

City Environmental Quality Review
Environmental Assessment Statement
for the
New Stapleton Waterfront
Development Plan

Lead Agency:
Office of the Deputy Mayor for Economic Development and Rebuilding
Mayor's Office of Environmental Coordination
100 Gold Street, Room 214
New York, New York 10038

CEQR Reference Number: 06DME001R

October 31, 2005

City Environmental Quality Review

DRAFT ENVIRONMENTAL ASSESSMENT STATEMENT

PART I, GENERAL INFORMATION

Reference Numbers

1. 06DME001R
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)
TBD
ULURP REFERENCE NO. IF APPLICABLE

BSA REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO.(S) IF APPLICABLE
(E.G. LEGISLATIVE INTRO, CAPA, ETC.)

Lead Agency & Applicant Information

PROVIDE APPLICABLE INFORMATION

2a. Lead Agency

Office of the Deputy Mayor for Economic Development and Rebuilding
NAME OF LEAD AGENCY
Robert R. Kulikowski, PhD., Assistant to the Mayor
NAME OF LEAD AGENCY CONTACT PERSON
Mayor's Office of Environmental Coordination, 100 Gold Street, Room 214
ADDRESS
New York, New York, 10038
CITY STATE ZIP
212-788-2932 212-778-2941
TELEPHONE FAX
rkulikowski@cityhall.nyc.gov
EMAIL ADDRESS

2b. Applicant Information

New York City Economic Development Corporation
NAME OF APPLICANT

David Quart
NAME OF APPLICANT'S REPRESENTATIVE OR CONTRACT PERSON

110 William Street, 6th Floor
ADDRESS
New York New York 10038
CITY STATE ZIP
212-312-3620 212-312-3989
TELEPHONE FAX
dquart@nycedc.com
EMAIL ADDRESS

Action Description

SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL New Stapleton Waterfront Development Plan

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

Proposed Action

1. The New Stapleton Waterfront Development Plan

The Proposed Action consists of rezoning, street mapping/demapping, capital funding, permits, and property disposition, on and adjacent to, the former U.S. Navy Homeport in the Stapleton section of Staten Island (refer to Figure 1, Location Map). The area subject to the Proposed Action includes the former Homeport, generally bounded by the approximate extension of St. Julian Place to the north, Front Street to the west, Vanderbilt Avenue to the south, and the U.S. Pierhead line to the east (the Homeport Site), and the adjacent properties located within the bounds of Hannah Street to the north, the Staten Island Rapid Transit (SIRT) right-of-way (ROW) and Bay Street to the west, Willow Avenue to the south, and the U.S. Pierhead line to the east (altogether, the Project Area) (see Figures 1 and 2).

The redevelopment of the Homeport Site would result from the sale or lease of portions of the former Homeport by the City of New York to private developers, and would include residential, restaurant/banquet facility, sports complex, local retail, farmers market, and commercial uses. The Proposed Action also would encourage complementary private development in the area west of Front Street and east of the SIRT tracks through the establishment of a special zoning district allowing mixed-use development, as described below. In addition, the Proposed Action includes the creation of a waterfront esplanade and public open space, the realignment and reconstruction of Front Street, which runs through the Project Area, and preparation of the Homeport Site to accommodate the development program. Infrastructure improvements to be implemented concurrently with the redevelopment of the Homeport Site include shoreline stabilization, roadway and sidewalk reconstruction, site utility preparation, installation of new water/sewer mains and rehabilitation, replacement or relocation of existing water/sewer mains.

To consider the potential environmental impacts of the Proposed Action, it is necessary to examine reasonable development consequences of the proposed land use and zoning changes. Without a reasonable future development scenario, it would not be possible to assess the range of effects that might occur as a result of the Proposed Action. Although the Proposed Action affects the entire Project Area, the analysis of changes to allowable use and bulk and other land use provisions will focus on those sites that are reasonably likely to undergo development by the Proposed

Action's build year (2015). To that end, each of the privately-owned parcels affected by the proposed rezoning was assessed for its redevelopment potential by 2015 based on factors such as existing proposals, common ownership, and site accessibility, to establish a reasonable worst-case development scenario (RWCDs) for the Project Area beyond the Homeport Site. In addition, while a specific use has not yet been determined for Parcel B4 on the Homeport Site located between Prospect and Water Streets, as shown on Figure 3, an assumption of commercial office development has been made for analysis purposes under the RWCDs.

The mix of uses envisioned under the RWCDs total approximately 682,500 square feet associated with development of the Homeport Site and approximately 343,700 square feet associated with development of the rezoning area west of Front Street between Wave and Thompson Streets. The Proposed Action contemplates the following development program:

Homeport Site Development Program Summary

Residential	367,500 s.f. (350 Units)
Restaurant & Banquet Hall	75,000 s.f.
Sports Complex	100,000 s.f.
Local Retail	30,000 s.f.
Farmers Market	10,000 s.f.
Commercial Office	100,000 s.f.
Accessory Parking	+/- 1435 spaces

Rezoning Area Development (outside Homeport Site)

Residential	300,000 s.f. (288 Units)
Retail	+/- 43,700 s.f.
Parking	+/- 440 spaces

The following table presents a breakdown of the RWCDs, as illustrated on Figure 3.

Homeport Site Development Program		
Parcel	Proposed Use	Size
A	Residential	131,250 sf (125 units)
	Parking	140 spaces
B1	Restaurant & Catering Hall	75,000 sf
	Parking	600 spaces
B2	Sports Complex	100,000 sf
	Retail	5,000 sf
	Parking	130 spaces
B3	Residential	131,250 sf (125 units)
	Farmers Market/Retail	35,000 sf
	Parking	220 spaces
B4	Commercial Office	100,000 sf
	Parking	225 spaces
B5	Residential	105,000 sf (100 units)
	Parking	120 spaces
Rezoning Area Development (outside Homeport Site)		
C1	Parking	75 spaces
C2	Parking	75 spaces
D1 through D6	Residential	300,000 sf (288 units)
	Retail	43,700 sf
	Parking	290 spaces

Note: Sites D1 through D6 are considered Projected Development Sites and will be evaluated as part of the 2015 Build Condition quantitative technical analyses in the DEIS. Remaining sites in the area to be rezoned (specifically Block 492, Lots 29 and 31; and Block 494, Lot 24) are considered Potential Development Sites that are not likely to be developed by the 2015 Build Condition, and thus will not be included in the Build Condition quantitative technical analyses. However, the presence of these Potential Development Sites will be evaluated and discussed qualitatively in all appropriate sections of the DEIS.

The RWCDs will be analyzed in a single phase with total development of the Homeport Site and development parcels west of Front Street between Wave and Thompson Streets completed after approximately ten years (2015 Build Year).

2. Rezoning

The Proposed Action includes zoning map and text amendments to establish the Special Stapleton Waterfront District (SSWD). The rezoning area is located in the Stapleton neighborhood in Staten Island, Community District 1 and is generally bounded by (the approximate extension of) Swan Street to the north, the Staten Island Rapid Transit (SIRT) tracks to the west, Greenfield Avenue to the south and the U.S. Pierhead line to the east. The SSWD would include the former United States Navy Homeport, located between Front Street and the U.S. Pierhead line. Figure 5 depicts the proposed rezoning (SSWD) in the context of the City's Zoning Map.

The existing M2-1 and M3-1 zoning districts allow medium-to-heavy industrial uses constructed to an FAR of 2. Both zoning districts require parking. The proposed C4-2A district is a contextual district for shopping centers and offices in more densely built areas. Regulations specific to the SSWD would modify the underlying C4-2A zoning district with an R6B residential equivalent. This is a special equivalency for the new Special District (C4-2A districts have an R6A equivalency under the Zoning Resolution). R6B residential development must comply with requirements of the Quality Housing Program, which include planted buffers between buildings and streets, minimum open space, screened parking lots and no parking between the street wall and street line.

The entire area proposed for rezoning would be included within the boundaries of a new special district – the SSWD. As discussed above, the use and bulk provisions of the proposed SSWD are based upon the regulations of the C4-2A contextual zoning district, which allow residential and commercial uses and a maximum FAR of 3. Within the SSWD, the regulations of the R6B zoning district would apply to residential developments and enlargements. The Proposed Action would change the existing M2-1 and M3-1 zoning districts to an underlying contextual C4-2A zoning district (R6B residential equivalent). Commercial retail uses would be required on the ground floor of developments in certain locations and the maximum building height would be limited to 50 feet. The SSWD regulations would obviate waterfront zoning requirements and in lieu establish special requirements for visual corridors and upland connections based on waterfront zoning requirements. The SSWD would be divided into seven sub-areas, including the esplanade and public open spaces.

3. Proposed Changes to the City Map

In order to improve vehicular as well as pedestrian circulation throughout the Project Area, as part of the Proposed Action, the streets listed below would be included on the official City Map. With the exception of Baltic Street, all of these streets are currently built but not officially mapped. The alignment of Front Street would be changed from its existing built alignment to improve safety conditions and better serve the proposed adjacent development. The other listed streets would be mapped within their existing built alignments. The streets to be added to the City Map are:

- Realigned Front Street, between Hannah and Bay Streets;
- Baltic Street, between Bay and Front Streets;
- Sands Street, between Bay Street and SIRT ROW;
- Prospect Street, between Bay and Front Streets;
- Cross Street, between Bay Street and SIRT ROW;
- Water Street, between Bay and Front Streets; and
- Canal Street, between Bay and Front Streets.

The streets listed below would be demapped from the official City Map. The Edgewater Street action along with the Camden Street (Record Street) action is being proposed to allow a reconfiguration of the awkward intersection to improve traffic conditions at Front and Bay Streets. The segment of Murray Hulbert Avenue proposed for demapping is not an existing built street.

- Edgewater Street, between Bay Street and Willow Avenue; and
- Murray Hulbert Avenue, between north and south exits of Hannah Street.

The following streets, which exist only as record streets but are not mapped on included on the official City Map, would be extinguished from record:

- Sands Street, between Front Street and SIRT ROW;
- Camden Street, between Edgewater and Bay Streets;
- Murray Hulbert Avenue, from south side of Hannah Street to Edgewater Street; and
- Marginal Street, Wharf or Place, between Hannah Street and the extension of Greenfield Avenue.

The realignment of:

- Thompson Street, at the intersection of Front and Thompson Streets.

4. Disposition of Property

Disposition of City owned property for portions of the Homeport Site and two irregularly-shaped parcels (identified as parcels C1 and C2 on Figure 3), one located north of Wave Street (between Front Street and the SIRT) and one located south of Thompson Street (between Front Street and the SIRT) would be required to facilitate the redevelopment identified as part of the Proposed Action.

5. Capital Funding

Approval of City capital funds would be required to finance the construction of a public esplanade, infrastructure and other related capital improvements associated with the Proposed Action.

6. Permits

Permits from the New York State Department of Environmental Conservation and the Army Corps of Engineers would be necessary to perform work in or near open water tidal wetlands which are located within the Project Area and to stabilize portions of the shoreline.

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVALS(S):

For many years, elected officials, planners, residents, and business owners have recognized that the Stapleton community is in need of economic stabilization and revitalization. Historically, the Stapleton area, particularly along Bay Street and near Tappan Park, was one of Staten Island's business hubs. The area has experienced numerous changes in its demographic and economic composition over the past several decades.

One of the great assets that Stapleton possesses is its waterfront. This area is widely recognized as having tremendous potential for attracting new development that could help solidify revitalization and anchor economic stability. Recognizing a distinct need to revitalize and economically stabilize Stapleton, an extensive planning process was completed over the past two years resulting in the New Stapleton Waterfront Plan, which the Mayor's Homeport Task Force approved and which was the subject of a public forum in May 2004. The Task Force was comprised of City and elected officials and community and business representatives. This process gave strong consideration to community input, planning, urban design and economics.

In addition to the economic aspects, the planning process sought to strengthen linkages to the Stapleton community and shoreline north and south of the area (as part of broader development plans for a bicycle and walkway route/esplanade along the north shore of Staten Island). Such linkages would reduce barriers to access and use of the area, and create a distinct sense of place.

The planning process included physical planning, as well as a market analysis to determine the nature and magnitude of the issues facing the area, and to see which uses would work best to meet the project goals and objectives. The market analysis determined that the area is more urban in nature but less economically robust than the remainder of Staten Island. For example, rental rates are lower than many areas of Staten Island but vacancy rates in some stretches approach 50 percent. Retail activity has more of a local flavor, often geared to immigrant populations and lacking the presence of national chains. The turn over rate for businesses is fairly high, with many surviving only a short time. While Staten Island and the north shore have seen an increase in population, an annual increase in single-family home values and a solid amount of new construction and investment, Stapleton has not shared in that prosperity. The housing market in Stapleton has a low homeownership rate, a high vacancy rate and a lower than average median home value. The surrounding area between the western boundary of the Homeport facility and the SIRT route (parcels west of Front Street), the western boundary of the Project Area, is dominated by manufacturing and underused buildings, vacant or underused lots, some of which are used for or give the appearance of uncovered storage or dumping.

The Proposed Action is intended to provide opportunities for a new mixture of recreational, residential and commercial development along the Stapleton waterfront. The Proposed Action would re-use, enhance and upgrade the waterfront area according to the community's stated visions and needs. The Homeport facility was decommissioned in 1994 as part of a series of military base closings nationwide with ownership transferred to New York City. Development of the former Homeport facility and Project Area occurred during the late 19th through 20th centuries. While the Homeport facility currently consists of interim institutional uses following the United States Navy's departure from the site, the existing buildings and uses on the site do not provide functionality, serve the needs of the community and the City as a whole, or maximize the economic potential of its unique location.

As a result of the work of the Task Force and the public participation process, the New Stapleton Waterfront Plan was developed calling for a mixed-use plan including residential, retail, restaurant/banquet hall, sports complex and farmers market uses. The Plan also included open space and public access as significant components. Proposed improvements included a waterfront esplanade, public open space, and the reconstruction of Front Street.

The proposed rezoning and mapping actions would provide mechanisms to realize the potential of the Homeport property and implement the community's vision as stated in the New Stapleton Waterfront Plan. The proposed rezoning actions would permit the introduction of a mixture of water-enhanced commercial, residential, and recreational uses, thereby re-using, rehabilitating and maximizing the potential of existing underutilized and vacant land. Replacing the existing M2-1 and M3-1 manufacturing zones with a zoning special district, as described above, would provide a range of benefits, including greater flexibility for commercial, residential, and recreational uses.

The Proposed Action would facilitate new waterfront development with a scale and intensity of uses that are sensitive to the adjoining neighborhoods, a pedestrian-friendly streetscape, and uses currently not available to the community. The esplanade would connect with the proposed North Shore Esplanade project, now in design, providing continuous waterfront access between St. George and Stapleton. In addition, the Proposed Action would leverage the presence of the existing SIRT's Stapleton Station and nearby bus stops within the Project Area to create a transit-oriented development and spur economic development in the adjoining downtown Stapleton area.

In summary, the purpose of the Proposed Action is to:

- Increase job opportunities for the Stapleton community and Staten Island residents as a whole.
- Increase the range of housing options in the area.
- Provide commercial and recreational uses that are not available in the area such as an indoor sports complex, farmers market, and restaurant/banquet facility.
- Create a new destination for residents and visitors to the area, thereby strengthening the existing Stapleton community.
- Continue to improve public access to the waterfront and along the shoreline by connecting the proposed esplanade to the North Shore Esplanade Project.
- Physically and visually connect the upland community to the waterfront by preserving existing views and realizing additional views to and from the shoreline.
- Diversify the reputation of Staten Island, particularly the Stapleton area, to create a dynamic, economic development area.
- Rehabilitate and revitalize uses in an appropriate manner to meet the community needs and takes advantage of the project site's assets along the waterfront and proximity to public transit.
- Provide improvements to the site and surrounding area by upgrading roadway and waterfront infrastructure.

Required Action or Approvals

4. CITY PLANNING COMMISSION ☒ Yes ☐ No

<input checked="" type="checkbox"/> Change in City Map	<input type="checkbox"/> Zoning Certification	<input type="checkbox"/> Site Selection – Public Facility
<input checked="" type="checkbox"/> Zoning Map Amendment	<input type="checkbox"/> Zoning Authorization	<input checked="" type="checkbox"/> Disposition – Real Property
<input checked="" type="checkbox"/> Zoning Text Amendment	<input type="checkbox"/> Housing Plan & Project	<input type="checkbox"/> UDAAP
<input type="checkbox"/> Charter 197-a Plan		<input type="checkbox"/> Revocable Consent
<input type="checkbox"/> Zoning Special Permit, specify type: _____		<input type="checkbox"/> Franchise
<input type="checkbox"/> Modification of _____		<input type="checkbox"/> Concession
<input type="checkbox"/> Renewal of _____		
<input type="checkbox"/> Other _____		
5. UNIFORM LAND USE PROCEDURE (ULURP) ☒ Yes ☐ No
6. BOARD OF STANDARDS AND APPEALS ☐ Yes ☒ No

<input type="checkbox"/> Special Permit	<input type="checkbox"/> New	<input type="checkbox"/> Renewal	Expiration Date _____
<input type="checkbox"/> Variance	<input type="checkbox"/> Use	<input type="checkbox"/> Bulk	

 Specify affected section(s) of Zoning Resolution _____
7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes ☒ No

<input type="checkbox"/> Title V Facility	<input type="checkbox"/> Power Generation Facility	<input type="checkbox"/> Medical Waste Treatment Facility
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8. OTHER CITY APPROVALS ☒ Yes ☐ No

<input type="checkbox"/> Legislation	<input type="checkbox"/> Rulemaking; specify agency: _____
<input type="checkbox"/> Construction of Public Facilities	<input checked="" type="checkbox"/> Funding of Construction, Specify: <u>Construction of a public esplanade and other related capital improvements</u>
<input type="checkbox"/> Policy or plan	<input type="checkbox"/> Funding of Programs, Specify _____
<input type="checkbox"/> Permits, Specify: _____	
Other, explain: <u>Business terms of the proposed development pursuant to 384(b)(4) of the City Charter.</u>	
9. STATE ACTIONS/APPROVAL/FUNDING ☒ Yes ☐ No

If "Yes" identify New York State Department of Environmental Conservation permits related to tidal wetlands, and shoreline stabilization and related improvements.

PLEASE NOTE
THAT MANY
ACTIONS ARE NOT
SUBJECT TO
CEQR. SEE
SECTION 110 OF
TECHNICAL

Action Type

Analysis Year

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

10 FEDERAL ACTIONS/APPROVALS/FUNDING ☒ Yes ☐ No
If "Yes," identify US Army Corps of Engineers permits related to shoreline stabilization and related improvements.

11a. ☐ Unlisted; or ☒ Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended). §617.4 (b) (2)

11b. ☐ Localized action, site specific ☒ Localized action, change in regulatory control for small area ☐ Generic action

12. Identify the analysis year (or build year) for the proposed action: 2015

Would the proposal be implemented in a single phase? ☒ Yes ☐ No ☐ NA.

Anticipated period of construction: Intermittent for approximately 9 years

Anticipated completion date: 2015

Would the proposal be implemented in multiple phases? ☐ Yes ☒ No ☐ NA.

Number of phases: _____

Describe phases and construction schedule: _____

13a. LOCATION OF PROJECT SITE

Stapleton, Staten Island

STREET ADDRESS

The Project Area is bound by Hannah Street to the north, the elevated railroad tracks of the Staten Island Rapid Transit (SIRT) right-of-way (ROW) to the west, Willow Avenue to the south and the U.S. Pierhead line to the east.

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

M2-1 and M3-1

Zoning Maps 21c and 21d

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY

ZONING SECTIONAL MAP NO.

Homeport Site (Block 487, Lot 110), remainder of Project Area (Block 487, Lot 100 (partial); Block 489, Lot 25; Block 490, Lots 24, 26, 37, 45; Block 491, Lots 29, 32, 37, 41, 42, 46; Block 492, Lots 29, 31; Block 493, Lot 12; Block 494, Lots 18, 19, 21, 24, 30; Block 2820, Lots 1, 95 (partial), 105; Block 2822, Lots 1, 20, 21, 22, 23, 24, 26, 30).

Staten Island

Community Board District #1

TAX BLOCK AND LOT NUMBERS

BOROUGH

COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: 1,669,874 SQ. FT.

PROJECT SQUARE FEET TO BE DEVELOPED: 1,847,032 SQ. FT.

GROSS FLOOR AREA OF PROJECT: 682,500 (Homeport) + 343,700 (West of Front Street) SQ. FT.

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED

IN THE NUMBER OF UNITS, SQ. FT. OR OTHER APPROPRIATE MEASURE: N/A % OF N/A

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: HEIGHT: 60' WIDTH: 110' LENGTH: 260'

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: Approximately 6,000 feet along Front Street

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

N/A.

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? ☒ Yes ☐ No

IF 'YES' IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13A & 13B ABOVE.

The proposed SSWD would rezone a multi-block area west of Front Street between Wave and Thompson Streets, in addition to the Homeport Site. The area to be affected is comprised of Block 487, Lots 100 (partial), 110 (partial); Block 489, Lot 25; Block 490, Lots 24, 26, 37, 45; Block 491, Lots 29, 32, 37, 41, 42, 46; Block 492, Lots 29, 31; Block 493, Lot 12; Block 494, Lots 18, 19, 21, 24, 30; Block 2820, Lot 105.

PART II, SITE AND ACTION DESCRIPTION

Site Description

1. **GRAPHICS** Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

The following figures are attached: Figure 1, Location Map; Figure 2, Project Area Map; Figure 3, Reasonable Worst Case Development Scenario; Figure 4, Projected and Potential Development Sites; Figure 5, Proposed Rezoning; Figure 6, Existing Buildings on Homeport Site; Figure 7, Land Use Map; Figure 8, Zoning Map; Figure 9A-4F, Tax Maps; Figure 10, Coastal Zone Map; Figures 11 through 13, Preliminary Trip Origin and Destination (Build AM, Build Mid-Day, Build Peak); Figure 14, Noise Receptor Locations

2. **PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (Sq. ft.): approximately 6,905,000 sq. ft. Water surface area (sq. ft.): approximately 5,000,000 sq. ft.*
Roads, building and other paved surfaces (sq. ft.): approximately 1,905,000 sq. ft. Other, describe (sq. ft.) N/A

* Not included in Part 1, 13b above.

3a. **PRESENT LAND USE - HOMEPORT SITE**

Residential

Total no. of dwelling units None No. of low-to-moderate income units 0

Gross floor area (sq. ft.) N/A

No. of stories: N/A

Commercial

Retail: No. of bldgs None

Gross floor area of each building (sq. ft.): N/A

Office: No. of bldgs None

Gross floor area of each building (sq. ft.): N/A

Other: No. of bldgs None

Gross floor area of each building (sq. ft.): N/A

Specify type(s): N/A

No. of stories and height of each building: _____

Manufacturing/Industrial

No. of bldgs 0

Gross floor area of each building (sq. ft.): N/A

No. of stories and height of each building: N/A

Type of use(s): N/A

Open storage area (sq. ft.): N/A

If any unenclosed activities, specify: _____

Community facility

Type of community facility: _____

No. of buildings: 9 Gross floor area of each building (sq. ft.): see below

No. of stories and height of each building: _____

(Building 1a) Active, 135,000 sq. ft. 1 story with mezzanine, 40 feet high interior clearance;

(Building 1b) Active, 28,000 sq. ft. 3 stories, approximately 40 feet high;

(Building 1c) Active, 28,000 sq. ft. 3 stories, approximately 40 feet high;

(Building 2) Vacant, 47,000 sq. ft. 1 story with mechanical mezzanine, 30 feet high interior clearance;

(Building 3) Active, 30,000 sq. ft. 2 stories, approximately 35 feet high;

(Building 4) Active, 6,300 sq. ft. 2 stories, approximately 35 feet high;

(Building 5) Active, 3,500 sq. ft. 1 story, approximately 20 feet height;

(Building 6) Vacant, 1,200 sq. ft. approx. 20,000 sq. ft., 2 stories, 30 feet high;

(Boiler Room Building) Active, approx. 20,000 sq. ft. 2 stories, approximately 35 feet high.

Refer to Figure 6.

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly: N/A

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly: _____

Does the directly affected area include any mapped City, State or Federal parkland? ☐ Yes ☒ No

If yes, describe briefly: _____

Does the directly affected area include any mapped or otherwise known wetland? ☒ Yes ☐ No

If yes, describe briefly: There are no upland tidal wetlands within the Study Area. However, areas of tidal open water wetlands were observed within the boundaries of the Study Area. These open water wetlands exist east of the mean high tide line.

Other land use

No. of stories N/A

Gross floor area (sq. ft.) N/A

Type of use: _____

3b. **PRESENT LAND USE - REMAINDER OF PROJECT AREA**

Residential

Total no. of dwelling units None No. of low-to-moderate income units 0

Gross floor area (sq. ft.) N/A

No. of stories: N/A

Commercial

Retail: No. of bldgs 4

Gross floor area of each building (sq. ft.): _____

Office: No. of bldgs _____

Gross floor area of each building (sq. ft.): _____

Other: No. of bldgs _____

Gross floor area of each building (sq. ft.): _____

Specify type(s): Pool Hall, Furniture Store, Lighting Store, Yacht Club

No. of stories and height of each building: one story, approximately 25 feet each

Manufacturing/Industrial

No. of bldgs: 32 Gross floor area of each building (sq. ft.): Ranges from approx. 1,100 sq. ft. to 17,500 sq. ft.

No. of stories and height of each building: up to two stories, approximately 20 feet maximum height.

Type of use(s): automotive repair, manufacturing, parking, storage Open storage area (sq. ft.): _____

If any unenclosed activities, specify: storage of automobiles, and sand/soil on some parcels.

Community facility

Type of community facility: _____

No. of bldgs 0

Gross floor area of each building (sq. ft.): N/A

No. of stories and height of each building: N/A

Vacant land

Is there any vacant land in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly: The Project Area contains several vacant parcels on the west side of Front Street: Block 499, Lot 12, appears to be used for storage of sand/soil; parcels located north of Wave between Front and SIRT, and south of Thompson between Front and SIRT (both part of Block 487, Lot 100), and a parcel located on Front Street between Block 492, Lot 31 and Block 491, Lot 46, are overgrown with vegetation, and contain some paved areas.

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly: _____

Does the directly affected area include any mapped City, State or Federal parkland? ☐ Yes ☒ No

If yes, describe briefly: _____

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ☒ No

If yes, describe briefly: There are no upland tidal wetlands within the Study Area. However, areas of tidal open water wetlands were observed within the boundaries of the Study Area. These open water wetlands exist east of the mean high tide line.

Other land use

No. of stories N/A

Gross floor area (sq. ft.) N/A

Type of use: _____

4. EXISTING PARKING

Garages

No. of public spaces: 0

No. of accessory spaces: 0

Operating hours: 0

Attended or non-attended? 0

Lots

No. of public spaces: 0

No. of accessory spaces: approximately 1,000

Operating hours: 24 hours

Attended or non-attended? Non-attended

Other (including street parking) – please specify and provide same data as for lots and garages, as appropriate. Approximately 200 spaces on the east side of Front Street outside the Homeport Site fence line.

5. EXISTING STORAGE TANKS

Gas or service stations? ☒ Yes ☐ No Oil storage facility? ☒ Yes ☐ No Other? ☐ Yes ☐ No

If yes, specify: _____

Number and size of tanks: 2 Aboveground Storage Tanks (ASTs) Last NYFD inspection date: Unknown

Location and depth of tanks: Located on the Homeport Site, totaling 290,000 gallons

6. CURRENT USERS

No. of residents: 0

No. and type of business: Five: NYCDOT, FDNY, NYPD, and

New York State Supreme Court; the pier is used on an ongoing, interim basis by United States Navy.

No. and type of workers by businesses: 286 No. and type of non-residents who are not workers: up to 200 per day.

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

- (a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark;
- (b) is within a designated New York City Historic District;
- (c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places;
- (d) is within a New York State or National Register Historic District; or
- (e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?

Identify any resource:

There is a single historic architectural resource listed on the National Register of Historic Places within the Project Area: a fire boat, the "Firefighter" built in 1938, currently docked at Pier 14.

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource. There are no other known historic or archaeological resources in the Project Area.

SEE CEQR
TECHNICAL MANUAL
CHAPTER III K.,
WATERFRONT
REVITALIZATION
PROGRAM

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? ☒ Yes ☐ No
(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used. See Figure10, Coastal Zone Map.

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? ☒ Yes ☐ No

If yes, describe briefly: The Homeport Site contains six buildings, at least five of which would be demolished.

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction? ☒ Yes ☐ No

If yes, describe briefly: The Proposed Action would include the development of approximately 682,500 square feet of new land uses on the Homeport Site and could stimulate an additional approximately 343,700 sq. ft. throughout the remainder of the Project Area. The majority of this development would involve in-ground construction in the form of foundation piles and/or basements for residential and commercial buildings and for the development of entertainment facilities. Utility relocation and connections would also occur below grade as well as above grade. Excavation for foundations could extend as much as 20 to 30 feet below the surface and would likely encounter groundwater. Contaminated materials may be encountered, also during excavation. Excavation would generate large quantities of soils and potentially bedrock.

10. PROPOSED LAND USE

Residential

Total no. of dwelling units 350 (Homeport Site) and 288 (west of Front St.) No. of low-to-moderate income units 0

Gross floor area (sq. ft.) 364,000 sq. ft. (Homeport Site) and 300,000 sq. ft. (west of Front Street)

No. of stories: 3 to 5 stories Describe type of residential structures: ground floor retail/commercial space with condominiums or rental apartments above.

Commercial

Retail: No. of bldgs 0 Gross floor area of each building (sq. ft.) _____

Office No. of bldgs _____ Gross floor area of each building (sq. ft.) _____

Other: No. of bldgs At least 4 Gross floor area of each building (sq. ft.) 100,000 sq. ft., 75,000 sq. ft., 10,000 sq. ft., 30,000 sq. ft., 100,000 sq. ft., 43,700 sq. ft. (combined for all buildings west of Front Street)

Specify type(s): Sports complex, restaurant and banquet hall, farmer's market, local retail, commercial (Homeport Site); local retail (west of Front Street)

No. of stories and height of each building: Sports complex: 2-3 stories, up to 60 feet high; other buildings: each up to 5 stories, maximum 50 feet high.

Manufacturing/Industrial

No. of bldgs 0 Gross floor area of each building (sq. ft.) N/A

No. of stories and height of each building: N/A

Type of use(s): _____ Open storage area (sq. ft.) N/A If any unenclosed activities, specify:

Community facility

Type of community facility:

No. of bldgs 0 Gross floor area of each building (sq. ft.) N/A

Project Description

THIS SUBPART SHOULD
GENERALLY BE
COMPLETED ONLY IF YOUR
ACTION INCLUDES A
SPECIFIC OR KNOWN
DEVELOPMENT AT
PARTICULAR LOCATIONS

No. of stories and height of each building: N/A

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly: _____

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly:

The Proposed Action would create approximately 12 acres of new public open space and waterfront esplanade, with areas for both active and passive recreational uses.

Does the directly affected area include any mapped City, State, or Federal parkland? ☐ Yes ☒ No

If yes, describe briefly: _____

Does the directly affected area include any mapped or otherwise known wetland? ☒ Yes ☐ No

If yes, describe briefly: There are no upland tidal wetlands within the Project Area. However, areas of tidal open water were observed within the boundaries of the Study Area. These open water wetlands exist east of the mean high tide line.

Other land use

Gross floor area (sq. ft.) N/A

No. of stories: N/A

Type of use: N/A

11. PROPOSED PARKING

Garages None.

No. of public spaces: 0

No. of accessory spaces: _____

Operating hours: N/A

Attended or non-attended? _____

Lots

No. of public spaces: 0

No. of accessory spaces: +1435 (Homeport Site), +440 (west of Front)

Operating hours: 24 hours

Attended or non-attended? Non-attended

Other (including street parking) – please specify and provide same data as for lots and garages, as appropriate.

No. and location of proposed curb cuts: more than 400 on-street parking spots; curb cuts TBD

12. PROPOSED STORAGE TANKS

Gas or service stations ☐ Yes ☒ No Oil storage facility ☒ Yes TBD ☐ No Other? ☒ Yes TBD ☐ No

If yes, specify: TBD

Size of tanks: _____

Location and depth of tanks: _____

Specific sizes and locations of storage tanks cannot be determined at this time. It is possible that some of the new developments at the Homeport Site would contain storage tanks. Any tanks would be installed in compliance with all applicable, Federal, State, and local regulations.

13. PROPOSED USERS

No. of residents 525 residents (Homeport Site) and 432 residents (west of Front Street) No. and type of businesses: five: restaurant and banquet hall; sports complex; retail; farmers market; commercial office.

No. and type of workers by businesses: Approximately 300 No. and type of non-residents who are not workers: TBD

14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? ☐ Yes ☒ No

If yes, briefly describe: _____

15. DIRECT DISPLACEMENT

Will the action directly displace specific business or affordable and/or low income residential units? ☐ Yes ☒ No

If yes, briefly describe: _____

16. COMMUNITY FACILITIES

Will the action 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? ☐ Yes ☒ No

If yes, briefly describe: _____

17. What is the zoning classification(s) of the directly affected area? M2-1, M3-1

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning?

SEE CEQR TECHNICAL
MANUAL CHAPTER III B.,
SOCIO-ECONOMIC
CONDITIONS

SEE CEQR TECHNICAL
MANUAL CHAPTER III C.,
COMMUNITY FACILITIES
& SERVICES

**ZONING
INFORMATION**

Describe in terms of bulk for each use. Maximum FAR for M2-1 and M3-1 is 2.0. Note that the Homeport Site is 36 acres and previously owned by the Federal government and was not subject to local zoning. However, if the FAR of 2.0 is calculated for the 36 acres the maximum square footage is 3,136,320 square feet. The Project Area (not including the Homeport Site) is approximately 7.7 acres. If the FAR of 2.0 is calculated for the 7.7 acres, the maximum square footage is 673,498 square feet.

19. What is the proposed zoning of the directly affected area? C4-2A mid-density zone with an R6-B equivalent, to be adjusted through the proposed Special Stapleton Waterfront District. The proposed Special Stapleton Waterfront District may include additional controls related to urban design, waterfront view corridors, height and setback, glazing and street tree planting, and requirements related to retail.
20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use. The maximum FAR for C4-2A is 3.0. If the FAR of 3.0 is calculated for approximately 44 acres the maximum square footage is 132 acres or 5,749,920 square feet. The Special District will include an R6B residential equivalency. The FAR for R6B varies according to height factors ranging from 1 (FAR of 0.78) to 21 (FAR of 2.36). The proposed Special District would adjust the underlying C4-2A zoning district.
21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action? The predominant land uses within a 1/4 mile radius are as follows: Industrial, manufacturing, commercial, residential, and mixed use commercial/residential. The zoning classifications within a 1/4 mile radius of the proposed action is: M1-1, M2-1, M3-1, R1-2, R3A, R3X, R3-1, R3-2, R4, R5, C3, C4-2, and C8-1.

Additional Information

22. Attach any additional information as may be needed to describe the action. If you action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

a. LAND USE, ZONING, AND PUBLIC POLICY	See CEQR Technical Manual Chapter III.A.
b. SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III.B.
c. COMMUNITY FACILITIES AND SERVICES	See CEQR Technical Manual Chapter III.C.
d. OPEN SPACE	See CEQR Technical Manual Chapter III.D.
e. SHADOWS	See CEQR Technical Manual Chapter III.E.
f. HISTORIC RESOURCES	See CEQR Technical Manual Chapter III.F.
g. URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III.G.
h. NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III.H.
i. NATURAL RESOURCES	See CEQR Technical Manual Chapter III.I.
j. HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III.J.
k. WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III.K.
l. INFRASTRUCTURE	See CEQR Technical Manual Chapter III.L.
m. SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III.M.
n. ENERGY	See CEQR Technical Manual Chapter III.N.
o. TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III.O.
p. TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III.P.
q. AIR QUALITY	See CEQR Technical Manual Chapter III.Q.
r. NOISE	See CEQR Technical Manual Chapter III.R.
s. CONSTRUCTION IMPACTS	See CEQR Technical Manual Chapter III.S.
t. PUBLIC HEALTH	See CEQR Technical Manual Chapter III.T.

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Please see Attachment A.

**Applicant
Certification**

24. George Rupp
PREPARER NAME
Senior Manager, The Louis Berger Group, Inc.
PREPARER TITLE
George Rupp
PREPARER SIGNATURE
10/31/05
DATE

NYC Economic Development Corporation
PRINCIPAL
H. Hardy Adasko
NAME OF PRINCIPAL REPRESENTATIVE
Senior Vice President
TITLE OF PRINCIPAL REPRESENTATIVE
H. Hardy Adasko
SIGNATURE OF PRINCIPAL REPRESENTATIVE
10-31-05
DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

Impact Significance

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	Yes
SOCIOECONOMIC CONDITIONS	Yes
COMMUNITY FACILITIES AND SERVICES	Yes
OPEN SPACE	Yes
SHADOWS	Yes
HISTORIC RESOURCES	Yes
URBAN DESIGN/VISUAL RESOURCES	Yes
NEIGHBORHOOD CHARACTER	Yes
NATURAL RESOURCES	Yes
HAZARDOUS MATERIALS	Yes
WATERFRONT REVITALIZATION PROGRAM	Yes
INFRASTRUCTURE	Yes
SOLID WASTE AND SANITATION SERVICES	Yes
ENERGY	Yes
TRAFFIC AND PARKING	Yes
TRANSIT AND PEDESTRIANS	Yes
AIR QUALITY	Yes
NOISE	Yes
CONSTRUCTION IMPACTS	Yes
PUBLIC HEALTH	Yes

2. Are there any aspects of the action relevant to the determination whether the action 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, explain them and state where, as a result of them, the action may have a significant impact on the environment.

None

3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

N/A

4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

N/A

5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment.

See Attachment A

Lead Agency Certification

David Quart
PREPARER NAME

Senior Planner, NYC Economic Development Corporation

PREPARER TITLE

[Signature]
PREPARER SIGNATURE

10-31-05
DATE

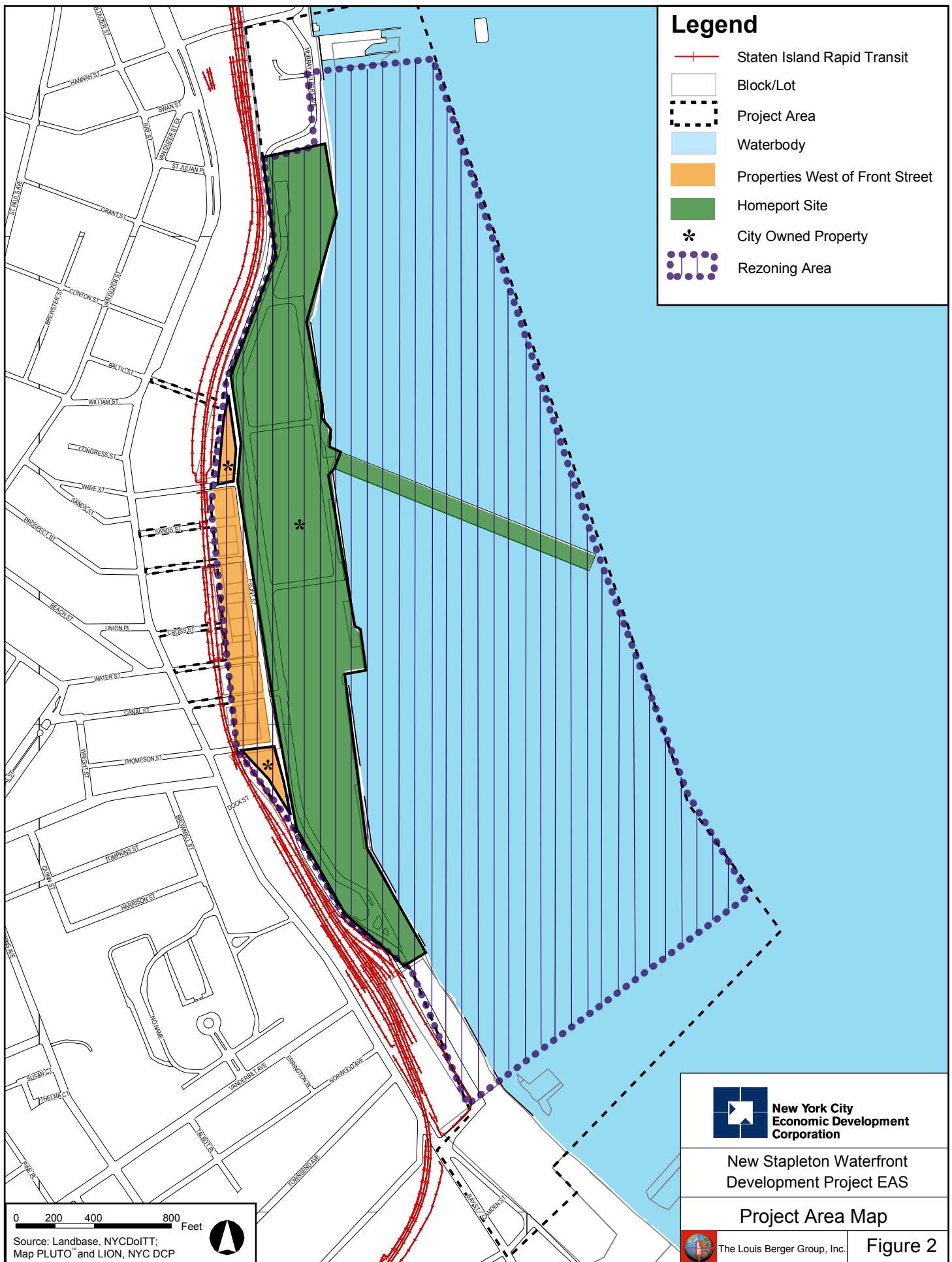
Robert R. Kulikowski, Ph.D.
NAME OF PRINCIPAL REPRESENTATIVE

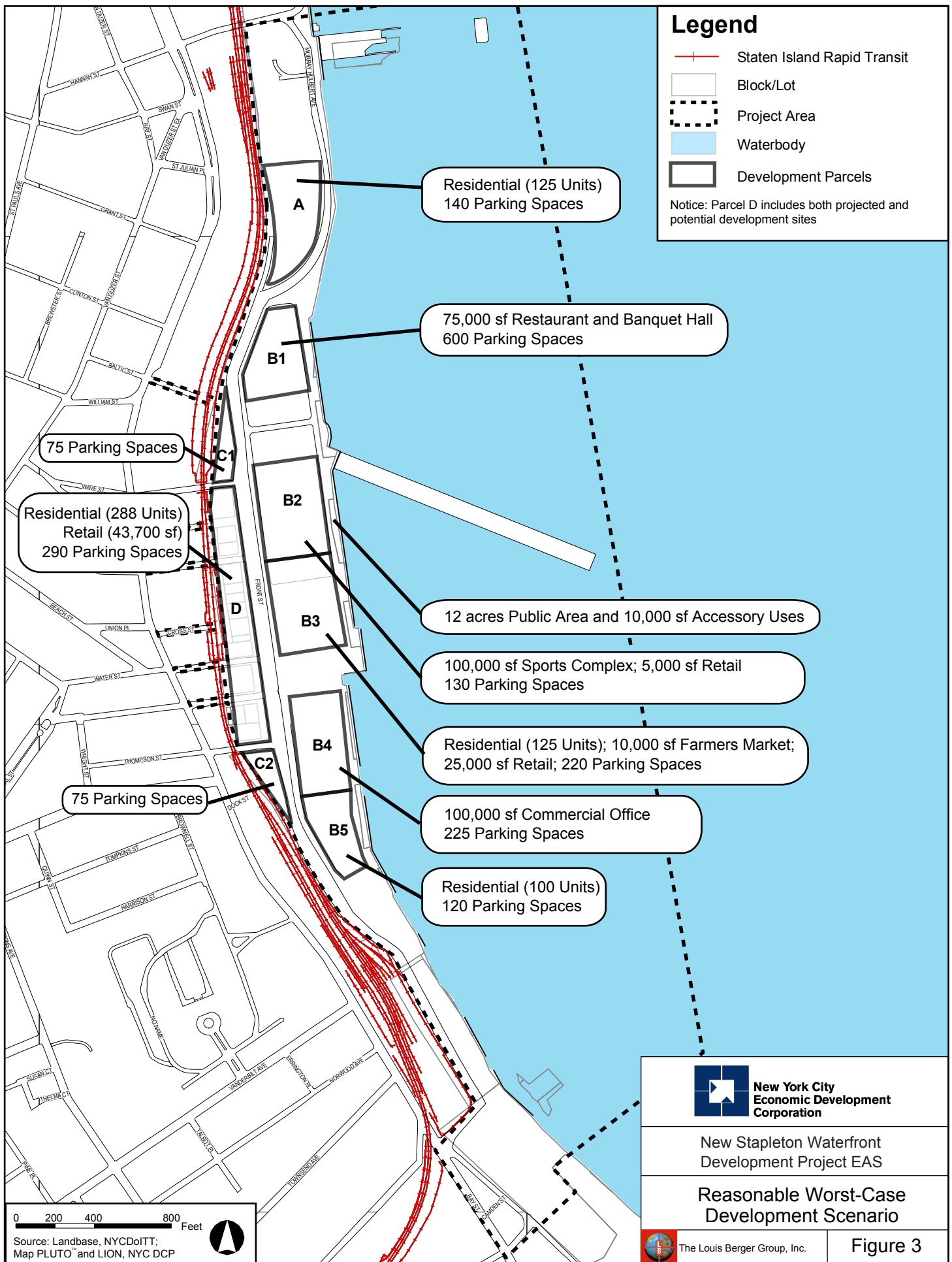
Assistant to the Mayor, Office of the Deputy Mayor for
Economic Development and Rebuilding

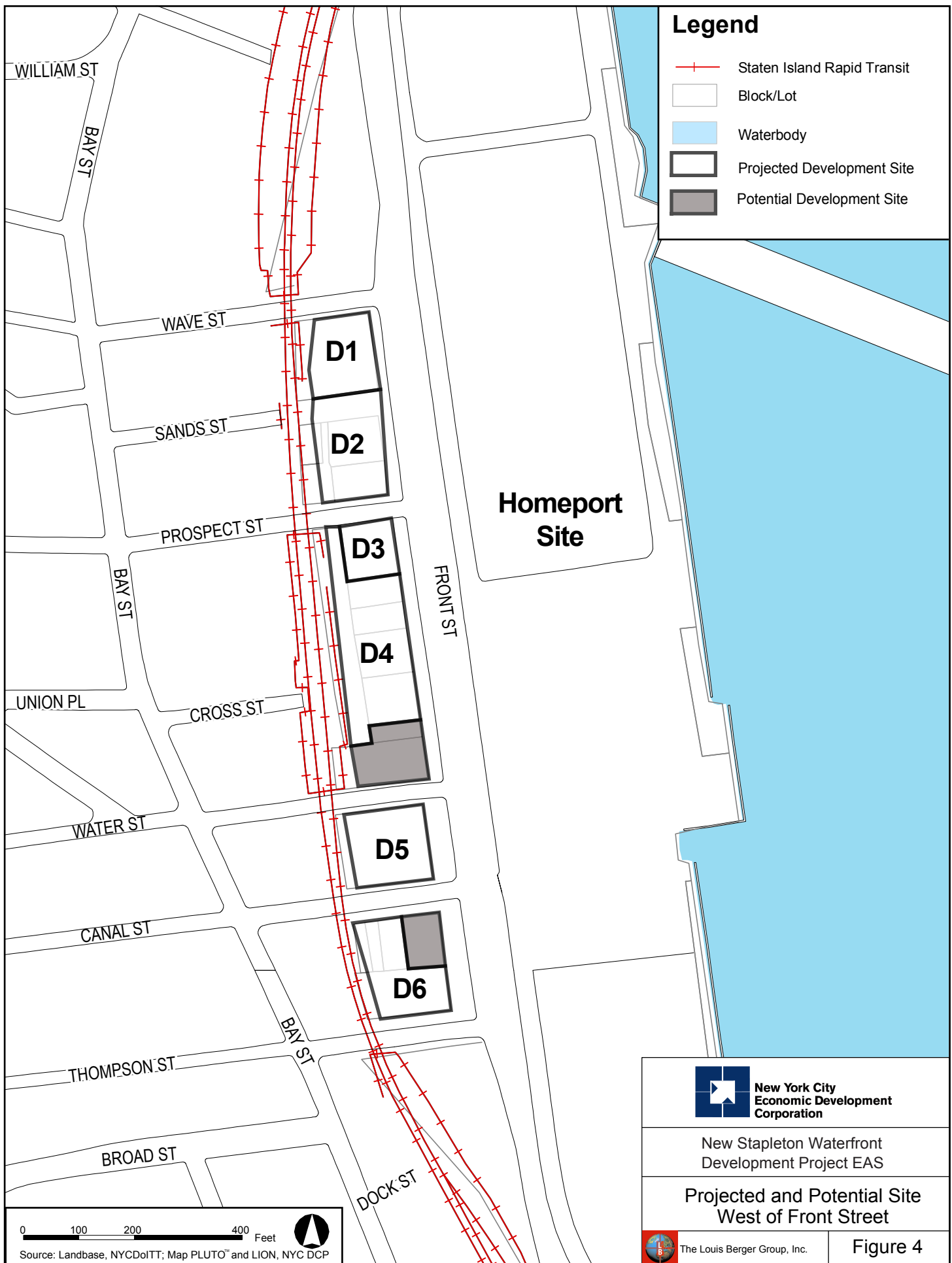
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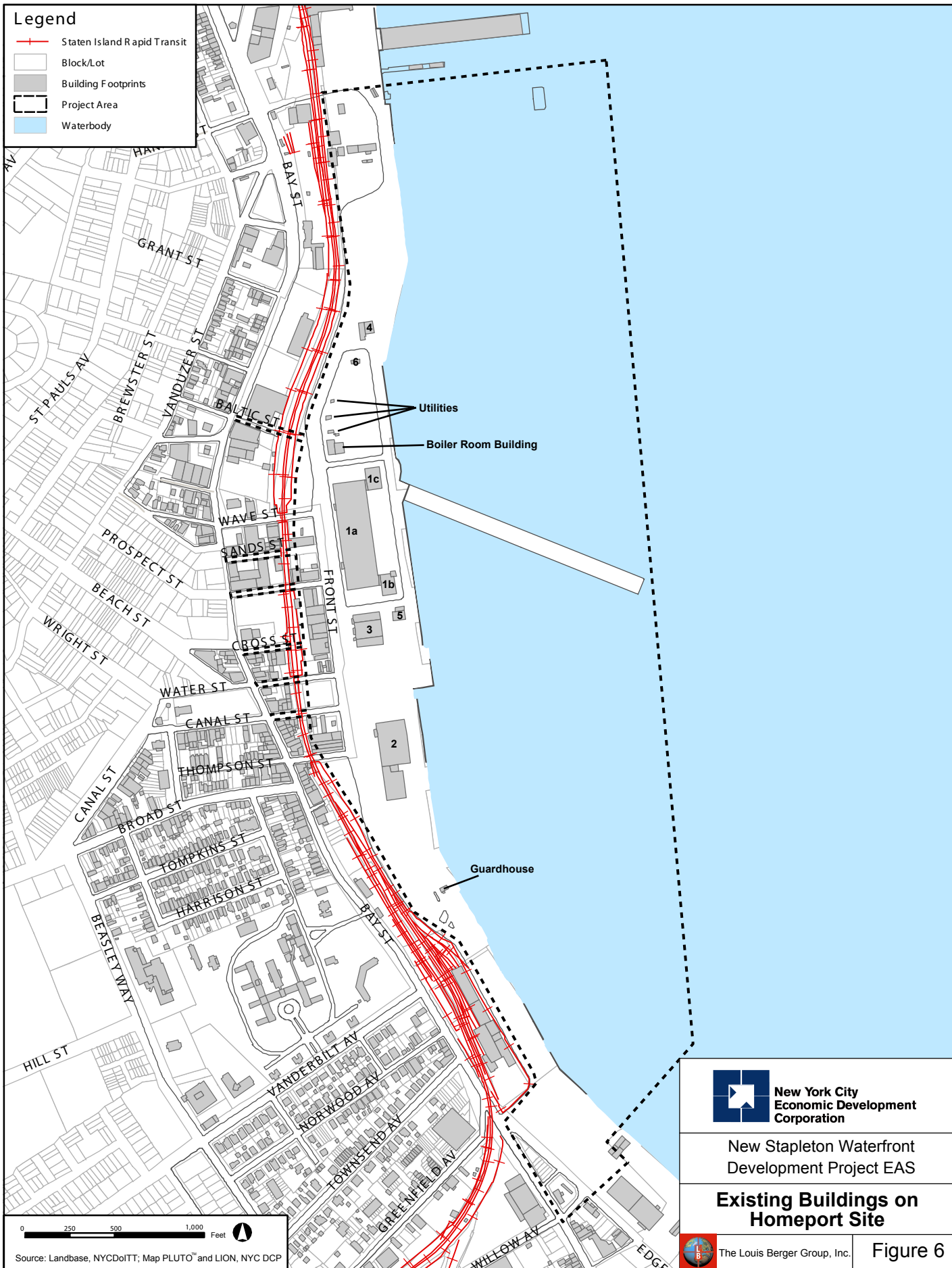
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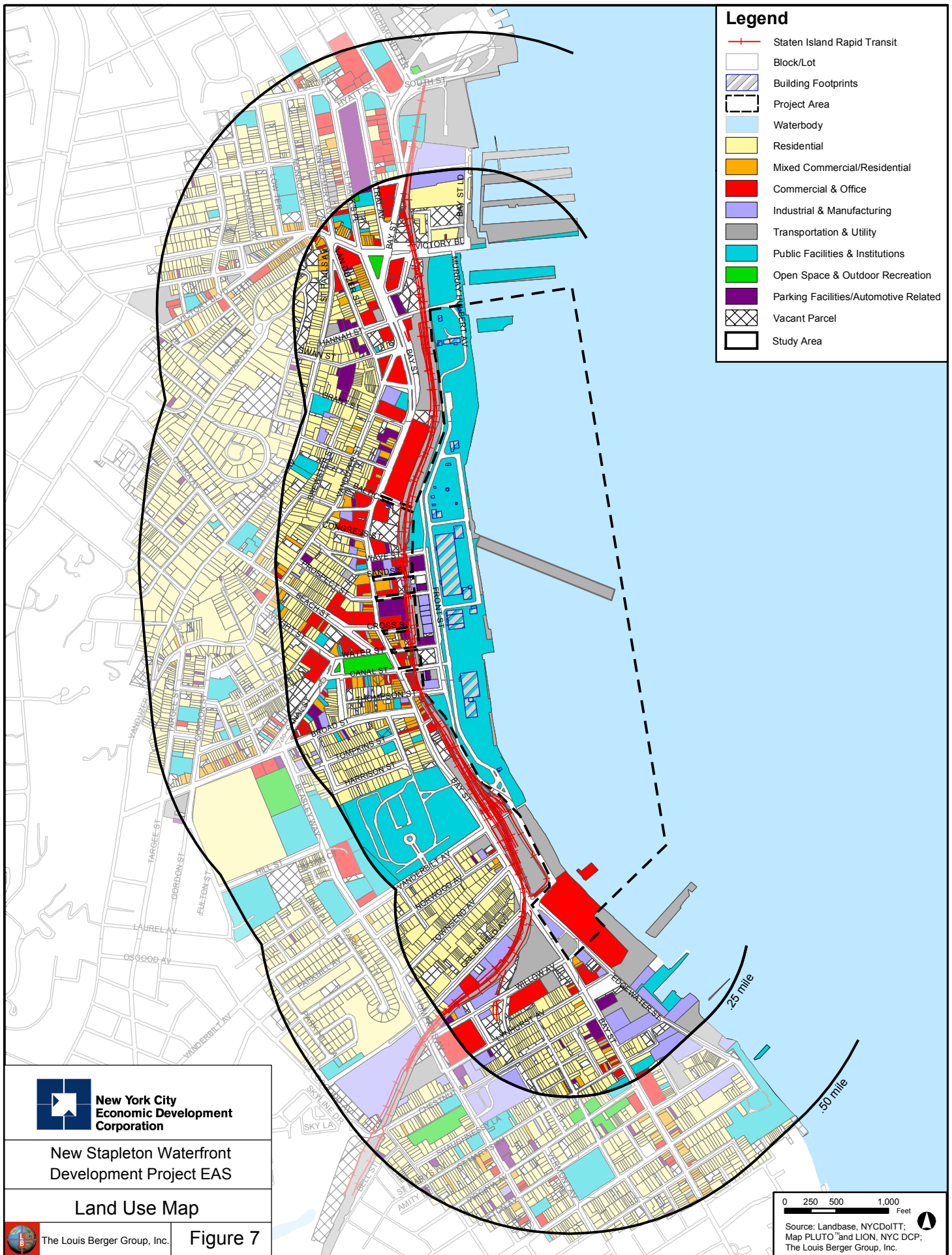
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DATE

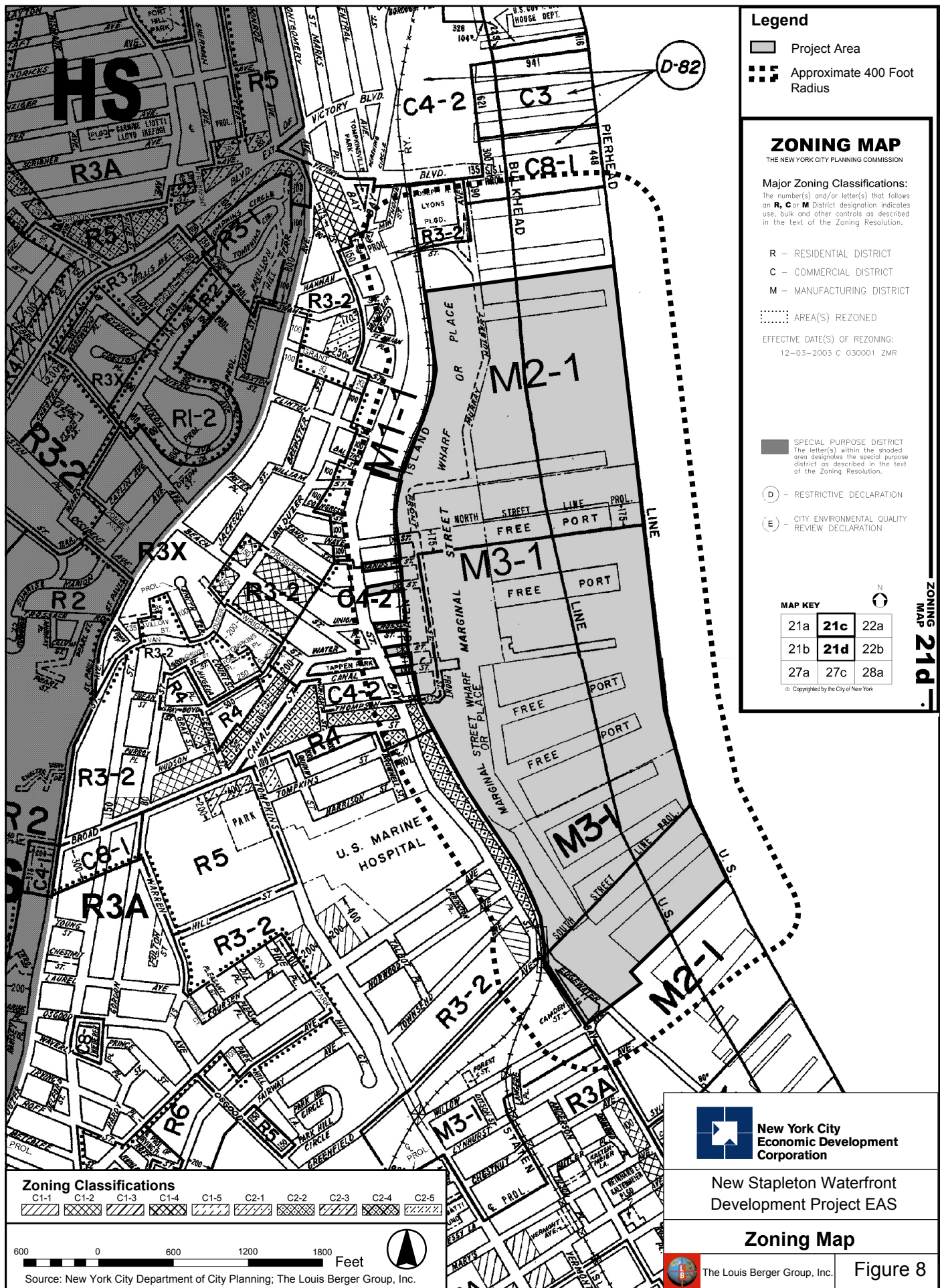












R3/1

Aug. 20, 1991
Block 487
Lot A1437-39
New 1500 sq ft
A1437-39E

SEE PAGE 2

SEE PAGE 7

SEE PAGE 6



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Project EAS

Tax Map

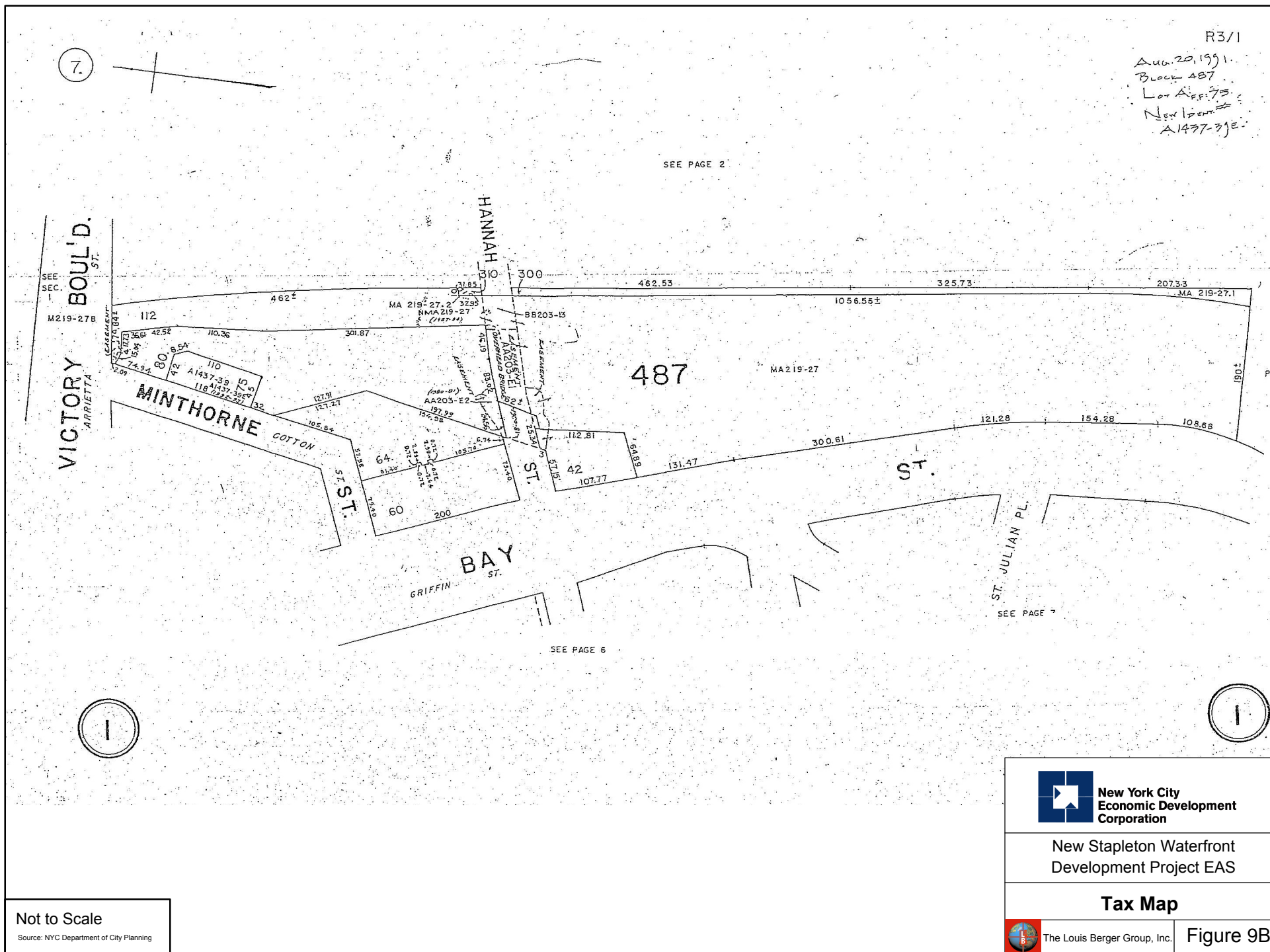


The Louis Berger Group, Inc.

Figure 9B

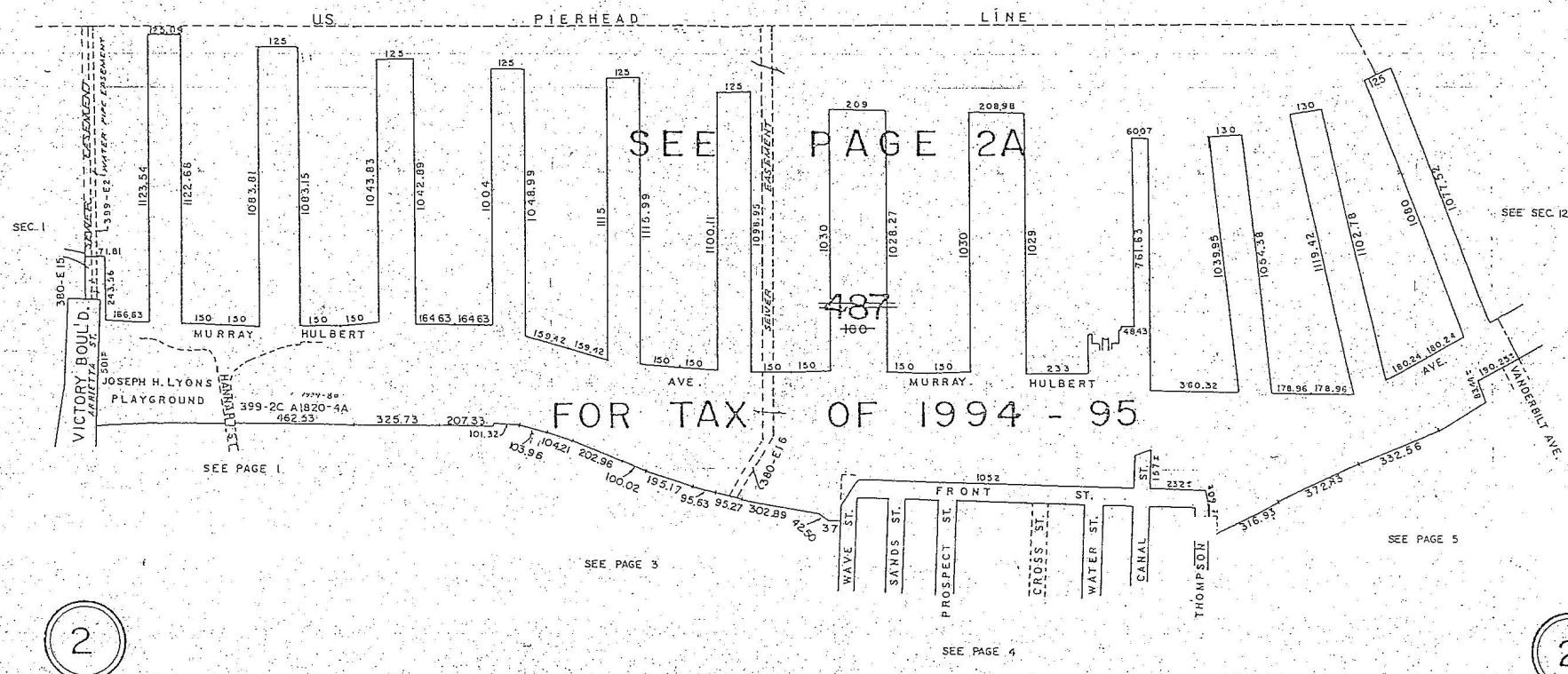
Not to Scale

Source: NYC Department of City Planning



3

UPPER BAY



2

2

Not to Scale

Source: NYC Department of City Planning

New York City
Economic Development
CorporationNew Stapleton Waterfront
Development Project EAS

Tax Map



The Louis Berger Group, Inc.

Figure 9C

SEE PAGE 2

SEE PAGE 2

SEE PAGE 5

SEE PAGE 12

SEE PAGE 11

SEE PAGE 8

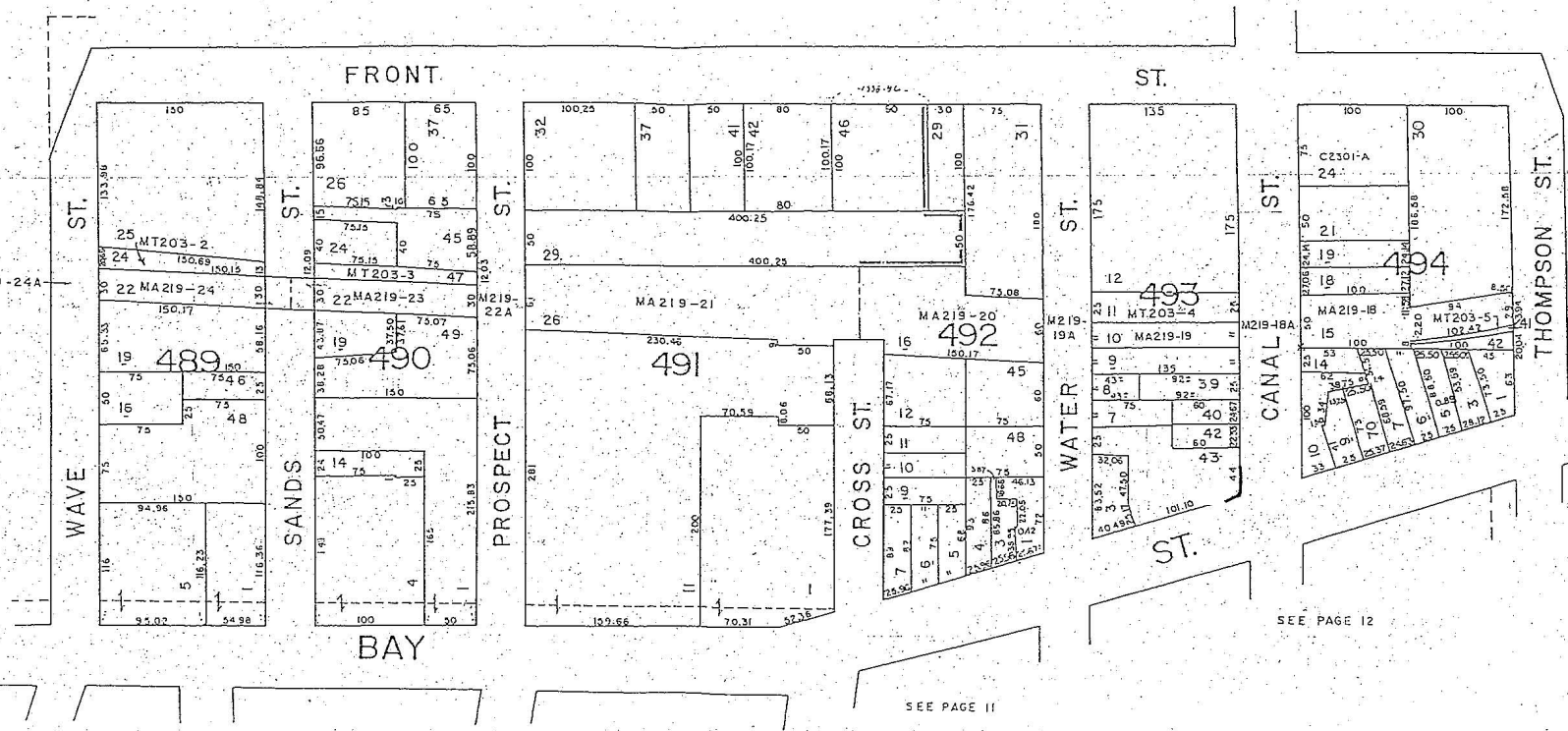
SEE PAGE 2

SEE PAGE 3

13

4

4



Not to Scale
Source: NYC Department of City Planning



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Project EAS

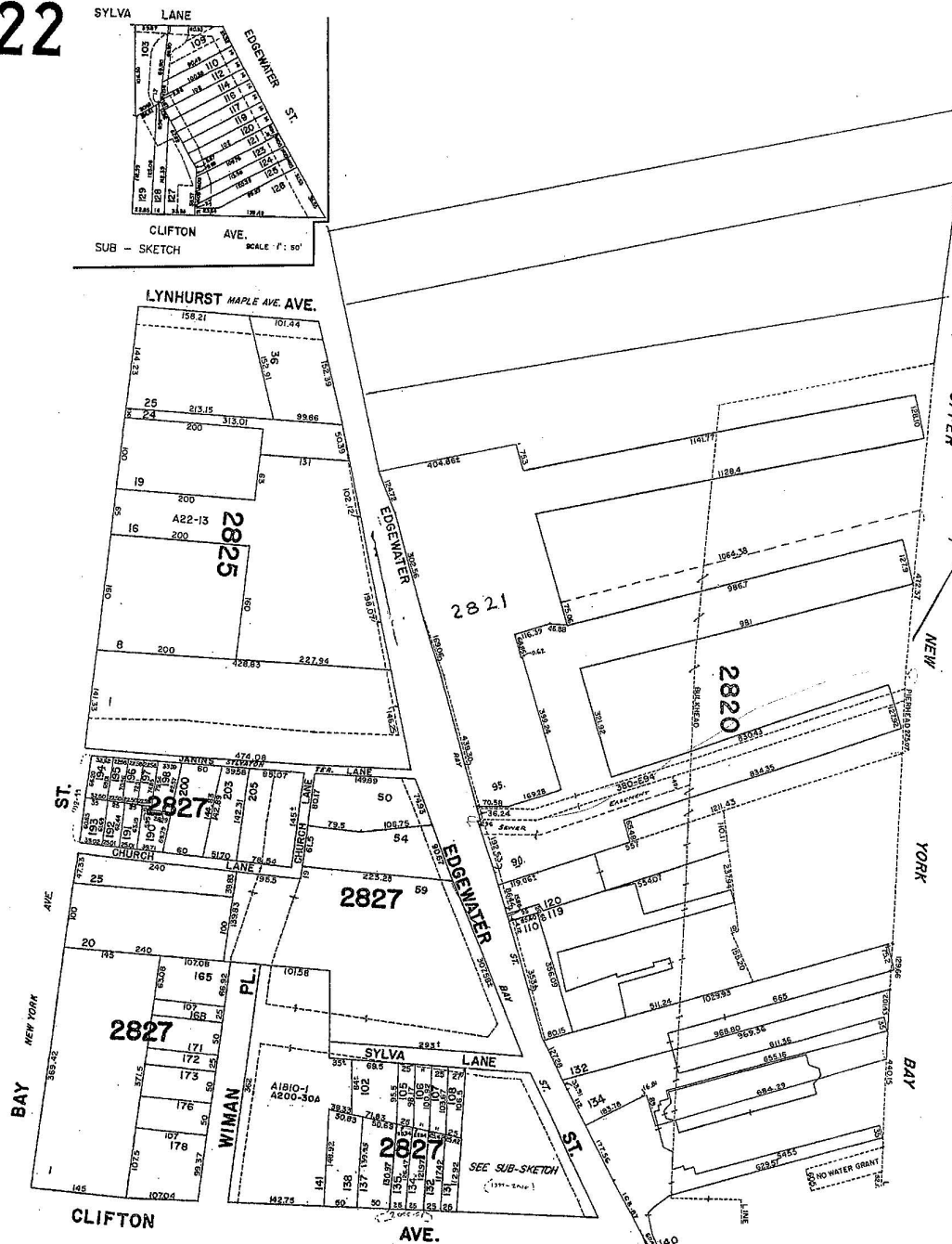
Tax Map



The Louis Berger Group, Inc.

Figure 9D

22



Not to Scale

Source: NYC Department of City Planning



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Project EAS

Tax Map

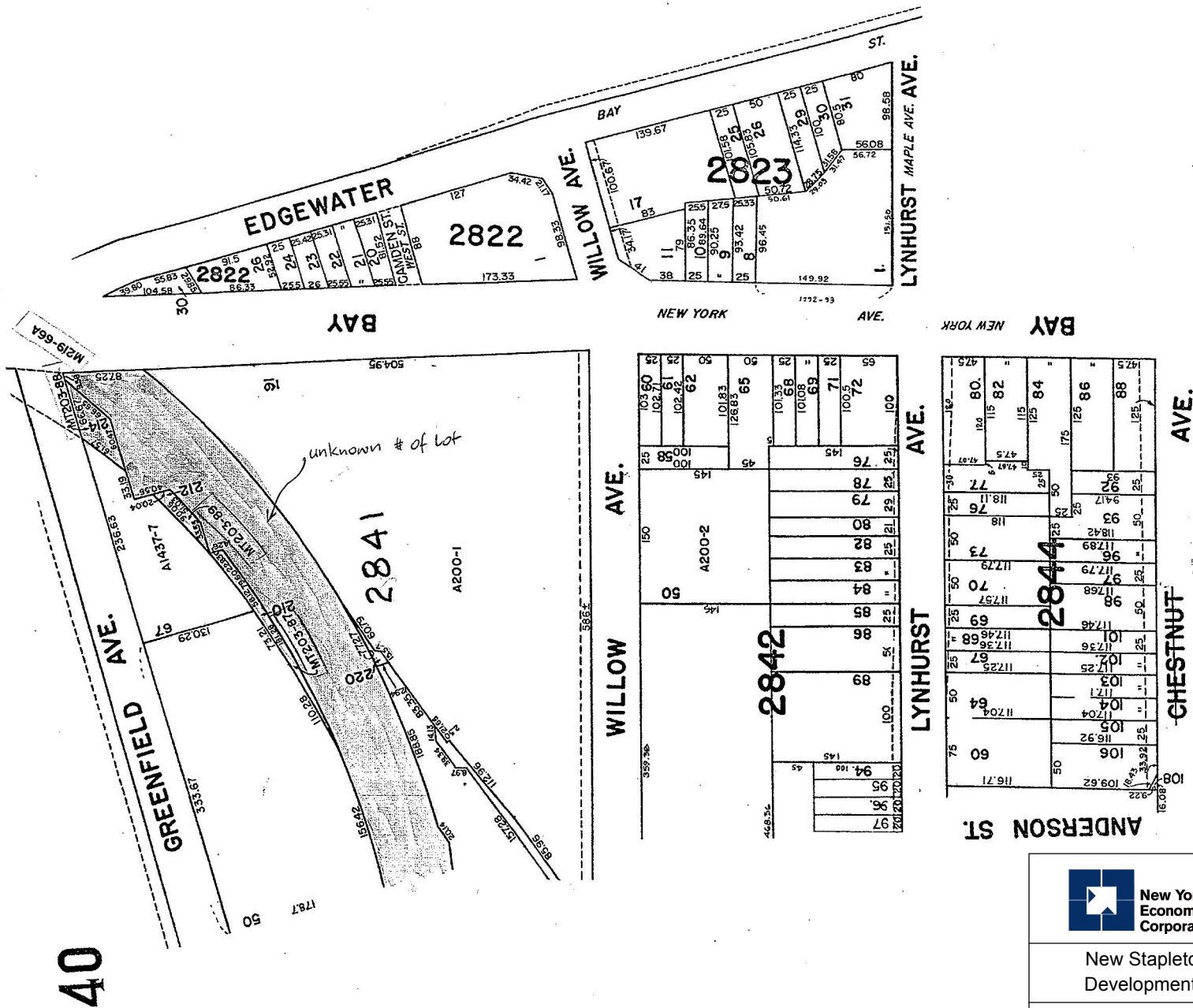


The Louis Berger Group, Inc.

Figure 9E

Not to Scale

Source: NYC Department of City Planning



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Project EAS

Tax Map



The Louis Berger Group, Inc.

Figure 9F

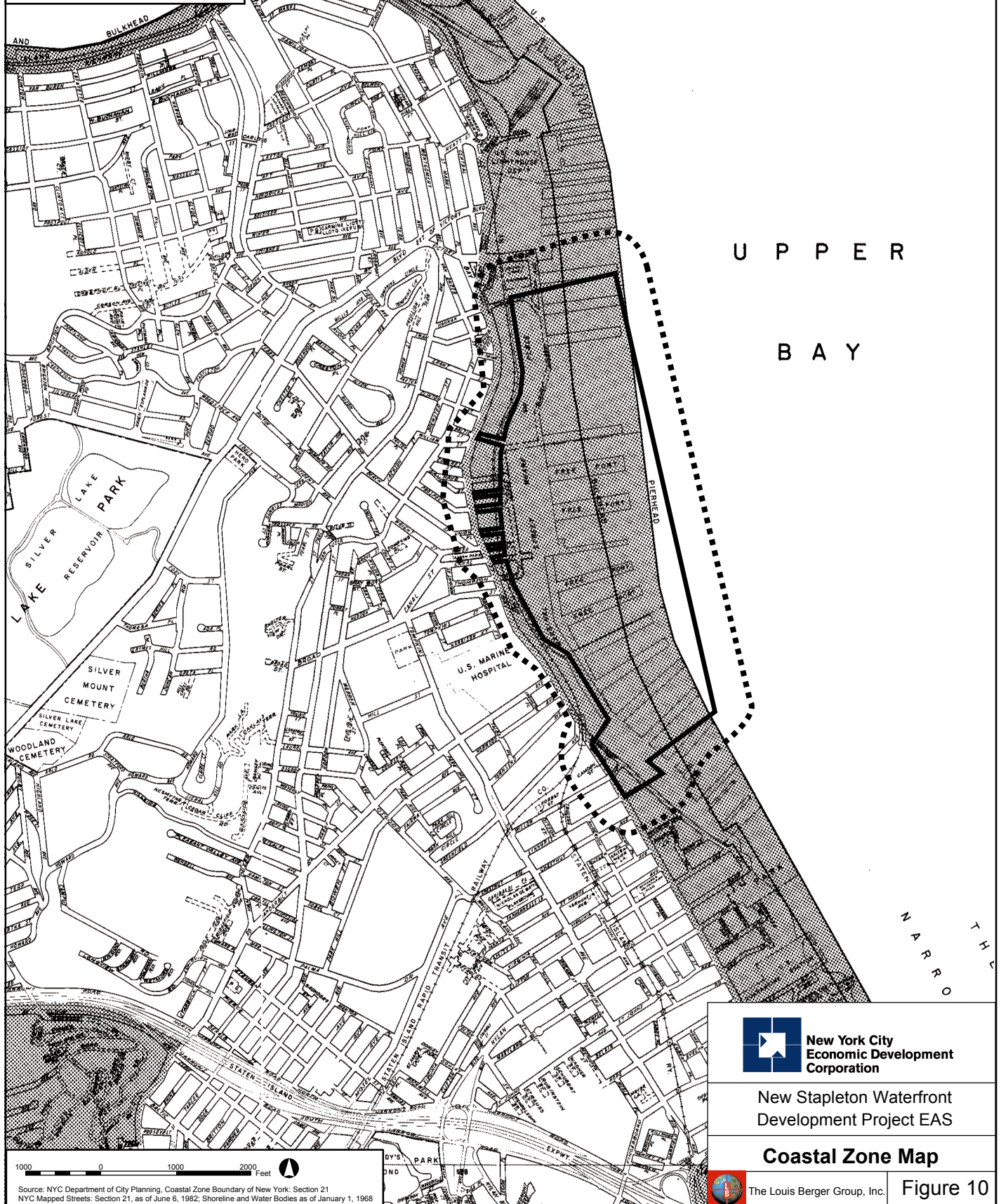
Legend

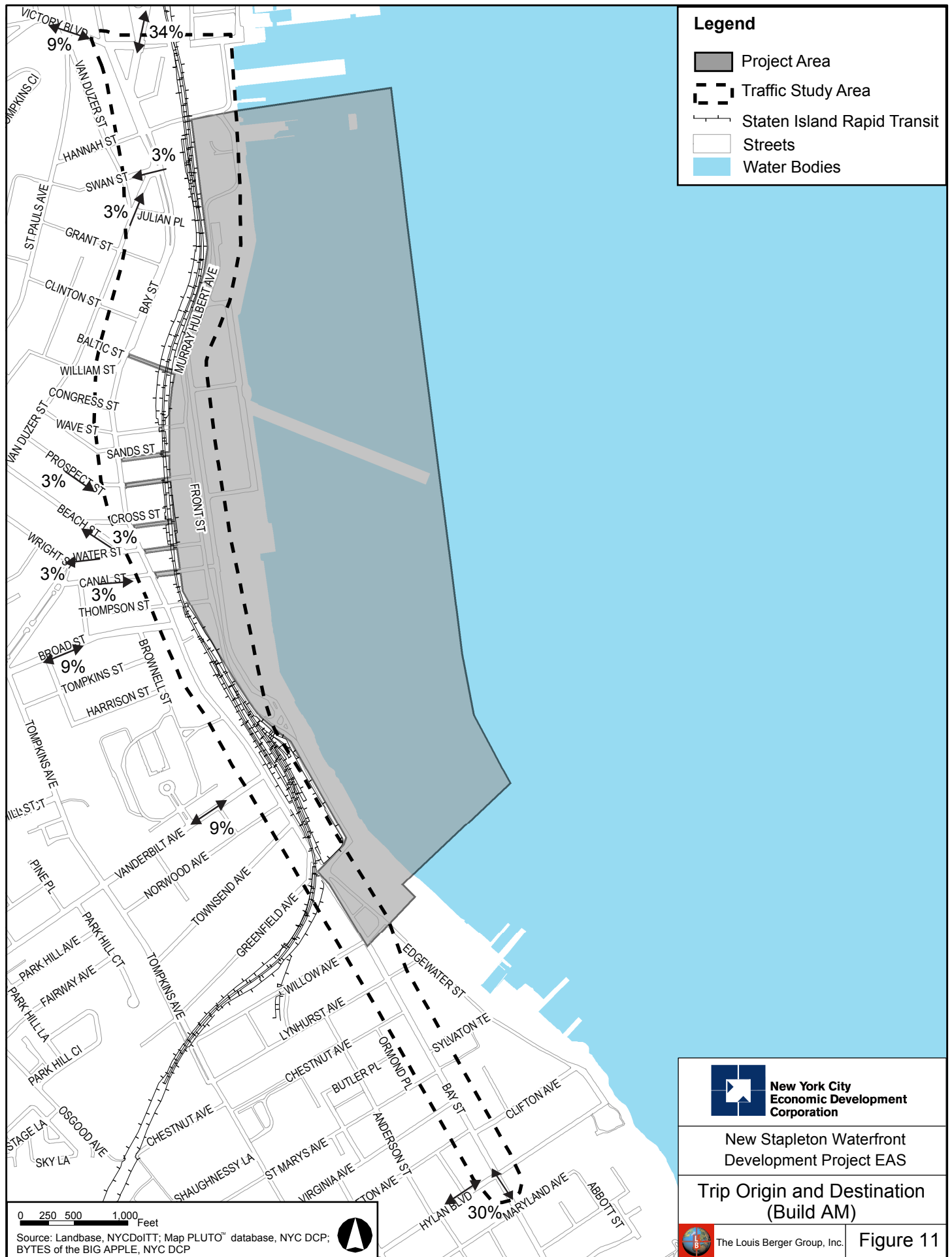


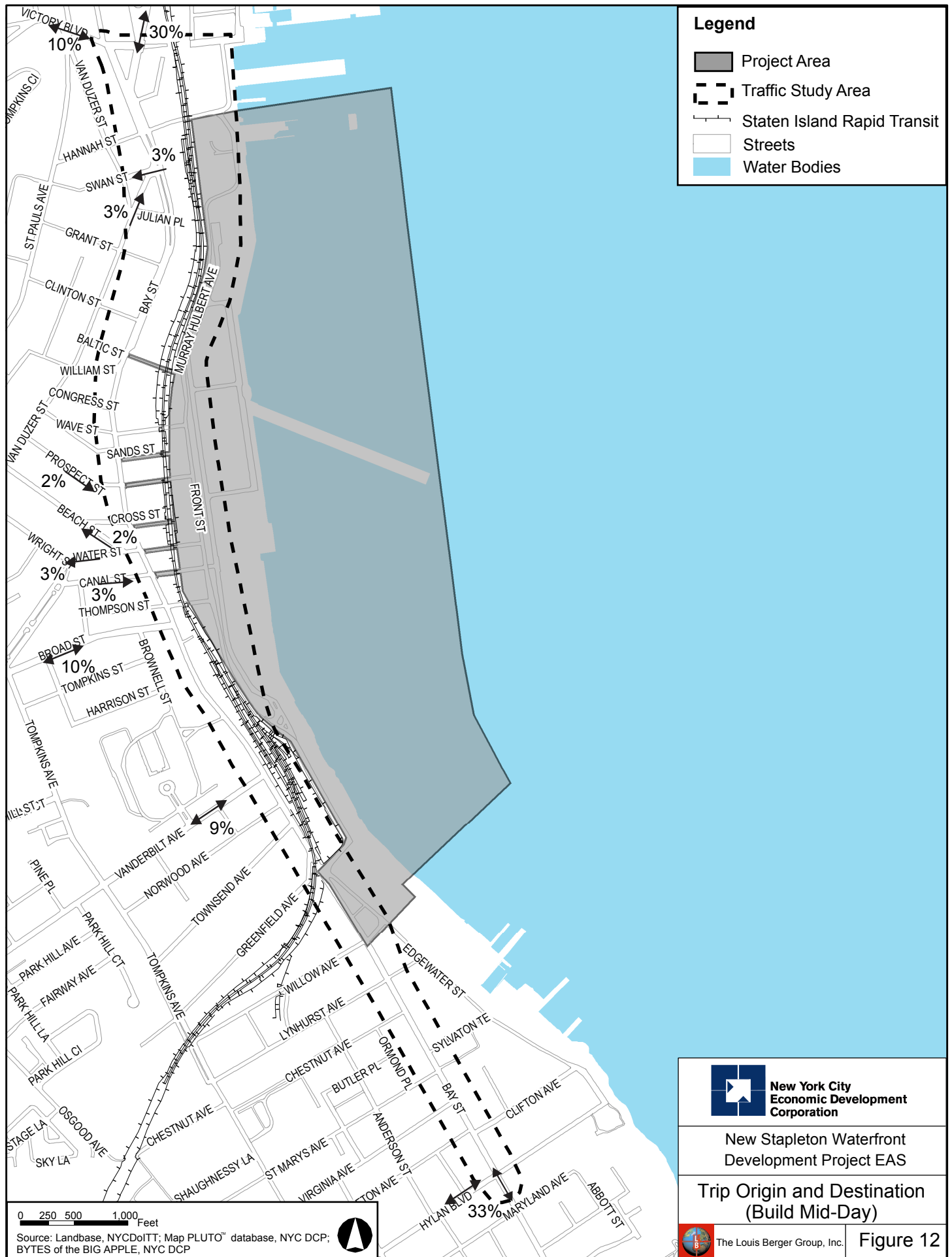
Approximate Project Area Location

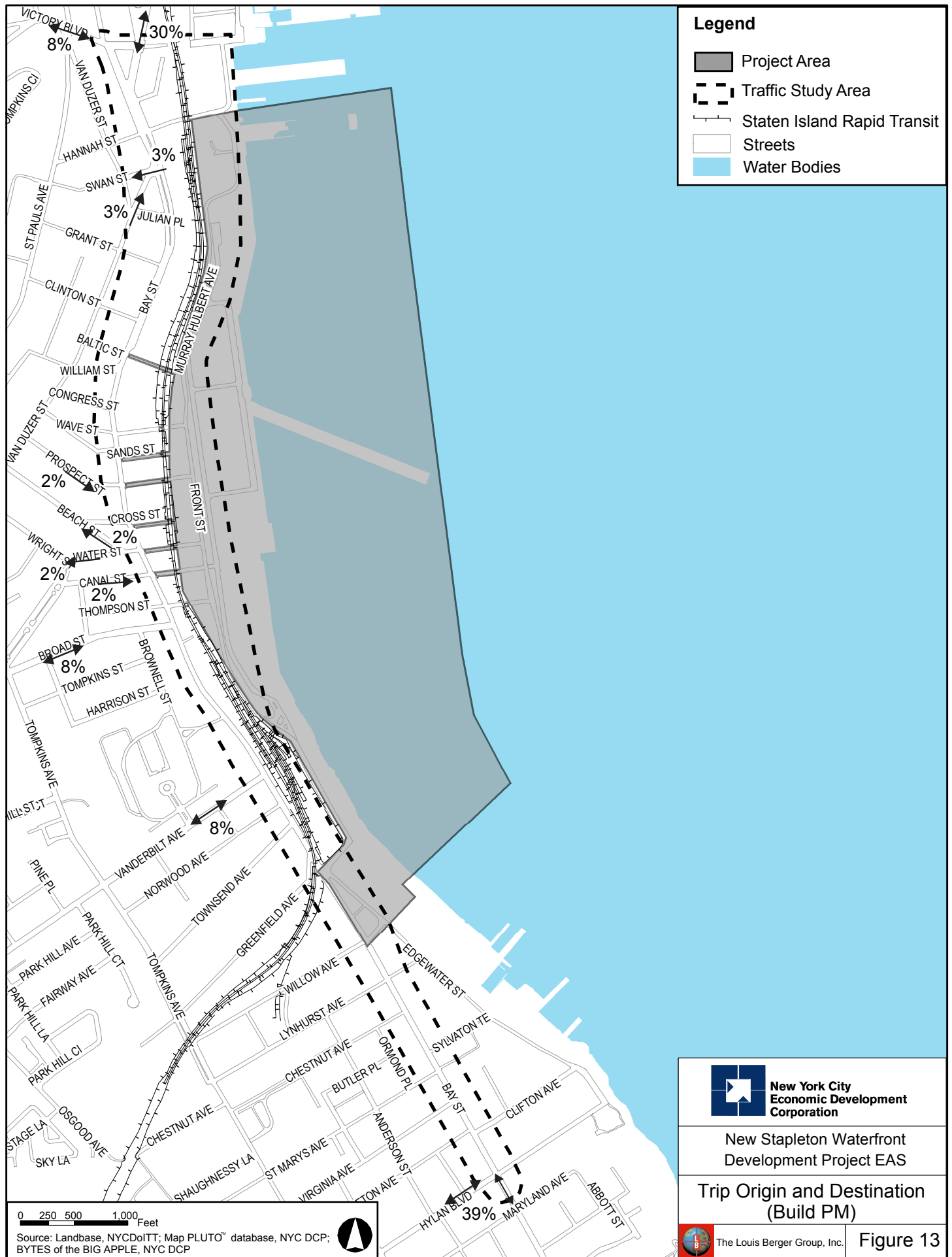


Approximate 400 Foot Radius









Legend

- Project Area
- Traffic Study Area
- Staten Island Rapid Transit
- Streets
- Water Bodies

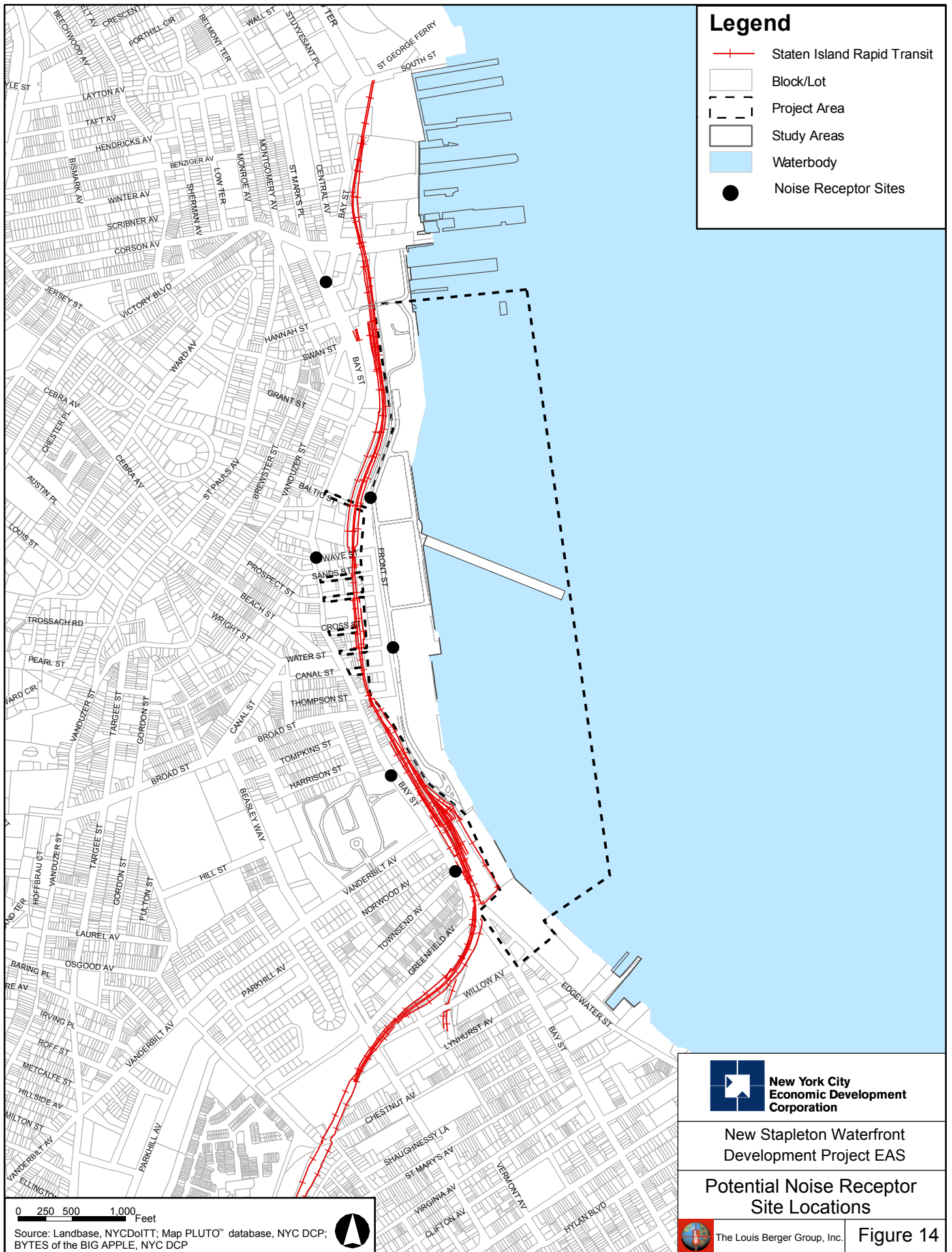
**New York City
Economic Development
Corporation**

**New Stapleton Waterfront
Development Project EAS**

**Trip Origin and Destination
(Build PM)**

The Louis Berger Group, Inc.

Figure 13



ATTACHMENT A: IMPACT ANALYSES

Attachment A: Impact Analyses

A. Land Use, Zoning and Public Policy

The rezoning to replace existing M2-1 and M3-1 manufacturing zoning districts with a C4-2A with an R6B equivalent, mid-density zoning district is being contemplated, which would be adjusted through the SSWD to allow for different uses and densities than the current zoning permits. Specifically, the proposed SSWD would permit the mixed-use development contemplated as part of the Proposed Action. The Special Stapleton Waterfront District (SSWD) would be regulated by an underlying C4-2A zoning district with an R6B equivalent. This is a special equivalency for the new Special District (C4-2A districts have an R6A equivalency under the Zoning Resolution). The Special District would include additional controls related to urban design, waterfront view corridors, height and setback, glazing, street tree planting, and requirements related to retail. The Proposed Action would also involve the mapping, demapping and realignment of public streets in the Project Area.

The Proposed Action would result in the redevelopment of the Homeport Site through the disposition of City-owned property, and stimulate development west of Front Street between Wave and Thompson Streets. As shown in Figures 3 and 4, the Proposed Action includes the following development:

Homeport Site Development Summary

Residential	350 Units
Restaurant & Banquet Hall	75,000 s.f.
Sports Complex	100,000 s.f.
Local Retail	30,000 s.f.
Farmers Market	10,000 s.f.
Commercial Office	100,000 s.f.
Accessory Parking	+/- 1,435 spaces

Rezoning Area Development (outside Homeport Site)

Residential	288 Units
Retail	+/- 43,700 s.f.
Parking	+/- 440 spaces

The table on the following page provides a breakdown of the projected and potential development sites situated in the rezoning area, west of Front Street.

As the Proposed Action would introduce new residential, community facility and commercial retail uses in an area where these uses currently are not permitted, it may result in land use, zoning and public policy effects. The Draft Environmental Impact Statement (DEIS) will contain analyses performed to determine the significance of these effects. While the proposed development would modify density and land uses in the area, significant adverse impacts are not anticipated.

Projected and Potential Development Sites																								
Site Description				Existing/No-Action Condition(s)							With-Action Condition							Incremental Development						
Projected Development Sites	<u>Block</u>	<u>Lot</u>	<u>Lot Area</u>	<u>Zoning</u>	<u>FAR</u>	<u>Mfg.</u>	<u>Commercial (other)</u>	<u>Res</u>	<u>DU</u>	<u>Acc Pkg</u>	<u>Zoning</u>	<u>FAR</u>	<u>Mfg.</u>	<u>Commercial (other)</u>	<u>Res</u>	<u>DU</u>	<u>Acc Pkg</u>	<u>Zoning/FAR</u>	<u>Mfg.</u>	<u>Commercial (other)</u>	<u>Res</u>	<u>DU</u>	<u>Acc Pkg</u>	
	D1	489	25	21,200	M2-1	0.33	0	7,000	0	0	0	C4-2A	2.27	0	6,200	42,000	40	40	C4-2A	0	-800	42,000	40	40
	D2	490	24, 26, 37, 45 (+ Sands Street Bed)	30,360	M2-1	0.27	0	8,170	0	0	0	C4-2A	1.81	0	7,000	48,000	46	46	C4-2A	0	-1,170	48,000	46	46
	D3	491	32	10,000	M2-1	0.75	7,500	0	0	0	0	C4-2A	2.25	0	3,500	19,000	18	18	C4-2A	-7,500	3,500	19,000	18	18
	D4	491	29, 37, 41, 42, 46	47,000	M2-1	0.6	1,128	27,000	0	0	0	C4-2A	2.13	0	9,900	90,000	87	90	C4-2A	-1,128	-17,100	90,000	87	90
	D5	493	12	23,625	M2-1	0.00	0	0	0	0	0	C4-2A	2.33	0	8,100	47,000	45	45	C4-2A	0	8,100	47,000	45	45
	D6	494	18, 19, 21, 30	28,073	M2-1	0.87	0	24,545	0	0	0	C4-2A	2.77	0	9,000	54,000	52	51	C4-2A	0	-15,545	54,000	52	51
	Total			160,258		0.47 (Avg)	8,628	66,715	0	0	0		2.18 (Avg)	0	43,700	300,000	288	290		-8,628	-23,015	300,000	288	290
Potential Development Sites																								
P1	492	29, 31	16,500	M2-1	0.38	0	6,250	0	0	0	C4-2A	2.18	0	6,000	30,000	29	29	C4-2A	0	-250	30,000	29	29	
P2	494	24	7,500	M2-1	0.00	0	0	0	0	0	C4-2A	2.4	0	3,000	15,000	14	14	C4-2A	0	3,000	15,000	14	14	
Total			24,000		0.19 (Avg)	0	6,250	0	0	0		2.29 (Avg)	0	9,000	45,000	43	43		0	2,750	45,000	43	43	

B. Socioeconomic Conditions

The Proposed Action would introduce additional residents and visitors to the site and Stapleton community. In addition, the Proposed Action would result in changes in type and density of land uses in the Project Area, which may increase investment in the area to provide job opportunities and strengthen revitalization of the Stapleton community. The Proposed Action has the potential to result in the direct displacement of existing businesses located on private properties on the west side of Front Street (in the rezoning area). There could also be indirect business displacement resulting from increased market pressure caused by the rezoning. Several hundred construction and permanent jobs would be created by the proposed developments. Consequently, the Proposed Action has the potential to result in significant adverse impacts, as well as beneficial impacts on socioeconomic conditions in the Project Area and the surrounding neighborhoods of Staten Island.

C. Community Facilities and Services

The introduction of new uses to the Project Area (both residential and commercial) may potentially increase the demand for services by residents, visitors and workers and place increased demand on community facilities.

Local community facilities and services, including police and fire protection, libraries and health care are available in the area. Pending further analyses, it is believed that additional demand placed on these facilities and services by the RWCDs can be accommodated. No schools, libraries, health care or day care facilities, or police or fire stations would be displaced by the Proposed Action. The community facilities uses temporarily located at the Homeport Site today consist of the New York City Police Department (NYPD) Homeport Task Force, the New York City Fire Department (FDNY) Marine Company 9, the New York City Department of Transportation (NYCDOT), and the Richmond County State Supreme Court. These interim uses will be relocated prior to project development, independent from the Proposed Action.

The capacities of area schools are indicated in the table below. Data are currently available for the CEQR analysis, based on the 2003-2004 school year. Depending on the timing of this environmental review, data for the 2004-2005 school year, including updated enrollment projections, may be used. DCP will be consulted to ensure that the latest available data are being utilized in the environmental assessment. As the data become available, further CEQR analysis will take into account Department of Education (DOE)/DCP school projections for number of children and capacity in 2015 to determine the potential for significant adverse impacts to area schools.

Public Schools within the study area and CSD 31

Name	Location	Enrollment	Capacity	Over/Under (+/-)	Percent Utilization
<i>Elementary Schools</i>					
P.S. 16 John Driscoll School	80 Monroe Ave.	765	761	+4	101%
P.S. 16 Annex	211 Daniel Low Terr.	338	346	-8	98%
P.S. 31 William T. Davis School	55 Layton Ave.	364	606	-242	60%
P.S. 14 Vanderbilt School	100 Tompkins Ave.	568	674	-103	85%
P.S. 13 M.L. Lindenmeyer School	191 Vermont Ave.	877	703	174	125%
Total for study area Elementary Schools		2,912	3,090	-178	94%
Total for CSD 31 Elementary Schools		28,653	29,685	-1,032	97%
<i>Intermediate Schools</i>					
I.S. 49 B.A. Dreyfus Intermediate School	101 Warren St.	1,158	1,176	-18	98%
Total for study area Intermediate Schools		1,158	1,176	-18	98%
Total for CSD 31 Intermediate Schools		13,806	14,159	-369	98%
Total for CSD 31		42,459	43,844	-1,432	97%

Notes: Enrollment and capacity: DOE, *Utilization Profiles: Enrollment/Capacity/Utilization*, 2003-2004. These figures include Pre-K enrollment in these buildings. Target Capacity Method figures are given. These reflect a school's anticipated capacity if Early Grade (K-3) Class Size Reduction with 20 children per class were implemented.

Totals for CSD 31 enrollment: Total Capacity: DOE, *Utilization Profiles: Enrollment/Capacity/Utilization*, 2003-2004.

D. Open Space

The Proposed Action, combining the Homeport development with the anticipated development west of Front Street as a result of the rezoning, would introduce approximately 638 residential units and approximately 358,700 square feet of commercial and retail development to the Project Area. The Proposed Project also would result in the addition of approximately 12 acres of new public open space and waterfront esplanade for active and passive recreation within the Project Area, an area that is currently devoid of any publicly-accessible open space. Increases in the Project Area's residential and worker populations would increase the demand for open space resources and result in new open space user populations. The CEQR threshold for an open space assessment for residential users (addition of 200 residents) would be exceeded, thus the DEIS will include an open space assessment as per the *CEQR Technical Manual*. The number of workers that the Proposed Project would generate may exceed 500 workers, the CEQR threshold for an open space analysis for nonresidential users. If it is expected to result in the addition of 500 workers to the Project Area, then a detailed open space analysis for the nonresidential user population also will be performed and included in the DEIS.

E. Shadows

According to the *CEQR Technical Manual*, shadow impacts could occur if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The Proposed Action would permit development of buildings up to a maximum of 50 feet in height, with the exception of the sports complex use which could reach a height of up to 60 feet, and therefore has the potential to result in shadow impacts on existing resources in the Project Area.

The longest shadow that any structure will cast during the year (except within an hour and a half of sunrise or sunset) is 4.3 times its height. Given that the sports complex may have a maximum height of 60 feet, the longest shadow cast by that development would be 258 feet. Pending further study, the proposed buildings are not anticipated to have significant adverse impacts on existing sensitive land uses in the area, including Tappen Park, since the maximum shadow length cast by any of the proposed structures would not reach sunlight-sensitive resources.

F. Historic Resources

Based on available information, there are no significant historic or architectural resources in the area that may be affected by the Proposed Action. There is a single historic architectural resource listed on the National Register of Historic Places within the Project Area: a fire boat, the “Firefighter” built in 1938, currently docked at Pier 14. The fire boat is not anticipated to be affected by the Proposed Action. Thus, no significant adverse impact is anticipated on historic or architectural resources in the area. Subsequent analysis will confirm this conclusion. The New York City Landmarks Preservation Commission (LPC) will be consulted regarding the potential historic significance of the Project Area, and potential historic resources impacts resulting from the Proposed Action.

G. Urban Design/Visual Resources

Within the ¼-mile urban design study area, the predominant land uses are residential, commercial, community facility and industrial. The urban design characteristics of the Stapleton neighborhood vary depending on location, and lack a general unified urban form. The urban design study area is typified by manufacturing uses closer to the waterfront, with vacant or underutilized parcels of land. The structures are largely nondescript in form and are older, low-rise and rectangular in shape. The buildings in the study area are predominantly low-rise structures that are boxy in shape that vary in height, between one and four stories, with sizeable lot coverage. The land use is low intensity, with vacant parcels, vehicle storage and repair, and parking lots. The block forms vary due to historic development of Stapleton and the grade changes further west in the study area. South of Broad Street the study area is comprised of more regular rectangular shaped blocks, with Bayley Seton Hospital campus creating a “superblock” in the midst of the block forms. The street pattern varies as Bay Street curves through the study area and the intersecting streets slice diagonally across it, creating triangular parcels of land. The Tappen Park area, bounded

by Bay Street, Canal Street, Water Street and Wright Street, offers a more traditional “town square” urban design quality. The park has multi-color stone pavers along its perimeter and park benches throughout with large shade trees.

The Proposed Action would result in new land uses, new open spaces (including an esplanade), specific urban design guidelines and streetscape requirements for the SSWD, and the elimination, creation (mapping/demapping), and/or realignment of streets. As such, it would result in changes to the existing visual and aesthetic character of the Project Area and surrounding area. The major visual resources in the area include the views of the New York Harbor, the Verrazano-Narrows Bridge and the Manhattan skyline. The character of the area would be changed from its present form to a more unified character due to the design controls that will be included in the proposed rezoning. In addition, the Proposed Action would introduce additional buildings and development with a greater density than what is in place now. It is unlikely that the mapping of streets and obstruction of existing view corridors would be adversely impacted by these changes since planning for the Proposed Project allows waterfront views and introduces a publicly-accessible waterfront esplanade to the area.

H. Neighborhood Character

Neighborhood character is an amalgam of many components that give an area its distinctive personality. An assessment of neighborhood character is generally appropriate when a proposed action would affect the components of neighborhood character, which include land use, socioeconomic conditions, urban design, visual resources, historic resources, traffic and noise. An assessment may also be appropriate when it appears that a proposed action would moderately affect several of the elements that contribute to neighborhood character, which, in combination, could result in an impact to neighborhood character. As discussed elsewhere in the EAS, the Proposed Action may have the potential to affect conditions in these categories. Therefore, the DEIS will include an assessment of neighborhood character as per the *CEQR Technical Manual*.

The Staten Island Rapid Transit (SIRT) tracks divide the Project Area from the commercial and mixed-use areas to the west. As a result, the Homeport Site and the Project Area appear to be isolated and distinct from the more heavily traveled and frequented area to the west of the SIRT. The Proposed Action would benefit the character of the immediate area as a result of the proposed land use changes to the physical landscape, i.e., the addition of buildings, residents, and development to a greater density.

I. Natural Resources

The Proposed Action is likely to result in beneficial impacts to natural resources with the restoration of the shoreline features and the addition of landscaping to the area. Construction impacts such as erosion, and runoff may occur into the Narrows, but it is anticipated that Best Management Practices (BMPs) would be utilized during construction to minimize or eliminate this type of occurrence. Pending further study, no significant adverse impacts on natural resources are anticipated as a result of the Proposed Action. Wetland permits would be obtained for any part of the Proposed Action requiring such permits, and as such, no significant adverse impacts are anticipated.

J. Hazardous Materials

A Hazardous Materials Screening (HMS) Study was performed for the proposed development area. The objective of the HMS Study was to identify Areas of Environmental Concern (AOCs) that could impact the Proposed Project. The HMS Study has identified the following five AOCs within the Project Area and six AOCs within the study area:

1. Expansion of shoreline - The expansion of the shoreline through the placement of imported fill material may have resulted in contaminants in the subsurface of the Project Area as the fill material used is of unknown origin and may contain contaminants such as volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), and metals. Methane may be present in soil gas if wetland areas were filled in to expand the shoreline.

2. Historical Use of Project Area – Historical use of the Project and study areas is considered an AOC; the subsurface of the Project Area may have been impacted by historical uses such as coal yards, a dry cleaner, auto repair facilities, petroleum storage tanks and the SIRT repair facility. Contaminants of concern include, but are not limited to, VOCs, SVOCs, metals, pesticides and creosote, which is known to be used as a coating of the wooden railroad ties.

3. Hazardous Materials Handling and the Generation and Storage of Hazardous Waste - The review of the Base Realignment and Closure Cleanup Plan (BCP) report revealed that hazardous materials were handled, generated and stored within the Project Area. A portion of the Stapleton Homeport was identified in the BCP report as a Resource Conservation and Recovery Act (RCRA) Large Quantity Generator of hazardous waste. As part of Stapleton's closure efforts, hazardous waste was collected from 14 locations and transported to a less than 90-day accumulation area for disposal. Based on the results of the Environmental Baseline Survey Phase II performed on the Front Street properties, remediation of five of these parcels was required and was reported to have occurred in 1996. Additionally, Parcel 15 of the Front Street properties was evaluated as a potentially inactive hazardous waste site, and was subsequently delisted from the New York State Department of Environmental Conservation (NYSDEC) Registry of Inactive Hazardous Waste Disposal Sites. The subsurface soil and groundwater of the Project Area may have been impacted by activities at these properties; information regarding the type of hazardous materials that were handled and the waste that was generated and stored was not reported. Therefore, contaminants of concern are unknown but are expected to include VOCs, SVOCs, and metals at a minimum.

4. Petroleum Storage - The review of the BCP report revealed that the Stapleton Homeport contains six underground storage tanks (USTs) and two aboveground storage tanks (ASTs); reportedly (according to the Site Conditions as of 1994 report written by Wallace Roberts & Todd with RKG Associates Jambhekar, Strauss P.C., AMREP Solutions Inc., and TAMS Consultants, 1994), one AST is not active and the other seven tanks are active. Total petroleum storage capacity is approximately 290,000 gallons. Tanks were reportedly tested for their integrity; however, results of these tests were not made available for review. Releases from these tanks have the potential to impact subsurface soil and groundwater at the

Project Area. Contaminants associated with releases from petroleum storage tanks include VOCs and SVOCs.

5. Upgradient active NY Spills/LTANKS and PBS Facilities – The database identified 18 unresolved active petroleum spill sites and six petroleum bulk storage (PBS) facilities located upgradient and/or in close proximity to the study area/Project Area. Petroleum-type contaminants are associated with releases from such facilities (i.e., VOCs and SVOCs).

Berger identified the following six AOCs within the study area as they have the potential to impact the surface and/or subsurface soil and groundwater of the study area, thereby potentially affecting the development of the New Stapleton Waterfront Redevelopment.

1. MGP Site – The Former Clifton Manufactured Gas Plant (MGP) Site was first identified in the 1898 Sanborn Map. It encompassed two areas; one, known as Operable Unit (OU) -2 is defined as the area bound by Willow Avenue to the south, New York Avenue to the east and the tracks of the SIRT to the north and west; the second, known as OU-1 is defined as the property across (to the south) Willow Avenue. These two areas (OU-1 and OU-2) contained MGP facilities until 1957 when Brooklyn Union, now Keyspan, bought the property and MGP-related operations and activities ceased. The Former Clifton MPG Site is situated upgradient and approximately 500 feet west from the southernmost portion of the Project Area. Environmental investigations and remediation of these areas are currently being performed under the oversight of the New York State Department of Environmental Conservation (NYSDEC). The NYSDEC has issued the Record of Decision for the Former Clifton MGP Site (Site Number 2-43-023) Operable Unit #1 Staten Island, Richmond County, New York (NYSDEC, March 2004), which identifies the nature of the contamination and the selected remedy to eliminate or mitigate the threats posed by the contamination. Investigation of OU-2 is currently being performed and it is anticipated that the Record of Decision for OU-2, containing the selected remedy, will be issued in 2006.

The NYSDEC and Keyspan entered into a Consent Order on April 14, 1998. The Consent Order obligates Keyspan to implement a full remedial program. Investigations pursuant to the Consent Order were performed between February 1999 and June 2002. The investigations indicate that the MGP operations at these properties resulted in the disposal and/or leaking of hazardous wastes, including coal tar containing benzene, toluene, ethylbenzene, xylene and polycyclic aromatic hydrocarbons. These wastes have contaminated the soil and groundwater at the site, and have resulted in a significant threat to human health from potential exposure to contaminated soil and groundwater, and a significant environmental threat associated with the impacts of MGP contaminants to groundwater.

To eliminate or mitigate the threats posed by the contamination at OU-1, the NYSDEC selected the following remedy:

- Containment of the former relief holder foundation and subsurface impacted materials using a jet grout (or equivalent) vertical barrier wall of approximately 460 linear feet and a thickness of three feet constructed and keyed into a weathered bedrock confining layer located approximately 125 feet below ground surface (bgs), preventing Dense Non-

Aqueous Phase Liquid (DNAPL) migration through subsurface soil and contact with the surrounding groundwater;

- Installation of a low permeability cap over the entire OU-1 area to prevent exposure to contaminated soil and limit infiltration of precipitation;
- Installation of extraction wells within the containment area for passive recovery of DNAPL and, if and when necessary, to maintain a groundwater inward gradient through pumping;
- A soil gas survey to be performed at the site prior to and after the installation of the containment cell, to evaluate soil vapor quality; and
- Institutional controls, consisting of an environmental easement which will include restrictions on groundwater usage or future use of the land for residential purposes, maintenance of site access restrictions (e.g., fencing, lockable gates), a soil management plan, and long-term groundwater and DNAPL monitoring.

The selected remedy is intended to attain the following remediation goals to eliminate or reduce to the extent practicable:

- exposures of persons at or around the site to contaminants in surface and subsurface soil exceeding standards, criteria and guidance (SCGs);
- exposures of persons to contaminants in groundwater that exceed groundwater quality standards;
- migration of DNAPL from subsurface soil into groundwater that may create exceedances of groundwater quality standards; and
- continued groundwater migration through subsurface soil that contains DNAPL.

2. *SIRT Rail Yard* – The rail yards associated with the SIRT, including a repair shop and other associated maintenance facilities, were first identified on the east side of the SIRT tracks near Vanderbilt and Townsend Avenues on the 1898 Sanborn Map. Currently, this area is utilized by the SIRT tracks, rail yard and associated maintenance facilities. Activities involving degreasers, solvents, coal, waste oil, pesticides and creosote may have occurred at the rail yard and associated maintenance facilities. Contaminants associated with such activities include, but are not limited to VOCs, SVOCs, metals, pesticides, and creosote.

3. *Elevated Tracks of SIRT* – Based on the age of elevated tracks associated with the SIRT, they are expected to be coated with Lead-Based Paint (LBP). The potential exists for LBP to be present in surface soils as a result of chipped LBP.

4. *Coal Yards and Storage Areas* – Coal yards comprised of coal piles and storage areas were identified throughout the study area during the Sanborn Map review. Associated contaminants include, SVOCs, and metals.

5. *Dry Cleaning Facilities* – Dry cleaning facilities were identified throughout the study area during the Sanborn Map review and the Site Reconnaissance. Contaminants associated with dry cleaning facilities include VOCs.

6. *Upgradient Petroleum Releases & Petroleum Storage Facilities* – The regulatory agency records identified 18 active petroleum release sites and six petroleum storage facilities located upgradient and/or in close proximity to the study area/Project Area. Petroleum contaminants (i.e., VOCs and SVOCs) are associated with releases from such facilities.

These AOCs indicate the potential for contamination within the Project and study areas. A Phase II Environmental Site Investigation (ESI) will be conducted as appropriate to evaluate soil and soil gas impacts to determine the need for, and type of, construction health and safety measures necessary to protect the construction workers and general public from health risks associated with potential subsurface contamination encountered during construction activities and to assess the disposal and/or treatment of potentially contaminated soil and/or groundwater generated during construction.

K. Waterfront Revitalization Program

The City's Local Waterfront Revitalization Program (LWRP) applies to all discretionary actions in the Coastal Zone. The Coastal Zone, which is mapped in the City's Coastal Zone Boundaries maps, generally extends landward from the U.S. Pierhead line or property line (whichever is furthest seaward) to the first mapped street. The Coastal Zone generally includes islands, cliffs, bluffs, intertidal estuaries, flooding- and erosion-prone areas, port facilities, vital built features, and other coastal locations. Projects located within these areas that are subject CEQR, ULURP or other local, state or federal discretionary review procedures 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, City, 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.

The Proposed Action would include establishing a mixed-use development on the former Navy Homeport site and adjacent properties. The development consists of local retail, residential, restaurant/banquet facility, sports complex, farmers market, and commercial uses. There would also be approximately 12 acres of new public open space, including a waterfront esplanade. Waterfront views would be maintained and the public access to the waterfront would be enhanced. Because the Proposed Action is located within the designated Coastal Zone, assessment of its consistency with the LWRP is required.

Based on the scope and the scale of the project, the Proposed Action may result in substantial changes related to consistency with the City's Waterfront Revitalization Program due to the proximity of Upper New York Bay. A preliminary evaluation of the Proposed Action with regard to the WRP requirements and the project's nature, finds that the Proposed Action is expected to be consistent and supportive of the State's Coastal Management Program (CMP) and the WRP. The Proposed Action would facilitate the use of the City's Public and Redeveloping Waterfront while promoting multi-use development (residential, commercial, and recreational) and economic growth in a manner that would balance the interests of public and private water-dependent and water-enhancing uses along the waterfront of the Staten Island's North Shore. In addition, the Proposed Action is consistent with the long-range vision and practical strategies of the Comprehensive Waterfront Plan for the Staten Island Waterfront. The DEIS will include a consistency evaluation of the Proposed Action with respect to the CMP and the WRP.

L. Infrastructure

The Proposed Action would occur in an area that has been developed for many years and that has the necessary supporting infrastructure such as water, sewers and storm water drainage in place. In areas of New York such as this, concerns typically occur when the density of proposed development encouraged by the proposed rezoning would be far above that found in the area prior to development. The Proposed Action will result in increased demand for infrastructure services, including additional water demand and sewage generation, but not significantly above historic levels. While this will be confirmed through subsequent evaluation, no significant adverse impact to sewer treatment facilities or water supply is anticipated. In addition, the Proposed Action will require utility and infrastructure relocations and improvements to the water, sewer, gas, and telephone services serving the Project Area. The DEIS will also address the Proposed Action's potential effect on stormwater management in the Project Area.

M. Solid Waste and Sanitation Services

The Proposed Action will result in increased demand on solid waste and sanitation transport and disposal services due to the projected addition of 638 residential units and approximately 358,700 square feet of commercial and retail development. According to the *CEQR Technical Manual*, actions involving construction of housing or other development generally do not require evaluation for solid waste impacts unless they are unusually large and would generate approximately 10,000 pounds of solid waste per week. As the residential portion of the Proposed Action alone would exceed this threshold, an assessment of potential solid waste impacts will be included in the DEIS.

N. Energy

Due to added buildings as a result of the Proposed Action, additional residents, businesses and other new uses would increase energy demand in the Project Area. Therefore, the Proposed Action may result in a significant increase in the amount of energy consumed. According to the *CEQR Technical Manual*, because all new structures requiring heating and

cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create adverse energy impacts. However, the *CEQR Technical Manual* recommends that the energy demands associated with a proposed action be disclosed during the environmental review. The DEIS will contain a detailed assessment of the Proposed Action's projected energy consumption levels.

O. Traffic and Parking

The Proposed Action may result in potentially significant adverse impacts on area traffic due to the number of new vehicular trips related to the increased density inherent in the Proposed Action and resultant development. A comprehensive traffic and parking study will fully analyze the potential impacts at a total of 16 intersections. The locations will be analyzed once the traffic counts and traffic assignments have been completed. The locations will include:

- Bay Street and Victory Boulevard
- Bay Street and Hannah Street
- Bay Street and Swan Street / Van Duzer Street
- Bay Street and Wave Street
- Bay Street and Prospect Street
- Bay Street and Water Street
- Bay Street and Canal Street
- Bay Street and Thompson Street
- Bay Street and Broad Street
- Bay Street and Vanderbilt Avenue
- Bay Street and Edgewater Street / Front Street
- Bay Street and Hylan Boulevard
- Front Street and Hannah Street

Three additional intersections along the newly aligned Front Street also will be studied. Additionally, the Proposed Action may result in impacts to area parking availability due to the introduction of new parking demand. However, it is anticipated that the approximately 1,000 parking spaces would meet or mitigate the increased demand. The Environmental Impact Statement will include an inventory of available off-street parking lots and garages within one-quarter to one-half mile of the projected development sites being analyzed under the proposed development plan, their capacities, and their morning and midday utilization rates. The study will also determine the parking demand of the proposed development mix and the ability of this generated demand to be accommodated within the number of new spaces to be built or made available as part of the development plan. Any parking shortfalls

will be identified, and the ability of nearby spaces to accommodate that shortfall will also be discussed.

Trip generation, modal split, and vehicle occupancy rates for the proposed Stapleton Waterfront development would be derived from the approved rates from other CEQR documentation, standard professional references, information from other development studies, and reasonable planning assumptions. For each of the land use categories envisioned under the Build condition, sources with similar geographic and/or user characteristics would be used. The overall development scenario to be analyzed for potential traffic and parking impacts is indicated on page A-1 and illustrated in Figure 3. Preliminary trip generation projections were based on preliminary use of trip generation rates, modal split assumptions, temporal distribution, and average vehicle occupancies, and indicate that the proposed Stapleton Waterfront development is expected to generate approximately 300-400 vehicles per hour (vph) in the weekday AM peak hour, 450-550 vph in the weekday midday peak hour, and 775-875 vph in the PM peak hour (see Figures 11 through 13.)

P. Transit and Pedestrians

The Proposed Action may result in additional ridership of the SIRT and buses serving the immediate area. According to the *CEQR Technical Manual*, projects which generate fewer than 200 peak hour transit trips are unlikely to require a quantitative transit or pedestrian analysis. However, based on this CEQR criterion, the Proposed Action is not expected to result in significant adverse impacts to transit services during peak hours.

Existing hourly available capacity on buses serving the area (S51/S81, S52, S74/S84, S76/S86 and S78) in the AM peak hour ranged from 91 on the southbound S76/S86 to 197 on the northbound S51/S81. In the PM peak hour the range was from 113 hourly available capacity on the southbound S52 to 265 on the southbound S76/S86.

The Proposed Action is anticipated to increase the number of pedestrians to and within the site due to the increased number of residents, workers and visitors. Crosswalks at the unsignalized intersections along Bay Street currently operate at level of service F in the peak hour. This is due much more to the traffic volume on Bay Street making crossings difficult, than the volume of pedestrians, which taken on its own is fairly low. All other locations are operating within acceptable levels of service.

SIRT Capacity Analysis. The number of trains per hour and the hourly volumes at all SIRT stations are available from NYCTA Operations Planning, System Data & Research. The peak load points for the northbound SIRT (To St. George Terminal) and southbound SIRT (To Tottenville) for Existing Conditions have been summarized in the table below. The peak load point for the northbound SIRT (To St. George Terminal) is at the Grasmere Station during the AM peak hour and the peak load point for the southbound SIRT (To Tottenville) is at the Tompkinsville Station during the PM peak hour. The northbound and southbound SIRT currently operates below capacity with a volume to capacity (v/c) ratio of 0.34 during the AM peak hour and a v/c ratio of 0.31 during the PM peak hour. While further analysis is required, it is expected that the SIRT has sufficient capacity to accommodate the development associated with the Proposed Action.

**SIRT Peak Load Point Capacity Analysis
2004 Existing Conditions**

Peak Hour	Direction	Station	Trains per Hour	Capacity per Train	Peak Hourly Capacity	Peak Hour Volume	V/C ratio
7:00-8:00 AM Peak Hour	To St. George (NB)	Grasmere Station	8	700	5,600	1,928	0.34
5:00-6:00 PM Peak Hour	To Tottenville (SB)	Tompkinsville Station	6	700	4,200	1,300	0.31

Source: NYCTA Operations Planning, System Data & Research

Q. Air Quality

The Proposed Action may result in potentially significant adverse impacts on stationary and mobile source air quality due to the increased demand for heating, ventilation and air conditioning, as well as the increases associated with additional vehicular traffic introduced by the anticipated new development.

An inventory of stationary sources in the area reveals no large stationary sources (such as solid waste, incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants) within 1,000-foot radius of the proposed project, or any major manufacturing facilities and chemical processing within a 400-foot radius of the project site. The only regulated stationary source within the study area is the existing New York City Transit Authority Clifton Yard which is located at 845 Bay Street. This facility does not release any significant air pollutants from its operation as regulated by the State and City agencies. At this time, it is not anticipated that near-by stationary sources would have a significant impact on the project.

The on-site stationary sources are mainly the exhaust from hot water boilers and HVAC (heating, ventilation and air conditioning) system. A CEQR screening procedure will be performed for the proposed project HVAC and hot water boilers emissions. By using the proposed size of project development, zoning square footage of the new construction, and proposed height of exhaust release, the impacts of proposed HVAC and boiler system for the project will be evaluated. Based on CEQR criteria, the maximum size of project development to avoid significant HVAC air quality impacts on a typical building can be determined. The proposed project development plan will be reviewed and compared to this threshold. Thus, the significance of HVAC and boiler exhaust system impact can be classified and whether a detailed stationary source analysis is required will be determined.

R. Noise

The Project Area is currently devoid of sensitive receptors that would remain on the property during the construction or operational phases of the Proposed Action. According to the *CEQR Technical Manual*, receptors are generally a noise-sensitive location usually define as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of change. The Proposed Action may result in potentially significant impacts on noise levels in the area due to noise from increased vehicular traffic (mobile sources) and the introduction of new uses (stationary sources). A comprehensive assessment of potential noise impacts upon the Proposed Action's new residential and open space uses will be carefully analyzed. It is anticipated that impacts to six sensitive receptor locations will be monitored and analyzed for potential impacts. For the receptor locations refer to Figure 14.

S. Construction Impacts

The Proposed Action would result in new development occurring over several years thus there is the potential for significant adverse construction impacts at various times during the construction. The Proposed Action will include the development of approximately 682,500 square feet of new land uses on the Homeport Site and could stimulate an additional approximately 343,700 sq. ft. throughout the remainder of the Project Area. The majority of this development will involve in-ground construction in the form of foundation piles and/or basements for residential and commercial buildings and for the development of entertainment facilities. Utility relocation and connections would also occur below grade as well as above grade. Excavation for foundations could extend as much as 20 to 30 feet below the surface and will likely encounter groundwater. Contaminated materials may be encountered, also during excavation. Excavation will generate large quantities of soils and potentially bedrock.

Construction activities associated with the Proposed Action, such as building and roadway construction, could temporarily affect land use and socioeconomic conditions in the vicinity of above-ground construction. Some businesses could be affected where construction activities require temporary closing of lanes or parts of the sidewalk in front of businesses reliant on auto traffic. Technical areas that will be examined in the DEIS for potential impacts associated with long-term construction activities include land use and neighborhood character; socioeconomic conditions; and community facilities (access for police and fire response vehicles). Construction activities may also affect traffic, noise, air quality, historic resources and infrastructure; thus potential construction-related effects on these resources also will be discussed in the DEIS. Where potential significant impacts are anticipated, workable mitigation measures will be identified that could be implemented to reduce significant impacts.

T. Public Health

As mentioned above, the Proposed Project area has a history of industrial and manufacturing uses, which creates the potential for human exposure to hazardous materials during construction. In addition, the construction period has the potential to add dust, inhalable particulates, noise and odors to the immediate environment, which can adversely affect

public health. While the construction and operation of Proposed Project may result in additional traffic and related air pollutants (e.g. carbon monoxide and inhalable particulates) and increase noise levels in the immediate environment, it is not anticipated to result in significant adverse impacts to public health.