

This document is the Final Environmental Impact Statement (FEIS) for the Boulevard at Hylan Plaza project. Hylan Plaza 1339, LLC, is seeking a number of discretionary actions (the “proposed actions”) to enlarge 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. The Draft Environmental Impact Statement (DEIS) for the proposed actions was accepted as complete by the City Planning Commission (CPC), and the New York City Department of City Planning (DCP), acting on behalf of CPC, issued a Notice of Completion for the DEIS on January 27, 2017. The public was provided an opportunity to provide oral and written comments on the DEIS during the period leading up to and through the DEIS public hearing which was held by CPC on April 5, 2017. The public also was provided an opportunity to submit written comments through the close of the DEIS public comment period, which ended April 17, 2017.

There were no public comments made on the DEIS prior to or during the DEIS public hearing, nor were any public comments received during the subsequent DEIS comment period. The public review process, and CPC member questions raised during the public hearing in relation to the proposed actions are summarized in Chapter 13, “Responses to Comments on the DEIS.” In addition, this FEIS also reflects all substantive changes to technical analyses resulting from agency reviews, and material changes in conditions since the issuance of the DEIS.

In addition to this foreword and Chapter 13 (described above), changes between the DEIS and this FEIS include:

- Updates to Chapter 2, “Land Use, Zoning, and Public Policy,” to remove a planned project (450 New Dorp Lane) from the No Action condition, because the anticipated retail tenant for this development (Kohl’s Department Store) has decided not to move forward with construction and thus this planned project is no longer expected to be completed by the 2019 build year for the proposed project. This update does not alter the DEIS finding that the proposed actions would not result in significant adverse impacts to land use, zoning, or public policy.
- Updates to Chapter 4, “Transportation,” to reflect information that became available after the issuance of the DEIS: New York City Department of Transportation (NYCDOT) implementation of signal phasing modifications implemented in 2016 along Hylan Boulevard within the study area; the incorporation into the No Action condition of bike lanes proposed by NYCDOT along certain study area travel corridors; and the removal of a planned project (450 New Dorp Lane) from the No Action condition, because the planned project is no longer expected to be completed until after the 2019 build year for the proposed project. These updates do not alter the DEIS finding that the proposed project would result in significant adverse traffic impacts at up to seven intersections during peak hours.

---

<sup>1</sup> This foreword is new to the FEIS.

## **The Boulevard at Hylan Plaza**

---

Specifically, the updated analysis finds that the proposed project would result in significant adverse traffic impacts at five intersections in the weekday midday peak hour; seven intersections in the weekday PM peak hour (rather than six intersections as reported in the DEIS); and seven intersections in the Saturday midday peak hour.

- Updated analysis and conclusions in Chapter 8, “Mitigation” to address transportation analysis updates summarized above. The updated analysis does not alter the DEIS finding that seven of the ten intersections analyzed would either not be significantly impacted or could be mitigated with mitigation measures identified in this chapter, and that impacts identified at three intersections could not be fully mitigated during at least one peak hour.
- Updates to Chapter 9, “Alternatives” to reflect changes in traffic conditions under the No Build Alternative and the No Unmitigated Impact Alternative as a result of the removal of a planned project (450 New Dorp Lane) from the No Build condition, because the planned project is no longer expected to be completed until after the 2019 build year for the proposed project. This update results in minor adjustments to predicted unacceptable levels of service under the No Build Alternative, and does not alter the DEIS finding that while the No Build Alternative would not result in the significant adverse traffic impacts from the proposed project, it would not introduce new retail to the project site, which the Applicant believes would better meet consumer demand and generate economic and fiscal benefits for the Borough of Staten Island and the City of New York. With respect to the No Unmitigated Impact Alternative, the update does not alter the finding that a proposed enlargement could not exceed 7,500 gross square feet of destination retail space (approximately 10 percent of the total proposed enlargement) without generating unmitigated significant adverse traffic impacts, and therefore there is no alternative that could be advanced to completely avoid such impacts without substantially compromising the proposed project’s goals and objectives.
- Updates to Chapter 10, “Unavoidable Adverse Impacts,” to reflect further evaluation of mitigation measures conducted between the DEIS and FEIS. Between the DEIS and FEIS, additional measures were explored to further mitigate the identified traffic impacts, but no additional feasible measures were identified. Therefore the projected impacts that are identified as not fully mitigated would remain unmitigated, and would be considered unavoidable adverse impacts.
- Prior to the completion of the DEIS, the Applicant was approached by a potential tenant to operate a health club. Updates to Chapter 2, “Land Use, Zoning, and Public Policy,” Chapter 7, “Neighborhood Character,” Chapter 9, “Alternatives,” and Chapter 11, “Growth Inducing Aspects of the Proposed Actions,” to include additional analysis findings with respect to the project’s possible inclusion of a health club. The analyses find that while the proposed project could include a health club, which is a use not currently present on the project site, a health club use would be compatible with other uses and would not result in any land use conflicts. Therefore, the possible inclusion of a health club would not alter the DEIS findings that the proposed project would not result in significant adverse impacts with respect to land use, zoning, public policy, or neighborhood character and would not alter the DEIS finding that the proposed actions are not expected to induce any significant additional growth beyond that identified and analyzed in the EIS.
- Updates to Chapter 1, “Project Description,” and Chapter 4, “Transportation,” to reflect a new restriction on tractor trailers’ use of the proposed curb cut near the corner of Ebbitts

Street and Mill Road. Between the DEIS and FEIS, NYCDOT raised concerns with respect to tractor trailer trucks turning into and out of the curb cut near the corner of Ebbitts Street and Mill Road. In order to address this concern, at this proposed curb cut tractor trailers would be restricted between the hours of 10am and 10pm, unless accompanied by a flagger. This new restriction does not alter the DEIS findings with respect to Transportation.

- An update to Chapter 1, “Project Description,” to include a description of the (E) Designation assigned to the project site to avoid significant adverse hazardous materials impacts. A description of the (E) Designation was included in Chapter 3, “Hazardous Materials” of the DEIS, but had not been included in the Project Description of the DEIS.

All text changes since publication of the DEIS are marked in this FEIS by ~~strikethroughs~~ (for deleted text) and double-underlining (for added text). No double-underlining is used for this Foreword or Chapter 13, “Responses to Comments on the DEIS,” which are entirely new to the EIS. \*