



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If "yes," STOP and complete the [FULL EAS FORM](#).

2. Project Name Bridgview Plaza

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
13DCP096R

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
130144RCR, 130145RAR, 130146RAR, 130147RAR

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY
NYC Department of City Planning

4b. Applicant Information

NAME OF APPLICANT
Bridgview Plaza LLC

NAME OF LEAD AGENCY CONTACT PERSON
Robert Dobruskin, Director, EARD

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Hiram A. Rothkrug, EPDSCO

ADDRESS 22 Reade Street

ADDRESS 55 Watermill Lane, Suite 200

CITY New York STATE NY ZIP 10007

CITY Great Neck STATE NY ZIP 11021

TELEPHONE 212-720-3423 EMAIL
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5. Project Description

Required Authorizations (36-597 Authorization for Waivers or Modifications of Cross Access Connections, 107-68 Authorization for Modification of Group Parking Facility and Access Regulations, 107-64 Authorization for Removal of Trees and, 36-592 Certification of Cross Access Connections, to permit the construction of two (2), one-story retail buildings, a combined total of 11,707 sq. ft. with 51 accessory cellar and at-grade parking spaces.

Project Location

BOROUGH Staten Island COMMUNITY DISTRICT(S) 3 STREET ADDRESS 4895 Athur Kill Road

TAX BLOCK(S) AND LOT(S) Block 7632, Lot 23 ZIP CODE 10309

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS West side of Arthur Kill Road between South Bridge St. & Richmond Valley Road

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1(SRD) ZONING SECTIONAL MAP NUMBER 32d

6. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT ZONING CERTIFICATION CONCESSION
 ZONING MAP AMENDMENT ZONING AUTHORIZATION UDAAP
 ZONING TEXT AMENDMENT ACQUISITION—REAL PROPERTY REVOCABLE CONSENT
 SITE SELECTION—PUBLIC FACILITY DISPOSITION—REAL PROPERTY FRANCHISE
 HOUSING PLAN & PROJECT OTHER, explain:

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)
 VARIANCE (bulk)
 SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO if "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: |
| <input type="checkbox"/> RULEMAKING | <input type="checkbox"/> POLICY OR PLAN, specify: |
| <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES | <input type="checkbox"/> FUNDING OF PROGRAMS, specify: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input checked="" type="checkbox"/> PERMITS, specify: Department of Buildings |
| <input type="checkbox"/> OTHER, explain: | |

Other City Approvals Not Subject to CEQR (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) | <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL |
| | <input type="checkbox"/> OTHER, explain: |

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify:

7. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.

Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> SITE LOCATION MAP | <input checked="" type="checkbox"/> ZONING MAP | <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP |
| <input checked="" type="checkbox"/> TAX MAP | <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) | |
| <input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP | | |

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 32,389 SF Waterbody area (sq. ft) and type: None
 Roads, buildings, and other paved surfaces (sq. ft.): None Other, describe (sq. ft.): 32,389 SF Undeveloped Land

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 19,558 gsf
 NUMBER OF BUILDINGS: Two GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 3856 & 15,702 gsf
 HEIGHT OF EACH BUILDING (ft.): 18 ft NUMBER OF STORIES OF EACH BUILDING: each building is one-story

Does the proposed project involve changes in zoning on one or more sites? YES NO

If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: 22,161 cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: 11.470 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)		19,558 gsf		
Type (e.g., retail, office, school)	units	office/retail		

Does the proposed project increase the population of residents and/or on-site workers? YES NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: NUMBER OF ADDITIONAL WORKERS: 44

Provide a brief explanation of how these numbers were determined: 4 workers per 1000 sq. ft. of zoning floor area

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: 8837 sq. ft. commercial building w/30 parking spaces.

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2015

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 8 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. Predominant Land Use in the Vicinity of the Project (check all that apply)

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify:

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a “yes” answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered “no,” an agency may request a short explanation for this response.

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: None (However, DEP requested Phase II testing, and the site will receive a Hazardous Materials "e" designation).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 572		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 4,220,395		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME Hiram A. Rothkrug/Director, EPDSCO, Inc.	DATE March 30, 2015
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SIGNATURE 

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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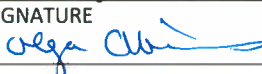
3. Check determination to be issued by the lead agency:

Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

Conditional Negative Declaration: A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Deputy Director, EARD	LEAD AGENCY NYC Department of City Planning	
NAME Olga Abinader	SIGNATURE 	DATE March 30, 2015

PROJECT DESCRIPTION

Introduction

This Environmental Assessment Statement is filed under the City Environmental Quality Review (CEQR) in connection with an application made to the NYC City Planning Commission (CPC) pursuant to Zoning Resolution (ZR) Section ZR §36-597 for an Authorization to permit the waiver of required cross access connections, ZR §107-68 for an Authorization to modify group parking facility and access regulations, and ZR §107-64 for an Authorization to permit the removal of trees for the proposed project. The applicant is also seeking a Certification pursuant to Zoning Resolution ZR Section §36-592 for Cross Access Connections at two locations, which is ministerial and does not require CEQR review.

Existing Conditions

The project site, identified as Block 7632, Lot 23 in the Charleston neighborhood of Staten Island, is an undeveloped, 30,678 sq. ft. interior lot, with 125.57' of street frontage along Arthur Kill Road. The property slopes down from the street frontage to the rear lot line, from an approximate elevation of 32 to an elevation of 16. The property contains 93 trees, six inches or more in caliper for a total of 139 existing on-site tree credits. A Site Location Map is included as Figure I, an Aerial Photo Map is included as Figure II, a Zoning Map is included as Figure III, a Tax Map is included as Figure IV, a 400 ft. Radius Land Use Map is included as Figure V, an As-of-Right Site Plan is included as Figure VI, the Proposed Site Plan is included as Figure VII and Site Photographs are included as Figure VIII.

Proposed Actions

The proposed action would facilitate the construction of two (2), one-story retail buildings, a combined total of 11,707 sq. ft. The project would also include the addition of 51 accessory cellar and at-grade parking spaces. Building 1, to be located along the front and south lot lines, would contain 3,856 sq. ft. of retail store space, and Building 2, to be located along north and west lot lines, would contain 7,851 sq. ft. of retail space, in addition to providing a cellar level with 26, indoor garage parking spaces. A total of 25 parking spaces would be open, and access/egress to the site would be provided via two, 24 ft. curb cuts to be located along Arthur Kill Road. The proposed build year is 2015.

The following discretionary actions would be required for the proposed development to proceed.

1.36-597 Authorization for Waivers or Modifications of Cross Access Connections

The applicant is seeking an Authorization pursuant to ZR §36-597 to permit the waiver of required cross access connections for the north lot line and west lot lines of the property. The authorization is necessary due to the location of the existing building on the adjoining lot (Block 7626, Lot 1). Adjoining the subject lot to the west (Block 7632, Lot 18) is a property developed with a 1 ½ story building that is 21'-7" from the common lot line between the properties. It is not possible to provide a cross access connection at this lot line because a minimum of 50' does not exist between the existing buildings on either lot. The neighboring building is just 8 feet from the common side lot line, and only 16 feet from the front lot line, leaving too little room for a cross access connection which is required by ZR §36-59 to be minimum 23 feet from a street line.

2. 107-68 Authorization for Modification of Group Parking Facility and Access Regulations

The applicant is seeking an Authorization pursuant to ZR §107-68 to modify a group parking facility to allow more than 30 accessory off-street parking spaces and to modify access regulations on Arthur Kill Road, an arterial street. The Authorization is required because the proposed project would include the development of 51 new accessory parking spaces and access to the site is provided onto Arthur Kill Road. The proposed development of 11,707 square feet of retail commercial space on the project site requires the provision of 39 parking spaces, although and as noted above, 51 spaces are proposed. Under the proposal, access/egress to the site would be provided via two, 24 ft. curb cuts to be located along Arthur Kill Road which is an arterial street. Only 1 curb cut is permitted for development on sites with access only to an arterial street, thus the second proposed curb cut requires an authorization.

3. 107-64 Authorization for Removal of Trees

The applicant is seeking an Authorization pursuant to ZR §107-64 to permit the removal of trees for the proposed project. There are 93 existing trees which comprise 139 tree credits on the property. All 93 will be removed for the proposed development. Most of the trees will be removed as-of-right due to their location within building footprints, required accessory parking areas, and driveways. The approval of an authorization for removal of trees pursuant to Section 107-64 is required because 12 of the proposed 51 parking spaces provided are voluntary, and therefore the 10 trees that these additional spaces would require removal of may not be removed as-of-right.

Additionally, the proposal involves one ministerial action, not subject to CEQR review, as identified below:

1. 36-592 Certification of Cross Access Connections

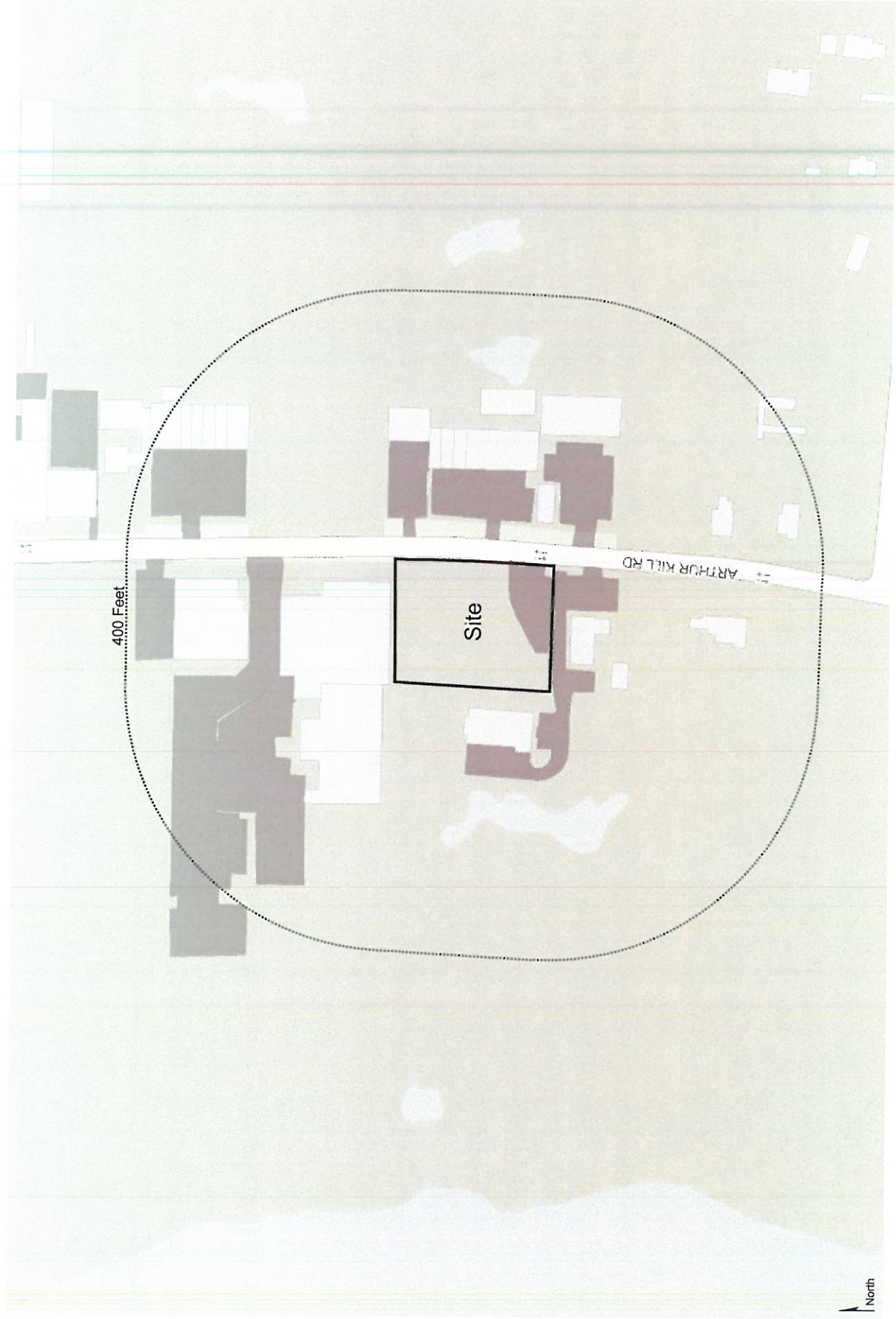
The applicant is seeking a Certification pursuant to ZR §36-592 to permit a Cross Access Connection at one location, pursuant to requirements outlined in ZR §36-59. Although there will be fewer than 36 cars provided in the open parking area, the total paved area will be 13,130 sq. ft., and therefore trigger the requirement for a Cross Access Connection. One location will be provided to adjoining lot 24 at the south lot line. The location is between buildings one and two and is the extension of a travel lane that is between the enclosed parking and the surface parking areas.

(E) designation

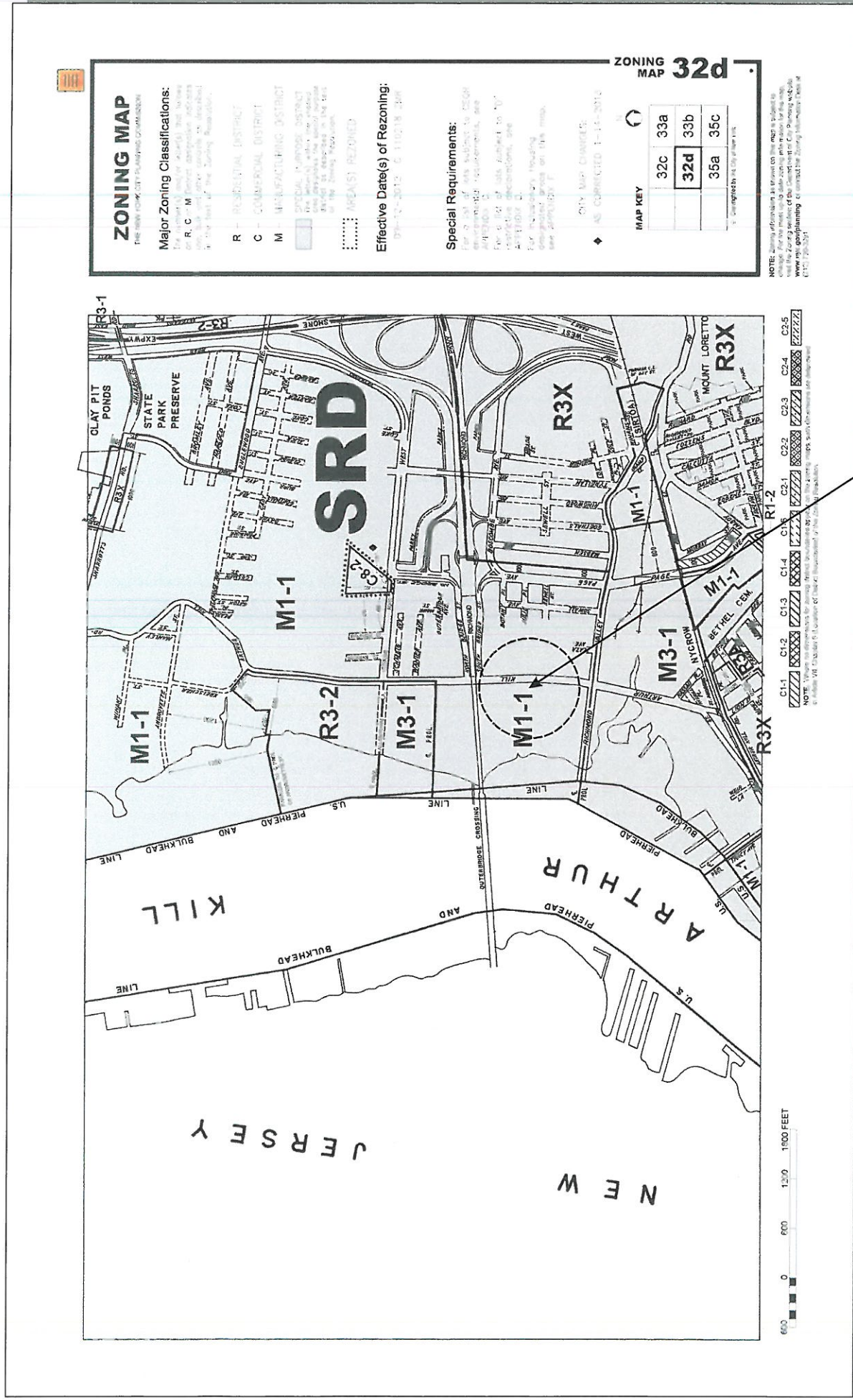
In order ensure that the project would not result in any significant hazardous materials impacts, an (E) designation related to hazardous materials would be assigned to the project site, as described in the Hazardous Materials discussion, Section 12 of this document.

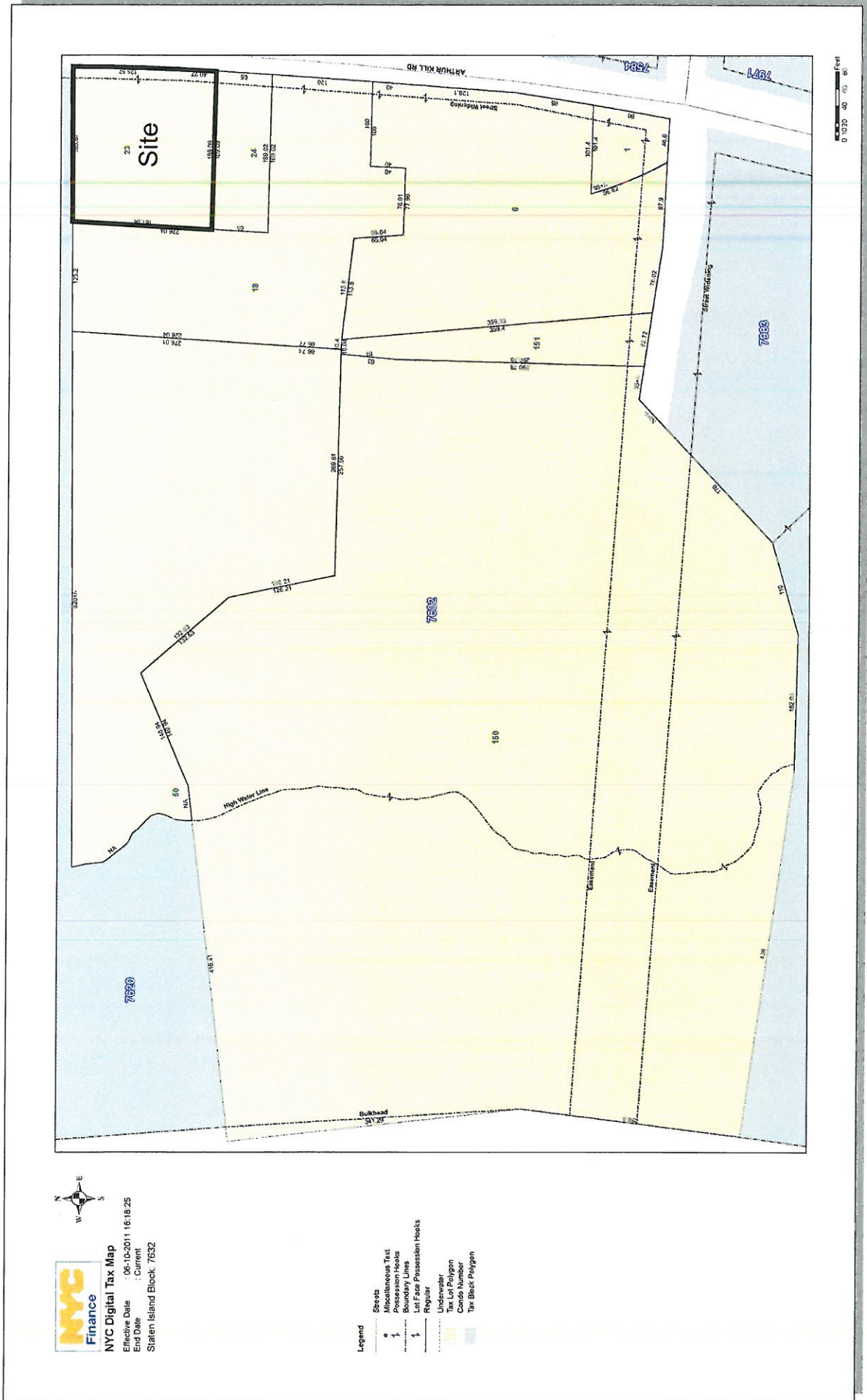
Purpose and Need

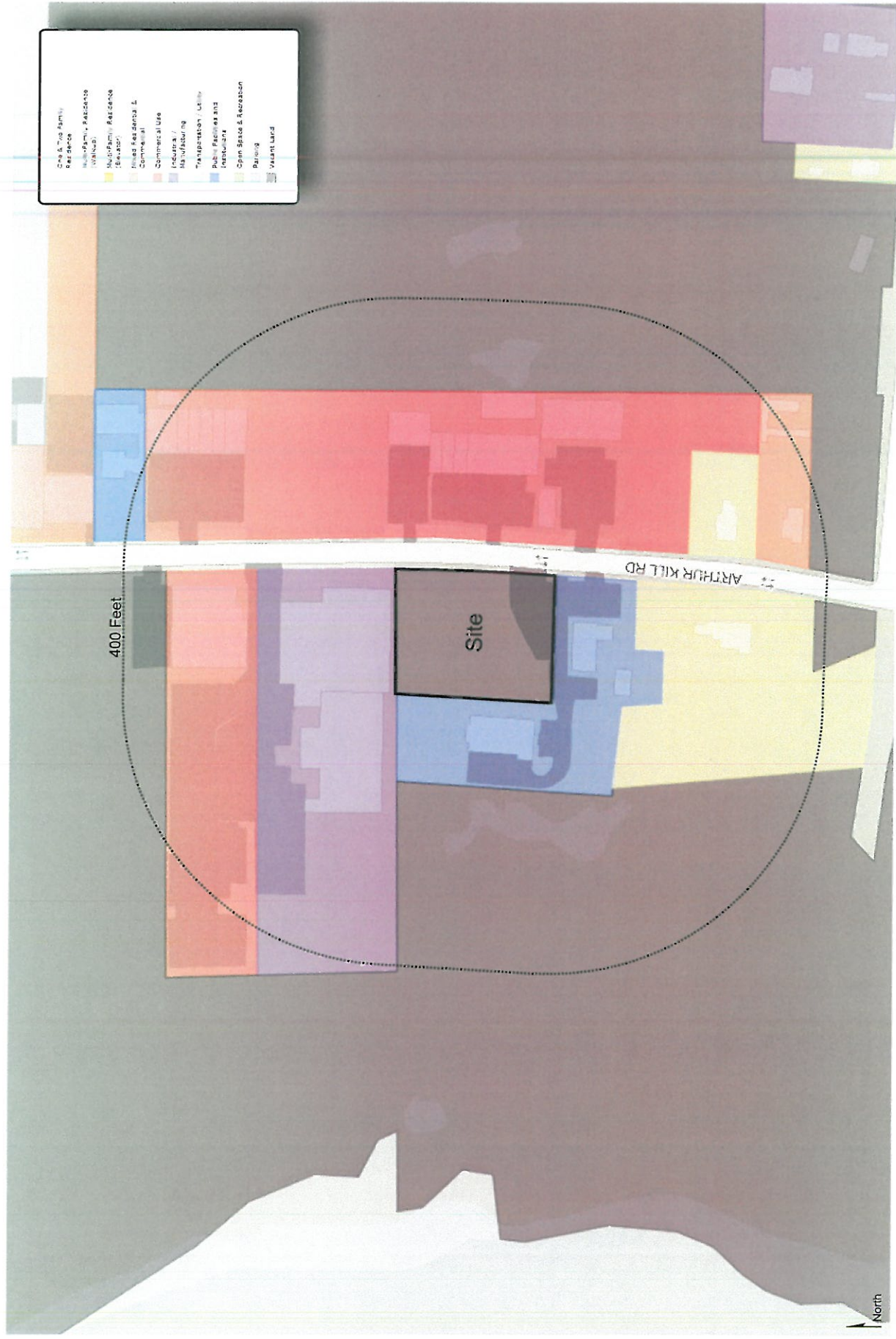
The proposed authorizations would permit the affected property to be developed with the project proposed by the applicant. The proposed 51 on-site accessory parking spaces, would allow for the full utilization of the property, with the development of 11,707 sq. ft. of new commercial space along the commercially developed Arthur Kill Road.











GENERAL DATA

BLOCK	7632
LOTS	23
HOUSE #	-
MAP	324
WI-1	MI-1
ZONE	503
COMMUNITY BOARD	
SPECIAL ZONING DISTRICT	SOUTH RICHMOND DIST
OUTSIDE FIRE DISTRICT	
OUTSIDE WETLANDS	
OUTSIDE FLOOD HAZARD	
OUTSIDE LOWER DENSITY GROWTH MANAGEMENT	
NOT A PARK STREET	
AERIAL STREET	ARTHUR KILL RD (NO SETBACK)
OUTSIDE D.O.S.	

SCOPE OF WORK

- CITY PLANNING ONLY
1. REQUEST CERTIFICATION UNDER 36-992 FOR CROSS ACCESS CONNECTION
 2. REQUEST AUTHORIZATION UNDER 107-64 FOR REMOVAL OF TREES
 3. REQUEST AUTHORIZATION UNDER 107-68 FOR MODIFICATION OF GROUP PARKING FACILITY AND ACCESS REGULATIONS
 4. REQUEST AUTHORIZATION UNDER 36-591 FOR MAINTENANCE OF MODIFICATION OF CROSS ACCESS CONNECTIONS

LEGEND

- [] LEGAL GRADE
- < > PROPOSED GRADE
- () EXISTING GRADE

TREE LEGEND

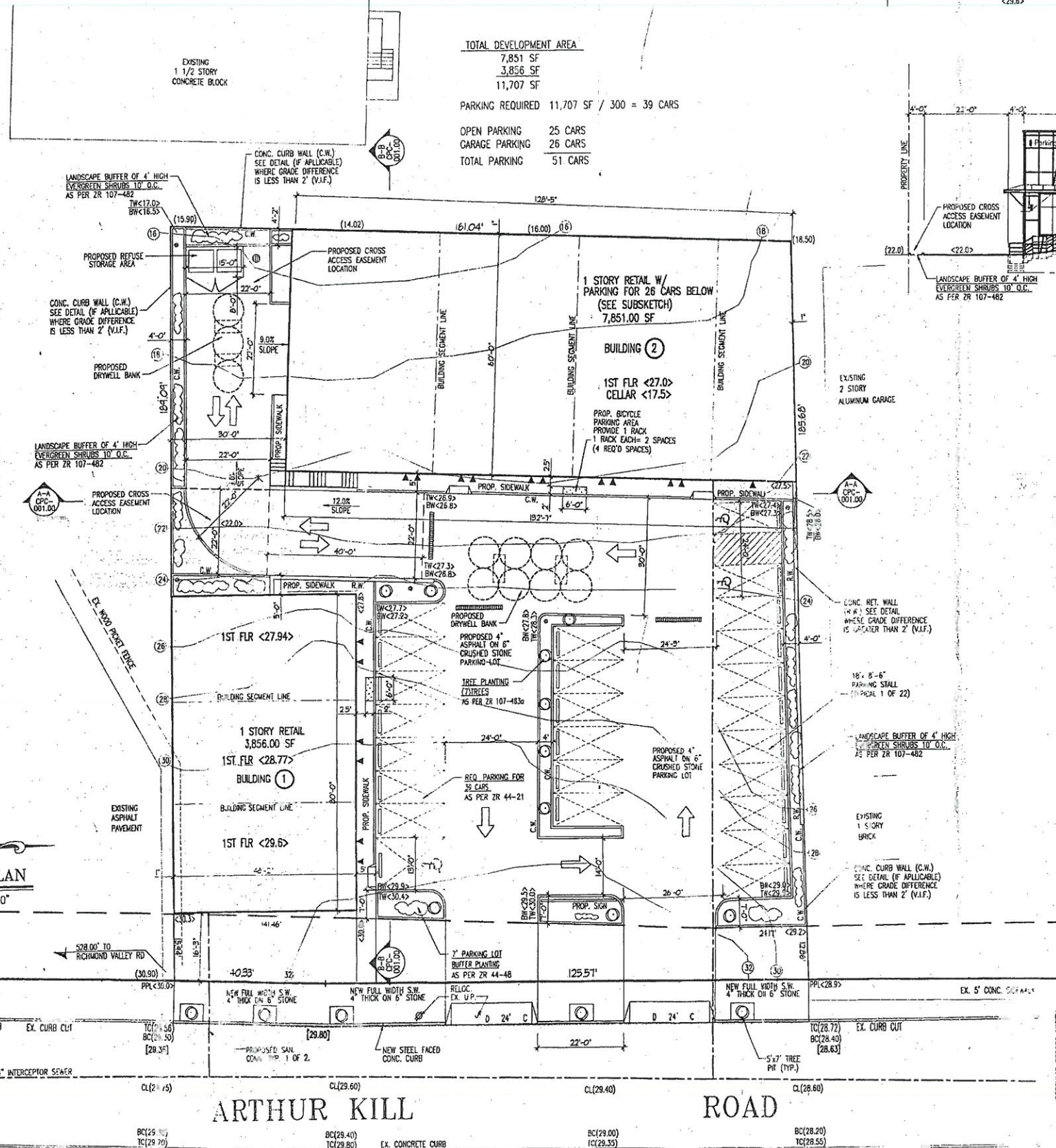
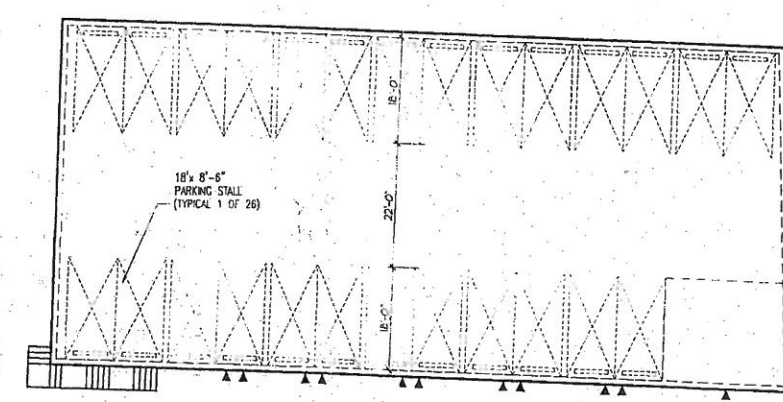
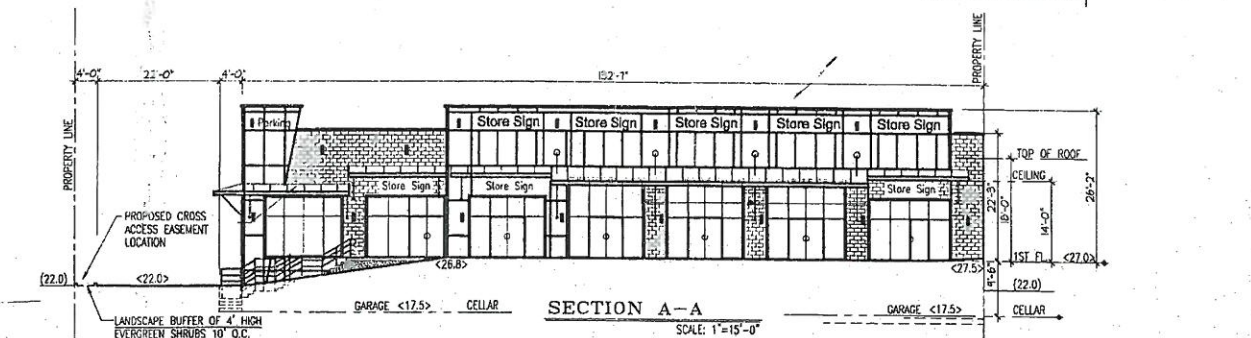
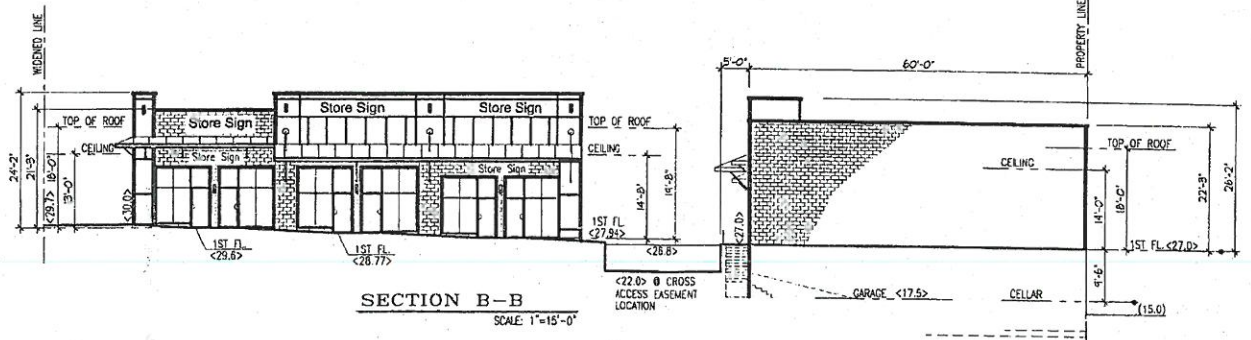
- NEW TREE TO BE PLANTED
- ⊗ EXISTING TREE TO REMAIN
- ⊗ X EXISTING TREE TO BE REMOVED

REQUIRED PARKING

1 CAR REQUIRED FOR EACH 300 SF OF ZONING FLOOR AREA
 11,707 / 300 = 39 CARS
 TOTAL PARKING REQUIRED = 39 CARS
 PARKING FOR 51 CARS PROVIDED

TOTAL DEVELOPMENT AREA
 7,851 SF
 3,856 SF
 11,707 SF

PARKING REQUIRED 11,707 SF / 300 = 39 CARS
 OPEN PARKING 25 CARS
 GARAGE PARKING 26 CARS
 TOTAL PARKING 51 CARS



NOTE: THE ALL ROOF LEADERS, YARD DRAINS AND PARKING LOT DRAINS INTO DRYWELLS

BICYCLE RACKS MUST BE PROVIDED WITHIN 50 FEET OF A BUILDING'S MAIN ENTRANCE AND A MINIMUM OF 24 INCHES FROM ANY WALL. BICYCLE PARKING MUST BE PROVIDED IN INVERTED 'U' SHAPED PARKING RACKS. THIRTY INCHES OF MANEUVERABLE SPACE MUST BE PROVIDED BETWEEN PARALLEL RACKS AND A 96 INCH WIDE AISLE MUST BE PROVIDED BETWEEN BICYCLE RACK AREAS.

ALL ON SITE LANDSCAPING SHALL BE MAINTAINED IN GOOD CONDITIONS AT ALL TIMES. LANDSCAPED AREAS MUST BE KEPT FREE OF LITTER, AND DRAINAGE COMPONENTS MAINTAINED IN WORKING ORDER. IN THE EVENT OF THE LOSS OF ANY ON SITE LANDSCAPING, THE OWNER OF THE ZONING LOT SHALL REPLACE SUCH LANDSCAPING BY THE NEXT APPROPRIATE PLANTING SEASON. ALL LANDSCAPED AREAS MUST CONTAIN A BUILT IN IRRIGATION SYSTEM OR SUPPLY HOSE BIBS WITHIN 100 FEET.

THE OPEN PARKING AREA SHALL BE GRADED TO ALLOW STORM WATER RUNOFF TO DRAIN INTO ALL REQUIRED LANDSCAPED AREAS AND PLANTING ISLANDS. THE PERIMETER LANDSCAPED AREA SHALL BE COMPOSED OF SOIL WITH A DEPTH OF AT LEAST THREE FEET MEASURED FROM THE ADJOINING PARKING AREA. BENEATH SUCH SOIL, FILTER FABRIC AND SIX INCHES OF GRAVEL SHALL BE PROVIDED. THE PERIMETER LANDSCAPED AREA SHALL HAVE AN INVERTED SLOPE TO ALLOW A MINIMUM OF SIX INCHES AND A MAXIMUM OF ONE FOOT OF STORM WATER PONDING, AND SURFACE PARKING MUST DRAIN IN AT LEAST 24 HOURS TO ALLOW FOR ADEQUATE DRAINAGE. ELEVATED DRAINS SHALL BE PLACED IN THE PLANTING ISLANDS ABOVE THE PONDING LEVEL. SUCH DRAINS SHALL CONNECT TO INTERNAL DRYWELL SYSTEM. A RAISED CURB SHALL EDGE THE PERIMETER LANDSCAPED AREA. SHALL BE AT LEAST SIX INCHES IN HEIGHT AND SHALL CONTAIN INLETS AT APPROPRIATE INTERVALS TO ALLOW STORM WATER INFILTRATION FROM THE OPEN PARKING AREA.

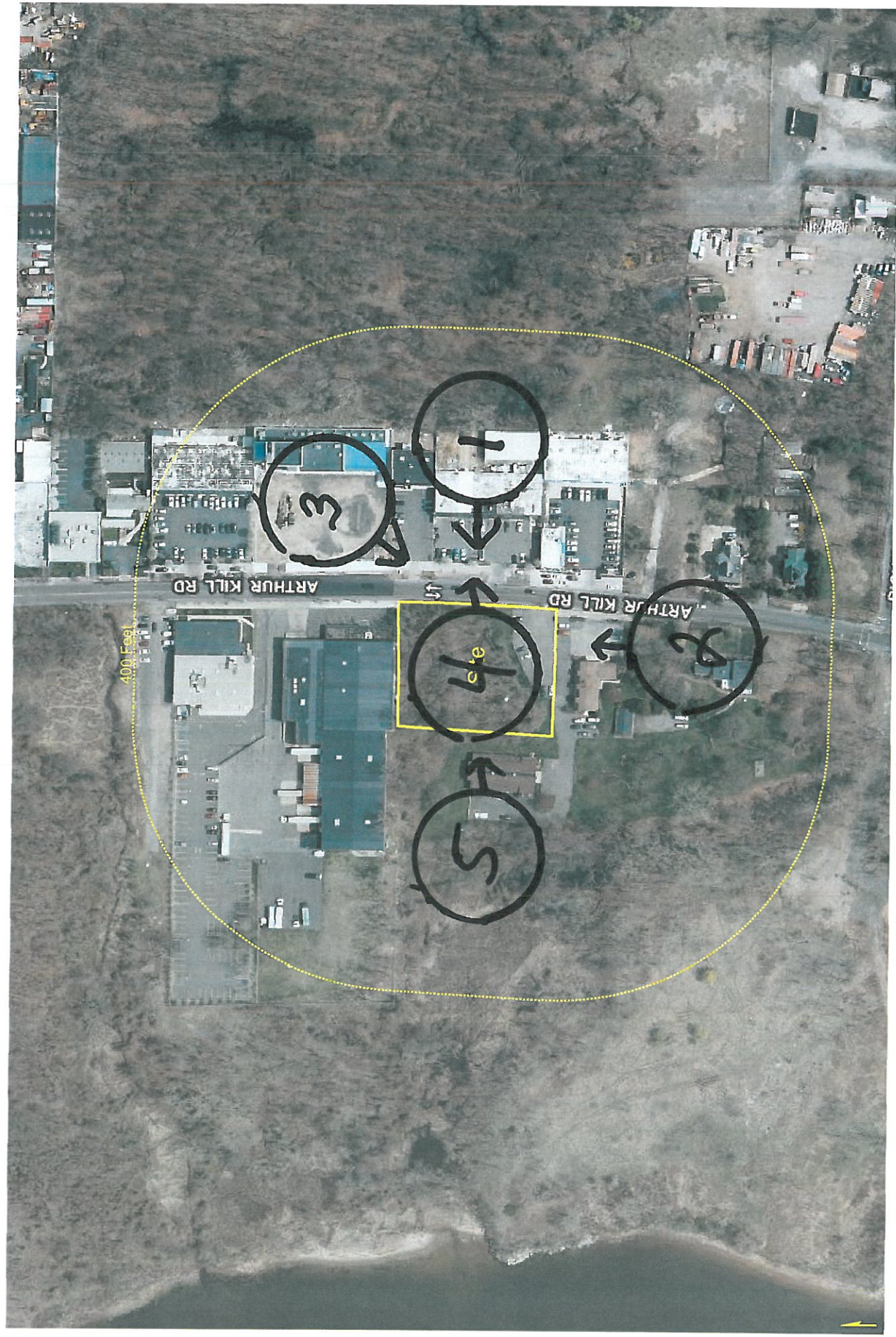
THE FIRST TWO FEET OF THE PLANTING ISLAND FRONTING THE OPEN PARKING AREA SHALL BE COMPOSED OF MULCH AND DENSELY PLANTED WITH GROUND COVER ABOVE SUEDE MESH TO STABILIZE THE INVERTED SLOPE. THE REMAINDER OF THE PERIMETER LANDSCAPED AREA SHALL BE DENSELY PLANTED WITH SHRUBS AT A DISTANCE OF 24 INCHES ON CENTER AND MAINTAINED AT A MAXIMUM HEIGHT OF THREE FEET ABOVE THE SURFACE OF THE ADJOINING PUBLIC SIDEWALK. ONE THREE-INCH CALIPER TREE SHALL BE PROVIDED FOR EVERY 25 FEET OF OPEN PARKING AREA STREET FRONTAGE. SUCH PERIMETER TREES SHALL BE STAGGERED WHENEVER POSSIBLE WITH STREET TREES, BUT IN NO EVENT SHALL PERIMETER TREES BE PLANTED CLOSER THAN 15 FEET ON CENTER OR WITHIN THREE FEET TO A PERIMETER SCREENING AREA CURB. FURTHERMORE, A RADIAL DISTANCE OF AT LEAST 20 FEET SHALL BE MAINTAINED BETWEEN TRUNKS OF PERIMETER TREES AND STREET TREES.

SITE PLAN NOTES

- FIRE HYDRANT TO BE LOCATED WITHIN 250 FT. OF BLDG. ENTRANCE. NO WORK SHALL BE OPERATED ON THIS LOT WITHOUT A "CERTIFICATE OF ON-SITE INSPECTION"
- PROPOSED CONSTRUCTION WILL NOT HAVE ANY EFFECT ON EXISTING STRUCTURES OR SURFACE FACILITIES LOCATED ON ADJACENT LOTS.
- OWNER/BUILDER OF THE REFERENCED PROPERTY STATE THAT WORK DONE UNDER THIS APPLICATION WILL HAVE NO ADVERSE EFFECT ON ANY SURROUNDING PROPERTIES CONCERNING STORM WATER DRAINAGE. HOWEVER, HE WILL BE RESPONSIBLE TO MAKE CERTAIN THAT WHILE THE WORK IS BEING DONE, THE SURROUNDING PROPERTIES WILL BE PROTECTED FROM STORM WATER DRAINAGE.
- FINAL SURVEY TO SHOW EASEMENTS AT ALL POINTS WHERE PROPOSED GRADES ARE SHOWN ON PLAN.
- ALL YARDS WITH SLOPE IN EXCESS OF 2% TO BE SODDED. ALL OTHER YARDS TO BE SEEDED.
- AT A HEIGHT OF NO MORE THAN TWELVE FEET ABOVE GROUND AND ON EACH PERIMETER OF A CONSTRUCTION SITE FRONTING ON A PUBLIC THOROUGHFARE, A SIGN SHALL BE ERRECTED NO MORE THAN TWENTY-FIVE SQUARE FEET IN SIZE WHICH SHALL BEAR IN LETTERS NO LESS THAN SIX INCHES HIGH, THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE OWNER OF THE PROPERTY AND THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR.
- THIS IS TO CERTIFY THAT THERE ARE NO STREAMS NOR NATURAL WATER COURSES ON THIS PROPERTY.
- CONSTRUCTION FENCE SHALL BE AT LEAST 8 FEET HIGH, AND CONSTRUCTED OF WOOD OR OTHER SUITABLE MATERIAL. THEY SHALL BE BUILT TO REMAIN FOR THEIR ENTIRE LENGTH, EXCEPT FOR OPENINGS WITH SWINGING OR SLIDING GATES. AS ARE REQUIRED FOR THE PROPER PROTECTION OF THE WORK, AND FOR VIEWING PANELS, WHICH SHALL BE BUILT WITH PLEXIGLAS OR EQUIVALENT NONFRAGILE MATERIAL.
- THE FENCE SHALL BE CONSTRUCTED ALONG THE INSIDE EDGE OF THE SIDEWALK, WALKWAY OR TEMPORARY SIDEWALK. IF PERMISSION TO CLOSE THE SIDEWALK HAS BEEN OBTAINED FROM THE D.O.T., SUCH FENCE MAY BE LOCATED ALONG THE CURB OR OUTSIDE OF THE CURB TO SUCH EXTENT AS APPROVED BY THE D.O.T. THE FENCE SHALL BE RETURNED AT ITS ENDS TO THE EXTENT NECESSARY TO EFFECTIVELY CLOSE OFF THE SITE.

REVISION	DATE	BY	DESCRIPTION
calvanico associates ARCHITECTURAL AND ENGINEERING, P.C. 2535 victory blvd. staten island, n.y. 10314 (718) 494-0444			
PROJECT ARTHUR KILL ROAD MR. J. CALABRESE			
DRAWING TITLE SITE PLAN			
SCALE & SIGNATURE		DATE 12/10/12	
[Signature]		PROJECT NO. / 7189	
[Signature]		DRAWING BY / DJM, AD	
[Signature]		CHECKED BY /	
[Signature]		DRAWING NO. /	
CPC-001.00			
DIO FILE NO: 7189/7189ASP 1 OF 2			

Figure VII Proposed Site Plan

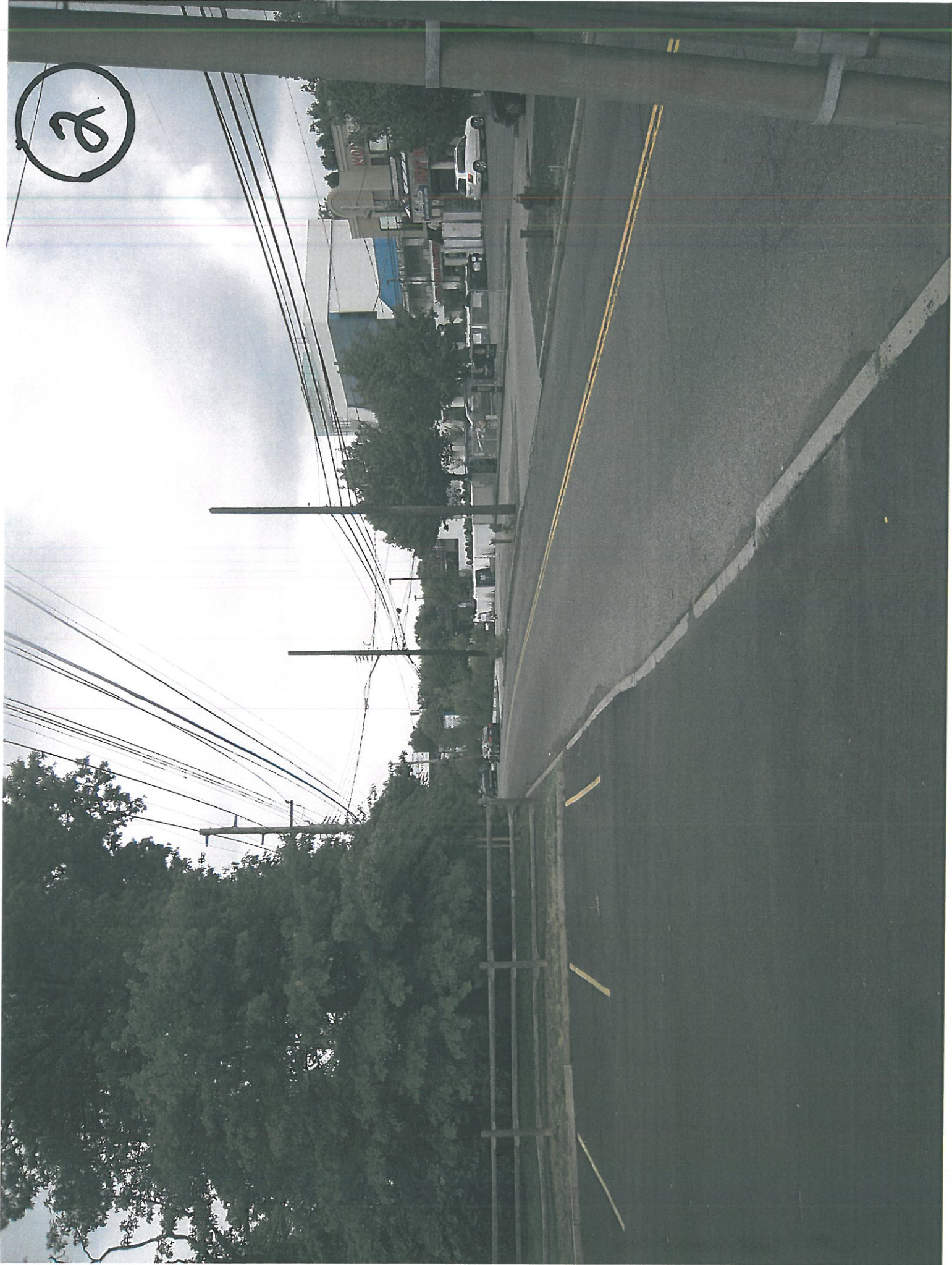


1

31,000 SQ. FT.
LAND FOR LEASE OF
BUILD TO SUIT
917-626-3308

REGIONAL BLDG
CORPORATION
718 1000 B B





2





KIDDIE PLAYA

JOY RIDE

FAMILY HEALTH FOODS



BRIDGEVIEW PLAZA AUTHORIZATIONS

ENVIRONMENTAL ASSESSMENT STATEMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the analysis areas that require further discussion include land use, zoning, and public policy (including waterfront revitalization), natural resources, hazardous materials, transportation, air quality, noise, and construction impacts as further detailed below. The subject heading numbers below correlate with the relevant chapters of the *CEQR Technical Manual*.

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

The analysis of land use, zoning, and public policy characterizes the existing conditions of the project site and the surrounding study area; anticipates and evaluates those changes in land use, zoning, and public policy that are expected to occur independently of the proposed action; and identifies and addresses any potential impacts related to land use, zoning, and public policy resulting from the proposed project.

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the project site, which is the area within which the proposed action has the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by South Bridge Street to the north, Richmond Valley Road to the south, an area between Arthur Kill Road and Page Avenue to the east, and an area between Arthur Kill Road and the Arthur Kill to the west. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Land Use

Existing Conditions

Site Description

The project site, identified as Block 7632, Lot 23 in the Charleston neighborhood of Staten Island, is an undeveloped, 30,678 sq. ft. interior lot, with 125.57' of street frontage along Arthur Kill Road. The property slopes down from the street frontage to the rear lot line, from an approximate elevation of 32 to an elevation of 16. The property contains 93 trees, six inches or more in caliper for a total of 139 existing on-site tree credits.

Surrounding Area

The project site is bordered by Arthur Kill Road immediately to the east beyond which lies a number of adjoining, retail strip stores with on-site accessory parking lots. Directly to the south and west of the project site is the Richmond Valley Animal Hospital. The animal hospital consists of two buildings, the animal hospital building and parking lot which is located directly to the south of the project site, and a separate dog/cat boarding building, which is located to the west, and directly behind the proposed location of the project buildings. Directly to the north of the project site, is a large beer distributor warehouse building operated by R. Ippolito. The remainder of the 400-foot radius project study area is developed with one- to two-story commercial and light manufacturing businesses as well as numerous parcels of vacant undeveloped land.

No-Build Condition

In the future and absent the action, development on the project site would be governed by the provisions of the existing M1-1 (SSRDD) zoning district mapped on the property. A Future No-Action scenario has been developed for the project site and consists of approximately 8,837 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area. One curb cut would be provided onto Arthur Kill Road for access. Trees removed under the No-Build would not be subject to CPC approval. The applicant would construct this No-Action scenario on the project site absent the requested approvals (see Figure VI. As-of-Right Site Plan).

The No-Action scenario does not entail the need for authorizations related to tree removal (as this is only due to the additional proposed parking area(s), the modification of the topography of the site, or parking in excess of 30 cars and a curb cut on an arterial street.

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2015. No development plans are known to exist for the vacant parcels within the study area by the project build year of 2015. Potential development could occur on adjacent parcels, however, any new development would not occur until after the project build year.

Build Condition

The proposed action would facilitate the construction of two (2), one-story retail buildings, a combined total of 11,707 sq. ft. The project would also include the addition of 51 accessory cellar and at-grade parking spaces. Building 1, to be located along the front and south lot lines, would contain 3,856 sq. ft. of retail store space, and Building 2, to be located along north and west lot lines, would contain 7,851 sq. ft. of retail space. Of the 51 parking spaces provided, 26 would be located in a cellar level indoor garage and 25 would be uncovered ground level parking spaces.

Access/egress to the site would be provided via two, 24 ft. curb cuts to be located along Arthur Kill Road. The proposed action would be taken in 2015.

Conclusion

The proposed retail development would be similar to and compatible with the existing commercial uses in the surrounding area. The project site is currently undeveloped, and the proposed project would complement and strengthen the surrounding business environment by providing additional quality retail space on the site.

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

Zoning

Existing Conditions

The project site and the entire surrounding 400-foot radius study area are located within an M1-1 zoning district within the Special South Richmond Development District (SSRDD). M1 districts are designed for a wide range of manufacturing, commercial, and related uses that can conform to a high level of performance standards. The maximum FAR in the M1-1 District is 1.0. Retail uses require one parking space per 300 square feet of floor area within the M1-1 zoning district.

The Special South Richmond Development District (SSRDD) was established to guide development of predominately undeveloped land in the southern half of Staten Island. The special district is intended to maintain the densities established by the underlying zoning districts and to ensure that new development is compatible with existing communities. To maintain the existing community character, the district mandates tree preservation and tree planting requirements, controls on changes to topography, limits to building height, and setback and curb cut restrictions along railroads and certain roads.

No-Build Condition

In the future and absent the action, development on the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district.

Under the No-Build Condition, the project site would be developed with an approximately 8,837 square feet of commercial retail building with 29 accessory on-site parking spaces at the required ratio of one parking space per 300 square feet of retail floor area. One curb cut would be provided onto Arthur Kill Road for access.

No changes are anticipated to the zoning districts and zoning regulations relating to the project site or the surrounding study area by the project build year of 2015. However, it should be noted that the project site and surrounding areas are located within the Working

West Shore 2030 Study Area. This study is discussed in the Public Policy section below. Potential development is anticipated along Shore front after the project build year.

Build Condition

The proposed action would facilitate the construction of two (2), one-story retail buildings, a combined total of 11,707 sq. ft. The project would also include the addition of 51 accessory cellar and at-grade parking spaces, and access/egress to the site would be provided via two, 24 ft. curb cuts to be located along Arthur Kill Road. The 11,707 square feet of floor area would represent an FAR of 0.38, which is significantly less than the FAR of 1.0 permitted on the subject property.

The following actions would be required for the proposed development to proceed.

1. 36-597 Authorization for Waivers or Modifications of Cross Access Connections

The applicant is seeking an Authorization pursuant to ZR §36-597 to permit the waiver of required cross access connections for the north lot line and west lot line of the property due to the location of the existing building on the adjoining lot (Block 7626, Lot 1). Adjoining the subject lot to the west (Block 7632, Lot 18) is a property developed with a 1 1/2-story building that is 21'-7" from the common lot line between the properties. It is not possible to provide a cross access connection at this lot line because a minimum of 50' does not exist between the existing buildings on either lot. The neighboring building is just 8 feet from the common side lot line, and only 16 feet from the front lot line, leaving too little room from a cross access connection which is required by ZR §36-59 to be minimum 23 feet from a street line.

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3. 107-64 Authorization for Removal of Trees

The applicant is seeking an Authorization pursuant to ZR §107-597 to permit the removal of trees for the proposed project. There are 93 existing trees which comprise 139 tree credits on the property. All 93 will be removed for the proposed development. Most of the trees will be removed as-of-right due to their location within building footprints, required accessory parking areas, and driveways. The approval of an authorization for

removal of trees pursuant to Section 107-64 is required because 12 of the proposed 51 parking spaces provided are voluntary, and therefore the 10 trees that these additional spaces would require removal of may not be removed as-of-right.

Additionally, the proposal involves one ministerial action, not subject to CEQR review, as identified below:

1. 36-592 Certification of Cross Access Connections

The applicant is seeking a Certification pursuant to ZR §36-592 to permit a Cross Access Connection at one location, pursuant to requirements outlined in ZR §36-59. Although there will be fewer than 36 cars provided in the open parking area, the total paved area will be 13,130 sq. ft., and therefore trigger the requirement for a Cross Access Connection. One location will be provided to adjoining lot 24 at the south lot line. The location is between buildings one and two and is the extension of a travel lane that is between the enclosed parking and the surface parking areas.

Conclusion

No significant impacts to zoning patterns in the area would be expected. The proposed project would comply with all the applicable requirements of the M1-1 zoning district and the Special South Richmond Development District (SSRDD) provisions of the Zoning Resolution. The proposed action would therefore not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

Potentially significant adverse impacts related to zoning are not expected to occur as a result of the proposed action, and further assessment of zoning is not warranted.

PUBLIC POLICY

Existing Conditions

The Charleston neighborhood of Staten Island in the area of the project site, which is located in Staten Island Community District 3, is primarily a commercial and industrial area with large amounts of vacant land as well as open space areas. According to the 2010 U. S. Census, the population of the area, which includes other residential communities along the south shore of Staten Island, increased by 4.8 percent from 152,908 people in 2000 to 160,209 people in 2010.

In addition to the zoning provisions discussed above, the project site is subject to the provisions of the City's Waterfront Revitalization Program (WRP), as the site and the surrounding study area are located within the City's Coastal Zone Boundary.

The project site and surrounding areas are located within the Working West Shore 2030 Study Area. The DCP website states the following about this study.

Working West Shore 2030 grew out of a recommendation of Mayor Bloomberg's Staten Island Growth Management Task Force to address both the pace and the nature of the borough's development. Recognizing that planning, transportation and building issues have become crucial to the quality of life for Staten Islanders, the Task Force called for a comprehensive framework for land use and infrastructure decisions on the West Shore that would respond to the borough's changing needs and to manage future growth.

Consistent with the goals of PlaNYC and based on intensive public engagement, Working West Shore 2030 builds on current initiatives and focuses on five main hubs that have concentrated amounts of developable and vacant/underutilized land, are accessible to current and future bus and rail stops and highway exits, are near existing and future employment and commercial centers, and would support existing communities through new development. The four main objectives are to:

- 1. **Create quality local jobs** for Staten Islanders and reduce the need for off-island commutes.*
- 2. **Provide better connections** between West Shore job centers and neighborhoods to the rest of the borough and the region through upgraded road and transit networks.*
- 3. **Preserve and link open spaces**, expand public waterfront access, and strengthen connections between parks and neighborhoods.*
- 4. **Improve community services and choices** for the West Shore and for surrounding neighborhoods, and expand housing and transit options to attract and retain young adults and meet the needs of a growing senior population.*

Working West Shore 2030 demonstrates how the balanced and focused application of these four strategies over the next two decades can benefit the West Shore communities of Arlington-Port Ivory, Bloomfield-Teleport, Travis-Freshkills, the Rossville Waterfront and Charleston-Tottenville.

The study terms the Charleston/Tottenville area, in which the project site is located, as "the South Shore's Regional Destination". The 2030 year goal for the area relevant to the proposed action on the project site is to "create quality jobs" and to "develop local retail and neighborhood services along Arthur Kill Road." The Plan also seeks to "widen Arthur Kill Road in Charleston, where possible, and south to the Staten Island railroad, with improved roadway, sidewalks and storm water/sanitary infrastructure to support existing and future development."

Other than the Waterfront Revitalization Program (WRP), no other public policies would apply to the proposed action as the project site and the surrounding 400-foot radius study area are not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, and also are not within a historic district, a critical environmental

area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

No-Build Condition

In the future without the action, the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district, the City's Waterfront Revitalization Program, and the Staten Island Working West Shore 2030 Study Area Plan. No other public policy initiatives are anticipated to pertain to the project site or to the 400-foot study area around the property by the project build year of 2015. No changes are anticipated to any public policy documents relating to the project site or the surrounding study area by the project build year.

Build Condition

The Waterfront Consistency Assessment Form and a narrative relating to the proposal's consistency with the applicable waterfront policies are attached hereto (**see Attachment 4-1, Waterfront Revitalization Program**). The narrative explains how the project complies with the policies noted after each Consistency Assessment Form question that has been affirmatively responded to. The proposed action is consistent with all WRP policies, and as indicated in Attachment 4-1, no significant adverse impacts related to the WRP are anticipated as a result of the project, and further assessment is not warranted.

The proposed development would meet the Staten Island Working West Shore 2030 Study Area Plan goals for the area to "create quality jobs", in addition to meeting the goal to "develop local retail and neighborhood services along Arthur Kill Road," and providing a larger customer base for local retail and neighborhood services along Arthur Kill Road.

No impact to public policies would occur as a result of the proposed action. The proposed new development would be compatible with the New York City Waterfront Revitalization Program policies applicable to the site, as explained in detail in the Waterfront Consistency attachments to this document. The proposed action would provide for additional quality retail space on an undeveloped site, and would meet the goals of the Staten Island Working West Shore 2030 Study Area Plan.

Conclusion

In accordance with the stated public policies within the study area, the action would be an appropriate development on the project site, would be a positive addition to the surrounding neighborhood, and would serve to further the goals of the existing public policies for the area.

No potentially significant adverse impacts related to public policy are anticipated to occur as a result of the proposed action, and further assessment of public policy is not warranted.

No significant adverse impacts related to land use, zoning, and public policy are anticipated to occur as a result of the action. The action is not expected to result in any of the conditions that warrant the need for further assessment of land use, zoning, or public policy.

For Internal Use Only:

Date Received: _____

WRP no. #13-103

DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: Bridgeview Plaza LLC. c/o Hiram A. Rothkrug, EPDSCO
2. Address: 55 Water Mill Road, Great Neck, NY 11021
3. Telephone: 718-343-0026 Fax: 516-487-2439 E-mail: hrothkrug@epdsco.com
4. Project site owner: Bridgeview Plaza LLC

B. PROPOSED ACTIVITY

1. Brief description of activity:
This Environmental Assessment Statement is filed under the City Environmental Quality Review (CEQR) in connection with an application made to the NYC City Planning Commission (CPC) pursuant to Zoning Resolution (ZR) Section §36-592 to permit a Cross Access Connection at two locations, ZR §36-597 for an Authorization to permit the waiver of required cross access connections, ZR §107-68 for an Authorization to modify group parking facility and access regulations, and ZR §107-64 for an Authorization to permit the removal of trees for the proposed project.
2. Purpose of activity:
To construct two (2), one-story retail buildings, a combined total of 11,707 sq. ft. The project would also include the addition of 51 accessory cellar and at-grade parking spaces.
3. Location of activity: (street address/borough or site description):
Block 7632, Lot 23, west side of Arthur Kill Road between South Bridge Street and Richmond Valley Road, Staten Island

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

N/A

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

N/A

6. Will the proposed project require the preparation of an environmental impact statement?

Yes _____ No If yes, identify Lead Agency:

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

1. 36-592 Certification of Cross Access Connections
2. 36-597 Authorization for Waivers or Modifications of Cross Access Connections
3. 107-68 Authorization for Modification of Group Parking Facility and Access Regulations
4. 107-64 Authorization for Removal of Trees

C. COASTAL ASSESSMENT

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	_____	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	_____	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	_____	<input checked="" type="checkbox"/>
Policy Questions	Yes	No

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	_____	<input checked="" type="checkbox"/>
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	<input checked="" type="checkbox"/>	_____
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	_____	<input checked="" type="checkbox"/>

Policy Questions cont'd

	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	_____	✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	_____	✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	_____	✓
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	_____	✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	_____	✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	_____	✓
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	_____	✓
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	_____	✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	_____	✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	_____	✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	_____	✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	_____	✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)	_____	✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)	✓	_____
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	_____	✓
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	_____	✓
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)	_____	✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	_____	✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	_____	✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	_____	✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)	_____	✓
28. Would the action cause violations of the National or State air quality standards? (5.2)	_____	✓

Policy Questions cont'd

	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	_____	✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	_____	✓
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	_____	✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	_____	✓
33. Would the action result in any construction activities that would lead to erosion? (6)	_____	✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	_____	✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	_____	✓
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	_____	✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	_____	✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	_____	✓
39. Would the action affect any sites that have been used as landfills? (7.1)	_____	✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	_____	✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	_____	✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	_____	✓
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	_____	✓
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	_____	✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	_____	✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	_____	✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	_____	✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	_____	✓
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	_____	✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	_____	✓

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

_____ ✓

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

_____ ✓

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: Bridgeview Plaza LLC. c/o Hiram A. Rothkrug, EPDSCO

Address: 55 Water Mill Road, Great Neck, NY 11021

Telephone 718-343-0026

Applicant/Agent Signature:  Date: 2/28/14

BRIDGEVIEW PLAZA AUTHORIZATIONS

Explanation of Consistency with Waterfront Policies

1. Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The project site is an appropriate location for the proposed development and meets the criteria of Policy 1.1 as described below.

A. Criteria to determine areas appropriate for reuse through public and private actions include: the lack of importance of the location to the continued functioning of the designated Special Natural Waterfront Areas or Significant Maritime and Industrial Areas; the absence of unique or significant natural features or, if present, the potential for compatible development; the presence of substantial vacant or underused land; proximity to residential or commercial uses; the potential for strengthening upland residential or commercial areas and for opening up the waterfront to the public; and the number of jobs potentially displaced balanced against the new opportunities created by redevelopment.

Relative to Policy 1.1 A., the project site is not designated either as a Special Natural Waterfront Area (SNWA) or as a Significant Maritime and Industrial Area (SMIA) nor is it in close proximity to any areas so designated. The project site does not border the shoreline. The project site does not contain any unique and significant natural features. The project site is an undeveloped, 30,678 sq. ft. interior lot, with 125.57' of street frontage along Arthur Kill Road. The property slopes down from the street frontage to the rear lot line, from an approximate elevation of 32 to an elevation of 16. The property contains 93 trees, six inches or more in caliper for a total of 142 existing on-site tree credits.

The proposed action would facilitate the construction of two (2), one-story retail buildings, a combined total of 11,707 sq. ft. The project would also include the addition of 51 accessory cellar and at-grade parking spaces. Building 1, to be located along the front and south lot lines would contain 3,856 sq. ft. of retail store space, and Building 2, to be located along north and west lot lines would contain 7,851 sq. ft. of retail space, in addition to providing a cellar level with 26, indoor garage parking spaces. A total of 25 parking spaces would be open, and access/egress to the site would be provided via two, 24 ft. curb cuts to be located along Arthur Kill Road. There are 93 existing trees which comprise 139 tree credits on the property. 89 of the trees, which comprise 133 tree credits will be removed for the proposed development. All of the trees to be removed, will be removed as-of-right because they are located in the building footprints, parking areas or driveways. An authorization for the removal of trees is required because some of the parking provided is voluntary and therefore could be considered as requiring the removal of trees unnecessarily. The proposed action would be taken in 2015.

The proposed retail development would be similar to and compatible with the existing well the retail commercial uses in the surrounding area. No jobs would be displaced by the action and approximately 44 new jobs would be provided on the site. Development of the proposed project would have no impact upon public access to the waterfront as the project site is not located on the waterfront.

B. Public actions, such as property disposition, Urban Renewal Plans, and infrastructure provision, should facilitate redevelopment of underused property to promote housing and economic development and enhance the city's tax base.

The proposed project would not involve any of the public actions noted under Policy 1.1 B. and therefore this policy does not apply to the proposed action.

2. Policy 4.1: Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

The project site and the surrounding project study area are not designated as a SNWA, a Recognized Ecological Complex, or a Significant Coastal Fish and Wildlife Habitat. The project site is located over 1,500 feet from the waters of Arthur Kill which are also not designated either as a SNWA, a Recognized Ecological Complex, or a Significant Coastal Fish and Wildlife Habitat.

A. Avoid activities that may cause or cumulatively contribute to permanent adverse changes to the ecological complexes and their natural processes. When avoidance is not possible, minimize the impacts of the project to the extent feasible and mitigate any physical loss or degradation of ecological elements. Use mitigation measures that are likely to result in the least environmentally damaging feasible alternative.

Policy 4.1 A. is not relevant to the proposed action. The proposed project would not cause or cumulatively contribute to permanent adverse changes to ecological complexes and their natural processes as no such areas are located in proximity to the site.

B. Avoid fragmentation of natural ecological communities and maintain corridors to facilitate the free exchange of biological resources within and among these communities. Protect those sites which have been identified as key to maintaining habitat connections within the ecological complexes.

Policy 4.1 B. is not relevant to the proposed action. The project site and the immediately adjacent areas do not contain any natural ecological communities and do not serve as corridors for the exchange of biological resources within and among such communities. Therefore, the proposed development would not result in the fragmentation of any natural ecological communities and would have no effect on corridors between these communities.

D. Where practical, restore ecological complexes so as to ensure their continued existence as natural, self-regulating systems.

Policy 4.1 D. is not relevant to the proposed action as the project site and the immediately adjacent areas do not contain any ecological complexes.

E. Protect designated Significant Coastal Fish and Wildlife Habitats from land or water uses or development which would:

- *destroy habitat values associated with the designated habitat through direct physical alteration, disturbance, or pollution, or indirect effects of actions that would result in a loss of habitat; or*
- *significantly impair the viability of the designated habitat beyond the tolerance range of important fish or wildlife species which rely on the habitat values within the designated area through: degradation of existing habitat elements, change in environmental conditions, functional loss of habitat values, or adverse alteration of physical, biological, or chemical characteristics.*

Where destruction or significant impairment of habitat values cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of habitat mitigated to the extent practicable.

Policy 4.1 E. relates to the protection of Significant Coastal Fish and Wildlife Habitats from damaging land or water uses or development. No such habitats are located in the area of the project site. Therefore, Policy 4.1 E. is not relevant to the proposed action.

F. Protect indigenous plants from excessive loss or disturbance and encourage greater quantity and diversity of indigenous plants to the extent practical. Avoid use of non-indigenous plants except in ornamental gardens, as collector specimens, or for erosion control and filtration provided that it is not feasible to use native species to perform the same functions. Avoid use of non-indigenous plants that are invasive species likely to alter existing natural community composition. Where destruction or significant impairment of plants cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of plants mitigated to the extent practicable.

The project site is an undeveloped, 30,678 sq. ft. interior lot, with 125.57' of street frontage along Arthur Kill Road. The property slopes down from the street frontage to the rear lot line, from an approximate elevation of 32 to an elevation of 16. The property contains 93 trees, six inches or more in caliper for a total of 142 existing on-site tree credits. There are 93 existing trees which comprise 139 tree credits on the property. 89 of the trees, which comprise 133 tree credits will be removed for the proposed development. All of the trees to be removed, will be removed as-of-right because they are located in the building footprints, parking areas or driveways. An authorization for the removal of trees is required because some of the parking provided is voluntary and therefore could be considered as requiring the removal of trees unnecessarily. New trees to be planted would be selected from the list of trees approved for the Special South Richmond Development District in which the project site is located.

5. Policy 9.2: Protect scenic values associated with natural resources.

A. In the Special Natural Area Districts (SNAD), SNWAs and Recognized Ecological Complexes, avoid structures or activities that interrupt landscapes, including introduction of discordant elements such as intrusive artificial light sources, fragmentation of and structural intrusion into open space areas, and changes to the continuity and configuration of natural shorelines and associated vegetation.

This policy does not apply to the proposed action as it relates to resources within Special Natural Area Districts (SNADs), SNWAs, and Recognized Ecological Complexes. The project site and the surrounding project study area do not include any of these designations.

B. In SNADs, SNWAs and Recognized Ecological Complexes, design new development to complement the scenic character of natural resources. Minimize and screen discordant elements which cannot be inconspicuously located.

Policy 9.2 B. does not apply to the proposed action as the project would not locate any new development within any SNADs, SNWAs, or Recognized Ecological Complexes.

9. HISTORIC & CULTURAL RESOURCES

The property consists of a 32,389 square foot parcel of undeveloped, wooded land. The site contains numerous mature trees, and vines and other low-lying vegetation covering the ground throughout the site. There were no paved areas, building foundations or other indications of past on-site development observed at the site. There were not any visible indications of on-site storage, use or disposal of hazardous materials or petroleum products observed, such as chemical/oil stained surfaces, discarded drums or chemical containers, dead or dying vegetations, debris piles, etc.

Research into the history of the property reveals that the site has been an undeveloped, wooded lot from at least 1917 to the present time. No indications of past on-site development were identified at the project site.

NYC Landmarks Preservation Commission (LPC) review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation on the project site.

By letter dated July 23, 2014, LPC determined that the site may be archeologically significant and that further testing would be required in order to determine if the site contains Native American remains from 19th Century occupation of the project site.

A Phase 1A/1B Archaeological was prepared and submitted to LPC (VHB Engineering, December 2014), the results of which determined that “On the basis of contextual and background research and the results of the field investigations, VHB recommends no further archaeological work at the proposed Bridgewater Plaza. Upon review, LPC concurred with VHB’s findings and determined that there are no further archaeological concerns. LPC issued a sign-off on December 22, 2014, a copy of which is included in the Appendix.

Therefore, no significant adverse impacts to archaeological resources are expected.

11. NATURAL RESOURCES

The project site, which is surrounded by development to the east, west, north and south, does not contain any aquatic or terrestrial area that is capable of providing a suitable habitat to sustain the life processes of plants, wildlife and other organisms, and is not capable of functioning in support of the ecological systems that maintain the City's environmental stability. Additionally, the site is not a corridor to other undeveloped parcels supportive of wildlife.

As shown in the aerial and ground photographs, adjacent and directly to the south and west of the site is the Richmond Valley Animal Hospital buildings and accessory parking lot, adjacent and directly to the north of the project site is the R. Ippolito beer, wine, and spirits distribution building and accessory parking lot, and adjacent and directly to the east of the project site is Arthur Kill Road and retail commercial stores.

The project site and surrounding sites do not contain any natural resources as identified in the CEQR Technical Manual and an assessment of Natural Resources is not warranted.

12. HAZARDOUS MATERIALS

As detailed in the March 2014 *CEQR Technical Manual*, Chapter 12 Hazardous Materials, the goal of a hazardous materials assessment is to determine whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

An assessment was conducted in conformance with the ASTM Standard Practice E 1527-05 to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse public health impacts or environmental damage. In April 2014, EPDSCO prepared a Phase I Environmental Site Assessment (ESA) for the project site. The findings are summarized below.

PHASE I ENVIRONMENTAL SITE ASSESSMENT FOR THE PROJECT SITE

The purpose of this ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, recognized environmental conditions in connection with the properties with regard to hazardous materials as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. Additionally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints and radon are also discussed. Recognized Environmental Conditions are identified through research into the history and uses of the site and surrounding area, an inspection of the subject property and a survey of adjoining and nearby uses, and a review of available regulatory agency records and environmental databases.

The property consists of a 30,678 +/-square foot parcel of undeveloped, wooded land. The site contains numerous mature trees, and vines and other low-lying vegetation covering the ground throughout the site. There were no paved areas, building foundations or other indications of past on-site development observed at the site. There were not any visible indications of on-site storage, use or disposal of hazardous materials or petroleum products

observed, such as chemical/oil stained surfaces, discarded drums or chemical containers, dead or dying vegetations, debris piles, etc.

Research into the history of the property reveals that the site has been an undeveloped, wooded lot from at least 1917 to the present time. No indications of past on-site development were identified at the project site. In addition, no indications of the historical on-site storage or use of hazardous materials or petroleum products were identified.

No indications of the presence of underground or aboveground tanks, including fillports, vent lines, supply or return lines, etc. were observed at the site during the inspection. The property is not identified in the NYSDEC Petroleum Bulk Storage database, which lists all registered facilities with a petroleum storage capacity in excess of 1,100 gallons. Additionally, no Oil Burner applications were found on file for the site in the New York City Department of Buildings records reviewed.

No suspected asbestos containing materials, lead-based paints or electrical equipment suspected of containing PCBs were found at the site during the inspection.

The project site does not appear in any of the Federal or State environmental databases reviewed including the USEPA's Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Handlers list or hazardous waste Treatment/Storage/Disposal Facilities list, or the NYSDEC's Solid Waste Facilities database, PBS or Spill Logs databases, or the Registry of Inactive Hazardous Waste Disposal Sites.

There were not any potential off-site sources of contamination identified in the regulatory agency database which are likely to have impacted the environmental condition of the property.

Conclusions

A Phase I Environmental Site Assessment was performed in conformance with the scope and limitations of ASTM Practice E 1527-13 of 4895 Arthur Kill Road, Staten Island, N.Y., the property. Any exceptions to or deletions from this standard are described in section A of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the property.

Per correspondence with the NYC Department of Environmental Protection, (DEP) in a letter dated April 29th, 2014, requesting that the applicant adequately identify/characterize the surface and subsurface soils of the subject site, and a Phase II Investigative soil and groundwater investigation should be performed.

Due to the possible presence of hazardous materials on the aforementioned designated site, there is potential for contamination of the soil and groundwater. To determine if contamination exists and to perform the appropriate remediation, the following tasks must

be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

To avoid any potential impacts on Block 7632, Lot 23 associated with hazardous materials, the Proposed Action will place an (E) designation (E-348) for hazardous materials on the property.

The text for the (E) designation related to hazardous materials is as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.



Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner
of Sustainability
alicata@dep.nyc.gov

59-17 Junction Boulevard
Flushing, NY 11373
T: (718) 595-4398
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April 29th, 2014

Mr. Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
22 Reade Street, Room 4E
New York, New York 10007-1216

Re: Bridgeview Plaza
4895 Arthur Kill Road
Block 7632 Lot 23
CEQR # 13DCP096R
Staten Island New York, 10309

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the February 2013 Environmental Assessment Statement (EAS) and the April 2014 Phase I Environmental Site Assessment (Phase I) prepared by Environmental Project Data Statements Company on behalf of Bridgeview Plaza LLC., (applicant), for the above referenced project. It is our understanding that the applicant is seeking authorization, pursuant to Zoning Resolution sections 36-597 and 107-68 which pertains to waivers of cross access connections and group parking facilities, to construct a retail development containing two buildings with a combined total of 11,707 zoning square feet (zsf) of floor area and 51 accessory parking spaces. Twenty-five (25) of these parking spaces would be open and 26 would be located in the cellar of one of the two buildings. The development site, Block 7632 Lot 23, is located on the west side of Arthur Kill Road between South Bridge Street and Richmond Valley Road in the Charleston neighborhood of Staten Island, Community District 3. It should be noted that the project site is currently wooded and undeveloped.

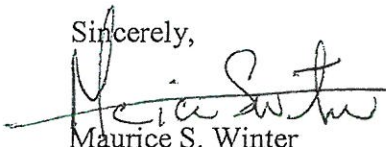
The April 2014 Phase I report revealed that historical on-site and surrounding area land uses consists of a mix of residential and commercial/retail uses including, single-family residential dwellings, professional offices, a beverage distribution warehouse, the Richmond Valley Animal Hospital and other retail stores. Regulatory databases such as the New York State Department of Environmental Conservation (NYSDEC) SPILLS, Leaking Underground Storage Tank (LUST), Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act, and Generator and Petroleum Bulk Storage revealed eight LTANKS incidents, one Voluntary Cleanup Program (VCP) and two Solid Waste Facility sites within a 1/2-mile radius of the project site.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

- DCP should inform the applicant that based on the historical surrounding land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils of the subject parcels. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil boring locations and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, Target Analyte List metals (filtered and unfiltered for groundwater samples) and soil vapor samples by EPA Method TO-15. The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.
- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork.

Future correspondence related to this project should include the following CEQR number **13DCP096R**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,



Maurice S. Winter

Deputy Director, Site Assessment

cc: T. Estes
E. Mahoney
M. Wimbish
M. Winter
I. Young (DCP)
W. Yu
File

16. TRANSPORTATION

Traffic, Parking, Transit and Pedestrians

Based on the *2014 CEQR Technical Manual*, Chapter 16, Table 16-1, the minimum development density for new retail development in Zone 5 that would potentially require a Transportation analysis is 10,000 sq. ft. Based on the projected development scenario of a total net increase of 2,707 square feet of local retail space, it was determined that the proposed action would not result in significant adverse impacts.

17. AIR QUALITY

Introduction

Under CEQR, two potential types of air quality effects are examined. These are mobile and stationary source impacts. Potential mobile source impacts are those which could result from an increase in traffic in the area, resulting in greater congestion and higher levels of carbon monoxide (CO). Potential stationary source impacts are those that could occur from stationary sources of air pollution, such as major industrial processes or heat and hot water boilers of major buildings in close proximity to a proposed project. Both the potential impacts of a proposed project on surrounding buildings and potential impacts of uses in the environs of a proposed sensitive use, such as residences, schools, and hospitals, are considered in the assessment.

Mobile Source

Under guidelines contained in the *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. The proposed development would generate fewer than 170 vehicle trips at any intersection in the study area during any peak hour. Additionally, it is not projected to generate peak hour heavy-duty diesel vehicular traffic above the *CEQR Technical Manual*, January 2014 Edition threshold of 12 HDDV vehicles. Therefore, no detailed mobile source air quality analysis would be required per the *CEQR Technical Manual*, and no significant mobile source air quality impacts would be generated by proposed action.

The proposed development would generate 51 accessory parking spaces. However, this is below the *CEQR Technical Manual*, January 2014 Edition threshold for transportation analysis for this area (Zone 5). Therefore, no parking facility air quality analysis is warranted.

Stationary Source

A stationary source analysis is required for the proposed action as further discussed below.

A screening analysis was performed, using the methodology described in the *CEQR Technical Manual*, to determine if the heat and hot water systems of the proposed buildings would result in potential air quality impacts on each other ('project-on-project' impacts) or if they would adversely affect any other buildings in the surrounding area. This methodology determines the threshold of development size below which the action would not have a significant impact. The results of this analysis found that there would be no significant air quality impacts from the project's heating, ventilation, and air conditioning (HVAC) systems.

Impacts from boiler emissions associated with a development are a function of fuel type, stack height, minimum distance of the stack on the source building to the closest building of similar or greater height, and the square footage size of the source building. The *CEQR Technical Manual Figure 17-3, Stationary Source Screen*, was used for the analysis.

Potential 'Project-on-Project' Impacts

Effects of Building 1 on Building 2

The proposed 3,856 square foot Building 1 would be located perpendicular to Building 2 and separated from Building 2 by a distance of 32 feet comprised of two 5-foot wide sidewalks and a 22-foot wide driveway. As a worst case scenario, it is assumed that the proposed stack on Building 1 would be located at the edge of the roof, or 32 feet from Building 2 at its closest point. As shown on the attached Figure 17-3a, the plotted point is below the curve, and therefore, no significant adverse air quality impacts would be generated by Building 1 on Building 2.

Effects of Building 2 on Building 1

The proposed 7,851 square foot Building 2 would be located perpendicular to Building 1 and separated from Building 1 by a distance of 32 feet comprised of two 5-foot wide sidewalks and a 22-foot wide driveway. As a worst case scenario, it is assumed that the proposed stack on Building 2 would be located at the edge of the roof, or 32 feet from Building 1 at its closest point. As shown on the attached Figure 17-3b, the plotted point is above the curve, and therefore, a more refined screening analysis must be performed.

The proposed 7,851 square foot Building 2 is a projected commercial development. Additionally, the use of No 4 fuel oil is set to be phase out by the build year of the proposed action. Therefore, screening graph for Commercial and Other Non-Residential Development - No 2 Fuel Oil (Fig App 17-6) was used for screening analysis. As shown on the attached figure (Fig 17-6a), the plotted point is below the curve, and therefore, no significant adverse air quality impacts would be generated by Building 2 on Building 1.

Potential Effects on Existing Development in Surrounding Area

Effects of Project on R. Ippolito Distributing

The closest building to the project site is an existing one-story brick building and a two-story aluminum garage directly to the north of the project site. These buildings function as a beer distributor business and warehouse operated by R. Ippolito.

The distance of the stack on the proposed 7,851 square foot Building 2 from the warehouse operation, under the worst case assumption of the stack being located at the closest edge of the roof of the structure, would be 17 feet. Therefore, AERSCREEN analysis was performed for boiler system with No. 2 Fuel Oil, which deemed that no significant adverse air quality impacts would be generated by Building 2 on the nearby warehouse operation.

Effects of Project on Richmond Valley Animal Hospital

Directly to the south and west of the project site is the Richmond Valley Animal Hospital, which consists of two buildings. The animal hospital building is located to the south of the project site and separated from it by a parking lot and would be located closest to proposed Building 1. A separate dog/cat boarding building is located to the west directly behind the location of proposed Building 2.

The distance of the stack on the proposed 3,856 square foot Building 1 from the animal hospital building, under the worst case assumption of the stack being located at the closest edge of the roof of the structure, would be 80 feet. As shown on the attached Figure 17-3c, the plotted point is below the curve, and therefore, no significant adverse air quality impacts would be generated by Building 1 on the animal hospital building.

The distance of the stack on the proposed 7,851 square foot Building 2 from the dog/cat boarding building, under the worst case assumption of the stack being located at the closest edge of the roof of the structure, would be 30 feet. As shown on the attached Figure 17-3d, the plotted point is above the curve, and therefore, a more refined screening analysis must be performed.

As mentioned under *Effects of Building 2 on Building 1*, CEQR Technical Manual, January 2014 Edition, Fig App 17-6 was used for the refined screening (represented as Fig 17-6b below), which deemed that there would be no potential for significant adverse impact from Building 2 on the animal hospital building.

Therefore, the potential for significant adverse impacts due to boiler stack emissions from the proposed project is unlikely, and a detailed analysis of stationary source impacts is not required.

Industrial Source Analysis

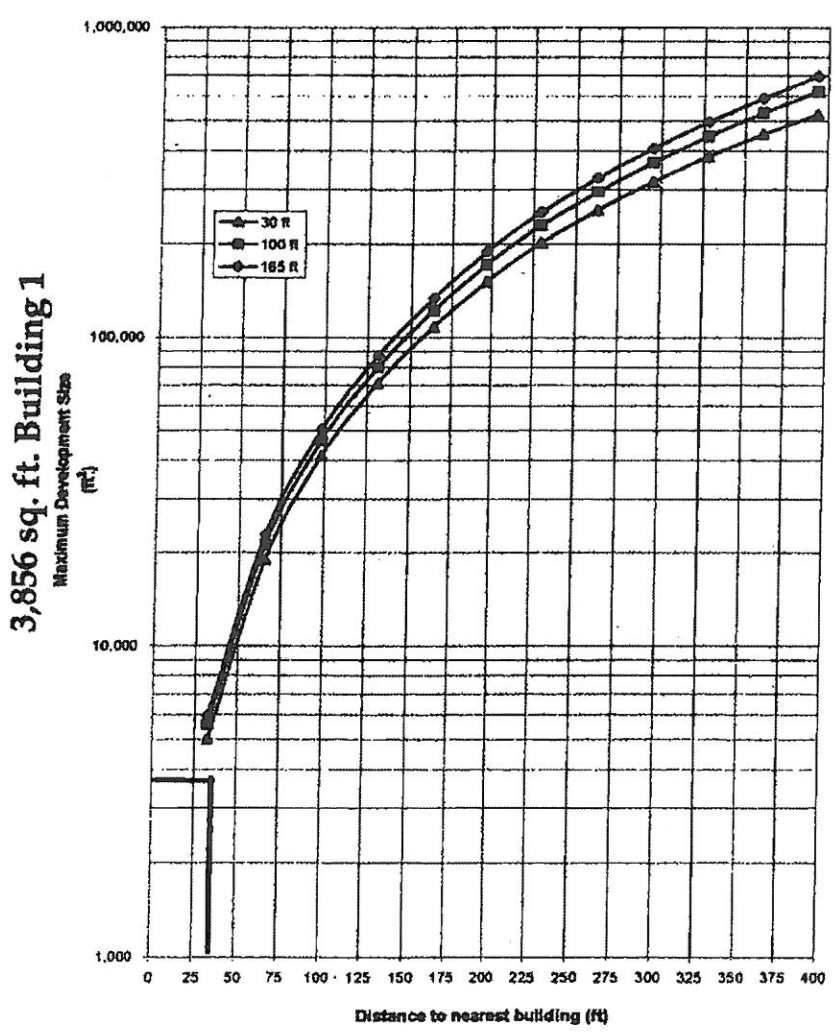
A survey of the surrounding area within 400 ft. of the project site was undertaken, the results of which did not find any manufacturing or industrial type operations.

Conclusion

Conditions associated with the project development would not result in any violations of the ambient air quality standards. Therefore, the action would not result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

Potential 'Project-on-Project' Impacts
Impact of Building 1 on Building 2

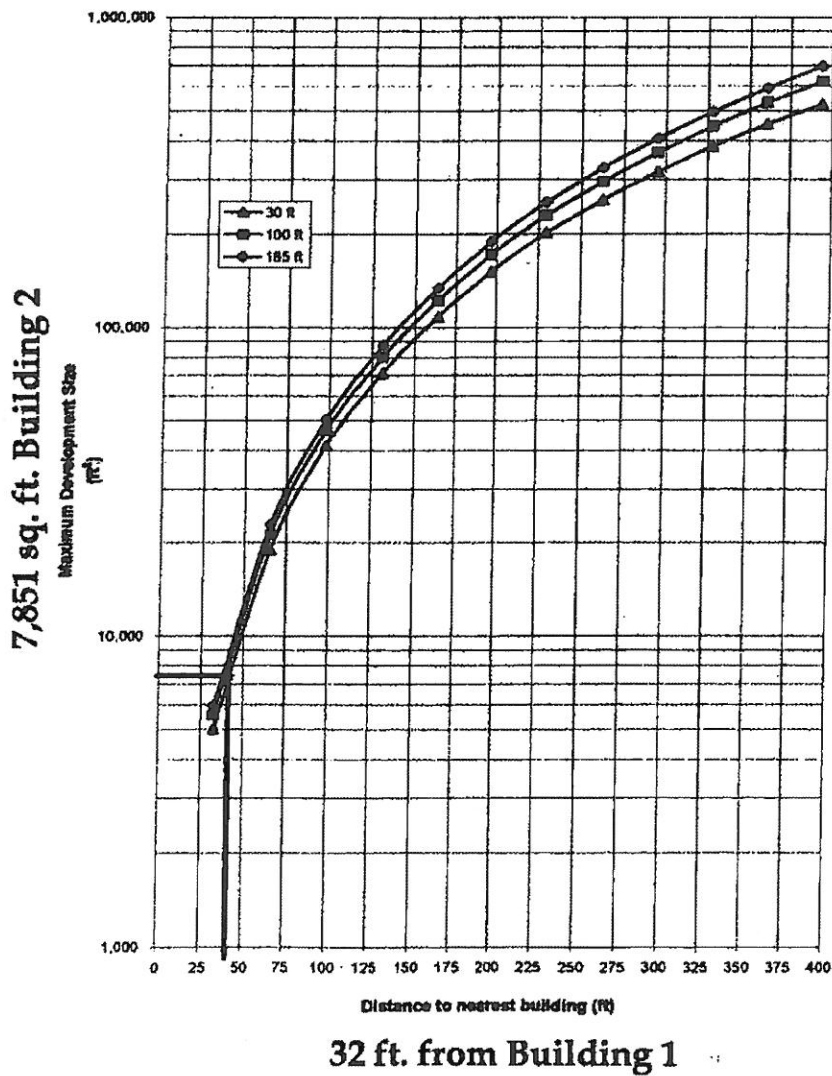
Figure 17-3a
 Stationary Source Screen



32 ft. from Building 2

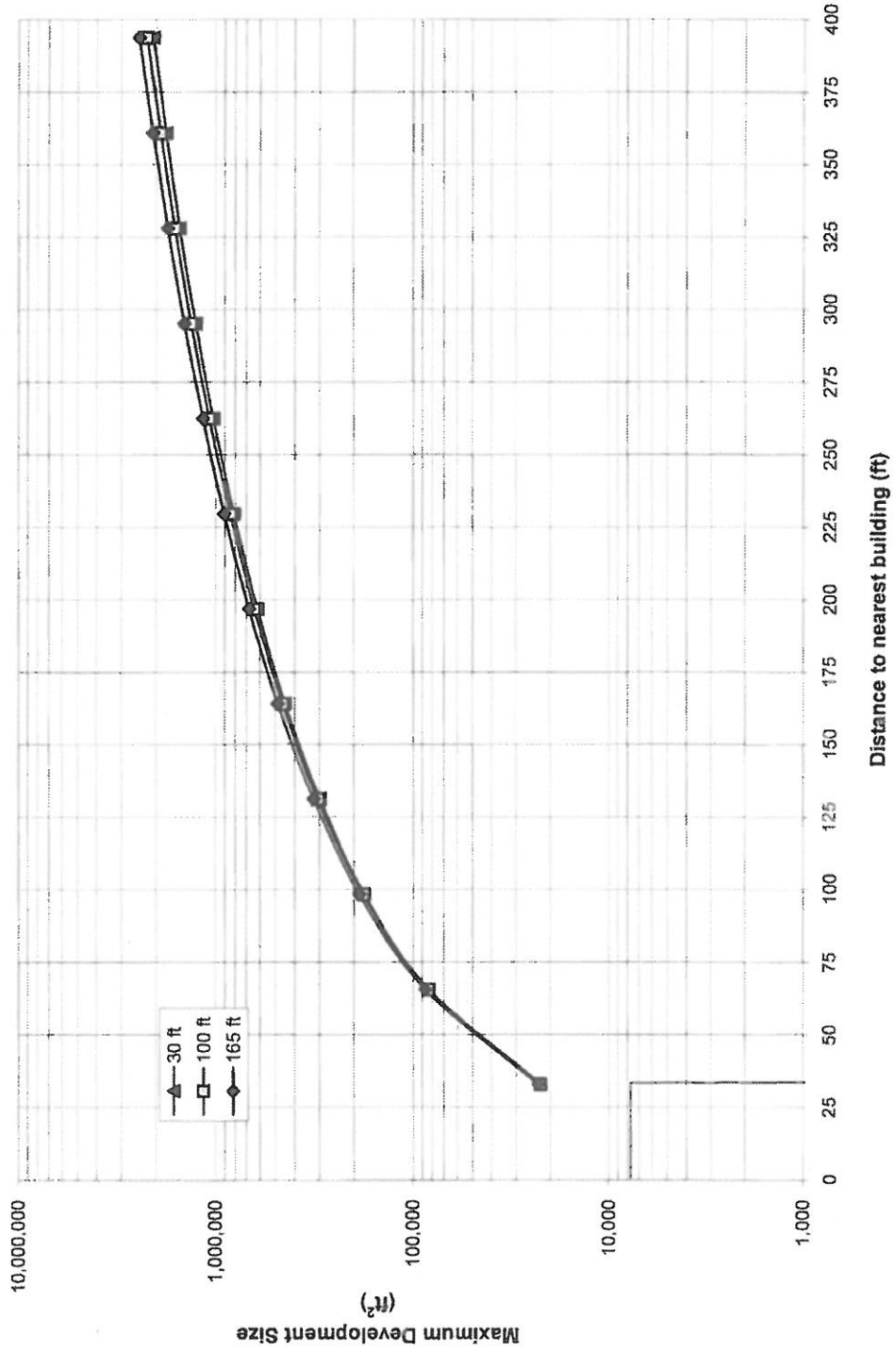
Impact of Building 2 on Building 1

Figure 17-3b
Stationary Source Screen



7,851 sq. ft. Building 2

FIG App 17-6 a
SO₂ BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - FUEL OIL #2



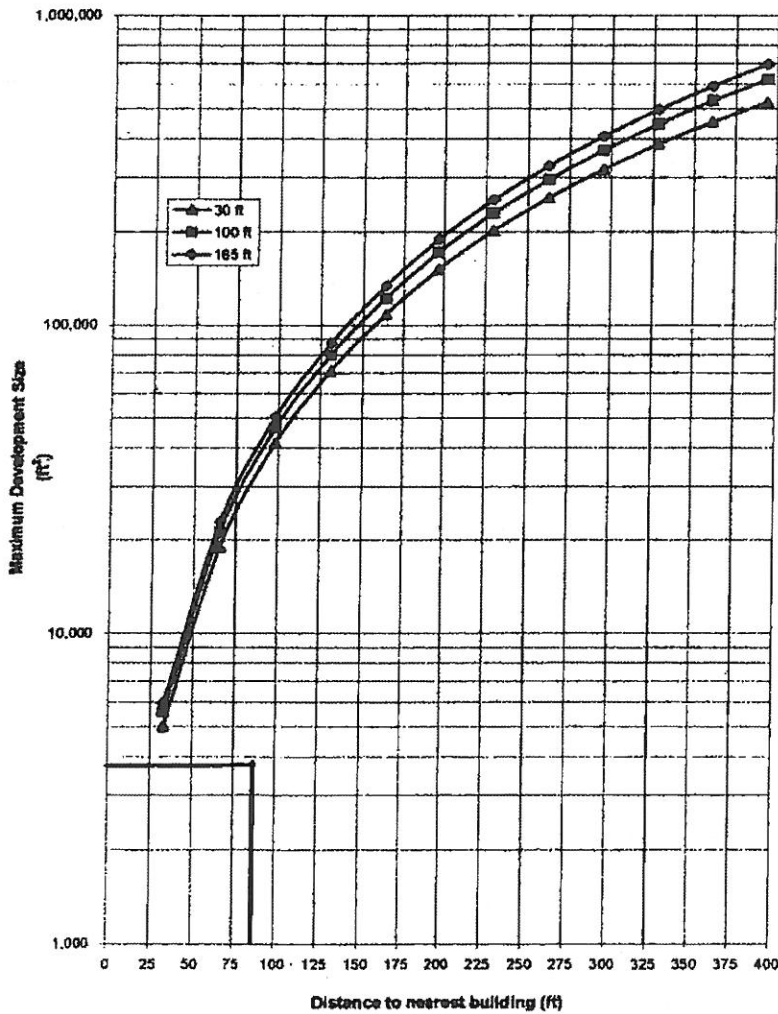


Impact of Project on Richmond Valley Animal Hospital

Figure 17-3c

Stationary Source Screen

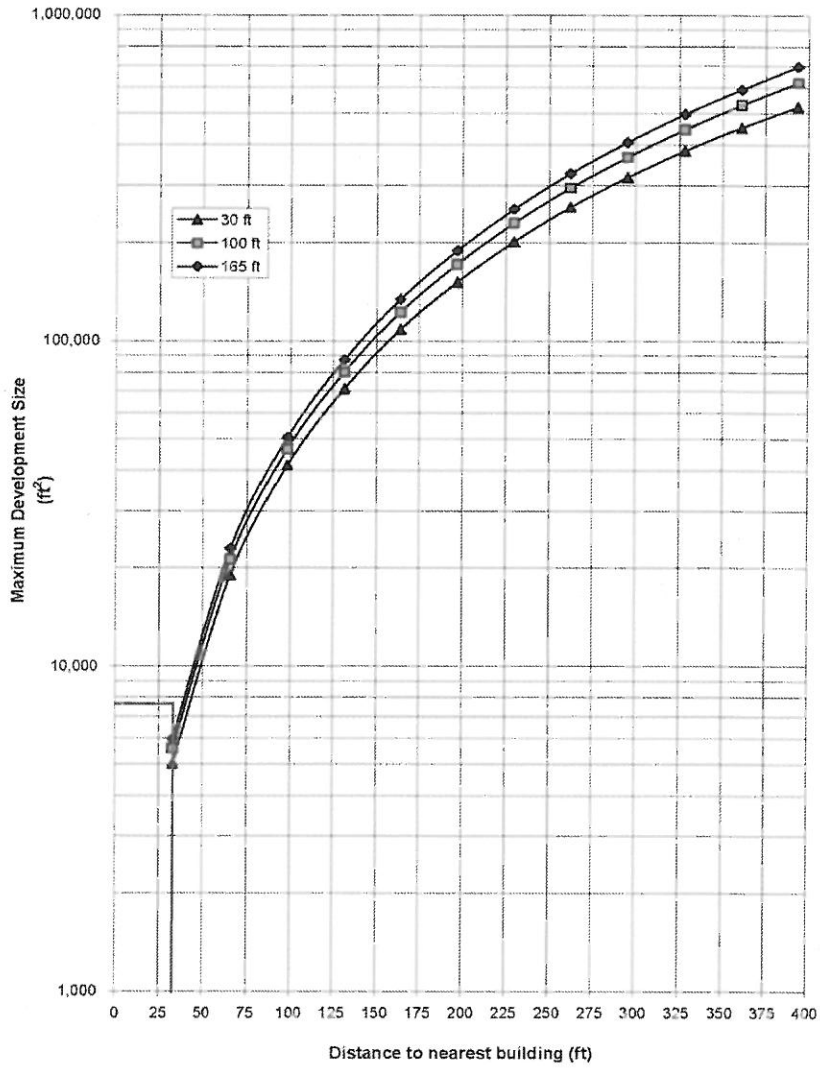
3,856 square foot Building 1



80 feet

7,851 sq. ft. Building 2

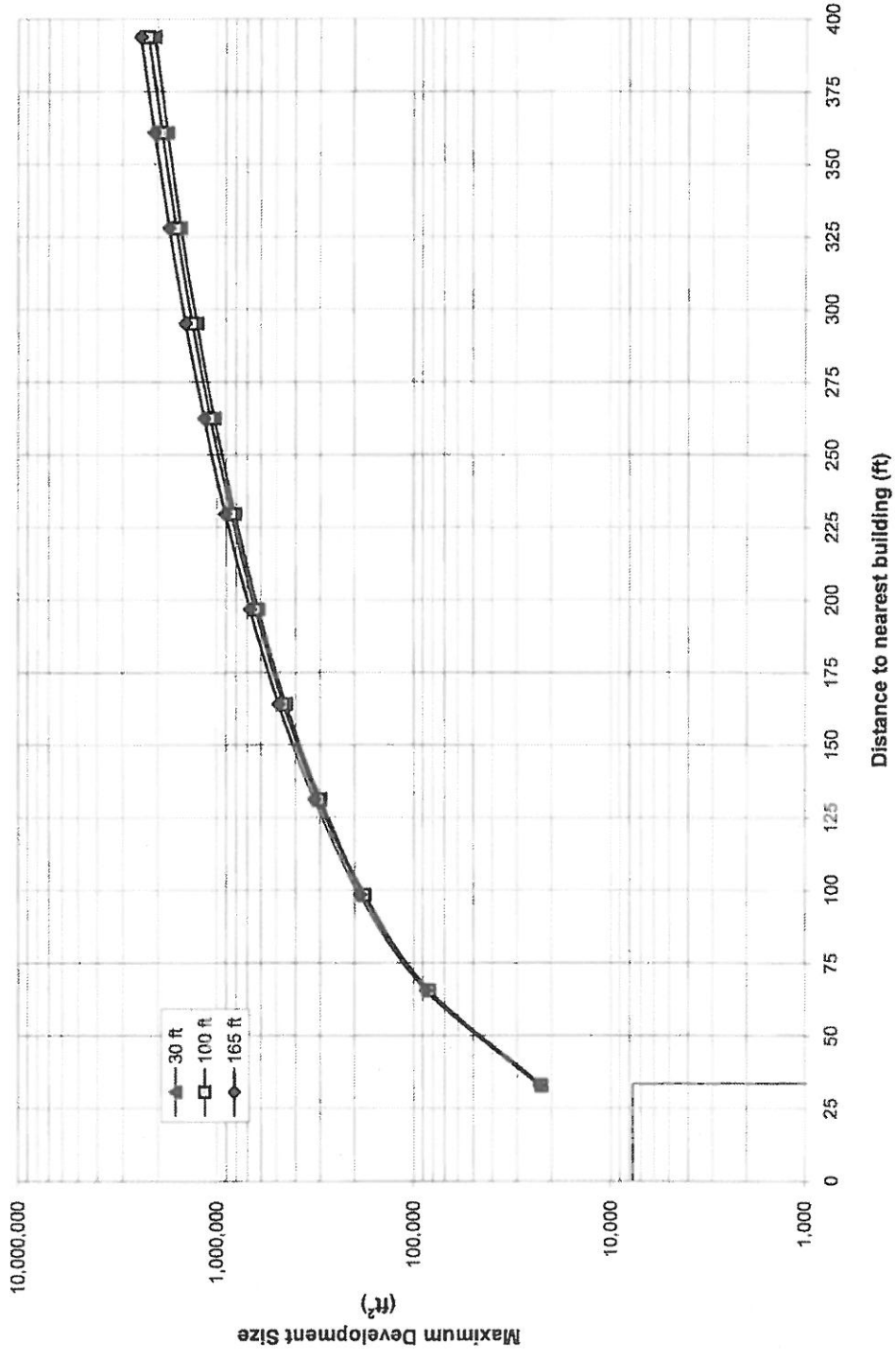
Figure 17-3: d
Stationary Source Screen



30 ft.

7,851 sq. ft. Building 2

FIG App 17-6 b
SO₂ BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - FUEL OIL #2



19. NOISE

Introduction

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those which could result from a proposed project adding a substantial amount of traffic to an area. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the project would include unenclosed mechanical equipment for building ventilation purposes.

Mobile Source

Relative to mobile source impacts, a noise analysis would be required if a proposed project would at least double existing passenger car equivalent (PCE) traffic volumes along a street on which a sensitive noise receptor (such as a residence, a park, a school, etc.) is located. The surrounding area is principally developed with commercial uses. The proposed development is also comprised of a commercial use.

Vehicles would travel to and from the site along the relatively heavily trafficked Arthur Kill Road. There would be an increase in vehicular traffic along Arthur Kill Road resulting from the proposed development, but this increment would be a small portion of total traffic volumes. Significant traffic already travels along Arthur Kill Road, which is a major arterial road serving the West Shore of Staten Island. Pursuant to CEQR methodology, no mobile source noise impacts would be anticipated since traffic volumes would not double along Arthur Kill Road due to the proposed project. Therefore, the proposed project would not result in a mobile source noise impact.

Stationary Source

The project would not locate a receptor within 1,500 feet of a substantial stationary source noise generator, and there is not a substantial stationary source noise generator close to the project site that is also a sensitive receptor. Additionally, the proposed project would not include any unenclosed heating or ventilation equipment that could adversely impact other sensitive uses in the surrounding area. Therefore, the project would not have any potentially adverse stationary source noise impacts.

Conclusion

A detailed noise analysis is not required for the proposed action as the action would result in the development of a commercial use and would not result in the introduction of sensitive receptors. In addition, the proposed development would not introduce significant mobile or stationary source noise into the surrounding area.

22. CONSTRUCTION IMPACTS

A preliminary assessment of construction impacts resulting from the project is required because the proposed action would result in construction activities along an arterial or major thoroughfare as further discussed below.

Transportation

The project site is located along a major thoroughfare, that being Arthur Kill Road. However, it is not expected that the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, pedestrian elements such as sidewalks, crosswalks, and corners, parking lanes and/or parking spaces in on site or nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit. With the exception of the construction of the two proposed curb cuts, all construction activities would occur in the interior of the property away from Arthur Kill Road. The creation of the curb cuts would have minimal short term effects on Arthur Kill Road.

Even if some limited disturbance were to occur to Arthur Kill Road, the affected area would not be considered to be sensitive to such effects, as the surrounding area does not have high pedestrian activity and is not near any sensitive land uses such as schools or hospitals. In addition, the sidewalks, roadways, and walkways comprising Arthur Kill Road would not be near capacity under the future No-Action conditions. Additionally, construction of the project would total eight (8) months and would be considered as short term in accordance with the Construction section of the CEQR Technical Manual. Where the duration of construction is expected to be short-term (less than two years), any impacts resulting from such short-term construction generally do not require detailed assessment.

Based on the 2014 CEQR Technical Manual, Chapter 16, Table 16-1, the minimum development density for new retail development in Zone 5 that would potentially require a Transportation analysis is 10,000 sq. ft. Based on the projected development scenario of a total net increase of 2,707 square feet of local retail space, it was determined that the proposed action would not result in significant adverse impacts.

Proposed construction vehicles, equipment, and supplies would all be stored on the project site away from Arthur Kill Road. No significant transportation related disturbances to the surrounding transportation network are anticipated.

The proposed action would not have any potentially adverse construction impacts, and further analysis would not be warranted.

APPENDIX A

LPC LETTER AND LPC SIGN-OFF

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 13DCP096R
Project: BRIDGEVIEW PLAZA
Address: 4895 ARTHUR KILL ROAD, **BBL:** 5076320023
Date Received: 7/21/2014

-
- No architectural significance**
- No archaeological significance**
- Designated New York City Landmark or Within Designated Historic District**
- Listed on National Register of Historic Places**
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation**
- May be archaeologically significant; requesting additional materials**

Comments:

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2012).

Gina Santucci

7/23/2014

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 29742_FSO_DNP_07232014.doc

ARCHAEOLOGY

Project number: DEPARTMENT OF CITY PLANNING / 13DCP096R
Project: BRIDGEVIEW PLAZA
Address: 4895 ARTHUR KILL ROAD, **BBL:** 5076320023
Date Received: 12/11/2014

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

No archaeological significance

Designated New York City Landmark or Within Designated Historic District

Listed on National Register of Historic Places

Appears to be eligible for National Register Listing and/or New York City Landmark Designation

-; requesting additional materials

Comments:

The LPC is in receipt of the, "Phase 1A/1B Archaeological Assessment, Bridgeview Plaza, 4895 Arthur Kill Road, Staten Island, New York," prepared by VHB Engineering, and dated December 2014. The LPC concurs that there are no further archaeological concerns. Please submit two bound copies of the report to the LPC for our archives.



12/22/2014

SIGNATURE
Amanda Sutphin, Director of Archaeology

DATE

File Name: 29742_FSO_ALS_12222014.doc