

A. INTRODUCTION

This ~~Draft~~ Final Environmental Impact Statement (~~E~~FDEIS) considers the discretionary actions (the proposed actions) proposed by the applicant, Josif A LLC, to facilitate a proposed retail development, located near the intersection of Forest Avenue and South Avenue in Staten Island (the proposed project). The development site is located at 534 South Avenue (Block 1707, Lots 1 and 5) in the Mariners Harbor neighborhood of Staten Island Community District 1 (see **Figures 1-1 and 1-2**). The 28.3-acre project site is located in a M1-1 zoning district and is bounded by Forest Avenue and Wemple Street (which is mapped but not built) to the north, South Avenue to the east, Amador Street (which is mapped but not built), to the south, and Morrow Street (which is partially built and partially unbuilt) to the west.

The applicant is requesting a special permit pursuant to Zoning Resolution (ZR) Section 74-922 to allow retail establishments with Use Group (UG) 6 and UG 10A uses in excess of 10,000 zoning square feet (zsf) in an M1-1 district. In addition, the applicant is requesting an amendment to the City Map to demap portions of Garrick Street, Amador Street, Albany Avenue, and Morrow Street (unbuilt streets) and to map a new section of Morrow Street; the mapping action would also realign the intersection of Morrow Street and Forest Avenue (see **Figure 1-3**). The proposed actions would facilitate a proposal by the applicant to develop a total of 219,377 zsf (or approximately 226,000 gross square feet [gsf]) of UG 6, UG 10A, and UG 16 uses, and 838 required accessory parking spaces.

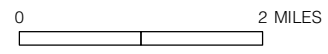
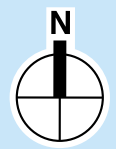
The proposed actions are subject to the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR). In conformance with CEQR, this ~~Draft Environmental Impact Statement (E~~FDEIS) has been prepared to analyze the potential impacts of the proposed project. The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), is the lead agency for the environmental review. DCP has determined that the proposed project has the potential to result in significant environmental impacts. Therefore, pursuant to CEQR procedures, DCP has issued a Positive Declaration requiring that an Environmental Impact Statement (EIS) be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA), the city's Executive Order No. 91, CEQR regulations (August 24, 1977), and the 2014 *CEQR Technical Manual*.

B. PROJECT DESCRIPTION**ACTIONS NECESSARY TO FACILITATE THE PROPOSAL**

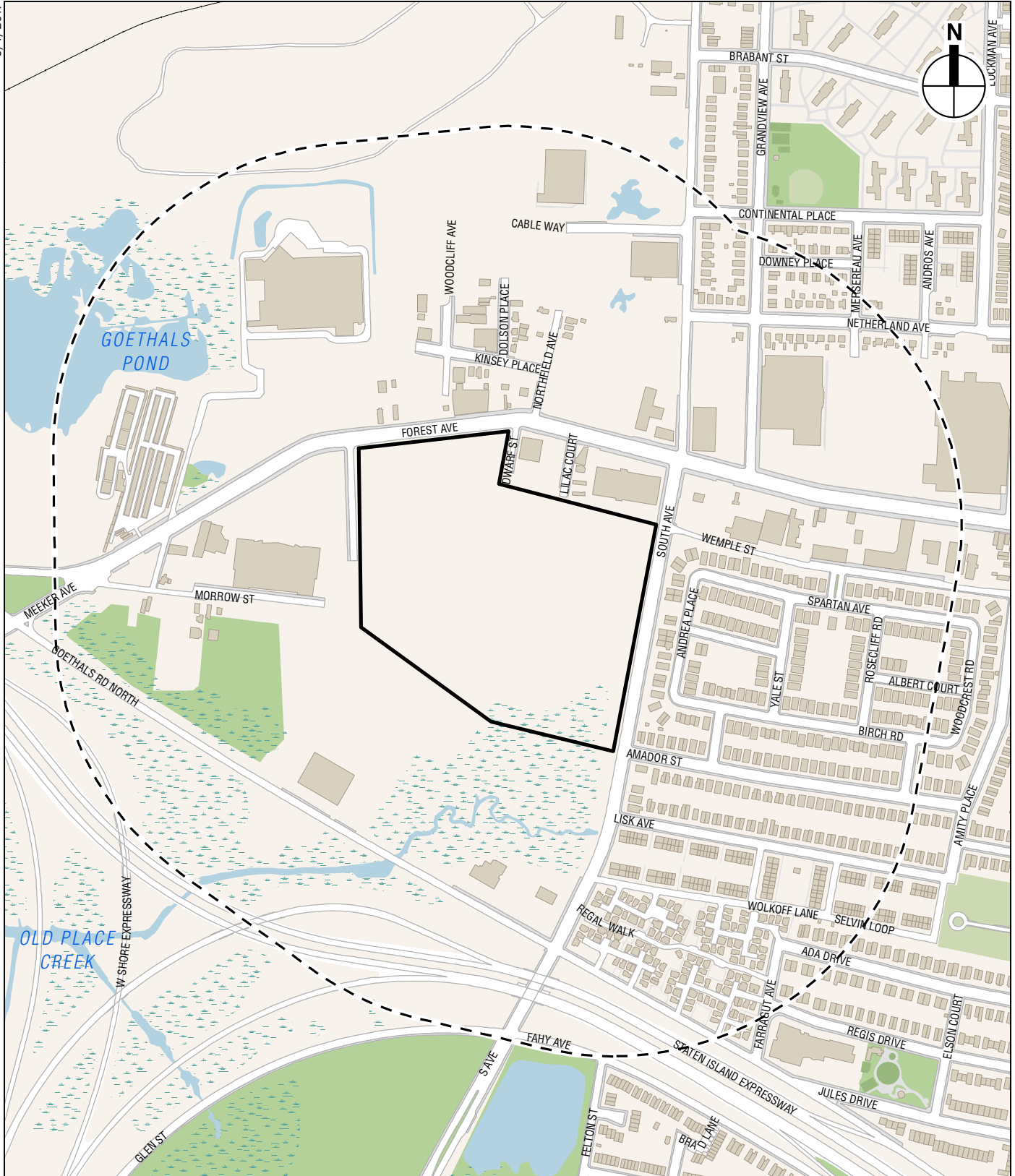
The applicant is requesting the following discretionary actions:

- A special permit pursuant to ZR Section 74-922 to allow retail establishments with UG 6 and UG 10A uses in excess of 10,000 zsf in an M1-1 district, contrary to the existing

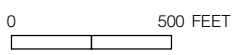
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 Project Site



-  Project Site
-  Buildings
-  Open Space and Outdoor Recreation
-  Wetland



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Project Location Map
Figure 1-2

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regulations of ZR Section 42-12. The proposed development would conform to existing zoning regulations with respect to building bulk and the provision of accessory parking spaces.

- An amendment to the City Map to demap portions of Garrick Street, Amador Street, and Albany Avenue, and Morrow Street (unbuilt streets), to map new sections of Morrow Street, and to realign the intersection of Morrow Street and Forest Avenue.

In addition to the CPC actions, a New York State Department of Environmental Conservation (NYSDEC) freshwater wetlands permit is required for development on the site.¹ However, the proposed project avoids all regulated jurisdictional waters and wetlands of the U.S. within the development site and does not require a U.S. Army Corps of Engineers (USACE) Section 10 or 404 permit.

DESCRIPTION OF THE PROJECT AREA

DEVELOPMENT SITE

The development site is a vacant wooded parcel with approximately 6.94 acres of mapped NYSDEC and USACE jurisdictional wetland areas along the southern portion of the 28.3-acre zoning lot. For a period starting in the 1930s, the site was developed with several residential dwellings; a go-cart track was constructed on the northern side of the site in the 1960s. Beginning in the 1950s and 1960s, the adjacent blocks began were developed, which resulted in changes to the natural ecosystem in the area. In particular, a freshwater brook that led to the wetlands on the southern side of the project site was filled in. By the 1980s, the developments on the site had been demolished, and the site reverted to vacant land. Although there is a large amount of mature forest on the project site, due to the previous disturbance of the native vegetation on the northern and western portions of the site, these areas have become overgrown with invasive and non-native species.

The 1,231,609 square foot (sf) site includes: Lot 1 (813,639 sf) and Lot 5 (285,951 sf) of Block 1707; the unbuilt portion of Wemple Street adjacent to Lot 1 (6,964 sf); and the streets bordering the site that are proposed to be demapped (125,055 sf). The development site includes the 7,721-sf area that would be mapped and added to Morrow Street to accommodate the realignment of the intersection of Morrow Street and Forest Avenue with an existing signalized intersection, and the additional 1,102-sf area that would be mapped to provide a cul-de-sac on the City map at the southern terminus of the Street (the cul-de-sac will not be built). The demapping of the southern unbuilt portion of Morrow Street, south of the proposed cul-de-sac, was included in response to the desire of NYSDEC to protect against potential future development in this area and, with the demapping, will be acquired by the applicant and will become part of the proposed wetland enhancement area. The additional mapped portions of Morrow Street are shown on

¹ A 2012 Stipulation Agreement issued by NYSDEC establishes a site plan for the project site with the area that is permitted to be developed; any development that conforms to the agreed-to development footprint is permitted. As discussed below, both the proposed project and the No Action scenario development conform to the NYSDEC-approved site plan and development footprint. Per the Stipulation Agreement, NYSDEC determined that the only individual permit necessary for the proposed development is a freshwater wetland permit and a State Pollutant Discharge Elimination System (SPDES) general permit for stormwater discharges from construction (as applicable), and that tidal wetland permits are not required.

Figure 1-3. These actions would reduce the size of the development site (Block 1707, Lot 5) by approximately 8,823 sf.

The unbuilt streets proposed for demapping that are included in the development site total 125,055 sf, and consist of the mapped but unbuilt portion of Garrick Street between Amador Street and Wemple Street (58,408 sf), the mapped but unbuilt portion of Morrow Street between the proposed cul-de-sac and Amador Street (20,836 sf), and the mapped but unbuilt portion of Amador Street between South Avenue and Morrow Street (45,811 sf) that would all be demapped as part of the proposed actions (see **Figure 1-3**). The applicant holds title to these areas, and the zoning lot area calculation for the development site includes the mapped but unbuilt street areas.

As noted above, the development site contains NYSDEC and USACE mapped freshwater wetlands, as well as mapped NYSDEC tidal wetlands, at its southern and western ends. The wetland areas are as follows²:

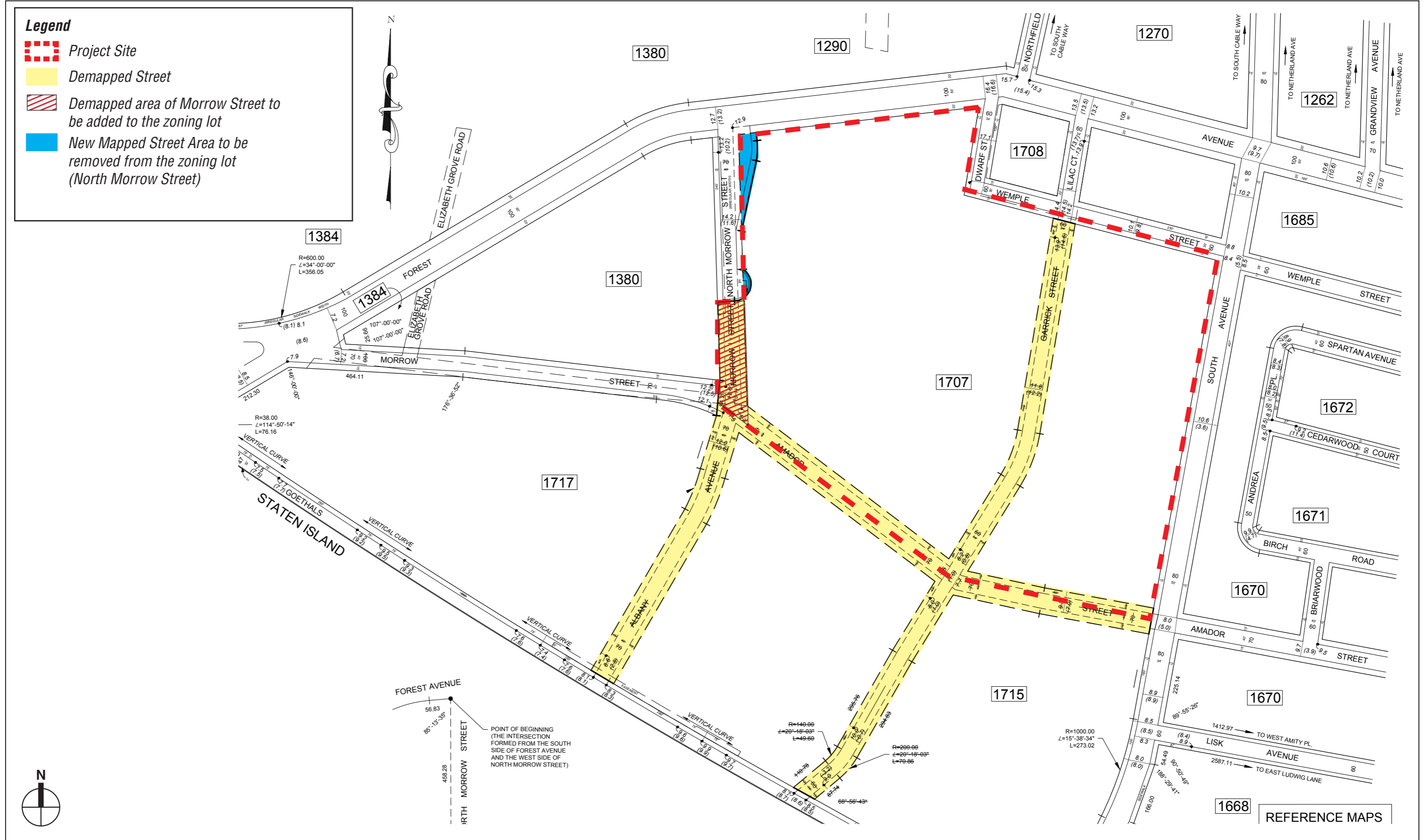
- The mapped USACE wetlands total 6.32 acres: this includes 4.36 acres of jurisdictional wetlands and 1.96 acres of non-jurisdictional isolated wetlands.³
- The regulated NYSDEC freshwater wetlands total 8.82 acres: this includes 5.06 acres of freshwater wetland and 3.76 acres that are within a 100-foot radius of the wetland, referred to as the freshwater wetland adjacent area.
- The regulated NYSDEC tidal wetlands total 3.17 acres: this includes 0.50 acres of tidal wetland and 2.67 acres that are within a 150-foot radius of the wetland, referred to as the tidal wetland adjacent area. A portion of the tidal wetland adjacent area overlaps with the NYSDEC freshwater wetland and the freshwater wetland adjacent area.

The total regulated wetland area on the development site is 6.94 acres, accounting for overlap between the USACE- and NYSDEC-regulated areas.

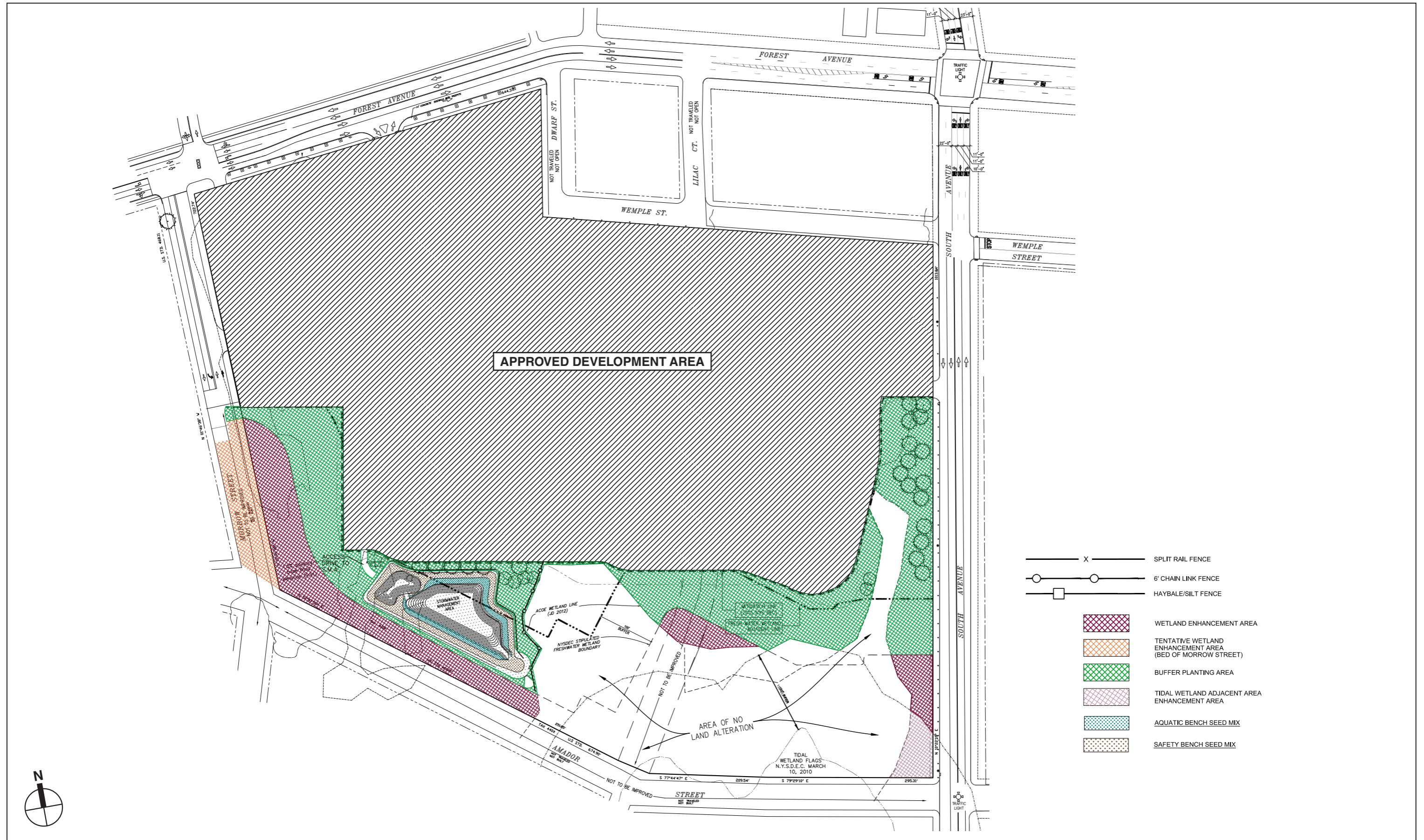
In 2008, the applicant proposed a site plan ~~for the that included a development area as well as of the site that included~~ a protected wetland enhancement area and buffer planting area (see **Figure 1-4**). Following review of the proposed delineation by NYSDEC, and requested revisions ~~to the delineation within~~ to the site plan, NYSDEC provided conditional sign-off. ~~in 2012 for the site to be developed in substantial accordance with that site plan.~~ Since that 2012 agreement, the applicant has amended its ~~proposal for the development plan area for the development site~~ with respect to the program and physical layout but has not altered the overall footprint of the area to be developed or the wetland enhancement and buffer planting areas to be protected. Development within the approved footprint has been determined by NYSDEC to be in substantial accordance with that site

² Totals do not include wetland areas located in the portion of Morrow Street that would be mapped to provide the realigned intersection with Forest Avenue and would be removed from the development site (see **Figure 1-3**).

³ Wetlands that meet the definitions set by the Clean Water Act (CWA) and the criteria set by the USACE (in the 1987 Wetlands Delineation Manual and associated regional supplement) are considered jurisdictional wetlands; jurisdictional wetlands must be either adjacent to or part of a tributary system or discharge into navigable waters and other waters of the United States (WOUS). Non-jurisdictional wetlands consist of wetland areas that do not meet CWA definitions, including isolated wetlands, and are therefore not subject to regulation by USACE.



Note: This figure has been updated since the DEIS.



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plan. In letters dated April 15, 2015, and August 19, 2015, NYSDEC confirmed that the proposed site plan, as shown on **Figure 1-5** is in substantial accordance with the 2012 agreement.

ADDITIONAL DEMAPPING AREAS

As shown on **Figure 1-3**, the mapping action to de-map un-built mapped streets would extend south, beyond the development site, to clean up the City Map by removal of unbuilt streets mapped over wetland areas. Outside of the development area, the proposed actions include the demapping of:

- The 20,977-sf area within Block 1717, Lot 140 that consists of a portion of Garrick Street between Amador Street and Goethals Road North.
- The 27,623-sf area within Block 1715, Lot 100 that consists of a portion of Amador Street between Garrick Street and South Avenue and a portion of Garrick Street between Amador Street and Goethals Road North.
- The 89,588-sf area within Block 1717, Lot 95 that consists of a portion of Albany Avenue between Amador Street and Goethals Road North, a portion of Amador Street between Albany Avenue and Garrick Street, and a portion of Garrick Street between Goethals Road North and Amador Street.

The mapping actions outside of the development site are intended to rationalize the City map by removing mapped but unbuilt streets from mapped wetland areas. These properties are not controlled by the applicant and no land use changes would be expected to occur in these areas as a result of the proposed actions. Control of this land area would continue to be held by the respective owners of those properties. The owners of the adjacent properties are as follows:

- Block 1380, Lot 1: FC Forest Ave Association;
- Block 1715, Lot 100: Goethals South LLC;
- Block 1717, Lot 95: FC Forest Ave Associates, LLC;
- Block 1717, Lot 140: Goethals Road North; and
- Block 1717, Lot 155: Public Storage Proper.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed actions would facilitate new commercial development on the development site and circulation improvements (including the realignment of Morrow Street and new curb cuts) through approval of the site plan, which establishes the location, maximum floor area, allowable UGs, and building footprint of the proposed development, and the configuration and number of parking spaces. The proposed development would therefore be limited to the building footprints, UGs, and floor area shown on the authorized site plan and the layout and maximum number of parking spaces. However, the site plan does not set the size and location of the individual tenants within the development, which may include general retail space, a supermarket, a wholesale warehouse facility, and a gas station; these spaces could fall under UGs 6 (local retail establishments), UG 10A (large retail establishments), and UG 16 (semi-industrial facilities, including automotive uses), and the site plan allows flexibility for where the approved and permitted uses are located within the approved development footprint.

As described below, a Reasonable Worst Case Development Scenario (RWCDs) has been established for the environmental review. The RWCDs is fixed in terms of UGs and the sizes of development footprints, but is illustrative in terms of tenant uses.



DEVELOPMENT PROGRAM

The proposed project includes 219,377 zsf of UG 6, UG 10A, and 16 uses (approximately 226,000 gsf), and 838 accessory parking spaces. As noted above, the proposed actions include a special permit to allow retail establishments with UG 6 and UG 10A uses in excess of 10,000 zsf in an M1-1 district. The proposed actions would facilitate the applicant's proposal through approval of the site plan, which establishes the location, maximum floor area, allowable UGs, and building footprint of the proposed development, and the configuration and number of parking spaces. The proposed development would therefore be limited to the building footprints, UGs, and floor area shown on the authorized site plan and the layout and maximum number of parking spaces. However, the site plan does not set the size and location of the individual tenants within the development, which could fall under UG 6, 10, and 16, and allows flexibility for where the approved and permitted uses are located within the approved development footprint. In the event the gas station or automated bank teller was reduced in size, this space could become parking or open space. It could not be used as UG 6 or UG 10A retail space, if such space exceeds a size of 10,000 square feet or does not conform to the approved site plan, without further discretionary approvals.

As shown in **Figure 1-5** the proposed site plan would include buildings of 14,500 zsf, 15,400 zsf, and 188,725 zsf, all containing UG 6 and/or UG 10A, and two structures totaling 752 zsf (intended for an as-of-right UG 16 gas station [355 zsf] and UG 6 automated bank teller [397 zsf]). Parking would be provided for 838 spaces accessory to the proposed retail uses. The proposed development program is summarized in **Table 1-1**.

CIRCULATION PLAN

Currently, an unsignalized entrance roadway at the northwest corner of the development site provides access to the adjacent movie theater complex, which has an existing curb cut on the open and built portion of Morrow Street. The proposed project would map an additional area of Morrow Street and realign the street so that it would utilize the existing traffic light located at the easterly curb cut for the Home Depot site on the northern side of Forest Avenue (see **Figure 1-5**). Primary access to the development site from Forest Avenue would be provided by this re-aligned roadway, which would continue to provide access to the movie theater zoning lot located on the west side of Morrow Street (this portion of Morrow Street is to be renamed as North Morrow Street). Two-way, right-in/right-out only access from Forest Avenue would also be provided from a proposed curb cut to the east of the main entrance, which would not be signalized. A third vehicular entrance would provide two-way access to South Avenue from the eastern boundary of the development site. The applicant is proposing that this entrance would be signalized.

Internal circulation on the development site would be provided by an east-west drive aisle at the center of the development site and a main north-south drive aisle that runs off of Forest Avenue from the right-in/right-out only entrance. The north-south aisle would also include a pedestrian walkway that would serve as the main pedestrian entrance to the development site (a sidewalk would also be provided on North Morrow Street). Another pedestrian walkway would run east and west between the movie theater complex to the west and the development site. The pedestrian walkways would include trees, plantings, and seating areas. In addition, two north-south pedestrian paths are proposed to be located within the planting islands in the parking area, which would provide pedestrian access to the MTA bus stop on Forest Avenue (via a gate that accesses Lilac Court to the north of the development site as well as the Forest Avenue entrance)

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as well as safer pedestrian circulation between the retail buildings. Additionally, sidewalks would be provided along the development site’s South Avenue and Forest Avenue frontages.

**Table 1-1
Proposed Development Program**

Map Label	Use Group	Zoning Floor Area (zsf)	Gross Floor Area (gsf) ¹	Parking Required ²
Retail A ³	6 or 10A	14,500	15,000	49
Retail B ³	6 or 10A	15,400	16,000	52
Retail C	6 or 10A	89,760	92,000	299
Retail D ³	6 or 10A	33,965	35,000	113
Retail E	6 or 10A	65,000	67,000	325
Gas Station, Automated Bank Teller ⁴	16 or 6	752	1,000	N/A
Total:		219,377	226,000	838

Notes:
¹ Gross square foot (gsf) areas are approximate and are calculated based on a 3 percent adjustment to zoning floor area.
² One parking space is required for every 300 zsf of general retail and wholesale warehouse uses and for every 200 zsf of supermarket uses, which has been conservatively assumed for Retail E.
³ Retail A, B, D, and E could be occupied by Use Group (UG) 6 or UG 10A uses or other uses permitted within M1-1 zoning districts (not subject to the 10,000 zsf limitation). The proposed actions would facilitate the applicant's proposal through approval of the site plan, which would set the size and location of the proposed development, and the configuration and number of parking spaces. The proposed development will be limited to the building footprints and floor area shown on the authorized site plan and the layout and number of parking spaces. However, the site plan does not set the size and location of the individual tenants within the development, which could fall under Use Group 6, 10, and 16, and allows flexibility for where the approved and permitted uses are located within the approved development footprint.
⁴ The gas station and automated bank teller spaces are of roughly equal size in zoning floor area (355 zsf and 397 zsf, respectively, for a combined total of 752 zsf) and are therefore assumed to each have approximately 500 gsf of space, for a combined total of 1,000 gsf.

Source:
 Carpenter Environmental Associates, Inc. and Rampulla Associates Architects, LLP (see **Figure 1-5**).

WETLANDS PRESERVATION AND ENHANCEMENT

The proposed project would result in development on a portion of the NYSDEC freshwater wetland adjacent area and isolated USACE wetland areas (totaling approximately 0.39 acres of freshwater wetland adjacent area and approximately 1.96 acres of isolated wetland areas), but would preserve 6.94 acres of wetland areas. The proposed project would also include a landscaped buffer between the proposed retail center and the regulated wetland areas to be preserved. A stormwater management area would also be provided, to the south of the supermarket portion of the proposed development. The preserved NYSDEC and USACE jurisdictional wetland, stormwater management, and landscaping areas total 10.77 acres. While this jurisdictional wetland, stormwater management, and landscaped buffer area on the project site is not subject to CPC approvals, the wetland preservation and enhancement areas have been delineated on the proposed site plan (shown in **Figure 1-5**). As noted above, NYSDEC confirmed in letters dated April 15, 2015, and August 19, 2015 that the proposed site plan, ~~as shown on **Figure 1-5**~~, is in substantial accordance with the applicant’s 2012 agreement with NYSDEC. After the ULURP process has been completed, the applicant will complete and finalize the NYSDEC permit process.

In coordination with NYSDEC, a Wetland enhancement Mitigation Plan was developed to remove non-native species and restore the native characteristics in the area. Although the proposed project would result in the removal of approximately 1,700 trees, the Wetland

~~enhancement-Mitigation Plan~~ includes the planting of approximately 2,200 new trees and 9,200 new shrubs. In addition, the ~~Wetland enhancement-Mitigation Plan~~ includes a stormwater retention basin to collect and treat stormwater on the site before it is drained into the wetland areas, which will maintain the natural hydrology on the site and prevent impacts to the quality of the wetlands from pollutants.

ANALYSIS YEAR

The proposed project would take up to approximately 18 months to construct and would be built in a single phase (see Chapter 11, “Construction”). Assuming commencement of construction in early 2018, the proposed project would be completed in 2019. Therefore, for the purposes of environmental analysis, the proposed project is assumed to be completed and fully tenanted and operational in 2019.

C. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The applicant’s goal is to transform this underutilized site into an attractive retail destination with a variety of locally oriented uses, including a supermarket and a wholesale warehouse, for which the applicant has identified a demand in this area of Staten Island. The applicant’s goals also include providing an efficient site plan, with convenient and easy access to the surrounding major streets, while preserving and enhancing ecologically sensitive wetland areas.

As noted above, the applicant is seeking approval of the following proposed discretionary actions: (1) a special permit pursuant to ZR Section 74-922 to allow UG 6 and UG 10A retail uses in excess of 10,000 zsf per establishment in an M1-1 district; (2) the demapping of Garrick Street, Albany Avenue, and Amador Street (unbuilt, privately owned streets), and the unbuilt section of Morrow Street within the wetlands area; and (3) mapping of a new section of Morrow Street to accommodate the realignment of the intersection of Morrow Street and Forest Avenue. In addition, as noted above, the development site contains NYSDEC and USACE mapped wetlands. Therefore, a NYSDEC freshwater wetlands permit is required to ensure compliance.

Under existing zoning regulations, uses permitted as-of-right on the development site include general service and manufacturing and warehouse uses (Use Groups 16 and 17), a wide range of commercial uses (Use Groups 5 through 14, some of which, such as Use Groups 6 and 10A, are limited to 10,000 zsf per establishment), and a limited number of community facility uses (Use Group 4). Most destination retail uses are allowed only by CPC special permit. The permitted commercial uses are reflected in the No Action scenario, which is described below. The proposed special permit is required to allow retail uses in excess of 10,000 zsf per establishment (Use Groups 6 and 10A). Without the proposed special permit, the proposed wholesale warehouse establishment and supermarket could not be developed, and stores with UG 6 and UG 10A uses would be limited to 10,000 zsf or less per establishment. Therefore, the proposed special permit is necessary to achieve the applicant’s goals and objectives, which include a new, large-scale supermarket with affordable produce and other foods, wholesale warehouse, and supporting retail uses.

The demapping actions are proposed in order to rationalize the street network in this area, which contains unbuilt mapped streets over sensitive wetland areas. These unbuilt mapped streets are not expected to ever be built, as they extend through regulated wetland areas over other private properties. The mapping actions outside of the development site are intended to rationalize the City map by removing mapped but unbuilt streets from mapped wetland areas. Since the City

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does not hold title to these mapped but unbuilt streets, the proposed demapping actions would not add lot area to any properties. Control of this land area would continue to be held by the respective owners of those properties. The applicant believes that the mapping actions for the northern portion of Morrow Street would also help facilitate efficient access to the development site and circulation within the development site. In particular, realigning the intersection of Morrow Street and Forest Avenue to utilize the existing signalized intersection (which leads to the Home Depot facility on the northern side of Forest Avenue) would improve vehicular access to the project site as well as to the adjacent cinema, and minimize conflicts at the intersection thereby improving traffic flow on Forest Avenue. The demapping of the southern (unbuilt) portion of Morrow Street is proposed in response to the desire of NYSDEC to preclude the potential for future development in adjacent undeveloped wetland areas.

The applicant believes that the proposed project responds to the demand for retail uses in the area—including a large-scale supermarket and wholesale warehouse (i.e., stores larger than 10,000 square feet, which would be facilitated by the proposed special permit). The site is accessible to major roadways, including Forest and South Avenues, and is in close proximity to the Staten Island Expressway. It is also located near west Staten Island's numerous residential neighborhoods. The applicant intends to create a new active retail center and provide a modern, efficient supermarket and wholesale warehouse to respond to local demand.

D. ANALYSIS FRAMEWORK

The 2014 *CEQR Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the proposed project's potential effects on the various environmental areas of analysis. In disclosing impacts, this FDEIS will consider the proposed project's potential adverse impacts on its environmental setting. As noted above, based on an anticipated 18-month construction schedule commencing in early 2018, it is anticipated that the proposed project would be built and operational in 2019. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives include descriptions of existing conditions, conditions in the future without the proposed project (the No Action condition), and conditions in the future with the proposed project (the With Action condition). The incremental difference between the No Action and With Action conditions is analyzed to determine the potential environmental effects of the proposed project.

NO ACTION SCENARIO

Absent the proposed actions, the development site is assumed to be developed with six new buildings (plus a gas station and automated bank teller), all conforming with existing M1-1 zoning regulations (see **Figure 1-6**). The development would total approximately 228,250 gsf. The northern portion of the development site is anticipated to be developed with four new buildings containing five uses (Retail A and B, and Retail/Office C, D, and F). These buildings would each be one story tall and each use would contain approximately 10,500 gsf of new retail and/or office space. The northern portion of the development site would also contain a gas station (500 gsf) and automated bank teller (500 gsf). The southern portion of the development site would be developed with two new one- to two-story buildings containing six uses (Retail G, H, J, K, L, and T), which would contain approximately 174,750 gsf of new retail space. Uses would include a toy store, a pet store, a sporting goods store, a shoe store, and a liquor store. A summary of the No Action development program is provided in **Table 1-2**.



Table 1-2
No Action Scenario Development Program

Use	Type of Use	Use Group ¹	Zoning Floor Area (zsf)	Gross Floor Area (gsf) ²	Parking Required ³
Retail A	General Retail	6 or 10A	10,000	10,500	33
Retail B	General Retail	6 or 10A	10,000	10,500	33
Retail/Office C	Retail or Office	6 or 10A	10,000	10,500	33
Retail/Office D	Retail or Office	6 or 10A	10,000	10,500	33
Retail/Office F	Retail or Office	6 or 10A	10,000	10,500	34
Retail G	Toy Store	6	60,000	61,750	200
Retail H	Pet Store	6	25,000	25,750	83
Retail J	Sporting Goods	6 or 14	25,000	25,750	84
Retail K	Shoe Store	6	20,000	20,500	67
Retail L	Liquor Store	6	20,000	20,500	67
Retail T	General Retail	6 or 10A	20,000	20,500	67
Other	Gas Station, Automated Bank Teller ⁴	16 or 6	752	1,000	2
TOTAL:			220,752	228,250	736

Notes:
¹ An illustrative program is provided for analysis purposes. In the No Action condition, the applicant could develop the site with the uses shown above and/or with uses permitted as-of-right in M1-1 zoning districts, which are: 5, 7, 8, 9, 11, 12, 13, 14, 16, and 17, certain UG 6 and 10, as well as certain UG 6 and UG 10, provided the use is less than 10,000 zsf.
² Gross square foot (gsf) areas are approximate and are calculated based on a 3 percent adjustment to zoning floor area.
³ One parking space is required for every 300 zsf of general retail or office uses.
⁴ The gas station and automated bank teller spaces are of roughly equal size in zoning floor area (355 zsf and 397 zsf, respectively, for a combined total of 752 zsf) and are therefore assumed to each have approximately 500 gsf of space, for a combined total of 1,000 gsf.

Sources:
Carpenter Environmental Associates, Inc. and Rampulla Associates Architects, LLP (see **Figure 1-6**).

The No Action project would not require any discretionary approvals, and would not include the mapping or demapping of any City streets.

To fulfill the accessory parking requirements of the retail space, the No Action scenario would also include a total of 736 parking spaces. These spaces would be located on the northern portion of the development site. The No Action development would have the same overall development footprint as the proposed project, and would also preserve 10.77 acres of mapped wetlands (including a buffer area and stormwater management area). The No Action development would be built in substantial accordance with the NYSDEC-approved site plan.

The size of the development site will remain unchanged from existing conditions in the No Action scenario, at 1,231,609 sf (28.3 acres). In the No Action scenario, the built floor area ratio (FAR) of the development site would be 0.19, which is below the maximum permitted FAR of 1.0. Although the proposed FAR is less than what is permitted under zoning, additional retail uses cannot be feasibly accommodated on the development site in the No Action condition, due to the constraints of the NYSDEC-approved site plan, and the parking requirements associated with the proposed commercial uses. The NYSDEC-approved site plan constrains development by precluding the development of 10.77 acres of the site containing mapped wetland areas, a landscaped buffer between the retail center and the regulated wetland areas to be preserved, and a stormwater management area. In addition, parking regulations require 1 parking space for every 300 zsf of general retail or office uses. Parking regulations therefore function as a *de facto* constraint on new development since a substantial amount of developable land area is required to be used for parking. Thus, the applicant considers developing any additional floor area in the No

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Action scenario to be infeasible. ~~The development site could attract smaller retailers and commercial tenants, and other neighborhood services but a discretionary approval is requested to facilitate the development of larger uses, including a supermarket and wholesale warehouse, on the development site. The applicant believes that there is a local demand for a supermarket and wholesale warehouse use and it is one of the applicant's goals to provide such uses on the development site. There is current interest and a tentative agreement for a wholesale warehouse use on the development site. In the event that the proposed wholesale warehouse use does not move forward~~ actions are not approved, it is the applicant's intent to proceed with developing the site with other allowable commercial uses, as summarized in **Table 1-2** and **Figure 1-6**.

WITH ACTION SCENARIO

The proposed actions would facilitate the applicant's proposal through approval of the proposed site plan, which establishes the location, maximum floor area, allowable UGs, and building footprint of the proposed development and the configuration and number of parking spaces. The proposed development would therefore be limited to the building footprints, UGs, and floor area shown on the authorized site plan and the layout and number of parking spaces.⁴

While the approvals would allow certain specific UGs, a variety of use types under the UG categories could occupy that space. For the purposes of environmental review of the proposed actions, an RWCDs has been established. This RWCDs is illustrative in terms of tenant uses but as explained above, is fixed in terms of allowable UGs and maximum floor area. In the With Action scenario it is assumed that the development site would be redeveloped with a total of 226,000 gsf of new UG 6, UG 10A, and UG 16 retail uses, and 838 accessory parking spaces. Specific retail types were assumed to include an approximately 92,000-gsf UG 10A wholesale warehouse, an approximately 67,000-gsf UG 6 grocery store, approximately 66,000 gsf of UG 6 or UG 10A general retail uses, an approximately 500-gsf UG 16 gas station, and an approximately 500-gsf UG 6 automated bank teller.⁵

These uses and sizes were chosen to provide a conservative analysis and are based on typical retail uses in similar developments near the development site, as well as the applicant's intended development program. With regards to the supermarket and wholesale warehouse, these were included in the RWCDs because they are high generators of vehicle trips and their inclusion provides for a more conservative analysis. Additionally, the size of the wholesale warehouse is based on the tentative agreement between the applicant and the prospective tenant. The size of the supermarket is limited to 65,000 zsf (67,000 gsf), as the required parking has been calculated assuming this size, and the layout and maximum number of parking spaces would be subject to approval as part of the special permit approval process. A larger supermarket would not be

⁴ The site plan does not set the size and location of the individual tenants within the development, which could fall under Use Group 6, 10, and 16, and allows flexibility for where the approved and permitted uses are located within the approved development footprint. In the event the gas station or automated bank teller was reduced in size, this space could become parking or open space. It could not be used as UG 6 or UG 10A retail space, if such space exceeds a size of 10,000 square feet or does not conform to the approved site plan, without further discretionary approvals.

⁵ As noted above, for purposes of analysis, gross square foot areas are approximate and are calculated based on a 3 percent adjustment to zoning floor area; the gas station and automated bank teller spaces are of roughly equal size in zoning floor area (355 zsf and 397 zsf, respectively) and are therefore assumed to each have approximately 500 gsf of space.

possible since this would require additional parking, which the site plan could not accommodate without additional discretionary actions. Finally, the applicant believes that the sizes of the proposed grocery store and wholesale warehouse are in the upper range of what is comparable for grocery stores and wholesale warehouses in this community and are therefore considered reasonable.

As shown in **Figure 1-5**, the proposed site plan would include five uses; the northern section of the development site would include two one-story retail buildings (Retail A and Retail B), and the southern portion would include a one-story retail building with three uses (Retail C, Retail D, and Retail E). Retail A and Retail B would contain approximately 15,000 gsf and 16,000 gsf of UG 6 or UG 10A (general retail) space, respectively, with storefronts facing Forest Avenue. Retail C would be expected to accommodate an approximately 92,000-gsf UG 10A warehouse wholesale store. Retail D would contain approximately 35,000 gsf of UG 6 or UG 10A (general retail) space, between Retail C and Retail E, which could contain an approximately 67,000-gsf UG 6 supermarket, with storefronts facing north. The UG 16 gas station would be located close to the intersection of Forest Avenue and the re-aligned North Morrow Street, and the UG 6 automated bank teller would be located just east of the gas station. Parking would be provided for 838 spaces accessory to the proposed retail uses. The proposed development program is summarized above in **Table 1-1** and shown in **Figure 1-5**.

The size of the development site would be reduced by 8,823 sf compared with the No Action scenario, due to the areas of the site that would be mapped and added to Morrow Street. Therefore, the size of the development site would be reduced from 1,231,609 sf (28.3 acres) to 1,222,786 sf (28.1 acres). In the With Action scenario, the built FAR of the development site would be 0.18, which is below the maximum permitted FAR of 1.0. Although the proposed FAR is less than what is permitted under zoning, additional retail uses cannot be accommodated on the development site in the With Action condition, due to the constraints of the NYSDEC-approved site plan and the parking requirements associated with the proposed commercial uses. The NYSDEC-approved site plan constrains development by precluding the development of 10.77 acres of the zoning lot containing mapped wetland areas, a landscaped buffer between the retail center and the regulated wetland areas to be preserved, and a stormwater management area. In addition, parking regulations require 1 parking space for every 300 zsf of general retail uses and every 200 zsf of supermarket use. Parking regulations therefore function as a *de facto* constraint on new development since a substantial amount of developable land area is required to be used for parking. Thus, the applicant considers developing any additional floor area in the With Action scenario to be infeasible.

In the No Action scenario, a larger amount of floor area can be included on the development site (resulting in a negative increment between the No Action and With Action conditions), since fewer parking spaces are required for the No Action uses (736) than the With Action uses (838).⁶ As noted above, the proposed actions include a special permit to allow UG 6 and UG 10A uses without limitation to 10,000 zsf per establishment. While the With Action scenario would result in slightly less FAR than the No Action scenario, the proposed special permit is proposed in order to achieve the applicant's goals and objectives, which—as described under “Purpose and Need”—include providing new supermarket, wholesale warehouse, and supporting retail uses.

⁶ One parking space is required for every 300 zsf of general retail and wholesale warehouse uses and for every 200 zsf of supermarket uses.

South Avenue Retail Development

It is also feasible for a portion of the development to be two stories tall in the No Action scenario, whereas in the With Action scenario there is no additional space on the development site to accommodate the additional required parking. While a structured parking facility is permitted under existing zoning, the applicant does not believe that such a facility would be feasible for the proposed project, as parking structures are typically designed for enclosed malls or in dense urban areas. Parking structures are prohibitively expensive to construct for suburban-type retail developments and would not be financially viable or practicable for the proposed project.

Therefore, the proposed development as intended by the applicant, and broken down by Use Group, gsf, and parking requirements in **Table 1-3** and shown on the proposed site plan (**Figure 1-5**), constitutes the RWCDs for this environmental analysis.

**Table 1-3
Reasonable Worst Case Development Scenario**

Block/Lot Number(s)	Project Info	Existing Conditions	No Action	With Action	Increment (With Action)
Staten Island Block 1707, Lots 1 and 5	Zoning Lot Size (sf)	1,231,609	1,231,609	1,222,786	-8,823
	FAR	0.00	0.19	0.18	-0.01
	gsf Above-grade	0	228,250	226,000	-2,250
	gsf Below-grade	0	0	0	0
	Commercial gsf	0	228,250	226,000	-2,250
	# of Accessory Parking Spaces	0	736	838	102
	Total gsf		0	228,250	226,000

ANALYSES NOT INCLUDED

Following the guidelines of the *CEQR Technical Manual*, preliminary screening assessments of the proposed project were conducted in all technical areas to determine if the proposed project exceeds any of the thresholds defined by the *Technical Manual* that warrant a detailed analysis. In particular, screening assessments were conducted in the areas of socioeconomic conditions, community facilities and services, open space, shadows, urban design and visual resources, solid waste and sanitation services, energy, greenhouse gas emissions and climate change, and public health. The screening assessments (summarized in Chapter 14, “Screening Assessments”) concluded that the proposed project would not exceed the detailed analysis thresholds in these technical areas; therefore, detailed analyses are not warranted and are not included in this FDEIS.

E. ENVIRONMENTAL REVIEW PROCESS

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

- **Establish a Lead Agency.** Under CEQR, the “lead agency” is the public entity responsible for conducting the environmental review. The lead agency is typically the entity principally responsible for carrying out, funding, or approving the proposed action. For this application, DCP is the lead agency on behalf of CPC.

- **Determine Significance.** The lead agency’s first charge is to determine whether the proposed action may have a significant impact on the environment. To make this determination, the lead agency prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, the lead agency determined that the proposed development plan could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration on August 26, 2016.
- **Scoping.** Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. “Scoping,” or creating the scope of work, is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. Along with a Positive Declaration, the Draft Scope of Work was also issued on August 26, 2016. A public scoping meeting was held on September 27, 2016, at 970 Richmond Avenue—121 Precinct Muster Room, Staten Island, NY 10314. The period for submitting written comments remained open until October 7, 2016. A Final Scope of Work, taking into consideration comments received during the public comment period, was issued on June 2, 2017.
- **Draft Environmental Impact Statement (DEIS).** In accordance with the final scope of work, a DEIS is prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate as appropriate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The DEIS was deemed complete and the Notice of Completion was issued on June 2, 2017.
- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments become part of the CEQR record and are summarized and responded to in the FEIS. The DEIS public hearing was held on July 26, 2017, at 10:00 AM in Spector Hall at 22 Reade Street, New York, NY 10007. The period for submitting written comments remained open until August 7, 2017.
- **Final Environmental Impact Statement (FEIS).** After the close of the public comment period for the DEIS, the lead agency prepares the FEIS. The FEIS incorporates relevant comments on the DEIS, in a separate chapter and in changes to the body of the text, graphics, and tables. Once the lead agency determines that the FEIS is complete, it will issue a Notice of Completion and circulate the FEIS.
- **Findings.** To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the proposed project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion (pursuant to CEQR) has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”). *