

**DRAFT FINAL SCOPE OF WORK FOR THE
GREAT KILLS PARK/CEDAR GROVE BEACH REHABILITATION
TARGETED ENVIRONMENTAL IMPACT STATEMENT**

CEQR NO. 11DPR004R

ULURP Not Applicable

August 19, 2011

A. INTRODUCTION

This ~~draft~~ final scope of work outlines the issues to be analyzed in the preparation of a targeted Environmental Impact Statement (EIS) for the proposed ~~Great Kills Park/Cedar Grove Beach Rehabilitation~~ (“the proposed action”) in Staten Island (see Figures 1 through 4). The proposed action would rehabilitate the Cedar Grove Beach, an approximately ~~34~~ 30 acre site (Block 4105 p/o Lot 50 and Block 4108 p/o Lot 45) in the New Dorp community of Staten Island (Staten Island Community District 2). The New York City Department of Parks and Recreation (NYCDPR) has assumed the role as lead agency for the proposed action. This document provides a description of the proposed action and includes task categories for all technical areas to be analyzed in a targeted EIS.

This action is subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was completed on February 10, 2011. NYCDPR, acting as lead agency, has determined that the proposed action would have the potential for significant adverse environmental impacts on the following areas of concern: land use, zoning and public policy; historic and cultural resources; hazardous materials; natural resources; transportation; neighborhood character and construction impacts. Therefore, a detailed assessment of likely effects in the areas of concern must be prepared and disclosed in a targeted EIS.

The targeted EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91 of 1977 and the New York City Environmental Quality Review (CEQR) regulations and will follow the guidelines of the *CEQR Technical Manual*. The targeted EIS will contain:

- A description of the proposed action and its environmental setting.
- A statement of the environmental impacts of the proposed action, including its short-and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented.
- A discussion of alternatives to the proposed action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented.
- A description of mitigation measures proposed to minimize significant adverse environmental impacts.

The environmental analyses in the targeted EIS will assume all proposed phases of the rehabilitation of Cedar Grove Beach would be complete by 2014, and identify the cumulative impacts of other projects in areas affected by the proposed action. NYCDPR, as lead agency, will coordinate the review of the proposed action among the involved and interested agencies and the public.



Source:
Parcel Data: City of New York Department of City Planning

Legend

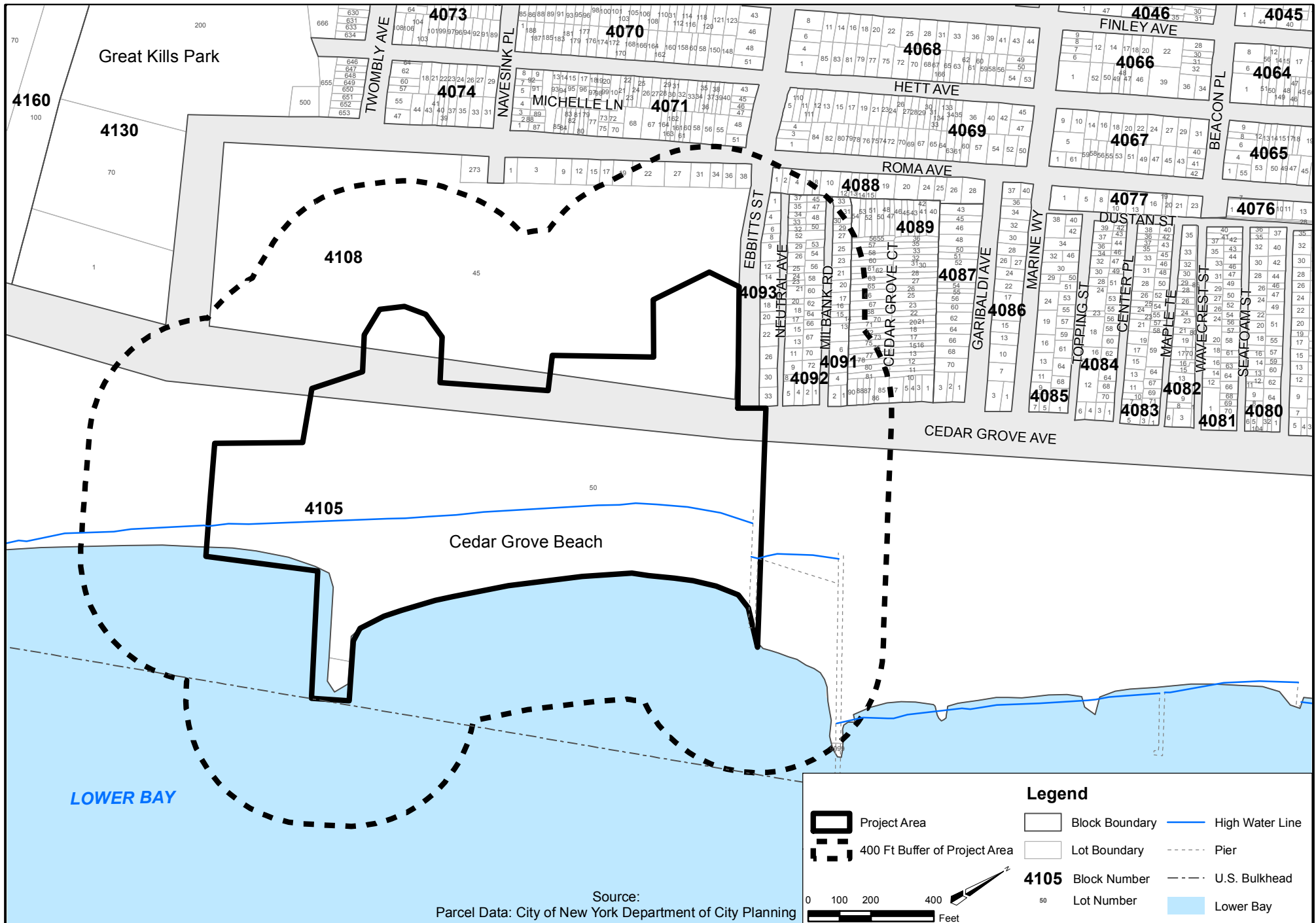
Project Area	Parcel	Building
400 Ft Buffer of Project Area	Park and Open Space	High Water Line
	Beach	Pier
		U.S. Bulkhead

0 100 200 400 Feet



Cedar Grove Beach Rehabilitation
Environmental Impact Statement
NYC Department of Parks and Recreation

Scoping Document
Site Map
Figure 1



Source:
Parcel Data: City of New York Department of City Planning

Legend

- Project Area
- 400 Ft Buffer of Project Area
- Block Boundary
- Lot Boundary
- High Water Line
- Pier
- U.S. Bulkhead
- Lower Bay



4105 Block Number
50 Lot Number



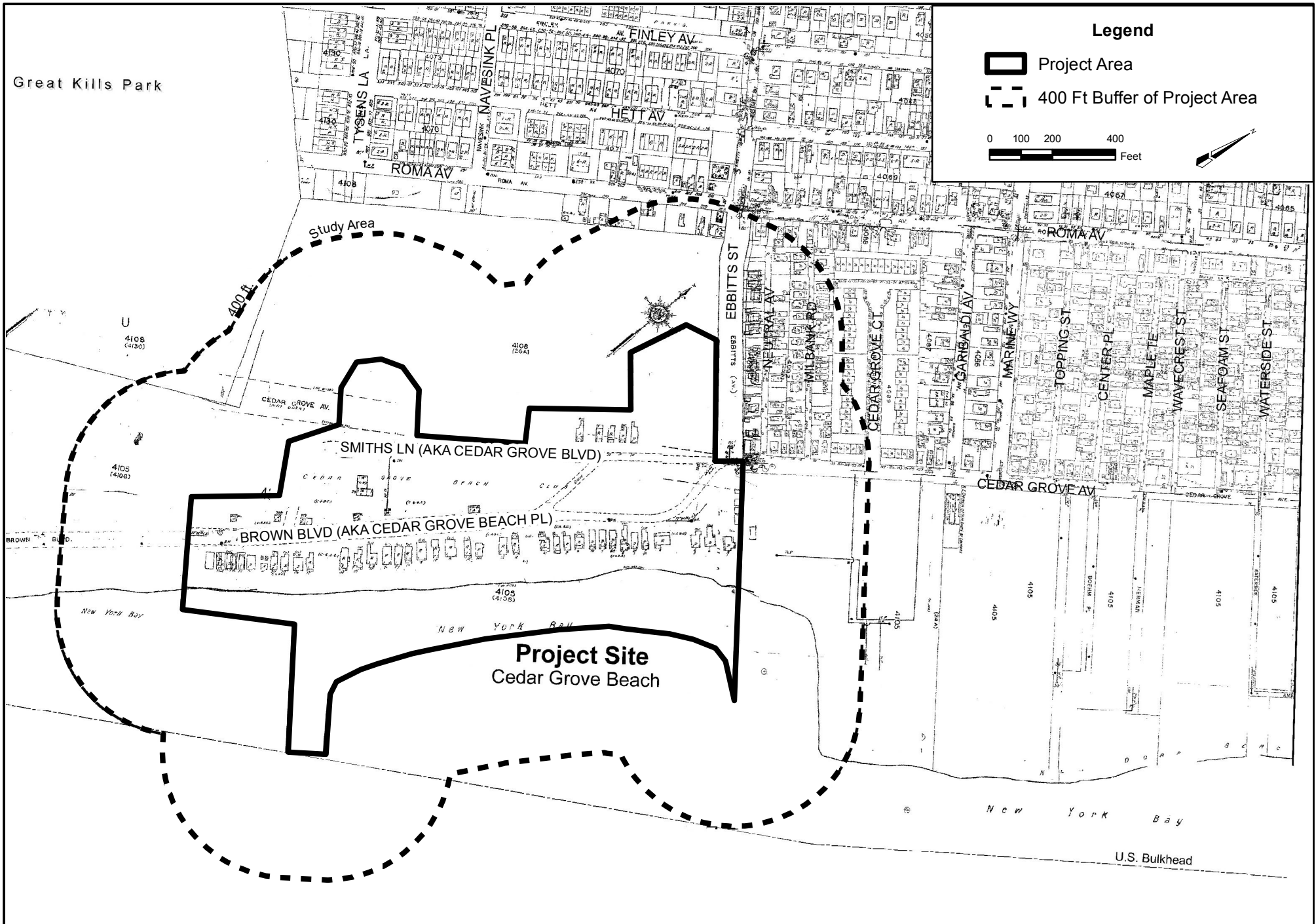
Cedar Grove Beach Rehabilitation
Environmental Impact Statement
NYC Department of Parks and Recreation

Great Kills Park

Legend

-  Project Area
-  400 Ft Buffer of Project Area

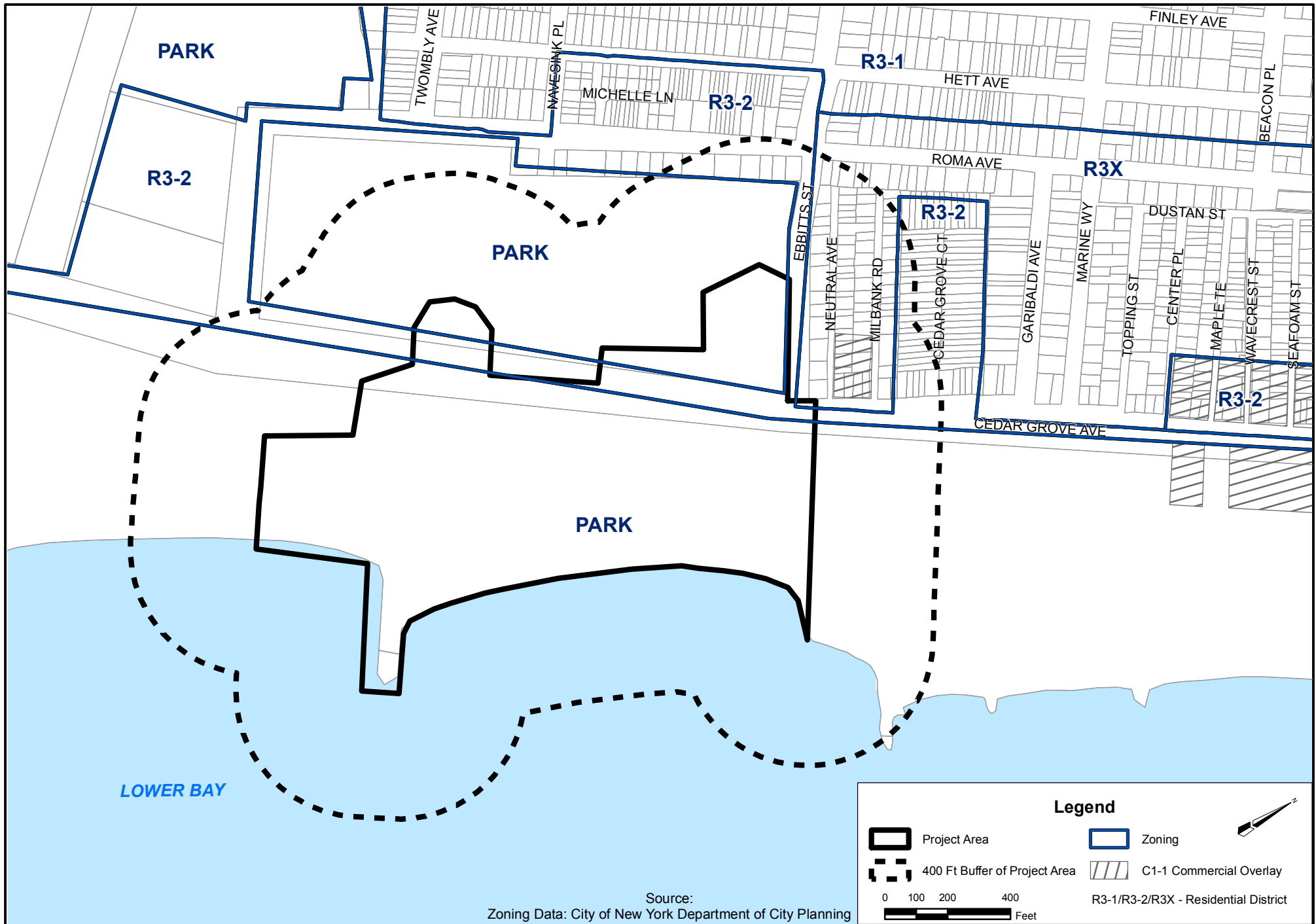
0 100 200 400
Feet



Cedar Grove Beach Rehabilitation
Environmental Impact Statement
NYC Department of Parks and Recreation

Scoping Document
Sanborn Map

Figure 3



B. REQUIRED APPROVALS AND REVIEW PROCEDURES

In addition to the direct undertaking by NYCDPR, the proposed action requires the following approvals:

New York City

- NYC Department of Buildings (DOB) approval for demolition plans
- Coastal Zone consistency determination ~~from the New York City Planning Commission (CPC).~~

New York State/Federal

- New York State Department of Environmental Conservation (NYS DEC) Freshwater and/or Tidal Wetlands Permit
- NYS DEC Coastal Erosion Hazard Areas Approval
- NYS DEC State Pollution Discharge Elimination System (SPDES) permit for stormwater discharges associated with construction activities.
- New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) § 1409 in consultation with NYS DEC

The proposed project does not require a US ACOE § 404 Clean Water Act Permit as determined by the Army Corps of Engineers.

This ~~draft~~ final scoping document sets forth the analyses and methodologies proposed for the EIS. The public, involved and interested agencies, Staten Island Community Board 2 and elected officials ~~are~~ were invited to comment on the scope, either in writing or orally, at a public scoping meeting to be held on Wednesday, March 16, 2011, between the hours of 7:00 PM and 9:00 PM at Community Board 2, Lou Caravone Community Service Building, 460 Brielle Avenue, Staten Island, NY 10301. Comments received during the public meeting, and written comments received up to 10 days after the hearing, ~~will~~ be ~~be~~ were considered and incorporated as appropriate into a final scope of work. The ~~draft~~ final scope of work will be used as a framework for preparing the targeted Draft Environmental Impact Statement (DEIS) for the proposed action.

Once the lead agency (NYCDPR) is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for at least 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final Environmental Impact Statement (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to proceed with the project.

C. DESCRIPTION OF THE PROPOSED ACTION

The project site is located in Great Kills Park, a 307 acre park, which extends from Miller Field to Great Kills Gateway National Recreation Area, along Lower New York Bay, in Staten Island. ~~Cedar Grove Beach~~ The project site is comprised of approximately ~~34~~ 30 acres within Cedar Grove Beach located south of Ebbitts Street (Block 4105 p/o Lot 50 and Block 4108 p/o Lot 45). Although a mapped City park since 1962, the configuration of the land and beach discouraged public use. The site contains a collection

of approximately 42¹ one and one and one-half story seasonal beach bungalows that pre-date the park mapping, a clubhouse, a barn, a guardhouse and five ancillary garage structures (49 50 total structures). The New York State Office of Parks Recreation and Historic Preservation (OPRHP) recently determined that the project area is eligible for listing on the State and National Registers of Historic Places (S/NR eligible).

Cedar Grove Beach is part of a total of 208.7 acres which were title vested to the City of New York on December 27, 1962 with funding provided per the New York State Park and Recreation Land Acquisition Act (NYSPRLAA) and Chapter 523 of the Laws of New York of 1960. Following City approvals for the change to the City Map for the establishment of park additions and for the acquisition of property, as per resolutions adopted by the Board of Estimate on August 23, 1962 (Calendar Numbers 477A thru 477C) an application was made by the City of New York for a grant in state aid through the Park and Recreation Land Acquisition Bond Act Program for Cedar Grove Beach, of which the project area is a part. The intention as detailed in the City's 1962 "Application for Grant in State Aid" pursuant to Chapter 523 of the Laws of New York of 1960 was that the land acquired would be an addition to Great Kills Park and "expand the existing bathing facilities in Great Kills Park when the need arises. Aside from providing additional shorefront facilities, the inland portions of this site can be developed with playgrounds to serve the neighboring community." Shore Front Drive was proposed to link the park sites along the southern and eastern shores.²

The NYSPRLAA and additional funds provided through Chapter 491 of the Laws of New York of 1963, created the State's Park and Recreation Land Acquisition Bond Act Program to meet the needs of the growing population of the state through acquisition of predominantly open or natural lands for park, conservation, and outdoor recreation purposes. The addition of Cedar Grove as parkland, which was formally designated as an addition to Great Kills Park, was one of four parks on Staten Island funded through the State's Park and Recreation Land Acquisition Bond Act Program. The City acquired Cedar Grove through condemnation and each affected owner was compensated for the full market value of their land. The other Staten Island parks funded through the program were High Rock Park, Lemon Creek Park, and the South Shore Golf Course.

The proposed action involves the rehabilitation of a portion of Cedar Grove Beach, with the main goal being to provide improved access to this area for the general public. As stated, the project site currently contains a number of structures, which had been used for private seasonal summer occupancy by the Cedar Grove Beach Club. Pursuant to a written agreement between the Parks Department and the Cedar Grove Beach Club, the bungalows were vacated by September 30, 2010. Some of these structures are anticipated to be adaptively reused, while others are proposed for demolition. The project is divided into two phases³: Phase one includes demolition of a majority of the structures on site and adaptive reuse of other structures for park related purposes. This work will include the shutdown and capping of utilities and removal of in-ground and/or above ground oil tanks as necessary, as well as abatement of any hazardous materials found pursuant to all applicable local, state and federal regulations. NYCDPR will restore the demolition sites with beach grass and other native plantings. Phase one will include repair of existing parking areas on site and minor rehabilitation of the existing pick-up sport (softball/junior soccer) play area. Phase two involves construction of a new playground and new bike path.

¹A July 7, 2010 OPRHP "Resource Evaluation" references "...38 primarily one-story frame cottages, or bungalows..." However, NYCDPR site reconnaissance has indicated that there are approximately 42 such bungalows in the project area.

²"City Speeds Lemon Creek Development," Staten Island Advance, May 25, 1962

³Rehabilitation of building #4 and demolition of building number #5 is being contemplated as part of a separate project undergoing separate review (11DPR011R) in consultation with NYSOPRHP and NYCDPR.

A portion of the beach was opened to the public in May 2011. Temporary mobi mats were placed along the beach for access to the water. Also on a temporary basis, two trailers were placed along the beach. One trailer is used as a summer lifeguard headquarters and the other serves as a seasonal comfort station for the 2011 beach season. As part of a separate review, NYCDPR will remove foundation remains and debris on the beach off Ebbitts Street and Cedar Grove Court.

Purpose and Need

Great Kills Park is a 307 acre park, the majority of which is dedicated to passive recreation with wooded areas and sandy beaches. The rehabilitation of the Cedar Grove Beach section of Great Kills Park will allow this stretch of beach to be improved, providing necessary active recreation areas and beach space along with the equally important goal of enhancing the area's natural resources.

Although a mapped City park since 1962, the land and beach have is not generally been publicly accessible. The redevelopment of Cedar Grove Beach is intended to expand public access and improve recreational resources on this site. A number of buildings on the site are proposed to be demolished so that the beach can be restored in these areas, thus allowing expanded public access to the coastal area. Bike path striping along the existing Cedar Grove Beach Place and greenway signage would be constructed, thus further improving access to and through the site. A number of remaining structures on site would be adaptively reused for public and ancillary park use. Improved public access and enhanced recreational resources will be provided as part of the project. The expanded beach area would be improved and available for public swimming patrons and for passive recreation, the existing pick up sport fields and courts are expected to remain and be cleaned up and available for public use, new fencing/gates would be installed along Ebbitts Street and the existing "tot lot" equipment would be removed and replaced with new play equipment. The Additional beach area would be improved cleaned and available for opened for public swimming patrons, the existing pick up sport (softball/junior soccer) play area would be cleaned up and opened for public use, the existing bocce and tennis sports courts are anticipated to remain, new fencing/gates would be installed along Ebbitts Street and the existing "tot lot" playground would be removed and replaced with new playground equipment.

Future No-Action Conditions (No-Build Scenario)

Pursuant to a written agreement with the Cedar Grove Beach Club, the property was vacated by September 30, 2010. Without the proposed action, it is expected that all of the bungalows and other structures on site would remain subject to the natural elements and would be sealed off from public access, with the exception of Building #4 which was restored by Steiner Studios/HBO for its use in the Boardwalk Empire television series and Building #5, which has been contemplated for demolition, prior to Summer 2011. The beach area would remain in its current state with temporary trailers being brought in to allow for seasonal beach operations. The structures on site would remain and the upland areas would not be otherwise restored and available for public and ancillary park use.

D. SCOPE OF WORK FOR THE TARGETED EIS

An Environmental Assessment Statement (EAS) was completed on February 10, 2011. A review of the thresholds established in the *CEQR Technical Manual* for determining whether detailed analysis is necessary to assess potential impacts was performed in the EAS, which indicated that the proposed action would not exceed the thresholds for analysis in the following technical areas: Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Urban Design and Visual Resources; Water

and Sewer Infrastructure; Solid Waste and Sanitation Services, Energy; Air Quality; Greenhouse Gas Emissions; Noise; and Public Health. In each of these technical areas, therefore, no further analysis is warranted and no significant adverse impacts are anticipated.

The potential for significant adverse impacts to Land Use, Zoning and Public Policy, Historic and Cultural Resources, Natural Resources, Hazardous Materials, Transportation, Neighborhood Character and Construction Impacts do exist and the scope of work for the review of the potential for environmental impacts in these technical areas are described below.

TASK 1. PROJECT DESCRIPTION (INCLUDING REASONABLE WORST CASE DEVELOPMENT SCENARIO)

The first chapter of the targeted EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter contains a project identification (brief description and location of the project); the background and/or history of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and gives the public and decision-makers a base from which to evaluate the project against both Action and No-Action scenarios. In addition, the description of No-Action conditions will discuss other expected actions and developments that could affect technical categories considered under CEQR. The project description will present the planning background and rationale for the proposed action.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

Zoning is not applicable to lands under the jurisdiction of NYCDPR. Additionally, the type of land use is not changing, as the area currently exists as parkland and will remain parkland in the future. This section of the EIS will consider the project's compatibility with existing public policy. The consistency and compatibility of the proposed project with State and City policies and programs will be evaluated. The area of the proposed action is within the City's coastal zone. Actions subject to CEQR, such as this proposal, that are within the designated boundaries of the coastal zone must be assessed for their consistency with the City's Local Waterfront Revitalization Program (LWRP). The City's LWRP program consists of 10 policies that address such issues as water dependent activities, flooding, erosion, natural resources, and water quality. The Land Use, Zoning, and Public Policy chapter of the EIS will evaluate the proposed action's compatibility with the 10 policies.

TASK 3. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Architectural resources generally include historically important buildings, structures, objects, sites and districts. Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods, such as burials, foundations, artifacts, wells, and privies.

According to the *2010 CEQR Technical Manual*, historic and cultural resources that may be impacted by proposed projects must be identified and evaluated to determine whether they possess historic significance as defined by the New York City Landmarks Law and the National Park Service. Within New York State, the National Park Service oversees the National Register of Historic Places in conjunction with the OPRHP. If proposed projects result in adverse impacts on significant historic and cultural resources, the lead agency, working in conjunction with the New York City Landmarks

Preservation Commission (LPC), OPRHP and consulting parties collaborate to devise methods to avoid adverse impacts. However, if adverse impacts are unavoidable, these agencies and parties would collaborate to devise a plan to mitigate adverse impacts.

A State/National Register-eligible historic district has been identified in the project area: The Cedar Grove Beach Club Historic District. The historic district is comprised of buildings and structures that contribute to the historic district and landscape elements. The proposed action anticipates the removal or adaptive reuse of several buildings, although the number has not yet been determined.

Consultation has been initiated by NYCDPR with OPRHP and LPC under CEQR. As a result, OPRHP has indicated that the proposed action could result in an adverse effect on the Cedar Grove Beach Club Historic District. In addition, OPRHP requested that a Phase I archaeological survey be conducted at the site.

A detailed analysis of the potential for significant impacts to historic and cultural resources will be prepared and presented in the Historic and Cultural Resources chapter of the EIS. The structural analysis of buildings, Phase 1 archaeological study and alternatives developed in consultation with OPRHP will be reviewed and the results as applicable will be incorporated into the EIS chapter. The Historic and Cultural Resources chapter of the EIS will include recommendations to mitigate adverse effects of the proposed action on the Cedar Grove Beach Club Historic District.

TASK 4. NATURAL RESOURCES

The *CEQR Technical Manual* defines natural resources as the City's biodiversity (plants, wildlife and other organisms), any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms, and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability.

The proposed action will involve the removal of structures and restoration of natural landscape and features. No dredging or construction would take place in-water. There may be additional pavement created as part of the project; however, the overall objective is to rehabilitate the beach environment. The project site contains wetlands, is located in a wetland buffer area and Coastal Erosion Hazard Area, and consists of maritime beach, dune, shrubland, and wooded wetland areas.

Because the project location includes natural resources and the project will change the landscaping and ~~modify the amount of pavement add a paved area~~, a natural resources assessment will be conducted as part of the targeted EIS. ~~Site descriptions of existing natural resources conditions for flora and fauna to be used in the EIS will be based on a literature search and field investigations of the site~~ will be based on a natural resource survey of the project site conducted in late spring/early summer of 2011, as well as the documentation discussed below.

The EIS will consist of the following tasks:

- Information from flora and fauna surveys will be used to identify the types of vegetation and habitats found on the site. Plant and animal species observed or likely to use the site will be identified and their abundance noted.
- Using text and graphics, and based on the site surveys and a literature review, habitats of the project site will be described.

- The results of information requests sent to the NYSDEC Natural Heritage Program, the U.S. Fish and Wildlife Service, the New York State Department of State, and the National Oceanic and Atmospheric Administration to obtain data on the presence or absence of protected species in the area will be used to determine if there are any threatened and endangered species within the project site. If any of these species or habitats are understood to occur on the project site, the size of the group, its range, and a description of the typical habitat will be provided.
- Any expected changes to the natural resources of the project site or surrounding area in the future without the proposed project will be described.
- Potential project impacts on habitats as well as plants and wildlife will be analyzed and described. This would include direct impacts such as the removal of vegetation or the displacement of wildlife.

TASK 5. HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that may be of concern on the project site include, but are not limited to asbestos and lead-based paints, heavy metals, ~~volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, hazardous wastes, radiation sources, etc.~~ For hazardous materials, the goal for CEQR is to determine whether the proposed project would increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. If significant adverse impacts are identified, CEQR requires that the impacts be disclosed and mitigated or avoided to the greatest extent practicable.

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* will be conducted for the project site to determine which areas require further assessment. The preliminary screening assessment will consist of visual or historical documentation of any of the past or current uses that might have affected (or are still affecting) the project site.

A Phase I Environmental Site Assessment (ESA) will be conducted for the project sites. Subtasks will include:

Review of Information Regarding Topographical and Subsurface Conditions

Appropriate United States Geological Society (USGS) topographical maps will be reviewed to ascertain the topography and drainage patterns. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties.

Acquisition and Review of Historical Land Use Data

Sanborn Fire Insurance Maps will be reviewed to develop a profile on the historical usage of the properties. If further historical investigation is required at individual lots, the review may include City Directories, historical maps and atlases, renovation information on the buildings, and tax assessor records.

Site Reconnaissance

The site reconnaissance will include the following activities:

- Visual inspection of the vegetation and surrounding property to look for stressed vegetation, disturbed topography, soil staining, surface water sheens, noticeable odors, and/or areas that have been excavated and refilled;
- Notation of surrounding properties to assess potential impacts on the subject property;
- Notation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris, if observed;
- Evidence of large electrical transformers and/or large capacitors on the subject property, if observed; and
- Evidence of underground storage tanks or aboveground storage tanks (USTs and/or ASTs) on the subject property, if observed; and
- Evaluation and Report of Findings

The data collected will be evaluated to assess the potential for environmental concerns at the project subject sites and potential environmental impacts from surrounding properties. Upon completion of the preliminary screening assessments for the project site, a summary of findings and conclusions will be prepared for inclusion in the EIS.

TASK 6. TRANSPORTATION

Task 6A: Traffic

The proposed action is expected to generate more than 50 additional (net) vehicular trips in the project study area during the peak hour. Therefore, the EIS will provide a detailed traffic analysis. The data collection effort would include two key study intersections on the approach route to the Cedar Grove Beach area: Mill Road and Ebbitts Street (signalized) and Cedar Grove Avenue and Ebbitts Street (stop-controlled).

As part of this effort, manual turning movement counts will be collected on two typical Saturdays during the midday (11:30 AM to 2:00 PM) and PM (4:00 to ~~6:30~~ 6:00 PM) peak periods, at both study intersections. A detailed roadway inventory will also be performed for all study intersections. This inventory includes all items needed to analyze traffic operations and capacity at the study intersections, including:

- Traffic flow directions and channelization features;
- Lane configurations and lane widths;
- Parking regulations;
- Special route designations, such as truck routes or snow emergency routes;
- Crosswalk lengths and widths;
- Turning prohibitions; and
- Traffic signal timing and phasing characteristics.

Official traffic signal timings plans will be obtained from the New York City Department of Transportation (NYCDOT) for use in the analysis. In addition, Automatic Traffic Recorder (ATR) counts will be conducted at two locations for a period of nine days. ~~One ATR location will be used to document daily traffic peaking patterns in the vicinity of the project site. The other ATR location will be at a site where recent summer counts have previously been obtained. The ATR counts gathered for this location would be compared to the earlier counts to derive a seasonal adjustment factor.~~

The following steps will be taken to analyze the traffic impacts of the proposed action:

Existing Baseline Traffic Volumes: The turning movement count data for the two peak periods will be summarized, and the weekend midday, and PM peak hours will be ~~seasonally adjusted~~ increased by a 10 percent seasonal adjustment factor, suggested by NYC DOT, to account for the increase in beach traffic during the peak summer season. ~~based on the ATR counts obtained.~~ Baseline traffic flow maps will be prepared showing the turning movement volumes during all three peak hours.

Existing Conditions Analysis: A traffic operations analysis will be conducted at each study intersection, for each peak hour, using the latest version of the *Highway Capacity Manual (HCM)*. Results of these analyses will provide a quantitative assessment of existing traffic operations, including levels-of-service (LOS), average delays, and volume-to-capacity (V/C) ratios that will be used to assess the performance of the roadway network in the vicinity of the proposed project site.

Future No-Action Conditions Analysis: Prior to the analysis of the “Action condition” (i.e., the future with the proposed project), a background analysis of future conditions *without* the proposed project must first be established for the project’s build year. This “No-Action” condition includes traffic growth from two components:

- General background growth attributable to regional traffic increases over time. General background growth is estimated by increasing existing volumes by a fixed percentage. Because the build year is within five (5) years, we propose to use a background growth rate of ~~0.5~~ one percent per year, as specified in the *CEQR Technical Manual* for Staten Island.
- Traffic generated by other future development projects (i.e., “soft sites”) expected to be completed and operating within the same build year as the proposed project. These projects will be identified in consultation with the Staten Island Office of the Department of City Planning and the NYCDOT. The trip generation for these soft sites will be estimated and assigned to the local street network.

In addition, any future planned or programmed transportation improvements expected to be completed by the build year (i.e., roadway improvements, new signalization, etc.), plus approved traffic mitigation measures from recently completed EISs, will be discussed with NYCDOT and incorporated into the future No-Action condition analyses, as appropriate.

Based on the projected future No-Action conditions traffic volumes, the traffic operations analyses will be repeated for all study intersections during each analysis peak hour to project traffic operations in the future build year *without* the proposed project.

Trip Generation, Distribution, and Assignment: To estimate the travel characteristics of employees, visitors, and service vehicles to the project site, we will review trip generation rates, arrival and departure patterns, mode splits, and vehicle occupancy rates for comparable land uses from recent EISs and input from NYC DOT. In addition, a geographic distribution pattern for future site-generated trips will be developed based on census data and/or existing traffic patterns. Based on the trip generation estimate and the estimated trip distribution pattern, the projected numbers of peak hour vehicle trips to be generated by the proposed redevelopment will be assigned onto the street network in the study area. These peak hour volumes will then be added to the projected future No-Action condition traffic volumes to arrive at the future “Action” condition traffic volumes. It is assumed that all traffic analyses will be based on the build year.

Future Action Conditions Analysis: Based on the projected future Action conditions traffic volumes, the traffic operations analyses will be repeated for all study intersections during each analysis peak hour to project traffic operations in the future build year *with* the proposed project.

Assessment of Projected Traffic Impacts: Based on the results of the No-Action and Action conditions traffic operations analyses, the traffic impacts of the proposed action will be assessed. The future No-Action condition will serve as the future baseline for evaluating the potential impacts of the proposed redevelopment project. Potential significant adverse traffic impacts will be identified based on the criteria contained in the *CEQR Technical Manual*.

Identify Mitigation Measures: Based on the identification of significant adverse traffic impacts, appropriate measures to mitigate these impacts will be investigated and tested for the build year. Typical measures for projects of this size may include:

- Adjustment of traffic signal timing and/or phasing sequences;
- On-street parking restrictions or prohibitions;
- Changes in intersection geometry and/or street directions;
- Installation of traffic signals; and/or
- Modification of site-access.

The least-costly and most easily-implemented solutions will be tested first, and depending on the need for further improvements, more complex and costly measures will then be considered.

Task 6B: *Parking*

To ascertain the existing on-street parking supply and demand in the vicinity of the proposed beach area, this study will include a survey of on-street parking utilization during the ~~morning (7:00 to 9:00 AM), midday (12:00 to 2:00 PM), and afternoon (4:00 to 6:00 PM) period on one weekday (the late evening period is critical because of the need for adequate overnight parking for residents in the vicinity of Great Kills Park/Cedar Grove Beach)~~ weekend day. The Parking assessment time periods have been revised since the Draft Scope of Work was released. Data collection for the parking assessment will occur during the weekend peak periods, in order to coincide with the weekend peak periods studied as part of the traffic assessment.

This survey will be conducted on the streets located within approximately ¼ mile of the proposed rehabilitated beach. These streets provide the most accessible parking for the proposed site. Data to be collected for the on-street survey will include parking regulations, legal parking supply, and observed number of parked vehicles. Based on the field data collected, the utilization of on-street parking will be calculated, relative to the available on-street parking supply, for each time period. One utilization observation will be made during each of the ~~four~~two time periods.

Future No-Action parking conditions will be projected taking into account future “soft sites” and anticipated background growth (as described above for Traffic). The projected future on-street parking utilization under the No-Action condition will then be calculated relative to the existing on-street parking supply.

Task 6C: *Transit*

A detailed transit analysis is usually not performed unless a proposed action generates 200 or more transit trips in a peak hour. It is expected that the trip generation for the proposed recreational area will

demonstrate that this threshold is unlikely to be exceeded. This section will discuss the trip generation as well as why no detailed analysis is required by the action.

Task 6D: Pedestrians

A detailed transit analysis is usually not performed unless a proposed action generates 200 or more pedestrian trips in a peak hour. It is expected that the trip generation for the proposed recreational area will demonstrate that this threshold is unlikely to be exceeded. This section will discuss the trip generation as well as why no detailed analysis is required by the action. A safety assessment will be conducted at both proposed study intersections, as per the 2010 CEQR Technical Manual, using the most recent available three-year crash data. The safety assessment will identify any crashes involving pedestrians and bicycles, as well as those involving vehicles.

TASK 7. NEIGHBORHOOD CHARACTER

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, zoning, public policy; socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. In a neighborhood character assessment under CEQR, the assessment considers how elements of the environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling. An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas presented above, or when the project may have moderate effects on several of the elements that define a neighborhood's character.

The Cedar Grove Beach area has a distinct character that has been often cited in support of its preservation. These elements are closely tied to the community's eligibility for historic designation and will be extensively covered in this chapter of the EIS. This chapter will reflect that work and will include observations of such features as the major existing uses, scale and types of buildings, and the relationship between traffic, noise, and the waterfront. Photographs will be used as supplemental information. Data gathered for other technical areas of the environmental assessment (in addition to cultural resources); such as land use, visual resources, ~~socioeconomics~~; will be used in identifying the neighborhood's characteristics.

TASK 8. CONSTRUCTION IMPACTS

The EIS will assess the potential for significant adverse impacts from construction related to the proposed project. The rehabilitation of the beach is expected to be completed in 2014. Typical construction equipment expected to be used includes, but is not limited to the following machinery: dump trucks, backhoes, pavers, and concrete mixers and pumps. Potential construction impacts related to the project are due to the presence of natural and historic resources in the project area, as well as potential for air quality, traffic and noise impacts from construction equipment. The targeted EIS will assess the potential for the proposed action to affect historic resources and the natural resources surrounding and on the project site. In addition, the EIS will review diesel emissions of trucks and construction equipment on site, as well as potential increases in emissions from adjacent roadways. Locations where dust from demolition might be a problem will be identified, along with methods for controlling fugitive dust problems. The EIS will also address the potential for noise and traffic impacts related to the proposed project.

TASK 9. MITIGATION

Where significant adverse project impacts have been identified in the targeted EIS, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agency. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 10. ALTERNATIVES

Under CEQR, a certifiable DEIS must demonstrate that all reasonable efforts have been made to avoid adverse environmental impacts. This requires that reasonable and plausible alternatives to the proposed action have been explored to determine if the goals of the proposed action could have been achieved with fewer negative effects on the environment. Specific alternatives have not been identified at this time. At this juncture, the most likely alternatives appear to be the "No-Action Alternative" and any alternatives developed in consultation between NYCDPR and OPRHP.

TASK 11. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed action:

- Unavoidable Adverse Impacts - which summarizes any significant adverse impacts that are unavoidable if the action is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the proposed action - which generally refer to “secondary” impacts of a proposed action that trigger further development.
- Irreversible and Irrecoverable Commitments of Resources - which summarizes the proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 12. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. The executive summary will be written in enough detail to facilitate the issuance of a notice of completion.