

This chapter describes the public review process for the Draft Environmental Impact Statement (DEIS) and summarizes CPC questions raised during the May 6, 2015 public hearing on the DEIS.

The DEIS for the proposed actions was accepted as complete by the New York City Department of City Planning (DCP), and the City Planning Commission (CPC) issued a Notice of Completion for the DEIS on March 13, 2015 in accordance with Article 8 of the Environmental Conservation Law. On April 15, 2015, DCP issued a Notice of Public Hearing on the DEIS, which on April 17, 2015 was published in the Staten Island Advance, a newspaper of general circulation in the area of potential impacts and effects of the proposed actions.

Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. For this project, the public was provided opportunity to provide oral and written comments on the DEIS during the period leading up to and through the DEIS public hearing, which was held on May 6, 2015 at 10:00 am in Spector Hall, at DCP located at 22 Reade Street, New York, New York, 10007. The public also was provided opportunity to submit written comments through the close of the DEIS public comment period, which ended at 5 PM on May 18, 2015.

At an April 21, 2015 Staten Island Community Board 2 full Board meeting, the Board voted in favor of a resolution to recommend approval of the proposed actions by the City Planning Commission. (See **Appendix 4**)

There were no public comments made on the DEIS prior to, or during the May 6, 2015 public hearing, nor were any public comments received during the subsequent DEIS comment period ending May 18, 2015.

At the May 6, 2015 public hearing, various CPC members raised questions relating to the proposed project. Some of these questions related to the proposed project's site plan rather than the DEIS analysis. Site plan questions raised by CPC members included the following: whether sidewalks would be wide enough to support handicapped individuals; whether handicapped parking spaces would be maintained near all Mall entrances (in addition to those proposed near the new westernmost entrance); whether the Applicants considered shared lane bicycle markings or a dedicated lane for bicycles along the proposed shared bicycle and vehicular Mall entrance from Richmond Avenue; and whether the site plan addressed stormwater management. A CPC member also raised a question as to whether it was the MTA's or the Applicants' responsibility to provide and maintain bus shelters and public furniture, and whether there's been consideration

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

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for providing additional bus shelters. The Applicants responded to these questions in a June 12, 2015 letter to the CPC (see **Appendix 4**).

Two questions relating to the DEIS analysis were raised by CPC members. A CPC member inquired as to the nature and status of ongoing review and discussions with the New York City Department of Transportation (NYCDOT) relating to the potential unmitigated significant adverse traffic impacts identified in the DEIS. A representative for the project Applicants explained that the Applicants, in coordination with DCP, were continuing to work with NYCDOT to review the transportation and mitigation analyses described in the DEIS, and were further exploring the feasibility of potential mitigation measures. The resulting changes to the transportation and mitigation analyses and findings can be found in Chapter 10, "Transportation," and Chapter 17, "Mitigation" of this FEIS.

Another CPC member asked whether the proposed site plan would result in impacts to stormwater. As described in Chapter 8, "Water and Sewer Infrastructure," of this FEIS, the overall volume of stormwater runoff and the peak stormwater runoff rate from the project site is expected to increase slightly as a result of the proposed project, due to the reconfiguration of the project site's surface area to include additional rooftop area with a reduction of paved parking area, but would remain below the permitted flow rate for the project site under the New York City Department of Environmental Protection's (DEP) site connection regulations. Best management practices would be implemented to reduce the amount of sanitary flow to the sewer system and treat stormwater before it is released as direct drainage. Overall, the proposed project would not result in a significant adverse impact on the City's wastewater conveyance and treatment system. \*