

The Boulevard at Hylan Plaza **Draft Final Scope of Work for Preparation of a** **Draft Environmental Impact Statement**

This document is the Final Scope of Work for the Boulevard at Hylan Plaza Draft Environmental Impact Statement (DEIS). This Final Scope of Work has been prepared to describe the proposed project, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

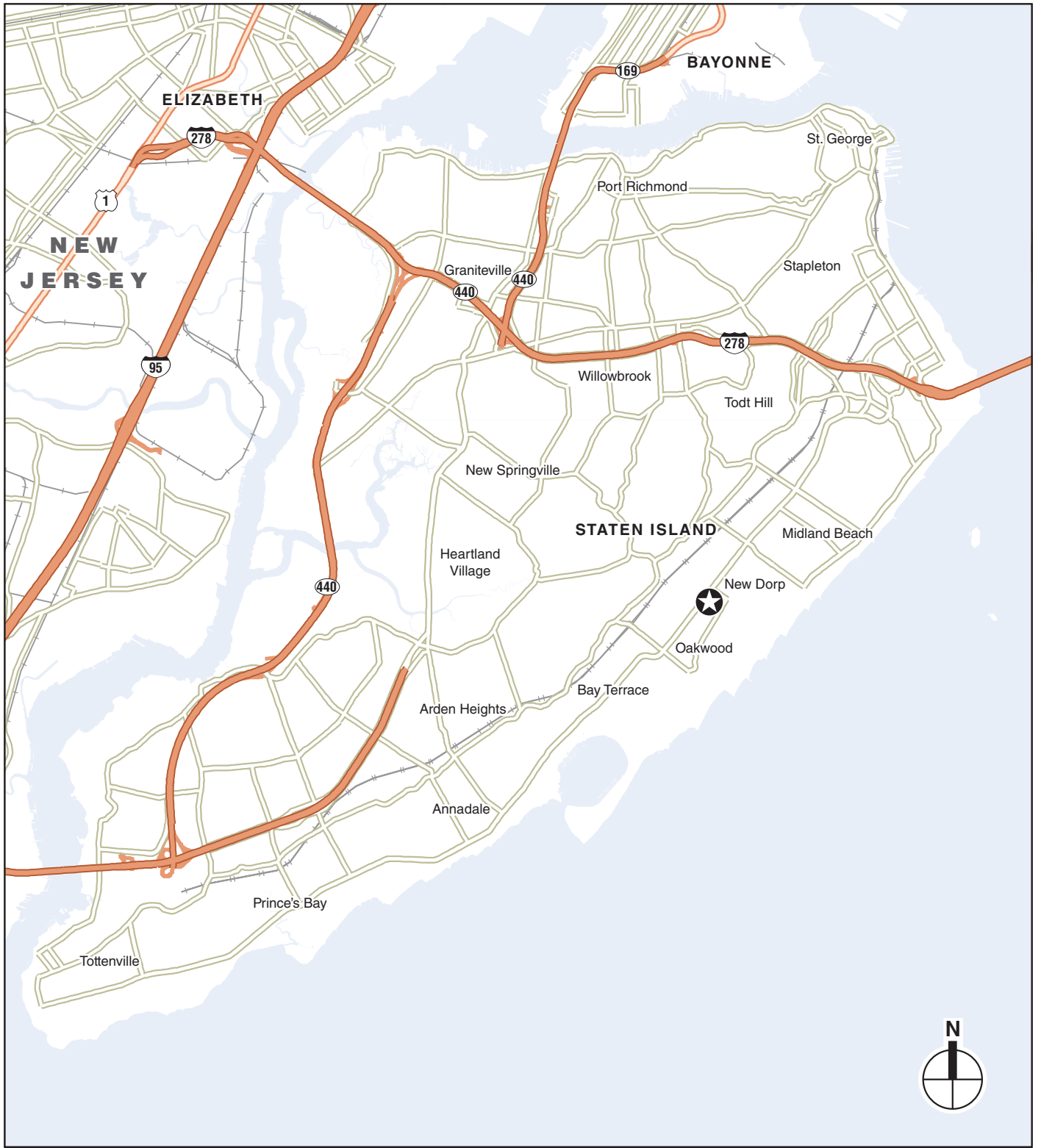
A Draft Scope of Work was prepared in accordance with the State Environmental Quality Review Act (SEORA), City Environmental Quality Review (CEQR) procedures and the city's *CEQR Technical Manual* and was distributed for public review. A public scoping meeting was held on September 28, 2016 at 7:00 pm at the Lou Caravone Community Services Building (460 Brielle Avenue), Richmond County, NY. The period for comments on the Draft Scope of Work remained open until the close of business on October 12, 2016, at which point the scope review process was closed. Subsequent to the close of the comment period, the lead agency reviewed and considered comments received during the public scoping process, and oversaw preparation of this Final Scope of Work. The DEIS will be prepared in accordance with this Final Scope of Work.

Appendix A to this Final Scope of Work identifies the comments made at the September 28, 2016 public scoping meeting and provides responses; there were no written comments received during the comment period. The public comments did not warrant changes to the Draft Scope of Work. However, this Final Scope of Work incorporates changes in response to a project update that was made subsequent to publication of the Draft Scope of Work: the applicant may seek a special permit from the New York City Board of Standards and Appeals (BSA) to locate and operate a physical culture establishment (in this case, a health club) as part of the proposed project. In addition, in coordination with reviewing agencies, the final scope includes two additional intersections for analysis of transportation effects, as well as modifications to the scope of work for stationary air quality analysis.

Revisions to the Draft Scope of Work have been incorporated into this Final Scope of Work, and are indicated by double-underlining new text and striking deleted text.

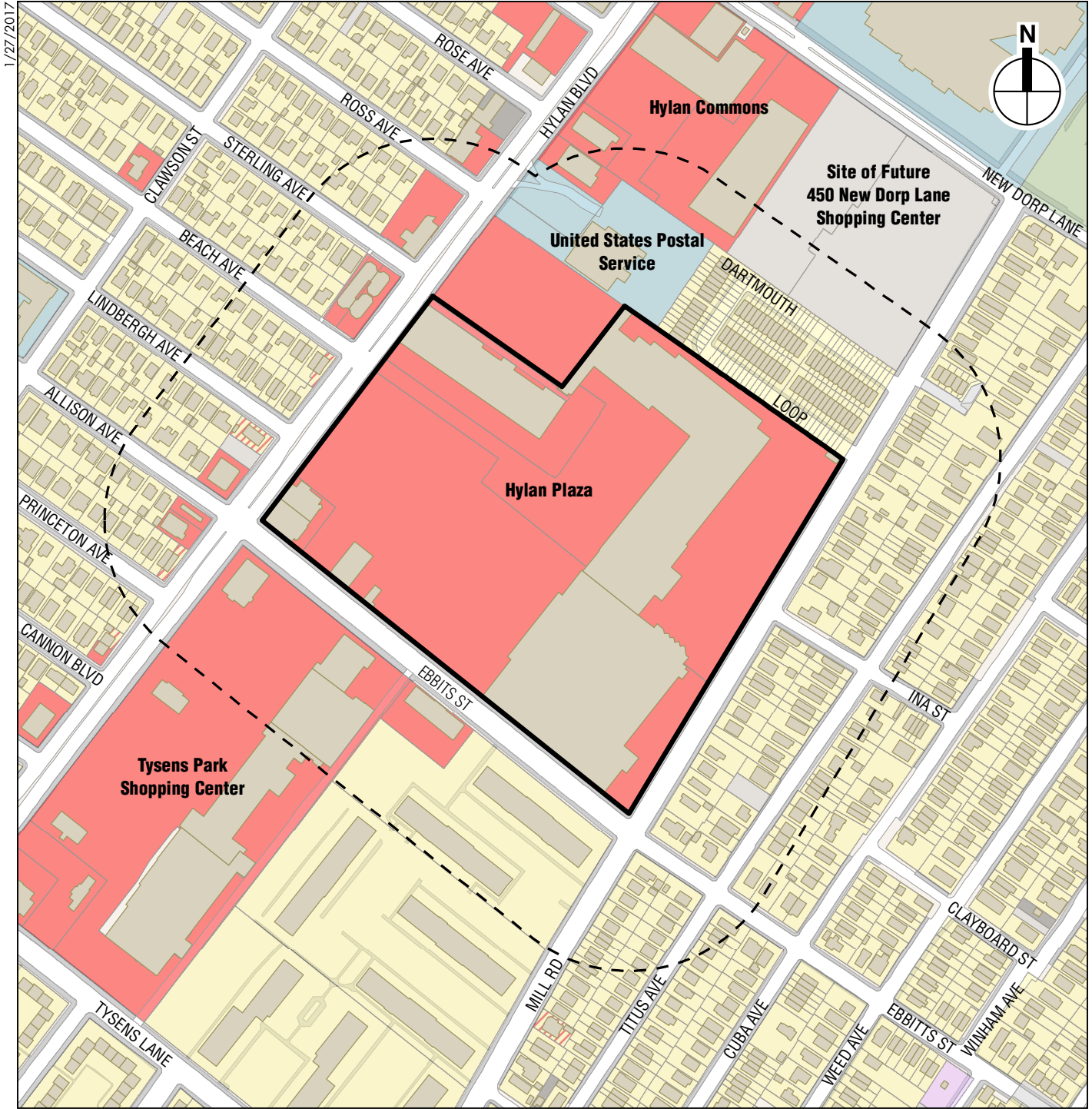
A. INTRODUCTION

This ~~Draft~~ Final Scope of Work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed enlargement of the Hylan Plaza Shopping Center (the proposed project). The proposed project is 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**). The 23.7-acre project site is located in a C4-1 zoning district and is bounded by Hylan Boulevard, Ebbitts Street, Mill Road, and Dartmouth Loop (see **Figure 2**).



 Project Site

0 1 MILE
SCALE



1/27/2017



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 2

The Boulevard at Hylan Plaza

The Applicant, Hylan Plaza 1339, LLC, is seeking a zoning authorization 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 proposed project would also require a certification of cross-access easements pursuant to ZR Section 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 proposed site plan in **Figure 3 Figures 2a and 2b**). 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); and receiving/common areas. Prior to the completion of this 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 not been analyzed in this DEIS, but will be evaluated between draft and final of this Environmental Impact Statement (EIS).

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.

The preparation of this EIS ~~Draft~~ Final Scope of Work will ensure that the potential environmental impacts of the proposed project are fully identified and studied, consistent with environmental law and regulations. Under those laws, public review of the proposed project will not begin until the lead agency has determined that the environmental issues have been adequately studied in the form of a Draft EIS (DEIS), in order to permit meaningful review by the public and decision makers. This document provides a description of the proposed project and includes task categories for all technical areas to be analyzed in the DEIS.

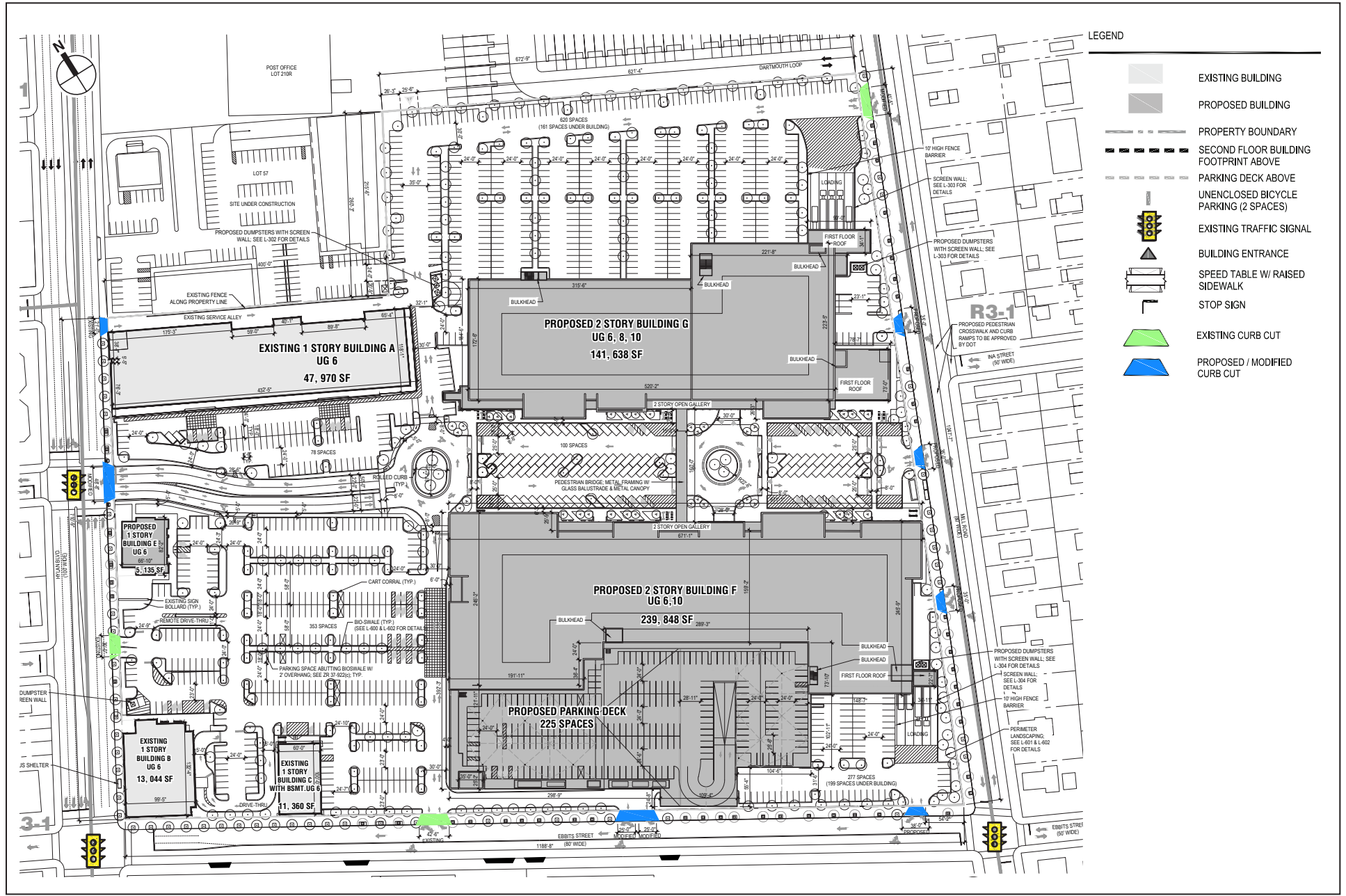
B. PROJECT DESCRIPTION

ACTIONS NECESSARY TO FACILITATE THE PROPOSAL

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



The Boulevard at Hylan Plaza

Proposed Site Plan
Figure 3

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.

DESCRIPTION OF THE PROPOSED 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 43**, the shopping center is comprised of 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 actions¹, 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
- 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.

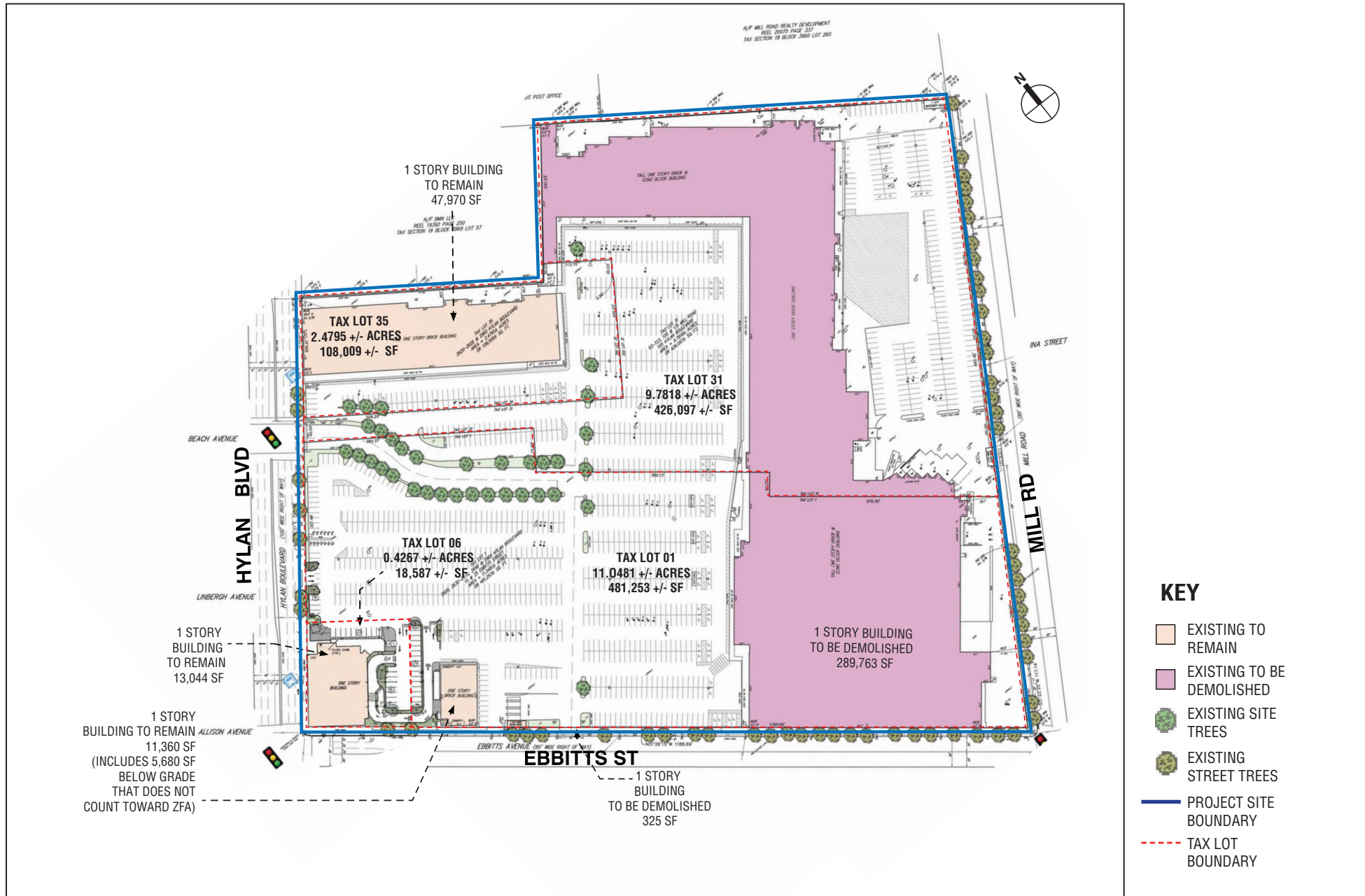
The project site (Staten Island Block 3969, Lots 1, 6, 31, and 35) is a 1,033,946-sf, approximately 23.7-acre site generally bounded by Hylan Boulevard, Ebbitts Street, Mill Road, and commercial and residential properties lots (properties) to the north. The project site is located within a C4-1 zoning 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

¹ 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 4

The Boulevard at Hylan Plaza

percent parking reduction allowed 1,522 required parking spaces. Environmental review was completed under 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 DEVELOPMENT

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 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, and 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**.

Also shown in **Table 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
Proposed Development Program – Retail Components**

Proposed Use	ZR Use Group ¹	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 ²	341,280 ²	55,961 ²
Supermarket	6	59,809	59,809	76,769	76,769	16,960
Cinema	8	17,334	17,334	41,030	41,030	23,696
TOTAL		362,462	290,088	386,705	459,079	96,617
Notes: 1. Retail establishments could fall into Use Groups 6 or 10. 2. <u>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.</u> Proposed destination retail amount includes 23,159 gsf of receiving/common areas for the proposed retail uses. <u>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.</u>						
Sources: S9 Architects and Hylan Plaza 1339, LLC.						

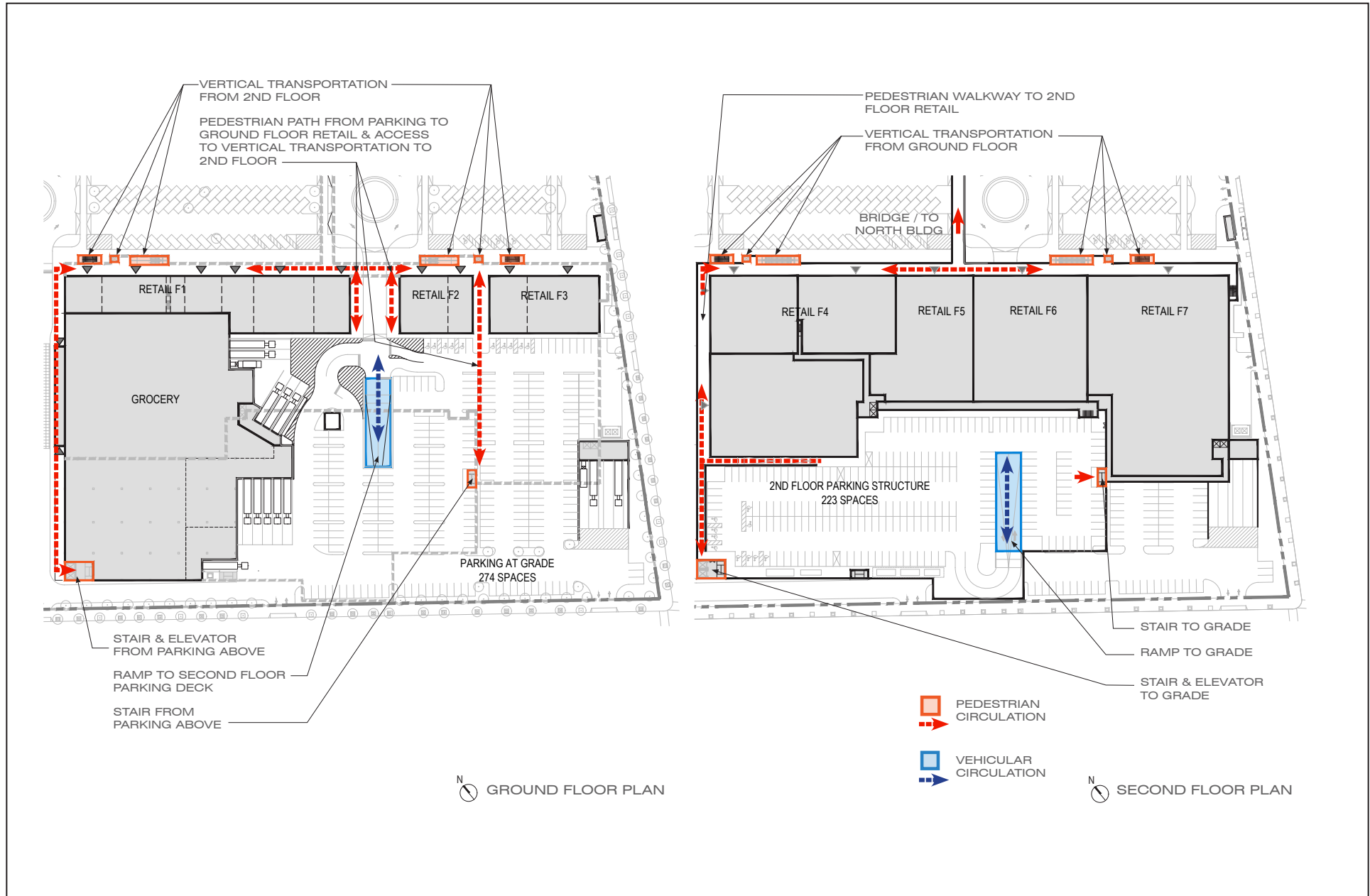
Use Group 6 includes a wide variety of local retail stores and personal service establishments. Examples of such uses include gift shops, toy stores, candy stores, clothing stores of 10,000 sf or less, furniture stores of 10,000 sf or less, and eating and drinking establishments with a capacity of 200 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 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~~240 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 54**). As illustrated in **Figure 54**, pedestrians would access the parking deck at ground level through a parking lobby located at the



The Boulevard at Hylan Plaza

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 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.

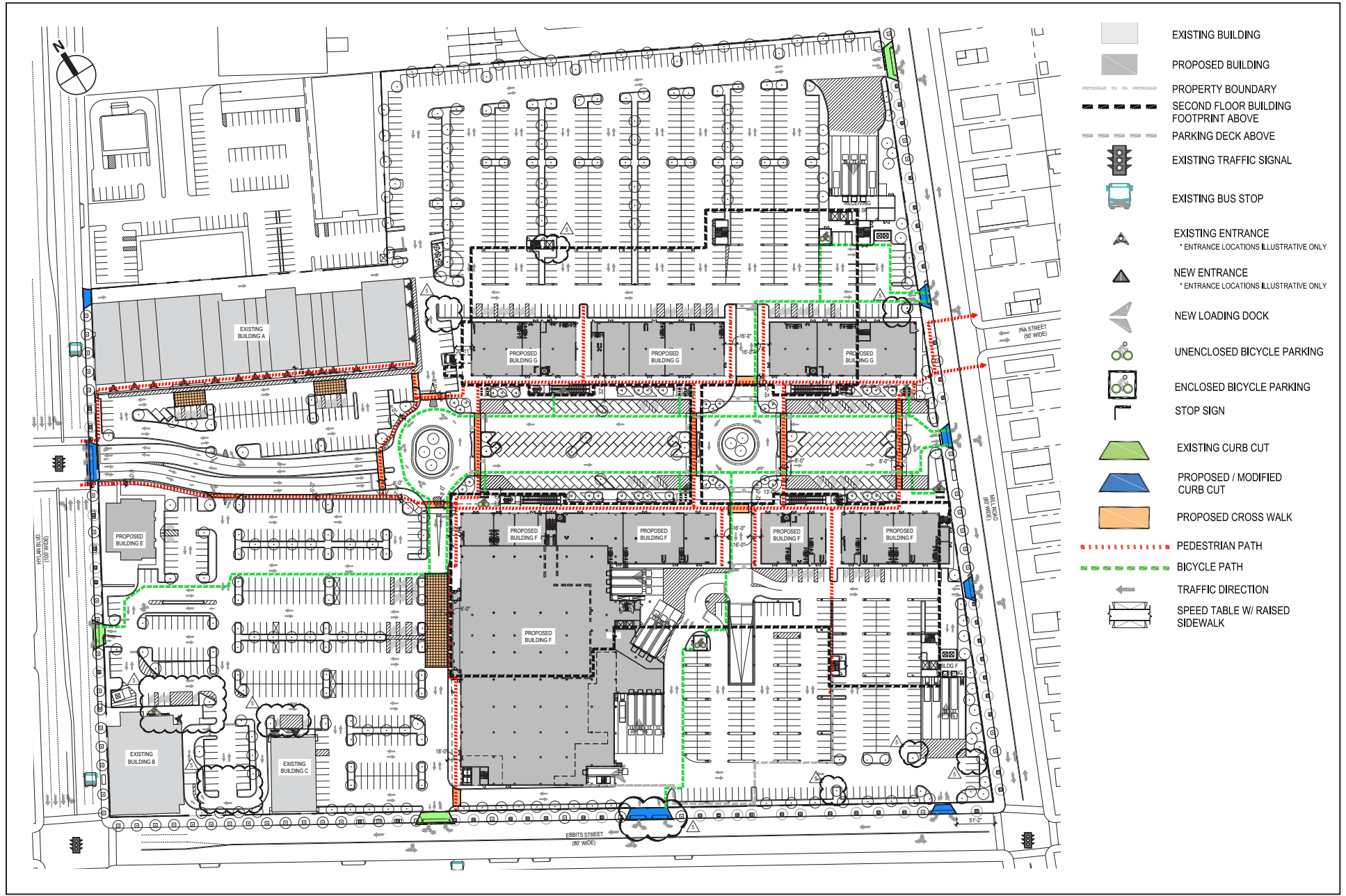
**Table 2
Parking Calculations**

	Existing	Proposed	Net Addition
Total Site Building Area	362,462 gsf¹	459,079 gsf	96,617 gsf
Total Retail	285,319 gsf	341,280 ² 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
Parking Provided	1,414³	1,653 spaces	239 spaces
Notes:	1. Totals are from plan previously approved by DCP. 2. <u>Proposed 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 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.</u> 3. Actual number of parking spaces based on survey of existing shopping center.		
Source:	S9 Architects and Hylan Plaza 1339, LLC.		

SITE ACCESS AND CIRCULATION

The proposed project site would be accessed as follows (see also **Figure 65**):

- 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 Ebbits 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 Ebbits Street and Mill Road.
- 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 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. NO ACTION SCENARIO

Absent the proposed actions, no new development is anticipated to occur on the project site. Any such 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 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 3**.

Table 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

F. WITH ACTION SCENARIO

Table 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.

Table 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

*Note: Proposed retail amount includes approximately 23,159 gsf of common/receiving areas.
Source: S9 Architects and Hylan Plaza 1339, LLC. (March 25th, 2016)

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 32b**) 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 5**; with the proposed actions there would be a 96,617-gsf increase in retail space and a 239-space increase in parking as compared to the

No Action scenario. Overall, the proposed mix of uses provides a reasonable and conservative basis for environmental analysis.

Table 5
Summary of Incremental Development Associated with the Proposed Actions

Block/Lot	Project Info	Existing Condition	No Action Condition	With Action Condition	With Action 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	459,070 453,399	102,297 96,617
	GSF Below Grade	5,680	5,680	0 5,680	-5,680 0
	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 ¹	±632	±893	±1,224	±331
	TOTAL GSF	362,462	362,462	459,070	96,617
Notes:	¹ 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-gsf With Action scenario 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 6**).

Table 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 ¹	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
TOTAL	362,462	459,079	96,617
Note:	¹ Proposed destination retail amount 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 could include an approximately 37,500-gsf health club, which is defined by the ZR as a physical culture or health establishment.		
Source:	S9 Architects and Hylan Plaza 1339, LLC. (March 25th, 2016)		

G. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to assure that governmental agencies undertaking actions within their discretion take a "hard look" at the environmental consequences of each of those actions so that all potential significant environmental impacts of each action are fully disclosed, alternatives that reduce or eliminate such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a "lead agency" for the review. The lead agency is generally the governmental agency which is most responsible for the decisions to be made on a proposed action and which is also capable of conducting the environmental review. For the Staten Island Mall enlargement proposal, the Department of City Planning (DCP) is the CEQR lead agency.

The lead agency, after reviewing the Environmental Assessment Statement (EAS), has determined that these proposed actions have the potential for significant adverse environmental impacts and that an EIS must be prepared. A public scoping of the content and technical analysis of the EIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft EIS (DEIS) for public review.

The lead agency and the City Planning Commission hold a public hearing during the Commission's period for consideration of the application. That hearing record is held open for 10 days following the open public session, at which time the public review of the DEIS ends. The lead agency then oversees preparation of a final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency (if applicable) must make before taking any action within its discretion on the proposed action.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting.

A public scoping meeting for the proposed project was held on September 28, 2016 at 7:00 pm at the Lou Caravone Community Services Building (460 Brielle Avenue), Richmond County, NY. The period for comments on the Draft Scope of Work will remained open until the close of business on October 12, 2016 for 10 days following the meeting, at which point the scope review process will be was closed. The lead agency will then oversawee preparation of athis Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in accordance with thethis Final Scope of Work.

H. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The scope of the EIS will conform to all applicable laws and regulations and will follow the guidance of the March 2014 *CEQR Technical Manual*.

The EIS will contain:

- A description of the proposed actions and their environmental setting;
- A statement of the environmental impacts of the proposed actions, including its short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed actions are implemented;
- A discussion of alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed actions should they be implemented; and
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The analyses for the proposed actions will be performed for the expected year of completion of construction of the proposed project, which is 2019. The No Action future baseline condition to be analyzed under “The Future Without the Proposed Actions” in all technical chapters will assume that absent the proposed actions, the existing buildings and parking lots on the project site will remain unchanged.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and as described in the EAS, the following environmental areas would not require analysis for the proposed project in the EIS: socioeconomic conditions; community facilities; open space; shadows; historic resources; urban design and visual resources; natural resources; water and sewer infrastructure; solid waste and sanitation services; energy; quantified transit and pedestrian analyses; greenhouse gas emissions and climate change; and construction impacts. Below is a description of each environmental area in the *CEQR Technical Manual* that will be addressed in the EIS, its applicability to the proposed project, and a description of the tasks to be undertaken.

PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the actions and sets the context in which to assess impacts. The chapter will contain a project identification (brief description and location of the proposed actions); the background and/or history of the actions, a statement of purpose and need for the proposed actions; a detailed description of the proposed actions and development program and project siting and design; and discussion of approvals required, procedures to be followed, and the role of the EIS in the process. The chapter will also describe the analytic framework for the EIS. This chapter is the key to understanding the proposed actions, and gives the public and decision-makers a base from which to evaluate the actions against both No Action and alternative options.

The project description will include a discussion of key project elements, such as site plans and elevations, access and circulation, and other project features. The section on required approvals will describe all public actions required to develop the project. The role, if any, of any other public agency in the approval process will also be described. The role of the EIS as a full

disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project. The analysis also considers the project's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas.

According to the *CEQR Technical Manual*, a detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. The proposed actions would not result in a change in land use; they would result in commercial development within the site of an existing retail center. In addition, the proposed project would not substantially affect regulations or policies governing land use. The proposed project is in conformance with existing zoning regulations for the height, bulk, and design of the development, and would not have the potential to affect any public policies, with the exception of the Waterfront Revitalization Program (WRP). Therefore, a detailed land use, zoning, and public policy analysis is not warranted.

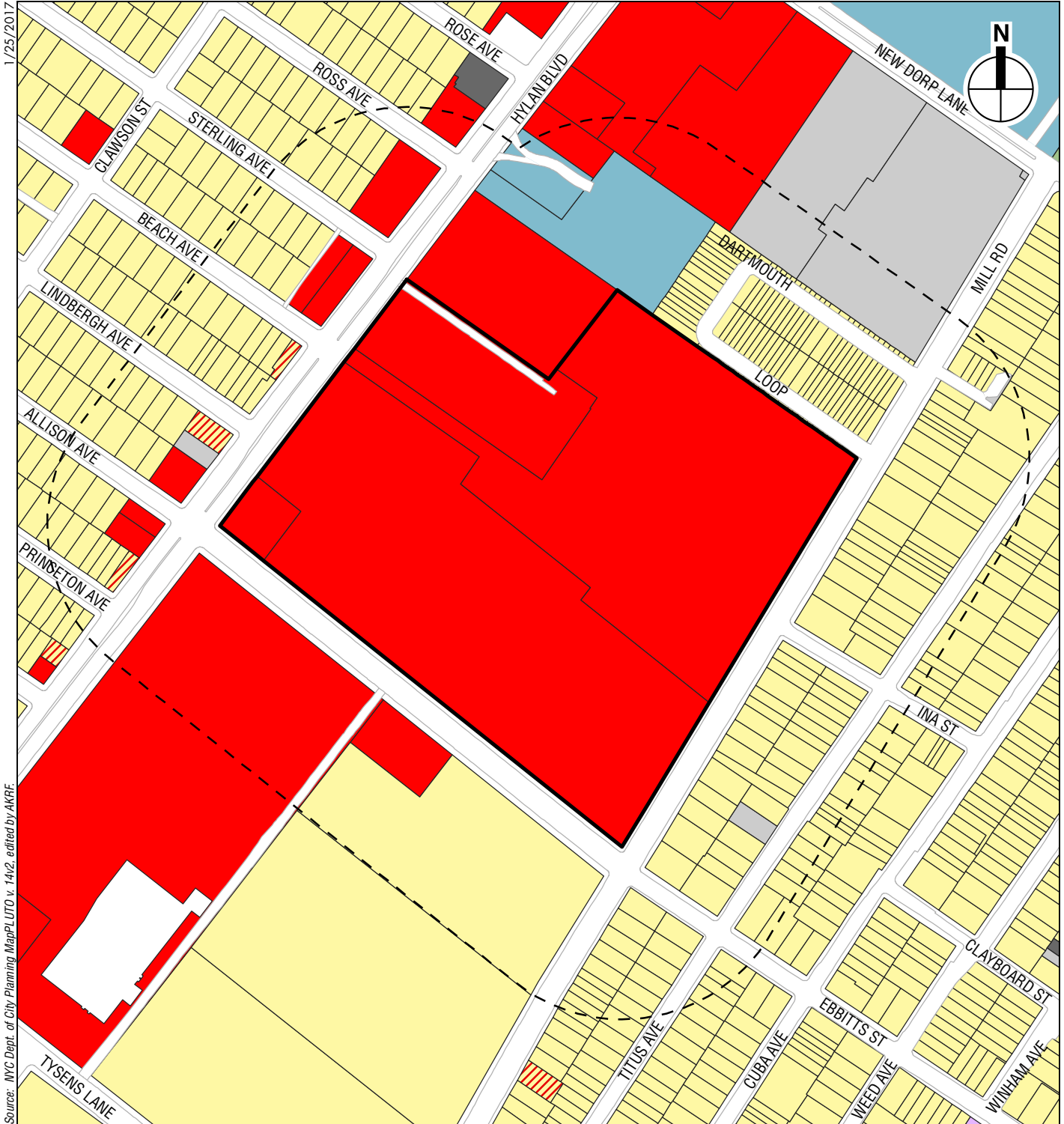
The EIS will include a preliminary assessment of land use and zoning, which includes a basic description of existing and future land uses and zoning. The preliminary assessment will include the project site and a 400-foot study area surrounding the project site, consistent with the guidance of the *CEQR Technical Manual* (see **Figure 76**). The EIS also will include a consistency assessment of the proposed project with the City's WRP policies. This assessment will begin with the completion of the Coastal Assessment Form (CAF), which identifies the WRP policies that are relevant to the proposed project. An explanation of the proposed project's consistency with each noted policy will be provided, which will determine whether the proposed project is supportive, neutral, or detrimental towards the achievement of that policy. Where needed, this assessment will draw upon other technical analyses in the EIS.

HAZARDOUS MATERIALS

This section of the EIS will address the potential presence of hazardous materials, petroleum products, and/or other environmental conditions on the project site. The EIS will summarize the completed Phase 1 Environmental Site Assessments and any Phase 2 Subsurface Site Investigations conducted for the project site, and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project, including a discussion of any necessary remedial or related measures. The EIS will include a general discussion of the health and safety measures that would be implemented during project construction to protect site workers and the surrounding community. The appropriate remediation measures specific to the proposed end use of the site, including those recommended by the New York City Department of Environmental Protection (DEP) will be provided in the EIS.

TRANSPORTATION

This chapter of the EIS will evaluate whether the proposed project would create significant impacts on vehicular traffic, parking, transit services, pedestrian circulation, or traffic safety.



1/25/2017
 Source: NYC Dept. of City Planning MapPLUTO v. 14v2, edited by AKRF.

- | | |
|-----------------------------------|------------------------------------|
| Project Site | Public Facilities and Institutions |
| Study Area (400-foot boundary) | Residential |
| Commercial and Office Buildings | Residential with Commercial Below |
| Open Space and Outdoor Recreation | Transportation and Utility |
| Parking Facilities | Vacant Land |

0 400 FEET

The Boulevard at Hylan Plaza

**Land Use
Figure 7**

Should significant impacts be identified per CEQR Technical Manual criteria, the EIS will then further evaluate the ability of transportation system improvements to mitigate those impacts. The transportation analysis will include the subtasks outlined below.

TRAVEL DEMAND ANALYSIS

Trip generation projections will be developed by travel mode for each of the land uses comprising the proposed project. Since the proposed project is an expansion of an existing shopping center, the proposed methodology uses the volumes entering and leaving the existing shopping center during the peak conditions to determine the future volume increments. The methodology will use rates from the *CEQR Technical Manual* and other approved studies to estimate existing trip volumes by use, and then project future trips for the proposed uses based on the existing volumes. This will be performed for the weekday midday, PM, and the Saturday midday/afternoon peak periods.

This process begins with a Level 1 screening analysis to determine whether vehicle, transit, and/or pedestrian trip thresholds outlined in the *CEQR Technical Manual* are exceeded, thus indicating the need for additional detailed analyses. The Level 1 screening analysis will produce peak hour person trip projections and vehicle trip projections for the four traffic and transportation analysis periods.

The second part of the travel demand analysis is a Level 2 screening for vehicular, transit, and pedestrian trips – the distribution and assignment of trips through the study area’s roadway network, subway and bus services, and pedestrian network, and the identification of the specific intersections and subway and bus lines requiring counts and detailed quantitative analyses.

A Travel Demand Analysis (TDA) Technical Memorandum documenting the assumptions and analysis findings is attached in **Appendix A**.

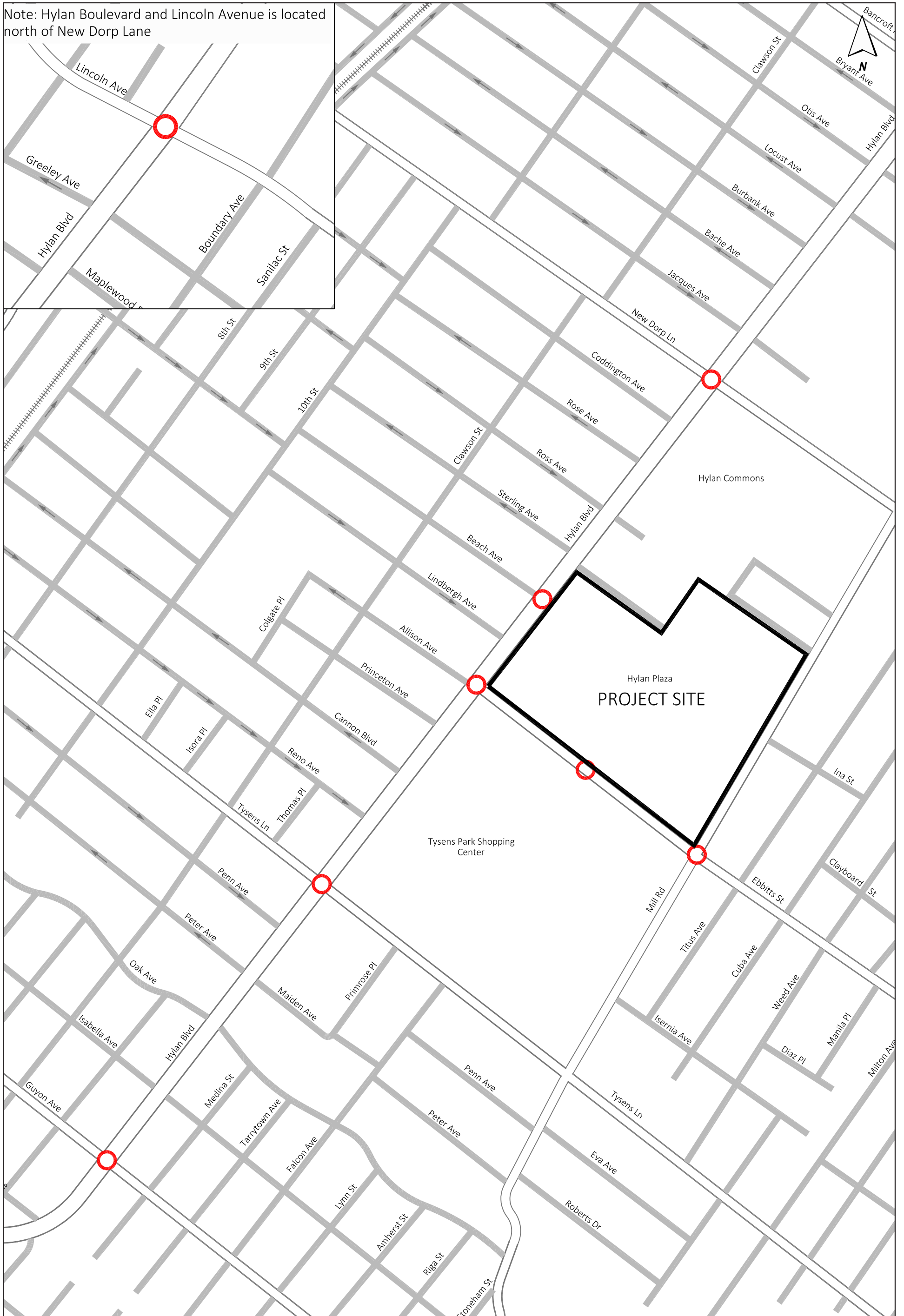
TRAFFIC ANALYSIS

The traffic studies for this project will include analyses of intersections within the street network near the project site that would be used by vehicular traffic approaching and leaving the site.

Street Network

1. Define a traffic study area based on the trip generation projections and vehicle trip assignments developed in the first task above. Based on the analysis presented in the TDA Memo and in coordination with the New York City Department of Transportation (DOT), the following ~~10~~^{eight} intersections were identified for analysis (illustrated in **Figure 87**):
 - Hylan Boulevard and New Dorp Lane
 - Hylan Boulevard and Beach Avenue
 - Hylan Boulevard and Ebbitts Street/Allison Avenue
 - Hylan Boulevard and Tysens Lane
 - Ebbitts Street and Shopping Center Driveway
 - Ebbitts Street and Mill Road
 - Hylan Boulevard and Guyon Avenue
 - Hylan Boulevard and Lincoln Avenue
 - Hylan Boulevard and Midland Avenue

Note: Hylan Boulevard and Lincoln Avenue is located north of New Dorp Lane



The Boulevard at Hylan Plaza

- Hylan Boulevard and Buffalo Street

~~As the proposed project proceeds through the environmental review process, additional study intersections may be identified.~~

2. Conduct intersection through and turning movement counts at each of the locations listed above during the weekday midday, PM, and Saturday midday/afternoon period. Automatic Traffic Recorder (ATR) machine counts will also be conducted for a full week and two weekends, and will be used to determine if the one-day manual counts need to be adjusted for average weekday conditions. ATR machines will be placed at approximately 10 locations along the street network. Field observations will be conducted of traffic operations that will be used to calibrate subsequent level of service analyses to observed field conditions. Vehicle classification counts (e.g., autos, taxis, trucks, buses) will be conducted at representative intersections within the traffic study area.
3. Identify the weekday midday, PM, and Saturday midday/afternoon peak hour and prepare traffic volume maps for each of the three traffic peak hours.
4. Inventory streets and intersections for street and lane widths, lane use designations, posted parking regulations and parking maneuvers, signal phasing and timing, and other factors needed to calculate intersection capacities.
5. Determine existing traffic conditions for intersections being analyzed using *Highway Capacity Manual* (HCM) procedures and Highway Capacity Software (HCS), i.e., existing volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service – for individual traffic movements and lane groups, overall approaches to the intersection, and the overall intersection.
6. Develop future No Action traffic volumes using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus traffic expected to be generated by significant development projects expected to be operational near the project site by its analysis year.
7. Identify any proposed changes to the street network expected to occur by the analysis year, and incorporate changed intersection capacity or operational conditions attributable to those changes.
8. Determine future No Action traffic conditions for the intersections being analyzed.
9. Develop future With Action traffic volumes by adding project-generated traffic assignments to the future No Action traffic volumes.
10. Identify proposed changes to the street network expected to occur in conjunction with the proposed project, if any, and incorporate changed capacity or operational conditions into the With Action conditions analysis.

11. Determine future With Action traffic conditions for the intersections being analyzed and identify significant traffic impacts using criteria stipulated in the *CEQR Technical Manual*.

PARKING ANALYSIS

Determine the amount of parking expected to be generated by the proposed expansion of the shopping center and determine whether parking to be provided as part of the project would be sufficient to accommodate the demand. If the parking demand is not satisfied on site then an inventory of available on- and off-street parking spaces within a quarter mile radius of the shopping center would be performed to determine if available spaces in the area would be sufficient to supplement project-provided parking.

TRANSIT ANALYSIS

Describe the bus routes serving the project site and identify the bus stops nearest to the site that would be used by transit patrons traveling to and from the shopping center. Quantify the volume of weekday midday, PM, and Saturday midday peak hour project-generated bus riders for buses to determine if the threshold of 200 riders is exceeded. This effort will be performed as part of the aforementioned Travel Demand Assumptions task. As discussed earlier, a quantified transit analysis is not included in this scope of work as the transit (bus) trips are not expected to exceed the threshold of 200 peak hour trips.

PEDESTRIAN ANALYSIS

Identify pedestrian access routes to and from the site (connecting to bus stops and other local origins/destinations). A quantified pedestrian analysis is not needed as the pedestrian trips are not expected to exceed the threshold of 200 peak hour trips.

SAFETY ANALYSIS

Review vehicular and pedestrian crash data for the most recent three-year period for which such data are available, and summarize the number and severity of crashes by year for each of the traffic study area intersections. Then determine whether any of the intersections being analyzed are considered high accident locations based on *CEQR Technical Manual* criteria, and also determine whether traffic generated by the proposed project would contribute materially at such locations. Potential improvements will be identified.

AIR QUALITY

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as “mobile sources”; by fixed facilities, usually ~~referenced~~ referred to as “stationary sources”; or by a combination of both. An air quality assessment determines both the proposed actions’ effects on ambient air quality as well as the effects of ambient air quality on the action.

Air quality analyses will be conducted, following the procedures outlined in the *CEQR Technical Manual*, to determine whether the proposed actions under the RWCDS would result in concentrations that would exceed ambient air quality standards or health-related guideline values. The proposed project would generate emissions from both direct and indirect sources. Direct sources of emissions would primarily be from natural gas and/or oil fired heating, ventilation and air conditioning systems (HVAC) associated with the proposed project. Potential

The Boulevard at Hylan Plaza

indirect air quality impacts of the proposed project would stem from increases in vehicular traffic. Existing uses would be considered if industrial, manufacturing or other facilities of concern that emit pollutants classified as air toxics are identified within 400 feet of the proposed uses. Large existing facilities (as defined in the *CEQR Technical Manual*) within 1,000 feet of the proposed uses, if any, would also be considered in the air quality assessment.

MOBILE SOURCE ANALYSES

The vehicle trips generated by the proposed project could exceed the *CEQR Technical Manual* carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at any intersection. In addition, the particulate matter (PM) emissions from project-generated trips, including trucks, could exceed the PM_{2.5} screening thresholds specified in the *CEQR Technical Manual*. ~~Therefore, it is expected that~~ If these screening levels are exceeded, an analysis of mobile source (vehicle) emissions of CO and PM_{2.5} would be required. The proposed actions would also result in new parking facilities. Therefore, a mobile source CO and PM_{2.5} analysis would account for the effects of the parking on air quality.

The analysis of potential impacts from mobile source CO and PM_{2.5} emissions would consider locations where the incremental increase of project-generated vehicle traffic over conditions without the proposed project would be greatest. The mobile source analyses will consist of the following:

- *Collection and summary of existing ambient air quality data for the study area.* Specifically, ambient air quality monitoring data published by DEC will be compiled for the analysis of existing conditions. Appropriate background levels will be selected.
- *Selection of emission calculation methodology and “worst-case” meteorological conditions.* Vehicular emission factors for the dispersion modeling will be computed using EPA-developed MOVES model and applicable assumptions based on guidance by EPA, DEC and DEP. Re-suspended road dust emission factors will be computed using the EPA procedure defined in AP-42 and the latest *CEQR Technical Manual* guidance.
- *If screening levels for intersection analysis are exceeded:*
 - *Selection of analysis and receptor locations.* The critical intersection in the study area will be selected based on the traffic analysis. CO and PM_{2.5} levels at multiple receptor locations sites will be analyzed in accordance with *CEQR Technical Manual* guidelines..
 - *Selection of the dispersion model.* The U.S. Environmental Protection Agency (EPA)’s CAL3QHC model would be used for CO analysis and the refined CAL3QHCR intersection model will be used for the PM_{2.5} analysis. For the PM_{2.5} analysis, five recent years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be considered.
- ~~*Selection of emission calculation methodology and “worst-case” meteorological conditions.*~~ Vehicular emission factors for the dispersion modeling will be computed using EPA-developed MOVES model and applicable assumptions based on guidance by EPA, DEC and DEP. Re-suspended road dust emission factors will be computed using the EPA procedure defined in AP-42 and the latest *CEQR Technical Manual* guidance.
- ~~*Comparison of modeled CO and PM_{2.5} levels with guidance criteria.*~~ PM_{2.5} increments will be compared to the City’s PM_{2.5} interim guidance criteria thresholds. Future pollutant levels with and without the proposed project will be compared with the National Ambient Air

- ~~Quality Standards (NAAQS) to determine compliance with standards, and the City's CO de minimis criteria, and the City's PM_{2.5} interim guidance criteria, to determine the potential mobile source impacts of the proposed project.~~
- *Parking assessment.* Assess the potential CO and PM_{2.5} impacts associated with proposed parking facilities, addressing the surface lots and the multi-level parking structure. Information on the conceptual design of the parking facilities will be employed to determine potential worst-case off-site impacts from emissions. An analysis will be used following the procedures outlined in the *CEQR Technical Manual* for parking facilities to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed parking facilities will be calculated where appropriate.
 - *Comparison of modeled pollutant levels with criteria.* Projected future CO and PM₁₀ concentrations with and without the proposed project will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with standards. In addition, CO and PM_{2.5} concentration increments will be compared with the City's CO de minimis criteria and PM_{2.5} interim guidance criteria, respectively, to determine the potential for mobile source air quality impacts due the proposed project.
 - *Mitigation.* Examine mitigation measures, as necessary.

STATIONARY SOURCE ANALYSIS

- *Heating and Hot Water Systems.* A screening analysis will be performed to determine whether emissions from any on-site fossil fuel-fired heating and hot water systems (for example, boilers or hot water heaters) are significant. The screening analysis will use the procedures outlined in the *CEQR Technical Manual* that consider the distance of the heating and hot water system exhaust to the nearest building of equal or greater height, the proposed building size, the height of the exhaust and the type of fuel used. The analysis will assess potential impacts on both nearby uses and on the proposed project uses.
- *Industrial Sources.* The need to assess existing sources or air toxic emissions will be determined based on a field survey and a search of federal and state air permits. If any potential facilities or businesses of concern are identified, a request for information from DEP's Bureau of Environmental Compliance (BEC) files will be made to determine if there are sources of toxic air pollutant emissions within the study area. Based on this information, a determination will be made as to whether a quantified analysis of industrial source emissions is necessary. If needed, an industrial source assessment would be performed using the *CEQR Technical Manual* methodology. The short-term and annual concentrations of critical pollutants at sensitive uses, if any are proposed, would be predicted and compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) provided by New York State Department of Environmental Conservation (in the DAR-1 AGC/SGC Tables guidance document).

NOISE

The *CEQR Technical Manual* requires that a noise study be conducted if the proposed project would result in a significant increase in noise levels (particularly at sensitive land uses such as residences), if building attenuation could result in unacceptable interior noise levels within the proposed buildings, or if building mechanical systems could produce noise levels that would result in significant increases in ambient noise. Given that outdoor mechanical equipment would be designed to meet applicable regulations, an analysis of potential noise impacts due to building

The Boulevard at Hylan Plaza

HVAC equipment is not required. The noise analysis in the EIS will examine the level of building attenuation necessary to meet CEQR interior noise level requirements and will predict future noise levels as a result of the project. The building attenuation study will consider noise levels in the surrounding area associated primarily with traffic noise and assess its potential effect on the proposed project.

The noise analysis would consist of the following tasks:

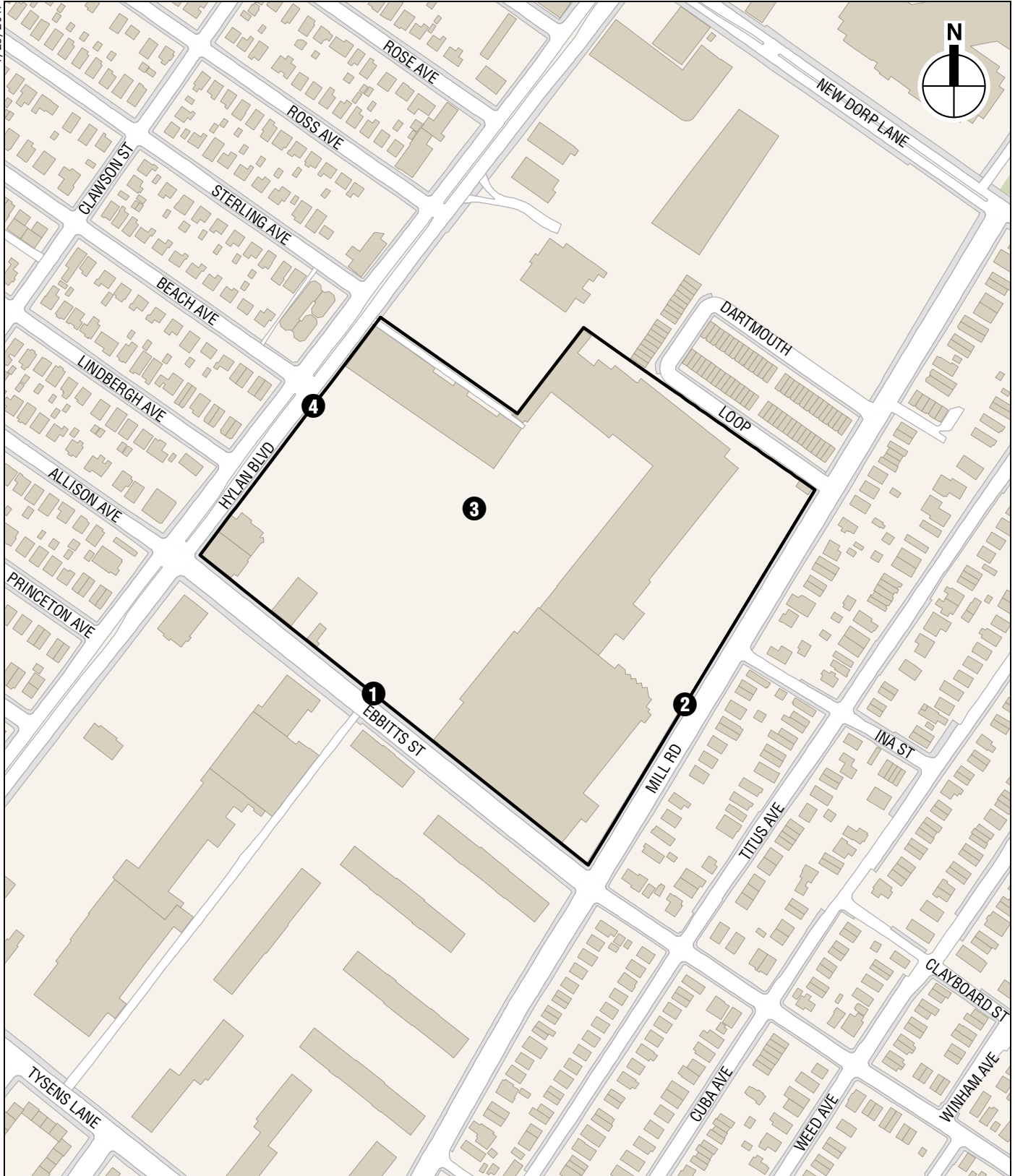
- Select appropriate noise descriptors. Appropriate noise descriptors to describe the existing noise environment will be selected. The Leq and L10 levels will be the primary noise descriptors used for the noise analysis. Other noise descriptors including the L₁, L₅₀, L₉₀, L_{min}, and L_{max} levels will be examined when appropriate.
- Based on the traffic studies, perform a screening analysis to determine whether there are any locations where there is the potential for the proposed project to result in significant noise impacts (i.e., doubling of Noise PCEs) due to project-generated traffic.
- Select receptor locations for building attenuation analysis purposes. Four (4) receptor locations have been selected, as shown on **Figure 98**. The receptor locations are located adjacent to the site of the proposed project.
- Determine existing noise levels. At each receptor site, a 20-minute measurement would be performed during typical weekday midday, PM, and Saturday midday peak periods. Hourly L_{eq}, L₁, L₁₀, L₅₀, and L₉₀ values will also be recorded.
- Determine future noise levels with the proposed project. At all of the receptor locations identified above, determine noise levels with the proposed project using existing noise levels, acoustical fundamentals, and mathematical models. Noise associated with the proposed parking garage will be calculated using the results of the traffic analyses and procedures outlined in the Federal Transit Administration (FTA) May 2006 guidance manual, *Transit Noise and Vibration Impact Assessment*.
- Determine the level of attenuation necessary to satisfy CEQR criteria. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels.
- Determine the level of attenuation necessary to satisfy CEQR criteria. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Measured values will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding general noise attenuation measures needed for the proposed project to achieve compliance with standards and guideline levels will be made.



PUBLIC HEALTH

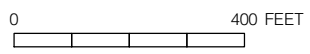
According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant

1/25/2017



-  Project Site
-  Noise Receptor



adverse impacts are identified in any one of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

NEIGHBORHOOD CHARACTER

Neighborhood character is established by a number of factors, such as land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; transportation; and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

Methodologies outlined in the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. Work items for this task are as follows:

- Based on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the project site, which is marked by a mix of commercial, institutional, and residential uses as well as public open space and highways.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the proposed project.
- Assess and summarize the proposed actions' effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections.

ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed project. The alternatives are usually defined when the full extent of the proposed project's impacts is identified, but at this time, it is anticipated that they will include the following:

- A No Action Alternative, which describes the conditions that would exist if the proposed actions were not implemented;
- A No Unmitigated Adverse Impacts Alternative, if unavoidable adverse impacts are identified in the EIS; and
- A discussion of other possible alternatives that may be developed in consultation with the lead agency during the EIS preparation process or that may be posed by the public during the scoping of the EIS.

For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative. The analysis of each alternative will be qualitative, except where impacts of the project have been identified.

MITIGATION

Where significant adverse impacts have been identified in the EIS, this chapter will describe the measures to mitigate those impacts. These measures will be developed and coordinated with the

The Boulevard at Hylan Plaza

responsible City and State agencies, as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TRANSPORTATION

The EIS will identify and evaluate traffic, transit, and/or pedestrian improvements where significant impacts are identified. For traffic, such measures may include roadway or intersection re-striping to increase the number or width of travel lanes, parking prohibitions to provide additional traffic capacity, new traffic signals at currently unsignalized intersections, signal phasing and timing modifications, intersection channelization improvements, or turn prohibitions.

SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the *CEQR Technical Manual*. They are as follows:

EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed action, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action.

UNAVOIDABLE ADVERSE IMPACTS

Those impacts, if any, which could not be avoided and could not be practicably mitigated, will be described in this chapter.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

This chapter will focus on whether the proposed project would have the potential to induce new development within the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the proposed project be built. *

Appendix A:
**Responses to Comments on the Draft Scope of Work for the Draft
Environmental Impact Statement**

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work, issued on August 29, 2016, for the Draft Environmental Impact Statement (DEIS) for the Boulevard at Hylan Plaza proposal.

City Environmental Quality Review (CEQR) requires a public scoping meeting as part of the environmental review process. A public scoping meeting was held on September 28, 2016 in Lou Caravone Community Services Building at 460 Brielle Avenue at 7:00 PM. Oral and written comments were accepted through the close of the public comment period, which ended at close of business on October 12, 2016.

Section B lists the organizations and individuals that provided relevant comments on the Draft Scope of Work. Section C contains the relevant comments and a response to each. Comments are organized by subject matter, and generally parallel the chapter structure of the DEIS. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

**B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO
COMMENTED ON THE SCOPE**

**ELECTED OFFICIALS AND INDIVIDUALS THAT COMMENTED ON THE DRAFT
SCOPE OF WORK**

1. Bob Englert, director of land use and planning at the Borough President's office providing oral testimony on behalf of James S. Oddo, Staten Island Borough President; oral testimony delivered September 28, 2016.
2. David Karr, representative of Council Member Steven Matteo, providing oral testimony on behalf of Council Member Matteo; oral testimony delivered September 28, 2016.

GENERAL PUBLIC

1. Mary Ann Bacawa, oral testimony delivered September 28, 2016
2. Adrianna Silverstein, oral testimony delivered September 28, 2016
3. Vincent DiPolo, oral testimony delivered September 28, 2016

C. COMMENTS AND RESPONSES

PROJECT DESCRIPTION

Comment 1: The group parking facility review required by the Zoning Resolution must address any existing or anticipated design flaws, as they relate to adequate ingress, egress, and neighborhood and site circulation. This review must require real solutions to identified problems, regardless of academic travel demand factors. The City Planning Commission should only move to authorize this application after every defect is resolved. The “Main Street Shopping Experience” does not play well when large numbers of vehicles bisect the concept. While the design is commendable, I question the mix of vehicles, designated bike paths, and proposed pedestrian circulation. The City Planning Commission must guarantee that all adverse effects on quality of life for surrounding residents will be addressed. (James Oddo)

Response: While not the subject of CEQR review, the proposed project’s site design is being reviewed by the Department of City Planning (DCP) and the Department of Transportation (DOT) with particular emphasis on adequate ingress, egress, site circulation, and pedestrian safety.

The applicant envisions the Public Realm/Main Street as a vibrant pedestrian-friendly environment with wide sidewalks and planting buffers from the vehicular zone. Vehicular traffic through Main Street would be controlled by two roundabouts and a series of raised pedestrian crosswalks regulated by traffic signs that encourage vehicular movement at lower speeds and that are intended to provide safe pedestrian circulation. A centralized pedestrian crossing is defined by a decorative pedestrian paving carpet that intends to function as a traffic calming intersection while providing fluid pedestrian movement across Main Street. Main Street is planned as a human-scale space, providing direct access to street parking while emphasizing the desired pedestrian. As designed, the sawtooth parking in conjunction with one-way directional traffic is intended to provide better visibility for in and out movements, convenience for drivers, protection of pedestrian, and traffic calming. The traffic circle at the western end of Main Street is proposed to be oval-shaped to prevent thru vehicular movement, causing vehicles to slow down on a circular movement before continuing to the Main Street.

Comment 2: I have been an employee of the K-Mart [on the project site] for about 20 years. My main concern is that no one seemed to mention a big box retailer in the new mall. We’re being told right now we’re on a month-to-month lease; we all have families, we have homes, we have bills. We all

want to know if we're going to have a job come January, February, March. That's all we want to know: do we have a job to come back to? I heard about the movie theater, I heard about a supermarket, the little stores, CVS, Modell's—nobody mentioned anything about a big box retailer. (Adrianna Silverstein)

Response:

According to the applicant, specific tenants for the proposed project have not been finalized, and the proposed site design allows for significant flexibility with regard to the sizes of tenant spaces. If the proposed project is approved, there may be an opportunity to keep certain current tenants in place until shortly before commencement of demolition associated with the proposed project. The timing of approvals and subsequent demolition cannot be determined at this time; however, it is expected to extend beyond the period of time cited by the commenter.

Under CEQR, the environmental concerns with respect to potential direct business displacement are: whether any of the potentially displaced businesses provide goods or services that otherwise would not be within the trade area; and whether there are any categories of potentially displaced businesses that are the subject of regulations or publicly-adopted plans to preserve, enhance, or otherwise protect them. A screening assessment performed as part of the Environmental Assessment Statement (EAS) found that businesses potentially displaced by the proposed project do not meet these criteria. The potentially displaced businesses include a 17,334-gross-square-foot (gsf), 700-seat cinema and 153,145 gsf of department store and non-department store retail uses, including restaurants. The potentially displaced workers represent less than 2 percent of retail employees on Staten Island. In the future with the proposed actions, there would be a net increase of 96,617 gsf of retail space; the proposed project would employ in an estimated 1,224 workers, which is 592 more employees than in the existing condition.

All goods and services that would be displaced by the proposed project are available at other nearby retail concentrations on Staten Island. There are no categories of potentially businesses that are the subject of regulations or publicly adopted plans to preserve them; therefore, there is no potential for significant adverse socioeconomic impacts, and further assessment of socioeconomic conditions is not warranted.

TRANSPORTATION

TRAFFIC ANALYSIS

Comment 3: I am concerned that truck access points for the proposed supermarket may adversely affect traffic along Ebbitts Street. (James Oddo)

Response: As detailed in the Draft Scope of Work, the traffic analysis will assess project-generated traffic volumes at three locations along Ebbitts Street: at Hylan Boulevard and Ebbitts Street/Allison Avenue; at Ebbitts Street and Mill Road; and at Ebbitts Street and Shopping Center Driveway (midblock between Hylan Boulevard and Mill Road, at the ingress/egress most likely to be used by trucks associated with the proposed supermarket). The traffic analysis will account for project-generated truck trips in determining the potential for significant adverse traffic impacts along Ebbitts Street. If the analysis identifies the potential for significant adverse traffic impacts along Ebbitts Street or any other locations analyzed, the DEIS will describe proposed measures to mitigate impacts. Any proposed mitigation measures would be reviewed by DOT.

Presently, all trucks enter in and out of the shopping center via Mill Road. Trucks access Mill Road either from New Dorp Lane or from Ebbitts Street. With the proposed site plan, the points of entry/exit for trucks would be better distributed such that trucks enter and exit from the driveways that would be located nearest to the truck loading docks. This would also eliminate the need for all trucks to turn left from Ebbitts Street. In addition, the driveway along Ebbitts Street closest to Mill Road would prohibit trucks from turning left out of the driveway, and would only allow “right turns in and right turns out.”

Comment 4: It appears that the design to provide ease of access for delivery trucks also needs to be reviewed, in that it appears that it may not be an easy way for them to enter or exit the project site. (Steven Matteo)

Response: The proposed project will be designed to ensure adequate space for delivery truck turning maneuvers and ease of access to and from the project site. See also the response to Comment 1.

Comment 5: Regardless of the overall number of curb cuts into the shopping center from other streets, the [proposed Main Street] will be perceived as a new Hylan Boulevard Center, accessed from Hylan Boulevard. That should be taken into consideration before ruling out the design of existing access points on Hylan in favor of keeping existing drive aisles that might exacerbate traffic. Secondary access points are just that: secondary. Simply said, the “shortcut” to the Boulevard should not be perceived as a

Appendix A: Response to Comments on the Draft Scope of Work for the Draft Environmental Impact Statement

primary alternative to major arterial access. (James Oddo)

I'm concerned that the cross-section of traffic will have a detrimental impact on the area's quality of life. The temptation of drivers to use it as a through-point will have to be addressed, and I feel that the current design will make it dangerous for drivers and pedestrians alike. (Steven Matteo)

Response: The applicant designed the proposed Main Street and its attendant traffic calming measures to discourage through traffic, and the applicant does not expect it to be utilized as a through street. As detailed in the response to Comment 1, Main Street is designed as a controlled, low-speed environment with access to convenient short-term parking spaces in front of the stores, and two roundabouts that disperse traffic to internal parking fields according to customer destinations within the site. A series of raised pedestrian crossings that would act as speedbumps, and that would be clearly marked with decorative pavement and traffic stripping and signs, would slow through traffic along Main Street. Main Street's angled parking spaces adjacent to one-way traffic lanes would permit frequent vehicular in and out movements and would further slow down any through movements. All of the above design measures are expected to make through traffic a slow and impractical option and would limit the traffic to customers only.

Comment 6: There is no question that the [proposed project] is going to be a magnet to the area and that Hylan Boulevard in particular will be the primary means of accessing the site; to that end, I ask that any potential widenings on Hylan Boulevard be fully considered in consultation with [the] New York City Department of Transportation. (Steven Matteo)

Response: As detailed in the Draft Scope of Work, the traffic studies will include analyses of six intersections along Hylan Boulevard near the project site that would be used by vehicular traffic approaching and leaving the site. If the analysis identifies the potential for significant adverse traffic impacts, the DEIS will describe proposed measures to mitigate impacts, which measures could include increases in the usable width of the vehicular travelway but are not likely to include the expansion of Hylan Boulevard into private property and beyond the right of way owned by the City. All proposed mitigation measures would be reviewed by DOT.

Comment 7: I have been very concerned about this project. I have lived [in the area] for 58 years. Every car is going to wind up on Hylan Boulevard.... it is a traffic nightmare every day...traffic all around the area is a nightmare, and now you want to add more cars to where we live. Every road leads to

Hylan Boulevard. We went into the Post Office, [but] we were blocking traffic on Hylan Boulevard because [there is now retail] access across the lanes to get into and out of the Post Office. We were stuck today for four traffic lights on Amboy Road with people wanting to make a turn into Dunkin Donuts to use their drive-through. We don't have the streets, we don't have the sidewalks, we don't have the transportation, and you're making what was already a nightmare to the people living in the area a bigger nightmare. Hylan Boulevard is already overcrowded and congested. Getting out of Gennaro's parking lot at one or two o'clock in the afternoon is difficult. It's wonderful, your idea; but what are you going to do to help the people in the community? I'm lucky enough—I know all the side routes...because you cannot navigate the main roads on Staten Island. You need to do something about the traffic before you even start to build. Because people like me who've been here want to get out of this disaster we live in now. I shouldn't have to wait three stop lights to go on Amboy Road; I shouldn't almost get hit on Hylan Boulevard because somebody lets people out of a parking lot that the Post Office uses; what do you think this is going to do to the area? (Mary Ann Bacawa)

Response: As detailed in the Draft Scope of Work, the transportation analysis in the DEIS will include analyses of intersections within the street network near the project site that would be used by vehicular traffic approaching and leaving the project site. Existing intersection through and turning movement counts will be collected for each of analysis locations during the weekday midday, PM, and Saturday midday/afternoon period. Trip generation projections will be developed by travel mode for each of the land uses comprising the proposed project. Following *CEQR Technical Manual* guidelines, projected trips will be assigned to the street network, and future With Action traffic conditions for each intersection will be evaluated to determine the potential for the proposed project to result in significant adverse traffic impacts. If significant adverse traffic impacts are identified, the DEIS will describe proposed measures to mitigate impacts, and any proposed mitigation measures will be reviewed by DOT.

Comment 8: We're supposed to be having a sewer project in New Dorp Beach, which is the area from Mill Road down to the water. We're also going to be getting—eventually—a sea wall, so there are traffic concerns. I live there now and the traffic is horrible between Miller Field—on a weekend, if you've ever driven down there, there are cars everywhere, sports teams, my son plays, I know. We just want answers, if someone could try and tell us something. (Adrianna Silverstein)

Appendix A: Response to Comments on the Draft Scope of Work for the Draft Environmental Impact Statement

Response: The sewer project referenced by the commenter will build storm sewers, reconstruct sanitary sewers, replace water mains and repair roadways in New Dorp Beach, from New Dorp Lane to Ebbitts Street and from Milton Avenue to Cedar Grove Avenue, and in South Beach from McClean Avenue to Olympia Avenue and from Hickory Avenue to Quintard Street. The sea wall project referenced by the commenter is a coastal storm risk management project that will consist of a buried seawall/armored levee along a majority of the reach (approximately 80 percent) serving as the first line of defense against severe coastal surge flooding and wave forces. This line of protection would be located on the eastern side of the south shoreline, encompassing a reach of approximately 5.3 miles from Fort Wadsworth to Oakwood Beach.

The above-described infrastructure projects would not affect traffic conditions upon their completion. While both infrastructure projects are expected to create short-term disruptions during their construction periods, construction activities for both projects would occur outside of the area within which construction and operational traffic generated by the proposed project is not expected to substantively affect traffic conditions. As detailed in the Draft Scope of Work, the transportation analysis in the DEIS will include analyses of intersections within the street network near the project site that would be used by vehicular traffic approaching and leaving the project site. The trip generation information, the assignment of vehicular trips, and the selection of intersections for analysis will be reviewed and approved by NYCDOT and NYCDOT. Intersections that would be adversely impacted on account of the shopping center expansion will be improved. All work will be completed per the requirements of the *CEQR Technical Manual*.

Comment 9: I live in the area. There was a proposed road from Father Capodanno Boulevard to Tottenville; but the City Board owned the property, and condemned it, and never built it. So if they could connect Father Capodanno to New Dorp Lane, which was a proposal for years, but the federal government took it. The City had the chance, before Gateway—if they could connect that, traffic would flow. Simple thing. A dirt path... (Vincent Dipolo)

Response: As detailed in the Draft Scope of Work, the CEQR transportation analysis will identify the potential for significant adverse traffic impacts associated with the proposed project, and propose measures that could mitigate any project-generated impacts.

PARKING ANALYSIS

Comment 10: While the final number of parking spaces for this center will be increased by approximately 240 spaces, I ask City Planning to only count parking spaces which have been vetted to work in concert with a delivery truck, emergency vehicle, and a family trying to navigate a path to the new Main Street. (James Oddo)

Response: The applicant believes that the site design ensures sufficient maneuverability for emergency vehicles within the parking lot. The site design will need to undergo review and approval by various divisions with DCP and DOT.

Comment 11: Parking must be optimized for customers [who] will be visiting the stores; the final count for parking should reflect what is available exclusively for use by those shoppers, and not what may be occupied by delivery [or] emergency vehicles also coming to the site. (Steven Matteo)

Response: The parking demand analysis that will be conducted as part of the EIS will only include spaces that will be available for use by shoppers. The design and layout of the project's parking facility will be reviewed and approved by DCP and the Fire Department in order to ensure adequate access and turning movements for emergency vehicles and delivery trucks, and to ensure that parking spaces will not obstruct deliveries or emergency vehicle access. See also the response to Comment 1.

Comment 12: We went to the doctor's office on Hylan Boulevard, right across from the shopping center; there's a building—A/B/C/D? Nine o'clock in the morning, we had to park our car four blocks away. There is not adequate parking for the doctors, there is not adequate parking for the teachers at Mckee [High School], or Staten Island Tech. What are you doing? You need to address this before you do one thing. (Mary Ann Bacawa)

Response: As described in the Draft Scope of Work, the parking analysis will determine the amount of parking expected to be generated by the proposed expansion of the shopping center and determine whether parking to be provided as part of the project would be sufficient to accommodate the demand. If the parking demand is not satisfied on site, then an inventory of available on- and off-street parking spaces within a quarter mile radius of the shopping center would be performed to determine if available spaces in the area would be sufficient to supplement project-provided parking.

SAFETY ANALYSIS

Comment 13: Particular focus on safety precautions for New Dorp High School and major pedestrian circulation routes are paramount to understanding the neighborhood impact. (James Oddo)

Response: Pedestrian trips accessing the project are expected to do so by crossing New Dorp Lane at the intersection of Mill Road, which is a signalized intersection with pedestrian signal indication and crosswalks. Based on trip generation and assignment projections for the proposed project, the pedestrian volume increments at this intersection are anticipated to be substantially lower than the *CEQR Technical Manual* thresholds for a detailed vehicular and/or pedestrian analysis.

NEIGHBORHOOD CHARACTER

Comment 14: Paramount to understanding the project's neighborhood impact is particular focus on all homes fronting Mill Road. (James Oddo)

Response: As detailed in the Draft Scope of Work, the DEIS will include a neighborhood character analysis that will describe the predominant factors that contribute to defining the character of the neighborhood surrounding the project site, and assess the proposed project's effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections, including the transportation analyses. *



To: New York City Department of City Planning

Date: April 28, 2016

CC: Ethan Goodman, Fox Rothschild, LLP
John Neill, AKRF
Nicholas Brown, Kimco Realty
Marty Taub, VHB

Project #: 29436.00

Memorandum

From: Amir Rizavi and Andrew Cheng, VHB

Re: Hylan Plaza Study -- Travel Demand
Assumptions Memorandum

The following memorandum summarizes the transportation screening analysis for the Hylan Plaza Study as per the *2014 City Environmental Quality Review (CEQR) Technical Manual*. The Hylan Plaza Shopping Center is located at 2600 Hylan Boulevard and is bounded by Hylan Boulevard to the west, Mill Road to the east, Sterling Avenue to the north, and Allison Avenue/Ebbitts Street to the south in the New Dorp section of Staten Island (Block 3969, Lots 1, 6, 31, and 35). The existing shopping center is largely categorized into three land uses – destination retail (285,300 sf), supermarket (59,800 sf), and movie theatre (700 seats), totaling to about 362,500 square feet (sf) of floor area with about 1,414 accessory parking spaces. The proposed project consists of an expansion of the existing shopping center by an additional 96,617 sf of floor area and 239 additional parking spaces. This memorandum details the travel demand assumptions used to determine the number of trips generated by the proposed project. The analysis below has determined that the increase in vehicle trips generated by the proposed project would exceed the CEQR Level 1 screening threshold for the weekday midday, PM and the Saturday midday peak hours. As a result, a Level 2 screening analysis was conducted for these peak hours and is also detailed as part of this memorandum.

ANALYTICAL FRAMEWORK

The proposed project, which is anticipated to be completed by 2019, would include demolition of portions of the existing shopping center, development of new shopping center buildings, as well as a reconfiguration of the shopping center and its parking lot, resulting in a net increase of approximately 33,900 sf of destination retail space, approximately 17,000 sf of supermarket use, and a net increase of 300 seats of movie theater use. A trip generation estimate was prepared for these land uses to quantify the volume of trips. A transportation screening analysis was performed in accordance with the *2014 CEQR Technical Manual* and is detailed below. The reconfiguration would also alter the access to the shopping center as shown in the site plan by providing two additional access/egress points along Ebbitts Street and along Mill Road (Figures 1 and 2 at the end of this memorandum).

CEQR TRANSPORTATION ANALYSIS SCREENING

According to the *2014 CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the proposed project would remain below the minimum thresholds for further study.

These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and

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- 200 peak hour pedestrian trips.

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

Level 1 Screening Assessment (Trip Generation)

Since the proposed project is an expansion of an existing shopping center, the proposed methodology uses the volumes entering and leaving the existing shopping center during the peak conditions to determine the future volume increments. As detailed below, the methodology uses rates from the *CEQR Technical Manual* and other approved studies to derive existing trip volumes by use, and then projects future trips for the proposed uses based on the existing volumes.

The existing shopping center is largely categorized into three land uses – destination retail (285,300 sf), supermarket (59,800 sf), and movie theatre (700 seats). Peak hour volumes were obtained from the existing count data collected in June 2015 at the various entrances/exits to the site. Since these counts tallied trips to and from the overall retail center rather than individual uses within the center, additional analyses had to be undertaken to assign these counts to each use at the center. In order to associate the counts with each land use, travel demand rates obtained from the *CEQR Technical Manual* and other approved studies were applied to the existing shopping center counts to quantify the number of trips associated with each land use. From these travel demand rates, a percentage breakdown by land use was determined.

Table 1 provides the travel demand assumptions used for the weekday midday and PM peak, and Saturday midday peak hours for each land use. Note that the trips generated based on the travel demand assumptions are used merely to derive percentages by which existing traffic volumes can be divided by land use.

Table 1: Travel Demand Characteristics

Rates	Destination Retail (285,300 sf)	Supermarket (59,800)	Movie Theater (700 seats)
Weekday Person Trip Gen Rate	78.2 ¹	175.0 ¹	3.26 ¹
	<i>per 1,000 SF</i>	<i>per 1,000 SF</i>	<i>per seat</i>
Saturday Person Trip Gen Rate	92.5 ¹	231.0 ¹	6.25 ¹
	<i>per 1,000 SF</i>	<i>per 1,000 SF</i>	<i>per seat</i>
Temporal Distribution			
Weekday Midday/PM Peak	9% / 9% ¹	6% / 10% ¹	3% / 8% ¹
Saturday Midday Peak	11% ¹	9% ¹	5% ⁵
Linkage			
	0%	15% ⁸	0%
Modal Split			
Auto	90% ⁶	90% ⁷	90% ⁷
Taxi	1% ⁶	1% ⁷	1% ⁷
Bus	5% ⁶	5% ⁷	5% ⁷
Walk/Other	4% ⁶	4% ⁷	4% ⁷
Vehicle Occupancy			
Auto	1.45 ³	1.65 ²	2.52 ⁴
Taxi	1.60 ³	1.40 ²	2.30 ⁴
Directional Split (Ins)			
Weekday Midday/PM Peak	54% / 52% ³	46% / 47% ²	62% / 54% ⁴
Saturday Midday Peak	54% ³	51% ²	62% ⁵
Weekday Truck Trip Gen	0.35 ³	0.35 ²	0.02 ⁴
	<i>per 1,000 SF</i>	<i>per 1,000 SF</i>	<i>per seat</i>
Saturday Truck Trip Gen	0.04 ³	0.04 ²	0.00 ⁵
	<i>per 1,000 SF</i>	<i>per 1,000 SF</i>	<i>per seat</i>
Truck Temporal Distribution			
Weekday Midday/PM Peak	11% / 2% ³	11% / 2% ²	11% / 1% ⁴
Saturday Midday Peak	11% ³	11% ²	0% ⁵
Truck Trip Directional Split - 50% Ins			
Source:			
(1) 2014 CEQR Technical Manual		(6) VHB assumption of local traffic characteristics modified from Charleston Mixed-Use Development	
(2) Seward Park Mixed-Use Development Project FGEIS (2012)		(7) Assumed to be similar to destination retail	
(3) Charleston Mixed-Use Development FEIS (2013)		(8) VHB assumption based on Seward Park Mixed-Use Development Project FGEIS, reduced to be more conservative	
(4) Staten Island Lighthouse Point EAS (2013)			
(5) Willets Point Development Plan FGEIS (2013)			

Destination Retail

The travel demand factors used to calculate the existing number of trips generated by destination retail were obtained primarily from the *2014 CEQR Technical Manual*, and previously-approved New York City Environmental Impact Studies (EISs) and Assessments (EASs) such as the *Charleston Mixed-Use Development FEIS (2013)*.

A trip generation rate of 78.2 daily weekday person trips per 1,000 sf and temporal distributions of 9 percent for the weekday midday and PM peak hours, were obtained from the *2014 CEQR Technical Manual*. The weekday midday and PM peak hour modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, were based on the *Charleston Mixed-Use Development FEIS* and adjusted to account for the characteristics of the area (proximity to residential communities, density of developed areas, presence of Select Bus Service (SBS) and several bus lines along Hylan Boulevard). The Charleston Shopping Center is located in a section of Staten Island that is less conducive to walk or transit trips (offering limited alternatives to driving) as compared to Hylan Plaza. Vehicle occupancies of 1.45 persons per auto and 1.60 per taxi were obtained from the *Charleston Mixed-Use Development FEIS*. Directional distributions of 54 percent "in" for the weekday midday peak hour, and 52 percent "in" for the weekday PM peak hour were obtained from the *Charleston Mixed-Use Development FEIS*.

For delivery trips, a trip generation rate of 0.35 daily weekday trucks per 1,000 sf and a temporal distribution of 11 percent for the weekday midday peak hour and 2 percent for the weekday PM peak hour were obtained from the *Charleston Mixed-Use Development FEIS*.

For the Saturday peak hour, a trip generation rate of 92.5 person trips per 1,000 sf and a temporal distribution of 11 percent were obtained from the *2014 CEQR Technical Manual*. Similar to the weekday peak hours, modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, and vehicle occupancies of 1.45 persons per auto and 1.60 per taxi were used. A directional split of 54 percent "in" was used, similarly to the weekday midday peak hour.

For delivery trips, a trip generation rate of 0.04 daily trucks per 1,000 sf and a temporal distribution of 11 percent were obtained from the *Charleston Mixed-Use Development FEIS*.

Supermarket

The travel demand factors used to calculate the existing number of trips generated by the supermarket were obtained primarily from the *2014 CEQR Technical Manual*, and the *Seward Park Mixed-Use Development Project (2013)*.

A trip generation rate of 175 daily weekday person trips per 1,000 sf and temporal distributions of 6 percent and 10 percent for the weekday midday and PM peak hours, respectively, were obtained from the *2014 CEQR Technical Manual*. The weekday midday and PM peak hour modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, were assumed to be similar to the destination retail use based on travel characteristics around the shopping center. Vehicle occupancies of 1.65 persons per auto and 1.40 per taxi were obtained from the *Seward Park Mixed-Use Development Project*. Directional distributions of 46 percent "in" for the weekday midday peak hour, and 47 percent "in" for the weekday PM peak hour were obtained from the *Seward Park Mixed-Use Development Project*.

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For delivery trips, a trip generation rate of 0.35 daily weekday trucks per 1,000 sf and a temporal distribution of 11 percent for the weekday midday peak hour, and 2 percent for the weekday PM peak hour were obtained from the *Seward Park Mixed-Use Development Project*.

For the Saturday peak hour, a trip generation rate of 231 person trips per 1,000 sf and a temporal distribution of 9 percent were obtained from the *2014 CEQR Technical Manual*. Similar to the weekday peak hours, modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, and vehicle occupancies of 1.65 persons per auto and 1.40 per taxi were used. A directional split of 51 percent "in" was obtained from the *Seward Park Mixed-Use Development Project*.

For delivery trips, a trip generation rate of 0.04 daily trucks per 1,000 sf and a temporal distribution of 11 percent were obtained from the *Seward Park Mixed-Use Development Project*.

A linked trip credit of 15 percent was applied to both the weekday and Saturday peak hours based on *Seward Park Mixed-Use Development Project* and reduced to be more conservative.

Movie Theater

The travel demand factors for the movie theater were obtained from the *2014 CEQR Technical Manual*, the *Staten Island Lighthouse Point EAS (2013)*, and the *Willetts Point Development Plan FGEIS (2013)*.

A trip generation rate of 3.26 daily weekday person trips per seat and temporal distributions of 3 percent and 8 percent for the weekday midday and PM peak hours, respectively, were obtained from the *2014 CEQR Technical Manual*. The weekday midday and PM peak hour modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, were assumed to be similar to the destination retail use based on travel characteristics around the shopping center. Vehicle occupancies of 2.52 persons per auto and 2.30 per taxi were obtained from the *Staten Island Lighthouse Point EAS*. Directional distributions of 62 percent "in" for the weekday midday peak hour, and 54 percent "in" for the weekday PM peak hour were obtained from the *Staten Island Lighthouse Point EAS*.

For delivery trips, a trip generation rate of 0.02 daily weekday trucks per seat and a temporal distributions of 11 percent for the weekday midday peak hour, and 1 percent for the weekday PM peak hour were also obtained from the *Staten Island Lighthouse Point EAS*.

For the Saturday peak hour, a trip generation rate of 6.25 person trips per seat and a temporal distribution of 5 percent were obtained from the *2014 CEQR Technical Manual*. Similar to the weekday peak hours, modal splits of 90 percent by auto, 1 percent by taxi, 5 percent by bus, and 4 percent by walk, and vehicle occupancies of 2.52 persons per auto and 2.30 per taxi were used. A directional split of 62 percent "in" was used, similarly to the weekday midday. No daily delivery trips were anticipated for the Saturday peak hour for movie theater use.

Level 1 Screening Results

Traffic

Table 2 provides the number of trips for each land use based on the assumptions described above applied to existing square footages.

Table 2: Trip Generation Summary – Trip Generation Projections based on Assumptions

Land Use	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	685	586	1,271	656	606	1,262	984	839	1,823
Supermarket	138	161	299	231	260	491	298	286	584
Movie theater	16	10	26	35	30	65	49	31	80
Total	839	757	1,596	922	896	1,818	1,331	1,156	2,487

These projections were then used to determine the trip percentage distributions by land use. Table 3 summarizes the percentage distribution of trips for each land use based on assumptions described above.

Table 3: Trip Generation Summary – Existing Distribution of Vehicle Trips by Land Use

Land Use	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	82%	77%	80%	71%	68%	69%	74%	72%	73%
Supermarket	16%	21%	18%	25%	29%	27%	22%	25%	24%
Movie theater	2%	2%	2%	4%	3%	4%	4%	3%	3%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

From Table 3 above, it can be seen that during the midday peak period, approximately 80 percent of existing trips were associated with destination retail, approximately 18 percent were associated with the supermarket, and approximately 2 percent were associated with the movie theater. During the PM peak period, approximately 69 percent of existing trips were associated with destination retail, approximately 27 percent were associated with the supermarket, and approximately 4 percent were associated with the movie theater. During the Saturday midday peak period, approximately 73 percent of existing trips were associated with destination retail, approximately 24 percent were associated with the supermarket, and approximately 3 percent were associated with the movie theater.

These percentages were then applied to the existing shopping center driveway counts to establish the existing volumes for each land use for each peak period. Table 4 below provides the existing peak hour driveway counts, while Table 5 summarizes the total peak hour vehicular volumes (“ins” plus “outs”) after applying the distribution percentages from Table 3 to the existing driveway counts in Table 4.

Table 4: Trip Generation Summary – Existing Driveway Counts

	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Shopping Center	611	639	1,250	557	577	1,134	847	779	1,626

Table 5: Trip Generation Summary – Existing Vehicle Trips by Land use

Land Use	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	499	495	994	396	391	787	626	565	1,191
Supermarket	100	136	236	140	167	307	190	193	383
Movie theater	12	8	20	21	19	40	31	21	52
Total	611	639	1,250	557	577	1,134	847	779	1,626

In order to calculate the future trips associated with the expansion of the shopping center, the existing vehicle trips were increased proportionally to the increase in square footage (or number of seats for the theater) associated with each land use. The proposed expansion of the existing shopping center would include an increase in retail size by approximately 12 percent, the supermarket would increase by approximately 28 percent, and the movie theater would increase (in seats) by approximately 43 percent. The existing counts for each land use were increased by the corresponding percentage increment for that land use to determine future demand associated with that land use shown in Table 6 below.

Table 6: Trip Generation Summary – Future Expansion Vehicle Trips

Land Use	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	558	554	1,112	443	438	881	700	632	1,332
Supermarket	128	175	303	180	214	394	244	248	492
Movie theater	17	11	28	30	27	57	44	30	74
Total	703	740	1,443	653	679	1,332	988	910	1,898

Subtracting the existing number of trips from the trips with the proposed expansion yields the project increments. As shown in Table 7 below, the proposed project would generate a total of 193 incremental vehicles per hour (vph) in the weekday midday peak hour, 198 vph in the weekday PM peak hour, and 272 vph during the Saturday peak hour. Since the volume of incremental vehicle trips generated by the proposed project is expected to exceed the 50 vehicle trip threshold during each peak hour, a Level 2 (Trip Assignment) screening assessment is warranted for those peak hours.

Table 7: Trip Generation Summary – Project Increments

Land Use	Weekday MIDDAY			Weekday PM			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	59	59	118	47	47	94	74	67	141
Supermarket	28	39	67	40	47	87	54	55	109
Movie theater	5	3	8	9	8	17	13	9	22
Total	92	101	193	96	102	198	141	131	272

Transit and Pedestrians

The transit and pedestrian trips were calculated using a combination of the project increments from Table 7, and the vehicle occupancies and modal splits from Table 1 to generate the person trips associated with bus and walk trips. As shown in Tables 8 through 10, the number of transit and pedestrian trips generated by the proposed project is not expected to exceed the 2014 CEQR Technical Manual Level 1 screening thresholds and therefore no further transit or pedestrian analyses are needed.

Table 8: Bus Trips

Land Use	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	5	5	10	4	4	8	6	5	11
Supermarket	2	3	5	4	4	8	5	5	10
Movie theater	1	0	1	1	1	2	2	1	3
Total	8	8	16	9	9	18	13	11	24

Table 9: Walk / Other Trips

Land Use	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	4	4	8	3	3	6	5	4	9
Supermarket	2	3	5	3	3	6	4	4	8
Movie theater	1	0	1	1	1	2	1	1	2
Total	7	7	14	7	7	14	10	9	19

Table 10: Total Bus and Walk / Other Trips

Land Use	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Destination Retail	9	9	18	7	7	14	11	9	20
Supermarket	4	6	10	7	7	14	9	9	18
Movie theater	2	0	2	2	2	4	3	2	5
Total	15	15	30	16	16	32	23	20	43

Level 2 Screening Assessment (Vehicle Trip Assignment)

A trip assignment was performed for vehicular traffic based on our knowledge of travel characteristics within the study area and the proximity of the Hylan Plaza Shopping Center to other similar destinations (Figures 3 through 5 at the end of this memorandum illustrate the vehicular assignments and project-generated increments).

For the destination retail use, the majority of the trips are expected to originate from neighborhoods along Hylan Boulevard, such as Dongan Hills, Midland Beach, New Dorp Beach, Bay Terrace, and Oakwood. Other significant shopping centers located on Staten Island such as the Staten Island Mall in New Springville, the Forest Avenue Plaza

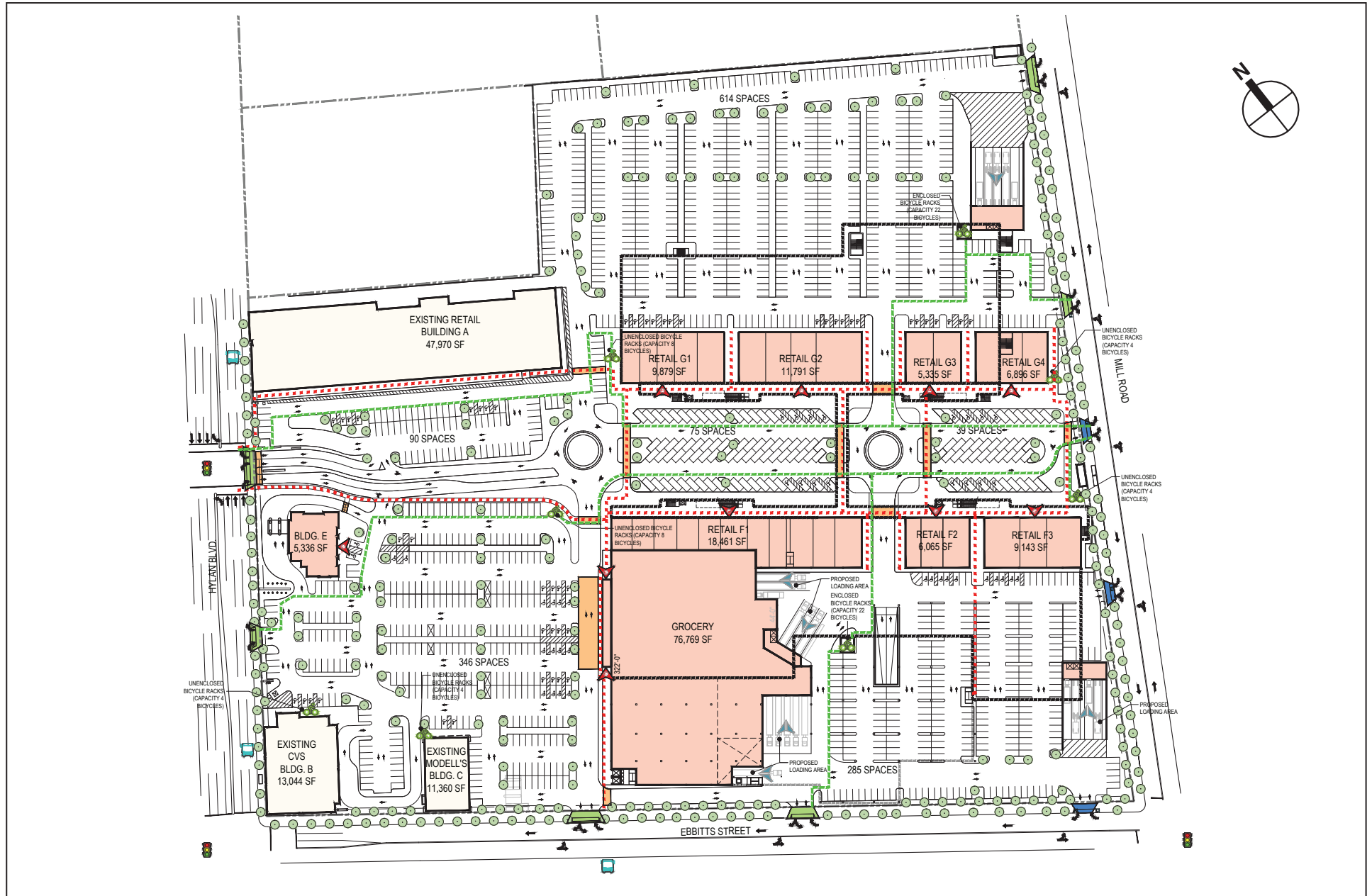
in Elm Park, and shopping centers in Eltingville and in Charleston were also considered while assigning trips for the proposed project. Approximately 40 percent of destination retail trips are assumed to originate from north of New Dorp Lane and arrive at the site via southbound Hylan Boulevard or eastbound New Dorp Lane, while another 43 percent are expected to originate from south of Tysens Lane and use northbound Hylan Boulevard or eastbound Tysens Lane. Another 10 percent of the trips would arrive from the west of the project site, and likely use Beach Avenue, while 7 percent would be expected to originate from the neighborhood south and east of the site and travel to the shopping center via New Dorp Lane, Ebbitts Street, and Mill Road. Multiple entrances to the site would be provided on the east, west, and south sides of the site—along Mill Road, Hylan Boulevard, and Ebbitts Street, respectively.

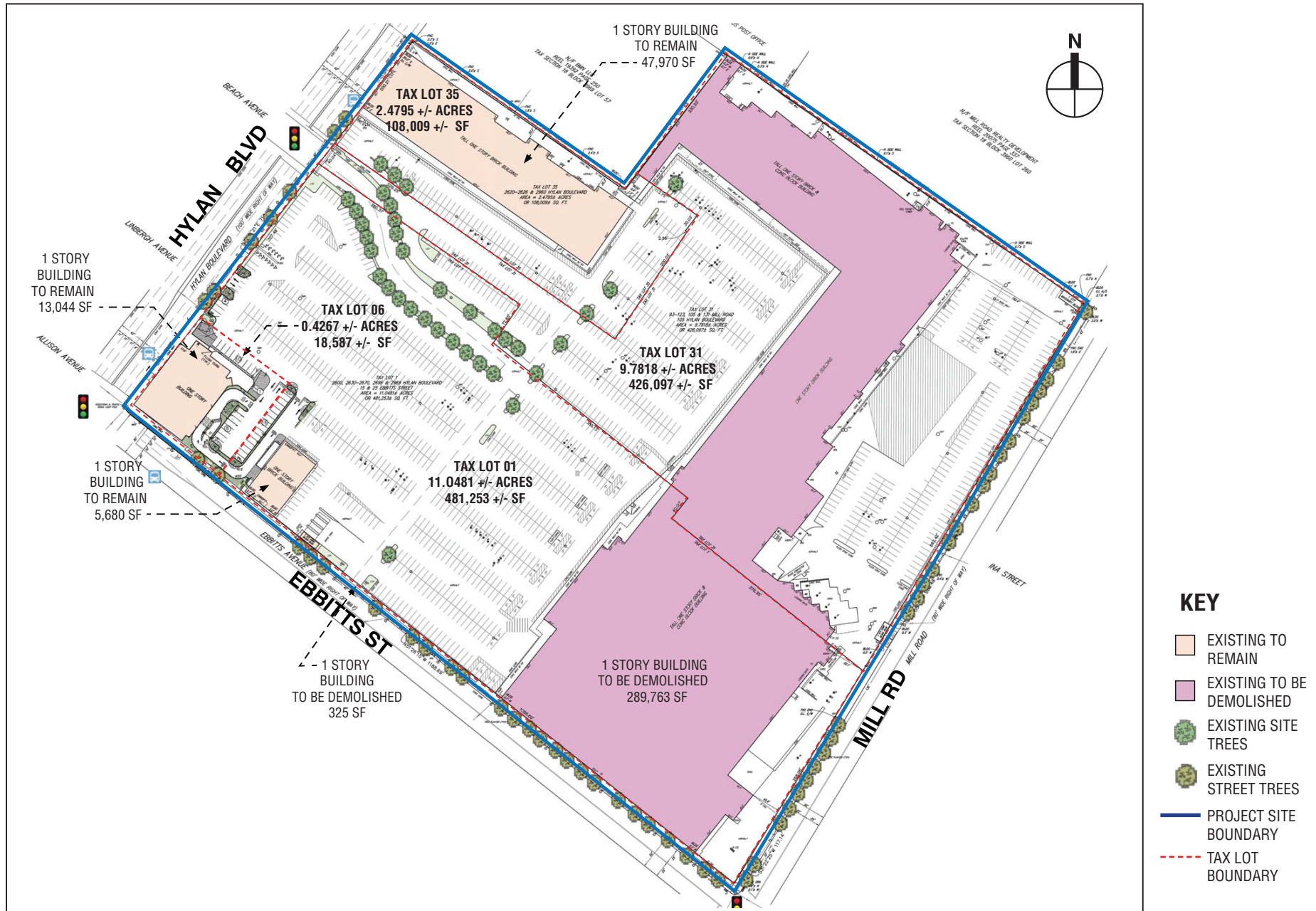
Trips associated with supermarket would assume similar assignment patterns as destination retail with approximately 40 percent of destination retail trips assumed to originate from north of New Dorp Lane and arrive at the site via southbound Hylan Boulevard or eastbound New Dorp Lane, while another 43 percent are expected to originate from south of Tysens Lane and use northbound Hylan Boulevard or eastbound Tysens Lane. Another 10 percent of the trips would arrive from the west of the project site, and likely use Beach Avenue, while 7 percent would be expected to originate from the neighborhood south and east of the site and travel to the shopping center via New Dorp Lane, Ebbitts Street, and Mill Road.

Consideration was given to the locations of similar movie theaters situated on Staten Island such as the United Artists in Graniteville and the Atrium in Great Kills. Given the location of the Atrium, fewer trips were anticipated from south of Ebbitts Street as compared to the destination retail use. About 50 percent of the movie theater trips are expected to originate from north of New Dorp Lane, while 35 percent would travel from south of Tysens Lane. Similar to destination retail, 10 percent of the trips would arrive from west of the project site and likely use Beach Avenue, while 5 percent would be expected to originate from the neighborhood south and east of the site via New Dorp Lane, Ebbitts Street, and Mill Road. A higher percentage of trips would enter the site via Mill Road due to the location of the movie theater within the eastern section of the shopping plaza.

Based on the aforementioned assignments, the following intersections are proposed for analysis:

1. Hylan Boulevard and New Dorp Lane;
2. Hylan Boulevard and Beach Avenue;
3. Hylan Boulevard and Allison Avenue/Ebbitts Street;
4. Hylan Boulevard and Tysens Lane;
5. Hylan Boulevard and Guyon Avenue;
6. Hylan Boulevard and Lincoln Avenue;
7. Ebbitts Street and Plaza Driveway; and
8. Ebbitts Street and Mill Road.







Hylan Plaza Study
 Figure 3
 Project Trip Increments
 Weekday Midday Peak Hour







Hylan Plaza Study
Figure 5
Project Trip Increments
Saturday Midday Peak Hour

