

May 15, 2019

The Honorable Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Mr. James Patchett
President
New York City Economic Development Corporation
110 William Street
New York, NY 10038

Re: Empire Outlets Grand Opening

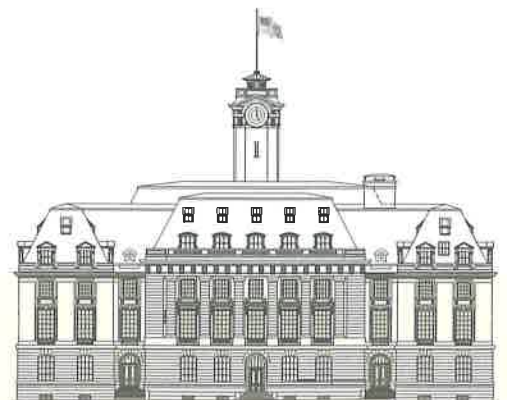
Dear Commissioner Trottenberg and Mr. Patchett:

As you are no doubt aware, Empire Outlets (EO) will be grand opening tonight, May 15th, at 6:00 in the evening. While we welcome any project that focuses interest on Staten Island – especially projects that bring businesses and jobs – we are forced to formally object to the marked lack of traffic mitigation measures undertaken in advance of this opening.

Construction of the outlet mall began in 2015 and the opening has been postponed on numerous occasions. This indicates to us that there has been more than enough time to implement the traffic mitigation measures included as part of ULURP application #C150447 ZSR, approved by the City Planning Commission on October 7, 2015.

And so we find ourselves one day away from what could be a traffic Armageddon forced upon a borough that relies more heavily on its streets and highways than any of the other four. What follows is a detailed list of measures that should have been taken, but never were.

- Relocate portion of Bank Street accessing ferry terminal from Wall Street ramp closer to water's edge.
- Reconstruct ferry staircase to esplanade.
- All improvements specified in Builder's Pavement Plan.
- Modifying and restriping of Wall Street Ramp based on detailed construction drawings.



- Installation of new traffic signal at Richmond Terrace and Schuyler Street and reversing direction of Wall Street and Schuyler between Richmond Terrace and Stuyvesant Place.
- Provide Traffic Enforcement Agents (TEAs) during baseball games at Richmond Terrace and Hamilton Avenue.
- Constructing a service road northeast of the outlet center along the waterfront for access to DOT operations per approved site plan.
- Standard Traffic Capacity Improvement Measures including lane restriping, prohibiting turning movements as required, revising signal timing and modifying traffic signals.

As well, additional commitments were made for things like conducting a monitoring plan once the EO development is fully built out and occupied and submitting a detailed scope of work to NYCDOT for review and approval prior to undertaken aforementioned monitoring plan.

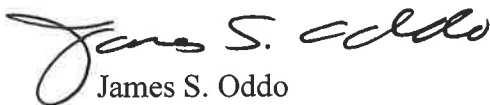
Improvements under the applicant's responsibility are limited to signal timing and/or signal head modifications to accommodate phasing changes, restriping, new or modified signage and parking regulation changes. However, the NYCEDC will be responsible for costs associated with the design and/or implementation of other recommended improvements identified by the plan and approved by NYCDOT in consultation with developer and NYCEDC.

Improvements under NYCEDC's responsibility are limited to one traffic signal in addition to the signal being installed by EO developer, up to three Traffic Enforcement Agents on weekday evenings and weekends during peak tourist/shopping periods of the year.

Many and various explanations and excuses have been proffered as to why these improvements have not taken place, but none of them mitigate in any way the fact that a high-profile grand opening is only a day away and the streets of St. George, indeed, all of Staten Island, are unprepared for the influx of vehicles that will accompany it.

It is certainly possible that we are wrong about what may happen, and if that is the case we will gladly admit to the accusation that we are alarmists. However, while in your position you may be able to hope for the best, it is our job to prepare for the worst.

Sincerely,



James S. Oddo
President, Borough of Staten Island



Debi Rose
Councilmember, 49th District