

CHAPTER 1: PROJECT DESCRIPTION

1.1 Introduction

1.1.1 Project Overview

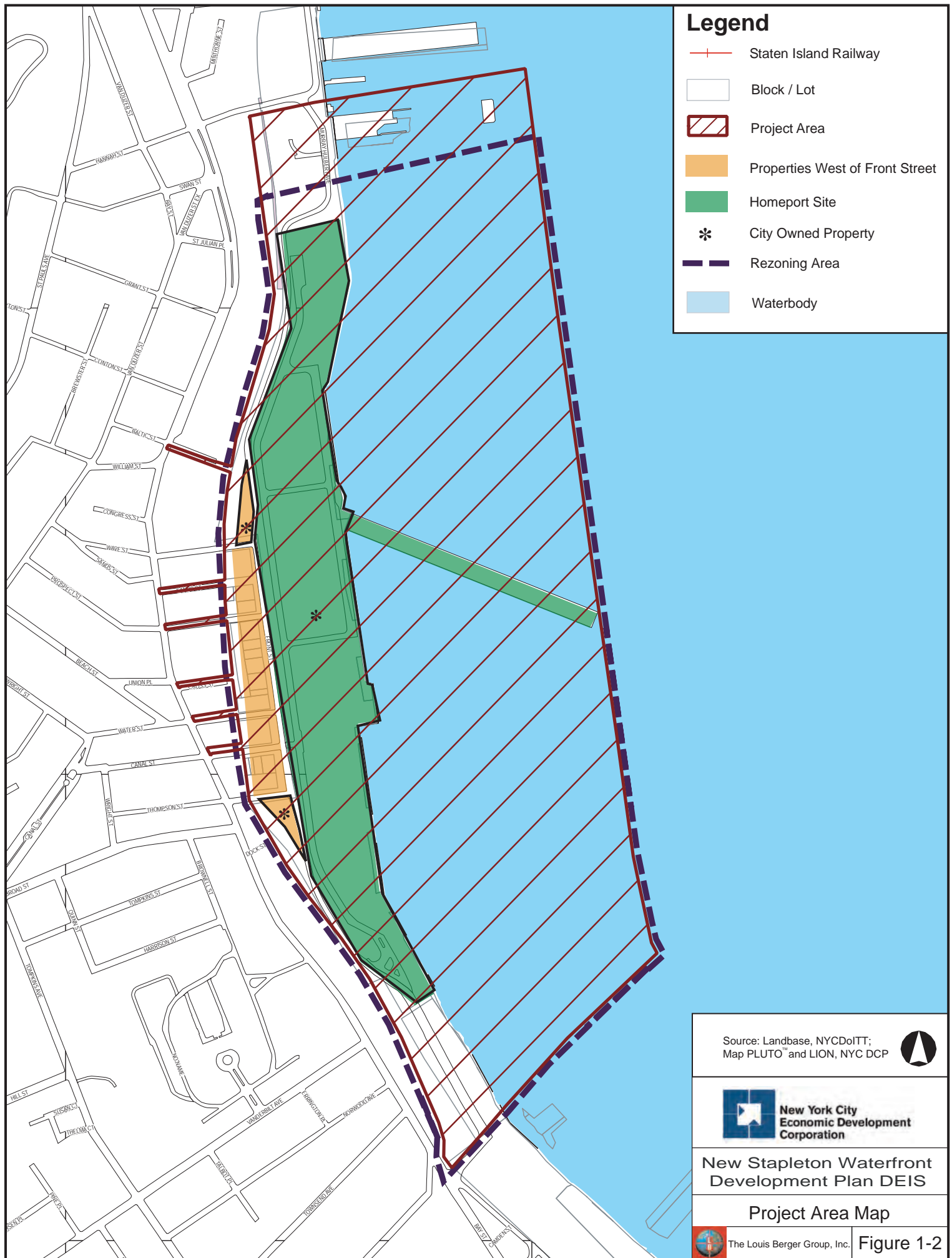
The Proposed Action is located in the Stapleton section of Staten Island, within Community Board 1 (see Figure 1-1). The area subject to the Proposed Action (the Project Area) is comprised of the former U.S. Navy Homeport site and adjacent properties and is generally bounded by the U.S. Pierhead line to the east, the Staten Island Railway (SIR) tracks and Bay Street to the west, Hannah Street to the north and the Front/Bay/Edgewater Street intersection to the south (see Figure 1-2).

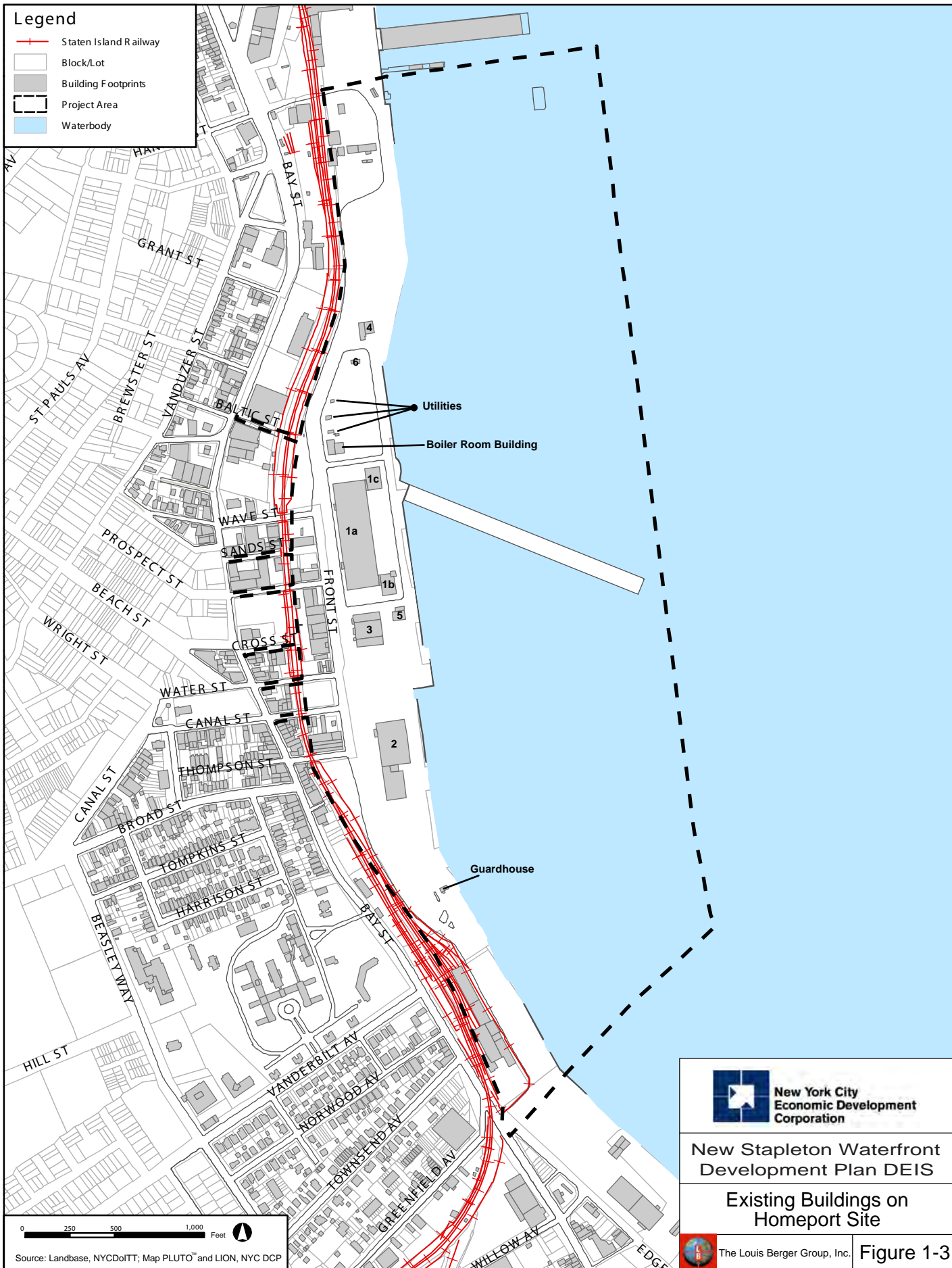
The Proposed Action, outlined in detail in Section 1.2, “Description of the Proposed Action,” includes rezoning and the creation of the Special Stapleton Waterfront District (SSWD), street mapping/demapping, disposition of City-owned property, capital funding, and permits. Implementation of the Proposed Action will require review and approval of several discretionary actions pursuant to the City’s Uniform Land Use Review Procedure (ULURP).

Situated along Staten Island’s North Shore, the Stapleton waterfront including the Project Area was a port and industrial area during the late 19th through mid-20th centuries. Utilization of the waterfront declined in later years and in 1983, the Navy proposed to establish the Staten Island Homeport along the Stapleton waterfront as part of a system of 21 homeport facilities around the country. The approximately 35-acre port facility was constructed in the early 1990s at a cost of approximately \$200 million in federal funds, in order to berth and provide support services for a small fleet of Naval vessels. The Homeport was decommissioned in 1994 as part of a series of base closings nationwide.

The former Homeport facility (the Homeport Site) is generally bounded by the extension of St. Julian Place to the north, Front Street to the west, the extension of Vanderbilt Avenue to the south and the U.S. Pierhead line to the east. The Homeport Site currently contains eight buildings with approximately 330,500 square feet of space, and an approximately three-acre, 1,410 foot-long concrete pier (see Figure 1-3). The Navy continues to use this pier, officially named USS The Sullivans Pier, on an occasional basis. Since the Homeport was decommissioned and the property transferred to the City, the following governmental uses were relocated there on an interim, temporary basis: New York City Police Department (NYPD) Staten Island Taskforce; New York City Fire Department (FDNY) Marine Company No. 9; New York City Department of Transportation (NYCDOT) Marine Repair Unit; and the Richmond County State Supreme Court. The Homeport Site also contains fuel oil storage tanks, electrical substations, and heating and cooling facilities that were developed to support its former Navy use.







1.1.2 Purpose and Need

Since the closure of the Homeport facility and its transfer to the City in 1994, there have been several unsuccessful plans and proposals for the redevelopment of the site. In April 2003, Mayor Bloomberg established the Mayor's Homeport Task Force (HTF), comprised of key City officials, local elected representatives and business and community leaders, to develop a workable plan for the Homeport that made economic sense and was supported by the Stapleton community and the borough as a whole.

The HTF and a consultant team collaborated on a three-phase planning process that led to development of the New Stapleton Waterfront Development Plan (the Plan). In Phase I, the team identified job creation, connection to the Stapleton community, public access to the waterfront, improved transportation and the creation of a new destination as key goals of the plan. A planning and market analysis of the existing site was presented at a public forum in November 2003. In Phase II, three alternative development scenarios were examined; a harbor park concept, a cultural destination and a neighborhood scenario. These scenarios were presented to the public in February 2004.

The final mixed-use plan, which incorporates elements of the three alternatives, was developed in Phase III and presented publicly in May 2004 as the Plan. The Plan calls for the Homeport Site to be developed with a mix of uses including residential, a restaurant/banquet facility, sports complex, limited ground-floor retail, farmers market, and commercial space.

The final Plan also calls for key public improvements in tandem with the mixed-use development, including the creation of a waterfront esplanade, public open space, roadway reconstruction, and demolition of most of the existing buildings on the Homeport Site to make way for new development and public improvements. The City of New York allocated \$66 million in capital funds over four years in order to implement the public improvements. The related design work is now underway.

Project Objectives

Historically, the downtown area of Stapleton along Bay Street and around Tappen Park was one of Staten Island's main business and shopping hubs. However, with the commercial and residential growth of other parts of Staten Island over the past several decades, Stapleton and its neighboring communities on the North Shore declined economically and experienced demographic shifts. More recently there have been some encouraging signs of area reinvestment, with new businesses opening and pockets of new development.

The Stapleton waterfront has been identified as a community asset that has a strong potential for spurring area economic growth. The Plan, which resulted from a process that gave strong consideration to community planning, urban design and economics, was developed in order to leverage this community asset. The Plan envisions a waterfront development project that creates jobs while promoting area economic development. In

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN

DRAFT ENVIRONMENTAL IMPACT STATEMENT

tandem with economic goals, the Plan also seeks to establish a new public waterfront asset that is accessible by and connected to the Stapleton community.

The market analysis completed as part of the planning process identified key economic issues facing the downtown area of Stapleton that the Plan seeks to address. Retail rental rates were found to be lower than many areas of Staten Island, but vacancy rates in some stretches have nonetheless historically approached 50 percent. The turnover rate for businesses was also found to be fairly high, with many surviving only a short time. These indicators point to a struggling commercial area. On the residential side, while Staten Island overall has seen an increase in population, an annual increase in single-family home values and a solid amount of new construction and investment, Stapleton has lagged behind. The housing market in Stapleton has a low homeownership rate, a high vacancy rate and a lower than average median home value.

The Proposed Action is intended to help address these issues by providing a mixed-use waterfront destination with strong connections to the Stapleton community. The mix of uses envisioned in the Plan would be complementary to Stapleton. One example is the limited amount of retail proposed for the Homeport Site. Retail needs of the future visitors and residents at the Homeport Site would continue to be met on Bay Street and the Tappen Park area of Stapleton.

The physical planning related to the Plan focused on east-west connections between the Homeport Site and Stapleton, and north-south connections along the waterfront. The five east-west blocks between Thompson and Wave Streets provide direct community connection to the Homeport Site; however, the substandard roadway conditions and elevated SIR tracks that cross these blocks were identified as barriers. To address these issues, roadway and streetscape improvements are proposed along these blocks, and the design of Homeport Site treats three of these blocks as visual corridors that link directly to the waterfront. Rezoning of the area between Front Street and the SIR tracks would also encourage development that replaces existing vacant and underutilized properties and helps connect the Homeport Site to Stapleton. To address north-south connections, the entire length of Front Street would be reconstructed and upgraded, and a continuous waterfront esplanade would be created that would connect to the proposed North Shore Esplanade, a separate project now in design between the Homeport Site and St. George.

Scale and density of new development was also an important issue identified by the community. As a result, the proposed rezoning provides controls that would ensure that private development between Front Street and the SIR tracks and proposed development on the Homeport Site complements the existing built character and does not obstruct views from the upland. Finally, the proximity of the SIR Stapleton station and several bus routes was seen as an opportunity to create transit-oriented development on the Homeport Site and reduce reliance on auto travel.

1.2 Description of the Proposed Action

As detailed below, the Proposed Action is comprised of rezoning and the creation of the SSWD, street mapping/demapping, property disposition and permitting actions on, and adjacent to, the Homeport Site. The Project Area is generally bounded by the SIR tracks and Bay Street to the west, Hannah Street to the north, the U.S. Pierhead line to the east and the Front/Bay/Edgewater Street intersection to the south. The Proposed Action consists of the following basic elements:

- Zoning map amendment to change the underlying zoning from M2-1 and M3-1 to C4-2A, and to map the SSWD;
- Zoning text amendment to establish the SSWD;
- City map amendments (mapping and demapping of streets); and
- Disposition of City-owned property (business terms for sale or lease of development parcels to private entities).

Each component of the Proposed Action is described below, followed by a description of the development and public improvements expected to result from these actions.

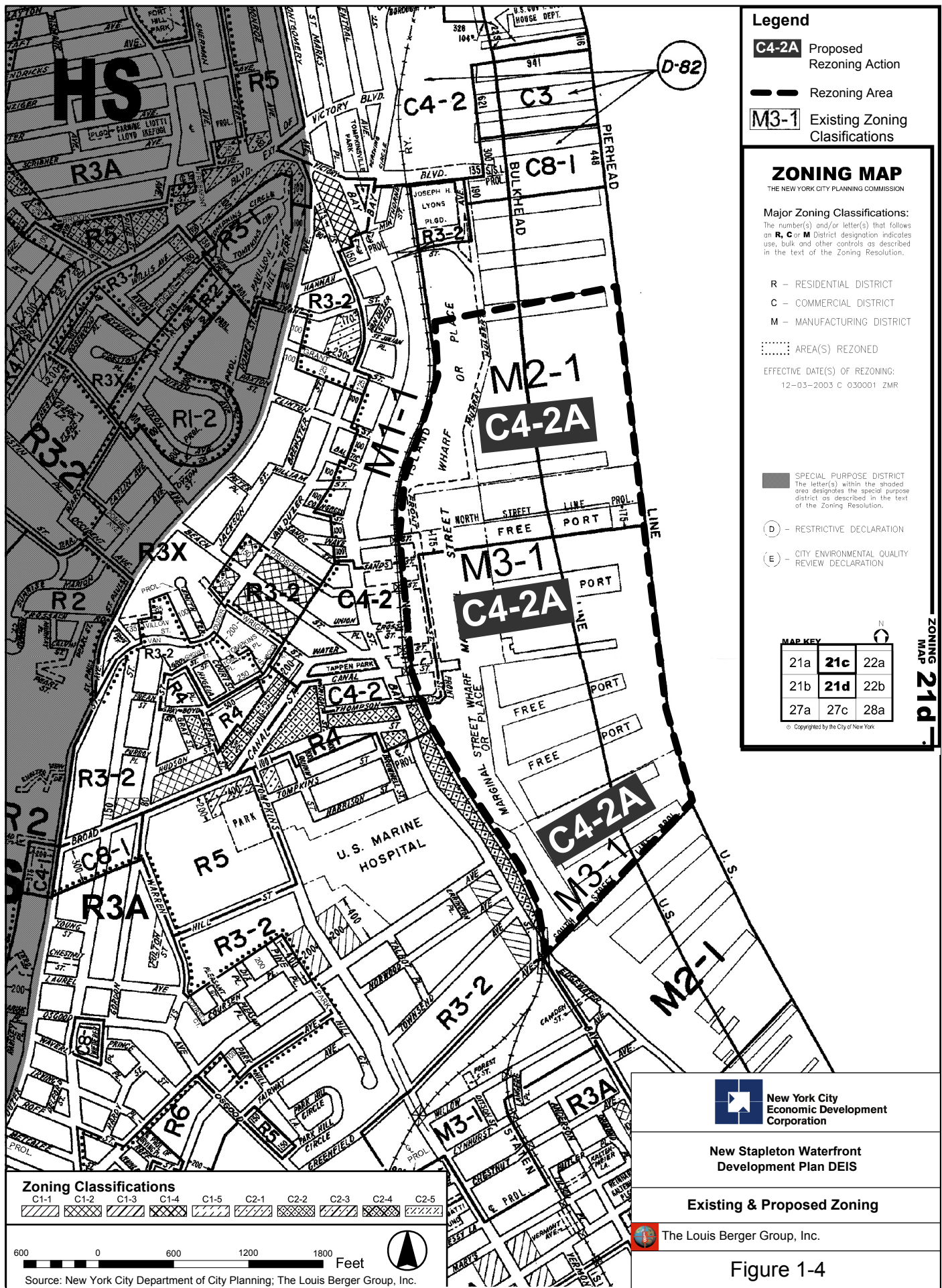
1.2.1 Rezoning and Establishing the Special Stapleton Waterfront District

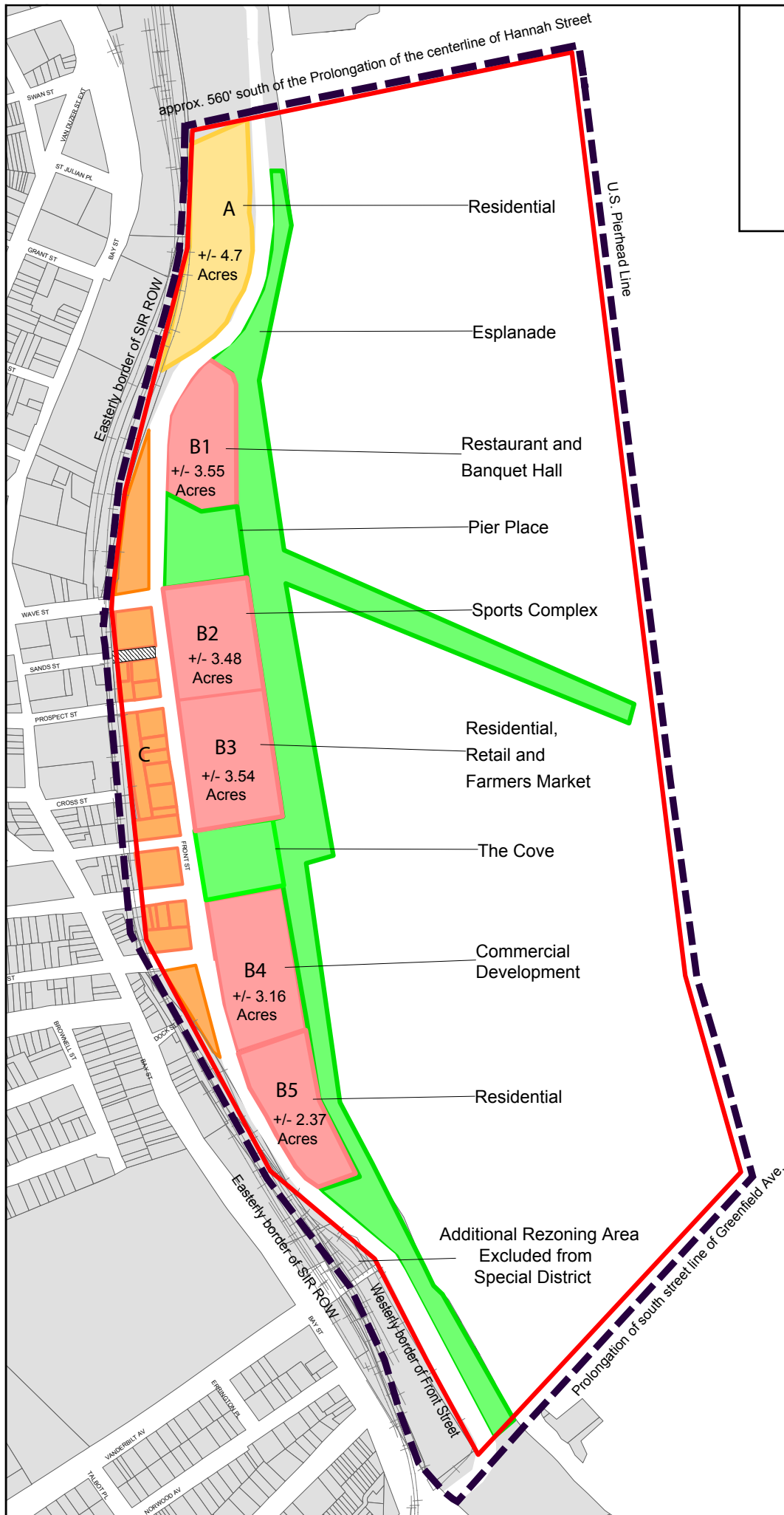
The Proposed Action includes zoning map and text amendments to establish the SSWD, and to rezone the area to a C4-2A district from the existing M2-1 and M3-1 zoning districts (see Figure 1-4). The rezoning area is generally bounded by the approximate extension of St. Julian Place to the north, the SIR tracks to the west, the prolongation of Greenfield Avenue to the south and the U.S. Pierhead line to the east (the Rezoning Area). The Homeport Site is located within this area. Figure 1-5 illustrates the proposed boundaries of the Rezoning Area and SSWD. Tax lots that comprise the Rezoning Area and SSWD are listed in Table 1-1 below and illustrated in Figure 1-6.

Table 1-1: Proposed Rezoning Area and Special District — Block and Lot List

<i>Rezoning Area and Special District</i>	
Block	Lot
487	100 (partial lot), 110
489	25
490	24, 26, 37, 45
491	29, 32, 37, 41, 42, 46
492	29, 31
493	12
494	18, 19, 21, 24, 30
2820	95 (partial lot), 105
<i>Rezoning Area Only</i>	
Block	Lot
496	215, 275
2820	1

Source: New York City Department of City Planning





Legend

- Special District Boundary
- Rezoning Area Boundary

Base Map:
DCP Tax Block/ Lot Release 05C



New York City
Economic Development
Corporation

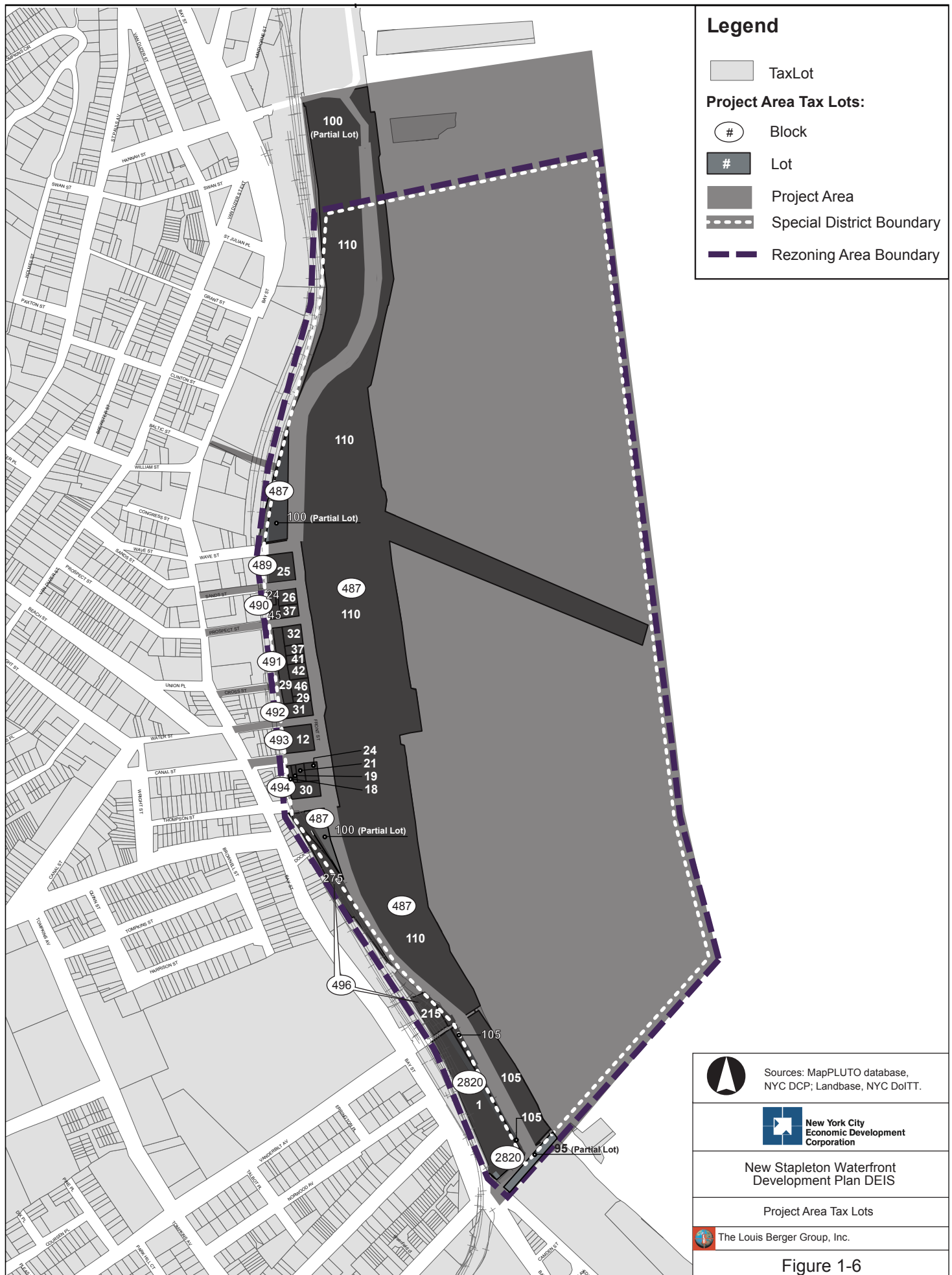
New Stapleton Waterfront Development Plan DEIS

Special Stapleton
Waterfront District
□ And
Rezoning Boundary



The Louis Berger Group, Inc.

Figure 1-5



NEW STAPLETON WATERFRONT DEVELOPMENT PLAN
DRAFT ENVIRONMENTAL IMPACT STATEMENT

The proposed C4-2A underlying zoning district is a contextual district for smaller downtown areas, in which the height, placement, and scale of new buildings are regulated so that they fit the character of the existing neighborhood. The Stapleton town center, including the Tappen Park area, is zoned C4-2 and is marked by its street-wall development, ground-floor retail, and low-rise buildings. The proposed zoning of C4-2A would permit redevelopment of the Homeport Site so that it is compatible with the character and scale of the upland portions of Stapleton.

The SSWD has been designed to promote and protect public health, safety and general welfare. Its general goals include:

- (a) Encourage design of new development that is in character with the neighborhood and surrounding community;
- (b) Maintain and reestablish physical and visual public access to and along the waterfront;
- (c) Strengthen the traditional town center of Stapleton by allowing the development of new residential and commercial uses;
- (d) Encourage the creation of a lively and attractive environment that will provide daily amenities and services for the use and enjoyment of the working population and the new residents;
- (e) Take maximum advantage of the beauty of the New York Harbor waterfront, thereby best serving the business community, the residential population and providing regional recreation as well; and
- (f) Promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect City tax revenues.

The SSWD would change some of the underlying zoning requirements and introduce new requirements. The maximum allowable floor area ratio (FAR)¹ for residential and commercial uses in a C4-2A district is 3.0; however, the SSWD would limit the maximum allowable FAR to 2.0 for all uses. For residential use, the SSWD would modify the underlying C4-2A zoning district with an R6B residential equivalent. This is a special equivalency for the SSWD (normally R6A is the residential equivalent in C4-2A). R6B General Residence zoning districts allow for low-rise buildings with greater lot coverage. The maximum allowable FAR in an R6B district is 2.0, and there are parking requirements. The maximum lot coverage for corner lots is 80 percent, which decreases to 60 percent for interior or through-lots. Typical R6B residential uses include four-story row houses or apartment buildings. R6B residential development must comply with requirements of the Quality Housing Program, which include planted buffers between buildings and streets, minimum open space requirements, screened parking lots and no parking between the street wall and street line. To maintain street life and retail

¹ Floor area ratio is defined in the Zoning Resolution as the total floor area on a zoning lot divided by the lot area of that zoning lot.

corridors, the special district would require ground-floor commercial or community facility uses in select locations. However, the ground-floor retail and/or community facility space would not be counted as part of the 2.0 FAR.

The SSWD would also provide for certain area-specific measures. These measures include, but are not limited to, requiring non-residential ground floor uses for new development at select locations; establishing a maximum building height of 50 feet for most uses; and obviating waterfront zoning requirements and in lieu establishing special requirements for visual corridors and upland connections. As illustrated in Figure 1-5, the SSWD would be divided into eight sub-areas: six development parcels (A and B1 through B5), the area west of Front Street (Area C), and public open space (waterfront esplanade, Pier Place, and the Cove). Refer to Chapter 3, “Land Use, Zoning, and Public Policy,” for a more detailed description of the proposed rezoning and SSWD requirements.

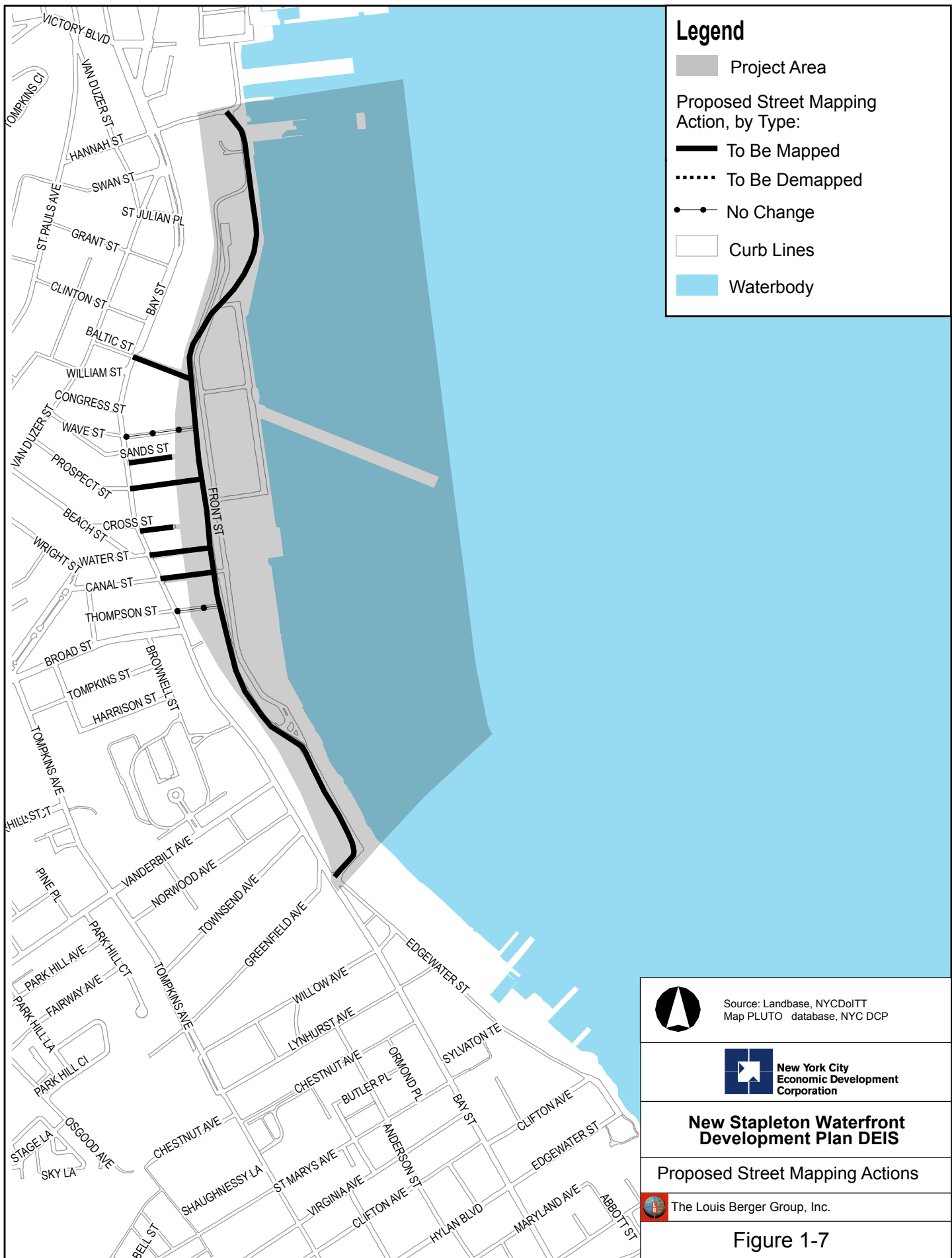
As described in greater detail in subsequent chapters of the DEIS, the proposed zoning map amendments include the placement of an (E) Designation on several tax lots identified as development sites and expected to be redeveloped as a result of the Proposed Action. An (E) Designation would be placed on the amended New York City Zoning Map to denote certain parcels where the Proposed Action has the potential to result in significant adverse hazardous materials or noise impacts. The (E) Designation would ensure that these properties would not be redeveloped unless necessary remedial measures are implemented. See Chapter 12, “Hazardous Materials,” and Chapter 19, “Noise,” for further information regarding (E) Designations.

1.2.2 City Map Amendments

In order to improve vehicular and pedestrian circulation, several street mapping/demapping actions streets are included as part of the Proposed Action. Figure 1-7 illustrates the street mapping/demapping actions.

The Proposed Action includes the mapping of the streets listed below, with street widths in parentheses. All streets are built but not mapped. As noted previously, the alignment of Front Street would be changed from its existing built alignment in order to improve safety and better relate to proposed development on the Homeport Site. The other listed streets would be mapped within their existing built alignments.

- Front Street, (50 to 70 feet wide) between Hannah Street and Bay Street;
- Baltic Street, (40 to 60 feet wide) between Bay Street and Front Street;
- Sands Street, (45 feet wide) between Bay Street and the SIR tracks;
- Prospect Street, (45 feet wide) between Bay Street and Front Street;
- Cross Street, (45 feet wide) between Bay Street and the SIR tracks;
- Water Street, (45 feet wide) between Bay Street and Front Street; and
- Canal Street, (56 feet wide) between Bay Street and Front Street.



The Proposed Action includes the demapping of the following unbuilt streets:

- Murray Hulbert Avenue, (45 feet wide) between north and south exits of Hannah Street; and
- Marginal Street or Wharf or Place, (width varies) between Hannah Street and the extension of Greenfield Avenue and between the SIR tracks and the U.S. Pierhead Line.

The Proposed Action includes the elimination of the unmapped (record) streets listed below. Only Front Street is an existing built street.

- Murray Hulbert Avenue, (width varies) between Hannah Street and Edgewater Street;
- Front Street (40 to 60 feet wide), between Murray Hulbert and Bay Street. This action allows for the mapping of Front Street as listed above.

Lastly, a portion of Thompson Street (50 feet wide) would be realigned at the intersection of Front Street and Thompson Street.

1.2.3 Disposition of Property

The Proposed Action includes the disposition of City-owned property from the New York City Department of Small Business Services (DSBS) to the New York City Economic Development Corporation (EDC) to facilitate the eventual sale or lease of development sites in the Project Area to private entities. The following sites are included as part of the proposed disposition:

- The six development parcels located on the Homeport Site (Parcels A, B1 through B5);
- Two irregularly-shaped parcels, one located north of Wave Street between Front Street and the SIR tracks (identified as Projected Development Site C7 on Figure 1-8), and one south of Thompson Street between Front Street and the SIR tracks (Projected Development Site C8). These sites are required to allow for flexibility as the Homeport Site redevelops, and are expected to be developed with vehicle parking facilities.
- Up to 10,000 square feet within the public area of the Homeport Site to allow for the development of uses that would compliment and enliven the public area and overall Project Area, including a restaurant/café, boat house and/or retail kiosks.²

² This is referred to elsewhere in the document as 10,000 square feet of accessory uses associated with the 12 acres of public open space that would be created on the Homeport Site under the Proposed Action (see Figure 1.8).

1.2.4 Related Actions

Capital Funding

Approval of City capital funds would be required to finance the construction of the Public Improvements associated with the Proposed Action, including the public esplanade, opens spaces, roadway infrastructure and other related capital items.

Permits

Permits from the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (USACE) would be necessary to perform work in or near tidal wetlands which may be located within the Project Area (e.g., for the development of the Cove) and to stabilize portions of the shoreline.

1.2.5 Homeport Site Development

Allowed by the actions discussed above, and pursuant to the New Stapleton Waterfront Development Plan, six development parcels on the Homeport Site would be developed with a mix of uses including residential, a restaurant/banquet facility, sports complex, limited ground-floor retail, farmers market, and commercial space. The development parcels would be disposed of by the City for private development as the result of an RFP process. Following are descriptions of the parcels and the expected development program, as exhibited in Figure 1-8:

- Parcel A: Located in the northern portion of the Homeport Site, Parcel A is generally bounded by the extension of St. Julian Place to the north, the extension of Grant Street to the south, the SIR tracks to the west and Front Street to the east. The site, approximately 4.70 acres in size, is expected to contain a 131,250-square-foot (125-unit) residential development with parking for 140 vehicles.
- Parcel B1: Also located in the northern portion of the Homeport Site, Parcel B1 is generally bounded by the extension of Grant Street to the north, the extension of Baltic Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.55-acre site is expected to contain up to a 60,000-square-foot restaurant/banquet hall facility with parking for 500 cars. While the exact site configuration is not known at this time, a parking structure could be incorporated into the development of this parcel. For purposes of environmental review, it is assumed that the site plan for Parcel B1 will include a two-story parking structure located at the northern end of the site.
- Parcel B2: Located roughly in the center of the Homeport Site, Parcel B2 is generally bounded by the extension of Wave Street to the north, the extension of Prospect Street to the south, Front Street to the west, and the proposed public open space to the east. This site, approximately 3.48 acres in size, is expected to contain up to a 75,000-square-foot sports complex, 5,000 square feet of retail, and parking for 130 vehicles.
- Parcel B3: Also located roughly in the center of the Homeport Site, just south of parcel B2, Parcel B3 is generally bounded by the extension of Prospect Street to the north, the extension of Water Street to the south, Front Street to the west, and the proposed public open space to the east. This site, approximately 3.54 acres in

- size, is expected to contain a 131,250-square-foot (125-unit) residential development, a 10,000-square-foot farmers market, 25,000 square feet of local retail, and parking for 220 vehicles.
- Parcel B4: Located in the southern portion of the Homeport Site, Parcel B4 is generally bounded by the extension of Canal Street to the north, the extension of Dock Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.16-acre site is expected to contain approximately 75,000 square feet of commercial space and 175 parking spaces.
 - Parcel B5: Also located in the southern portion of the Homeport Site, Parcel B5 is generally bounded by the extension of Dock Street to the north, the extension of Harrison Street to the south, Front Street to the west, and the proposed public open space to the east. This site, approximately 2.37 acres in size, is expected to contain a 105,000-square-foot (100-unit) residential development with 120 parking spaces.

See Figures 1-9 through 1-11 for photographs of the development parcels.

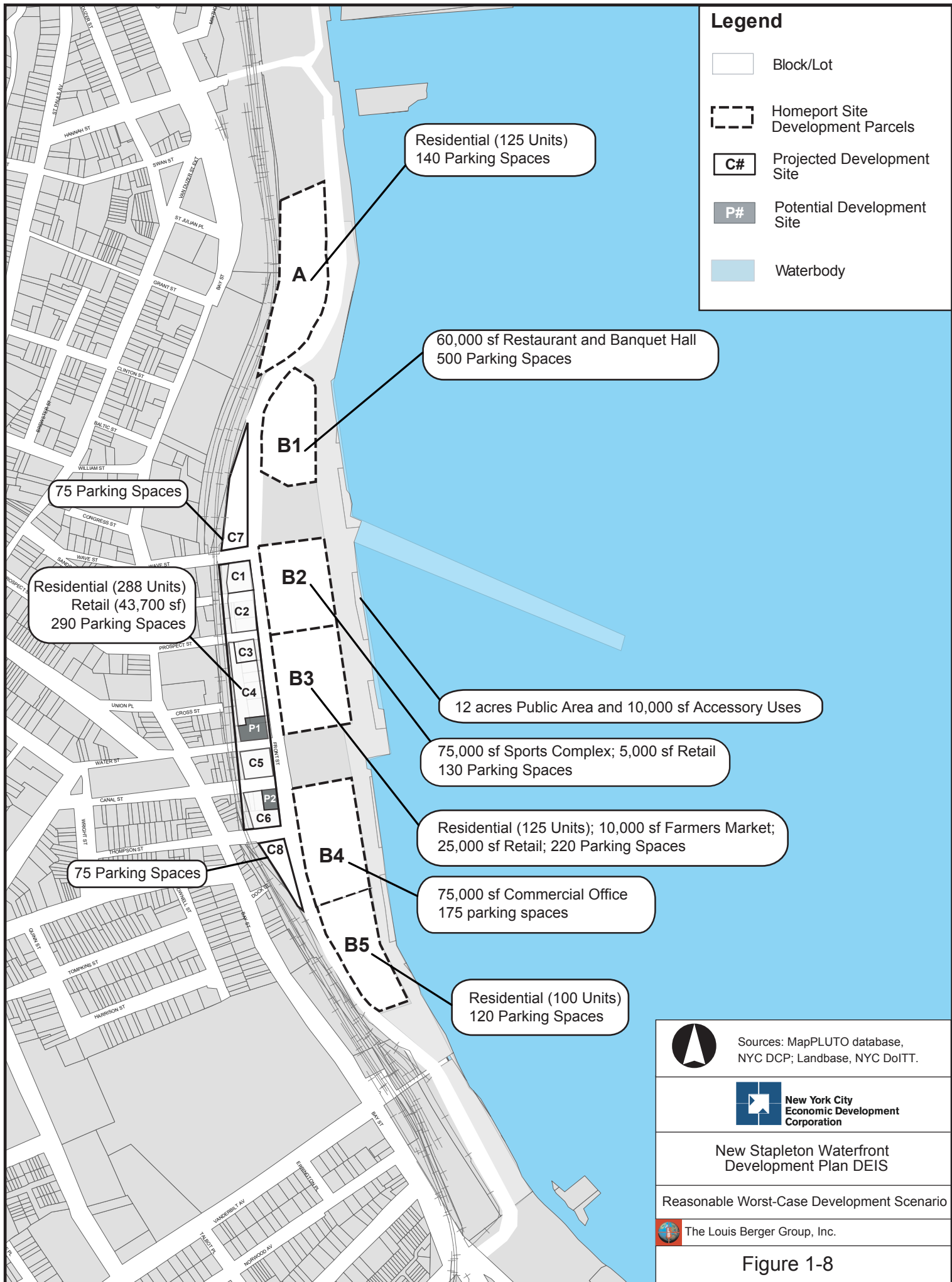
1.2.6 Public Improvements

The overarching principles governing the design of the esplanade, open spaces and roadway include promoting a cultural integrity with Staten Island, creating sociable, safe spaces conducive to as many activities as possible, re-using demolished building materials from the site for new construction, creating environments that foster habitation by wildlife, and best management practices for storm water capture and treatment.

Public Open Space

The design of the Homeport Site includes a continuous waterfront esplanade and two major public open spaces that would accommodate a mix of active and passive uses. While design of the open space is currently in progress, the images shown in Figure 1-12 offer conceptual renderings of the proposed public areas. The waterfront esplanade would be approximately 100 feet wide and would run generally between the extension of Swan Street to the north to the extension of Greenfield Avenue to the south.

The two public open spaces, which would provide physical connections between the esplanade and Front Street, are known as Pier Place and the Cove. Pier Place, located at the base of the USS The Sullivans Pier, is envisioned as a large green space with grass areas, native ornamental and marsh plantings, extensive seat walls, and paved areas. This open space is envisioned as a lively area that would serve as the focal point for development on parcels B1 and B2, the restaurant/banquet facility and sports complex, respectively.





Homeport Site Development Parcel A:
View facing south toward existing Homeport Site



Homeport Site Development Parcel B1:
View facing south toward existing Homeport Site Building 6.



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Plan DEIS

Existing Conditions Photographs



The Louis Berger Group, Inc.

Figure 1-9



Homeport Site Development Parcel B3:
View facing north toward existing Homeport Site Building 3.



Homeport Site Development Parcel B2:
View facing northwest toward existing Homeport Site Buildings 1a, 1b and 1c.



New York City
Economic Development
Corporation

New Stapleton Waterfront
Development Plan DEIS

Existing Conditions Photographs



The Louis Berger Group, Inc.

Figure 1-10



Homeport Site Development Parcel B4:
View facing north toward existing Homeport Site Building 2.



Homeport Site Development Parcel B5:
View facing south toward existing Homeport Site Guardhouse.



New York City
Economic Development
Corporation

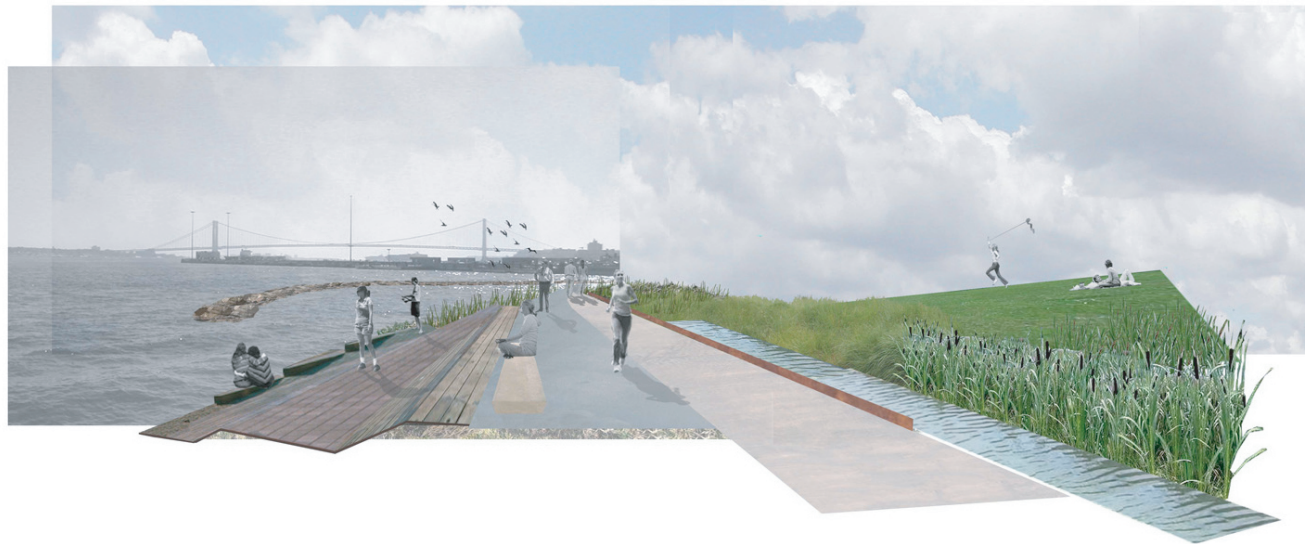
New Stapleton Waterfront
Development Plan DEIS

Existing Conditions Photographs



The Louis Berger Group, Inc.

Figure 1-11



New York City
Economic Development
Corporation

**New Stapleton Waterfront
Development Plan DEIS**

Proposed Public Open Space -
Conceptual Renderings



The Louis Berger Group, Inc.

Figure 1-12

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Design of the Cove, which would be located between the extensions of Canal and Water Streets, calls for the removal of an existing collapsed relieving platform, thereby exposing an approximately 42,000-square-foot area of open water at high tide. The water area of the Cove would be bordered by public area that could include a boat house, kayak launch and café with outdoor dining which would help to activate the open space. The edges of this area would be formed using gabion walls and stepped concrete slabs, with both upland plantings and varied wetland environments to promote a broad range of aquatic flora and fauna.

A private drive would be established in the area between Pier Place and the Cove to provide year-round public access and improved public safety along the waterfront, while also buffering the public areas from development parcels B2 and B3.

The north and south ends of the Homeport Site would be developed as natural areas, with paths, seating, beach grass meadows and lower, tidal estuarine plantings. Landscaping would be low-lying in these areas to allow for broad views of the bay and Lower Manhattan, Brooklyn, the Verrazano-Narrows Bridge, and the passing boat and ship traffic. A small 50- to 75-foot fishing pier is planned for the south end of the Project Area.

It should be noted that the Navy has berthing rights to the north side of the USS The Sullivans Pier for at least the next seven years. Since its future use is unknown at this time, the Pier, while part of the Special District, currently is not part of the redevelopment plan.

Roadway

The existing Front Street is a substandard roadway that lacks sidewalks and adequate lighting along its route between Hannah Street to the north and its intersection with Edgewater and Bay Streets to the south. Front Street also lacks stormwater sewers, resulting in recurrent drainage problems and flooding during rainfalls.

As part of the Proposed Action, Front Street would be realigned to improve vehicle safety and provide a better relationship with the proposed development and public areas on the Homeport Site. The design for the new Front Street includes two moving lanes, two parking lanes, a bicycle lane, sidewalks, lighting, tree planting and other streetscape elements. In addition, full sewer infrastructure would be established to address existing drainage problems, and electrical, gas and water supply would be provided.

As noted, one of the goals of the Proposed Action is to establish a connection between the upland Stapleton community and new development on the Homeport Site. To meet that end, the five streets that link Bay and Front Streets and cross under the elevated SIR tracks (from north to south, Wave, Prospect, Water, Canal and Thompson Streets) are also proposed for roadway and streetscape improvements including new sidewalks, lighting, tree planting and other elements. The mapping actions described below also include the proposed extension of Baltic Street from Bay Street to Front Street. This mapping could provide an additional future connection to the Stapleton community.

1.3 Development Framework

1.3.1 Reasonable Worst-Case Development Scenario

Developers for the Homeport Site parcels have not been identified and future private development between Front Street and the SIR tracks as a result of the proposed rezoning is not known. However, in order to allow the EIS analysis to be completed, a reasonable worst-case development scenario (RWCDs) has been developed. 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. In developing this scenario, the *City Environmental Quality Review (CEQR) Technical Manual* was consulted and reasonable, worst-case assumptions were made based on known development proposals and current market demand in order to identify the likely extent and location of future residential, commercial and community facility growth. Tax lots that comprise the Project Area are listed in Table 1-2, and illustrated in Figure 1-6.

Table 1-2: Project Area — Block and Lot List

Homeport Site	
<u>Block</u>	<u>Lot</u>
487	110
Projected Development Sites	
<u>Block</u>	<u>Lot</u>
489	25
490	24, 26, 37, 45 (and the bed of Sands Street)
491	29, 37, 41, 42, 46
491	32
493	12
494	18, 19, 21, 30
Potential Development Sites	
<u>Block</u>	<u>Lot</u>
492	29, 31
494	24
Other Project Area Lots	
<u>Block</u>	<u>Lot</u>
487	100 (partial lot)
496	215, 275
2820	1, 95 (partial lot), 105

Source: New York City Economic Development Corporation.

Analysis Year

Although the Proposed Action affects the entire Project Area, the analysis of changes to allowable use and bulk and other land use provisions focuses on those sites that are reasonably likely to undergo development by the Proposed Action's Build Year (2015). The Homeport Site is expected to be fully developed within this timeframe. For the area between Front Street and the SIR tracks, the ten-year "Build" period is the timeframe that

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN

DRAFT ENVIRONMENTAL IMPACT STATEMENT

can be reasonably predicted without engaging in highly speculative projections. Thus, the DEIS addresses development that could be reasonably constructed by 2015.

Projected and Potential Development

With the exception of Parcel B4 on the Homeport Site, where future use is not known to the same degree as the other development parcels, the proposed development on the Homeport Site has been determined. As a result, assumptions have been made regarding the reasonable worst-case use for Parcel B4 as well as for the portion of the proposed Rezoning Area between Front Street and the SIR tracks.

To determine the RWCDS for the area between Front Street and the SIR tracks associated with the zoning actions, specific sites were identified that are most likely to be developed over time, based on a set of criteria. The criteria for identifying specific development sites include size, current utilization and land use, site accessibility, ownership patterns and the opportunity for assemblages and transfer of development rights from adjacent properties. Many sites meet one or more of the criteria. The sites more likely to experience redevelopment were selected from among this group, based primarily on size, location, and degree of utilization. These sites, which are reasonably likely to undergo development within the foreseeable ten-year timeframe, are called “Projected Development Sites.” Other sites with smaller footprints and less potential for redevelopment or conversion are identified as “Potential Development Sites.” These sites are unlikely to be developed within the ten-year timeframe and are discussed qualitatively in the EIS. Please see Chapter 2, “Analytical Framework,” for a detailed discussion of the Projected and Potential Development Sites.

The mix of uses envisioned under the RWCDS totals approximately 961,200 square feet of development, of which approximately 617,500 square feet is associated with Homeport Site and 343,700 square feet with the remaining Project Area (between Front Street and the SIR tracks, and Wave and Thompson Streets). The breakdown of uses is listed in Table 1-3. The area between Front Street and the SIR tracks includes two irregular City-owned parcels identified as C7 and C8 on Figure 1-8. These sites are required to allow for flexibility as the Homeport Site redevelops. As part of the RWCDS, these sites are assumed to contain parking.

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Table 1-3: Reasonable Worst-Case Development Scenario

Homeport Site Development*	
Residential	367,500 square feet (350 Units)
Restaurant & Banquet Hall	60,000 square feet
Sports Complex	75,000 square feet
Local Retail	30,000 square feet
Farmers Market	10,000 square feet
Commercial Office	75,000 square feet
Accessory Parking	1,285 spaces
<i>Total</i>	<i>617,500 square feet plus accessory parking</i>
Rezoning Area between Front Street and SIR tracks	
Residential	300,000 square feet (288 Units)
Retail	43,700 square feet
Parking	440 spaces
<i>Total</i>	<i>343,700 square feet plus accessory parking</i>
Project Area Total	961,200 square feet

* Note that the RWCDS also assumes that the Homeport Site would contain approximately 522,720 square feet (12 acres) of public open space, with 10,000 square feet of associated accessory development.

Source: New York City Economic Development Corporation.