead agency prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, the lead agency determined that the proposed actions could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration, initiating the preparation of an EIS.
- **Scoping.** Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. “Scoping,” or creating the scope of work, is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on the proposed project and EIS scope of work on September 28, 2016. A final scope of work, reflecting comments made during scoping, was issued by DCP (acting on behalf of CPC) on Friday, January 27, 2017.
- **DEIS.** In accordance with the final scope of work, a DEIS is prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate as appropriate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. A Notice of Completion for the DEIS was issued on Friday, January 27, 2017.
- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public



hearing convened for the purpose of receiving such comments. As noted above, when the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments become part of the CEQR record and are summarized and responded to in the FEIS.

- **FEIS.** After the close of the public comment period for the DEIS, the lead agency prepares a FEIS. The FEIS must incorporate relevant comments on the DEIS, in a separate chapter and in changes to the body of the text, graphics, and tables. Once the lead agency determines that the FEIS is complete, it issues a Notice of Completion and circulates the FEIS.

**Findings.** The lead agency (DCP, on behalf of CPC) and each involved agency (if any) will adopt a formal set of written findings, reflecting its conclusions about the potential for significant adverse environmental impacts of the proposed action, potential alternatives, and mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”). \*