

A. INTRODUCTION

This chapter examines the proposed project’s consistency with respect to land use and land development trends, zoning regulations, and applicable public policy. This analysis describes current conditions with respect to these technical areas, identifies anticipated future changes that are expected to occur independent of the proposed project by the 2016 and 2036 analysis years, and then assesses any potential adverse impacts associated with the proposed project.

The project site fronts the Arthur Kill waterfront to the west and Richmond Avenue to the east. The project site is bisected by the West Shore Expressway. To the north is the William T. Davis Wildlife Refuge. The southern boundary is generally defined by Arthur Kill Road.

As discussed in Chapter 1, “Project Description,” the proposed project requires a number of City, State, and Federal land use and environmental approvals to implement the proposed park. With respect to local (City of New York) land use regulations, these include:

- Amendment to the City map to establish as parkland those portions of this project site that are not currently mapped as parkland;
- Amendment to the City map to eliminate unbuilt paper streets;
- Amendment to the City map to map a public space to serve as the right-of-way for the future vehicular road system, which entails demapping a small portion of the existing mapped parkland;
- A zoning map amendment to assign a zoning district (M1-1) to the areas being de-mapped as park and simultaneously mapped as public place.
- A zoning map amendment to vacate the NA-1 zoning where it currently exists on the site; and
- A zoning text amendment to remove “Fresh Kills Park” from Section 105-941 of the current zoning text.

At the State level, approvals that apply to the proposed project include potential amendments to the Consent Order governing landfill closure at the site and/or Part 360 landfill closure approvals for end use; permits for activities in tidal wetlands and adjacent areas, as well as protection of waters; and access to a State highway (Route 440). Federal approvals relate to constructing structures over or in navigable waterways or activities in wetlands as identified by U.S. Army Corps of Engineers (ACOE). Construction of the proposed signature bridge over Fresh Kills Creek would also require approval of the U.S. Coast Guard.

Additionally, because proposed park roads may pass through existing parkland, a State legislative action has been obtained for the alienation of parkland. After the actual routes of the roads have been determined, the remaining areas that were alienated, if any, would revert to parkland.

Overall, this analysis concludes that the proposed project would not result in significant adverse impacts with respect to land uses, zoning, and development trends in the area. As concluded in this chapter, the proposed park mapping would be compatible with the nearby zoning and mapped parklands. Additionally, the proposed project would not conflict with current public policy for the area. In fact, it would be consistent with City policy. The project would introduce park uses on the site of a former landfill and a large expanse of underutilized City land, which is well served by existing highways with opportunities for waterborne transport and extensions of mass transit access. Additionally, the proposed project would preserve wetlands and add 2,163 acres of new public space along the waterfront. For these reasons, the proposed project would not result in any significant adverse impacts related to land use, zoning, or public policy.

B. METHODOLOGY

This chapter identifies a study area where the land use effects of the proposed action are direct. The study area for this land use, zoning, and public policy analysis has been defined as the area within a ½-mile perimeter of the project site, which, according to the 2001 New York City Environmental Quality Review (CEQR) Technical Manual, is the limit of the area in which direct land use effects of a large project typically occur. In addition, a secondary study area has been identified to account for the indirect effects of projects that are expected to take place in the Future Without the Proposed Project. This chapter describes existing conditions on the project site and within the primary study area with respect to land use, zoning, and public policy; analyzes the Future Without the Proposed Project; and addresses any impacts to land use, zoning, and public policy that the project may have.

C. EXISTING CONDITIONS

LAND USE

PROJECT SITE

Blocks and Lots

The project site is an approximately 2,163-acre parcel of City-owned land located entirely within the City's coastal zone, and within either the New York City Department of Sanitation (DSNY), New York City Department of Environmental Protection (DEP), or New York City Department of Parks and Recreation (DPR) jurisdiction. The site encompasses the New York City Tax Blocks and Lots shown on Figure 2-1 and listed in Table 2-1.

Land Use

The project site has an extensive infrastructure system that is managed by DSNY. Much of the infrastructure that keeps the landfill safe and facilitates its closure will be mapped as parkland, because it is essential to the safe and eventual transformation of the landfill into a park, although it cannot be made publicly accessible for reasons of safety and security. This includes piping to collect landfill gas and leachate, a leachate treatment plant, a landfill gas recovery facility and accessory buildings and parking. Other DSNY structures, such as the Staten Island Districts 2 and 3 garages and the borough repair shop, will continue to be used to perform primarily DSNY operations and, therefore, would not be included within the proposed park mapping.

**Table 2-1
Project Site Blocks and Lots**

Block	Lots	Jurisdiction*
2520	1 (portion)	DSNY/DPR
2600	100 (portion)	DPR
2649	1	DSNY
2650	1	DSNY
2651	1	DSNY
2652	1	DSNY
2665	20	DEP/DPR
2685	1	DSNY
2725	1	DPR
5804	1	DPR
5804	325	DPR
5804	340	DPR
5900	100 (portion)	DSNY
5900	500 (portion)	DSNY
5965	500	DSNY
6169	37 (portion)	DSNY
6169	103	DPR
6169	200	DSNY

Notes: See Figure 2-2.
 * Department of Sanitation (DSNY); Department of Parks and Recreation (DPR); Department of Environmental Protection (DEP).
 The above listing does not reflect those portions of land that are currently part of the Fresh Kills landfill but outside the project site and would remain with DSNY.
Source: DPR, February 2008.

The following DSNY facilities currently at Fresh Kills are to remain operational and are therefore outside the area of the proposed park mapping:

- Staten Island Waste Transfer Station;
- District 2 and 3 garages;
- Borough repair shop;
- Yard Waste Compost Facility; and
- Crushing and screening facility.

Large portions of the site are covered with vegetation, and the project area includes the following natural areas: the Little Fresh Kill, Great Fresh Kill, Richmond Creek, and Main Creek waterways. Approximately 210 acres of the site are waterways. The site also contains extensive wetlands totaling approximately 360 acres of tidal and freshwater wetlands. A more detailed description of the natural communities at the site is provided in Chapter 10, “Natural Resources.”

STUDY AREA

The study area consists primarily of open space (City parks and wildlife preserves), and commercial, residential, and industrial uses (see Figure 2-2). The West Shore Expressway, a major north-south state highway connecting the west shore of Staten Island, runs through the site and divides the east and western portions of the site. To the west, the ½-mile study area extends into the Arthur Kill.

The northern portion of the project site is bordered by the William T. Davis Wildlife Refuge and the low-density residential community of Travis. The William T. Davis Wildlife Refuge

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connects with the project site along Main Creek. The Travis neighborhood lies west of the William T. Davis Wildlife Refuge, and is a low-density residential neighborhood with a mix of institutional and commercial uses. There are also a number of vacant lots in this area, which is unlike the residential communities to the east and south, which are mostly built-out. On the eastern portion of Travis is Schmul Park, an 8.48-acre open space that provides passive as well as active recreational facilities. Schmul Park connects with the project site on the east. North of Travis is the Staten Island neighborhood of Chelsea, and the neighborhood of Heartland Village is just northeast of the wildlife refuge. These residential neighborhoods are a mix of mostly low-density residences attached and semi-attached homes, as well as single-family homes.

North of the project site along the waterfront of the Arthur Kill is industrial land, most of which is vacant or underused. Also north of the project site, across Little Fresh Kill, is the site of the Staten Island Waste Transfer Station.

To the south, the project site is framed by Arthur Kill Road. South of the road are the Arden Heights and Greenridge residential neighborhoods as well as Arden Heights Woods Park. Along Arthur Kill Road there are a number of outparcels that include institutional uses, a small commercial mall, and a gas station/warehouse complex at the intersection of Arden Avenue and Arthur Kill Road. North of the gas station are the Owl Hollow park soccer fields (evaluated in a separate Environmental Assessment Statement), soon to be under construction. The two residential neighborhoods of Arden Heights and Greenridge are almost entirely composed of low-density residential uses (detached and attached units). There are limited commercial uses that support the local neighborhood.

To the east, the site is bounded by Richmond Avenue, and across Richmond Avenue from the site is the Staten Island Mall, a large regional shopping mall and one of the largest retail centers on Staten Island, which contains approximately 1.2 million square feet of commercial retail space. Farther east, the land use patterns turn again into a residential community. P.S. 58 is located to the east of the mall. Along the west side of Richmond Avenue is an outparcel of light industrial/commercial uses as well as the New York City Police Department (NYPD) substation. To the south of the Mall is LaTourette Park. The park in its entirety is about 500 acres; however, only a small portion of the park is located within the study area. LaTourette Park is part of the larger Staten Island Greenbelt, which is an extensive system of interconnected parks that extend across central Staten Island and include LaTourette Park, Willowbrook Park, and High Rock Park. Also in this area is the former Brookfield Landfill; the New York City Department of Environmental Protection (DEP) is performing a remediation of this landfill property.

The southern portion of the study area also includes the South Shore Public Golf Course, as well as a portion of the residential neighborhood of Rossville.

ZONING

PROJECT SITE

As shown in Figure 2-3, the project site is a mix of underlying zoning districts, comprising M3-1, M1-1, and R3-2 districts and two overlying special districts, NA-1 (Natural Area) and Special South Richmond Development District (SRD). M3-1 is a manufacturing district designed to accommodate heavy industrial uses that can involve noxious activities. While M3-1 districts have minimum performance standards, they are the least restrictive of the City's zoning districts. The maximum floor area ratio (FAR) in this district is 2.0. Residential, community facility, and park uses are not permitted in M3-1 districts.

M1-1 is a manufacturing district that is intended to serve as a buffer between M2 or M3 districts and is often mapped adjacent to residential or commercial districts. Light industries typically found in M1 districts include auto storage and repair shops, and wholesale service and storage facilities. Residential uses are not permitted in M1-1 districts, but certain community facilities such as hospitals are allowed only by special permit. The maximum FAR in M-1 districts is 1.0.

The eastern portion of the project site includes an R3-2 district (see Figure 2-3). R3-2 districts are general residence districts that allow various housing types, including low-rise attached houses, small multi-family apartment houses, and detached and semi-detached one- and two-family residences. R3-2 is the lowest density zoning district in which multiple dwellings are permitted. The maximum FAR in R3-2 districts is 0.5. However, this FAR may be increased by an attic allowance of up to 20 percent for the inclusion of a space beneath a pitched roof.

The portion of the project site west of the West Shore Expressway is also within the SRD (see Figure 2-3). This district was established in 1975 to guide development in the southern portion of Staten Island. Stricter development rules within this district were established in response to the rapid growth of this area and to ensure that the provision of public infrastructure kept pace with new development. The special district mandates tree preservation and planting requirements, controls changes to the topography, establishes special building height and setback limits, and designated open spaces to be left in a natural state for the purposes of creating an open space network that includes public parks and waterfront esplanades. In addition, the City Planning Commission Chair must certify that sufficient school capacity exists to accommodate any new residential development before a building permit can be issued in areas that are not fully developed.

Additionally, the portion of the site east of the West Shore Expressway, generally composed of the wildlife refuge and creek areas, is within the NA-1 (see Figure 2-3). The purpose of this special district is to guide new development and site alterations with the purpose of preserving the unique natural characteristics, such as forests, rock outcrops, steep slopes, creeks, and a variety of botanic and aquatic environments. In these districts, the City Planning Commission reviews proposals for all new development, enlargements, and site alterations to determine if they comply with these objectives. In this review it must be determined that natural features are protected by limiting modifications in topography, preserving tree, plant, and marine life, and natural water courses, and encouraging clustered development. In addition to the project site, the NA-1 district on Staten Island encompasses the areas of Emerson Hill, Dongan Hills, Todt Hill, Lighthouse Hill, and the central wetlands of the island.

STUDY AREA

The ½-mile study area includes M1-1 M2-1, M3-1, R3-1, R3-2, R3-A, R5, C4-1, and C8-1 zoning districts. M1-1 and M3-1 manufacturing district regulations are described above. M2-1 zoning districts provide a transition zone between light and heavy industrial areas. Performance standards in M2 districts are less restrictive than M1 districts, and industrial activities do not have to be fully enclosed. The maximum FAR in M2-1 districts is 2.0.

R3-1 residential districts are the lowest density districts that allow semi-detached one-and two-family residences as well as detached homes. The maximum FAR of 0.5 can be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. As described above, R3-2 districts are general residence districts that allow various housing types, including low-rise attached houses, small multi-family apartment houses, and detached and semi-detached one- and two-family residences. The zoning district primarily covers the Arden Heights

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neighborhood to the south and the Heartland neighborhood to the northeast. Similar to R3-1 districts, the maximum FAR of 0.5 can be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. R3-A zoning districts are made up of single- and two-family detached residences on narrow zoning lots, where the maximum FAR of 0.5 can be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. R5 districts allow a variety of housing types at a higher density than R3-2 districts. The maximum FAR of 1.25 typically results in three-story attached houses and small apartment houses. This zoning district covers the Travis area.

C4-1 commercial districts are mapped in outlying areas that require large amounts of parking. The maximum commercial FAR for C4-1 areas is 1.0, and the maximum residential FAR is 1.25. C8-1 districts usually bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that require large amounts of land. Housing is not permitted in C8-1 districts and the maximum FAR is 1.0.

PUBLIC POLICY

FRESH KILLS DRAFT MASTER PLAN (2006)

Fresh Kills Park: Lifescape, the Draft Master Plan (DMP) for the development of a 2,200-acre park on the Fresh Kills Landfill site, was released in April 2006 and outlines the major public policy initiatives applicable to the project site and surrounding study area. The DMP outlines the proposed redevelopment of the landfill into a park in two stages over a period of approximately 30 years (see also Chapter 1, “Project Description”).

PLANYC 2030 (2007)

Released by the City in April, 2007, this 127-point plan was prepared to create an environmentally sustainable city over the next two decades. PlaNYC focuses on the many facets of New York’s physical environment—its transportation network, housing stock, land and park system, energy network, water supply and air quality—and sets a course to achieve 10 goals to create a more sustainable New York by the year 2030. Specific goals of the plan include:

- Create enough housing for almost a million more people, and find ways to make housing more affordable.
- Ensure that every New Yorker lives within a 10-minute walk of a park.
- Add to the capacity of New York City’s regional mass transit system.
- Develop critical back-up systems for New York City’s water network, ensuring a dependable source of water.
- Reach a full "state of good repair" for New York City’s roads, subways, and rails.
- Provide cleaner, more reliable power by upgrading New York City’s energy infrastructure.
- Reduce New York City’s global-warming emissions by more than 30 percent by 2030.
- Achieve the cleanest air quality of any big city in America.
- Clean up all contaminated land in New York City.
- Open 90 percent of New York City’s rivers, harbors, and bays for recreation by reducing water pollution and preserving natural areas.

NEW YORK CITY COMPREHENSIVE WATERFRONT PLAN (1992)

In 1992, the New York City Department of City Planning's (DCP) released the *New York City Comprehensive Waterfront Plan* with respect to the study area, that recommended that the City explore the establishment of a natural resource management and research program for the Northern Arthur Kill area, which is just outside of the study area to the north; continue efforts to acquire land in sensitive natural areas for wildlife preservation; develop City-owned property in environmentally sensitive areas including site controls to minimize adverse environmental effects; develop land use controls to guide industrial development on private land so as to protect drainage corridors and natural features; and work with the Soil and Water Conservation Board to develop buffer and non-point runoff guidelines for the Staten Island Special Natural Waterfront Area (SNWA) (see also Chapter 12, "Waterfront Revitalization Program").

PLAN FOR THE STATEN ISLAND WATERFRONT (1994)

DCP's 1994 *Plan for the Staten Island Waterfront* identified City policies for the project site and in the ½-mile study area. That plan recommended that the northwestern section of Staten Island, including parts of the project site, be designated a Special Natural Waterfront Area (SNWA). These designated areas include the tidal marshes of Main, Springville, and Richmond Creeks and the Isle of Meadows at Fresh Kills; the 80-acre Pralls Island; Chelsea and Merrell's Marshes and Sawmill Creek; Old Place Creek and Goethals Bridge Pond, and 50 acres of Shooter's Island. On Raritan Bay, Lemon Creek, a tidal, estuarine and freshwater wetland system, is also a Significant Coastal Fish and Wildlife Habitat. The plan called for protecting these and other ecologically important tracts of land through acquisition, transfer to the New York City Department of Parks and Recreation or the New York City Department of Environmental Protection, and revision of Waterfront Revitalization Program policies (see also Chapter 12, "Waterfront Revitalization Program").

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM (1999)

As described in detail in Chapter 12, "Waterfront Revitalization Program," the project site is located in the New York Coastal Zone, and within a designated SNWA that includes tidal wetlands. There are freshwater wetlands just outside of the project site to the northwest and northeast. The City's Waterfront Revitalization Program calls for public investment within SNWAs that focus on habitat protection and enhancement and discourages activities that conflict with natural habitat functions. The project site also includes a designated Significant Coastal Fish and Wildlife Habitat which encompasses the Fresh Kills and Richmond Creek.

2006 NEW YORK STATE OPEN SPACE CONSERVATION PLAN

The 2006 New York State Open Space Conservation Plan, issued by the New York State Department of Environmental Conservation (NYSDEC), was developed to guide open space conservation efforts statewide. It identifies the priority conservation projects, makes a series of policy and program recommendations, and details the tools and strategies that are available to the state and its conservation partners to conserve the natural environment. The plan identifies the Harbor Herons Wildlife Complex, which includes the Isle of Meadows and Little Fresh Kills on the project site, as a priority conservation area.

STATEN ISLAND GROWTH MANAGEMENT PLAN/LOWER DENSITY GROWTH MANAGEMENT TEXT AMENDMENTS

In July 2003, the Staten Island Growth Management Task Force (Task Force) was formed by the Mayor's office to examine issues of overbuilding and development on Staten Island. The Task Force consists of elected officials, City agency commissioners, and representatives of civic and other groups with a direct stake in the future of Staten Island. The Task Force prepared a report—the Staten Island Growth Management Task Force Final Report (December 2003)—which contained a number of proposals to address patterns of development and neighborhood character as well as recommendations for improving commercial and residential development on Staten Island. In August 2004, the City Council adopted the Lower Density Growth Management Text Amendments, which had been proposed by the Task Force. These zoning changes apply to yard and open space requirements, parking provisions, and to private road developments (see the discussion above) and were approved in 2005.

STATEN ISLAND WEST SHORE LAND USE AND TRANSPORTATION STUDY

DCP's Staten Island West Shore Land Use and Transportation Study, which covers approximately 5,700 acres of predominantly manufacturing-zoned land extending from Howland Hook to Charleston, encompasses the project site and the surrounding study area. A study has been underway since 2005 that aims to develop a community-based vision and establish a planning framework to guide land use and transportation decision-making in this area in a way that supports existing businesses, preserves open space and natural features, improves access to the waterfront, and promotes recreational opportunities (see also "Future Without the Proposed Project," for the next steps in this study).

EMPIRE ZONES

Just north of the ½-mile study area is a portion of the West Shore Empire Zone. Empire Zones (EZs) are areas designated throughout New York State to offer special incentives that encourage economic and community development, business investment, and job creation. Businesses locating and expanding in EZs can be eligible for sales tax exemption, property tax credits, and business tax credits. The West Shore EZ, designated in 2001, covers approximately 700 acres in the Bloomfield, Mariners Harbor, and Chelsea areas of Staten Island.

BLOOMFIELD IN-PLACE INDUSTRIAL PARK (STATEN ISLAND CORPORATE PARK)

The In-Place Industrial Park (IPIP) program was launched by the City in 1980 to strengthen the city's established industrial neighborhoods by making them attractive locations for businesses by providing benefits such as marketing services and energy discounts. The Staten Island Corporate Park, an IPIP located just north of the ½-mile study area, is administered by the Staten Island Economic Development Corporation. The New York City Industrial Policy released by the Mayor's office in January 2005 envisions the creation of Industrial Business Zones (IBZs) that will replace the City's IPIPs. In May 2006, the Mayor's Office for Industrial and Manufacturing Businesses (IMB) established 16 IBZs within the City; no IBZs are located in Staten Island.

D. THE FUTURE WITHOUT THE PROPOSED PROJECT: 2016 AND 2036

INTRODUCTION

Provided below is a description of the future without the proposed project for the 2016 and 2036 analysis years. The section begins with a description of boroughwide population growth that is anticipated through the two analysis years (a more detailed description of this growth is provided in Chapter 3, “Socioeconomic Conditions”). This is followed by a brief description of each of the plans, studies, and proposed projects that have been identified for the study areas (the ½-mile study area and the secondary study area). Information in this section is provided based on research as well as interviews with public agencies. The studies and projects that are underway or anticipated through 2016 and 2036 are listed in Table 2-2 below and shown in Figure 2-4. As described below, there are a number of street improvement studies and projects proposed for the area, including those proposed by both the New York State Department of Transportation (NYSDOT) and the New York City Department of Transportation (NYCDOT). In addition, DSNY is expected to complete the closure of the two landfill sections now undergoing final closure, specifically Landfill Section 6/7 (expected to be closed in multiple phases between 2007 and 2010) and Landfill Section 1/9 (expected to be closed in multiple phases by 2016.) In addition, a number of privately sponsored projects are proposed. A more detailed description follows.

**Table 2-2
Projects and Proposals for the Study Area: 2016 and 2036 Analysis Years**

Map #	Project	Project Sponsor	Program	Build Year	
				By 2016	By 2036
Within Primary (1/2-mile) Study Area					
1	West Shore Expressway Access Improvement Project (PINXO96.18)	NYSDOT	Highway improvements	Yes	Yes
2	Korean War Veterans Ramp Terminus Project (P.I.N.X349.13)	NYSDOT	Highway study	N/A	N/A
3	Southern Staten Island Traffic Study (P.I.N. X096.23)	NYSDOT	Traffic study	N/A	N/A
4	NYSDOT Arthur Kill Road Park-and-Ride	NYPD Facility, NYSDOT	Construction of park-and-ride lot and NYPD facility	Yes	Yes
5	Arthur Kill Road Improvement Projects	NYCDOT	Street improvement study underway	N/A	N/A
6	Victory and Travis Boulevard Improvement Project (Capital Project HWRC028)	NYCDOT	Street improvement project	Yes	Yes
7	West Shore Light Rail Project (not indicated in Figure 2-4)	PANY/NJ, MTA/SIED C	Construction of light rail	N/A	N/A
8	Fresh Kills Landfill Closure Construction	DSNY	Landfill closure construction	Yes	Yes
9	Owl Hollow Park Soccer Fields (CEQR No. 06DPR003R)	NYCDPR	Construction of soccer fields	Yes	Yes
10	Schmul Park Improvements	NYCDPR	Park improvements	Yes	Yes
11	Brookfield Landfill Closure Plan	NYCDEP	Landfill closure	Yes	Yes
12	Staten Island Waste Transfer Station	DSNY	Waste transfer station	Yes	Yes
13	Greenway/Bikeway Trails Plan (see Figure 17-6 in Chapter 17))	NYCDPR/ NYCDOT	Greenway and bikeway plans	N/A	N/A
14	West Shore Land Use and Transportation Study	NYCDOP	Land use and transportation study	N/A	N/A
15	L.A. Fitness	Private	Health club	Yes	Yes
16	Costco Expansion at 2975 Richmond Avenue	Private	Retail expansion	Yes	Yes
17	Holiday Inn Express and one other hotel	Private	Holiday Inn Express expected to have 90 rooms, and other hotel of similar size	Yes	Yes
18	Victory Estates	Private	100 dwelling units	Yes	Yes
19	Wainwright Avenue Residential Development	Private	16 dwelling units	Yes	Yes
20	Presentation Convent Residential Development	Private	76 dwelling units	Yes	Yes
21	Con Edison Transmission Line (not indicated in Figure 2-4)	Private	Private utility transmission line	Yes	Yes
22	Richmond Hill Road Project	NYCDOT	Road improvement study	N/A	N/A
23	Forest Hill Road Improvements Project	NYCDOT	Road improvement study	Yes	Yes
24	New Springville Greenway see Figure 17-6 in Chapter 17)	NYCDPR	New greenway segment	Yes	Yes

Table 2-2 (cont'd)
Plans, Studies, and Projects for the Study Area: 2016 and 2036 Analysis Years

Map #	Project	Project Sponsor	Program	Build Year	
				By 2016	By 2036
Within Secondary Study Area					
25	Goethals Bridge Replacement Project	PANY/NJ	Bridge replacement	Yes	Yes
26	Richmond Roadway Improvement Study	NYCDOT	Roadway improvement study	--	--
27	Staten Island Police Precinct Project	NYPD	Construction of new precinct	Yes	Yes
28	Charleston Bus Annex	NYCT/MT A	Construction of bus annex	Yes	Yes
29	Charleston Development (including Fairview Park)	NYCEDC	Mixed use development including a park	Yes	Yes
30	Howland Hook Port Facility Dredging and Arthur Kill/Kill van Kull Channel Deepening	ACOE	Port dredging and channel deepening	Yes	Yes
31	The Tides at Charleston Residential Development	Private	190 dwelling units	Yes	Yes
32	Kreischer Houses	Private	130 dwelling units	Yes	Yes
33	Veterans Road West Retail Center	Private	Retail construction	Yes	Yes
34	Gateway Cathedral Parking Area Expansion	Private	Parking expansion	Yes	Yes
35	3035 Arthur Kill Road Mixed-Use Office and Retail Project	Private	Office and retail construction	Yes	Yes
36	Hampton Inn Staten Island at 1120 South Avenue	Private	106 rooms	Yes	Yes
37	Seaview Senior Housing	Private	515 dwelling units	Yes	Yes
38	West Shore Lowe's Construction	Private	Retail construction	Yes	Yes
39	Elvira Court Residential Development	Private	12 dwelling units	Yes	Yes
40	Rockland, Beard, Monahan Residential Project	Private	122 dwelling units	Yes	Yes
41	Drumgoole Road/Bradford Avenue Residential Development	Private	32 dwelling units	Yes	Yes
42	Amboy at Bloomingdale Road Residential Project	Private	44 dwelling units	Yes	Yes
43	Brookside Loop Residential Development	Private	80 dwelling units	Yes	Yes
44	AME Zion Senior Housing	Private	119 dwelling units	Yes	Yes
45	Sharrots Road/Carina Loop Residential Development	Private	49 dwelling units	Yes	Yes
46	Page Avenue Retail	Private	28,000 sf of retail	Yes	Yes
47	4864 Arthur Kill Road Retail	Private	Small- or mid-size retail construction	Yes	Yes
48	Visy Paper Expansion—4435 Victory Boulevard	Private	Manufacturing expansion	Yes	Yes
49	YMCA	Private	Expansion of existing facility	Yes	Yes
50	Marsh Avenue School Project (under construction)	NYCDOE	1,650 seat Intermediate/High School	Yes	Yes
51	Rockland Avenue and Manor Road Improvement Project (HWR1160) (not indicated in Figure 2-4)	NYCDOT	Road improvements	N/A	N/A
52	Woodrow Road Improvement Project (HWR890) (not indicated in Figure 2-4)	NYCDOT	Road improvements	N/A	N/A
53	Bloomingdale Road Improvement Project (HWR919) (not indicated in Figure 2-4)	NYCDOT	Road improvements	N/A	N/A

Notes: NA = No anticipated build year at this time.

Sources: West Shore Expressway Access and Safety Improvements Final Expanded Project Proposal, NYCDOT (May, 2004); Korean War Veterans Ramp Terminus Project P.I.N.X349, NYSDOT (February, 2004); Widening of Victory Boulevard and Travis Avenue EAS, NYCDCC Project No. HWQP168 (June 2006); DSNY 2005 Annual Report, DSNY (2005); Richmond Roadway Improvement Project, Final Scoping Memorandum, NYCDOT (July 2004); Southern Staten Island Traffic Study, P.I. N.X096.23, TSM Recommended Intersection Improvements, NYSDOT Region 11 (April 30, 2007); Forest Hill Road Widening Draft EAS, NYCDCC (Oct. 2006); New York City Department of City Planning; New York City Department of Environmental Protection website (www.nyc.gov/html/dep/); West Shore Expressway Access Improvement Study, NYSDOT (May 2003); Owl Hollow Park EAS, NYCDPR, (June 2006); L.A. Fitness EAS, AKRF (2006); Staten Island Advance; Charleston Bus Annex EA, NYCT (January 2007); Staten Island: Economic Development and the State of the Borough Economy, New York State Office of the State Comptroller (March 2005); 2006 NYC Cycling Map, NYCDPR (2006); New York City Economic Development Corporation website (www.nycedc.com); Staten Island Economic Development Corporation website (www.siedc.net); New York City Department of Design and Construction website (www.nyc.gov/html/ddc/home.html); Goethals Bridge Environmental Impact Statement website (www.goethalseis.com).

BOROUGHWIDE POPULATION GROWTH PROJECTIONS

Staten Island is the City's fastest growing borough. Growth projections developed by DCP show that Richmond County, between 2000 (the last year of the Census) and the year 2030 has a projected population increase of 24.4 percent, the greatest rate of growth for any City borough (see Table 2-3). Based on population projections developed by DCP, between 2000 and 2010 the

Table 2-3

Projected Total New York City Population Growth by Borough, 2000-2030

	2000	2010	Percent Change 2000-2010	2016	2020	Percent Change 2010-2020	2030	Percent Change 2020-2030	2036
NYC	8,008,278	8,402,213	4.9	8,578,659	8,692,564	3.5	9,119,811	4.9	9,387,933
Bronx	1,332,650	1,401,194	5.1	1,412,964	1,420,277	1.4	1,457,039	2.6	1,479,769
Brooklyn	2,465,326	2,566,836	4.1	2,603,798	2,628,211	2.4	2,718,967	3.5	2,776,065
Manhattan	1,537,195	1,662,701	8.2	1,702,606	1,729,530	4.0	1,826,547	5.6	1,887,919
Queens	2,229,379	2,279,674	2.3	2,349,432	2,396,949	5.1	2,565,352	7.0	2,673,097
Staten Island	443,728	491,808	10.8	507,152	517,597	5.2	551,906	6.6	573,761
½-mile Study Area	30,354	33,632	10.8	34,682	37,674	5.2	40,160	6.6	40,433
Note: See Chapter 3, "Socioeconomic Conditions," for methodology used in determining the ½-mile study area population. Source: "New York City Population Projections by Age/Sex and Borough, 2000-2030," New York City Department of City Planning, December 2006.									

population is expected to increase from approximately 444,000 to 492,000, or by 10.8 percent. Growth is then projected to level off to 5.2 percent in the decade between 2010 and 2020; however, the borough is expected to grow 6.6 percent in the following decade, with its population reaching approximately 552,000 in 2030.¹ Applying the expected growth rates for the borough to the study area, the population within the ½-mile study area is expected to increase to approximately 35,000 by 2016, and 40,500 by 2036.

2016

LAND USE

Project Site

Fresh Kills Landfill Closure Construction and Post Closure Monitoring and Maintenance.

Absent the proposed project, it is anticipated that the project site would remain as the Fresh Kills Landfill undergoing final closure through the completion of final closure construction. Figure 2-5 shows a preliminary closure construction phasing for Landfill Section 6/7. Completion of closure construction would follow at Landfill Section 1/9. No other activities with the exception of the ongoing implementation of the environmental monitoring and maintenance programs related to Fresh Kills Landfill and implemented by DSNY is expected on the project site through the 2016 and 2036 analysis years. A detailed description of the closure plan is presented in Chapter 1, "Project Description."

Study Area

Described below are the No Build projects that are expected in the ½-mile study area. As described in greater detail, the No Build projects include a significant number of highway improvement projects for the area, including those proposed by NYSDOT (West Shore Expressway, Korean War Veterans Parkway). There are also numerous projects proposed by NYCDOT for City streets. These proposed improvements are largely expected to be completed by 2016.

¹ "New York City Population Projections by Age/Sex and Borough, 2000-2030," New York City Department of City Planning, December 2006.

No Build Projects: ½-mile Study Area

West Shore Expressway Improvement Study. The West Shore Expressway, also referred to as Route 440, is a four-lane, limited-access highway running north-south along the West Shore of Staten Island and extending from the Staten Island Expressway/Goethals Bridge Connection on the north to the Korean War Veterans Parkway/Outerbridge Crossing connection on the south. The WSE provides a link for express traffic between these two connections and serves local residential, commercial, and industrial traffic. The West Shore Expressway is under the jurisdiction of NYSDOT.

NYSDOT has been examining safety and access improvements along the West Shore Expressway as part of the *West Shore Expressway Access and Safety Improvements Final Expanded Project Proposal (West Shore Expressway Proposal)* [D01574, P1NX096.18] (NYSDOT, May 2004). That study examines potential improvements within six study areas identified as South Avenue, Victory Boulevard, Arden Avenue, Arthur Kill Road, Bloomingdale Road, and Korean War Veterans Parkway.

A 1994 study undertaken by NYSDOT (the Staten Island Arterial Needs Study) identified then current and projected improvements needed along both the Staten Island Expressway and the West Shore Expressway. The determination of needs for the West Shore Expressway grew out of the examination of needs along the Staten Island Expressway.

The stated goals of the West Shore Expressway Proposal are as follows:

- Improve traffic on the local street network adjacent to and crossing the West Shore Expressway;
- Reduce express traffic vehicle miles traveled on the local traffic network;
- Provide a transportation system that addresses existing operational problems on the local street network adjacent to and crossing the West Shore Expressway;
- Provide transportation system improvements that address future growth and development in Staten Island that affects the West Shore Expressway;
- Implement alternatives within a near-term time frame; and
- Minimize socioeconomic and environmental impacts.

As part of this effort, NYSDOT analyzed a variety of options for each of the analysis segments. An additional supplement to this effort was an analysis of the Korean War Veterans Parkway interchange (see the discussion below). The analysis also recognizes the NYSDOT coordination efforts with the Fresh Kills Master Plan and the DPR Owl Hollow project.

A number of alternatives were evaluated for the West Shore Expressway and a “partial build” alternative (Alternative 4) was determined to be the “strongest” of the alternatives. This is an alternative that provides safety, access, and operational improvements, while minimizing environmental impacts. The estimated construction cost for this alternative was \$25 million. It includes elements of transportation systems management, the modification of ramps, new service road connections, and potential new traffic signals. Among the new service roads under consideration were connections between Rossville Avenue and Arthur Kill Road, Arthur Kill Road and Arden Avenue, and Victory Boulevard and South Avenue.

The segments of the West Shore Expressway Proposal that are directly relevant to the proposed park project are the:

- Arthur Kill Road Study Area (which extends from Rossville Avenue to Arthur Kill Road);

- Arden Avenue Study Area (which extends from Arden Avenue to just north of Muldoon Avenue); and
- Victory Boulevard Study Area (which extends from just south of Wild Avenue to Meredith Avenue).

For the segment between Arthur Kill Road and Muldoon Avenue (northbound) the West Shore Expressway Proposal (Alternative 4) recommended the following:

- Construction of a new ramp northbound service road between Arthur Kill Road and Arden Avenue;
- Installation of a new signal at the intersection of Arden Avenue and the proposed new service road;
- Construction of a new service road northbound (north of Arden Avenue) and ramp connection to the West Shore Expressway.
- Improved signal timing and signage and markings at the intersection of Arthur Kill Road and Huguenot Avenue;
- Signal timing changes at the Arthur Kill Road and Arden Avenue intersection;
- A new signal at the intersection of Arthur Kill Road and Veterans Road East (a.k.a., West Shore Expressway northbound service road).

For the segment between Muldoon Avenue and Arthur Kill Road (southbound), the West Shore Expressway Proposal (Alternative 4) recommended the following:

- A new traffic signal at the intersection of the southbound service road and Arden Avenue intersection;
- Improved superelevations in the curve just below Arden Avenue;
- New signage and adjusted signal timing at the intersection of Arthur Kill Road and the southbound service road.

In the Victory Boulevard Segment (Wild Avenue to South Avenue), the West Shore Expressway Proposal (Alternative 4) recommended the following in the northbound portion:

- Improved superelevations and signage in the northbound service road between the West Shore Expressway exit (north of Wild Avenue a.k.a. Glen Street) and the intersection with Victory Boulevard;
- A new exit and ramp connection from the West Shore Expressway to Meredith Avenue with a signal at the intersection of Meredith Avenue and the proposed new ramp; and
- North of Meredith Avenue, a new ramp connection to the existing Glen Street.

In the southbound direction within this segment, the following improvements were proposed:

- Signal adjustments and signage in the southbound ramp connection from the West Shore Expressway to Victory Boulevard.

As described above, the proposed improvements to the West Shore Expressway are extensive. The segments are also in various phases of design. At this time, NYSDOT has only defined a Build year and project for the segment of the northbound service road between Arthur Kill Road and Arden Avenue; this segment is expected to be completed by 2016, and is described in greater detail in Chapter 16, “Traffic and Parking.”

Korean War Veterans Parkway Ramp Terminus Project. The Korean War Veterans Parkway Ramp Terminus Project [PINX349] (NYSDOT, February 2004) is a proposal to improve vehicular circulation at the northern terminus of the Korean War Veterans Parkway where it connects with the local street network. Specifically, the purpose of the proposal is to reduce traffic congestion at the interchange and connections of the Parkway with Arthur Kill Road and Richmond Avenue. It was determined through this study that these connections could be achieved by providing ramps directly from the Parkway to Richmond Avenue or new at-grade connections between the Parkway at Richmond Avenue and the Parkway at Arthur Kill Road. Also under consideration were pavement and bridge improvements.

As a result of this study, two alternatives were deemed favorable:

- Alternative 4—which involves a flyover ramp from the Parkway northbound to northbound Richmond Avenue; an at-grade entrance from southbound Richmond Avenue to the southbound Parkway, a clover leaf on-ramp from Arthur Kill Road to the Parkway, and operational/geometric improvements at selected intersections.
- Alternative 5—which involves construction of new at-grade intersections between the Parkway and Richmond Avenue and Arthur Kill Road, demolition of existing bridges, and removal of abandoned pavement. This would eliminate certain intersections (e.g., Drumgoole Road West with Arthur Kill Road and Richmond Avenue).

While this proposed project is included in the No Build list, at this time, NYSDOT has no definitive time frame for the improvements to this intersection.

Southern Staten Island Traffic Study. This study (TSM Recommended Intersection Improvements, [PINX09623] (NYSDOT Region 11, April, 2007) was initiated by NYSDOT to identify and evaluate the transportation impacts of recently constructed developments, developments under construction, and proposed developments in the Charleston area of southern Staten Island. The study area included the West Shore Expressway, the Korean War Veterans Parkway, the service roads associated with these highways, the entrance and exit ramps leading to/from the West Shore Expressway and Korean War Veterans Parkway, and major local street arterials. The objective of the study was to recommend short-term and long-term strategies to address the increasing traffic demand traveling to and from the Charleston area on these roadways and to develop alternatives that address safety issues at the interchange of the West Shore Expressway and Korean War Veterans Parkway. The study presented Transportation System Management recommendations for immediate improvements at local street intersections in the Charleston area. While the Southern Staten Island Traffic Study is underway, at this time, there is no schedule for the implementation of construction improvements related to this study.

NYSDOT Arthur Kill Road Park-and-Ride Facility. NYSDOT has proposed the construction of a new park-and-ride facility on Arthur Kill Road. Design alternatives for the proposed park-and-ride facility are currently being studied. The preferred alternative will provide ingress to the facility from both eastbound and westbound Arthur Kill Road, west of Veterans Road East. An additional access point to/from the facility will be provided by a two-way driveway on Veterans Road East. Under this alternative, parking would be prohibited on the westbound side of Arthur Kill Road, west of Veterans Road East to allow for the installation of a left-turn bay to serve the facility driveway. The westbound approach to the Arthur Kill Road/Veterans Road East would be reconfigured to allow for an exclusive right-turn lane and a shared thru-right lane. The intersection of Huguenot Avenue and Arthur Kill Road would also be reconfigured to allow for

an exclusive left-turn lane and a shared left-right lane in the northbound direction. It is assumed that this project would be completed in the near future (i.e., by 2016).

Arthur Kill Road Improvement Project. The Arthur Kill Road improvement project, currently in the early stages of preliminary design, is a major roadway improvement project that is currently being studied by NYCDOT (Capital Project HWR1140). The project area covers Arthur Kill Road between Bentley Street (in Tottenville) on the south and Clarke Avenue (in the vicinity of historic Richmondtown on the north). Table 2-4 lists the segments of study for the Arthur Kill Road Project. This proposed improvement project is also in the early phases of study and, at this time, NYCDOT does not have any estimated dates for completion of construction.

**Table 2-4
Segments of Arthur Kill Road Improvement Project**

Phase	Segment
I	Clarke Avenue to Richmond Avenue
II	Richmond Avenue to Huguenot Avenue
III	Huguenot Avenue to St. Andrews Place
IV	St. Andrews Place to Bentley Street
Sources: NYCDOT and NYCDDC, October, 2006.	

Victory Boulevard and Travis Avenue Intersection Improvement Project. NYCDOT is undertaking a capital improvement project for the intersection of Victory Boulevard and Travis Avenue in the Travis area (Capital Project HWRCO28). The proposed project involves: widening of the intersection along Victory Boulevard north of the intersection from 34 feet to 58 feet and providing an exclusive right turn lane onto Travis Avenue; widening Victory Boulevard south of the intersection from 35 feet to 56 feet with an exclusive right turn lane onto Travis Avenue; and improving the Travis Avenue travel lane approaches to 11 feet with new pavement markings and sidewalks. The proposed project is soon to be under construction and is expected to be completed in 2008.

Owl Hollow Park. Owl Hollow is a 21-acre site of which the first construction phase includes approximately 15 acres to be developed with four soccer fields (two playing fields and two practice fields), a paved perimeter path around the athletic fields with benches, tables, and stone-covered nature trails, and accessory parking (a total of 104 spaces) and a comfort station. A vegetated buffer and drainage swale separate the site from the West Shore Expressway. Phase II construction includes a playground.

Schmul Park Improvements. The proposed improvements to Schmul Park will consist of the repair and reconstruction of recreational facilities and landscaping at the existing park. The improvements will take place within the boundaries of the existing park.

Brookfield Avenue Landfill. NYCDEP, in cooperation with NYSDEC and the New York State Department of Health (NYSDOH), is working to finalize the design for Remedial Action at the Brookfield Avenue Landfill. The Brookfield Avenue Landfill Site is a former municipal solid waste landfill that operated from 1966 until 1980. From 1974 to 1980, industrial hazardous wastes, including waste oil, sludges, metal plating wastes, lacquers, and solvents, were reported to have been illegally dumped at the site. The Remedial Investigation of the Brookfield Avenue Landfill was started in 1993 and completed in September 1998. The Feasibility Study of remedial alternatives was completed in March 2001. The Record of Decision (ROD) presented a conceptual plan for the remediation of the site and was issued by NYSDEC in March 2002.

Fresh Kills Park GEIS

This remedy selected by NYSDEC, in consultation with NYSDOH, is protective of both public health and the environment and is consistent with the end use of the site as a public park. Preliminary design issues include:

- A state-of-the-art (Part 360) landfill cap, featuring (from the bottom up) a gas venting layer, synthetic membrane barrier layer, 12-inch deep soil barrier protection layer and vegetated topsoil layer;
- An active gas collection and treatment system;
- A 3-foot-wide subsurface barrier wall built approximately 40 feet deep into the ground around landfill mounds;
- A leachate (liquid) collection and pretreatment system consisting of a continuous collection trench inside the barrier wall along the north side of the landfill and a conveyance system for leachate discharge to a DEP sewage treatment plant; and
- A storm-water management system.

The combined impermeable cap and subsurface barrier wall is designed to encapsulate contaminants inside the landfill and eliminate exposure pathways for future park users. Liquid pollutants within this encapsulation area will be captured by the leachate collection system and treated. Landfill gasses will be captured and treated, thus eliminating potential public health exposure pathways. The Remedial Action program at Brookfield Avenue Landfill is estimated to cost about \$90 million and will be funded under the New York State's Title 3 State Assistance Program with up to 75 percent reimbursement of eligible costs. DEP, in consultation with the DPR, has developed a conceptual end use plan for the landfill. The design plan for the landfill will include passive recreation (including approximately 3.5 miles of hiking and walking trails) and several playing fields for active recreation (baseball, soccer, football, etc.).

The remedial program is now in the design phase during which drawings, plans and specifications are developed to direct all aspects of the remedial construction program. Protection of public health during the remedial construction program will be addressed through the implementation of protective procedures and monitoring programs, including comprehensive community air monitoring and dust control programs. Under the proposed RAP, no hazardous wastes would be transported offsite (i.e., only uncontaminated soils and topsoil will be trucked to the site for construction of the cap; outgoing trucks will be empty). Public nuisances will be addressed through a variety of means, including limitation of work schedules and development of designated truck routes.

The Brookfield Avenue Landfill remedial program has been divided into two parts to address the landfill area (Operable Unit 1, OU-1) and the adjacent Richmond Creek area (OU-2). The Remedial Field Investigation work has been completed for Richmond Creek, which is now referred to as Operable Unit 2. It is estimated by DEP that the Brookfield Landfill Project will be completed by 2013.

Staten Island Waste Transfer Station. The recently completed Staten Island Waste Transfer Station is located just north of the proposed park (Block 2685, Lot 100). The waste transfer station started operating in 2006, and in April 2007 the rail link connection, involving the extension of the Travis Rail Branch of the Staten Island Railroad southward through a Con Edison site to the property, was completed for the truck to rail operations. The station is a truck-to-rail transfer station that exports solid waste from the City. In accordance with the City's Solid

Waste Management Plan, this facility has begun to process all of Staten Island household waste and allows waste to leave the island by rail rather than by truck.

At full operation, the waste transfer station is expected to process an average of 900 tons per day of Staten Island's residential and municipal waste. The waste will be compacted within the 79,000-square-foot waste transfer facility and sealed in containers that are loaded onto flatbed rail cars that rail-transport the solid waste out of state.

Greenway and Bikeway Plans. DPR and NYCDOT have a long-term plan to construct a greenway that at completion would extend from the northeastern end of Staten Island along the northern shore and down through western Staten Island, terminating at the southwestern end of Victory Boulevard. Another proposed greenway would extend roughly from Bloomfield Road south to Englewood Avenue, where it would form a loop to Arthur Kill Road and circle back along Veterans Road West.

In addition to the greenway, there are also numerous bike routes planned throughout Staten Island. Within the ½-mile study area for this land use analysis, the proposed bike routes would extend from northern Staten Island south along Richmond Avenue. A bike trail is also planned to loop around the southwestern tip of the island, and to extend west of the project site, and a proposed greenway would loop around LaTourette Park and the LaTourette Golf Club.

West Shore Transportation and Land Use Study. Staten Island's West Shore extends along the length of the Arthur Kill and encompasses approximately 5,700 acres, most of which are zoned for manufacturing. More than half of the area contains vacant, dilapidated, or underbuilt properties. In response to recent proposals for residential and retail development along the West Shore, and at the recommendation of the Mayor's Growth Management Task Force, DCP has undertaken a transportation and land use study of the area. Through a series of public workshops and Advisory Committee meetings, the study will identify ways to coordinate transportation and land use while supporting existing businesses, preserving open space and natural features, and improving access to waterfront recreation. The New York City Economic Development Corporation (EDC) has issued an RFP to select and hire a consultant to conduct the West Shore Study.

L.A. Fitness Health Club. The 51,600-gross-square-foot L.A. Fitness health club in an existing one-story building at 145 East Service Road in Staten Island was completed in 2007. The health club employs approximately 75 people and serves 1,000 members daily. The project occupies an existing retail space.

Costco. The Costco retail store located across Richmond Avenue from the project site at 2975 Richmond Avenue has indicated that it will construct an expansion of the existing store. The expansion would increase the size of the existing store to 133,310 gross square feet.

Holiday Inn Express. In the Travis neighborhood, there are plans for the development of a 90-room Holiday Inn Express, and possibly another hotel, on two acres of manufacturing land near the Fresh Kills project site and the West Shore Expressway (Blocks 2644 and 2645, bounded by Wild, Beresford, Dean, and Walton Avenues).

Residential Development Projects. There are also a number of modest-sized residential developments planned for the study area. Victory Estates (Block 2784) is planned as a residential development of 100 units. The Wainwright Avenue Residential Development (Block 5613) is expected to include 16 residential units, and the Presentation Convent Residential Development, located at 419 Woodrow Road will include 76 dwelling units.

Consolidated Edison Transmission Line. This proposed underground transmission line will improve the reliability of service for Staten Island customers. It will enter the DSNY Staten Island Waste Transfer Station from the intersection of Wild Avenue and the west service road of the West Shore Expressway (i.e., Glen Street) within the DSNY access road, east of the transfer station's guardhouse.

The proposed transmission route will then continue south within the transfer station property for a distance of approximately 2,700 feet, at which point it will veer eastward and enter the controlled access right-of-way of the West Shore Expressway to cross the Fresh Kills Main Creek. South of the guardhouse, the transmission line will gradually move into the grassed area located to the east of the access road.

Manholes will be installed approximately every 1,500 to 2000 feet along the proposed transmission route. The manholes will be underground structures approximately 20 feet long by 8 feet wide, accessible via two entryways which will be set flush to grade. It is anticipated that manhole(s) will be required to be installed within the Staten Island Transfer Station in support of the installation of the transmission line. Within the Staten Island Transfer Station, the proposed distribution feeders will be located both above-ground on wood poles and underground.

In conjunction with construction and installation of the manholes, Con Ed will permanently relocate the DSNY's sanitary sewer force main from its current location under the retention basin north of the Route 440 bridge immediately to the east of that retention basin. After construction of the distribution lines, while completing road repairs, Con Ed will raise the level of the eastern side of the access road (subject to any required approvals by NYCDOT, NYSDOT or any other government agency having jurisdiction with respect thereto). The roadway will be raised four inches above its current elevation at the roadway's center and "feathered" down to the eastern edge of the access road.

Richmond Hill Road Study. The Richmond Hill Road Study is in the early stages of investigation. At this time, there are no plans or programs for implementation or a schedule for construction.

Forest Hill Road Improvement Project. The Forest Hill Road roadway improvement project has been proposed by NYCDOT (Capital Project HWR986D, HWR986C, HWR986B). The New York City Department of Design and Construction (NYCDDC), on behalf of NYCDOT, is designing roadway improvements along Forest Hill that would pass through the Willowbrook and Heartland Village neighborhoods of Staten Island. The proposal is to widen the roadway, which currently consists of one lane in each direction, from Willowbrook Road on the north to Richmond Hill Road on the south.

Based on a previously prepared Preliminary Design Investigation (PDI) report, along with supplemental traffic studies, existing traffic conditions along Forest Hill Road are very congested. A study of the existing traffic operation conditions indicates that the Forest Hill Road intersections operate very near capacity, with significant delays for motorists and long queues at most intersection approaches. Without implementing the proposed project, continued traffic growth along this corridor is expected to lead to additional queues. In order to alleviate the deteriorating traffic condition, NYCDDC is proposing to widen the roadway to four lanes (two through-lanes in each direction), along with other realignment work. The proposed widening would be entirely within the mapped right-of-way along Forest Hill Road.

It is estimated that construction of the proposed project would take approximately 24 months, based on a draft Environmental Assessment Statement (EAS). For the proposed widening, construction is scheduled to begin in August 2008 and be completed in August 2010.

New Springville Greenway. This new greenway will connect an existing on-street bike path with planned state greenway improvements. The new greenway segment, extending for approximately three miles largely along Richmond Avenue between William T. Davis Wildlife Refuge in the north and LaTourette Park on the south, will create a more developed Staten Island bike network between the residential neighborhoods of New Springville, Travis, Heartland Village, and Arden Heights.

No Build Projects: Secondary Study Area

Goethals Bridge Reconstruction. Due to the age and functional deficiencies of the existing Goethals Bridge, which provides direct connections between the Staten Island Expressway/West Shore Expressway to points west, and the New Jersey Turnpike/NJ State Routes 1/9, the Port Authority of New York and New Jersey (PANYNJ) has proposed to construct a replacement Goethals Bridge linking Staten Island to Elizabeth, New Jersey. As part of the Goethals Bridge Modernization Program, a DEIS analyzing the proposed bridge alternatives is currently being drafted by the Port Authority of New York and New Jersey, with the U. S. Coast Guard as lead agency. The DEIS will examine four alternatives that were selected based on an alternatives screening process, and input received during outreach meetings held in June 2006. These alternatives include:

- New Alignment South Alternative—a single-bridge replacement in an alignment directly south of the existing Goethals Bridge;
- New Alignment North Alternative—a single-bridge replacement in an alignment directly north of the existing Goethals Bridge;
- Existing Alignment South Alternative—a single-bridge replacement in an alignment within and extending south of the existing Goethals Bridge alignment, and;
- Existing Alignment North Alternative—a single-bridge replacement in an alignment within and extending north of the existing Goethals Bridge alignment

Completion of the DEIS and accompanying public hearings are currently scheduled for 2008 and if the project moves forward it is assumed to be completed by 2014.

Richmondtown Roadway Improvement Study. The proposed Richmond Roadway Improvement Project was proposed by NYCDOT to improve traffic conditions in the Richmondtown area at the intersection of Arthur Kill Road and Richmond Hill Road. This includes eliminating unsafe road conditions along the Snake Hill Road portion of Richmond Avenue, improving traffic flow at the intersection of Clarke Avenue and Richmond Road, and developing concepts that are sensitive to the character of Richmondtown. The scoping document presented a number of alternatives including a roundabout. At this time no decision has been made on the project implementation, and no build year has been determined.

NYPD Police Precinct Station House. NYPD is proposing to establish a new police precinct station house on a 130,000-square-foot vacant site located off Richmond Avenue, between the Goethals Bridge and the Bayonne Bridge (Block 1704, Lot 1). The initial program developed by the NYPD calls for a 41,300-square-foot building of at least two stories plus a cellar. The program also calls for 85 off-street parking spaces.

NYCT/MTA Charleston Bus Annex. The Charleston Bus Annex, a project being undertaken by the New York City Transit (NYCT) and the New York Metropolitan Transportation Authority (MTA) at 4700 Arthur Kill Road, will consist of a new bus annex to be used by NYCT's Department of Buses for the storage and servicing of NYCT buses. The project site is approximately 10.8 acres and is located within Block 7487, Lot 100. As a component of NYCT's efforts to manage current and future demand for transit service, the Charleston Bus Annex is expected to alleviate the present shortage of storage and servicing facilities for the Staten Island bus fleet, reduce severe overcrowding at existing bus depots, and improve overall operational efficiencies. The Charleston Bus Annex will include a two-story building with a mezzanine. Bus facilities will be located on the first floor, locker rooms will be located on the mezzanine level, and offices, support areas, and additional locker rooms will be located on the second floor. The bus facilities on the first floor will include fueling and bus washing stations and a maintenance area. Two outdoor parking areas—one for approximately 220 buses and one for approximately 200 employee vehicles—will be constructed at the site. As part of the project, NYCT will also construct a new stormwater sewer leading from the Charleston Bus Annex to the Arthur Kill. The proposed project is expected to be fully constructed and operational by 2009.

Charleston Development. This is a mixed-use project planned for an approximately 80-acre site in the Charleston area of Staten Island. It is sponsored by the City of New York through the EDC. Currently, this project is still in the planning phase, with the public review process expected to commence in 2008.

New York Container Terminal (formerly known as the Howland Hook Port Facility) Expansion. The capacity of the New York Container Terminal is expected to double upon the completion of a project that will dredge and thereby deepen the Kill van Kull waterway. The facility itself is also to be expanded with additional warehousing facilities.

Residential Development Projects. There are also a number of residential projects scheduled for construction in the secondary study area, as follows:

- The Tides at Charleston is a residential development currently under construction between Arthur Kill Road and the Arthur Kill, just north of Veterans Road West. At completion it will contain 190 residential units. As part of the development, Arthur Kill Road will be widened by five feet on the western side of the street. The project is expected to be complete in 2007.
- Kreisler Houses, at 4502 Arthur Kill Road is a proposed residential development that will contain 130 residential units for seniors and below-grade and outdoor parking. It is expected to be complete by 2008. As part of the project, the historic Kreisler mansion will also be restored.
- Elvira Court Residential Development at Summit Avenue (Block 951) is a proposed small residential development that will contain 12 dwelling units.
- Rockland, Beard, Monahan Residential Project (Block 2370) is a modest-sized residential project proposed to contain 122 dwelling units.
- Drumgoole Road/Bradford Avenue Residential Development (Block 6946) is proposed to have 32 dwelling units.
- Amboy at Bloomingdale Road Residential Project is proposed with 44 dwelling units.
- Brookside Loop Residential Development (Block 7022) is proposed for 80 dwelling units.

- AME Zion Senior Housing Development (Block 7267) is proposed for 119 senior dwelling units.
- Sharrotts Road/Carina Loop Residential Development (Block 7328) is proposed for 49 dwelling units.
- Seaview Housing. There are plans for the construction of 515 residential units for seniors, including 144 units of assisted living, 371 units of independent living, 6 units of staff housing, and 234 parking spaces on an approximately 15-acre site on Block 955, Lots 1 and 200, as part of the Seaview Senior Housing project.

Retail Development Projects. In addition to the residential projects listed above, there are also a number of retail developments proposed for the area. The Veterans Road West Retail Center is proposed to contain 136,000 gross square feet of retail and office space, as well as 454 parking spaces and is expected to be complete in 2007. There is a mixed-use office and retail project slated for construction at 3035 Arthur Kill Road, as well as 28,000 gross square feet of retail proposed for Page Avenue, and a small- mid-size retail building proposed for 4864 Arthur Kill Road. In the neighborhood of Rossville, there is a Lowe's scheduled for construction on a 16-acre site.

Hotel Project. The Hampton Inn at 1120 South Avenue, (in the Staten Island Corporate Park), is currently under construction. At completion, the new hotel will contain 106 rooms. The project is expected to be completed in 2007.

Visy Paper Plant Expansion. The Visy Paper plant is expanding its operation with a 100,000-square-foot converting facility next to the existing waste paper recycling mill. The new facility will convert linerboard produced at the existing mill into corrugated sheets, boxes, or other products. As part of the project, the EDC will assist in the construction of a spur from the Travis branch of the Staten Island Railroad to Visy's facilities to allow Visy to take advantage of the available rail lines adjacent to the site.

YMCA. There is an existing, approximately 65,000-square-foot YMCA located at 3939 Richmond Avenue. An addition of 26,000 square feet, including a 6,000-square-foot expansion of the exercise area and an additional 20,000 square feet of rooms dedicated to teen and youth functions, has been proposed. This would bring the total size of the facility to 91,000 square feet.

Marsh Avenue School Facility. The New York City School Construction Authority (SCA) is constructing an approximately 1,650-seat Intermediate School/High School facility in the Heartland Village section of Staten Island. The project will involve construction of an approximately 195,000-square-foot school facility on 356,000 square feet of vacant City-owned property, bounded by Westport Street to the east, P.S. 58 to the north, Essex Road to the south, and Devon Loop/Elmwood Park Road to the west. The project will also open Westport Street to its fully mapped length and width.

Parking Expansion. The Gateway Cathedral, located at 200 Boscombe Avenue, is expected to add approximately 1,000 parking spaces to its existing parking area.

Rockland Avenue and Manor Road Improvement Project. The improvement of the intersection of Rockland Avenue and Manor Road has been proposed by NYCDOT (Capital Project HWR1160). Although there are no design details available at this time, it is assumed that this road improvement project could be completed by 2016.

Woodrow Road Improvement Project. The Woodrow Road Improvement Project has been proposed by NYCDOT (Capital Project HWR890) for Woodrow Road between Watkins Avenue

to the east and Rossville Avenue/Foster Road to the west. Although there are no design details available at this time, it is assumed that this road improvement project could be completed by 2016.

Bloomingdale Road Improvement Project. The Bloomingdale Road Improvement Project has been proposed by NYCDOT (Capital Project HWR919) for Bloomingdale Road between Arthur Kill Road to the north and Station Avenue to the south. Although there are no design details available at this time, it is assumed that this road improvement project could be completed by 2016.

2036

LAND USE

Project Site

Absent the proposed project, it is anticipated that the project site would remain a closed landfill. No other development or future uses are expected on the project site through the 2036 analysis year. During this time it is assumed that all landfill closure monitoring and maintenance obligations would continue to be performed by DSNY.

Study Area

No Build Projects: 1/2-mile Study Area

West Shore Light Rail. In 2004, the Staten Island Economic Development Corporation completed a study to examine the feasibility of constructing a West Shore Light Rail system that would begin at the south shore of Staten Island, and extend north along the West Shore Expressway corridor, utilizing the existing rail right-of-way in Staten Island's northwestern corner, and, crossing the Bayonne Bridge to link with the Hudson-Bergen Light Rail line in Bayonne, New Jersey. The study determined that by the year 2020, the light rail could expect to transport approximately 31,000 riders per day. The second phase of the project includes a study of the proposed light rail alignment, light rail vehicles, potential ridership, capital and operating costs, and engineering issues that would need to be addressed in order to implement the project. The project is currently in its second study phase.

No Build Projects: Secondary Study Area

At this time, there are no known development projects with a 2036 Build year within the secondary study area.

E. THE FUTURE WITH THE PROPOSED PROJECT: 2016 AND 2036

2016

LAND USE

Project Site

In the future with the proposed project, a number of the first phases of the 2,163-acre Fresh Kills Park would be created. The phases to be completed by 2016 would provide a mix of passive and active recreational facilities in the north and south parks as well as four segments of the park roads and landscape enhancement. As described in greater detail in Chapter 1, "Project

Description,” the specific components of the park expected to be complete by 2016 include the North and South neighborhood parks, multi-use paths, wetland and North and South mound landscape enhancement, loop trails and overlooks, the segments of the park roads and several parking areas.

With the proposed project, there would be no significant adverse impacts on land use or conflicts between the proposed project and the surrounding land uses. The proposed project would create new open spaces over a closed landfill with new habitats and recreational facilities. These proposed uses would be compatible with and support the land uses found in the surrounding area and would represent a significant positive change over the future without the project. For example, the proposed project would provide significant new open space for the local neighborhoods of Travis, Chelsea, Heartland Village, New Springville, Rossville, Arden Heights, and Greenridge. In the long term, it would also connect with the 2,500-acre Staten Island Greenbelt where the proposed South Park would connect with LaTourette Park on the east. This would include both land and stream connections along Richmond Creek. As stated above, in the short term the North Park would also connect with the William T. Davis Wildlife Refuge, which already provides 340 acres of natural area.

In sum, the proposed project would provide an extensive open space that would provide positive land use benefits with extensive open space for the local neighborhoods, the City, and the region. The site would be physically and visually separated from manufacturing and DSNY facilities (e.g., the Staten Island Waste Transfer Station) to the north by Fresh Kill Creek. To the south along the west side of Arthur Kill road, there are some additional light manufacturing uses. The proposed park would not conflict with these uses.

With respect to the DSNY facilities that would remain at Fresh Kills, the proposed park would not conflict with these uses. Final park design would ensure that appropriate buffers are placed between the DSNY facilities that would remain on site (e.g., the leachate treatment plant), and those that would be off-site (e.g., the District 2 and 3 garages) to ensure that there are no conflicts between park facilities and DSNY facilities and that DSNY facilities are properly secured since those both on-site and off-site would not be publicly accessible.

Study Area

For the study area, no significant adverse impacts with land use or conflicts with other study area land uses are expected as a result of the proposed project. Rather, the proposed project would complement the predominantly residential and park uses in the study area by providing extensive new landscapes and additional recreational space for residents as well as visitors from the surrounding area, the City, and the region as a whole. Together, the various components of the first phase of the park would introduce active uses along the waterfront and enliven an area that is now inaccessible to the public. Thus the proposed project would serve to connect surrounding communities to the waterfront while enhancing the project site.

ZONING

Project Site

In the future with the proposed project, the entire project site would have the existing underlying M1-1, M3-1, and R3-2 zoning districts and Special South Richmond Development Zoning district vacated from the site through the mapping of the site as parkland on both the City zoning map and the City map (see Figure 2-6). The exception would be the continuance of M1-1 zoning

Fresh Kills Park GEIS

in the areas to be mapped as public place. In addition, the Special Natural Area designation would be removed from the site. Like the land use change described above, mapping the site as parkland would complement the residential zoning found in much of the surrounding area. Thus, the proposed mapping actions would be a positive impact of the proposed project. The related actions of mapping the public place and the associated zoning actions would have no adverse zoning or land use impacts.

As described in detail in Chapter 1, “Project Description,” the mapping of the site as a park and the extensive landscape enhancement and planting programs of the project would complement the goals of the Staten Island Natural Area District, which is currently mapped over much of the project site. While mapping the site as parkland would remove the Special Natural Area District from the project site, the objectives of this district would be achieved through implementation of the plan (developed in conjunction with DCP) and the mapping of Fresh Kills Park, rendering the special zoning unnecessary. Thus, the elimination of DCP’s special district over the site would not be a significant adverse impact on zoning.

Study Area

In the future with the proposed project, zoning in the study area is expected to remain unchanged. The elimination of the zoning districts on the project site and the mapping of parkland is not expected to conflict with the current zoning for the area. Rather, it would support the residential zones in the surrounding community and would provide for an extension and connection with the nearby mapped parkland.

PUBLIC POLICY

The proposed project would be consistent with the City and state land use and land management policies applicable to the project site and the study area. The proposed project would implement the Fresh Kills Draft Master Plan (March 2006) by redeveloping the landfill into a park in two stages over a period of approximately 30 years, the first phase of which would be completed by 2016 (see also Chapter 1, “Project Description”).

The proposed project would support and be compatible with PlaNYC 2030, an initiative to make New York City environmentally sustainable by the year 2030. By creating a large open space with a significant amount of natural habitats and recreational opportunities, the proposed project would be consistent with the plan’s goals of ensuring that every resident of New York City lives within a 10-minute walk from a park, and the goal of planting one million trees throughout the City over the next decade.

The proposed project would also be consistent with the New York City Comprehensive Waterfront Plan (1992) by preserving natural areas for wildlife preservation and developing City-owned property in environmentally sensitive areas in a manner that minimizes adverse environmental effects (see also Chapter 12, “Waterfront Revitalization Program”). By continuing to set aside the Isle of Meadows for the preservation of natural habitats, the proposed project would also be consistent with the plan for the Staten Island Waterfront (1994). As described in greater detail in Chapter 12, “Waterfront Revitalization Program,” the proposed project would also be consistent with the New York City Waterfront Revitalization Program released in 1999. The proposed project would include a focus on habitat protection and enhancement and would protect and enhance the tidal wetlands found on the project site, as well as the designated Significant Coastal Fish and Wildlife Habitats.

The 2002 New York State Open Space Conservation Plan identifies the Harbor Herons Wildlife Complex, which includes the Isle of Meadows and Little Fresh Kills on the project site, as a priority conservation area. The proposed project would be consistent with this plan by protecting these areas for open space.

The proposed project would also be consistent with the Staten Island Growth Management Task Force Final Report issued in 2003, as well as the Lower Density Growth Management Text Amendments adopted by the City Council in 2004, by creating a significant open space in one of the areas targeted by these policies for growth management. The proposed project would also be consistent with the Staten Island West Shore Land Use and Transportation Study, the components of which include goals for the preservation of open space and natural features, improved access to the waterfront, and the promotion of recreational activities.

Finally, the proposed project would be compatible with the West Shore Empire Zone as well as the IPIP program. Both of these programs focus on making designated areas more attractive for economic development and job creation. The proposed project would make the West Shore of Staten Island a more attractive location for new businesses and would generate new public and private sector jobs within the park itself.

2036

LAND USE

Project Site

In the future with the proposed project, the entire 2,163-acre waterfront park would be created. A mix of passive and active recreational facilities would be constructed on the Fresh Kills site (see Figure 2-7).

As described in greater detail in Chapter 1, “Project Description,” proposed in the long term are recreational fields; landscaped areas and enhanced ecological habitats; water access for motorized and non-motorized craft; cultural, entertainment and commercial facilities (e.g., amphitheater, restaurants, event and banquet space); and the supporting park operations and maintenance facilities. In addition, this proposal includes completing the park roads that would connect the park with Richmond Avenue and the West Short Expressway as well as the necessary service roads and parking facilities. Lastly, the project site includes the Isle of Meadows, which would continue to be protected as a natural area.

With the proposed project, there would be no significant adverse impacts on land use or conflicts between the proposed project and the surrounding land uses. As described above, the proposed project would transform a closed landfill into recreational facilities and natural areas. This proposed use would be compatible with and would support the land uses found in the surrounding area and would represent a significant positive change over the future without the project. As stated above (under the 2016 program), the project site would be physically and visually separated from manufacturing and DSNY facilities (e.g., the Staten Island Waste Transfer Station) to the north by Fresh Kill Creek. To the south along the west side of Arthur Kill road, there are some additional light manufacturing uses. The proposed park would not conflict with these uses.

With respect to the DSNY facilities that would remain at Fresh Kills, the proposed park would not conflict with these uses. Final park design would ensure that appropriate buffers are placed between the DSNY facilities that would remain on site (e.g., the leachate treatment plant) and

Fresh Kills Park GEIS

those that would be off-site (e.g., the District 2 and 3 garages) to ensure that there are no conflicts between park facilities and DSNY facilities, and that DSNY facilities are properly secured since those both on-site and off-site would not be publicly accessible.

Study Area

No major changes to land use in the study area or conflicts with study area land uses are expected as a result of the proposed project. Rather, the proposed project would complement the predominantly residential and park land uses in the adjacent neighborhoods by providing additional recreational space for residents as well as visitors from the region. Together, the various components of the park would introduce active uses along the waterfront and enliven an area that is now inaccessible. Thus, the proposed project would serve to connect surrounding communities to the waterfront while enhancing the project site. In sum, there would be no significant adverse impacts on land use in the study area.

ZONING

Project Site

As stated above, in the future with the proposed project, the project site would have the existing M1-1, M3-1, and R3-2 zoning districts as well as the Special South Richmond Development District vacated from the site and the project site would be mapped as parkland on both the City zoning map and the City map, and the area mapped as public place would maintain an M1-1 zoning district. The Special Natural Area District would also be removed from the site. For the reasons cited above under “2016,” mapping the site as parkland would complement the residential zoning found in much of the surrounding area and the elimination of the DCP special zoning districts and underlying districts would not conflict with DCP zoning objectives for the project site or surrounding area. Thus, the proposed mapping actions would be a positive impact of the proposed project. The mapping of public place and the associated zoning actions would have no adverse zoning or land use impacts.

Study Area

As stated above under “2016,” mapping the site as parkland and the elimination of the overlying and underlying zoning would not be an adverse impact of the proposed project on zoning.

PUBLIC POLICY

As stated above, the proposed project would be consistent with the public policies applicable to the project site and the study area. The proposed project would implement the Fresh Kills Draft Master Plan (March 2006) by redeveloping the landfill into a park in two stages over a period of approximately 30 years.

In addition, the proposed project would support and be consistent with PlaNYC 2030 by creating a large open space with a significant amount of natural habitats and recreational opportunities, which would be consistent with the plan’s goal of ensuring that every resident of New York City lives within a 10-minute walk from a park.

The proposed project would also be consistent with the New York City Comprehensive Waterfront Plan (1992) by preserving natural areas for wildlife preservation and developing City-owned property in environmentally sensitive areas in a manner that minimizes adverse environmental effects (see also Chapter 12, “Waterfront Revitalization Program”), and by

continuing to set aside the Isle of Meadows for the preservation of natural habitats, the proposed project would also be consistent with the Plan for the Staten Island Waterfront (1994). As described in greater detail in Chapter 12, “Waterfront Revitalization Program,” the proposed project would be consistent with the New York City Waterfront Revitalization Program released in 1999.

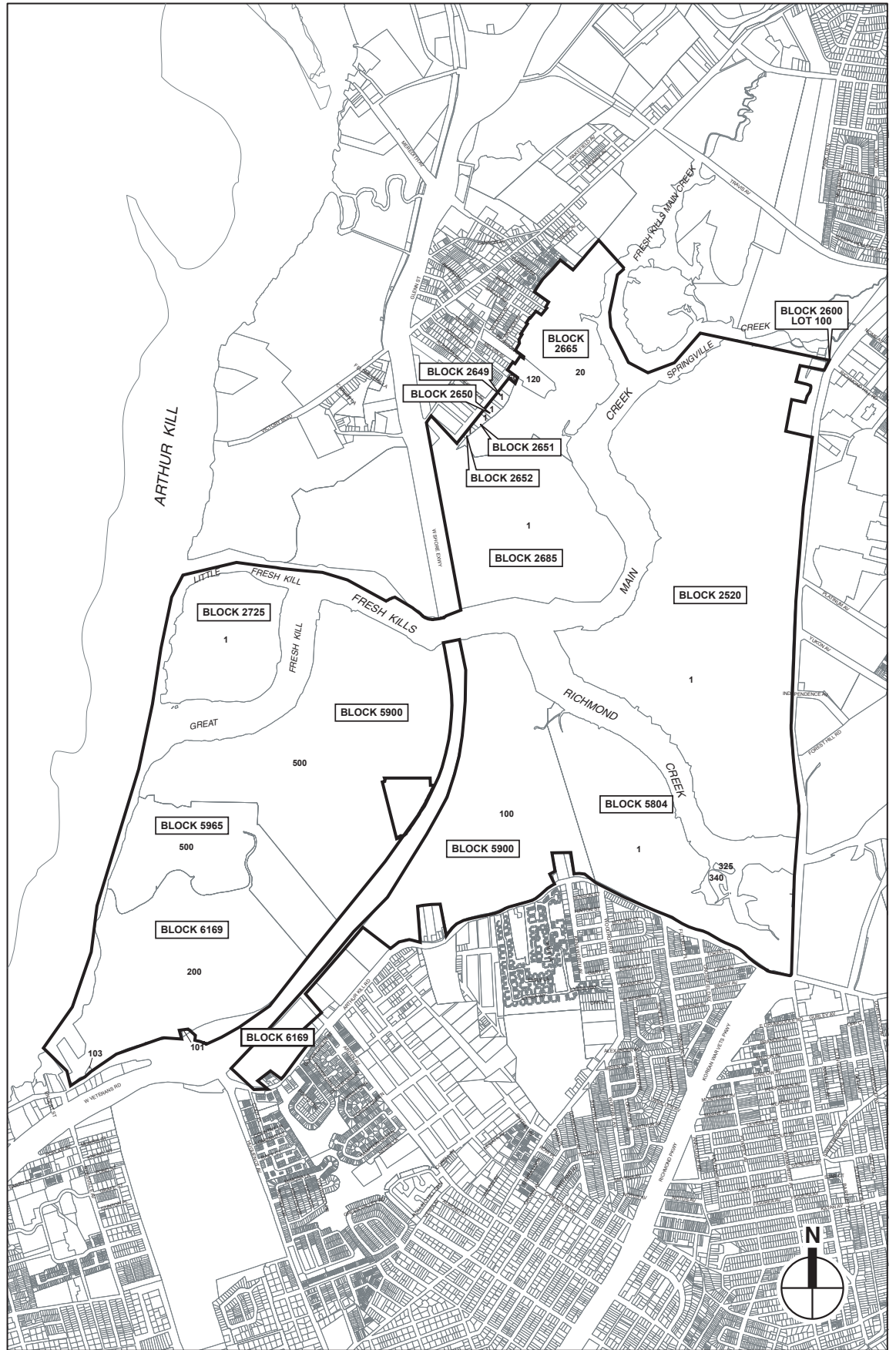
The proposed project would be consistent with the New York State Open Space Conservation Plan by protecting the Isle of Meadows and Little Fresh Kills for open space.

The proposed project would also be consistent with the Staten Island Growth Management Task Force Final Report issued in 2003, as well as the Lower Density Growth Management Text Amendments adopted by the City Council in 2004, by creating a significant open space in one of the areas targeted for growth management by these policies. The proposed project would also be consistent with the Staten Island West Shore Land Use and Transportation Study, the components of which include goals for the preservation of open space and natural features, improved access to the waterfront, and the promotion of recreational activities.

Finally, the proposed project would be compatible with the West Shore Empire Zone as well as the IPIP program by making the West Shore of Staten Island a more attractive location for new businesses and by generating new jobs within the park itself.

CONCLUSIONS

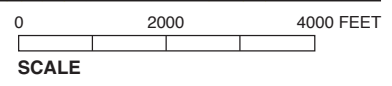
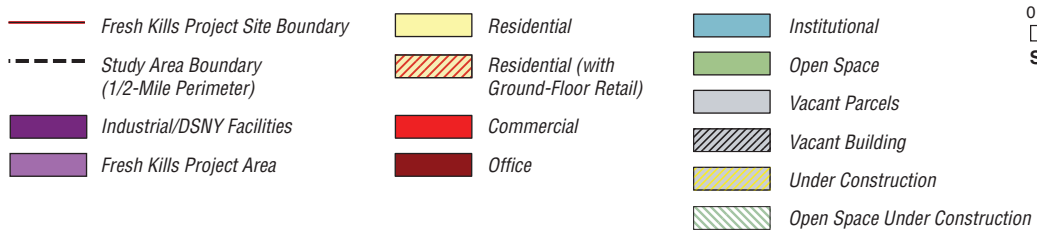
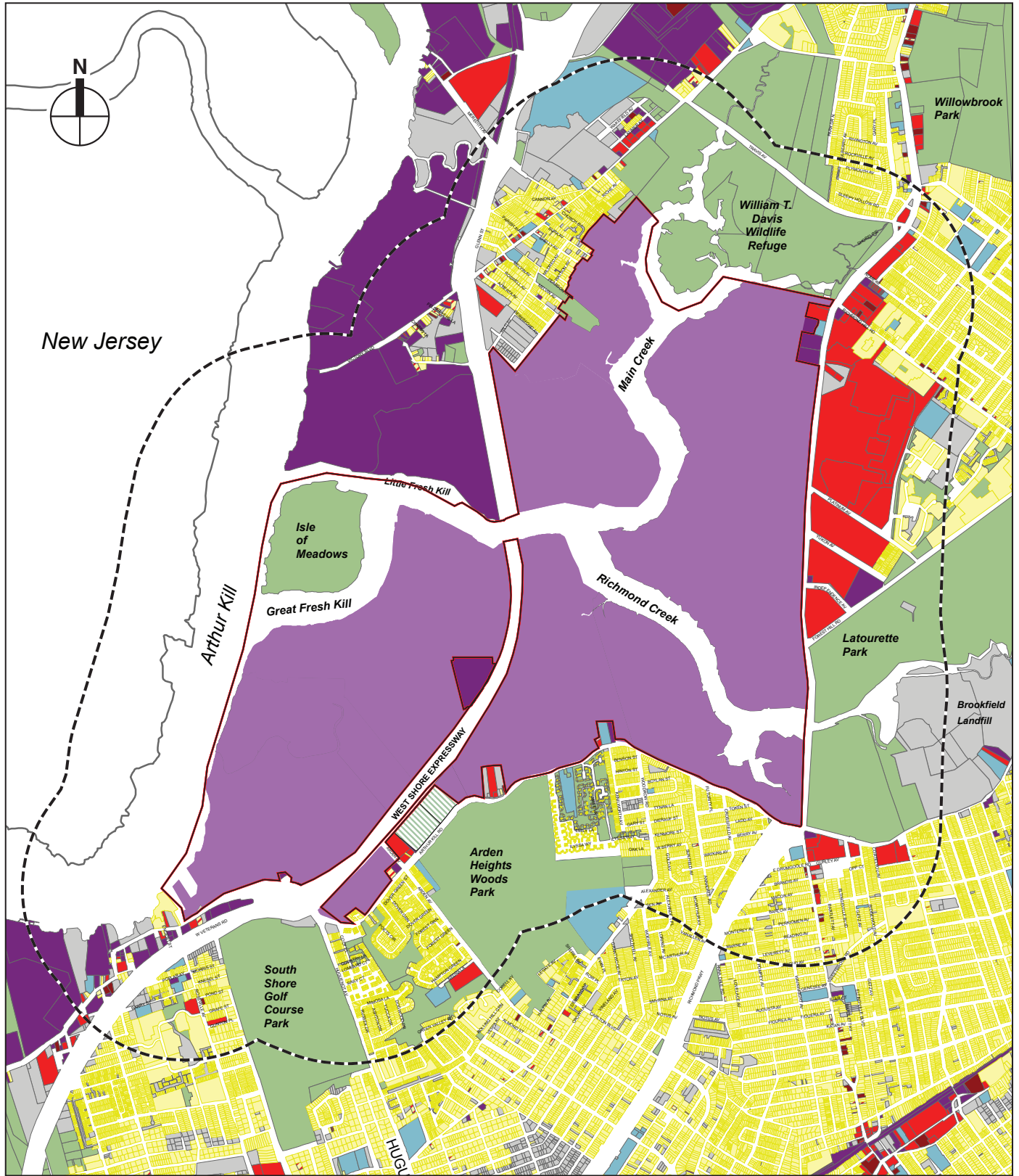
The conclusion of this analysis is that the proposed project would not result in significant adverse impacts with respect to land use, zoning, and development trends in the area. As concluded in this chapter, the proposed park mapping would be compatible with the nearby zoning and mapped parklands in both the 2016 and 2036 analysis years. Additionally, the proposed project would not conflict with current public policy for the area. In fact, it would implement City policy with respect to future uses at Fresh Kills. The project would introduce park uses on the site of a former landfill and a large expanse of underutilized City land, which is well served by existing highways with opportunities for water access for the public. Additionally, the proposed project would preserve wetlands and add 2,163 acres of new public space along the waterfront. For these reasons, the proposed project would not result in any significant adverse impacts related to land use, zoning, or public policy. *

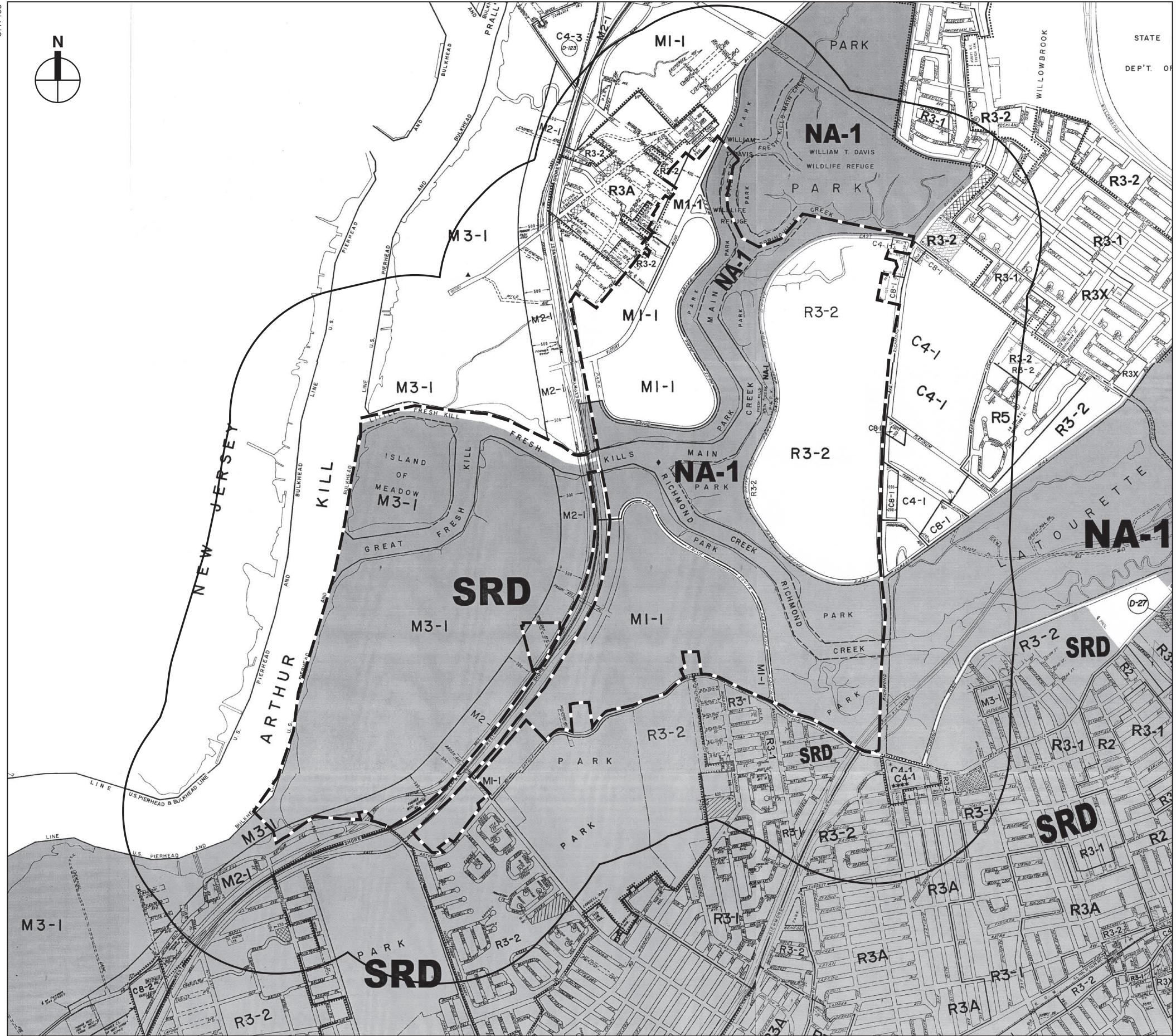


 Fresh Kills Project Site Boundary

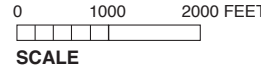
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SCALE

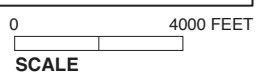
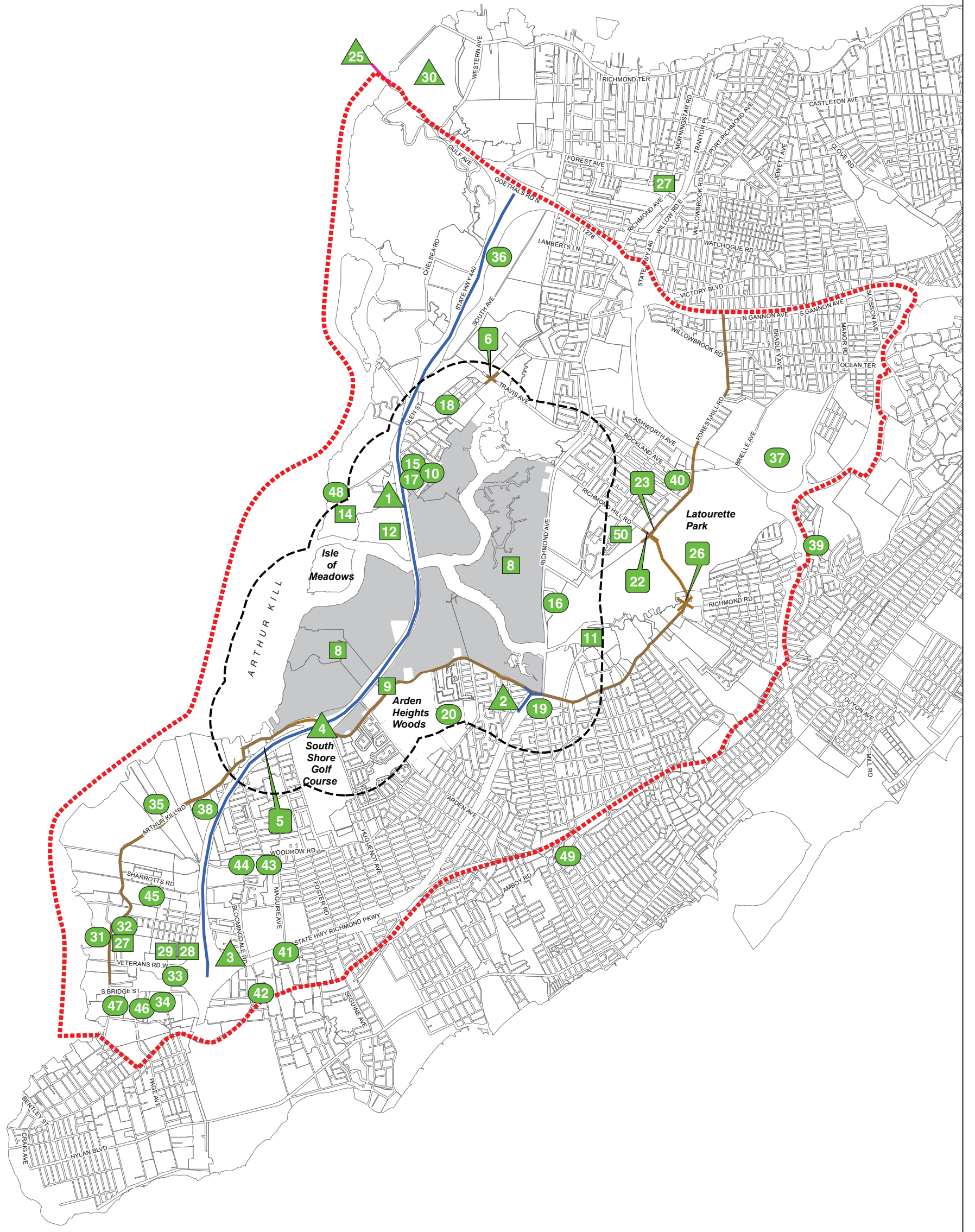
Project Site Blocks and Lots
Figure 2-1

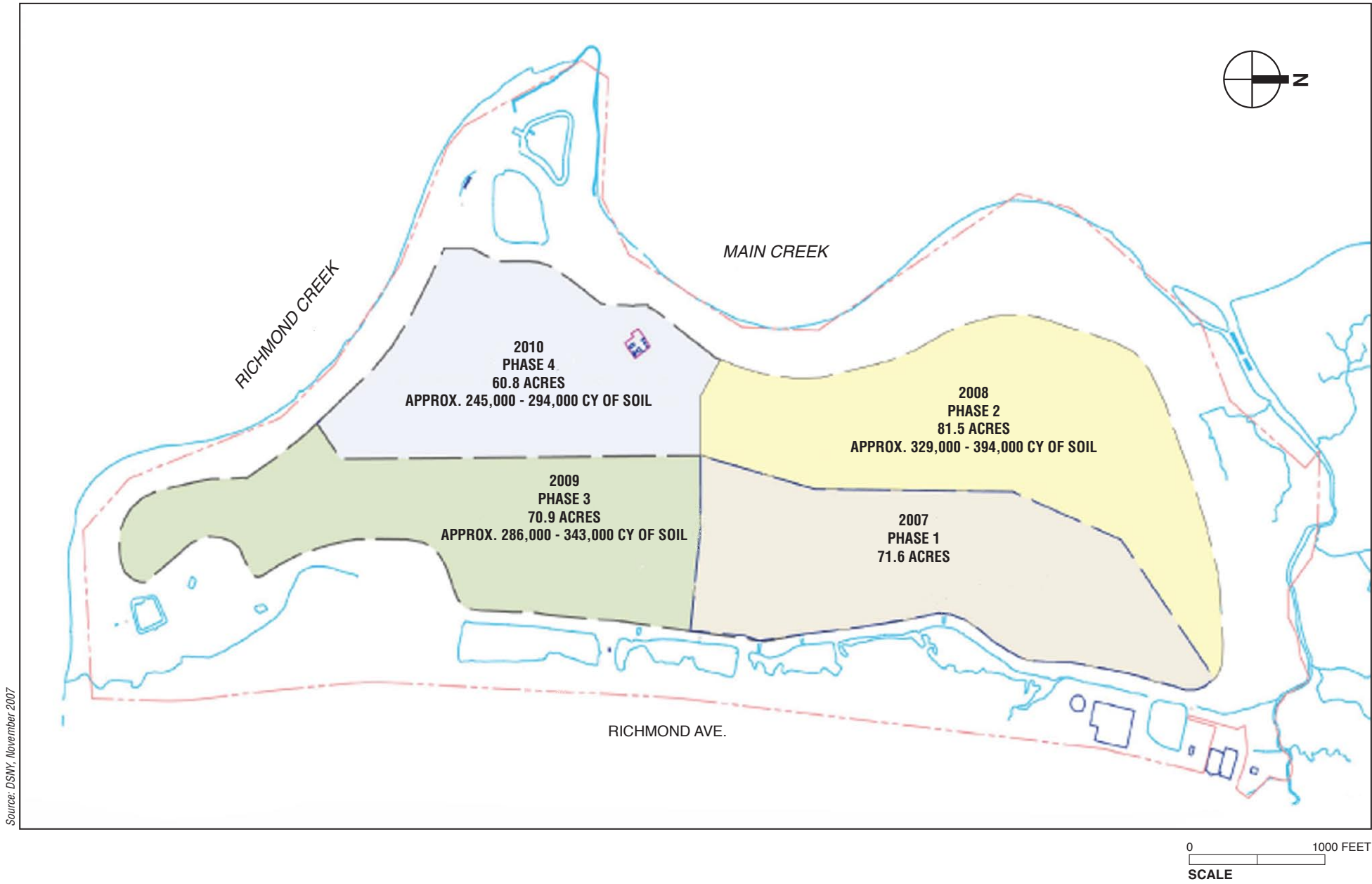




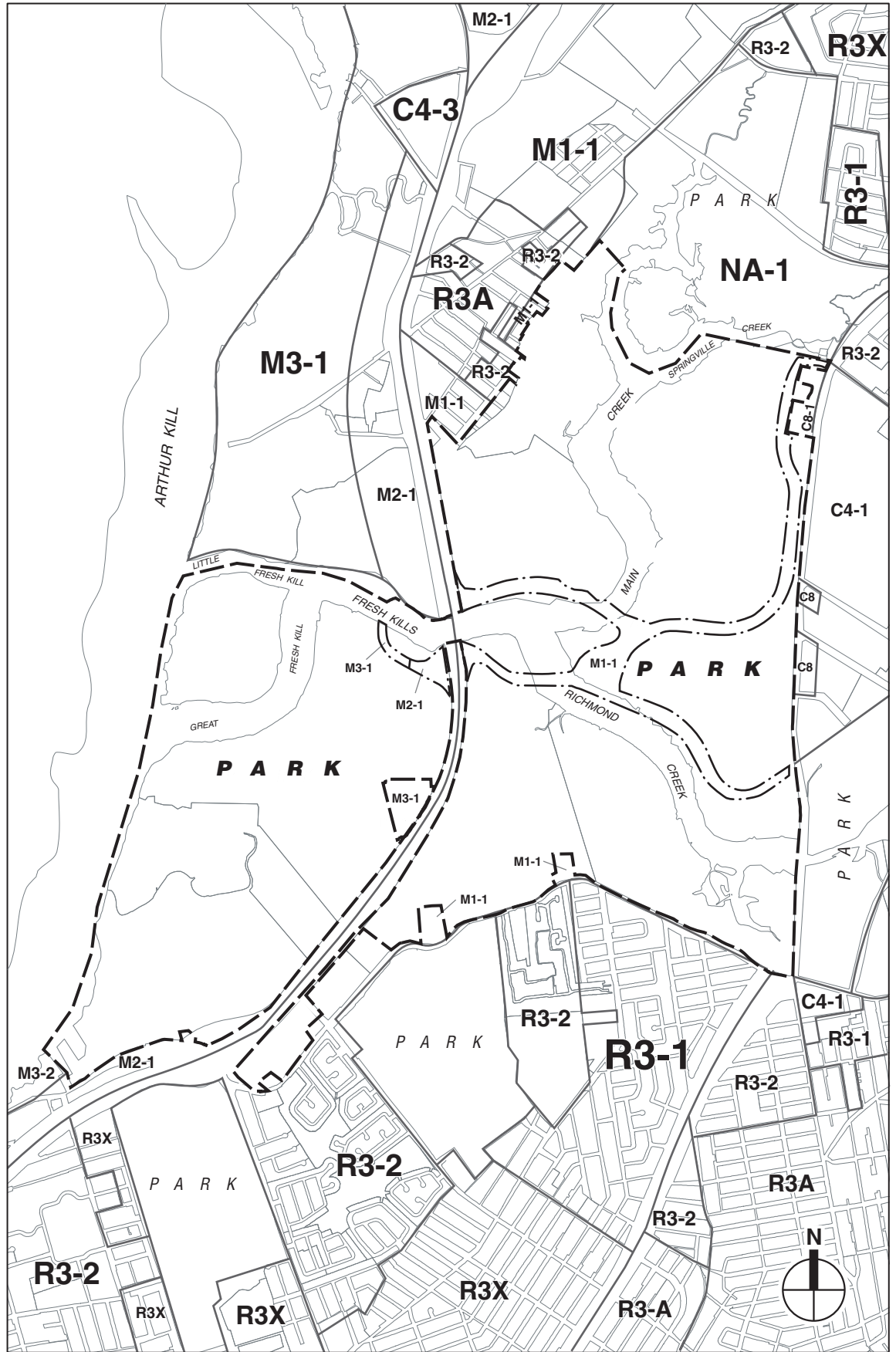
- Fresh Kills Project Site Boundary
- Study Area Boundary (1/2-Mile Perimeter)
- Zoning District Boundary
- Special Purpose District
- C1-1 Overlay
- C1-2 Overlay
- C1-3 Overlay
- C2-1 Overlay
- C2-2 Overlay
- SRD** South Richmond Special Purpose District
- NA-1** Natural Area Special Purpose District









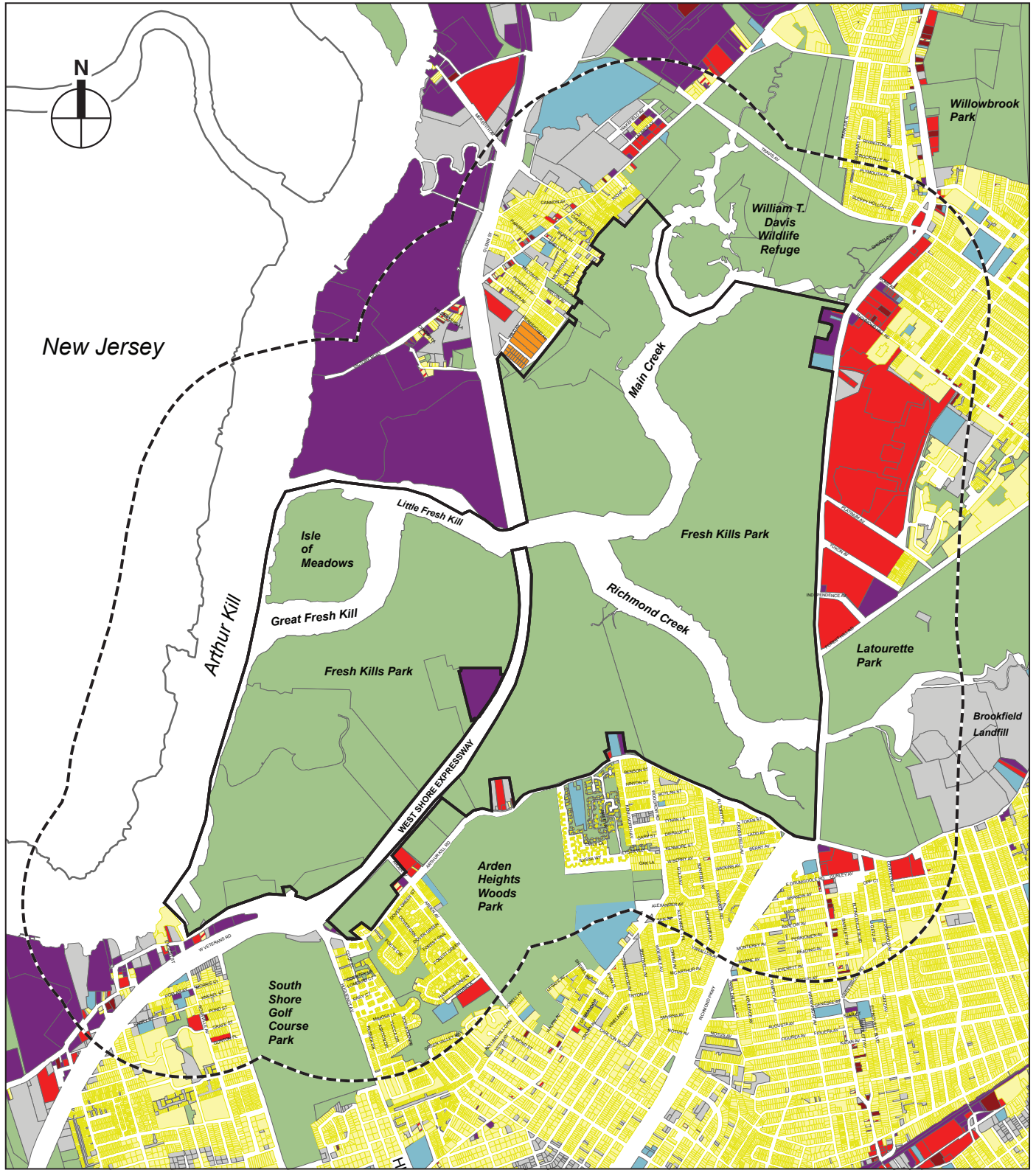
Source: DSNY, November 2007



-  Fresh Kill Project Site Boundary
- NA-1** Natural Area District
-  Public Place Right of Way

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Zoning with the Proposed Project
Figure 2-6



- | | | |
|--|---|--------------------|
| Fresh Kills Project Site Boundary | Commercial | Open Space |
| Study Area Boundary (1/2-Mile Perimeter) | Office | Vacant Parcels |
| Residential | Entertainment | Vacant Building |
| Residential (with Ground-Floor Retail) | Industrial, Utilities, Transportation, Public Parking | Under Construction |
| Hotel | Institutional | |

