

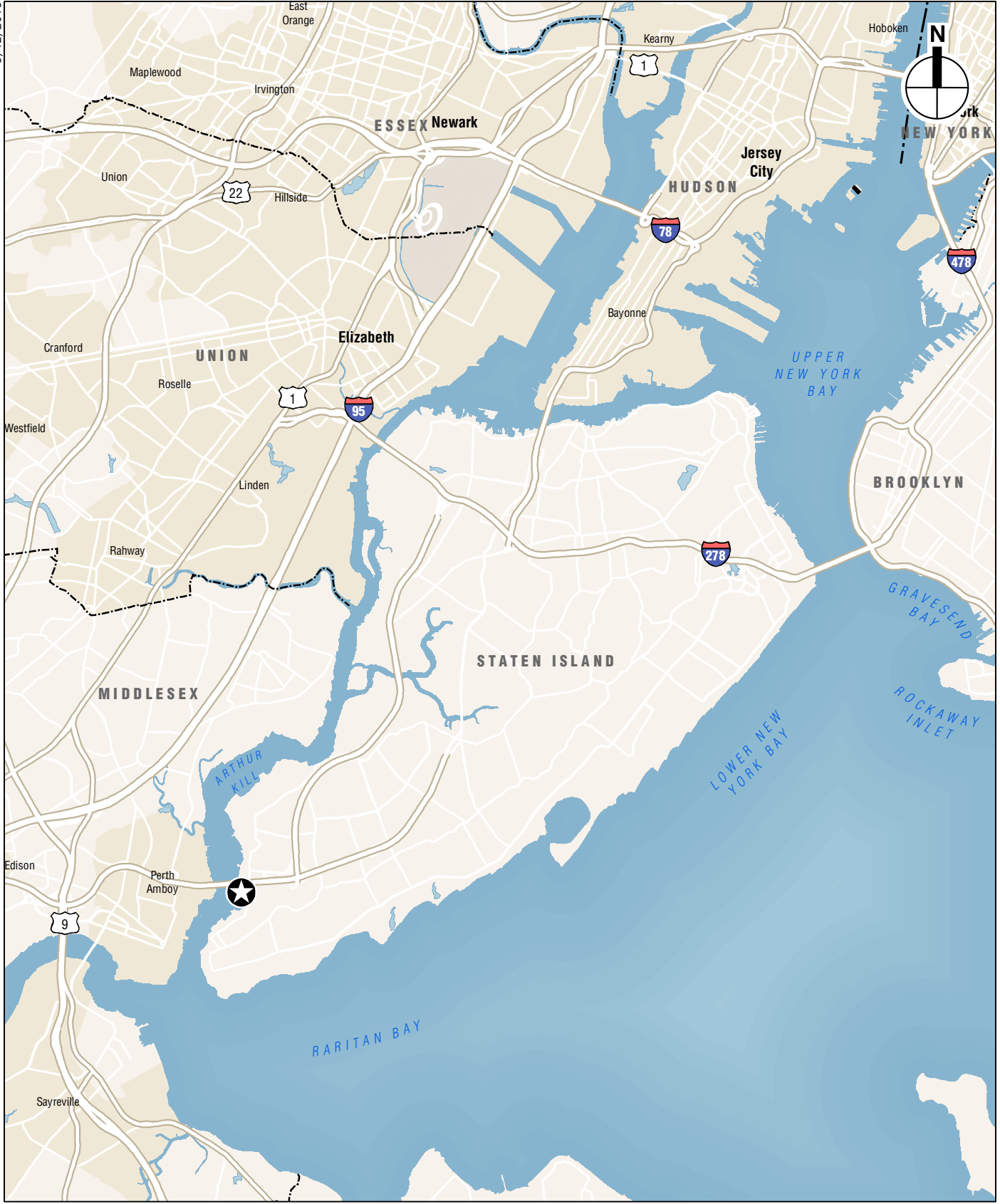
A. INTRODUCTION

The applicant, WF Liberty, LLC, is seeking a series of land use actions (“the Proposed Actions”) to facilitate the redevelopment of a 17.72-acre portion of a 33.68-acre property (the “Project Site”) along the Arthur Kill waterfront in Western Staten Island (see **Figure 1-1**). The Project Site is located within the West Shore area of Staten Island Community District 3, and encompasses Blocks 7620, Lot 1, and Block 7632, Lots 1, 6, 50, 150, and 151 (see **Figure 1-2**). The proposed 17.72-acre development area is composed of a 589,619-gross-square-foot (gsf) commercial center including the following uses: (a) destination and smaller scale retail, supermarket, restaurant, cinema, and small office use; (b) 1,721 required accessory parking spaces; (c) publicly accessible waterfront open space; and (d) street and infrastructure improvements. These infrastructure improvements include the opening of Richmond Valley Road west of Arthur Kill Road and the addition of new turning lanes into the Project Site along Arthur Kill Road. Together, all of the foregoing project elements (a through d) are referred to in this Environmental Impact Statement as the “Proposed Project”.¹ The undeveloped portions of the 33.68-acre Project Site include 8.98 acres of lands underwater and 6.84 acres of land to be preserved, which includes tidal and freshwater wetlands and upland woods on the northern portion of the Project Site that are regulated by the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (USACE). The Project Site is bounded by the structural supports for the Outerbridge Crossing to the north, Arthur Kill Road to the east, the mapped but unbuilt Richmond Valley Road and the shoreline of Mill Creek to the south, and the Arthur Kill waterway to the west.

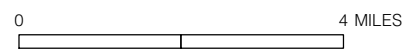
The Proposed Project requires special permits, authorizations, and certifications from the New York City Planning Commission (CPC) which include, but are not limited to: (a) Special Permits allowing retail establishments with no limitation on floor area per establishment in an M1-1 zoning district as well as modifications to applicable waterfront zoning requirements to allow a commercial building greater than 30 feet in height and to alter yard requirements; and (b) authorizations modifying the certain requirements applicable to lands within the Special South Richmond Development District (SSRDD), as well as certain requirements applicable to waterfront zoning lots. (See “Proposed Actions,” in Section B for a comprehensive list and

¹ The Proposed Project is to be undertaken on: (a) the Project Site, which is controlled by the Applicant and includes Block 7620, Lot 1 and Block 7632, Lots 1, 6, 50, 150, 151; and (b) as to the opening of Richmond Valley Road, on small portions of two lots not controlled by the Applicant, but within the City’s mapped right-of-way (Block 7983, Lots 110 and 100). Block 7983, Lot 110 is City-owned and under the jurisdiction of the New York City Department of Environmental Protection (DEP) as part of DEP’s Mill Creek Bluebelt system. Block 7983, Lot 100 is privately owned by I Nassau Place Holdings, LLC. Portions of Lots 110 and 100 are within the mapped right-of-way of Richmond Valley Road and would be built out as part of the street. Additionally, outside of the mapped right-of-way, portions of these lots would be graded and landscaped to match the grade of the street. These portions of these two lots total about 0.79 acres.

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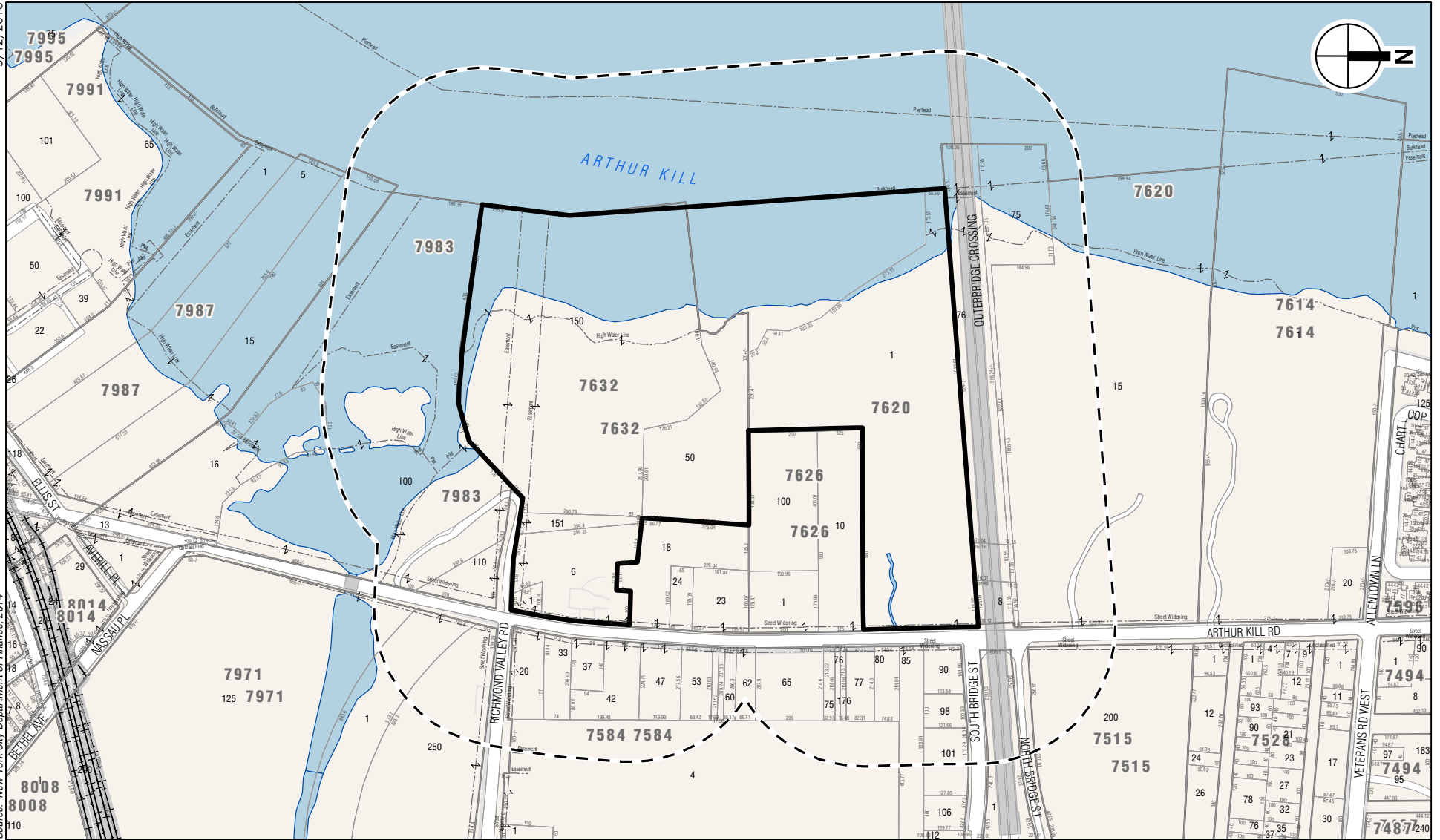


 Project Location



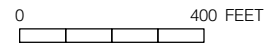
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Source: New York City Department of Finance, 2014



- Proposed Development Site
- Study Area (400-foot boundary)
- Tax Block Boundary
- Tax Lot Boundary

- Tax Lot Number
- Condo Tax Lot Number
- Condo Flag/Condo Number
- Easement
- Other Tax Boundary
- Possession Hooks
- Tax Lot Dimension



RIVERSIDE GALLERIA

Project Site: Tax Map
Figure 1-2

description of the discretionary approvals required to implement the Proposed Project; see also **Figure 1-3.**) The Proposed Actions, if approved, would allow the redevelopment of the Project Site, portions of which have been previously used and disturbed. With an estimated construction period of 13 months, it is anticipated that the Proposed Project would be built and occupied by 2019.

The Proposed Actions include actions that are subject to review by CPC under the City's Uniform Land Use Review Procedures (ULURP); the Proposed Project also requires a number of other City, State, and Federal discretionary actions including but not limited to, NYSDEC tidal wetland permit and a freshwater wetland permit from the USACE. The New York City Department of City Planning (DCP), acting on behalf of CPC, is the Lead Agency for the environmental review. DCP has reviewed the activities that are necessary to construct and operate the Proposed Project and has determined that the proposal has the potential to result in significant adverse environmental impacts. Therefore, in accordance with the environmental review laws and regulations of the City and State of New York including Executive Order 91, City Environmental Quality Review (CEQR), the State Environmental Quality Review Act (SEQRA), and the New York Codified Rules and Regulations Part 617, DCP issued a positive declaration on September 6, 2017 requiring the preparation of an Environmental Impact Statement (EIS) to analyze the potential environmental impacts of the Proposed Project. This Draft EIS (DEIS) has been prepared in accordance with the guidance set forth in the 2014 *CEQR Technical Manual*.

B. PROJECT DESCRIPTION

PROPOSED ACTIONS

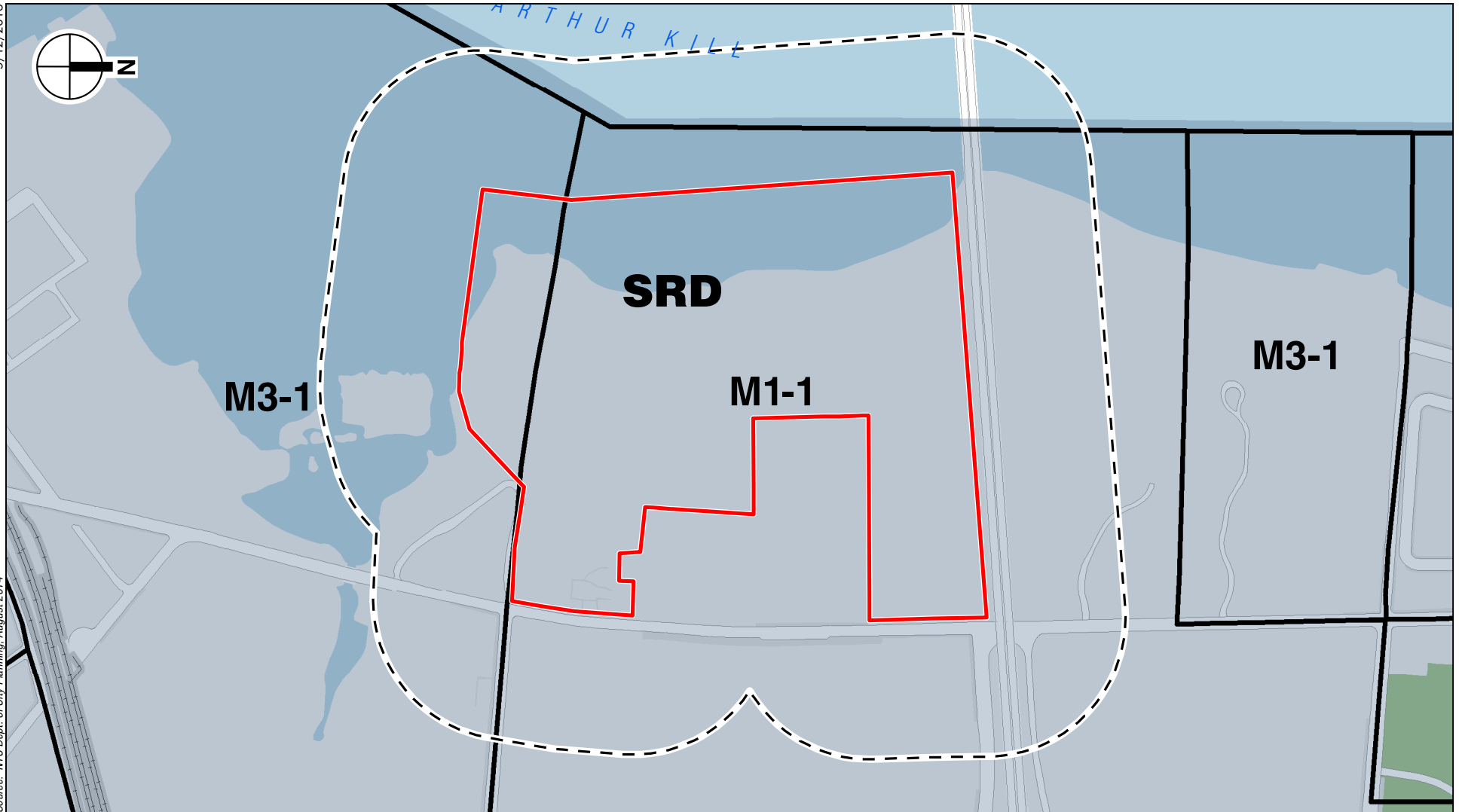
The Proposed Project requires a number of discretionary approvals that include the following:





Two Special Permits from CPC, including:

- Special Permit pursuant to ZR 74-922 (Certain large retail establishments) to allow retail establishments in M1 districts with no limitation on floor area per establishment. Supermarket and various retail uses are allowed as-of-right in M1-1 districts up to a maximum of 10,000 square feet. This Special Permit is necessary to facilitate the commercial viability of the Proposed Project and attract anchor tenants.
- Special Permit pursuant to ZR 62-837 (Bulk and parking modifications on waterfront blocks) to allow bulk modification on waterfront blocks to modify the requirements of ZR 62-341(b)(3) (Developments on land and platforms) and ZR 62-332 (Rear yards and waterfront yards). The design of the Proposed Project will require a Special Permit issued by the CPC to:
 - To modify the requirement in ZR 62-341(b)(3) limiting height to 30 feet for a commercial building in an M1-1 district.
 - To modify requirements set forth in ZR 62-332 regarding waterfront yards.

Five Authorizations by CPC, including:

- Authorization pursuant to ZR 62-822(a) (Modification of waterfront public access area and visual requirements) to allow modification of location area and dimensional requirements applicable to waterfront public access areas and visual corridors. The design of the Proposed Project will require an Authorization by CPC to modify requirements regarding waterfront



-  Proposed Development Site
-  Study Area (400-foot boundary)
-  Zoning Districts
-  SRD - Special South Richmond Development District

0 400 FEET



public access areas and visual corridors. These modifications are necessary given the existing building and tidal wetland adjacent areas on the Project Site and will provide equivalent public use and enjoyment of the waterfront and views to the water from upland streets and other public areas.

- Authorization pursuant to ZR 62-822(b) to allow modification of design requirements of ZR 62-60 (Design Requirements for Waterfront Public Access Areas) within waterfront public access areas. The design of the Proposed Project will require an Authorization by CPC to modify design element requirements set forth in ZR 62-60, which would result in a design for waterfront public access that is superior to what may otherwise be achieved through strict adherence to the applicable provisions, as determined through the Statement of Findings for the Authorization
- Authorization pursuant to ZR 107-64 (Removal of trees) to modify the requirements of ZR 107-321 (tree preservation). The design of the Proposed Project will require an Authorization by CPC for removal of certain trees that would otherwise be prohibited by ZR 107-321, specifically to authorize removal of trees of 6 inches caliper or more located outside of building footprints, driveways, areas for required parking, or located beyond 8 feet of the building walls. The removal of these trees is necessary due to the proposed filling of the site, to accommodate the proposed Shore Public Walkway and for the effective utilization of the open areas within the Project Site.
- Authorization pursuant to ZR 107-65 (Modifications of Existing Topography) to modify the requirements of ZR 107-312 (Topographic Regulations). The design of the Proposed Project will require an Authorization by CPC for the modification of natural topography beyond the amount allowed in ZR 107-312, specifically to authorize alteration of topography beyond 2 feet of cut or fill outside of building footprints, driveways or utilities, or to meet mapped grades of a street. Modification of the topography is necessary to construct the Proposed Project and to accommodate public amenities including the waterfront publicly accessible open space.
- Authorization pursuant to ZR 107-68 (Modification of Group Parking Facility and Access Regulations) to modify the requirements of ZR 107-472 (Maximum size of group parking facility) to permit more than 30 accessory off-street parking spaces and modify the requirements of ZR 107-251(a) (Special provisions for arterials). The design of the Proposed Project will require an authorization by CPC for more than 30 accessory off-street parking spaces for the Proposed Project. This modification is necessary to provide efficient vehicular circulation and parking for the Proposed Project.

One Certification by CPC:

- Certification pursuant to ZR 62-811 (Waterfront public access and visual corridors) to certify compliance with the requirements for waterfront access and visual corridors. As shown on the Proposed Project plans, the waterfront public access areas and visual corridors will comply with all applicable requirements, except as modified by authorizations pursuant to ZR 62-822(a) and ZR 62-822(b) described above.

Separate and apart from approvals sought from CPC or its Chair, the Proposed Project requires a NYSDEC tidal wetland permit and USACE Individual Permit for discharge of fill material into Waters of the U.S. (wetlands) for commercial development. These state and federal permits regulate development in and adjacent to tidal and freshwater wetlands. With respect to NYSDEC's tidal wetlands jurisdiction, the Proposed Project requires a permit for activities in wetland adjacent areas for both the proposed development and the outfall proposed at Richmond

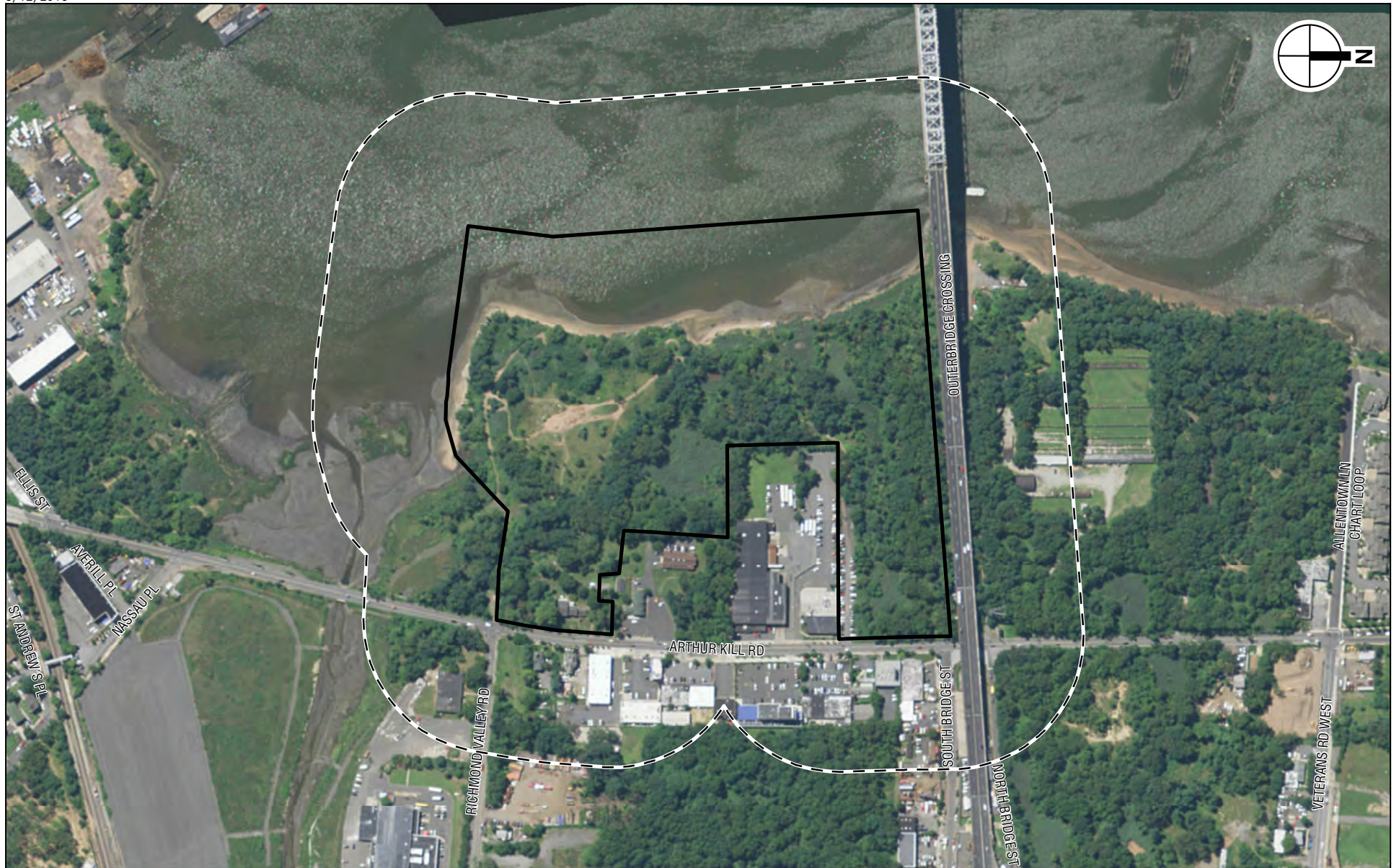
Valley Road. As a result of discussions with NYSDEC, building setbacks from tidal wetlands have been established (these setbacks are reflected in the proposed site plan), and the Proposed Project would include green roofs to enhance stormwater management and control of stormwater runoff. Additionally, the Proposed Project also includes tidal wetland protection and enhancement along the shorelines of both the Arthur Kill and Mill Creek. A USACE permit is also required for proposed structures to be constructed in freshwater wetlands located in the center of the Project Site. In order to satisfy USACE requirements, the Proposed Project includes creation of approximately 2.90 acres of freshwater wetland within the 6.84-acre preservation area that is proposed on the northern portion of the Project Site. Preliminary discussions with NYSDEC regarding the Proposed Project have taken place and coordination with NYSDEC and USACE will continue throughout the environmental review and permit review processes. New York City Department of Transportation (NYCDOT), DEP, and New York City Fire Department (FDNY) approvals are also required for the street and infrastructure improvements including constructing and opening the mapped right-of-way of Richmond Valley Road and improvements along and connections to Arthur Kill Road. The opening of Richmond Valley Road would also require the use of a small portion of DEP Mill Creek Bluebelt property.

PROJECT SITE—EXISTING CONDITIONS

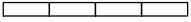
The Project Site is bounded by the right-of-way and structural supports for the Outerbridge Crossing to the north, Arthur Kill Road to the east, the mapped but unbuilt Richmond Valley Road and the shoreline of Mill Creek to the south, and the Arthur Kill waterway to the west out to the mapped U.S. Bulkhead line. There are also commercial buildings to the east of the Project Site that are between a portion of the Project Site and Arthur Kill Road (see **Figure 1-4**). The Project Site totals approximately 33.68 acres (of which 8.98 acres are underwater lands and 24.70 acres are upland). The Project Site includes the area within the mapped right-of-way of Richmond Valley Road between Arthur Kill Road on the east and the mapped U.S. Bulkhead line in the Arthur Kill on the west. While the City Map shows Richmond Valley Road mapped westward extending from the intersection with Arthur Kill Road out to the mapped U.S. Bulkhead line, it is currently not built out along the Project Site.

The Project Site has about 1,500 linear feet of shoreline along the Arthur Kill and 500 linear feet along Mill Creek. It is primarily wooded with some disturbed areas (e.g., trails) and evidence of fill and urban debris at the edges. The southern half of the property is relatively flat, but slopes slightly to the west and south while the northern half slopes from the east-northeast to the west.

The Project Site contains approximately 9.54 acres of tidal and freshwater wetlands and wetland adjacent areas. Along the shoreline of the Arthur Kill and Mill Creek there is a mix of tidal wetlands (e.g., intertidal salt marsh, intertidal mudflats, and maritime beach) and tidal wetland adjacent area. The total area of NYSDEC-regulated tidal wetlands on the Project Site is approximately 0.95 acres and the tidal wetland adjacent area totals approximately 6.03 acres. A portion of this NYSDEC-regulated tidal wetland adjacent area also extends across the mapped but unbuilt Richmond Valley Road. There are also wooded freshwater wetlands on the Project Site as defined by USACE methodology, totaling 3.58 acres. **Table 1-1**, below, summarizes the regulated wetland areas on the Project Site.



 Proposed Development Site
 Study Area (400-foot boundary)

0 400 FEET


**Table 1-1
Existing Wetland Areas**

Wetland Area ⁽¹⁾	Jurisdiction	Acres
Tidal Wetland Area 1	NYSDEC/USACE	6.98 acres (0.95 acres of tidal wetland area and 6.03 acres of tidal wetland adjacent area)
Freshwater Wetland Area 2	USACE	1.32 acres
Freshwater Wetland Area 3	USACE	2.25 acres
Freshwater Wetland Area 4	USACE	0.01 acres
Total		9.54 acres ⁽²⁾
Notes:		
(1) See also Figure 8-3.		
(2) Overlap of NYSDEC Tidal Wetland Adjacent Areas and USACE Freshwater Wetlands (1.03 acres).		
Source: Capital Environmental Consultants, Inc.		

There is one standing structure on the Project Site, which is a 3,900-sf single-family residential building (referred to as the “Cole House”), on Block 7632, Lot 6. The New York City Landmarks Preservation Commission (LPC) rejected an application to designate the Cole House as a City landmark, and the New York State Historic Preservation Office (SHPO) has determined that it is not eligible for listing on the State/National Registers of Historic Resources.

As shown on Figure 1-3, the Project Site is mostly zoned M1-1, which allows light manufacturing, and warehouse, uses and a range of commercial uses, among them retail, office, and hotel uses. A small portion of the Project Site is zoned M3-1. The M1-1 zoning district allows a range of commercial uses with certain uses limited as-of-right to a maximum of 10,000 square feet. In addition to the underlying zoning, the Project Site is located in the SSRDD, which is a special purpose district that regulates changes to natural features, such as trees and topography, establishes special building height and setback limits, and includes designated open space. The City’s waterfront zoning also applies (see “Proposed Actions,” above, for a complete description of the zoning regulations that apply to the Project Site).

Although the Project Site has frontage along Arthur Kill Road, developed and separately-owned lots separate a portion of the Project Site from Arthur Kill Road. The Project Site also has frontage along the mapped but unbuilt right-of-way along Richmond Valley Road (see Figure 1-4).

PROPOSED PROJECT

PROPOSED SITE PLAN

The Proposed Project would redevelop a 17.72-acre portion of the 33.68-acre Project Site with a commercial center, including private drives, required accessory parking, and 3.75 acres of waterfront open space. The remainder of the Project Site would remain undeveloped (including the 8.98 acres of underwater land). In particular, the northern portion of the Project Site, near the Outerbridge Crossing, and the western and southern shorelines along the Arthur Kill and Mill Creek contain natural areas (tidal and freshwater wetlands and wooded areas) that would be preserved or enhanced.

Table 1-2 summarizes the acreages of the areas on the Project Site that would be affected by the Proposed Project, as well as the areas that would not be developed.

BUILDING PROGRAM

The Proposed Project would create a commercial center with destination and smaller-scale retail uses, a supermarket, restaurants, a small amount of office space, and a cinema, with accessory parking, waterfront open space along the Arthur Kill, and associated street and infrastructure improvements, including the build-out of Richmond Valley Road with the required infrastructure (e.g., storm sewers, water lines) that would provide access to the Project Site. The proposed uses would be located on the first and second floor levels of the Proposed Project. The Proposed Project would also include a restaurant that is proposed to be located on the roof of the commercial space adjacent to the proposed cinema (the square footage of the restaurant space is included in the totals). The Proposed Project would retain the Cole House, the existing residential building on the Project Site, for use as a restaurant on the ground floor and office space on the second floor (e.g., management office).

Inclusive of the Cole House and the rooftop restaurant, the proposed 589,619-gsf commercial development would contain 300,128 gsf of general retail uses, supermarket of up to 80,000 gsf, 53,770 gsf of restaurant uses, a 55,000-gsf (1,088-seat) cinema, and 1,500 gsf of office space in the second floor of the Cole House, with 4,800 gsf of mechanical and operational space and 94,421 gsf of structured parking space. The development area of the Proposed Project would be approximately 17.72 acres. **Table 1-3** is a summary of the Proposed Project's program and **Figures 1-5a and 1-5b** show the site plan.

Because the Applicant proposes to use and disturb the maximum amount of land which is developable and proposes to construct the Proposed Project to the maximum allowable building envelope and height, the Proposed Project is the maximum development that could occur on the Project Site. Any additional floor area or increases in building height as shown in Figures 1-5a and Figure 1-5b would be subject to additional CPC approvals.

PARKING AND CIRCULATION

The general retail, restaurant, and limited office uses that are proposed total 355,398 gsf; these uses have a zoning requirement for accessory parking of one car per 300 sf, and thus require 1,185 parking spaces.² The theater use is designed to have 1,088 seats with a zoning parking requirement for accessory parking of one car per eight seats and thus requires 136 parking spaces. The supermarket use totals 80,000 sf with a zoning parking requirement for accessory parking of one car per 200 sf and thus requires 400 parking spaces. Therefore, the Proposed Project requires a total of 1,721 accessory parking spaces per zoning. This required accessory parking would be provided in a structured parking garage that would have 1,668 spaces, with an additional 53 surface parking spaces to be provided along the private drives, for a total of 1,721

² The zoning requirement is based on zoning floor area and the number of parking spaces being provided is based on gross floor area. Because gross floor area is no less than zoning floor area and is often greater than zoning floor area, the parking spaces being provided are the maximum that could be required under the applicable zoning.

**Table 1-2
Proposed Project Site Plan Land Area**

1. Commercial development	Acres
1a. Commercial Building	5.07
1b. Private drives (including sidewalks and pedestrian walkways)	2.79
1c. Private decks/overlooks	0.31
1d. Cole House	0.05
1e. Accessory spaces (loading, storage, utility area, parking etc.)	3.49
1f. Waterfront landscaping	0.43
1g. Street and yard landscaping	0.40
Subtotal 1.	12.55
2. Public Road Improvements	
2a. Richmond Valley Road	1.13
2b. Street landscaping	0.10
2c. Arthur Kill Road	0.19
Subtotal 2.	1.42
3. Waterfront Open Space	
3a. Tidal wetland and adjacent area restoration/mitigation and preserved area	2.81
3b. Publicly accessible walkway	0.82
3c. Beach	0.12
Subtotal 3.	3.75
4. Preserved and Restored Areas	
4a. Tidal wetland and adjacent area restoration/mitigation and preserved area	4.42
4ai. Overlap with private decks/overlooks	0.07
4aii. Overlap with publicly accessible walkway	0.12
4aiii. Overlap with freshwater wetlands	0.16
4aiv. Overlap with lands underwater	0.25
4av. Overlap with construction easements south of Richmond Valley Road	0.07
4avi. Overlap with waterfront open space	2.81
4avii. Overlap with waterfront landscaping	0.15
4b. Freshwater wetlands restoration/mitigation and preserved area	4.22
4bi. Overlap with private decks/overlooks	0.01
4bii. Overlap with private drive	0.06
4c. Other upland preserved areas	1.65
4d. Easement areas under Outerbridge Crossing	0.25
Subtotal 4.	6.84
5. Underwater lands	8.98
6. Construction easements south of Richmond Valley Road	0.14
Total Project Site	33.68

Table 1-3
Proposed Project—Development Program for Analysis

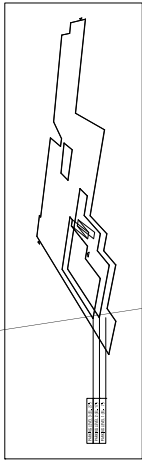
Use	ZR Use Group	Approximate Size (gsf)
General Retail	6 or 10	300,128 gsf
Restaurants ²	6	53,770 gsf
Supermarket	6	80,000 gsf
Cinema	8	55,000 gsf
Office	6	1,500 gsf
Mechanical/Operational	N/A	4,800 gsf
Parking	N/A	94,421 gsf
Total Floor Area		589,619 gsf
Note: ¹ Includes 3,700 sf of fast food establishment.		
Source: Studio V Architecture, PLLC, July 2017.		

accessory parking spaces on the Project Site (see **Figures 1-6a through 1-6c**). The parking in the proposed three-level garage would be provided as follows:

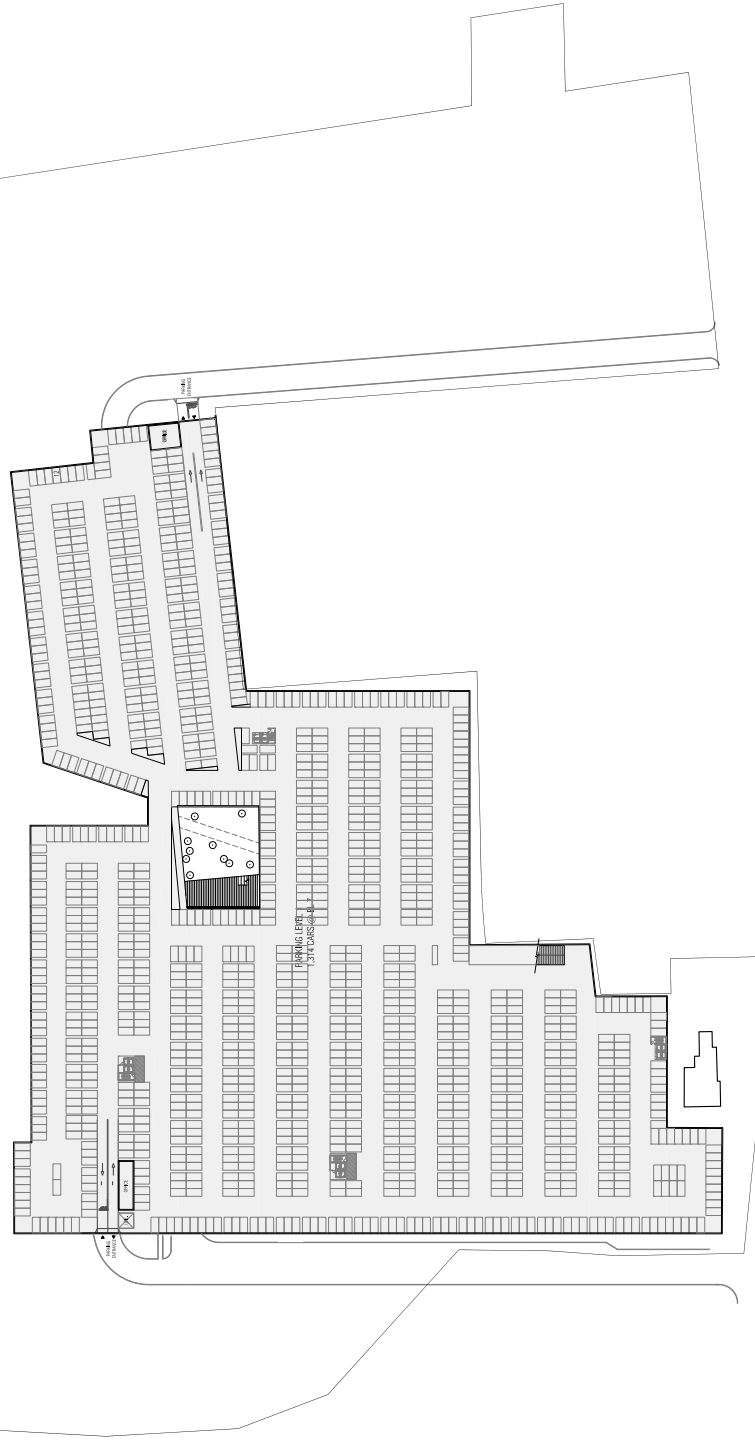
- Parking level 1: 1,314 cars
- Parking level 2: 204 cars
- Parking level 3: 150 cars

It is expected that the proposed parking would be operational for 24 hours and the parking garage would have a gated entrance; during non-business hours, this parking is expected to be accessible only to maintenance and support staff and deliveries. Additionally, new public on-street parking would be provided along the improved Richmond Valley Road. This is expected to provide a total of approximately 18 public parking spaces.

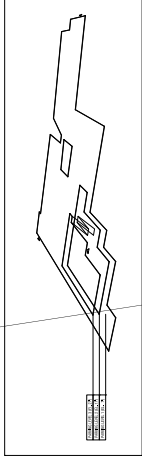
Access to and egress from the Proposed Project would be via the existing signalized intersection of Arthur Kill Road and Richmond Valley Road and two additional proposed private drives to the north along Arthur Kill Road. At Richmond Valley Road, the Proposed Project would improve the existing mapped Richmond Valley Road right-of-way westward from Arthur Kill Road (see **Figure 1-7**). Richmond Valley Road would be approximately 80 feet wide and 680 feet long, as measured from Arthur Kill Road to the entrance of the proposed parking garage. Additionally, there would be grading of slopes south of the southerly sidewalks to meet the grade of the adjacent property. Therefore, in addition to these proposed improvements to Richmond Valley Road, the southbound approach of this intersection along Arthur Kill Road would be widened to provide a left-turn-only lane and a shared through/right-turn lane to improve operating conditions; the existing signal would also be modified to account for the proposed street improvements. As shown on Figure 1-5a, another signalized two-way driveway would be provided on Arthur Kill Road to the north. This would be a new private drive that would require a new curb cut along Arthur Kill Road. To best facilitate traffic flow, this northern private drive would be designed with two exiting lanes, including one exclusive left-turn lane and one exclusive right-turn lane. In addition, to minimize the conflicts along Arthur Kill Road, entrance to the private drive via the northbound left-turn would be restricted. The southbound approach of this intersection along Arthur Kill Road would be widened to provide a right-turn only lane entrance. This exclusive right-turn entrance would optimize traffic flow accessing the proposed commercial center and would remove that traffic from the travel lanes along Arthur Kill Road at the Project Site. A two-lane, entrance-only, and one-way driveway leading to the



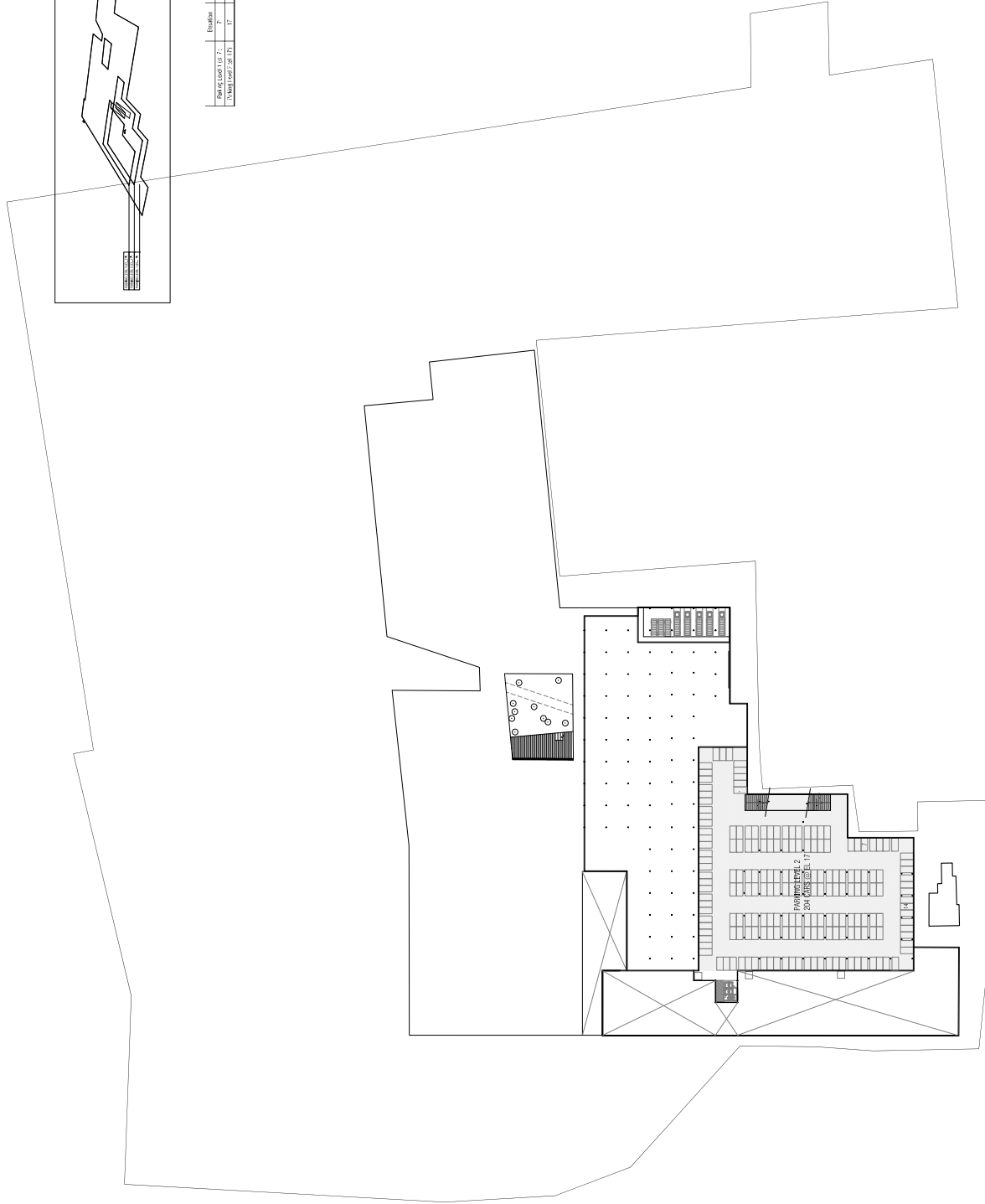
Permitted Use (F)	7	Evacuation	137,000 sq ft	Placing	137,000 sq ft	Disaster Parking	0 spaces
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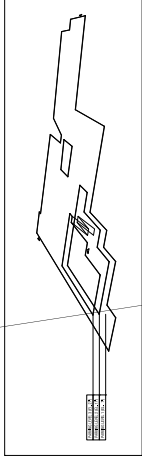
Proposed Parking Garage Plan:
Below Grade
Figure 1-6a



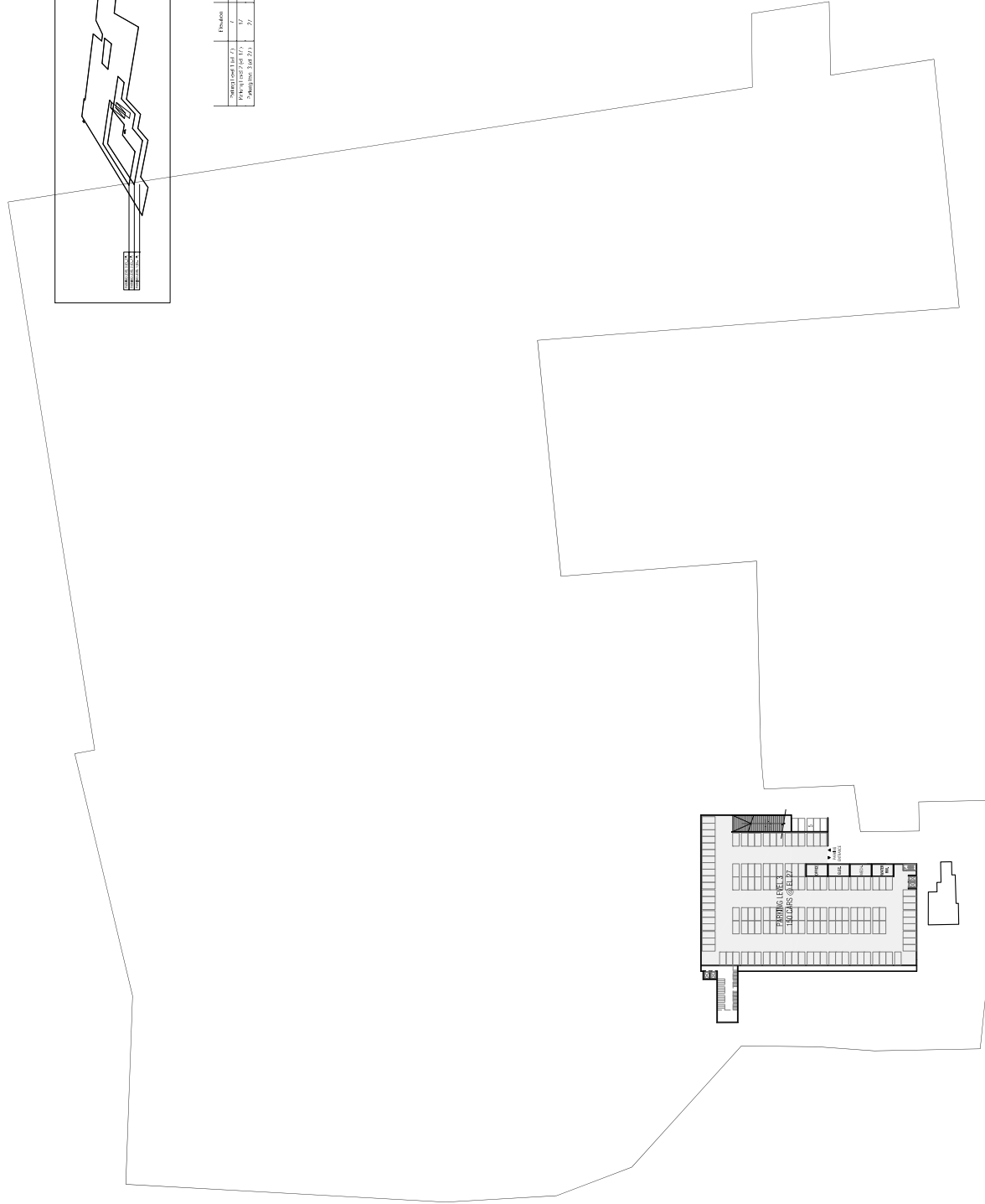
Symbol	Quantity	Description	Notes
(Symbol)	7	On-site Parking	On-site Parking
(Symbol)	20	Off-site Parking	Off-site Parking
(Symbol)	17	Other	Other
Total			44



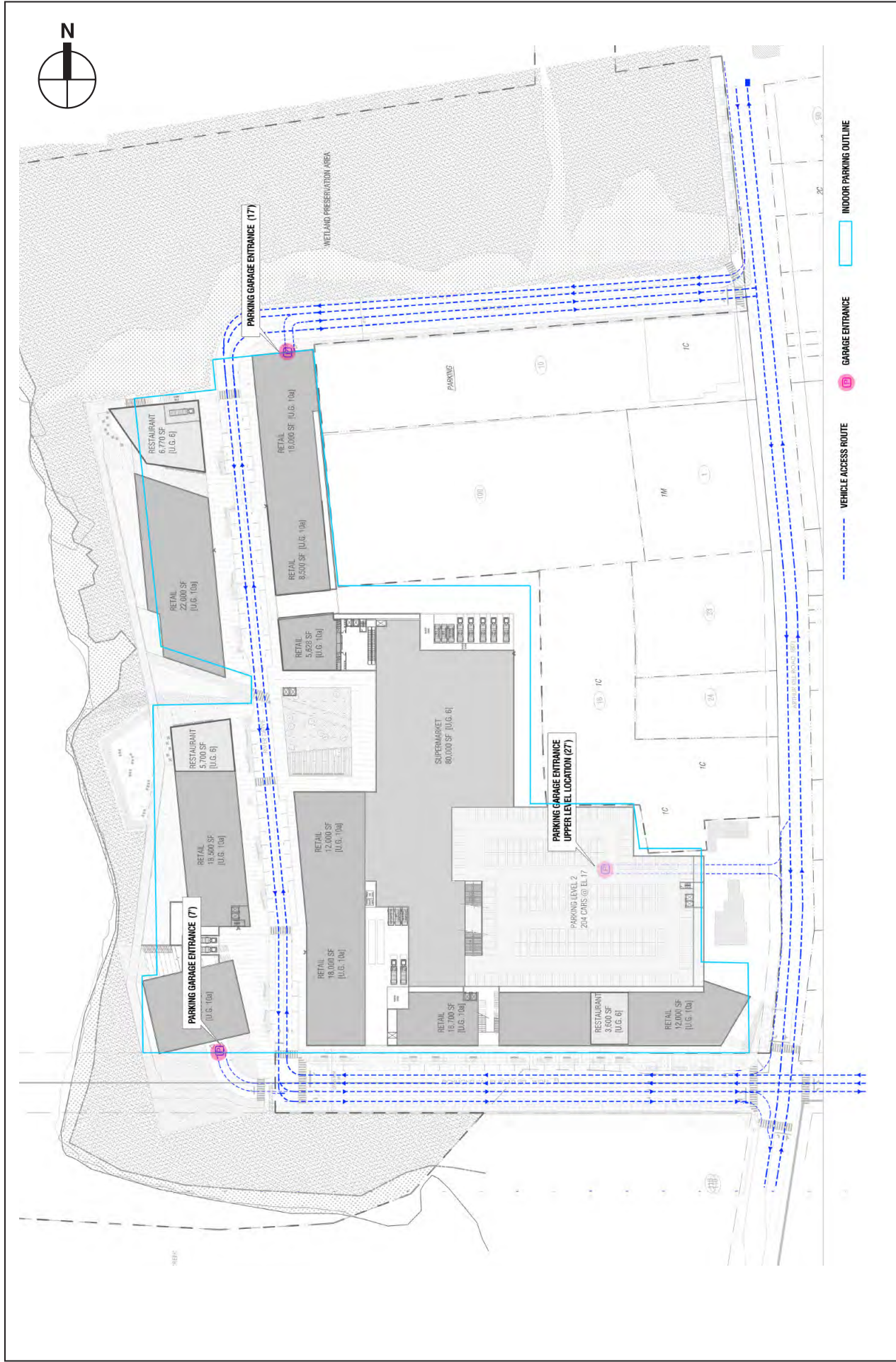
Proposed Parking Garage Plan:
Level 1
Figure 1-6b



Subtotal (sq. ft.)	Includes	Ratio (Ratio)	Overall Ratio
7,123,845	7,123,845	1.00	1.00
27,000,000	27,000,000	3.79	3.79
34,123,845	34,123,845	4.79	4.79



Proposed Parking Garage Plan:
Level 2
Figure 1-6c



Proposed Circulation Plan:
Vehicular Access
Figure 1-7

proposed garage would be provided immediately north of Richmond Valley Road just north of the Cole House.

The Proposed Project would include constructing and opening as a public street the mapped but unbuilt portion of Richmond Valley Road that would extend in an east-west direction from Arthur Kill Road, terminating to the west along the Arthur Kill waterfront. The newly built section of Richmond Valley Road would also become part of the public street that would connect to an internal north-south private drive within the Proposed Project that would extend to the northern limit of the development area, where it would turn at a 90 degree angle to the east and terminate at Arthur Kill Road.

The main loading area adjacent to the supermarket would be accessible through the entrance off Arthur Kill Road, next to the Cole House (see **Figure 1-8**), which is one way only and leads from Arthur Kill Road west to the loading passage and loading area. After loading/unloading, traffic would pass through the retail building onto the north-south private drive, and then farther onto Richmond Valley Road to exit the premises.

A secondary loading area right north off Richmond Valley Road would be accessible through either Richmond Valley Road driving west or through the northern private drive, connecting to the north-south private drive, and then via Richmond Valley Road. Two additional small loading areas would be located on the north-south private drive, which would be accessible either via Richmond Valley Road or via the private drive to the north.

Pedestrian access into the Proposed Project would be provided with new sidewalks along Arthur Kill Road and Richmond Valley Road and also along the proposed private drives that are internal to the Project Site (see **Figure 1-9**). Pedestrian access would be provided from these sidewalks to the proposed shore public walkway (described below). Additionally, the Proposed Project includes elevated walkways connecting the second floors of the proposed commercial spaces. Access to the second level of retail space fronting Richmond Valley Road would be provided from Arthur Kill Road via a shopping passage to be provided at the entry plaza to be located near the Cole House. The proposed commercial spaces along the westerly private drive (the main retail drive) would also have second-level pedestrian walkways connecting the retail establishments. This would include walkways parallel to the private drive with crossings over the private drive at various locations and linkages that would slope down to the waterfront walkway.

WATERFRONT PUBLICLY ACCESSIBLE OPEN SPACE

Approximately 3.29 acres of public open space would be provided with the Proposed Project including a shore public walkway including a beach area along the Arthur Kill (see **Figure 1-10**). This waterfront open space would also include landscaping improvements and tidal wetland enhancements along the Arthur Kill and Mill Creek shorelines. The waterfront publicly accessible open space would consist of an elevated shore public walkway providing access to the Arthur Kill, an entry terrace with seating and shade trees, an overlook with seating, and a beach area. All areas in the landscaped public open space would have native plantings and vegetation. Inland connections across the site would also encourage pedestrian and bicyclist access from the adjacent neighborhood. All pedestrian spaces would be ADA accessible. The proposed publicly accessible waterfront public open space would complement the Proposed Project and provide a new public amenity on the Project Site.



Proposed Circulation Plan:
Pedestrian Upper Level
Figure 1-9

The Proposed Project also meets the City's zoning requirements for the Project Site, which include providing the following Waterfront Public Access Areas pursuant to the Zoning Resolution Article VI, Chapter 2: a Shore Public Walkway running parallel to the waterfront, a Supplemental Public Access Area adjacent to the Shore Public Walkway, and an Upland Connection along both sides of River Drive and Outer Drive. These open spaces would be completed and opened and maintained in conjunction with the Proposed Project.

STORMWATER INFRASTRUCTURE

The Proposed Project includes a stormwater management design comprised of approximately 4.52 acres of green roof on the proposed building coupled with other stormwater best management practices and infrastructure designed to comply with the *New York State Stormwater Management Design Manual*. There would be a total of four outfalls, one public outfall at the end of Richmond Valley Road (to be designed to DEP standards), and three private outfalls adjacent to the western shore.

Under existing conditions, the majority of the Project-Site-generated stormwater either infiltrates to the ground or flows overland to the Arthur Kill or Mill Creek waterways that are adjacent to the Project Site. The current site topography generally slopes toward the adjacent waterways, which establishes the direction of overland flow. Thus, rainwater that does not infiltrate flows westward to the Arthur Kill or southward to Mill Creek under the existing site drainage patterns.

With the Proposed Project, all project-generated stormwater would be directed to the Arthur Kill. Stormwater runoff treatment necessary for water quality protection has been proposed through the use of sand filters and an approximately 4.52 acres of green roof. Water quantity controls are not required since the Proposed Project would discharge its stormwater to the Arthur Kill, a tidal water body (water quantity control is not required if stormwater discharges directly to a fifth order stream, or larger, or tidal water). The principal components of the proposed stormwater management plan would include:

- Green roofs on the proposed commercial spaces with three new private drains to the Arthur Kill to handle the overflow runoff;
- A rain garden;
- Seepage basins to handle runoff from private drives; and
- A new stormwater outfall to the Arthur Kill that would be installed as part of the construction of Richmond Valley Road and designed and built to DEP drainage plan standards.

A more detailed description of these systems is provided in Chapter 10, "Water and Sewer Infrastructure."

NATURAL AREA PRESERVATION, RESTORATION, CREATION, AND ENHANCEMENT

The Proposed Project requires construction in freshwater wetlands as defined by USACE, which includes installation of structures as well as freshwater wetland restoration and in tidal wetland-adjacent area as regulated by NYSDEC, which includes installation of outfalls and tidal wetland restoration, and tree clearing, which is regulated by City zoning in accordance with the SSRDD. Therefore, it will be a requirement of those permit approvals to both protect and restore freshwater and tidal wetland habitats and to provide substantial replacement tree plantings that create and restore woodland habitats on the Project Site for their use by resident and migratory

wildlife. Protecting, restoring, and enhancing these habitats would provide nesting, foraging, and cover opportunities for wildlife while diversifying the Project Site's ecology.

Included in these proposed enhancements is a 2.90-acre (126,250 sf) freshwater wetland creation proposed to be sited in the northern portion of the Project Site while the proposed tidal wetland restoration, enhancements, and preservation would be established along the west (Arthur Kill) and south (Mill Creek) shorelines (see Figure 1-5a). The western and southern shorelines would provide the tidal wetlands restoration and enhancements through the planting of native salt-tolerant intertidal, high marsh, and tree and shrub vegetation. The proposed tidal wetland and adjacent area restoration, enhancements, and preservation total approximately 4.42 acres (192,535 sf). The Project Site's existing habitats and natural grade and contours serve as the basis for this proposed wetland restoration and enhancement design. Thus, the northern portion of the site, which includes wooded wetlands would be preserved and enhanced through the establishment of planted freshwater wetlands inclusive of existing native emergent marsh, scrub-shrub, and tree habitats. There would be three zones of freshwater wetlands: emergent marsh, scrub/shrub, and wooded. Emergent marshes would be planted with rushes (e.g., hard stem bulrush, soft rush) and sedges (e.g., fox sedge, lurid sedge) and common three-square. Scrub/shrub habitat would be planted with red chokeberry, bayberry, grey dogwood, elderberry, and arrowwood. Wooded wetlands would be planted with species native to Staten Island such as black willow, red maple, blackgum, pin oak, and sweetgum. In addition to the wooded freshwater wetland, a wooded coastal upland would be created along the Mill Creek portion of the Project Site, extending to the westerly end of Richmond Valley Road.

BUILD YEAR

Assuming project approvals are granted in early 2018, construction is expected to start in mid-2018. A construction timeframe developed for the Proposed Project estimates about 13 months of construction. Thus, construction would be expected to be completed in mid-2019 followed by occupancy by the end of the year.

PURPOSE AND NEED

The goals of the Proposed Project as stated by the Applicant are to: redevelop this underutilized waterfront property for the purposes of generating income, while providing site redevelopment and economic benefits for western Staten Island; create substantial new publicly accessible waterfront open space on the Project Site where none currently exists; improve Richmond Valley Road westward from Arthur Kill Road as a public street with public sidewalks that would open it to the Arthur Kill waterfront; provide ecological enhancement and restoration at the Project Site with the potential for educational opportunities, which would include educational placards noting native shoreline wildlife and vegetation along the Arthur Kill walkway; and preserve the historic and cultural features of the Project Site (e.g., the Cole House) for adaptive reuse.

In the Applicant's opinion, the Proposed Actions (described in detail above beginning on page 1-2), which include but are not limited to zoning actions necessary to allow the commercial development, waterfront development, and actions related to modifying site topography, allowing off-street parking, and building height, are necessary to allow the Proposed Project to move forward. The Proposed Project would provide an important commercial destination for Staten Island residents with commercial retail uses supported by a multiplex cinema, and restaurant/dining uses, as well as a small amount of supportive office space. The frontage along

the Arthur Kill waterfront, now privately owned, unimproved, and inaccessible to the public, would be transformed into a new publicly accessible waterfront space that would support not only the needs of the project-generated patrons, visitors, guests, and employees, but the community as well (see **Figures 1-11 through 1-14**). The proposed commercial development, coupled with the waterfront open space and entertainment uses, has been designed to provide an attractive waterfront amenity for both residents of the neighborhood and Staten Island as a whole. In addition, public improvement includes constructing a mapped, but currently unbuilt, public street, Richmond Valley Road, out to the Arthur Kill, which would open up new physical and visual waterfront access and which is consistent with applicable requirements of the Zoning Resolution (see **Figures 1-15 through 1-18**). In addition, the Proposed Project would widen parts of Arthur Kill Road to the mapped width on the westerly side to provide vehicular and pedestrian circulation improvements along that corridor. The Proposed Project would also provide ecological benefits with a natural area preservation and restoration on the northern portion of the Project Site where freshwater wetlands would be established, coupled with storm water management improvements, including approximately 4.52 acres of green roof on the proposed structures, and tidal wetland restoration and enhancement along the western (Arthur Kill) and southern (Mill Creek) shorelines. The Applicant has also stated that it is expected that the proposed tree planting and wetland restoration design would substantially improve on-site habitats for resident and migratory wildlife through the provision of protected, restored, and enhanced freshwater and tidal wetland habitats.

C. ANALYSIS FRAMEWORK

The *CEQR Technical Review Manual* will serve as the principal guide for the methodologies and impact criteria for evaluating the Proposed Project's potential significant impacts on the environment. The EIS will disclose the Proposed Project's potential adverse impacts on the environmental setting and it is anticipated that the Proposed Project would be built and operational in 2019. Therefore, the environmental setting is not the current environment, but the future projected conditions in 2019. Thus, the technical analyses and consideration of alternatives includes descriptions of existing conditions, conditions in the future without the Proposed Project (the No Action condition in 2019), and conditions in the future with the Proposed Project (the With Action condition in 2019). The incremental difference between the No Action and With Action conditions is analyzed to determine the potential significant adverse environmental effects of the Proposed Project.

THE FUTURE WITHOUT THE PROPOSED PROJECT

In the future without the Proposed Project (the No Action condition), it is assumed for the purposes of conservative analysis that there will not be any new development on the Project Site, which consists of vacant land, wetlands, unbuilt streets, and one residential structure. Therefore, conditions on the Project Site would not change from existing conditions. In this scenario, no redevelopment is provided that would enliven the waterfront and provide public access. The existing residential building on Block 7632, Lot 6 will remain in the No Action condition.

THE FUTURE WITH THE PROPOSED PROJECT

The proposed actions would allow the Proposed Project (the With Action condition) and, through approval of the Project Site plan and building program, would determine the size, location, and height and footprint of the proposed building and the floorplates of the commercial



Illustrative Rendering of
Internal Street Corridors
Figure 1-11



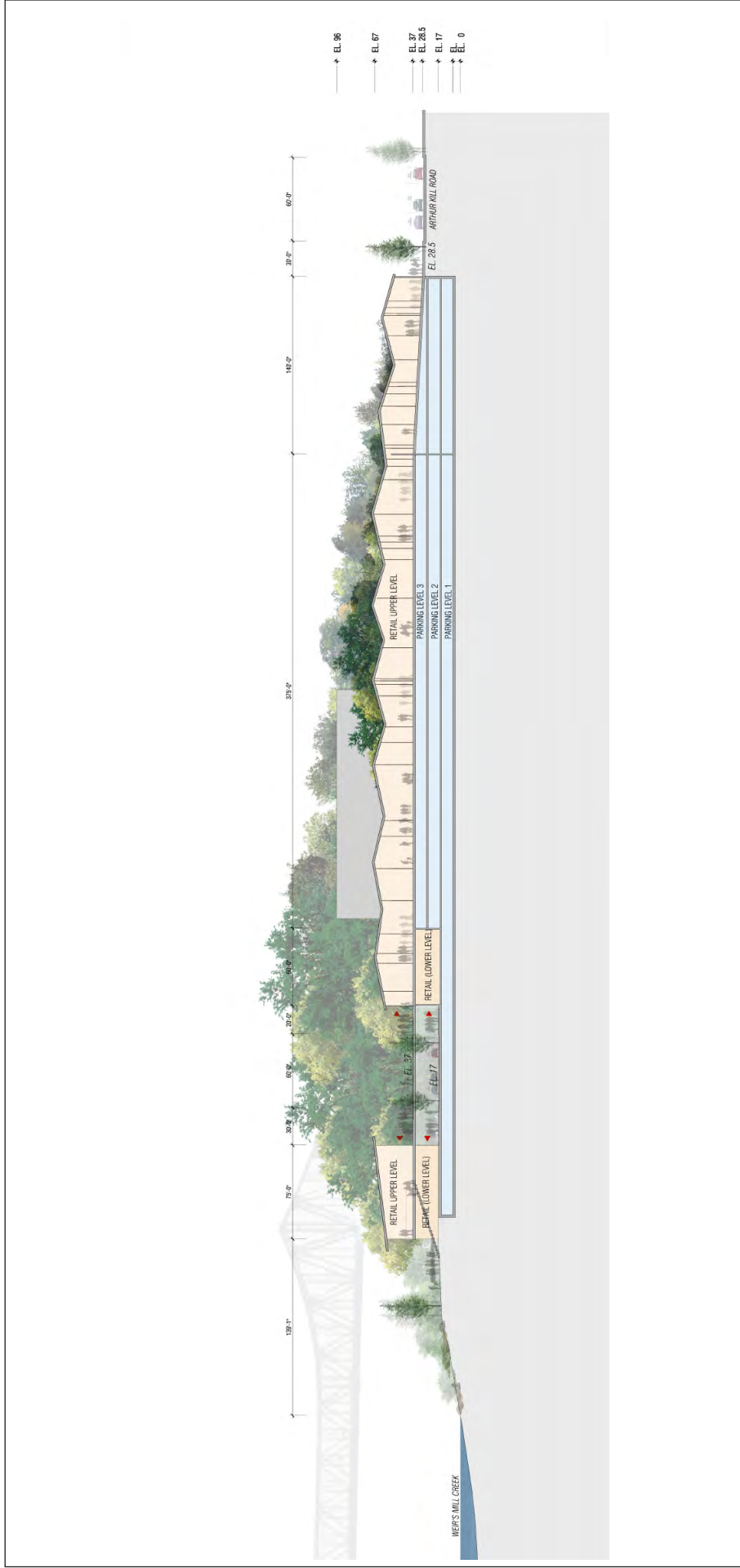
Illustrative Rendering of
Central Court
Figure 1-12



Illustrative Rendering of
Elevated Pedestrian Walkway
Figure 1-13



Illustrative Rendering of
Waterfront Public Walkway
Figure 1-14



Section View of
Proposed Development facing North
Figure 1-15



Section View of
Richmond Valley Road (Visual Corridor)
Figure 1-16



Section View of
Northern Project Area
Figure 1-17



Section View of Main Street Corridor
Figure 1-18

spaces, the configuration and number of accessory parking spaces, the natural resources restoration and enhancement, and proposed open spaces. Given the actions necessary for implementation of the Proposed Project, including the special permit to allow retail uses over 10,000 sf, the parking requirements, and the site plan approvals that will address tree clearings, grading, waterfront open space, and view corridors, the Proposed Project would be limited to the building footprint, floor area, height, and parking as shown on the site plan and described in this EIS. Given these regulatory approvals, any deviation from the Proposed Project program or the site plan by increasing or changing floor area, shifting the building footprint or increasing heights, or adding or subtracting the number of proposed parking spaces, would require the Applicant (or subsequent landowner) to seek additional discretionary action(s) from CPC and possibly NYSDEC and USACE.

In order to provide a conservative environmental review of the Proposed Actions, a Reasonable Worst-Case Development Scenario (RWCDS) for the With Action condition was developed based on the Applicant's Proposed Project program. These retail types include general retail, restaurants, supermarket, a cinema, and small office as described above. With the Proposed Project, the built Floor Area Ratio (FAR) would be 0.46, which is less than the maximum FAR of 1.0 permitted under the current zoning. However, development larger than that proposed in the RWCDS and this EIS could not occur given the zoning approvals that are necessary including the Special Permit required for supermarket and retail uses greater than 10,000 sf, limitations on building heights through the required height waivers, and the accessory parking requirements and approvals that together would limit the development program to that proposed above. There are also the waterfront zoning provisions requiring waterfront access and visual corridors coupled with the SSRDD requirements for tree clearing and protection and topographical modification. Together these approvals establish a comprehensive set of regulatory approvals for the Proposed Project. Moreover, the Proposed Project site plan is further shaped and constrained by the tidal and freshwater wetlands and wetland adjacent area approvals that are required from NYSDEC and USACE. Thus, the Proposed Project described in this EIS is the maximum development for the Project Site, represents the best mix of uses, and provides a RWCDS as the basis for the project's environmental review.

Therefore, in the With Action condition, it is assumed that the Project Site would be redeveloped with a 589,619-gsf commercial development containing 300,328 gsf of general retail uses, a supermarket of up to 80,000 gsf, 53,770 gsf of restaurant uses, a 55,000-gsf (1,088-seat) cinema, and 1,500 gsf of office space in the second floor of the Cole House, with 4,800 gsf of mechanical and operational space, 94,421 gsf of structured parking, and 53 surface parking spaces for a total of 1,721 spaces. As described above, this size and use group mix of the Proposed Project is limited by regulatory, environmental, and economic factors and is the RWCDS. Thus, the development as proposed by the Applicant, summarized in **Table 1-4**, and shown on the Project Site plan (Figures 1-5a and 1-5b) is the RWCDS for this environmental analysis.

Table 1-4
Reasonable Worst Case Development Scenario

Block/Lot Number(s)	Project Info	Existing Conditions	No-Action	With-Action	Increment (With Action)
Block 7620, Lot 1 & Block 7632, Lots 50, 150, 151	Project Site Size (sf)	33.68 acres	33.68 acres	33.68 acres	0
	Residential Floor Area	3,900 gsf	3,900 gsf	0	-3,900 gsf
	Commercial Floor Area	0	0	490,398 gsf	490,398 gsf
	Accessory Parking	0	0	94,421 gsf (1,721 spaces)	94,421 gsf (1,721 spaces)
	Mechanical and Operational	0	0	4,800 gsf	4,800 gsf
	Building Height (ft.)	25	25	Up to 96'	Up to 96'
	Waterfront Open Space	0	0	3.75 acres	3.75 acres
	Total Built Floor Area	3,900 gsf	3,900 gsf	589,619 gsf	585,719 gsf

D. ENVIRONMENTAL REVIEW AND ULURP

ENVIRONMENTAL REVIEW

As stated above, this DEIS has been prepared to meet the environmental review requirements of New York City’s environmental review process, CEQR. CEQR provides a mechanism for decision makers to consider the environmental effects of a project along with the project planning and design objectives. For the Proposed Actions, the process has been as follows:

- **Lead Agency Designation.** Under CEQR, the “Lead Agency” is the public entity responsible for conducting the environmental review. DCP, acting on behalf of CPC, has been designated as Lead Agency for the Proposed Project.
- **Determination of Significance.** The Lead Agency reviews an Environmental Assessment Statement (EAS) to determine if the Proposed Project would have a significant impact on the environment. Based on the information contained in the Waterfront Commons EAS, DCP has determined that the Proposed Actions could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration on September 6, 2016, initiating the EIS process.
- **Scoping.** “Scoping,” allows for public review of the Draft Scope of Work. It outlines the key issues and the environmental impact analyses and methodologies to be used in the DEIS. CPC issued the Draft Scope of Work to Prepare an EIS (along with the Positive Declaration) on September 6, 2016. This Draft was made available for review to government agencies, elected officials, and Staten Island Community Board 3. The document was also made available for review on the CPC website. A public scoping meeting was held on October 6, 2016 at the Woodrow United Methodist Church at 1075 Woodrow Road, Staten Island, NY. Written comments on the scope of work were accepted by the Lead Agency through October 17, 2016, and a Final Scope of Work, which includes a response to comments on the Draft Scope of Work and is a modification of the Draft Scope of Work as necessary to address those comments, was issued on [DATE].
- **Draft Environmental Impact Statement.** The DEIS, prepared in accordance with the final Scope of Work, is a comprehensive document that describes the projected environmental impacts of a proposed action, evaluates reasonable alternatives, and, where necessary,

identifies feasible mitigation measures that, to the maximum extent practicable, reduce or eliminate the significant adverse environmental impacts of the Proposed Actions. Once the Lead Agency has determined that the DEIS is complete for the purposes of public review and comment, it issues a Notice of Completion and circulates the DEIS for public review.

- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion initiates the DEIS public review period. During this period, the public may review and comment on the DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another city process that requires a public hearing, such as ULURP (see the description below), the hearings may be held jointly. The lead agency must publish a notice of the hearing at least 14 days prior and must accept written comments for at least 10 days following the hearing. All substantive comments received on the DEIS that are spoken or submitted at the hearing, or submitted during the comment period, become part of the CEQR record and are summarized and responded to in the Final EIS (FEIS).
- **Final Environmental Impact Statement.** Once the public comment period for the DEIS closes, the lead agency will prepare the FEIS. This document will include a summary of, and response to, each substantive comment made about the DEIS. Once the lead agency determines that the FEIS is complete, it will issue a Notice of Completion and circulate the FEIS.
- **Statement of Findings.** To demonstrate that the decision-makers have taken a hard look at the environmental consequences of the Proposed Actions, each public agency that undertakes a discretionary action related to the Proposed Project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once an agency's findings are adopted, it may take its actions (or take "no action").

ULURP

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for each level of review to ensure a maximum total review period of approximately seven months.

The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Staten Island Community Board 3). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If CPC approves the application it is forwarded to the City Council, which has 20 days to decide to review the Special Permit. If the City Council decides to review the special permit, it must do so within 50 days after the application is forwarded by the CPC. *