NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 20DCP140R)

River North (formerly Liberty Towers)

Project Identification
CEQR No. 20DCP140R
ULURP Nos. N210281 LDR, C210289 ZMR,
N210290 ZRR, C210291 ZSR
SEQRA Classification: Unlisted

Lead Agency
City Planning Commission
120 Broadway. 31st Floor
New York, NY 10271

Contact Person
Olga Abinader, Director, 212-720-3493
Environmental Assessment and Review Division
New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on May 3, 2021 for a Draft Environmental Impact Statement (DEIS) for the River North proposal in accordance with Article 8 of the Environmental Conservation Law. **A public hearing on the DEIS will be held in person in the NYC City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, NY on Wednesday, July 14, 2021, at 10:00 AM in conjunction with the CPC's public hearing pursuant to ULURP. Masks are required to be worn to enter the building and during the hearing. Comments are requested on the DEIS and will be accepted through July 26, 2021. In light of the Governor's announcement on June 24, 2021 of the end of the State-declared state of emergency, and in support of the City's continued efforts to contain the spread of COVID-19, the public hearing will be accessible both in person and remotely.**

To join remotely and comment, please visit the NYC Engage site, https://www.nyc.gov/engage
If you would like to register to testify via phone, need assistance with technical issues, or have any questions about participation you may call any of the phone numbers listed below, then enter the following Meeting ID.

(877) 853-5247 (Toll-free)
(888) 788-0099 (Toll-free)
(213) 338-8477 (Toll)
(253) 215-8782 (Toll)

Then enter the following meeting ID and password when prompted.

Meeting ID: 618 237 7396
Password: 1
[The Participant ID can be skipped by pressing #]

Instructions on how to participate, as well as materials relating to the hearing, will be posted on the NYC Engage site on the day of the Public Hearing, no later than 1 hour prior to the hearing. To help the meeting host effectively manage members of the public who sign up to comment, those who do not intend to actively participate are invited to watch the livestream or the recording that

will be posted after the meeting. The Public Hearing livestream can be found in the above referenced NYC Engage site and will be made available on the day of the Public Hearing.

Comments are requested on the DEIS and will be accepted through Monday, July 26, 2021. They can be submitted via email to 120DCP140R_DL@planning.nyc.gov or mailed to Olga Abinader, Director, Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271.

Copies of the DEIS may also be obtained by contacting the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Olga Abinader, Director, by calling (212) 720-3493 or by emailing oabinad@planning.nyc.gov.

In addition, the DEIS and Final Scope of Work will be made available for download at https://www1.nyc.gov/site/planning/applicants/scoping-documents.page.

Please inform the Department of City Planning if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to AccessibilityInfo@planning.nyc.gov or by calling 212-720-3508. Requests must be submitted at least ten business days before the meeting.

The Applicant, Richmond SI Owner LLC, seeks approval of a series of discretionary land use actions including a zoning map amendment, zoning text amendments, and a special permit (the "Proposed Actions") from the City Planning Commission (CPC) that would facilitate the development of a mixed use project comprising residential and commercial uses, open space, and accessory parking (the "Proposed Development") in the St. George neighborhood of Staten Island, Community District 1. New development facilitated by the Proposed Actions would serve as a northern gateway to St. George along Richmond Terrace and as an extension of Downtown Staten Island. The Project Area includes two vacant development sites and an underdeveloped site near the St. George Waterfront and the Staten Island Ferry Terminal. The Proposed Actions would facilitate the development of 919,442 gross square feet (gsf) of floor area within four buildings across two development sites. The Proposed Development would contain three buildings totaling 801,594 gsf, containing 680,615 gsf of residential uses (750 units, 225 of which would be affordable), 18,880 gsf of retail uses, and 102,099 gsf of parking for 331 spaces. The Applicant also would develop an approximately 7,790 square foot (sf) privately owned public space next to the intersection of Stuyvesant Place and Hamilton Avenue. An additional site that is not controlled or under ownership of the Applicant ("Projected Development Site 2) is projected to be developed as a result of the Proposed Actions.

Specifically, the Proposed Actions include:

- ***Zoning Map Amendments***. The Proposed Actions include a zoning map amendment to 1.) Rezone an R6/C2-2 district to an R7-3/C2-4 district within the St. George Special District (SSGD); and 2.) Rezone an R6/C2-2 district to an R6/C2-4 district within the SSGD;
- ***Zoning Text Amendments.*** The Proposed Actions include a series of zoning text amendments to the New York City Zoning Resolution (ZR) Article II, and Article XII, Chapter 8, as well as a text amendment to Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing

Areas) to establish the project area as a Mandatory Inclusionary Housing Area; *and*

- ***Special Permit.*** The Proposed Actions include a CPC Special Permit pursuant to proposed ZR Section 128-62, which would permit modification of bulk regulations (except FAR) and mandatory improvements in R7-3 district within the Upland Subdistrict of the SSGD.

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In order to assess the possible impacts of the components of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the current (No-Action) and proposed zoning (With-Action) conditions by the build year of 2025. The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analyses of the DEIS. In addition to the Proposed Development as described above, for the purposes of a conservative assessment, the DEIS also assumes Block 13, Lots 68, 71, and 73 ("Projected Development Site 2") would assemble and develop in the future with the Proposed Actions. Projected Development Site 2 would be developed with a 117,848 gsf building, of which 100,019 gsf would consist of residential uses (100 dwelling units, 30 of which would be affordable pursuant to MIH), 4,929 gsf would consist of commercial uses, and 12,900 sf would consist of accessory parking for 43 spaces.

The DEIS identifies potential significant adverse impacts related to open space, transportation (traffic), air quality (mobile sources), and construction (traffic and noise). Potential mitigation measures for open space are currently being explored by the Applicant in consultation with the Department of City Planning and Department of Parks and Recreation.

Regarding the potential for transportation (traffic) impacts, ten out of the 24 impacted intersection approaches/lane groups (combined for all peak hours) could be mitigated with readily implementable traffic engineering measures, including the modification of traffic signal timings and the installation of All-Way STOP-Control (AWSC). At the intersection approaches/lane groups where no readily available measures have been identified to mitigate the potentially significant adverse traffic impacts, such measures will be explored between the DEIS and FEIS. These additional mitigation measures would be subject to review and approval by the New York City Department of Transportation (NYCDOT). In the event NYCDOT determines such mitigation measures to be feasible, the FEIS will be updated to reflect that previously-identified unmitigated significant adverse impacts could be mitigated. In the absence of such determination by NYCDOT, the impacts would remain unmitigated.

The potential significant adverse air quality impact at the intersection of St. Marks Place and Hamilton Avenue be fully mitigated with the installation of an AWSC. This transportation mitigation would significantly reduce the delay times and improve the level of service at this intersection. With implementation of this traffic mitigation, the maximum annual incremental concentration of PM2.5 would be significantly lower than the With-Action condition, and would not exceed NAAQS or CEQR de minimis thresholds.

Regarding the potential for construction impacts, construction of the Proposed Project could result in potentially significant adverse traffic impacts during at least one of the weekday AM (6:00 AM – 7:00 AM) or PM (3:00 PM – 4:00 PM) construction peak hours at five study area intersections. Specifically, there would be the potential for significant adverse traffic impacts at three intersections during the weekday AM construction peak hour and four intersections during the weekday PM construction peak hour. The potentially significant adverse traffic impacts at five (5) out of the eight (8) impacted intersection approaches/lane groups (combined for the weekday AM

and PM construction peak hours) could be mitigated with readily implementable traffic signal timing modifications. At the intersection approaches/lane groups where no readily available measures have been identified to mitigate the potentially significant adverse traffic impacts, such measures will be explored between the DEIS and FEIS. These additional mitigation measures would be subject to review and approval by NYCDOT. In the event NYCDOT determines such mitigation measures to be feasible, the FEIS will be updated to reflect that previously-identified unmitigated significant adverse impacts could be mitigated. In the absence of such determination by NYCDOT, the impacts would continue to remain unmitigated. In addition, the Proposed Actions have the potential to result in a temporary significant adverse construction-period noise impact because of the duration and magnitude of the projected construction-period noise levels. Significant adverse construction noise impacts were identified where project-generated construction has the potential to exceed CEQR impact criteria at up to 20 properties. The Applicant has committed to implementing certain controls that exceed the noise control measures required by the New York City Noise Control Code. These measures include using auger drills in lieu of impact pile drivers and ventilation fans that would not exceed a noise level of 91-dBA and constructing a 15-foot-tall construction barrier that would extend along the full perimeter of the site except along Projected Development Site 1's frontage to Richmond Terrace, where an 8-foot-tall construction barrier would be placed. However, even with these measures, elevated construction-period noise levels are predicted to occur at certain locations. Additional measures, as feasible, to avoid potential significant adverse noise impacts will be explored between the draft and final EIS in consultation with DCP. If additional path control mitigation measures are not able to be implemented because they are not feasible and practicable mitigation, there would be significant adverse construction-period noise impacts that would remain unmitigated.

In addition, two potential alternatives to the Proposed Action were studied: a No-Action Alternative and a No Unmitigated Significant Adverse Impacts Alternative. Neither alternative would meet the primary objectives of the Proposed Action, and no feasible alternatives are available that would result in no unmitigated impacts meet the Proposed Action's goals.