CHAPTER 2: ANALYTICAL FRAMEWORK

2.1 Introduction

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 Draft Environmental Impact Statement (DEIS) must be prepared. As specified in 6 NYCRR 617, and 62 RCNY 5 (and Executive Order No. 91), a DEIS is appropriate to assess the potential environmental impacts that may result from a proposed action.

The DEIS must fully define and describe the Proposed Action to provide decision-makers with information to understand the action in its full context and to allow for the assessment of its impacts. This chapter outlines the procedural framework utilized to comply with environmental review regulations and identifies the necessary approvals and actions to implement the Proposed Action. In addition, the chapter provides an overview of the analytical framework used to guide the EIS technical analyses presented in subsequent chapters.

2.2 Environmental Review Process

All agencies of government at the State, County, and local level within New York, except the State Legislature and the courts, must comply with the State Environmental Quality Review Act (SEQRA). New York City has further promulgated local regulations, the City Environmental Quality Review (CEQR), to specifically implement SEQRA for actions within New York City, and to take into account the special circumstances of the City. To understand the environmental consequences of their decision-making, and to afford the public an opportunity to participate in identifying such consequences, all discretionary decisions of an agency to approve, fund, or directly undertake an action are subject to review under SEQRA/CEQR, unless explicitly excluded or exempted under the regulations. Discretionary decisions involve choices to be made by decision-makers that determine whether and how an action (as described in Chapter 1, "Project Description") is to be taken. Non-discretionary or ministerial decisions for which the only determination of an action's approval is verification of compliance with specific and pre-determined criteria (e.g., issuance of a building permit) are not subject to SEQRA/CEQR. Numerous agencies with a variety of actions that involve discretionary decisions would be required for the Proposed Action. As set forth below, the SEQRA/CEQR process for this DEIS follows a prescribed path, to enable the agencies to make informed decisions.

2.2.1 Legislative Applicability

This document has been prepared pursuant to SEQRA, Article 8 of the Environmental Conservation Law, and its implementing regulations (6 NYCRR Part 617) and CEQR requirements as established in Executive Order No. 90, 1977, and as set forth in its

implementing Rules and Procedures, Title 62, Chapter 5, of the Rules of the City of New York.

2.2.2 Environmental Impact Statement

This document has been prepared under the regulatory framework for environmental impact statements. As described above, this framework is appropriate for decisions relating to multiple and broad actions that often cover a large geographic area. In particular, the reason for preparing an EIS under the guidelines of SEQRA and CEQR is that there are multiple decisions associated with the Proposed Action, not all of which may be fully implemented as currently anticipated, and because some of the actions encompass a broad land area. The studies contained in this DEIS provide analysis criteria and assessments that enable the decision-makers to understand the significant environmental impacts associated with the Proposed Action; consider reasonable alternatives to the Proposed Action (including those with lesser or fewer impacts); and adopt feasible mitigation measures to reduce or avoid significant adverse environmental impacts from the Proposed Action.

2.2.3 Process Overview

Establishing a Lead Agency

Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review of a proposed action. The lead agency is typically the agency primarily responsible for the proposed action. Other agencies can also participate in the review process as involved or interested agencies. "Involved agencies" are those with discretionary decisions regarding some aspect of the proposed action. "Interested agencies" are agencies without jurisdiction to fund, approve or undertake an action, but that wish to comment during the review process.

The Proposed Action must be approved by the Office of the Deputy Mayor of Economic Development and Rebuilding, as lead agency, and is an action subject to review under CEQR. In addition, the City Planning Commission (CPC) must make discretionary decisions on the zoning text and map amendments, and street mapping/demapping actions, and will act as an involved agency. These actions require approval by the CPC in coordination with the New York City Council under Sections 200 and 201 of the City Charter and the City's Uniform Land Use Review Procedure (ULURP), and are actions subject to review under CEQR. The New York City Department of Environmental Protection (NYCDEP) and the New York City Department of Transportation (NYCDOT) have actions that are not subject to CEQR, and are considered "interested agencies."

Rezoning and creation of the Special Stapleton Waterfront District (SSWD), street mapping/demapping, disposition of City-owned property, capital funding, and permits are the central components of the Proposed Action and have been designed to help realize the project objectives as described in Chapter 1, "Project Description." Therefore, the Office of the Deputy Mayor of Economic Development and Rebuilding is serving as the lead agency to carry out a single, comprehensive environmental analysis for the Proposed

Action under the CEQR process. This lead agency determination was made in August 2005.

Determination of Significance

The first step in the environmental review process is to determine whether the action is subject to environmental review. For CEQR purposes, actions are broadly divided into three types, as defined by State law and regulations: Type II actions, Type I actions, and Unlisted actions. Type II actions are defined by SEQRA in 6 NYCRR Part 617.5 and are those actions or classes of actions that have been found not to have a significant impact on the environment and, therefore, will not require preparation of an EIS. Type I actions are defined in the State regulations as those actions that are more likely to have a significant effect on the environment and more likely to require the preparation of an EIS than Unlisted actions. Type I actions are defined by SEQRA in 6 NYCRR Part 617.4. Unlisted actions are all actions that are not listed as Type I or Type II. Due to its size and scope, the Proposed Action is defined as a Type I action in accordance with 6 NYCRR Part 617.4.

Therefore, pursuant to CEQR, the lead agency's first decision is to determine whether a proposed action may have a significant impact on the environment. This is based on an Environmental Assessment Statement (EAS) which includes information about the existing environmental setting of the Proposed Action, as well as a screening analysis to determine the potential of the Proposed Action to have significant adverse impacts. Upon reviewing the EAS prepared for the Proposed Action, the Office of the Deputy Mayor of Economic Development and Rebuilding, as lead agency, issued a Positive Declaration on the Proposed Action on October 31, 2005. A Positive Declaration determination means that the Proposed Action could have a significant adverse impact on the environment and, therefore, an EIS must be prepared.

Scoping

Once the lead agency issues a Positive Declaration, the scope of the environmental studies to be undertaken as part of the EIS is established and shared with interested and involved agencies and the public. Required under CEQR, "scoping" is the process of focusing the environmental impact analyses on the key issues that are to be studied and creating an opportunity for others to comment on the intended effort. The lead agency provides a draft scope to all involved agencies and makes it available to anyone who has written to express interest in the project. CEQR requires a public scoping meeting. Under CEQR, involved governmental agencies and the public are given the opportunity to provide comments on the draft scope of work. After considering such comments, the lead agency prepares and issues a final scope of work.

For this DEIS, a Draft Scoping Document was issued by the lead agency on October 31, 2005. The public review period for interested and involved agencies and the public to review and comment on the Draft Scoping Document was held open through December 12, 2005, including a public scoping meeting held on November 30, 2005 at the Homeport Site. A Final Scoping Document was issued on February 15, 2006.

Preparation of the Draft Environmental Impact Statement

This DEIS is prepared in accordance with the Final Scoping Document. It is a comprehensive document used to systematically consider the expected environmental effects of the Proposed Action, evaluate reasonable alternatives, and identify mitigation measures that, to the maximum extent practicable, can address any potentially significant adverse environmental impacts of the Proposed Action. The lead agency reviews all aspects of the document to determine its adequacy and adherence to the work effort outlined in the Final Scoping Document. 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. The completion of the DEIS also allows for certification of the applications for zoning text and map amendments, City Map amendments, and disposition actions, which marks the start of ULURP, discussed in more detail below.

Once the lead agency issues the DEIS Notice of Completion and the land use applications are certified, the formal public review period under ULURP begins.

The Notice of Completion for this DEIS was issued on May 3, 2006. The zoning text and map amendment, City Map amendments, and disposition actions were certified on May 8, 2006, marking the beginning of the public review period.

Public Review

Publication of this DEIS and issuance of the Notice of Completion commences the public review period. During this time, which must extend for a minimum of 30 days, the public may review and comment on this DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comment for at least ten days following the close of the hearing. All substantive comments received during the public review process become part of the record and are summarized and responded to in the Final EIS (FEIS). The public hearing for the DEIS prepared for the Proposed Action will be held later this year.

Preparation and Completion of the Final Environmental Impact Statement

After the close of the public comment period for the DEIS, the lead agency prepares the FEIS. The FEIS must include a summary of the substantive comments received and the lead agency's responses to the comments. When the lead agency has reviewed the FEIS and determines it is a complete and adequate document, a Notice of Completion on the FEIS is issued. The completed FEIS is available for review and comment for a minimum of ten days, after which the lead agency and the involved agencies can make their respective findings as to the expected environmental impacts of the Proposed Action. The FEIS for the Proposed Action is expected to be completed in the 4th quarter of 2006.

Statement of Findings
The lead agency and each involved agency must adopt a formal set of written findings based on the FEIS and reflecting its conclusions about the potential significant environmental impacts of the Proposed Action, potential alternatives, and potential mitigation measures. The Statement of Findings (SOF) may not be adopted until ten days after the Notice of Completion has been issued for the FEIS. Once the findings are adopted, the CEQR process is completed, and the lead agency and involved agencies may begin to implement the Proposed Action.

Summary of CEQR Schedule
The following actions have been, or will be, taken regarding the environmental review process for the Proposed Action:

- Preparation by the Office of the Deputy Mayor of Economic Development and Rebuilding, as lead agency, of an EAS on October 31, 2005;
- Preparation and issuance of a Positive Declaration on October 31, 2005;
- Preparation and issuance of a Draft Scoping Document on October 31, 2005;
- Public review and comment on the Draft Scoping Document, including a Public Scoping Meeting held on November 30, 2005 with a written comment period extending to December 12, 2005;
- Issuance of a Final Scoping Document, on February 15, 2006;
- Notice of Completion of the DEIS, issued on May 3, 2006;
- A public hearing on the DEIS scheduled for later in 2006.
- Preparation and completion of the FEIS anticipated for the fourth quarter of 2006, with an SOF completed shortly thereafter; and
- Issuance of the FEIS scheduled for fourth quarter of 2006.

2.2.4 Coordination with Other Review Processes

The CEQR process is intended to provide decision-makers with an understanding of the environmental consequences of proposed actions presented before an agency. Often, the environmental review process is integrated and coordinated with other decision-making processes utilized by government agencies. As defined below, for the Proposed Action, the other public process necessary to implement the project is ULURP.

2.2.5 Uniform Land Use Review Procedure

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 process begins with certification by CPC that the ULURP application is complete; certification will be made when there is compliance with CEQR, in this case, upon issuance of the Notice of Completion for the DEIS. The application is then referred to the relevant Community Board(s) (for the Proposed Action, Staten Island Community Board 1). The Community Board(s) have up to 60 days to review and discuss the proposal, hold a public hearing, and adopt a recommendation regarding the actions. Once this is complete, the Borough President has up to 30 days to review the ULURP application and issue a recommendation. CPC then has up to 60 days for review of the application, during which time a public hearing is held. Typically, this hearing also serves as the CEQR hearing on the DEIS. Comments made at the DEIS public hearing are incorporated into an FEIS. In compliance with the CEQR requirement that findings and decision must wait ten days after the Notice of Completion, the FEIS must be completed at least ten days before the CPC makes any decisions. In the event that the CPC votes to approve the application or to approve it with modifications, the CPC files its decision with the City Council and sends copies to the affected Community Board(s) and Borough President (and Borough Board if necessary). Within 50 days of filing with the Council, the Council holds a public hearing and takes final action on the decision. The Council can approve, approve with modifications, or disapprove the application(s). In the event that the Council approves with modifications, the timeframe for actions may be extended from 50 to 65 days. The City Charter enables the Mayor to veto a Council action within five days of the Council's decision. The Council, by a 2/3 vote, can override a Mayoral veto within ten days.

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 New York City Charter. Zoning text amendments are not subject to ULURP, but in this case, will be reviewed concurrently with the related ULURP actions.

2.3 Framework for Environmental Analysis

2.3.1 Scope of Environmental Analysis

As set forth in the Positive Declaration, the lead agency has determined that the size and scope of the Proposed Action may result in one or more significant adverse environmental impacts and thus requires preparation of an EIS. As noted above, it was identified that an EIS is the appropriate format for this environmental analysis. This document generally uses the methodologies and follows the guidelines set forth in the *CEQR Technical Manual*. These are generally considered to be the most appropriate technical analysis methods and guidelines for environmental impact assessment of projects in New York City and are consistent with SEQRA.

For each technical analysis in this DEIS, 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.

Each technical analysis chapter of this DEIS also describes the methodology used to assess impacts to that particular resource, identifies the affected environment, assesses potential environmental impacts on the resource, and identifies opportunities and measures to mitigate adverse impacts, if any. Geographic study areas for each environmental resource are defined in each resource analysis chapter, consistent with the reasonably expected geographic extent of potential impacts on the given resource.

2.3.2 Analysis Year

The Proposed Action which is the subject of this document has multiple elements that will be developed or implemented over a period of approximately ten years. In such cases, the *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 DEIS, the No Build and Build Condition are assessed for the year 2015.

2.3.3 Study Areas

Impact assessments were completed for appropriate study areas (often including primary and secondary study areas), the boundaries of which are defined in the individual technical chapters of this DEIS. It is anticipated that the principal effects of the Proposed Action would occur in the areas closest to the Project Area (i.e., within the primary study area). However, adverse impacts on certain resources may occur in the secondary study area as well. The methods and study areas for addressing these impacts are discussed in the individual technical chapters. Primary study areas are typically assessed at a greater level of detail than secondary study areas.

2.3.4 Baseline Conditions

For each technical area assessed in the EIS, the existing conditions must first be described. The assessment of existing conditions establishes a baseline, not against which the project is measured, but from which future conditions can be projected. The prediction of future conditions begins with an assessment of existing conditions because these can be measured and observed. Studies of existing conditions are generally selected for the reasonable worst-case conditions. For example, the periods when the greatest number of new vehicular, pedestrian and transit trips to and from a project site would occur are measured for the traffic analysis. The project impacts are then assessed for those same traffic peak periods.

The No Build Condition provides a baseline condition that is evaluated and compared to the incremental changes due to the Proposed Action. The No Build Condition is assessed for the same analysis year (2015) as the Proposed Action.

The No Build Condition uses existing conditions as a baseline and adds to it changes known or expected to be in place at various times in the future. For many technical areas, the No Build Condition incorporates known development projects that are likely to be built by the analysis year. This includes development currently under construction or which can be reasonably anticipated. For some technical areas such as traffic, the No Build Condition analyses use an additional background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects.

The ten known projects expected to be complete by 2015 that will serve as the basis for the No Build Condition are presented in Table 2-1 and shown in Figure 2-1.

2.3.5 Build Condition

For purposes of providing an assessment of the reasonable worst-case impacts that may occur as a result of the Proposed Action, a reasonable worst-case development scenario (RWCDS) was identified for the 2015 build year. The RWCDS includes redevelopment of the Homeport Site as well as the area west of Front Street proposed for redevelopment, as described in Chapter 1, "Project Description."

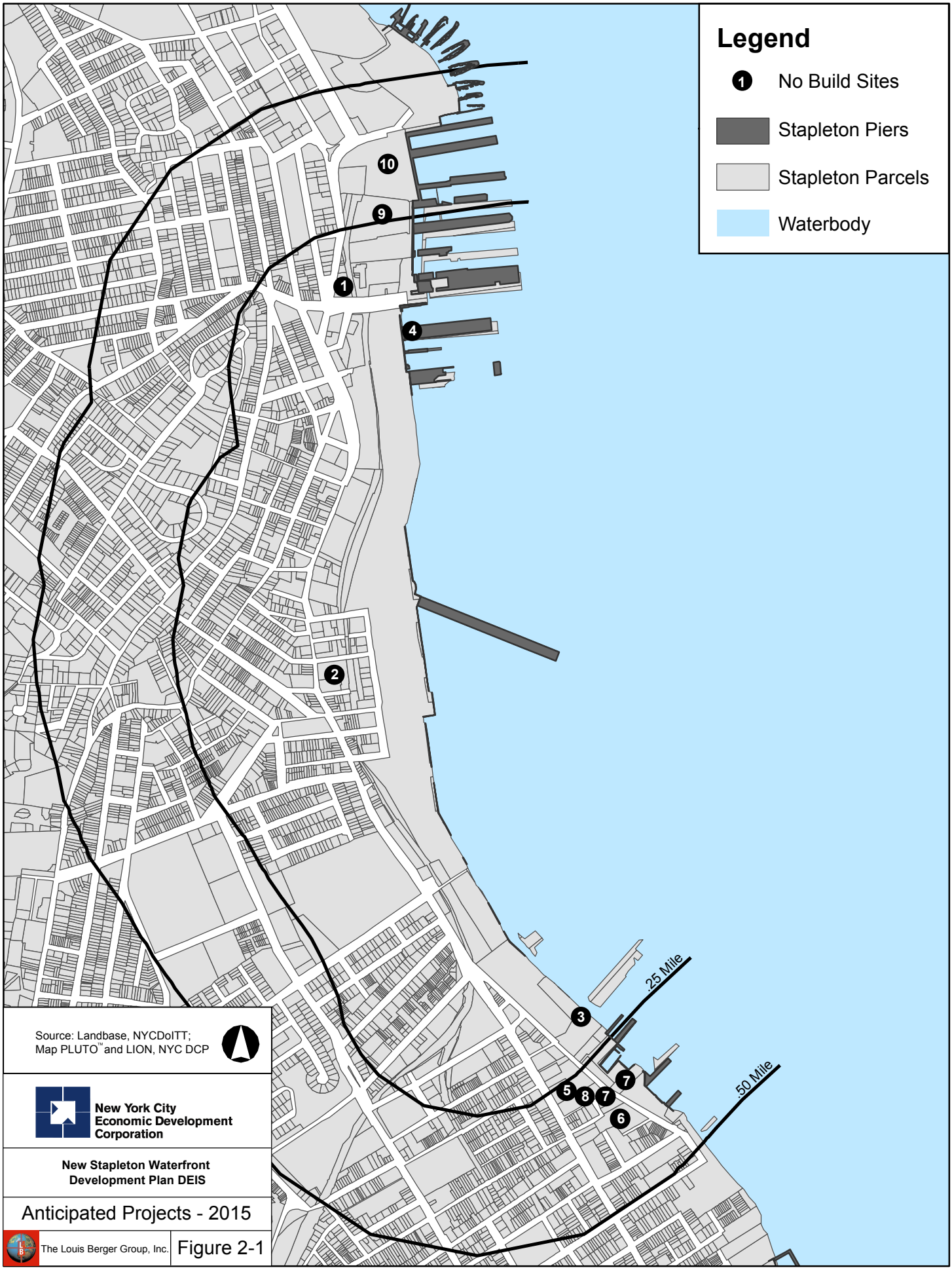
Reasonable Worst-Case Development Scenario

To determine the RWCDS associated with the Proposed Action, specific sites within the area to be rezoned were identified that are most likely to be developed by 2015 (see Figure 1-8 in Chapter 1). The criteria for identifying specific development sites include the size of the site, its current utilization and land use, and the opportunity for assemblages of adjacent properties. The sites more likely to experience redevelopment were identified based primarily on size, location, and degree of utilization. These are designated as "Projected Development Sites." Other sites with smaller footprints and less potential for redevelopment or conversion are identified as "Potential Development Sites." Both Projected and Potential Development Sites are evaluated as appropriate. This document analyzes the Projected Development Sites for all categories of concern. Potential Development Sites are evaluated for effects that would be site-specific to their location, including urban design, shadows, architectural resources, archaeological resources, hazardous materials, air quality, and noise (see Figure 2-2). A complete list of the Projected and Potential Development Sites is provided in Table 2-2.

Table 2-1
Projects Expected to be Complete by 2015
in the Primary and Secondary Study Areas

Map No.	Name/Address	Program	Build Year
Primary Study Area (1/4-Mile)			
1	The Point Victory Boulevard and Bay Street	58 residential units, 15,000 square feet of ground-floor retail, and accessory parking	2007
2	Municipal Parking Lot Redevelopment Bay Street between Prospect and Cross Streets	160 residential units, 14,200 square feet of ground-floor retail, 72 public and 42 accessory parking spaces	By 2015
3	Former MTA Site (adjacent to Edgewater Plaza, east side of Edgewater Street at Lynhurst Avenue)	94,500 square feet of office space, 19,677 square feet of retail; 314 parking spaces	By 2015
4	Pier 7 Reconstruction (will accommodate existing NYCDOT and FDNY uses that temporarily occupy part of the Homeport Site) Just south of the Hannah Street and Murray Hulbert Avenue intersection	1,080-foot-by-125-foot pier with a 28,700-square-foot shed, 40,000 square feet of open storage yard, a 6,000-square-foot covered dock; a 6,000-square-foot covered berth, 27 accessory parking spaces	By 2015
Secondary Study Area (1/2-Mile)			
5	Retail Center, 1071 Bay Street	10,500 square feet of retail space with accessory parking	2006
6	Reynolds Shipyard Expansion 200 Edgewater Street	12,600 square feet of industrial use (expansion)	2007
7	191 Edgewater Street	102 residential units, 88 accessory parking spaces	2007
8	Sylvaton Terrace between Bay and Edgewater Streets	40,000 square feet of commercial/office use, 40 residential units, ground-floor retail, 109 parking spaces	2007
9	The Pearl, 130 Bay Street Landing	100 residential units	2007
10	National Lighthouse Harbor Site Development	200 residential units, 20,000-square-foot-museum, 20,000 square feet of retail space, approximately 225 parking spaces	By 2015

Sources: Staten Island Borough President's office; New York City Department of Housing, Preservation and Development; New York City Economic Development Corporation.



Source: Landbase, NYCDoITT;
Map PLUTO™ and LION, NYC DCP

New York City Economic Development Corporation

New Stapleton Waterfront Development Plan DEIS

Anticipated Projects - 2015

The Louis Berger Group, Inc.

Figure 2-1

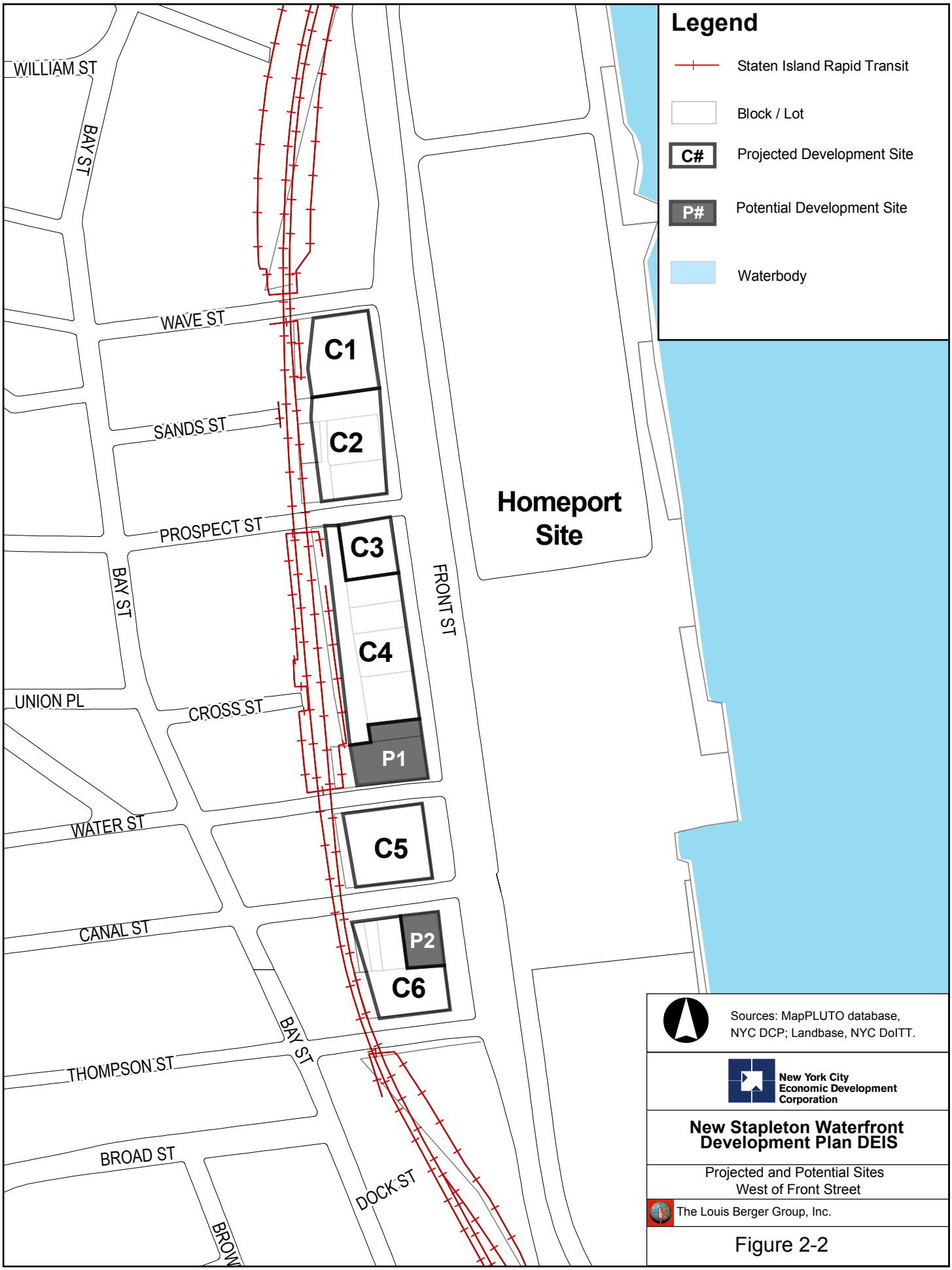

Legend
Staten Island Rapid Transit
Block / Lot
C#
Projected Development Site
P#
Potential Development Site
Waterbody
WILLIAM ST
BAY ST
WAVE ST
SANDS ST
PROSPECT ST
BAY ST
FRONT ST
UNION PL
CROSS ST
WATER ST
CANAL ST
BAY ST
THOMPSON ST
BROAD ST
DOCK ST
C1
C2
C3
C4
P1
C5
P2
C6
Homeport Site
Sources: MapPLUTO database, NYC DCP; Landbase, NYC DoITT.
New York City Economic Development Corporation
New Stapleton Waterfront Development Plan DEIS
Projected and Potential Sites West of Front Street
The Louis Berger Group, Inc.
Figure 2-2

Table 2-2: Projected and Potential Development Sites

Site Description				Existing/No Build Condition(s)							Build Condition							Incremental Development					
Projected Development Sites	Block	Lot (s)	Lot Area	Zoning	FAR	Manufacturing	Commercial (other)	Residential	Dwelling Units	Accessory Parking	Zoning	FAR[1]	Manufacturing	Commercial[2] (other)	Residential	Dwelling Units	Accessory Parking	Zoning	Manufacturing	Commercial (other)	Residential	Dwelling Units	Accessory Parking
C1	489	25	21,200	M2-1	0.33	0	7,000	0	0	0	C4-2A	1.98	0	6,200	42,000	40	40	C4-2A	0	-800	42,000	40	40
C2	490	24, 26, 37, 45 (+Sands Street Bed)	30,360	M2-1	0.27	0	8,170	0	0	0	C4-2A	1.58	0	7,000	48,000	46	46	C4-2A	0	-1,170	48,000	46	46
C3	491	32	10,000	M2-1	0.75	7,500	0	0	0	0	C4-2A	1.90	0	3,500	19,000	18	18	C4-2A	-7,500	3,500	19,000	18	18
C4	491	29, 37, 41, 42, 46	47,000	M2-1	0.6	1,128	27,000	0	0	0	C4-2A	1.91	0	9,900	90,000	87	90	C4-2A	-1,128	-17,100	90,000	87	90
C5	493	12	23,625	M2-1	0	0	0	0	0	0	C4-2A	1.99	0	8,100	47,000	45	45	C4-2A	0	8,100	47,000	45	45
C6	494	18, 19, 21, 30	28,073	M2-1	0.87	0	24,545	0	0	0	C4-2A	1.92	0	9,000	54,000	52	51	C4-2A	0	-15,545	54,000	52	51
Total			**160,258**			8,628	**66,715**	**0**	**0**	0			0	**43,700**	**300,000**	**288**	**290**		**-8,628**	**-23,015**	**300,000**	**288**	**290**
Potential Development Sites																							
P1	492	29, 31	16,500	M2-1	0.38	0	6,250	0	0	0	C4-2A	1.82	0	6,000	30,000	29	29	C4-2A	0	-250	30,000	29	29
P2	494	24	7,500	M2-1	0.07	0	560	0	0	0	C4-2A	2.00	0	3,000	15,000	14	14	C4-2A	0	2,440	15,000	14	14
Total			**24,000**			0	6,250	**0**	**0**	**0**			0	9,000	**45,000**	**43**	**43**		**0**	**2,190**	**45,000**	**43**	**43**

[1] Commercial development has not been factored into Site FAR calculations for the Build Condition, as the special district zoning regulations of the proposed SSWD specify that ground-floor retail and/or community facility uses would not count toward the 2.0 FAR.
[2] Under the Build Condition, the RWCDS assumes that the "commercial (other)" development slated for the Projected and Potential Development Sites would be ground-floor retail and/or community facility uses.

The mix of uses envisioned under the RWCDS totals approximately 961,200 square feet, of which 617,500 square feet is associated with development at the Homeport Site and approximately 343,700 square feet with development west of Front Street between Wave and Thompson Streets (Projected Development Sites). The breakdown of uses is provided below.

Homeport Site Development[3]

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
Total	617,500 square feet plus accessory parking

Rezoning Area Development (outside Homeport Site)

Residential	300,000 square feet (288 units)
Retail	43,700 square feet
Parking	440 spaces
Total	343,700 square feet plus accessory parking

Construction impacts were assessed for an analysis year when construction activities for the Proposed Action would be at their greatest. This is likely to be a time period when several new construction elements would be occurring simultaneously.

Homeport Site Development Parcels

Since the Homeport Site was decommissioned and the property transferred to the City in 1994, the following governmental uses were relocated there on an interim, temporary basis: New York City Police Department (NYPD) Staten Island Taskforce; New York City Fire Department (FDNY) Marine Company No. 9; New York City Department of Transportation (NYCDOT) Marine Repair Unit; and the Richmond County State Supreme Court. The Homeport Site also contains fuel oil storage tanks, electrical substations, and heating and cooling facilities that were developed to support its former Navy use. Descriptions of the Homeport Site development parcels and the expected development program, pursuant to the RWCDS, are included in Chapter 1, "Project Description." Greater detail and illustrations are included in that chapter.

The Homeport Site, roughly 35 acres in size, currently contains eight buildings with a total of approximately 330,500 square feet of space. The Site is not publicly-accessible; its perimeter is secured by a barbed-wire fence, and the single entrance from Front Street (at Canal Street) is via a guarded gate house. Six buildings are active and two are vacant; the occupied buildings contain approximately 282,300 square feet of space. Currently the

[3] 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 use development.

Homeport Site is split between two manufacturing zoning districts, M21-1 and M3-1, both which have a maximum allowable floor area ratio (FAR) of 2.0. The Homeport Site, comprised of Block 487, Lot 110, has an existing FAR well below 0.50. The No Build Condition considers that the temporary institutional uses currently occupying the Site will relocate, independent of and unrelated to the Proposed Action. Thus the Homeport Site will be vacant and vacated in 2015 without the Proposed Action.

Parcel A is generally bounded by the extension of St. Julian Place to the north, the extension of Grant Street to the south, the Staten Island Railway (SIR) tracks to the west and Front Street to the east. This approximately 4.70-acre site is expected to contain a 125-unit, 131,250-square-foot residential component and 140 parking spaces.

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 a restaurant/banquet hall facility up to 60,000 square feet in size, with a parking structure for 500 cars.

Parcel B2 is generally bounded by the extension of Wave Street to the north, the extension of Prospect Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.48-acre site would contain a sports complex up to 75,000 square feet in size, 5,000 square feet of retail, and 130 parking spaces.

Parcel B3 is generally bounded by the extension of Prospect Street to the north, the extension of Water Street to the south, Front Street to the west, and the proposed public open space to the east. This approximately 3.54-acre site would contain a 125-unit 131,250-square-foot residential component, a 10,000-square-foot farmers market, 25,000 square feet of local retail, and 220 parking spaces.

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 is also located in the southern portion of the Homeport Site, and 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 approximately 2.37-acre site would contain a 100-unit 105,000-square-foot residential component with 120 parking spaces.

The Homeport Site would be rezoned from the existing M2-1 and M3-1 zoning districts to a C4-2A district, and also would be regulated by the SSWD's additional area-specific design controls. The maximum allowable FAR for residential and commercial uses in a C4-2A district would be 3.0; however, the SSWD would limit the maximum allowable FAR to 2.0 for all uses. For residential use, the SSWD would modify the underlying C4-2A zoning district with an R6B residential equivalent. The maximum allowable FAR in an R6B district is 2.0, and there are parking requirements. The residential development must comply with requirements of the Quality Housing Program.

Proposed development of the Homeport Site includes the creation of 12 acres of public open space and 10,000 square feet of accessory uses. Plans include a continuous waterfront esplanade and two major public open spaces that would accommodate a mix of active and passive uses. The approximately 100-foot-wide esplanade would be generally located at the water's edge. The two public open spaces, referred to as 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[4], is envisioned as a large green space with grass areas, native ornamental and marsh plantings, extensive seat walls, and paved areas.

The net change in land use at the Homeport Site between the No Build and Build Condition is as follows: an increase of 367,500 square feet of residential use (350 units), an increase of 210,000 square feet of commercial use, an increase of 40,000 local retail use (including the 10,000-square-foot farmers market), and an increase of 522,720 square feet (12 acres) of public open space with 10,000 square feet of accessory uses.

Projected Development Sites

Descriptions of the Projected Development Sites and the expected development program follow. Figures 2-3 through 2-10 include photographs of the existing conditions of the Projected Development Sites.

Projected Development Site C1

Projected Development Site C1 is comprised of Block 489, Lot 25, and is bound by Wave Street to the north, Front Street to the east, the extension of Sands Street to the south, and the SIR tracks to the west. As shown in Figure 2-3, the property is presently occupied by two uses, a billiards hall and automobile salvage yard. As indicated in Table 2-2, the development associated with the uses contain approximately 7,000 square feet of commercial space. The maximum allowable FAR of this M2-1 parcel is 2.0 and the existing FAR is 0.33. As a result of the Proposed Action, this parcel would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this parcel would be developed with 40 residential units (42,000 square feet), 6,200 square feet of ground-floor commercial or community facility use, and 40 parking spaces. The Build Condition FAR for Site C1 would be approximately 1.98. The No Build Condition assumes that the uses currently occupying the Project Area properties west of Front Street would remain. Therefore, the net change in land use between the Existing/No Build and Build Condition is a loss of 800 square feet of commercial use, and an increase of 42,000 square feet of residential use (40 units).

[4] It should be noted that the Navy has 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.

Projected Development Site C1:
View from Wave Street facing south toward existing billiards hall.

Projected Development Site C1:
View from Front Street facing west toward existing automobile salvage yard.

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Existing Conditions Photographs

The Louis Berger Group, Inc.

Figure 2-3

Projected Development Site C2:
View from Front Street facing west toward existing uses.

Projected Development Site C2:
View from Prospect Street facing northwest toward exiting uses.

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Figure 2-4

Projected Development Site C3:
View from Front Street facing west - southwest toward the existing uses that occupy Block 491, Lot 32.

Projected Development Site C3:
View from Prospect Street facing south toward an existing use that occupies a portion of Block 491, Lot 32.

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Figure 2-5

Projected Development Site C4: View from Front Street (at Prospect Street) facing southwest toward the existing wholesale/retail furniture store. This use spans four of the five lots that comprise Development Site C4

Projected Development Site C4:
View from Prospect Street facing south toward the open storage yard situated on a portion of Site C4 (Block 491, Lot 29).

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Figure 2-6

Projected Development Site C5: View from Front Street between Water and Canal Streets, facing west toward the existing open storage yard that occupies Site C5.

Projected Development Site C6: View from Canal Street facing south - southeast toward the existing automobile repair shop that occupies part of Site C6.

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Figure 2-7

Projected Development Site C6: View from Canal Street facing south toward two existing businesses that comprise part of Site C6 (Block 494, Lots 19 and 18).

Projected Development Site C6: View from Front Street facing west toward the existing warehouse/houseware retail outlet occupying a portion of Site C6 (part of Block 494, Lot 30).

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Figure 2-8

Projected Development Site C6:
View from Front Street just north of Thompson Street, facing west toward the existing warehouse building situated on the southern part of Block 494, Lot 30.

Projected Development Site C6:
View from Thompson Street facing northwest toward the side of the existing warehouse building located on the southern portion of Block 494, Lot 30.

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Existing Conditions Photographs

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Figure 2-9

Projected Development Site C7:
View from Front and Wave Streets facing north toward the existing undeveloped portion of Block 487, Lot 110 that occupies Site C7.

Projected Development Site C8:
View from Front and Thompson Streets facing south toward the existing undeveloped portion of Block 487, Lot 110 that occupies Site C8.

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Figure 2-10

Projected Development Site C2
Projected Development Site C2, situated on the western side of Front Street between the extension of Sands Street and Prospect Street, is comprised of four lots (24, 26, 37 and 45) on Block 490, in addition to the bed of Sands Street. Two uses presently occupy this site, a marine contractor and designer, and a marine and industrial electrical repair facility (see Figure 2-4). Approximately 8,170 square feet of commercial development is associated with these uses, as indicated in Table 2-2. The maximum allowable FAR of this M2-1 Site is 2.0 and the existing FAR is 0.27. As a result of the Proposed Action, these lots would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this Site would be developed with 46 residential units (48,000 square feet), 7,000 square feet of ground-floor commercial or community facility use, and 46 parking spaces. For Site C2, the Build Condition FAR would be approximately 1.58. The net change in land use between Existing/No Build and Build Conditions is a loss of 1,170 square feet of commercial space, and an increase of 48,000 square feet of residential space (46 units).

Projected Development Site C3
Projected Development Site C3 is comprised of Block 490, Lot 32, located southwest of the intersection of Front and Prospect Streets. At present, this parcel contains an open storage yard and two warehouse buildings (see Figure 2-5). As indicated in Table 2-2, approximately 7,500 square feet of manufacturing space is associated with this property. The maximum allowable FAR of this M2-1 parcel is 2.0 and the existing FAR is 0.75. As a result of the Proposed Action, this parcel would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this property would be developed with 18 residential units (19,000 square feet), 3,500 square feet of ground-floor commercial or community facility use, and 18 parking spaces. The Build Condition FAR for Site C3 would be approximately 1.90. The net change in land use between the Existing/No Build and Build Condition is a loss of 7,500 square feet of manufacturing use, an increase of 3,500 square feet of commercial use, and an increase of 19,000 square feet of residential use (18 units).

Projected Development Site C4
Situated on the west side of Front Street between Prospect and Water Streets, Projected Development Site C4 is comprised of five lots on Block 490 (Lots 29, 37, 41, 42 and 46). Two uses, a long, narrow open storage yard (Lot 29) and a wholesale/retail furniture store that spans Lots 37, 41, 42 and 46, currently occupy Site C4 (see Figure 2-6). Approximately 1,128 square feet of manufacturing and 27,000 square feet of commercial uses are associated with these parcels, as indicated in Table 2-2. The maximum allowable FAR of this M2-1 parcel is 2.0 and the existing FAR is 0.60. As a result of the Proposed Action, these parcels would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this property would be developed with 87 residential units (90,000 square feet), 9,900 square feet of ground-floor commercial or community facility use, and 90 parking spaces. For Site C4, the Build Condition FAR

would be approximately 1.91. The net change in land use between the Existing/No Build and Build Condition is a loss of 1,128 square feet of manufacturing space, a loss of 17,100 square feet of commercial space, and an increase of 90,000 square feet of residential space (87 units).

Projected Development Site C5
Projected Development Site C5 is comprised of Block 493, Lot 12, which is located on the west side of Front Street between Water and Canal Streets. The property is currently utilized as a large open storage lot containing construction vehicles and stockpiles of materials such as gravel and sand, as shown in Figure 2-7. As indicated in Table 2-2, for the purposes of this analysis, no development is associated with the property; thus while the maximum allowable FAR of this M2-1 parcel is 2.0, the existing FAR is 0. As a result of the Proposed Action, this lot would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this property would be developed with 45 residential units (47,000 square feet), 8,100 square feet of ground-floor commercial or community facility use, and 45 parking spaces. The Build Condition FAR for Site C5 would be approximately 1.99. The net change in land use between the Existing/No Build and Build Condition is an increase of 8,100 square feet of commercial use, and an increase of 47,000 square feet of residential use (45 units).

Projected Development Site C6
Situated on the west side of Front Street between Canal and Thomson Streets, Projected Development Site C6 is comprised of Lots 18, 19, 21 and 30 on Block 494. As shown in Figures 2-7 through 2-9, at least five uses occupy this Site: an automotive repair shop (Lot 21), an iron works facility (Lot 19), another automobile-related business (sunroofs, upholstery repairs, etc., Lot 18), and two warehouse-type buildings (Lot 30). The smaller warehouse building situated immediately north of the larger one also serves as a houseware retail outlet. Approximately 24,545 square feet of commercial development is associated with these properties, as indicated in Table 2-2. The maximum allowable FAR of this M2-1 parcel is 2.0 and the existing FAR is 0.87. As a result of the Proposed Action, these parcels would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The RWCDS assumes that this property would be developed with 52 residential units (54,000 square feet), 9,000 square feet of ground-floor commercial or community facility use, and 51 parking spaces. For Site C6, the Build Condition FAR would be approximately 1.99. The net change in land use between the Existing/No Build and Build Condition is a loss of 15,545 square feet of commercial space, and an increase of 47,000 square feet of residential space (52 units).

Projected Development Sites C7 and C8
Projected Development Site C7 is comprised of a triangular-shaped portion of Block 487, Lot 100, located northwest of the intersection of Front and Wave Streets (extending northward along the SIR route until the vicinity of Baltic Street). It is currently undeveloped, as shown in Figure 2-10. Projected Development Site C8 is also comprised of a triangular-shaped portion of Block 487, Lot 100, and is undeveloped as well.

However, this Site is situated southwest of the intersection of Front and Thompson Streets, extending southward along the SIR tracks until the general vicinity of Tompkins Street. Projected Development Site C7 is currently zoned M2-1, while Site C8 is zoned M2-1; both which have a maximum allowable FAR of 2.0. However, as both sites are undeveloped, the existing FAR is 0. As a result of the Proposed Action, these areas would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. Under the RWCDS, each Site would contain 75 parking spaces.

The net change in land use of the Projected Development Site parcels between the Existing/No Build and Build Condition is as follows: a loss of 8,628 square feet of manufacturing use, a loss of 23,015 square feet of commercial use, and an increase of 300,000 square feet of residential use (288 units). Development resulting from the Proposed Action would cause the following approximate net changes in the overall Project Area land uses[5] between the No Build and Build Condition: a loss of 8,628 square feet of manufacturing use, 667,500 square feet of new residential use (638 units), an additional 186,985 square feet of commercial use, 40,000 square feet of new local retail/community facility use (including the 10,000-square-foot farmers market), and 12 acres (522,720 square feet) of new public open space with 10,000 square feet of new accessory development.

Potential Development Sites

In addition to the Projected Development Sites, two Potential Development Sites have been identified along the west side of Front Street. If development does not occur on all of the Projected Development Sites, some development could occur on one or both of the Potential Development Sites. Although considered possible sites for future development, these sites are less likely to be developed over the ten year analysis period. Site conditions, location, and market demand are among the factors contributing to the more limited likelihood for redevelopment of Potential Development Sites. The two Potential Development Sites are described below. Figure 2-11 exhibits photographs of the existing conditions of the Potential Development Sites.

Potential Development Site P1

Comprised of Lots 29 and 31 on Block 492, Potential Development Site P1 is situated northwest of the intersection of Front and Water Streets. Lot 29 contains a yacht club, while Lot 31 is vacant (see Figure 2-11). As indicated in Table 2-2, approximately 6,250 square feet of commercial development is associated with these properties. The maximum allowable FAR of these M2-1 properties is 2.0 and the existing FAR is 0.38. As a result of the Proposed Action, these parcels would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The future development potential of these parcels could be approximately 29 residential units (30,000 square feet), 6,000 square feet of ground-floor commercial or community facility use, and 29 parking spaces. For Site P1,

[5] For purposes of all quantitative analyses, the Overall Project Area includes the Homeport Site and the Projected Development Sites.

Potential Development Site P1:
View from Front Street facing west toward the existing yacht club use situated on the northern part of Site P1.

Potential Development Site P1:
View from Water Street facing northwest toward the existing vacant use occupying the southern portionof Site P1.

Potential Development Site P2: View from Canal Street at Front Street, facing west toward existing communication tower located on Site P2.

New York City Economic Development Corporation

New Stapleton Waterfront Development Plan DEIS

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The Louis Berger Group, Inc.

Figure 2-11

the Build Condition FAR would be approximately 1.82. The net change in land use between the Existing/No Build Condition and the future development potential of the Site is an increase of 30,000 square feet of residential space (29 units), and a loss of 250 square feet of commercial space.

Potential Development Site P2
Potential Development Site P2, located at southwest of the intersection of Front and Canal Streets, consists of Block 494, Lot 24. The property is currently occupied by a telecommunications tower, as exhibited in Figure 2-11. As indicated in Table 2-2, approximately 560 square feet of commercial development is associated with the property. The maximum allowable FAR of this M2-1 parcel is 2.0 and the existing FAR is 0.07. As a result of the Proposed Action, these parcels would be rezoned to a C4-2A zoning district and subject to the special district regulations established in the SSWD, with a maximum allowable FAR of 2.0. The future development potential of this Site could be approximately 14 residential units (15,000 square feet), 3,000 square feet of ground-floor commercial or community facility use, and 14 parking spaces. For Site P1, the Build Condition FAR would be approximately 2.00. The net change in land use between the Existing/No Build Condition and the future development potential of the Site is an increase of 15,000 square feet of residential use (14 units), and an increase of 2,440 square feet of commercial use.

2.3.6 Coordination with Environmental and Regulatory Agencies

During the preparation of this DEIS, the New York City Economic Development Corporation (EDC), on behalf of the lead agency, has regularly coordinated with the relevant environmental and regulatory agencies with jurisdiction over issues of concern regarding the Proposed Action. Representatives of these and other Federal, State and local agencies have been involved throughout the Proposed Action's environmental review process.

2.3.7 Summary of Significant Adverse Impacts and Mitigation Measures

The DEIS will disclose reasonable and practicable mitigation measures to reduce or eliminate significant adverse environmental impacts that would be caused by the Proposed Action. Mitigation measures will be discussed within specific technical sections (e.g., traffic, noise, air quality) as well as in a separate mitigation chapter (see Chapter 24, "Mitigation").

Where significant adverse environmental impacts are identified, mitigation measures have been developed with the objective of minimizing impacts to the greatest extent practicable. Some mitigation measures will be fully determined during the final design phase of Proposed Action. The methodology section of each technical chapter provides additional discussion of the method used to establish future conditions (Build Condition) for each resource category. Mitigation is generally based upon a comparison of conditions without the Proposed Action (No Build Condition), the Existing Condition, and regulatory thresholds as appropriate for the affected resource.