ES. EXECUTIVE SUMMARY

ES.1 Description of the Proposed Action

ES.1.1 Project Overview

The Proposed Action is located in the Stapleton section of Staten Island, within Community Board 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.

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 would require review and approval of several discretionary actions pursuant to the City's Uniform Land Use Review Procedure (ULURP).

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 contains eight buildings with approximately 330,500 square feet of space, and an approximately three-acre, 1,410 foot-long concrete pier, which were developed in the early 1990s to serve as a Naval base. The Homeport was decommissioned and the property transferred to the City in 1994. The Navy continues to use this pier, named the USS The Sullivans Pier, on an occasional basis. Post closure, the following governmental uses were relocated there on a 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.

ES.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 proposals to redevelop the site. In April 2003, The Mayor's Homeport Task Force (HTF), comprised of City officials, local elected representatives and business and community leaders, was established to work with a consultant team to develop a workable plan for the Homeport that made economic sense and was supported by the community.

The HTF and the 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.

Stapleton and its neighboring communities on the North Shore have historically experienced economic decline and demographic shifts. Very 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.

A market analysis completed as part of the planning process found retail rental rates to be lower than many areas of Staten Island, with vacancy rates approaching 50 percent. The turnover rate for businesses was also found to be high. These indicators point to a struggling commercial area. On the residential side, the analysis finds that while Staten Island has seen an increase in population, an annual increase in single-family home values and a solid amount of new construction/investment, Stapleton has lagged behind. Stapleton was found to have a low homeownership rate, a high vacancy rate and a below 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 focused on east-west connections between the Homeport Site and Stapleton, and north-south connections along the waterfront. 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.

ES.1.3 Description of the Proposed Action

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 (ULURP No. C 060471 ZMR);
- Zoning text amendment to establish the SSWD (ULURP No. N 060468 ZRR);
- City map amendments (mapping and demapping of streets) (ULURP No. C 060293 MMR); and

- Disposition of City-owned property (business terms for sale or lease of development parcels for private development) (ULURP No. C 060469 PPR and (ULURP No. C 060470 PPR).

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.

Rezoning and Establishing the Special Stapleton Waterfront District

Overview

The Proposed Action includes zoning map and text amendments to establish the SSWD, and to rezone the area from the existing M2-1 and M3-1 zoning districts. 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.

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 now 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 Proposed Rezoning Area and Special District have Block 487, Lot 110, partial lot 100; 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 and partial lot 95 in common. The Rezoning Area also includes Block 496, Lots 215 and 275, and Block 2820, Lot 1.

The SSWD would adjust the requirements of the C4-2A zone. 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 a special R6B residential equivalent. Maximum allowable FAR in an R6B district is 2.0, and there are parking requirements. Maximum lot coverage for corner lots is 80 percent, decreasing to 60 percent for interior or through-lots. R6B residential developments must comply with Quality Housing Program requirements including planted buffers between buildings and streets, minimum open space requirements, screened parking lots, etc. The special district would require ground-floor commercial or community facility uses in select locations. The ground-floor retail and/or community facility space would not be counted as part of the 2.0 FAR.

[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.

The SSWD would include area-specific measures such as 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 in lieu special requirements for visual corridors and upland connections. 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). The SSWD has been designed to promote and protect public health, safety and general welfare.

(E) Designations

As described in greater detail in subsequent chapters of the Final Environmental Impact Statement (FEIS), 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 will 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 will 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.

City Map Amendments

In order to improve vehicular and pedestrian circulation, several street mapping/demapping actions are included in the Proposed Action. All streets listed below are built but not mapped. The alignment of Front Street would be changed from its existing configuration to improve safety and better relate to the Homeport Site redevelopment. The 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.

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 sites included as part of the proposed disposition are described below.

Homeport Site Development

As permitted 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. The development parcels would be disposed of by the City for private development as the result of an RFP process. The parcels are:

Parcel A: In the northern part 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 approximately 4.70-acre site is expected to contain a 125-unit, 131,250 square-foot residential component with 140 parking spaces.

Parcel B1: Also 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 would contain up to a 60,000 square-foot restaurant/banquet hall facility with parking for 500 cars. For purposes of environmental review, it is assumed that Parcel B1 would include a two-story parking structure located at the northern end of the site.

Parcel B2: Near the center of the Homeport Site, Parcel B2 is bounded by the extension of Wave Street to the north and Prospect Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.48-acre site is expected to contain a 75,000 square-foot sports complex, 5,000 square feet of retail, and 130 parking spaces.

Parcel B3: Also near the center of the Homeport Site, Parcel B3 is generally bounded by the extension of Prospect Street to the north and Water Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.54-acre site would 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.

In addition, up to 10,000 square feet within the public area of the Homeport Site would be disposed of, to allow for the development of uses that would complement and enliven the public area and overall Project Area. Such uses may include a restaurant/café, boat house and/or retail kiosks.

Finally, two irregularly-shaped parcels would be disposed of. These sites are required to allow for flexibility as the Homeport Site redevelops, and are expected to be developed with vehicle parking facilities. One is situated north of Wave Street between Front Street and the SIR tracks (Projected Development Site C7), the other is south of Thompson Street between Front Street and the SIR tracks (Projected Development Site C8).

Public Improvements

The creation of a continuous waterfront esplanade, open space and roadway reconstruction are included as part of the Proposed Action.

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. The 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, Pier Place and the Cove, would provide physical connections between the esplanade and Front Street. 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, seat walls, and paved areas. This space is envisioned as a lively area that would serve as the focal point for parcels B1 and B2 – the restaurant/banquet facility and sports complex, respectively. Design of the Cove, located between the extensions of Canal and Water Streets, calls for the removal of an existing collapsed relieving platform, to expose approximately 42,000 square feet of open water at high tide. 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 north and south ends of the Homeport Site would be developed as natural areas, with paths, seating, beach grass meadows and 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.

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 Improvements

Front Street is a substandard roadway lacking sidewalks and adequate lighting that extends from Hannah Street in the north to its intersection with Edgewater/Bay Streets in the south. Front Street also lacks adequate stormwater sewers, resulting in recurrent drainage problems and flooding during rainfalls. Front Street would be realigned to improve its relationship to the proposed development, and to improve vehicle safety. The design includes two moving lanes, two parking lanes, a bicycle lane, sidewalks, lighting, tree planting and other streetscape elements. In addition, sewer infrastructure would be improved to address existing grading/drainage problems, and electrical, gas and water supply would be provided.

One of the goals of the Proposed Action is to establish a connection between the upland community and new development on the Homeport Site. Thus, the five streets that link Bay and Front Streets and cross under the elevated SIR tracks (Wave, Prospect, Water, Canal and Thompson Streets) are proposed for roadway and streetscape improvements including new sidewalks, lighting, tree planting and other elements.

Related Actions

Approval of City capital funds would be required to finance the construction of the public improvements associated with the Proposed Action described above.

Permits from the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (USACE) also 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.

ES.2 Development Framework

ES.2.1 Reasonable Worst-Case Development Scenario

In order to allow the EIS analysis to be completed, a reasonable worst-case development scenario (RWCDS) was developed to assess the range of effects that may occur as a result of the Proposed Action. The *City Environmental Quality Review 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. The analysis year is 2015.

ES 2.2 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, sites were identified that are most likely to be developed by 2015. The criteria for identifying 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. The sites more likely to experience redevelopment were selected based primarily on size, location, and degree of utilization. These sites 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. A breakdown of Project Area lots is shown below:

Project Area Lots

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

Source: New York City Economic Development Corporation

The uses envisioned under a RWCDS total approximately 961,200 square feet, 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 RWCDS uses is listed below. The area between Front Street and the SIR tracks includes two irregular City-owned parcels identified as C7 and C8 which would contain parking as part of the RWCDS.

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
Rezoning Area between Front Street and SIR tracks	
Residential	300,000 square feet (288 Units)
Retail	43,700 square feet
Parking	440 spaces
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.

ES.3 Environmental Review Status

Implementation of the Proposed Action would result in a mixed-use waterfront destination that would create jobs, promote economic development, and establish a new public waterfront asset for the Stapleton community and the borough of Staten Island. A determination has been made that the size and scope of the Proposed Action may result in one or more significant adverse environmental impacts and, as a result, that a comprehensive EIS must be prepared. As specified in 6 NYCRR 617 and 62 RCNY 5 (and Executive Order No. 91, as amended), an FEIS is appropriate to assess the potential environmental impacts that may result from a proposed action.

The Office of the Deputy Mayor for Economic Development and Rebuilding assumed lead agency status in August 2005, and issued a Positive Declaration on the Proposed Action on October 31, 2005. The Positive Declaration means that the Proposed Action may have a significant adverse impact on the environment. The DEIS public scoping meeting was held on November 30, 2005 at the Homeport Site to obtain public comment on the scope of the project. After the review period, the Final Scoping Document was issued on February 15, 2006. This DEIS, which has been prepared in accordance with the Final Scooping Document, is a comprehensive document that systematically considers the expected environmental effects of the Proposed Action, evaluates reasonable alternatives, and identifies mitigation measures that, to the maximum extent practicable, can address any potentially significant adverse environmental impacts of the Proposed Action.

Once the lead agency is satisfied that the DEIS is complete for purposes of public review, it issues a Notice of Completion and circulates the DEIS for public review. Circulation

of the DEIS marks the beginning of a public review period, during which time a public hearing will be held to solicit comments on the DEIS. Notice of Completion for this DEIS was issued on May 3, 2006. Completion of the DEIS also allows for certification of the applications for zoning text and map amendments, City Map amendments, and disposition actions, and marks the start of the ULURP.

The public hearing for the DEIS was held on August 23, 2006, and the comment period extended for ten days following the hearing. After the close of the public comment period for the DEIS (September 5, 2006), the preparation of the FEIS began. The FEIS was completed and the Notice of Completion issued on September 14, 2006. The completed FEIS will be available for review and comment for a minimum of ten days after which the Office of the Deputy Mayor for Economic Development and Rebuilding will issue its Statement of Findings (SOF) as to the expected environmental impacts of the Proposed Action (not before September 24, 2006).

For each technical analysis in this FEIS, the assessment includes a description of existing conditions, an assessment of conditions in the future without the Proposed Action (the "No Build Condition") for the year that the action is expected for completion, and an assessment of conditions for the same year with the Proposed Action fully constructed, implemented and operational (the "Build Condition"). Identification and evaluation of impacts of the Proposed Action are based on the change (i.e., incremental difference) from the No Build Condition to the Build Condition. The No Build Condition reflects a continuation of most existing conditions that the Proposed Action is intended to address and improve.

The Proposed Action has multiple elements that would be developed or implemented over a period of approximately ten years. In such cases, the *City Environmental Quality Review (CEQR) Technical Manual* suggests that one analysis year be established based on the anticipated first full year of operation of a proposed element or, in the case of an area-wide rezoning, the year in which a substantial level of the development allowed under the proposed rezoning, would be anticipated. In this EIS, the No Build and Build Conditions will be assessed for the year 2015.

ES.3.1 Uniform Land Use Review Process (ULURP)

The City's Uniform Land Use Review Procedure (ULURP) establishes a standardized procedure whereby applications affecting land use in the City are publicly reviewed. ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specifically designed to allow public review of proposed actions at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The zoning map amendments, City Map amendments, and property disposition actions associated with the NSWD Plan are subject to ULURP. The Proposed Action also includes zoning text amendments subject to review by CPC and City Council under

Sections 200 and 201 of the City Charter. Zoning text amendments are not subject to ULURP, but in this case, will be reviewed concurrently with the related ULURP actions.

ES.4 The Future with the Proposed Action

ES.4.1 Land Use, Zoning and Public Policy

Land Use: The Proposed Action would result in land use changes within the Project Area by allowing for new commercial uses, mixed-use residential and commercial buildings with neighborhood retail space and community facility space, and 12 acres of new open space, including an esplanade. The new uses would support and enhance the existing Stapleton neighborhood located along and west of Bay Street by connecting the upland community with the waterfront, and reactivating streets with retail activity and mixed-use development. The Proposed Action includes zoning map and text amendments to establish the Special Stapleton Waterfront District (SSWD) and to rezone the area from a manufacturing zoning district to a mixed-use district.

Development resulting from the Proposed Action would cause the following approximate net changes in Project Area land uses between the No Build and Build Conditions: a loss of 8,628 square feet of manufacturing use, 667,500 square feet of new residential space (638 units), an additional 186,985 square feet of commercial space, 40,000 square feet of new local retail/community facility use space (including the 10,000 square-foot farmers market), and 12 acres (522,720 square feet) of new open space with 10,000 square feet of new accessory development.

The new development would not be entirely compatible with much of the adjacent existing light industrial and commercial uses, but would be consistent with the trend of residential and mixed-used development in the primary and secondary study areas. Furthermore, it would be compatible with existing residential and mixed-use properties along Bay Street and in the areas adjacent to the Project Area in terms of land use, density, and scale. The residential construction anticipated within the Project Area would complement existing residential development and new development anticipated to be built by 2015. The Proposed Action also would provide recreational amenities, limited local retail, and local services that would benefit the surrounding Stapleton community.

The Project Area is currently occupied by vacant lots and marginal commercial and industrial/manufacturing uses. The redevelopment of blighted and underutilized parcels would be beneficial to the Stapleton community. While the Proposed Action would substantially change land use within the Project Area and study areas, it would not result in significant adverse land use impacts.

Zoning: The Proposed Action would result in the rezoning of a portion of the Project Area, and the creation of the SSWD. The rezoning actions would encourage the construction of mixed-use development that would complement surrounding development in terms of use, bulk and scale, and would be consistent with existing trends. The establishment of the SSWD would eliminate the obsolete manufacturing zoning districts that are currently mapped for the Project Area. The proposed rezoning

would be compatible with the surrounding zoning and special purpose districts: R1-2, R2, R3A, R3X, R3-1 R3-2, R4, R5, C1-1, C1-2, C2-1, C2-2, C3, C4-2, C8-1, M1-1, M2-1, M3-1 and the Special Hillsides Preservation District. Thus the Proposed Action would not result in significant adverse zoning impacts.

Public Policy: The Proposed Action would be consistent with current and proposed public policy initiatives and plans. It would be consistent with the overall goals of both the Waterfront Revitalization Program (WRP) and lower density growth management zoning. It would also be consistent with the proposed Harbor Loop Ferry System for the Upper New York Bay, and would not conflict with the intent of the North Shore Empire Zone program. Thus, the Proposed Action would be consistent with existing public policy and plans, and would not result in significant adverse impacts to public policy.

ES.4.2 Socioeconomic Conditions

Overall, the Proposed Action would not result in significant adverse socioeconomic impacts. The Proposed Action is not expected to generate significant adverse impacts relating to indirect or direct residential displacement or indirect or direct business displacement. The Proposed Action would not directly displace any residents.

With regard to direct business displacement, it is estimated that the Proposed Action would displace approximately ten businesses. Based on the guidelines set forth in the *CEQR Technical Manual,* the direct displacement of these businesses would not represent a significant adverse impact. The displacement of these businesses is dependent on market conditions and whether the property owners, who may or may not be the business owners, choose to redevelop the property. The number of businesses is low and, as a result, they do not contribute substantially to the City's economy. Additionally, the ten businesses do not contribute to the community's character. Finally, the amount of building area and lot area of these businesses, which are all zoned M2-1, equals 0.9 percent and 0.1 percent, respectively, of vacant and improved space on Staten Island that is zoned for manufacturing.

The Proposed Action would introduce 638 new housing units and approximately 1,208 new residents to the Project Area. The new units would represent 7.6 percent of the total housing units in the area and the new residents would represent 4.4 percent of the total population in 2015. Neither the number of new units nor the size of the new population would be large enough to have an adverse effect on the residential population or cause indirect displacement.

The Proposed Action is expected to introduce 847 new employees and 239,700 square feet of commercial space to the study area. The new employees would represent 6.6 percent of total employees in the study area in 2015. This small percentage of new employees to the area is not enough to create indirect business displacement. Retail businesses comprise the majority of businesses along Bay Street and are most subject to indirect business displacement. Under the No Build Condition, the retail ratio is 24.4 square feet of retail space per person in the study area. Under the Build Condition, the

retail ratio would be 25.9 square feet per person. This is a small increase in retail space given the number of consumers in the study area.

ES.4.3 Community Facilities

The Proposed Action would increase the demand for school seats in study area intermediate schools and Community School District (CSD) 31 elementary schools where projected demand already exceeds estimated capacity. The Proposed Action also would have a negative effect on public elementary schools within the study area, as a deficit of elementary school seats is projected under the Build Condition. Since there are a substantial number of new intermediate school seats planned for CSD 31, intermediate school capacity is expected to be sufficient and no deficit is anticipated for the CSD. If constructed, study area and CSD schools would operate at substantially lower utilization levels, reflecting their increased capacity.

Under the *CEQR Technical Manual*, if an action results in a five percent or more increase in the shortfall of available public school seats within the study area, a significant impact may result and may warrant consideration of mitigation. The Proposed Action would not result in an increase in the deficiency of available study area elementary school seats. Relative to the No Build Condition, the utilization rate of study area intermediate schools is estimated to increase from 100 to 102 percent under the Build Condition, with a deficit of 24 seats. Technically, this increase in the deficit of seats that would result from the Proposed Action is greater than a five percent increase in deficiency, warranting consideration of mitigation. However, the actual deficit number of study area intermediate school seats is very low and would not be expected to cause serious overcrowding in the study area's Intermediate School (IS) 49. Serious overcrowding is generally considered to have occurred when the utilization rate is greater than 105 percent. In addition, the Department of Education (DOE) has the ability to make adjustments to mitigate overcrowding, including relocating administrative functions to other sites and freeing space for classrooms, restructuring or reprogramming existing school space within a district, and adjusting school service area boundaries. Therefore, the Proposed Action is not expected to result in significant adverse impacts on public elementary and intermediate schools within the study area or CSD.

ES.4.4 Open Space and Recreation

The Proposed Action would result in the introduction of new residents and workers to the Project Area, thus placing additional demand on existing open space resources. However, 12 acres of new, publicly-accessible open space would be created as part of the Proposed Action. Therefore, no significant adverse impacts would result from the Proposed Action.

ES.4.5 Shadows

Under the proposed rezoning, structures would be limited to fifty feet in height with the exception of the Sports Complex on Parcel B2, which is permitted to be up to 60 feet tall. Thus for Parcel B2, the maximum shadow length would be 258 feet from the building footprint, while the remaining buildings' shadows would extend 215 feet from the

building footprints. The shadow screening analysis indicates that no shadow-sensitive resources are located west of the Project Area that would be exposed to shadows from proposed structures. The only resource within the area exposed to shadows due to structures included in the Proposed Action is the Upper New York Bay, situated east of the Homeport Site. The Upper New York Bay is considered an important natural resource. Exposure to shadows could cause a decrease in light intensity and could affect primary biological productivity within affected waters. Primary productivity within the study area is generated mainly from phytoplankton. However, light requirements for phytoplankton are low, and the reduction in light within the shadow footprint would have a negligible impact on phytoplankton populations. Additionally, the phytoplankton communities would be carried by tidal currents and would be exposed to the shadows for a relatively short period, moving through the area in shadow to areas outside the shadow exposure.

The shadow analysis indicates that water near the bulkhead would be in shadow for a length of time ranging from 15 to 158 minutes per day. However, as the distance from the bulkhead increases the duration of shadow exposure decreases. The maximum extent to which shadows would reach into the bay ranges from 20 to 137 feet. Shadows would enter the bay in the late afternoon when the sun is low on the horizon. At these times, the incident angle of sunlight on the surface is acute (approximately 20 degrees at maximum exposure) and a large percentage of available energy is reflected. Additionally, due to the distance from the buildings to the water, diffuse light is abundant and deep shadows are not anticipated. The Proposed Action would have no significant adverse impacts from shadows cast by buildings constructed.

ES.4.6 Neighborhood Character

Neighborhood character is considered by the *CEQR Technical Manual* to be a combination of the various features that make up that the distinct character of a given neighborhood. These features include land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise, as well as other physical or social characteristics that help to distinguish the community. Neighborhood character can be adversely affected if an action would exceed preliminary thresholds in any one of the technical study areas. Neighborhood character is not expected to be adversely affected under the Proposed Action because none of the preliminary thresholds of these study areas would be exceeded, as summarized below:

- *Land Use:* Rezoning the area as the Special Stapleton Waterfront District (SSWD) would promote mixed use development in keeping with the character of Stapleton, and would enhance the neighborhood character in both the Project Area and study area.
- *Urban Design and Visual Resources:* Development would enhance the neighborhood character through design, open space and visual amenities.
- *Historic Resources:* The 144-150 Front Street property, determined by New York City Landmarks Preservation Commission (LPC) to contain buildings eligible for listing on the State and National Registers of Historic Places (S/NR), would be

removed by development. However, as these structures do not contribute significantly to the character of the existing area, their loss would not result in a significant adverse impact on neighborhood character.

- *Socioeconomic Conditions:* The residential and economic displacements caused by the Proposed Action would not significantly impact neighborhood character in an adverse way. With new developments in the Project Area, Stapleton would gain a much needed economic growth project in keeping with its neighborhood character.
- *Traffic and Pedestrians:* Impacts from increased levels of traffic would exist, but would be mitigated by standard traffic engineering improvements, and would not adversely impact neighborhood character.
- *Noise:* In conjunction with increased levels of traffic, noise levels at study sites would increase, but these increases are expected to be below the three dBA CEQR impact threshold and thus would not significantly impact neighborhood character.

In summary, no significant adverse impacts on neighborhood character would result from the Proposed Action. Rather, many beneficial results of the Proposed Action to land use, urban design and visual resources are anticipated to significantly enhance the neighborhood.

ES.4.7 Urban Design and Visual Resources

The Proposed Action would enhance the design and visual resources of both the Project and study areas, with the opening of view corridors and development of new buildings that are in context with both the waterfront and Stapleton neighborhood. The Proposed Action would encourage development that would complement the existing built environment of Stapleton. In addition to the creation of a new esplanade along the waterfront, the reconstruction of Front Street and neighboring streets would enhance the urban design and pedestrian experience while also reconnecting the Homeport Site with the Stapleton community.

Finally, the visual resources of the Proposed Action would be significantly enhanced both in the Project Area and throughout the study area. Blocked view corridors would be opened, creating impressive views toward the harbor, and reconnecting the neighborhood with its historic waterfront. Public access to the waterfront would be provided by the Proposed Action, replacing the inaccessible conditions currently on the Homeport Site. Through the establishment of the SSWD and NSWD design guidelines, the Proposed Action would reconnect the Stapleton neighborhood to its historic waterfront, creating a unified design and visual resource experience.

ES.4.8 Historic Resources

A total of seven historic properties, including one historic architectural resource and six locations of potential 19th century archaeological resources associated with the development of the Stapleton waterfront, have been identified within the Project Area that may be affected by the Proposed Action.

The parcels expected to be developed as a result of the Proposed Action are either too disturbed or lack the potential for initial deposits of residential archaeological resources and, therefore, are not sensitive for historical (related to residential occupation) or pre-contact archaeological resources. However, potential historical archaeological resources associated with the historic development of the Stapleton waterfront exist within the archaeological study area. The Proposed Action has the potential to affect the six identified locations with potential to contain 19th century archaeological resources related to the development of the Stapleton waterfront, specifically 19th century pier construction technology. The archaeological potential of the six pier locations is considered high and any in situ piers encountered would be considered eligible for listing on the National Register of Historic Places (NR) under criterion D. Criterion D applies to potential historic resources that may yield archaeological information that is important in prehistory or history. Prior to any construction work, EDC will coordinate with LPC for further archaeological oversight to ensure adherence with CEQR and the LPC *Guidelines for Archaeological Work in New York City*.

The Proposed Action would not have a direct or indirect impact on the 14 previously recorded historic architectural resources situated near the historic architectural study area. However, the structures located at 144-150 Front Street have been determined eligible for listing on the State and National Registers of Historic Places and could be redeveloped under the RWCDS, thus resulting in a direct significant adverse impact. As the property would be rezoned and could be developed without further environmental/historic review, this significant adverse impact on historic resources would unmitigated.

ES.4.9 Natural Resources

The Proposed Action is not expected to result in significant adverse impacts to wetlands, floodplains, threatened and endangered species, coastal resources, geology or groundwater. The Proposed Action would add more pervious surface to the Project Area as a result of the creation of additional green space, use of pervious materials, and/or the potential use of bioswale and other sustainable design elements that might be incorporated into the development design guidelines. Stormwater that does not percolate into the newly provided pervious surfaces inherent in the design of the open space and parking areas would be captured and directed to new separate storm sewers to the Upper New York Bay via existing combined sewer overflow (CSO) outlets and one new storm outlet. The connection to the existing CSO outlets would be downstream of the regulating chamber, thus avoiding additional CSO.

The Proposed Action would be coordinated with Federal, State and City agencies as necessary, and would comply with all applicable rules and regulations relative to natural resources (including wetlands). Contaminated soil or groundwater encountered during construction would be handled according to all applicable laws and regulations. The development would not occur in critical natural habitat area, nor would it displace rare or endangered species.

ES.4.10 Hazardous Materials

Potential hazardous materials present within the study area include volatile organic compounds, semi-volatile organic compounds, metals, pesticides, herbicides, cyanide, asbestos-containing material, lead-based paint, and polychlorinated biphenyl (PCB)-containing materials. Construction activities in the areas proposed for development could disturb hazardous materials and increase pathways for human and environmental exposure. Hazardous materials in soil, soil gas, groundwater, and building materials present on the Homeport Site would be managed, isolated, and/or removed during the construction phase in accordance with applicable NYSDEC and New York City Department of Environmental Protection (NYCDEP) requirements as discussed below. As a result, no significant adverse impacts related to hazardous materials are anticipated from the Proposed Action. Contaminated groundwater would be treated on-site prior to discharge in accordance with requirements of the NYSDEC- and/or NYCDEP-issued permits. Contaminated soil would be removed through excavation or isolated through the use of impermeable materials (e.g., concrete, asphalt, geotextiles, etc.) as appropriate. Hazardous building materials would be abated or managed prior to demolition activities, thus preventing the release of hazardous materials during demolition activities.

Construction measures, including the implementation of site-specific construction health and safety plans (CHASPs), dust control measures, contaminated soil and groundwater management plans, and abatement of hazardous building materials prior to construction, would aid in the avoidance of adverse health impacts to workers and the general public. Because hazardous materials would be abated, managed, or remediated during construction, no significant adverse impacts are expected during either the construction or operational phases of the Proposed Action.

To avoid significant adverse impacts for the Project Area properties west of Front Street that would remain in private ownership, (E) Designations will be placed on the zoning map for Projected and Potential Development Sites. The (E) Designation will require that the fee owner of an (E)-Designated site conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of NYCDEP before the issuance of a building permit by NYCDOB. The (E) Designation also includes mandatory construction-related health and safety plans which must also be approved by NYCDEP.

EDC has entered into a Memorandum of Understanding (MOU) with NYCDEP to bind its successors and assigns to performing the necessary remediation. Accordingly, the remediation will be prescribed after the reuse/development program is established and prior to renovation and construction activities. The MOU is an effective means for ensuring that any potential hazardous materials issues found on the disposition parcels will be adequately addressed in order to mitigate potential adverse health impacts from the reuse/development program. (E) Designations will be issued for the Projected and Potential Development Sites (Project Area properties west of Front Street and between Wave and Thomson Streets) as defined in Title 15, Rules of the City of New York, Chapter 24, Section 4.

The remedial measures specific to the Homeport Site will be implemented, as recommended by NYCDEP, include development and implementation of Remedial Action Plans, development of a CHASP, installation of appropriate vapor barriers and subsurface ventilation systems, appropriate handling and disposal of any buried tanks or stained soil, installation of a clean cap in non-paved areas, development of a Closure Report, placement of a Restrictive Declaration on properties to be sold or leased to assure that the appropriate remedial measures are implemented properly, and an agreement on property to be transferred to other City entities that will bind that City entity to the identified remediation measures discussed above. Implementation of theses measures would ensure that the Proposed Action would not result in significant adverse impacts from hazardous materials.

ES.4.11 Waterfront Revitalization Program

The City of New York adopted its own coastal zone management program under the City's Waterfront Revitalization Program (WRP), originally adopted in 1982 and revised in 2002. The WRP, administered by New York City Department of City Planning (NYCDCP), establishes the framework for supporting and protecting the distinctive character of City's waterfront resources in the public interest, and it sets forth ten policies applicable for development and land use actions within the City's Coastal Zone. The ten policies of the revised WRP replaced the 56 City and State policies originally approved in 1982, with the aim of simplifying and clarifying the consistency review process. The Proposed Action is found to be consistent and supportive of the State's Coastal Management Program and the City's WRP because it would facilitate the use of the City's public waterfront while promoting mixed-use development and economic growth. Furthermore, the Proposed Action would balance the interests of public and private water-dependent and water-enhancing uses along the Stapleton waterfront. The Proposed Action is also consistent with the long-range vision and practical strategies of the Comprehensive Waterfront Plan for the Staten Island waterfront.

ES.4.12 Infrastructure

Water: The Proposed Action would increase water consumption within the Project Area by approximately 213,576 gpd (652 percent) over the No Build Condition. This amount of water is insignificant when compared to the overall supply for New York City or Staten Island. Thus, the Proposed Action would not result in any significant adverse impacts to the water supply available for the Project Area.

Sanitary Sewage: Relative to the No Build Condition, the Proposed Action would increase the amount of sanitary sewage generated within the Project Area by approximately 180,855 gpd (906 percent), and over the Existing Condition by approximately 132,864 gpd (196 percent); however this would not represent a significant adverse impact since the pipes and Water Pollution Control Plant (WPCP) would both have the capacity to handle this additional volume. Sanitary sewage from the Homeport Site and the properties west of Front Street would be directed to the interceptor sewer in the bed of Front Street via new sanitary sewers. Existing and proposed facilities would

be able to accommodate these flows. Thus, the Proposed Action would not result in any significant adverse impacts to sanitary sewage facilities.

Stormwater: The Proposed Action would improve grading and drainage in Front Street to prevent ponding of stormwater. One new stormwater outfall would likely be necessary at a low point near the north side of the Project Area. A drainage system would be designed to convey stormwater from the Homeport Site, after treatment, utilizing the seven existing internal stormwater outfalls that are present along the Homeport Site waterfront. Stormwater from the Homeport Site is currently conveyed untreated to the Upper New York Bay. The design of the Homeport Site would incorporate the use of more pervious surfaces in the open spaces and parking areas. By use of features such as bioswales, the amount of stormwater requiring disposal from this site to the Upper New York Bay would decrease as a result of the Proposed Action.

Stormwater from the Project Area properties west of Front Street would be collected and transported to existing CSO outfalls downstream of the existing regulator chambers and into the Upper New York Bay. Tide gates would be installed or improved as needed so that water from the Upper New York Bay would not flood the storm sewer network. Thus, since there would be no increase in stormwater to the combined sewer, and no increase in CSO, and since the storm collection and disposal system would be developed in compliance with NYSDEC requirements, including water quality protection measures such as oil/water separators and grit collection chambers, there would be no significant adverse impacts.

ES.4.13 Solid Waste and Sanitation Services

Development associated with the Proposed Action would increase the amount of solid waste that is generated in the Project Area, due to the introduction of additional employees and new residents and visitors. However, the New York City Department of Sanitation (DSNY) and private solid waste services are expected to have adequate capacity to meet the increases in demand. The incremental amount of waste that the Proposed Action would add to the Project Area, and the additional truck trips necessary to transport and dispose of the additional waste, would be relatively minor. Further, the Proposed Action would encourage the use of waste-minimization features beyond those required by law and would be consistent with the goals of the City's Solid Waste Management Plan. Therefore, no significant adverse impacts on solid waste and sanitation services are expected as a result of the Proposed Action.

ES.4.14 Energy

Development under the Proposed Action would comply with the New York State Energy Conservation Construction Code, which sets minimum standards for the design and construction of all new buildings (and substantial renovation of existing buildings). Construction within the Project Area would incorporate all applicable energy conservation measures, including compliance with the Code's energy efficiency and combined thermal transmittance policies.

The Stapleton section of Staten Island would continue to receive electric and gas services from Con Ed and KeySpan, respectively. Relative to Existing Conditions, the annual operational energy consumption in the Project Area is projected to increase by approximately 3,063 percent (125,669 million BTUs). As this does not represent a substantial additional load in the context of total energy consumption for Staten Island the Proposed Action is not expected to result in any significant adverse impacts to energy providers services in the Project Area.

ES.4.14 Traffic and Parking

To accommodate the Proposed Action, Front Street would be entirely redesigned and rebuilt to include traffic calming measures, proper signage, speed control, and other streetscape improvements. Front Street would be restriped to accommodate two 11-foot wide travel lanes with sidewalks, bike lanes, and parking on both sides of the street. The intersection of Bay Street and Edgewater/Front Streets would be redesigned. Design measures during all the peak hours would involve:

1. Eliminating the northbound left turn and through movements from Edgewater Street to Bay Street by creating a traffic island that would only allow right turns from Edgewater Street to Front Street;
2. Prohibiting parking northbound (along the east curb of Bay Street) to provide one 11-foot wide through lane and one 11-foot wide though-right lane;
3. Re-striping Bay Street to provide two ten-foot wide receiving lanes in the northbound direction;
4. Re-striping westbound Front Street to provide one 11-foot wide left turn lane for traffic turning left onto Edgewater Street and one 11-foot wide left-right lane for traffic turning onto Bay Street, with additional signage along westbound Front Street to direct traffic traveling in the left lane to Edgewater Street and traffic traveling in the right lane to Bay Street; and
5. Signal timing modifications to provide a two-phase signal by eliminating the phase for Edgewater Street and permitting the right turning movement during the westbound phase.

Three additional locations along Front Street were analyzed as part of the 2015 Build Condition:

- Front Street and Wave Street
- Front Street and Prospect Street
- Front Street and Canal Street.

The three intersections listed above were not analyzed for Existing and No Build Conditions since traffic volumes on the side streets are minimal and these intersections were not deemed critical for traffic analysis. However, the three intersections were added to the Build analysis. Vehicular traffic would utilize these streets to access and egress the Project Area. Design measures would include installing a traffic signal at all three

intersections. A preliminary signal warrant analysis indicated that the pedestrian volume warrant would be satisfied at all three intersections.

Traffic The Proposed Action would affect traffic by facilitating street system changes and by increasing traffic volumes. Proposed changes to the study area street network include the following:

- Front Street would be entirely redesigned and rebuilt to include traffic calming measures, proper signage, speed controls, and other streetscape improvements. Front Street would be restriped to accommodate two travel lanes with sidewalks, bike lanes, and parking on both sides of the street.
- The intersection of Bay Street and Edgewater/Front Streets would also be redesigned as part of the Proposed Action. This redesign would involve elimination of certain movements by the creation of a traffic island, lane restriping, signal timing and phasing modifications, and parking prohibitions.

Of the 16 locations analyzed in the Build Condition for the weekday and Saturday midday peak hours, significant impacts would occur at five intersections during the weekday AM and Saturday midday peak hours, six intersections during the weekday midday peak hour, and eight intersections during the weekday PM peak hour. The evaluation of mitigation measures indicates that all significant impacts would be fully mitigated by standard traffic engineering improvements such as the installation of traffic signals, signal timing and phasing modifications, parking prohibitions, and lane restriping. Sufficient parking would be provided to accommodate the Proposed Action's expected parking demands. A summary of these impacts is provided below:

Signalized Intersections

- At the intersection of Bay Street and Victory Boulevard, northbound Bay Street (during the weekday AM peak hour) and the de facto left-turn movement of this approach (during the weekday midday and PM peak hours) would continue to operate at LOS F. The northbound through-right movement (during the weekday midday, PM and Saturday midday peak hours) and the de facto left-turn during Saturday midday would deteriorate to LOS E or F conditions. They would be significantly impacted during all four peak analysis hours.
- At the intersection of Bay Street and Hannah Street, the southbound Bay Street left turns would continue to operate at LOS F during the weekday peak hours and deteriorate to LOS F during the Saturday midday peak hour. It would be significantly impacted during all peak hours analyzed.
- At the intersections of Bay Street with Canal Street, Broad Street, and Vanderbilt Avenue, the northbound approach of Bay Street at these intersections would deteriorate to LOS F during the weekday PM peak hour and would be significantly impacted. Also, northbound Bay Street at its intersection with Broad Street would deteriorate to LOS E during the weekday midday peak hour and would be significantly impacted.

- At the intersection of Bay Street and Hylan Boulevard, eastbound and westbound Hylan Boulevard would operate at unacceptable LOS D, E or F and would be significantly impacted during all peak hours analyzed. Also, northbound Bay Street would operate at LOS E and F during the weekday AM and PM peak hours, respectively, and would have significant impacts.

Unsignalized Intersections

- At the intersection of Bay Street and Wave Street, westbound Wave Street would operate at LOS E during the weekday AM peak hour and at LOS F during the weekday midday, PM and Saturday midday peak hours. This approach would be significantly impacted during all peak hours analyzed.
- At the intersection of Bay Street and Prospect Street, eastbound Prospect Street would operate at LOS E during the weekday AM peak hour and at LOS F during the weekday midday, PM and Saturday midday peak hours. Although this approach would experience significant delays, it would not be significantly impacted since the minor street volume is below the minimum criteria defined for a significant impact for unsignalized intersections.
- At the intersection of Bay Street and Water Street, westbound Water Street would operate at LOS F during all the peak hours analyzed and would be significantly impacted.
- At the intersection of Bay Street and Thompson Street, westbound Thompson Street would operate at LOS E during the weekday and Saturday midday peak hours, and at LOS F during the weekday PM peak hour. Although this approach would experience significant delays, it would not be significantly impacted since the minor street volume is below the minimum criteria defined for a significant impact for unsignalized intersections.

All significant impacts could be fully mitigated by standard traffic engineering improvements such as the installation of traffic signals, signal phasing and timing modifications, parking prohibitions, and lane re-striping. These measures represent the standard range of traffic capacity improvements that have been proposed and implemented for numerous projects in the City. Mitigation measures would involve installing traffic signals at three unsignalized intersections along Bay Street. A preliminary signal warrant analysis indicated that vehicular and/or pedestrian warrants would be satisfied at all three intersections.

Parking: The Proposed Action would facilitate the development of new public and private parking facilities to accompany the proposed developments. At least 300 on-street parking spaces would be provided along Front Street between Edgewater and Hannah Streets. Based on the overall total of 2,075 on- and off-street parking spaces, the peak occupancies would be approximately 36 percent during the weekday AM, 34 percent during the midday peak hours, and approximately 48 percent during the weekday PM peak hour. Approximately 100 additional on-street parking spaces would also be provided along the private road that would extend from Water Street to the north of Wave

Street within the proposed development. The implementation of parking prohibitions to help mitigate significant traffic impacts would result in a loss of 24 curbside parking spaces within the study area during all peak hours analyzed. The analysis of parking conditions indicates that sufficient parking would be provided to accommodate the Proposed Action's expected parking demands, and that the Proposed Action would not result in any significant adverse parking impacts.

ES.4.15 Transit and Pedestrians

The Project Area is served by three Staten Island Railway (SIR) stations (Tompkinsville Station, Stapleton Station, and Clifton Station) and eight New York City Transit (NYCT) bus routes (S51/S81, S52, S74/S84, S76/S86, and S78). The major pedestrian access connecting the Project Area (located on the east side of Bay Street) with the surrounding neighborhood is provided along Hannah Street, Wave Street, Prospect Street, Water Street, Canal Street and Thompson Street.

Staten Island Railway Service

The Proposed Action would generate SIR trips during the weekday AM, Midday, and PM peak periods and the Saturday Midday peak period. Since most of the development parcels would be located in close proximity to the Stapleton Station, all SIR trips projected for the proposed development parcels were assigned to the Stapleton Station with the exception of Parcel A, which is located at the north end of the Project Area; those trips were assigned to the Tompkinsville Station. The stairway analysis shows that all of the stairways analyzed are projected to operate at LOS B or better during each peak period as a result of the Proposed Action; therefore, no significant adverse stairway impacts would occur at the SIR stations. In addition, the existing frequency of SIR service would be sufficient to accommodate the projected SIR ridership demand generated by the Proposed Action in 2015 during all peak periods. As a result, no significant adverse SIR capacity impact would be anticipated as a result of the Proposed Action.

Bus Service

Bus ridership data indicate that all bus routes in the study area currently operate under capacity at their peak load points during the weekday AM, Midday, and PM peak periods and the Saturday Midday peak period. Based on the background growth projected for the study area, plus the additional growth anticipated for other projects within the area, demand for bus service in the 2015 No Build Condition is projected to increase. The bus service analysis indicates that the existing frequency of bus service would be sufficient to accommodate the projected demand generated by the Proposed Action in 2015 for all bus routes during the weekday AM and Midday peak periods, with the exception of the S51/S81 and S76 routes. The capacity shortfall projected for the northbound S51/S81 would be 31 passengers during the weekday PM peak hour. The capacity shortfalls projected for the northbound and southbound S51/S81 and S76 would range from 23 to 80 passengers during the Saturday Midday peak hour. A significant bus impact is defined in the *CEQR Technical Manual* when the projected bus load levels exceed the maximum capacity at the maximum load point. Thus, the Proposed Action would have a significant adverse impact on the S51/S81 and S76.

To mitigate for significant adverse impacts on bus service, capacity shortfalls identified on the S51/S81 route could be met by adding one northbound bus trip during the weekday PM peak hour and adding two northbound and two southbound bus trips during the Saturday Midday peak period. Capacity shortfalls identified on the S76 route could be met by adding one northbound and one southbound bus trip during the Saturday Midday peak period.

Pedestrians

The major pedestrian access between Bay Street and the Project Area is provided along Hannah Street, Wave Street, Prospect Street, Water Street, Canal Street, and Thompson Street. These roadways would most likely be affected by the Proposed Action and a total of nine key intersections, listed below, surrounding the proposed development parcels were selected for crosswalk analyses.

1. Wave Street and Bay Street-unsignalized intersection
2. Prospect Street and Bay Street-unsignalized intersection
3. Water Street and Bay Street-unsignalized intersection
4. Canal Street and Bay Street-signalized intersection
5. Thompson Street and Bay Street-unsignalized intersection
6. Wave Street and Front Street-unsignalized intersection
7. Prospect Street and Front Street-unsignalized intersection
8. Water Street and Front Street-unsignalized intersection
9. Canal Street and Front Street-unsignalized intersection

The pedestrian analysis for the Proposed Action reveals that three unsignalized intersections evaluated along Bay Street are projected to have significant adverse impacts during all periods. All other intersections would operate at acceptable levels of service. It is anticipated that the three unsignalized intersections along Bay Street (Wave Street, Prospect Street, and Water Street) would have significant adverse impacts during all peak periods analyzed. The average delay per pedestrian for these crosswalks would increase substantially from the No Build Condition to the Build Condition during all peak periods. The impacts to these crosswalks could be mitigated by installing a traffic signal at each location. A preliminary signal warrant analysis indicated that signal warrants would be satisfied at these three impacted unsignalized intersections. Analysis results indicate that with the proposed improvements, all crosswalks at these six intersections are projected to operate at LOS C or better during all peak periods analyzed in the Build Condition. The proposed traffic signals and crosswalks along Bay and Front Streets would provide improved pedestrian and bicycle linkages between the Stapleton community and shoreline to the north and south. With implementation of the proposed improvements, it is not anticipated that these intersections would become high accident locations as defined by CEQR.

Vehicular and pedestrian circulation would also be improved throughout the Project Area by the realignment of Front Street between Hannah and Bay Streets. In addition, several unmapped cross streets currently connecting Front Street to Bay Street would be officially mapped as part of the Proposed Action.

ES.4.16 Air Quality

The air quality analysis conducted for the Proposed Action shows that the maximum predicted carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) concentrations from mobile sources and parking facilities would be lower than the corresponding ambient air standards, with the projected development sited under the Proposed Action. The Proposed Action would not cause or contribute to new violations of the air quality standards; would not increase the frequency or severity of existing violations; and would not delay timely attainment of the standards. Therefore, the Proposed Action would not have a significant adverse impact from mobile source emissions. A stationary source screening analysis was performed, and it was determined that impacts from nearby stationary sources would be minor. In addition, there would be no significant adverse air quality impacts from industrial facilities on the proposed development sites.

ES.4.17 Noise

Noise monitoring at six receptor locations was conducted in September 2005. Based on the noise analysis, Build Condition noise levels at the analysis sites would increase by less than three dBA during all of the analysis periods, relative to No Build Condition noise levels. Consequently, the development of the projected development sites would not result in any significant increases in noise levels. In addition, train operations on the SIR are not anticipated to increase as a result of the Proposed Action.

The Proposed Action would create a mixed-use development in an area with existing moderate-to-high noise levels due to the presence of commercial, industrial and transportation land uses. Although the future noise levels associated with the Proposed Action would not exceed CEQR thresholds for significance, the Proposed Action would create new residential buildings and open spaces in locations with "marginally acceptable" noise levels, according to CEQR exterior noise standards and thus introduce a significant adverse impact. To avoid the potential for significant adverse noise impacts, (E) designation for noise will be placed on parcels (specified in Chapter 20 of the DEIS) on the New York City zoning map as part of the proposed rezoning. The (E) designation text will state that in order to ensure an acceptable interior noise environment at the specified sites, future uses on the parcels must provide a minimum window/wall attenuation of either 30 or 35 dBA, depending on the particular site. Prior to development on these sites, the NYCDOB would receive a NYCDEP report stating that the environmental requirements related to the (E) designation have been met. Therefore, the placement of (E) designations for noise on the City's zoning map for the parcels listed above would ensure that the Proposed Action would not result in significant adverse impacts due to noise.

Although ambient noise levels at the open spaces would be higher than those generally recommended for parks and places of outdoor activities, the ambient noise levels of the open spaces are comparable to noise levels at many existing City parks which are adjacent to roadways and transportation facilities. No new significant sources of noise would be generated by the Proposed Action.

ES.4.18 Construction Impacts

The Proposed Action would include various construction activities over an approximate ten-year build-out period. It is assumed that all construction would be completed by 2015. Construction methods, sequencing and duration for certain aspects of the Proposed Action are fairly well known since they would be undertaken directly by the City. These actions include, for example, the change in the realignment of Front Street, the upgrade to the sewer system in Front Street, and the development of the waterfront esplanade and open space. Reasonable assumptions were made for construction methods, sequencing and schedule for other aspects of the Proposed Action since the exact design, materials and complexity of the buildings is not fully known (e.g. buildings on the Homeport Site and the properties to be rezoned west of Front Street). It is also assumed that the larger buildings in all areas to be developed would likely need to be supported on piles due to the nature of the substrate under the area (non-native fill material).

The initial construction phase lasting 18 to 24 months would develop the infrastructure to support the redevelopment. The Front Street realignment would occur simultaneously and a new dedicated sewer line servicing both sides of Front Street would be installed and put in operation. The five connector streets (Wave, Water, Thompson, Canal, and Prospect) would receive concurrent infrastructure upgrades. Improvements to control erosion and create open space would also be developed in this initial part of construction.

The structures currently on the Homeport Site would be removed by the City as part of a separate action prior to starting work on the Proposed Action. Thus, once developers are selected for the six parcels on the Homeport Site and the new sewer is installed in the realigned Front Street, construction can begin. The sequence of development for the six parcels is unknown, but it is likely that some of the work would occur simultaneously. It is estimated that construction of the Homeport Site would take approximately six years to accomplish. Construction would begin in 2007 and last through 2012.

It is assumed that the work on the parcels west of Front Street, between Thompson Street and Wave Street, would occur last since parcels would need to be assembled, and work on tenant relocation, design, permitting, etc. would need to occur prior to construction. It is likely that some of the construction in this area would occur simultaneously with construction of the Homeport Site. While some construction could occur earlier, construction in this area would ramp up in 2008 and be completed in 2015.

Construction-related air quality impacts from the Proposed Action could occur as a result of emissions from construction activity, construction equipment, truck and other traffic, and diversion of non-construction related traffic to alternative routes. Construction activities such as site preparation, demolition, excavation, vehicle movement, and

material transport release dust particles into the atmosphere. To minimize potential construction-related air quality impacts, the development of a construction plan is anticipated. The construction plan would incorporate sustainable design, and energy conservation elements. It is also anticipated that protocol would be developed for the construction phase of the Proposed Action, in order to proactively reduce the potential for adverse effects on air quality.

Construction-related noise level increases would occur from the major components of construction, including: demolition, excavation, pile driving, sub-grade foundation work, construction of new buildings, and renovation of existing buildings. Construction activities would generate noise from mobile and stationary sources within the Project Area, but sensitive residential, open space and public facility uses are not concentrated near the Project Area. The increased construction traffic would not result in a perceptible increase in noise levels during the peak traffic hours. Blasting, which usually generates high levels of noise and vibration, would not be utilized during the construction. Noise control measures which may be incorporated in project construction include the following:

- Source limits and performance standards to meet noise level thresholds for daytime, evening, and nighttime hours at sensitive land uses.
- Designated truck routes.
- Establishment of noise monitoring stations for measuring noise prior to and during construction.
- Implementing design considerations and project layout approaches.
- Sequencing of operations to combine especially noisy operations to occur in the same time period.
- Community Liaison and Complaint Hot Line.
- Use of alternative construction methods, using special low noise emission level equipment, and selecting and specifying quieter demolition methods.

Construction activities may require traffic diversions to accommodate construction staging, storage, and vehicle movements. Sidewalks may be temporarily closed to allow vehicles and materials to be brought onto or off of the site. The Proposed Action would generate approximately 25-50 truck trips on a given day, varying by the nature and phase of the construction in progress. Construction contracts would require a Maintenance and Protection of Traffic (MPT) Plan to ensure access and safety.

The construction assessment concludes that, for the most part, construction impacts of the development associated with the Proposed Action would be temporary and similar to those experienced elsewhere in the City's business districts.

ES.4.19 Public Health

Based on the *CEQR Technical Manual* guidelines, it was determined that a full assessment of the Proposed Action's potential impacts on public health is not necessary and that no significant adverse impacts are expected as a result of the Proposed Action.

ES.5 Required Mitigation

While not strictly mitigation measures, (E) Designations for hazardous materials and noise will be placed on all relevant privately held parcels that are subject to the rezoning to ensure that adverse environmental impacts do not occur. For hazardous materials, the (E) Designations will ensure that the appropriate level of site investigation and clean-up is undertaken prior to development any of the 19 designated lots. For noise, the appropriate level of sound attenuation will need to be provided for any building constructed on the 19 designated lots. This will assure that proper measures are taken to avoid noise impacts from noise or hazardous materials. Specific mitigations are discussed below.

ES.5.1 Hazardous Materials

Potential hazardous materials present at the Homeport Site include volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), metals, pesticides, herbicides, cyanide, asbestos-containing material (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB)-containing equipment. During construction these materials would be managed or isolated to protect public health and the environment. Specifically, NYCDEP has developed recommendations based upon their review of the Phase II Environmental Site Investigation that was submitted for the Homeport Site. EDC will implement these recommendations, as discussed below, thus avoiding significant adverse impacts from hazardous materials as a result of the Proposed Action.

- Due to soil and groundwater contamination detected at the site as well as known impacts to the groundwater, Remedial Action Plans (RAPs) would be prepared for the development site and submitted to NYCDEP for review and approval. The RAPs would describe how all excavated soils and fill materials would be removed from the site and properly disposed of in accordance with all applicable NYSDEC regulations at an off-site disposal/recycling facility. Excavated soils, which would temporarily stockpiled on-site, will be covered with polyethylene sheeting (or protected by other means acceptable to NYCDEP) while disposal options are determined. The contractor retained to complete the work will maintain dust suppression during the excavation and grading activities at the site. Note that additional testing of the soils may be required by the disposal and/or recycling facility.

- As a result of elevated concentrations of VOCs, SVOCs, and heavy metals exceeding NYSDEC guidance levels, a site-specific Construction Health and Safety Plan (CHASP) will be prepared on the basis of worker exposure to these contaminants during construction. The CHASP will specify that the contractor must maintain dust suppression during the excavation and grading activities at the site. The CHASP will be submitted to NYCDEP for review and approval. Soil disturbance will not occur

without NYCDEP's written approval of the site-specific CHASP.

- An appropriate vapor barrier (ranging in thickness from ten thousandths of one inch (ten mil) thick poly sheeting to a 60 mil thick spray application), which would sustain long-term exposure to petroleum constituents, will be incorporated into the design plan for the proposed structure. In conjunction with the appropriate vapor barrier, an active sub-slab depressurization system (SSD system) will be used in buildings with a basement slab or slab-on-grade foundation. The conceptual design of the vapor barrier and SSD system along with the manufacturers' specifications will be submitted to NYCDEP for review and approval.

- If any tanks (USTs or ASTs including dispensers, piping, and fill-ports) are unearthed during excavation activities they will be removed/closed in accordance with all applicable NYSDEC regulations. If any petroleum-impacted soils (which display petroleum odors and/or staining) are encountered during the excavation/grading activities, the impacted soils will be removed and properly disposed of in accordance with all NYSDEC regulations.

- Two feet of clean fill/top soil will be imported from an approved facility/source and graded across all landscaped/grass-covered areas of the site that are not capped with concrete/asphalt. The clean fill/top soil will be segregated at the source/facility, have qualified environmental personnel collect representative samples at a frequency of one sample for every 250 cubic yards, analyze the samples for TCL VOCs, SVOCs, Pesticides/PCBs and TAL metals by a NYSDOH Environmental Laboratory Approval Program-certified laboratory, compare to TAGM 4046 Recommended Soil Clean-up Objectives, and receive NYCDEP written approval to use the clean fill/top soil. Upon receipt of NYCDEP's written approval, the clean fill/top soil may be transported to the site for grading. The clean fill/top soil will not be comprised of any construction and demolition debris. Prior to importing and grading the two foot clean fill/top soil cap, a highly visible demarcation membrane/barrier (such as an orange plastic construction fence, etc.) will be installed beneath the two foot clean fill/top soil cap.

- Upon completion of the construction activities, a Closure Report certified by a professional engineer will be submitted to NYCDEP. This report will need to demonstrate that all remediation activities have been properly implemented. At a minimum, the report will need to include all transportation manifests, disposal/recycling certificates from the soil excavation process, proof of importing/grading two feet of certified clean fill/top soil that meets TAGM at any proposed landscaped or grass covered areas (uncapped) at the site, and proof of vapor barrier/active sub-slab depressurization system installation in accordance with manufacturers' specifications.

- In order to ensure that the Proposed Action would result in no significant adverse public health impacts from potential hazardous materials, at development parcels to be disposed of by the City, a Restrictive Declaration, or other NYCDEP-approved

institutional control, will be required of the developer.

EDC has entered into an MOU with NYCDEP to bind its successors and assigns to performing the necessary remediation. Accordingly, the necessary remediation will be identified through RAPs after the reuse/development program is established and prior to renovation and construction activities. The MOU is an effective means for ensuring that any potential hazardous materials issues found on the disposition parcels will be adequately addressed in order to mitigate potential adverse health impacts from the reuse/development program. In addition to the above, any transfer of the Homeport property, or portions thereof, to another City agency will bind that entity to the identified remediation measures discussed above.

ES.5.2 Traffic

The detailed evaluation of mitigation measures indicated that all significant adverse traffic impacts could be fully mitigated by standard traffic engineering improvements such as the installation of traffic signals, signal phasing and timing modifications, parking prohibitions, and lane re-striping. Mitigation measures would involve installing traffic signals at three unsignalized intersections along Bay Street. A preliminary signal warrant analysis indicated that vehicular and/or pedestrian warrants would be satisfied at all three intersections. Of the 16 locations analyzed, five intersections would be significantly impacted during the weekday AM and Saturday midday peak hours, six during the weekday midday peak hour, and eight during the weekday PM peak hour. The impacted intersections and their respective mitigations are:

Signalized Intersections

Bay Street and Victory Boulevard: Mitigation measures during all peak hours analyzed would involve: 1) prohibiting parking northbound (one space would be lost along the east curb of Bay Street) and shifting the centerline of this approach one foot to the west to provide one ten-foot wide left turn lane, one 13-foot wide through lane, and one ten -foot wide and one 11-foot wide southbound receiving lane; 2) shifting the centerline of southbound Bay Street 2.5-feet to the east and re-striping southbound Bay Street to provide one 16-foot wide right turn lane, one 11-foot wide left-through lane, one 11-foot wide through lane, and two 10.5-foot wide northbound receiving lanes; and 3) shifting the centerline of eastbound Victory Boulevard three feet to the north to provide one 14-foot wide left turn lane and one ten-foot wide through-right lane. Mitigation measures during the weekday and Saturday midday peak hours would also involve signal timing modifications to provide a northbound lag phase.

Bay Street and Hannah Street: Mitigation measures needed during all four peak hours would include: 1) signal timing modifications to provide a southbound lead phase; 2) shifting the centerline of southbound Bay Street three feet to the east to provide two 14-foot wide left turn lanes, two ten-foot wide through lanes, one 10.5-foot wide right turn lane, and reducing the northbound receiving lane widths from 11 feet and 25 feet to ten feet and 23 feet, respectively; and 3) shifting the centerline of westbound Hannah Street four feet to the north to provide one 11-foot wide westbound lane and two ten-foot wide eastbound receiving lanes.

Bay Street and Canal Street: Mitigation measures needed during the weekday PM peak hour include: 1) signal timing modifications; and 2) shifting the centerline of northbound Bay Street three feet to the west to provide one 16-foot wide northbound through-right lane and two ten-foot wide southbound receiving lanes. These measures would remain in place during all periods since they include re-striping lanes.

Bay Street and Broad Street: Mitigation measures needed during the midday and PM peak hours would include: 1) signal timing modifications; and 2) shifting the centerline of northbound Bay Street one foot to the west to provide one 16-foot wide northbound left-through lane and one 20-foot wide southbound receiving lane. These measures would remain in place during all periods since they include re-striping lanes.

Bay Street and Vanderbilt Avenue: Mitigation measures during the weekday PM peak hour would include: 1) prohibiting parking eastbound (along the south curb of Vanderbilt Avenue) and re-striping this approach to provide one 11-foot wide left turn lane and one ten-foot wide right turn lane; 2) shifting the centerline of northbound Bay Street six feet to the west to provide one 13-foot wide left-through lane and one 12-foot wide through lane; 3) shifting the centerline of southbound Bay Street three feet to the west to provide one ten-foot wide right turn lane, one ten-foot wide through lane, and two 11-foot wide northbound receiving lanes; and 4) signal timing modifications. The two centerline shifts can be accommodated with a smooth transition. These measures are needed to mitigate only PM peak hour impacts but would remain in place during all periods since they include re-striping lanes.

Bay Street and Hylan Boulevard: Mitigation measures during all four peak hours would involve: 1) prohibiting parking eastbound (along the south curb of Hylan Boulevard) and shifting the centerline of this approach 1.5 feet to the north to provide one 10.5-foot wide left turn lane and one 10.5-foot wide through-right lane; 2) re-striping the westbound receiving lane of Hylan Boulevard to 18 feet wide from its existing 19.5 foot width; and 3) signal timing modifications to eliminate the eastbound lead phase and allocating this time to other movements.

Unsignalized Intersections

Bay Street and Wave Street: Mitigation measures would include installing a traffic signal. A preliminary signal warrant analysis indicates that the peak hour warrant is satisfied at this intersection.

Bay Street and Water Street: Mitigation measures would include installing a traffic signal. A preliminary signal warrant analysis indicates that the peak hour warrant is satisfied at this intersection. During all peak hours analyzed, mitigation measures would also involve: 1) prohibiting parking southbound (along the west curb of Bay Street) to provide a 15-foot wide through-right lane; 2) shifting the centerline of northbound Bay Street nine feet to the west to provide one ten-foot wide left-through lane, one ten-foot wide through lane, and one 14-foot wide receiving lane in the southbound direction; and 3) shifting the centerline of southbound Bay Street eight feet to the west to provide two

ten-foot wide receiving lanes in the northbound direction and one 15-foot wide through-right lane in the southbound direction.

Bay and Prospect Street: The pedestrian analysis presented in Chapter 18, "Transit and Pedestrian", indicates that significant pedestrian impacts would occur at this intersection. Mitigation measures presented in Chapter 18 indicate that these significant pedestrian impacts would be mitigated by installing a traffic signal. A preliminary signal warrant analysis indicates that the pedestrian volume warrant is satisfied at this intersection.

Each of the traffic engineering improvements described above would require approval of New York City Department of Transportation (NYCDOT). These improvements fall within the range of typical measures employed by NYCDOT in improving traffic conditions in all parts of the City.

ES.5.3 Parking

The implementation of parking prohibitions to help mitigate significant traffic impacts would result in a loss of curbside parking spaces at the following locations:

- Northbound Bay Street (east curb) approaching Edgewater/Front Streets -- nine spaces, all peak hours analyzed.
- Southbound Bay Street (west curb) approaching Water Street -- seven spaces, all peak hours analyzed.
- Eastbound Vanderbilt Avenue (south curb) approaching Bay Street – three spaces, all peak hours analyzed.
- Eastbound Hylan Boulevard (south curb) approaching Bay Street – four spaces, all peak hours analyzed.
- Northbound Bay Street (east curb) approaching Victory Boulevard – one space, all peak hours analyzed.

Overall, 24 curb spaces would be lost within the study area corridor during all peak hours analyzed. Lost delivery spaces for trucks along Bay Street could be made up on the side streets if necessary. The loss of parking is not considered a significant adverse impact under CEQR.

ES.5.4 Transit

The S51/S81 and S76 routes would have significant adverse impacts as a result of the Proposed Action during the weekday PM and Saturday Midday peak periods. According to the *CEQR Technical Manual* and NYCT guidelines, additional bus service is recommended along routes when passenger volumes are projected to exceed the maximum capacity at the maximum load point. The NYCT general policy is to provide additional bus service where demand warrants increased service, taking into account financial and operational constraints. Capacity shortfalls identified on the S51/S81 route could be met by adding one northbound bus trip during the weekday PM peak hour and adding two northbound and two southbound bus trips during the Saturday Midday peak

period. Capacity shortfalls identified on the S76 route could be met by adding one northbound and one southbound bus trip during the Saturday Midday peak period. No other significant adverse bus impacts would occur as a result of the Proposed Action.

ES.5.5 Pedestrians

The north and south crosswalks at the three unsignalized intersections on Bay Street are projected to have significant adverse impacts as a result of the Proposed Action during all periods. These crosswalks could be mitigated by installing a traffic signal at each location. A preliminary signal warrant analysis indicated that signal warrants would be satisfied at these three impacted unsignalized intersections.

For these three intersections, the signal timing used in the pedestrian analysis coincided with the traffic analysis (Chapter 17, "Traffic and Parking", Section 17.5, Traffic Mitigation). The results of the crosswalk analysis at the affected locations with the mitigation measures in place are summarized in Table 18-22A through Table 18-22D. Detailed capacity analysis worksheets are provided in Appendix D. The results of the analyses indicate that with mitigation, all crosswalks at these five intersections would operate at LOS C or better during the weekday AM, Midday, and PM and the Saturday Midday peak period in 2015

ES.6 Alternatives

ES.6.1 Alternatives Considered in Development of Proposed Action

The purpose of the alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related, significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the Proposed Action. A variety of options for reuse or redevelopment of the Homeport Site that meet the purpose and need for the Proposed Action were explored with the community through an extensive planning process. The Proposed Action is the end result of that process, with a number of other alternatives previously explored and rejected.

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. A Homeport Task Force (HTF) was established by Mayor Bloomberg in April 2003. The Task Force was comprised of key City officials, local elected representatives and community leaders. The HTF was charged with developing an economically sound plan for the Homeport Site that has support from 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. Multiple Task Force working sessions were held and over 100 interviews were conducted with local stakeholders.

In Phase III of the planning process, three alternative development scenarios were examined: a harbor park concept, a cultural destination concept, and a neighborhood scenario. There were common elements in each of these alternatives in terms of

providing open space and waterfront access, offering economic opportunities, including infrastructure improvements, and in incorporating residential uses. The three alternative development scenarios are described briefly below:

- Harbor Park – included two residential buildings totaling 250 units, a banquet hall/restaurant facility, an ice rink, indoor soccer, a 3.4-acre waterfront park, an economic development use, and parking.

- Cultural Destination – included a sculpture garden, a major cultural use, hotel and banquet space, a destination waterfront restaurant, an economic development use, and 100 units of senior citizen housing.

- Neighborhood Scenario – included 500 residential units split among four separate locations on the site, an office building with ground floor retail, a two-acre waterfront park, a farmers' market, and an economic development use.

These scenarios were presented to the public upon their completion. None of these concepts was accepted outright as the proposed plan. However, a final mixed-use plan that harmonizes elements of the three alternatives was developed as the New Stapleton Waterfront Development Plan. Alternatives previously explored and rejected, modified, or reconfigured by the community in developing the New Stapleton Waterfront Plan are not considered in this DEIS.

ES.6.2 No Action Alternative

With the No Action Alternative, the temporary uses now located on the Homeport Site would be removed and all upland buildings and structures demolished. The site would be vacant and completely fenced. All current activities at this site would cease. There would be essentially no change in land use anticipated for the affected properties west of Front Street and east of the SIR tracks, between Thompson and Wave Streets in the No Action Alternative.

The infrastructure improvements including providing open space resources, sewer upgrades and reconstruction and realignment of Front Street would not be provided in the No Action Alternative.

Under the No Action Alternative, the many positive aspects related to the Proposed Action, such as the economic benefits, the improved neighborhood character and urban design, the provision of a significant open space resource and considerable infrastructure improvements, would not be present. The negative effects resulting from the Proposed Action, such as those relating to the increase in traffic and the increase in the number of school aged children, would also not occur.

The No Action Alternative does not meet the purpose and need of the Proposed Action (including a development that creates jobs while promoting area economic development, and establishes a new public waterfront asset accessible by and connected to the Stapleton community) and thus is not considered an acceptable alternative.

ES.6.3 Studio Use Alternative

Under the Studio Use Alternative, the 75,000 square foot commercial office building identified on Parcel B4 of the Proposed Action would be replaced by a working film/TV studio. The studio could be housed in the existing, approximately 60,000 square foot building near the end of Canal Street adjacent to the waterfront. This alternative would be similar to the Proposed Action, and would essentially meet the purpose and need for the Proposed Action.

It is anticipated that the studio would be multi-functional and could be used for filming movies, television shows and possibly for still photography. It would likely operate on an irregular schedule and could be open for some shoots at nighttime or early morning. Weekend work would also be possible. It is anticipated that a studio facility would require use of ancillary trailers to house sets, auxiliary power, lighting, etc., as well as support vehicles for meals and transportation.

It is anticipated that this alternative would employ approximately 150-200 people for certain shoots and that the working day would often be 12 hours long.

ES.7 Unavoidable Significant Adverse Impacts

The privately held property located at 144-150 Front Street, is eligible for listing on the State and National Register of Historic Places. Under the Proposed Action, the property would be rezoned but would remain in private ownership. As such, once it is rezoned it can be redeveloped by its owner and the facility could be demolished. There is currently no practical mitigation available for this impact since the property is not in the ownership or control of the City of New York.