Environmental Assessment Statement

Randall's Island Sports Field Development Project

CEQR No. 09DPR002M

January 2009

Prepared for

New York City Department of Parks and Recreation

Prepared by

Urbitran Associates, Inc.

City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT

PART I, GENERAL INFORMATION

Reference Numbers

1. **09DPR002M**
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)

BSA REFERENCE NO. IF APPLICABLE

ULURP REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO.(S) IF APPLICABLE
(e.g. Legislative Intro, CAPA, etc)

Lead Agency & Applicant Information
PROVIDE APPLICABLE INFORMATION

2a. Lead Agency	2b. Applicant Information
NYC Department of Parks and Recreation	
NAME OF LEAD AGENCY	NAME OF APPLICANT
Joshua Laird	
NAME OF LEAD AGENCY CONTACT PERSON	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
830 Fifth Avenue	
ADDRESS	ADDRESS
New York **NY** **10021**	CITY STATE ZIP
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212-360-3402 **212-360-3453**	TELEPHONE FAX
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joshua.laird@parks.nyc.gov	
E-MAIL ADDRESS	E-MAIL ADDRESS

Action Description
SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL **Randall's Island Sports Field Development Project**

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

The New York City Department of Parks and Recreation (DPR) along with the New York City Economic Development Corporation (NYCEDC), and the Randall's Island Sports Foundation (RISF), is proposing to reconstruct or create 63 sports fields on Randall's Island Park and pursue a concession agreement for the use of a portion of the 66 sports fields on Randall's Island Park by a group of independent schools during the academic school year (approximately September through June).

See EAS Supplemental Report for a more detailed description.

3c. DESCRIBE THE PURPOSE AND NEED FOR THE ACTION(S) AND APPROVAL(S):

The proposed project would reconfigure and restore the worn and non-regulation size fields, as well as add landscaping, drainage improvement, park amenities, and key infrastructure improvements throughout Randall's Island Park. The new fields will enable increased soccer, baseball, and softball programming, as well as additional field days for local public schools in communities in need of active recreation facilities. The proposed project will have a positive impact on New York City by helping to satisfy the demand for playing fields by the City's youth and adult leagues.

Required Action or Approvals

4. CITY PLANNING COMMISSION ☐ Yes ☒ No

☐ Change in City Map ☐ Zoning Certification ☐ Site Selection - Public Facility
☐ Zoning Map Amendment ☐ Zoning Authorization ☐ Disposition - Real Property ☐ Franchise
☐ Zoning Text Amendment ☐ Housing Plan & Project ☐ UDAAP ☐ Revocable Consent ☐ Concession
☐ Charter 197-a Plan
☐ Zoning Special Permit, specify type:
☐ Modification of
☐ Renewal of
☐ Other

5. UNIFORM LAND USE PROCEDURE (ULURP) ☐ Yes ☒ No

6. BOARD OF STANDARDS AND APPEALS ☐ Yes ☒ No

☐ Special Permit ☐ New ☐ Renewal Expiration Date
☐ Variance ☐ Use ☐ Bulk
Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes ☒ No

☐ Title V Facility ☐ Power Generation Facility ☐ Medical Water Treatment Facility

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

8. OTHER CITY APPROVALS [X] Yes [ ] No

[ ] Legislation [ ] Rulemaking; specify agency:

[ ] Construction of Public Facilities [ ] Funding of Construction, Specify [ ] Funding of Programs, Specify

[ ] Policy or plan [X] Permits, Specify: **DOB and DEP**

Other; explain: **NYC Art Commission for design approval**
New York City Franchise and Concession Review Committee for possible concession of a portion of the fields

9. STATE ACTIONS/APPROVALS/FUNDING [X] Yes [ ] No

If "Yes," identify **NYSDEC: Tidal Wetland Permit & SPDES Permit**
NYSDOS: CZM Consistency Determination

10. FEDERAL ACTIONS/APPROVALS/FUNDING [X] Yes [ ] No

If "Yes," identify **USACE - Joint Application Permit CWA Section 404 and/or Rivers & Harbors Section 10 Permit**

Action Type

11a. [ ] Unlisted; or [X] Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):
above 10 acres physical alteration

11b. [X] Localized action, site specific [ ] Localized action, change in regulatory control for small area [ ] Generic action

Analysis Year

12. Identify the analysis year (or build year) for the proposed action: **2010**

Would the proposal be implemented in a single phase? [ ] Yes [X] No [ ] NA.

Anticipated period of construction: **3.5 years**

Anticipated completion date: **Jul-05**

Would the proposal be implemented in multiple phases? [X] Yes [ ] No [ ] NA.

Number of phases: **4**

Describe phases and construction schedule: **1 - East River: Jun. 07 - Sept. 08; 2 - Central, Wards, Sunken Garden: Jun. 07 - Jan. 09**
3 - Sunken Meadow: June 07 - April 10: 4 - Hell Gate, Bronx Shore: 09 - 10

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY

13a. LOCATION OF PROJECT SITE

Randall's Island
STREET ADDRESS

N/A
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

None - parkland — **6b**
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY — ZONING SECTIONAL MAP NO.

(PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

Block 1819 part of lot 10 and 203, 50, 120 — **Manhattan** — **11**
TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: **9,123,206** SQ.FT.

PROJECT SQUARE FEET TO BE DEVELOPED: **9,123,206** SQ.FT.

GROSS FLOOR AREA OF PROJECT: **N/A** SQ.FT.

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED
IN THE NUMBER OF UNITS,SQ. FT. OR OTHER APPROPRIATE MEASURE: **NA** % OF

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: **substation 17'** HEIGHT; **40'** WIDTH; **146' 7"** LENGTH.

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: **N/A**

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

The project site consists of portions of Randall's and Wards Island Park (approximately 500 acres in total), which is located on an island in the East River beneath the Triborough Bridge, east of East Harlem in Manhattan, south of the South Bronx, and west of Astoria, Queens.

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? [ ] Yes [X] No

IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.

PART II, SITE AND ACTION DESCRIPTION

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

1. **GRAPHICS** Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

See attached Supplemental Report for Maps

2. **PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **See Supplemental Report** Water surface area (sq. ft.): **0**

Roads, building and other paved surfaces (sq. ft.): **0** Other, describe (sq. ft.): **0**

3. **PRESENT LAND USE**

Residential **NA**

Total no. of dwelling units _____ No. of low-to-moderate income units _____

No. of stories _____ Gross floor area (sq. ft.) _____

Describe type of residential structures:

Commercial **NA**

Retail: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Office: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Other: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Specify type(s): No. of stories and height of each building: _____

Industrial

No. of bldgs **NA** Gross floor area of each building (sq. ft.): _____

No. of stories and height of each building: _____

Type of use(s): Open storage area (sq. ft.): _____

If any unenclosed activities, specify:

Community Facility **NA.**

Type of community facility:

No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

No. of stories and height of each building: _____

Vacant Land **NA.**

Is there any vacant land in the directly affected area? ☐ Yes ☒ No

If yes, describe briefly:

Publicly accessible open space

Is there any publicly accessible open space in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly:

The affected area is Randall's Island which contains passive and active open space.

Does the directly affected area include any mapped City, State, or Federal parkland? ☒ Yes ☐ No

If yes, describe briefly:

A portion of the project area is mapped. The Sunken Meadow Fields area is mapped parkland.

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ☒ No

If yes, describe briefly:

Other land use **NA**

No. of stories _____ Gross floor area of each building (sq. ft.): _____

Type of use:

4. **EXISTING PARKING**

Garages

No. of public spaces: **0** No. of accessory spaces: **0**

Operating hours: _____ Attended or non-attended? _____

Lots

No. of public spaces: **980** No. of accessory spaces: **0**

Operating hours: _____ Attended or non-attended? **Non-Attended**

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

5. **EXISTING STORAGE TANKS**

Gas or service stations? ☐ Yes ☒ No Oil Storage Facility? ☐ Yes ☒ No Other? ☐ Yes ☒ No

If yes, specify: _____

Number and size of tanks: **(1) 2,500 gallon No. 2 UST** Last NYPD inspection date: Unknown

Location and depth of tanks: **Sunken Meadow Field House. Depth unknown.**

6. **CURRENT USERS**

No. of residents: **N/A** No. and type of businesses: **N/A**

No. and type of workers by business: **N/A** No. and type of non-residents who are not workers:

The island attracts about 500,000 visitors per year, with approximately 1,200 visitors on an average summer weekday and approximately 2,900 visitors on an average summer weekend day.

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES

7. **HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

(a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark; **NO**

(b) is within a designated New York City Historic District; **NO**

(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; **NO**

(d) is within a New York State or National Register Historic District; or

(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places? Identify any resource. **NO**

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource. **Triborough Bridge**

See section 2.6.2 of Supplemental Report for details.

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM

8. **WATERFRONT REVITALIZATION PROGRAM**

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? [X] Yes [ ] No

(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used. **See attached Supplemental Report for Coastal Zone Map**

9. **CONSTRUCTION**

Will the action result in demolition of or significant physical alteration to any improvement? [ ] Yes [X] No

If yes, describe briefly:

10. **PROPOSED LAND USE**

Residential **NA**

Total no. of dwelling units ____ No. of low-to-moderate income units ____ Gross floor area (sq. ft.) ____

No. of stories ____ Describe type of residential structures:

Commercial **NA**

Retail: No. of bldgs ____ Gross floor area of each building (sq. ft.):

Office: No. of bldgs ____ Gross floor area of each building (sq. ft.): ____

Other: No. of bldgs ____ Gross floor area of each building (sq. ft.): ____

Specify type(s): No. of stories and height of each building: ____

Industrial

No. of bldgs **NA** Gross floor area of each building (sq. ft.): ____

No. of stories and height of each building: ____ ____

Type of use(s): Open storage area (sq. ft.): ____

If any unenclosed activities, specify:

Community Facility **NA**

Type of community facility:

No. of bldgs ____ Gross floor area of each building (sq. ft.): ____

No. of stories and height of each building: ____

Vacant Land **NA**

Is there any vacant land in the directly affected area? [ ] Yes [X] No

If yes, describe briefly:

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? [X] Yes [ ] No

If yes, describe briefly: **The affected area is Randall's Island which contains passive and active open space.**

Does the directly affected area include any mapped City, State or federal park land? [X] Yes [ ] No

If yes, describe briefly: **The northeast portion of the project site (Sunken Meadow fields area) is mapped as park land**

Does the directly affected area include any mapped or otherwise known wetland? [ ] Yes [X] No

If yes, describe briefly:

Other land use:

Gross floor area (sq. ft.) _____ No. of stories: _____ Type of use: _____

11. **PROPOSED PARKING**

Garages

No. of public spaces: _____ No. of accessory spaces: _____

Operating hours: _____ Attended or non-attended: _____

Lots

No. of public spaces: **766** No. of accessory spaces: _____

Operating hours: _____ Attended or non-attended: _____

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

No. and location of proposed curb cuts: _____

12. **PROPOSED STORAGE TANKS**

Gas or service stations? [ ] Yes [X] No Oil Storage Facility? [ ] Yes [X] No Other? [ ] Yes [X] No

If yes, specify:

Number and size of tanks:

Location and depth of tanks:

13. **PROPOSED USERS**

No. of residents: **0** No. and type of businesses: _____

No. and type of workers by business **100 employees to maintain and operate the sports fields**

14. **HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

Will the action affect any architectural or archeological resource identified in response to either of the two questions at #7 the Site Description section of this form [ ] Yes [X] No

If yes, describe briefly: **See section 2.6.2 of Supplemental Report for details.**

SEE CEQR TECHNICAL MANUAL CHAPTER III B, SOCIOECONOMIC CONDITIONS

15. **DIRECT DISPLACEMENT**

Will the action directly displace specific business or affordable and/or low income residential unit [ ] Yes [X] No

If yes, describe briefly: **None**

SEE CEQR TECHNICAL MANUAL CHAPTER III C, COMMUNITY FACILITIES

16. **COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, librari hospitals and other health care facilities, day care centers, police stations or fire stations [ ] Yes [X] No

If yes, describe briefly:

Zoning Information

17. What is the zoning classification(s)of the directly affected area?

The project area is under the management of the Parks Department and therefore no zoning classification is applicable.

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning?

Describe in terms of bulk for each use. **NA**

19. What is the proposed zoning of the directly affected area? **NA**

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning?

Describe in terms of bulk for each use. **NA**

21. What are the predominant land uses and zoning classifications within a 1/4-mile radius of the proposed action?

M3-1 (Heavy Manufacturing-Low Performance) located on the area occupied by the DEP Wastewater treatment plant and FDNY Training Facility, R6 (Medium-Density Residential) with the hospital and homeless shelter on the western portion of the island.

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites, and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

See attached supplemental report to EAS

(a) LAND USE, ZONING AND PUBLIC POLICY	See CEQR Technical Manual Chapter III A
(b) SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III B
(c) COMMUNITY FACILITIES AND SERVICES	See CEQR Technical Manual Chapter III C
(d) OPEN SPACE	See CEQR Technical Manual Chapter III D
(e) SHADOWS	See CEQR Technical Manual Chapter III E
(f) HISTORIC RESOURCES	See CEQR Technical Manual Chapter III F
(g) URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III G
(h) NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III H
(i) NATURAL RESOURCES	See CEQR Technical Manual Chapter III I
(j) HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III J
(k) WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III K
(l) INFRASTRUCTURE	See CEQR Technical Manual Chapter III L
(m) SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III M
(n) ENERGY	See CEQR Technical Manual Chapter III N
(o) TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III O
(p) TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III P
(q) AIR QUALITY	See CEQR Technical Manual Chapter III Q
(r) NOISE	See CEQR Technical Manual Chapter III R
(s) CONSTRUCTION IMPACTS	See CEQR Technical Manual Chapter III S
(t) PUBLIC HEALTH	See CEQR Technical Manual Chapter III T

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above- listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

24. Jessica Newshel
PREPARER NAME

Senior Environmental Planner, Urbitran Assoc.
PREPARER TITLE

PREPARER SIGNATURE

1/26/09
DATE

New York City Department of Parks & Recreation
PRINCIPAL

Joshua Laird, Asst. Commissioner for Planning & Natural Resources
NAME AND TITLE OF PRINCIPAL REPRESENTATIVE

SIGNATURE OF PRINCIPAL REPRESENTATIVE

1/23/09
DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154

Impact Significance

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	No
SOCIOECONOMIC CONDITIONS	No
COMMUNITY FACILITIES AND SERVICES	No
OPEN SPACE	No
SHADOWS	No
HISTORIC RESOURCES	No
URBAN DESIGN/VISUAL RESOURCES	No
NEIGHBORHOOD CHARACTER	No
NATURAL RESOURCES	No
HAZARDOUS MATERIALS	No
WATERFRONT REVITALIZATION PROGRAM	No
INFRASTRUCTURE	No
SOLID WASTE AND SANITATION SERVICES	No
ENERGY	No
TRAFFIC AND PARKING	No
TRANSIT AND PEDESTRIANS	No
AIR QUALITY	No
NOISE	No
CONSTRUCTION IMPACTS	No
PUBLIC HEALTH	No

Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.

No.

If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

A negative declaration will be issued.

If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

Lead Agency Certification

Not applicable.

If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment. Not applicable

Jessica Newsholf
PREPARER NAME

Senior Environmental Planner
PREPARER TITLE

PREPARER SIGNATURE

1/26/09
DATE

Joshua Laird
NAME OF LEAD AGENCY REPRESENTATIVE

Asst. Commissioner, Planning & Natural Resources
TITLE OF LEAD AGENCY REPRESENTATIVE

SIGNATURE OF LEAD AGENCY REPRESENTATIVE

1/26/09
DATE

RANDALL'S ISLAND SPORTS FIELDS DEVELOPMENT PROJECT

SUPPLEMENTAL ENVIRONMENTAL STUDIES TO THE ENVIRONMENTAL ASSESSMENT FORM

CEQR No. 09DPR002M

January, 2009

Lead Agency: NYC Department of Parks and Recreation
830 Fifth Avenue
New York, NY 10065

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APPENDIX A: WRP CONSISTENCY FORM

1.0 PROJECT DESCRIPTION

The New York City Department of Parks and Recreation (DPR) along with the New York City Economic Development Corporation (NYCEDC), and the Randall's Island Sports Foundation (RISF), is proposing to reconstruct or create 63 sports fields on Randall's Island Park and pursue a concession agreement for the use of a portion of the 66 sports fields on Randall's Island Park by a group of independent schools during the academic school year (approximately September through June).

The Sports Fields Development Project includes the reconstruction or creation of 63 fields; six comfort stations; new parking areas and roadways; park amenities; signage; and upgraded utilities (see **Figure 1.0-1**).

1.1 Project Location and History

The project site consists of Randall's and Wards Island Park (approximately 500 acres in total), which is located on an island in the East River beneath the Triborough Bridge, south of the South Bronx, east of East Harlem in Manhattan, and west of Astoria, Queens (see **Figure 1.1-1**).

Randall's Island (Randall's Island North)
Randall's Island is a 195-acre island at the convergence of the East and Harlem Rivers just to the north of Wards Island. In 1830, New York City purchased Randall's Island from Jonathan Randel's heirs and used it as a potter's field (a graveyard for the poor), an almshouse, a reformatory, and a hospital. Wards Island was purchased by the City between 1851 and 1855 and was successively used as a potter's field, a hospital for poor immigrants, and an insane asylum. In the 1920s, these institutional uses were transferred to Roosevelt Island to make room for the Triborough Bridge. In 1930, the Metropolitan Conference on Parks recommended that both islands be cleared of existing uses and devoted to recreational activities. However, the recommendation was not fully carried out as, among other facilities, the DEP Wastewater Treatment Plant was built in 1937 and the construction of the Manhattan State Psychiatric Hospital was approved in 1954. The City leased the land for the hospital to New York State.

Access to Randall's Island was improved with the opening of the Triborough Bridge in 1936. Parks Commissioner Robert Moses launched a comprehensive program to build recreational spaces such as ball fields, playgrounds, and a stadium (named Downing Stadium in 1955 for former Director of Recreation John J. Downing). Moses evacuated the original children's hospital and closed the House of Refuge. Over the next thirty years, Robert Moses gradually filled in the space between Randall's and Wards Islands to allow for even greater recreational area.

For many years, Downing Stadium was the centerpiece of activity on the island. The stadium was home to several memorable sporting events such as Jesse Owens' victory in the 100-yard dash at the 1936 Olympic Trials. In addition, soccer star Pele made his American debut for the New York Cosmos at Downing in 1975, and Tiger Woods hosted a golf clinic for city kids in 1996. Finally, Downing Stadium held a number of large music festivals -- the Duke Ellington Orchestra performed a memorial concert of composer George Gershwin in 1938. Jimi Hendrix,

Steppenwolf, and Grand Funk Railroad played at the three-day New York Pop Festival of 1970. Downing Stadium was demolished in 2002 and replaced with Icahn Stadium in April 2005. Icahn Stadium is the first component developed of the Randall's Island Management, Restoration and Development Plan, which will reestablish Randall's Island, in part, as a regional sports complex.

Wards Island (Randall's Island South)
Wards Island Park is located on what was once Wards Island, a 255-acre island lying in the northern end of the East River, between Manhattan and Queens. Always sparsely populated, the strategically placed island was used as a British military post during the Revolutionary War. After the war ended in 1783, the brothers Jaspar and Bartholomew Ward took ownership of the island. Though houses had already been constructed on the island as early as the 17th century, the Wards made settlement on the island more attractive by opening a cotton mill and building the first bridge crossing the East River (connecting the island with Manhattan at 114th Street) in 1807.

After the War of 1812, the Wards' cotton mill closed and, in 1821, the bridge was destroyed in a brutal storm. The island lay largely abandoned until 1840, when overcrowded Manhattan sought convenient locations for almshouses, mental health facilities, and potter's fields. Remains from potter's fields in Madison Square Park and Bryant Park were relocated to Wards Island. The State Emigrant Refuge, a hospital for sick and destitute immigrants, opened in 1847 and was the biggest hospital complex in the world during the 1850s. The predominance of public works led the City to purchase Wards Island starting in 1851. Twelve years later, the New York City Asylum for the Insane opened on the island. From 1860 until the 1892 opening of Ellis Island, Wards Island along with Castle Clinton on Manhattan's southern tip welcomed America's newcomers at its immigration station. The New York State Department of Mental Hygiene took over the immigration and asylum buildings in 1899, opening Manhattan State Hospital. With 4,400 patients, it was the largest psychiatric institution in the world. It later became the Manhattan State Psychiatric Center.

As mentioned above, the 1930 Metropolitan Conference of Parks recommended transforming Randall's and Wards Islands into recreational parks. Shortly after taking the office of Parks Commissioner in 1934, Robert Moses announced his plans for developing Wards Island. The City would connect it to Randall's Island and the two islands joined by landfill were to be cleared for playing fields and promenades that would take advantage of the Mid-Manhattan skyline views. The City transferred the parcels of land designated for the new Wards Island Park to Parks in 1936 and 1939.

In 1936, the Triborough Bridge opened with its massive concrete piles and steel towers rising straight out of Wards Island soil. Apart from the bridge, other public works operating on Wards Island include the DEP Wastewater Treatment Plant built in 1937 and currently occupying about one quarter of the island. In recent years, the New York City Fire Department has also used a part of the island as a training center.

A local law of 1949 authorized the construction of the 103rd Street footbridge, built by the U.S. Army Corps of Engineers in 1951, which accommodated pedestrian traffic from East Harlem.

The footbridge leads directly into Wards Island Park and provides easy access to the playing fields, bicycle paths, and scenic waterfront. While the west coast faces Manhattan, the east side of the park overlooks Hell Gate, the narrow section of the East River between the island and Astoria, Queens.

1.2 Overview of Sports Field Project

Based on input from current users and the strong demand for recreation areas, DPR is proposing to reconstruct or create 63 new baseball, softball, and soccer fields which, together with three existing fields, will replace existing fields, which lack adequate landscaping and drainage, are overutilized, and are difficult to maintain. The proposed project will occupy roughly 209 acres of parkland out of a total island acreage of 500. The new fields have been designed specifically for their respective sports: baseball, little league, softball, and soccer. Some of the soccer fields will be synthetic turf, which will allow more playing time, while also sustaining a better playing surface and reducing maintenance. The natural grass fields will be fully irrigated in order to keep them available for sports throughout the year. As shown in **Table 1.2-1** below, the sports fields development project will yield a total of 13 baseball fields, two little league fields, 20 softball fields, six 120-yard soccer fields, and 22 100-yard soccer/lacrosse fields. Nine of these new soccer fields will overlap with the new ball fields (6 in Sunken Meadow, 2 at the Central Fields, and 1 at the Hell Gate Fields). These new fields will serve in addition to the one existing 120-yard soccer field (near Icahn Stadium and referred to as the Harlem River Event Area in Table 1.2-1) and two existing 100-yard soccer/lacrosse fields at Hell Gate Fields. Collectively, the new and existing fields will total 66 athletic fields on Randall's and Wards Island (see **Figure 1.2-1**). Because the fields overlap, a total of 51 fields will be available for use during the fall season and a total of 57 fields will be available for use during the spring and summer seasons.[1]

[1] This compares to a maximum of 33 existing fields that are available for use during the fall season and a maximum of 40 existing fields that are available for use during the spring and summer seasons. Because far fewer of the new fields will be overlapping compared to the existing fields, available playing time year-round will be substantially increased.

TABLE 1.2-1
PROPOSED FIELDS

Field Area	Baseball	Softball	Little League	100-Yard Soccer/ Lacrosse	120-Yard Soccer
Bronx Shore	2 natural turf				3 natural turf
Sunken Meadow	10 natural turf	19 natural turf	2 natural turf	6 natural turf	
Central	1 natural turf			4 natural turf	
Hell Gate		1 natural turf		1 natural turf 2 natural turf*	
Wards Meadow				1 natural turf, 3 synthetic	2 synthetic
East River				3 synthetic, 2 natural turf	1 synthetic
Sunken Garden				2 synthetic	
Harlem River Event Area					1 synthetic*
TOTALS	13	20	2	24	7

*These 3 fields are existing, but may be part of the potential concession agreement.

The Sports Fields Development Project is a phased three and a half-year project which began in June 2007. The phasing is dependent on weather and soil conditions on the island and is therefore susceptible to changes. Some fields were completed September 2008. The proposed project is scheduled to be completed by the end of 2010.

The new fields are expected to be utilized by school and community groups, including youth and adult sports clubs and leagues. DPR is proposing to grant a concession to a group of independent schools for use of a portion of the fields. The potential concession would reserve the use of some of the fields during certain after-school hours to the schools in this group, in return for a concession fee. If DPR enters into the proposed concession, DPR is also considering giving a priority to public school and community-based youth organizations for use of some of the remaining fields during the same after-school hours. DPR anticipates that outside these after-school hours, the fields will generally be available for use in accordance with DPR's existing permit practices. In keeping with DPR's practice of requiring permits for the use of park facilities, the concession would not change the nature or use of the fields, but would simply determine to whom certain fields are allocated for certain times.

The proposed project is predominantly a replacement in kind of sports fields, on acreage currently occupied by sports fields or otherwise used for recreational activities. One asphalt parking lot will be converted to fields, and the parking spaces will be dispersed to smaller, more appropriate "pocket parking" areas. As part of the proposed project, DPR has reclaimed the undeveloped Central Fields and Sunken Gardens areas in cooperation with the NY State Office of Mental Health. Additional work represents upgrades necessary for effective and responsible enjoyment of the fields: access and safety improvements, signage, comfort stations, and basic amenities. This work is described in detail below.

Roadways and Pathways
Randall's Island currently has a circulatory road system in the northern portion of the island that is accessible from all of the Triborough Bridge ramps. The existing circulatory road accommodates two lanes of traffic in each direction separated by a center median. As part of the proposed project, the circulation pattern will be extended so that visitors can access all of the field clusters without having to drive on pedestrian pathways, which are currently used by all vehicular as well as non-vehicular traffic.

As part of the proposed project, dedicated bicycle and pedestrian pathways will be constructed to travel nearly the entire five-mile circumference of the island, offering improved shoreline access and views in all directions. Many pathway sites involve reclamation of previously neglected or inaccessible waterfront parkland. These new routes will redirect pedestrian and bicycle traffic away from the major roadways by creating a variety of safe, inviting non-vehicular routes, and will encourage non-vehicular travel by connecting access points to facilities and providing clear circulation for island visitors.

Signage
New directional signage will assist visitors in reaching all of the island's facilities. The island will feature both directional and identification signs. The directional signs will mark the primary loop and field loop roads, with the purpose of eliminating the confusing system that currently exists on the island. The signs, located throughout the island, will identify major facilities (Tennis Center, Golf Center, Icahn Stadium, etc.) and destinations including the various specific fields, comfort stations, and designated parking. There will also be a large sign at the entrance to the island welcoming visitors to Randall's Island Park.

Comfort stations
In addition to providing restrooms, the comfort stations will be staffed and offer convenient storage for maintenance equipment and central locations for general information, as well as generating electronic information about Park and field usage. Six comfort stations will be constructed on the island. The six stations will be located at: Bronx Shore, Sunken Meadow (2 stations), Central, Hell Gate (rehabilitated station), and between East River and Wards Meadow.

Park Amenities
The proposed project includes other park amenities such as water fountains, bike racks, lighting, and picnic areas. These amenities will be scattered throughout the island, but concentrated along the waterfront and field areas. Lighting will be provided, where possible, extending field use and improving safety.

Infrastructure Improvements
In order to support the new irrigated and lighted fields, comfort stations, and park amenities, the island's infrastructure will be upgraded. New water mains, sewer lines, gas lines, and an electrical substation will be constructed on the island. Presently, there are two vaults, with no spare capacity, that service DPR facilities. The first services Icahn Stadium, the premier soccer field, and tennis center. The second vault services the DPR Five Borough Garage, NYPD Manhattan Detective Unit, and lighting on existing roadways and pathways. The existing vaults have inadequate capacity and cannot maintain the existing tennis bubble and ball field lights.

The new substation would help to alleviate the strain on the existing network and provide power for the new park amenities. In addition, a new gas line will be installed on the island. Originating from a Con Edison point of connection and feeder on the northwestern corner of Randall's Island, the gas line will travel down the spine of the island and terminate between the proposed Sunken Garden Fields and Manhattan State Psychiatric Hospital.

Pocket Parking
Currently, vehicles on the island are often parked on the fields, which damage the playing surfaces. The proposed project includes small, designated parking areas closer to field areas that are intended to help discourage parking on the new fields. Near the Bronx Shore Fields, there are plans for two designated parking areas for a total of 200 parking spaces. There are also two open areas which may be used for picnicking or special event parking with a total of approximately 300-400 spaces.

Around Sunken Meadow Fields, the loop road will have approximately 124 perpendicular parking spaces for visitors. There will also be roughly 75 parking spaces available in front of the new tennis center and along the access road to this field area. On the southwestern portion of the island, about 84 parking spaces will be included in the roadway design for the loop road accessing the East River Fields and 24 spaces around Sunken Garden Fields. In the southeast, nine spaces will also be included in the loop roads circling Wards Meadow Fields, Hell Gate Fields, and Central Fields. There will also be a larger designated parking lot for Wards Meadow Fields with about 230 spaces.

Landscaping
The proposed project includes the installation of approximately 5,145 trees and the relocation of 25. The proposed trees are a mix of deciduous and evergreen ranging in size from 3"-3 ½" caliper. The planting is being carefully coordinated with the Parks Department. Planting began in the fall of 2008 and expected to be complete by spring 2011.

The Randall's Island Management, Restoration and Development Plan
The RISF works as a public-private partnership with the DPR, and in close coordination with NYCEDC, to develop sports fields, restore the natural environment, reclaim and maintain parkland, and sponsor free community-linked programs for children on Randall's Island. With these goals in mind, RISF created a comprehensive *Management, Restoration, and Development Plan*, in 1999, to guide the creation of an accessible and well-organized sports and recreational destination. In 2007, this plan was refined and enhanced, and laid out seven development goals which include; sports facilities; flexible entertainment venues; waterfront access; preserving and improving parkland; economic growth; tourism; and community service. RISF's 2007 *Updated Management, Restoration and Development Plan for Randall's Island Park* is now the guide for the island's development. Development at the Park will help achieve a more popular and local and regional destination and facilitate the island's role as a premier recreation destination.

Apart from the proposed sports field project, RISF's plan encompasses several additional projects, each proceeding on its own schedule such as: Icahn Stadium (already completed); tennis and golf centers; environmental restoration of the island; improved waterfront access; a

flexible entertainment venue; and opportunities for economic growth, tourism, and community service and programming.

Icahn Stadium
In April 2005, RISF opened Icahn Stadium on the former site of Downing Stadium. The world-class track & field venue has a 400-meter running track, seating for 5,000, a modern scoreboard and timing system, fitness, exercise and meeting rooms, and a FIFA-certified soccer field with lighting and bleachers adjacent to the stadium.

Tennis and Golf Centers
Sportime, a concessionaire with DPR and the City of New York, is constructing a new tennis facility with a total of 20 courts, both covered and open. The facility will also have a café and meeting rooms.

The golf center reopened in May 2008 and consists of a two-tier driving range with approximately 80 stalls.

Environmental Restoration
Wetlands restoration sites have been designed to encourage public access by students and visitors. Almost five miles of shoreline along Randall's Island is being restored and reconstructed. Plans include recreating wildlife habitats, filtering nonpoint source pollution, and utilizing the island's resources for environmental education.

RISF and NYCEDC have worked together to restore the Little Hell Gate Inlet as a salt marsh, with specially created access points from a boardwalk. The area has been regraded with clean sand and salt marsh grasses to create over three acres of low marsh and other marsh grasses to establish a high marsh/transition habitat. These specially selected marsh grasses have an unparalleled ability to soak up heavy metals and petroleum byproducts, improving water quality and reducing nonpoint source pollution and nitrogen inputs into the East River and Long Island Sound. In the center of the island, RISF and NYCEDC have also restored four acres of freshwater wetlands, through removal of fill and construction debris and by the addition of native wetlands plantings. The restored wetlands will absorb and filter nonpoint source pollution from some of the island's parking lots and roads before runoff can reach the East River, and will also provide ideal breeding and migratory habitat for birds.

Finally, a salt marsh fringe in the Bronx Kill has been restored. This project involves excavation through human-placed fill back to salt marsh elevations and creation of intertidal habitat along the eastern section of the Kill. Salt marsh grass will trap and filter sediment, thereby cleaning surrounding waters and creating a habitat for wildlife. In addition, a small boardwalk is planned to bring visitors in close contact with the salt marsh fringe.

Waterfront Access
A five-mile long waterfront pathway system is included in RISF's plan. The new Wards Island Waterfront Pathway connects to the Park's central spine, where the roadbed has been reconstructed to provide lighting, signage and benches and to accommodate pedestrians and cyclists. Just adjacent runs the Hell Gate Bridge trestle, under which a pathway will be

constructed in 2009 to run the length of the Park. The first section of the Randall's Island Waterfront Pathway, which connects Manhattan to the island via the East 103rd Street footbridge, opened April 2006. It provides a pedestrian walkway from the island's western shoreline to Icahn Stadium. Other pathways along the island will allow for access not only to the waterfront, but the major facilities, sports fields, and wetlands.

Flexible Entertainment Venue
RISF is working with the City and community groups to expand the variety of events at the Harlem River Event site, a venue located just across the Harlem River and accessible by the ferry as well as by a direct bicycle and pedestrian pathway route and public transportation. Revenue from these events helps RISF to maintain operations and provide free youth programming at Randall's Island.

Community Service
The new, expanded facilities will enable RISF to set aside more playing time and instruction for RIK's free youth program participants, as well as community-based organizations. For example, Icahn Stadium serves as the central site for 14,000 kids served by the Randall's Island Kids (RIK) programs each year, and both the tennis and golf centers will continue to provide free instruction to RIK participants. In addition, the new wetlands, enhanced waterfront and a range of natural on-Island sites host hundreds of local schoolchildren each year for semester-long environmental study programs funded and managed through RISF.

1.3 Purpose and Need

The proposed project would reconfigure and restore the worn and non-regulation size fields, as well as add landscaping, drainage improvement, park amenities, and key infrastructure improvements throughout Randall's Island Park. The new fields will enable increased soccer, baseball, and softball programming, as well as additional field days for local public schools in communities in need of active recreation facilities. The proposed project will have a positive impact on New York City by helping to satisfy the demand for playing fields by the City's youth and adult leagues. The proposed project could add many thousands of hours of additional playing time for current and new users of the fields.[2] Additional playing hours will be available due not only to the overall increase in fields but also to the reduction of overlapping fields, to the synthetic surface treatment, and to field lighting allowing for extended hours of playing time.

In addition, as part of the Randall's Island Kids (RIK) programs, thousands of children between the ages of 6 to 18 visit the island each year to play sports and learn about the environment. The RIK program, whose goal is to provide local children with athletic activities on safe fields, is sponsored by RISF and free for kids. During the school year, RISF's RIK programs provide free sports instruction and transportation to children from over 120 public schools and community-based organizations in Harlem and the South Bronx. These activities include soccer, softball, baseball, golf, tennis, dance fitness, and track and field. With the new fields and facilities proposed as part of the Sports Fields Development Project, RISF has plans to substantially increase RIK programming.

[2] Randall's Island Sports Foundation Annual Review 2006

1.4 Required Approvals

The proposed project is a discretionary public action subject to the State Environmental Quality Review Act (SEQRA) and its implementing regulations set forth in Title 6 of the New York Codes, Rules and Regulations (6 NYCRR) Part 617, and City Environmental Quality Review (CEQR) procedures set forth in Executive Order 91 of 1977, as amended, and Title 62, Chapter 5 of the Rules of the City of New York. State and local government agencies must complete a review of the possible environmental impacts before undertaking, funding or approving any discretionary actions. Further, local governments are permitted to promulgate their own environmental rules, provided the rules are no less protective of the environment than the State regulations. The City of New York has adopted CEQR to establish the procedures and additional substantive requirements for agencies of New York City to review discretionary actions for the purpose of identifying the potential effects on the environment. In conducting environmental reviews, City agencies are guided by the City's *CEQR Technical Manual*, which contains guidance on the substantive content of environmental reviews in the City and describes methodologies for assessing different technical areas of review.

Under SEQRA and CEQR, city agencies must assess, disclose, and mitigate the environmental consequences of any discretionary action that the agency funds, undertakes, or approves. Actions determined not to have a significant impact on the environment, or Type II actions as promulgated by 6 NYCRR Part 617.5, are not subject to environmental review. Actions that are subject to environmental review are Type I actions and Unlisted actions. Type I actions are those actions that are listed in 6 NYCRR Part 617.4 of the State Environmental Quality Review and are presumed to have a significant effect on the environment. Unlisted actions are all other actions not listed as Type I or Type II.

In July 2006, DPR, as lead agency for the Sports Field' Development Project, determined that the project was a Type II action under SEQRA and CEQR both as a replacement, rehabilitation or reconstruction of a structure or facility, in kind, on the same site, and as routine or continuing agency administration and management, not including new programs or major reordering of priorities that may affect the environment. DPR maintains that its Type II determination was proper in all respects. Nonetheless, because of the interest in the project, DPR is preparing this EAS in accordance with SEQRA and CEQR to determine whether the project may have a significant adverse impact on the environment. Because the project will involve the physical alteration of 10 acres or more, DPR is considering the project a Type I action for purposes of this EAS.

Required approvals include:

- A concession involving a portion of the sports fields would need to comply with the requirements of the Franchise and Concession Review Committee (FCRC). The FCRC is the entity established by the Charter of the City of New York which oversees the City's franchise and concession matters.
- NYCDSBS: Waterfront Permit
- NYSDEC: Tidal Wetland Permit
- NYSDEC: SPDES Permit
- NYSDOS: CZM Consistency Determination/NYC WRP

- USACE: Joint Application Permit CWA Section 404 and/or Rivers & Harbors Section 10 Permit

Required approval not subject to SEQRA/CEQR include:

- NYC Dept of Buildings (DOB): Electric Substation
- NYC Dept of Buildings (DOB): Comfort Stations
- NYCDEP: Comfort Stations Site Connection Permits
- NYC Art Commission for design approval



Figure 1.1-1 - Project Location

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

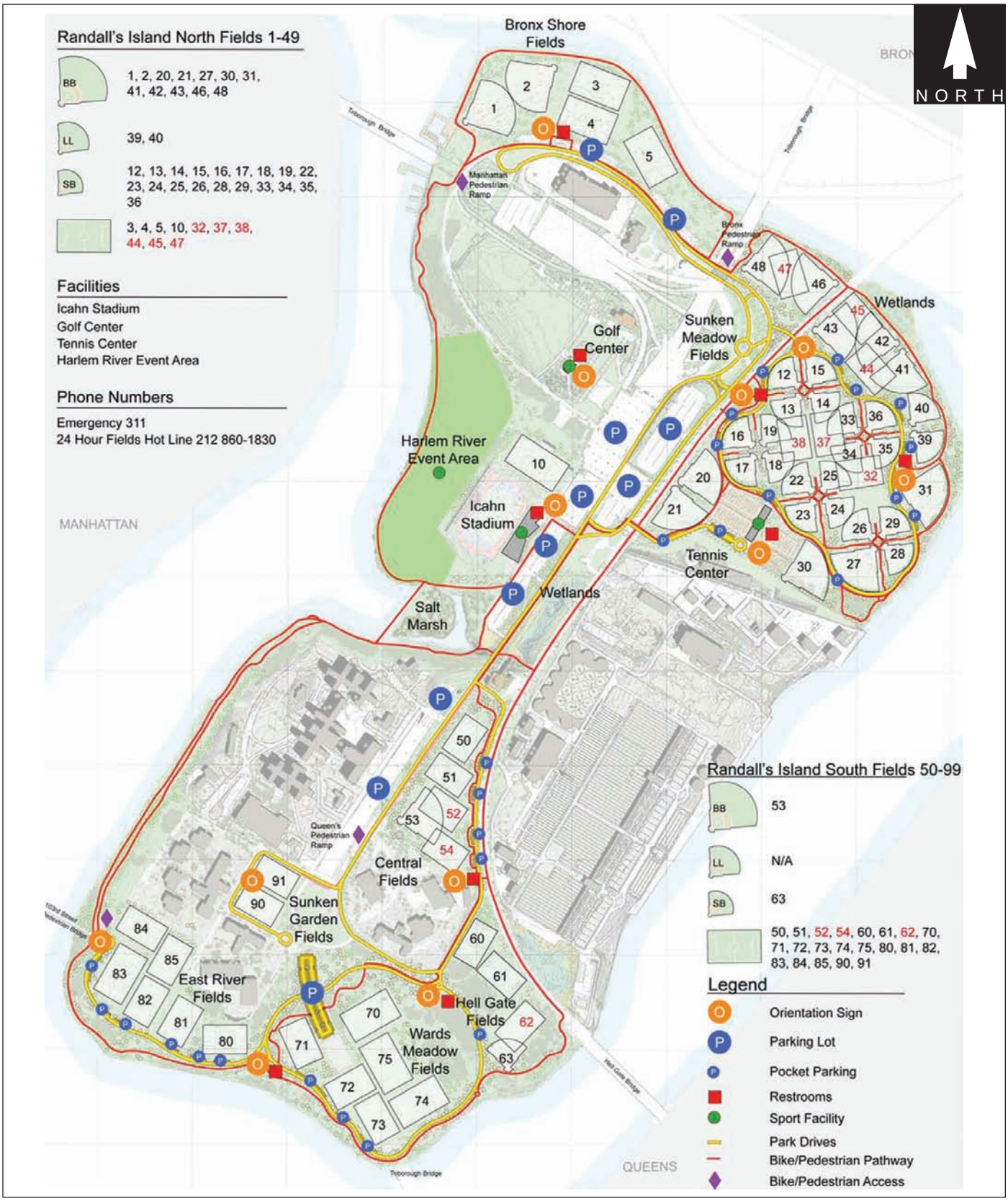


Figure 1.2-1 - Proposed Sports Field Project

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

2.0 ENVIRONMENTAL REVIEW

Each technical section of the environmental review is analyzed in accordance with the guidelines set forth in the *CEQR Technical Manual*. The preliminary screening for each technical section is applied to the proposed action to determine, as per CEQR guidelines, if a detailed analysis is warranted. In cases where the proposed action is deemed not to require a detailed analysis based on preliminary screening thresholds for individual technical sections, the environmental review provides a discussion of the screening criteria applied and a discussion of why the proposed action screens out. In cases where a more detailed analysis is warranted, the technical section includes an analysis of existing conditions and an analysis of the future without and the future with the proposed action. This analysis is used to determine if there would be potential for a significant impact as a result of the proposed action.

For the purpose of this environmental assessment statement, Randall's Island will be divided into two areas: Randall's Island North and Randall's Island South. Randall's Island South will be the area formerly known as Wards Island. In addition, as construction is already underway, what is described as "Existing Conditions" will be the 2007 pre-construction conditions on the island.

Randall's Island North
There are two areas of redevelopment proposed for Randall's Island North: the Bronx Shore Fields and Sunken Meadow Fields. Bronx Shore Fields, located on the northwest corner of the island, is proposed to have two natural turf baseball fields and three natural turf soccer fields. At Sunken Meadow Fields, on the northeast corner of the island, DPR is proposing to construct 10 baseball, 19 softball, two little league, and six 100-yard soccer natural turf fields.

By the Bronx Shore Fields area, two parking lots are proposed as well as a comfort station. Within the Sunken Meadow Fields cluster, pocket parking is planned along the roadway as well as two comfort stations. There is also a proposed new electric substation, new pathways, and the removal and addition of trees planned for this area of redevelopment.

A synthetic turf soccer field located near Icahn Stadium in the Harlem River Event Area has been previously renovated and is part of the total of 66 fields on Randall's Island.

Randall's Island South
Randall's Island South has five main areas of redevelopment: Central Fields, Hell Gate Fields, Wards Meadow Fields, Sunken Garden Fields, and East River Fields. According to design plans, Central Fields will be located between the Manhattan State Psychiatric Hospital and the Wards Island WPCP. Central Fields will include four natural turf soccer/lacrosse fields and one natural turf baseball field. Hell Gate Fields, directly south of the Hell Gate Bridge's Queens span, will have one natural turf softball field with an overlapping natural turf 100-yard lacrosse/soccer field, and retain the two existing turf soccer fields. At the southernmost point of the island, Wards Meadow Fields is expected to have three synthetic turf 100-yard lacrosse/soccer fields, one natural turf 100-yard lacrosse/soccer field, and two synthetic turf 120-yard soccer fields. East River Fields will be located at the southwestern corner of the island and will consist of four new synthetic soccer fields and two natural turf soccer fields. One will be designed as a 120-yard soccer field and the other five for 100-yard soccer fields. Lastly, directly south of the

Manhattan State Psychiatric Hospital, DPR is planning to construct two synthetic 100-yard soccer fields to be known as Sunken Garden Fields.

On Randall's Island South, in addition to one renovated existing comfort station, three new comfort stations are planned; one near Central Fields, one between Hell Gate and Wards Meadow Fields, and one between East River and Wards Meadow Fields. Pocket parking is planned along the roadways encircling the East River, Wards Meadow, and Central Fields. Parking lots will be created between Wards Meadow and Sunken Garden Fields, as well as along the eastern side of the Manhattan State Psychiatric Hospital. New pathways, picnic areas, and the removal and addition of trees are planned for this area of redevelopment. (See **Figure 2.0-1**).

2.1 LAND USE, ZONING AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the use and development trends in the study area and is then used by the lead agency to determine whether a proposed action is compatible with conditions. The analysis also considers an action's compliance with, and effect on, the area's zoning and other applicable public policies. The proposed action is the proposed construction and reconstruction of a series of sports fields on Randall's Island Park and a potential concession for the use of a portion of the sports fields.

As the proposed action may involve a concession, a detailed analysis of potential land use, zoning, and public policy impacts was conducted. It was determined based on the analysis that no significant land use, zoning, or public policy impacts would result due to the proposed action. The proposed action would not create adverse land use impacts or introduce incompatible uses that interfere with the existing study area. With regard to zoning and public policy, the action would comply with the surrounding zoning and would not conflict with public policies and plans for the site or the surrounding area. Portions of Randall's Island are mapped as parkland and the rest of the project area is under DPR jurisdiction, and, therefore, not subject to zoning. The detailed analysis of potential land use, zoning, and public policy impacts follows below.

2.1.1 Land Use

2.1.1.1 Existing Conditions

The project site consists of Randall's and Wards Island Park, which is located on an island in the East River beneath the Triborough Bridge, south of the South Bronx, east of East Harlem in Manhattan, and west of Astoria, Queens. Land uses surrounding the site consist predominately of recreational, institutional, and transportation uses (see **Figures 2.1-1** and **2.1-2**). A majority of the land on the 500-acre island is either mapped parkland or under the jurisdiction of DPR (approximately 400 acres).

Randall's Island North
Existing facilities within the area mapped as parkland or under Parks jurisdiction include: 20 soccer fields and 22 baseball/softball fields (many overlapping); picnic areas; park pathways;



Figure 2.0-1 - Map of Proposed Project

Randall's Island Sports Field Development Project
New York City Department of Parks & Recreation

Prepared by Urbitran Associates

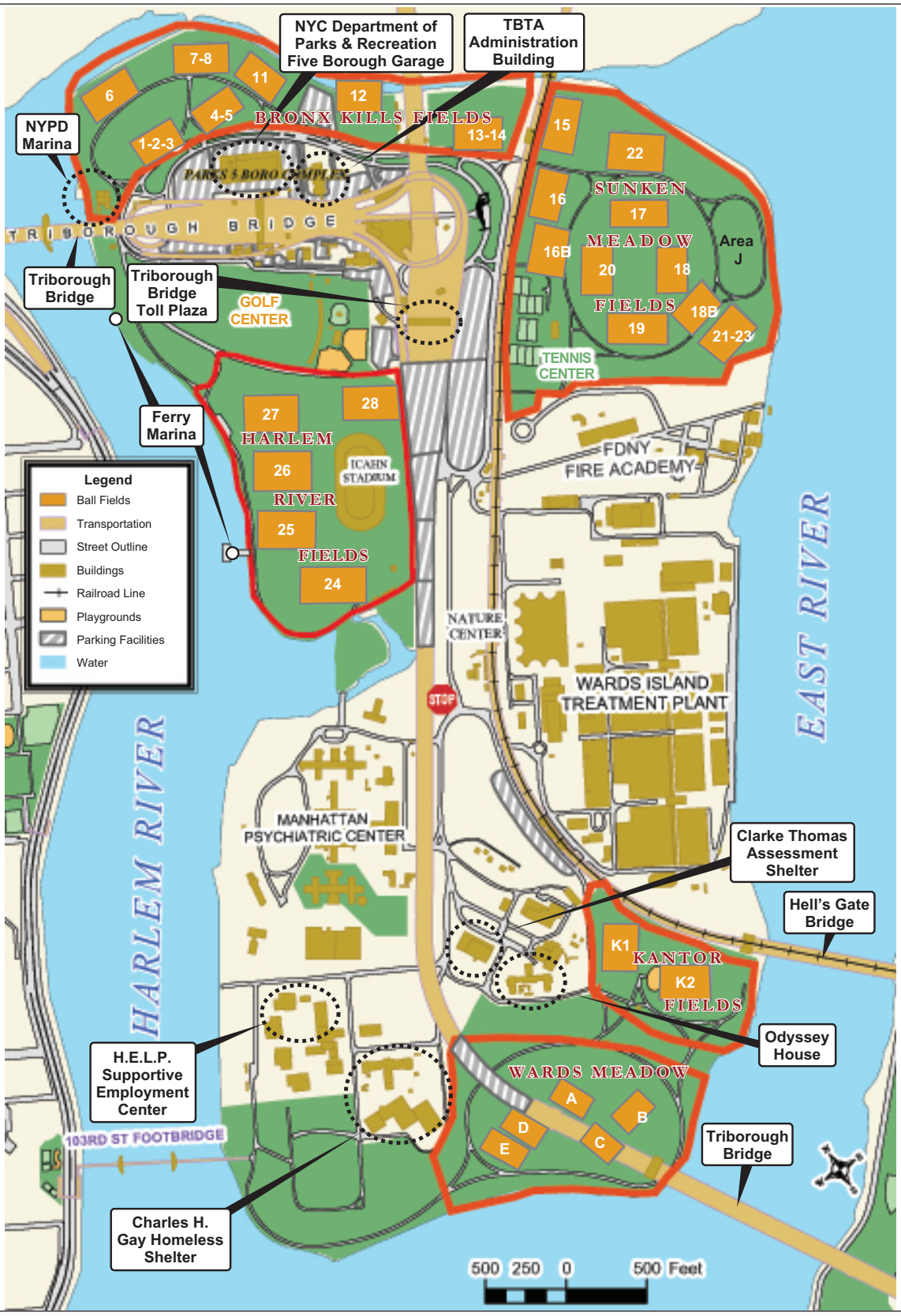


Figure 2.1-1 - Fall 2007 Existing Land Use Map

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

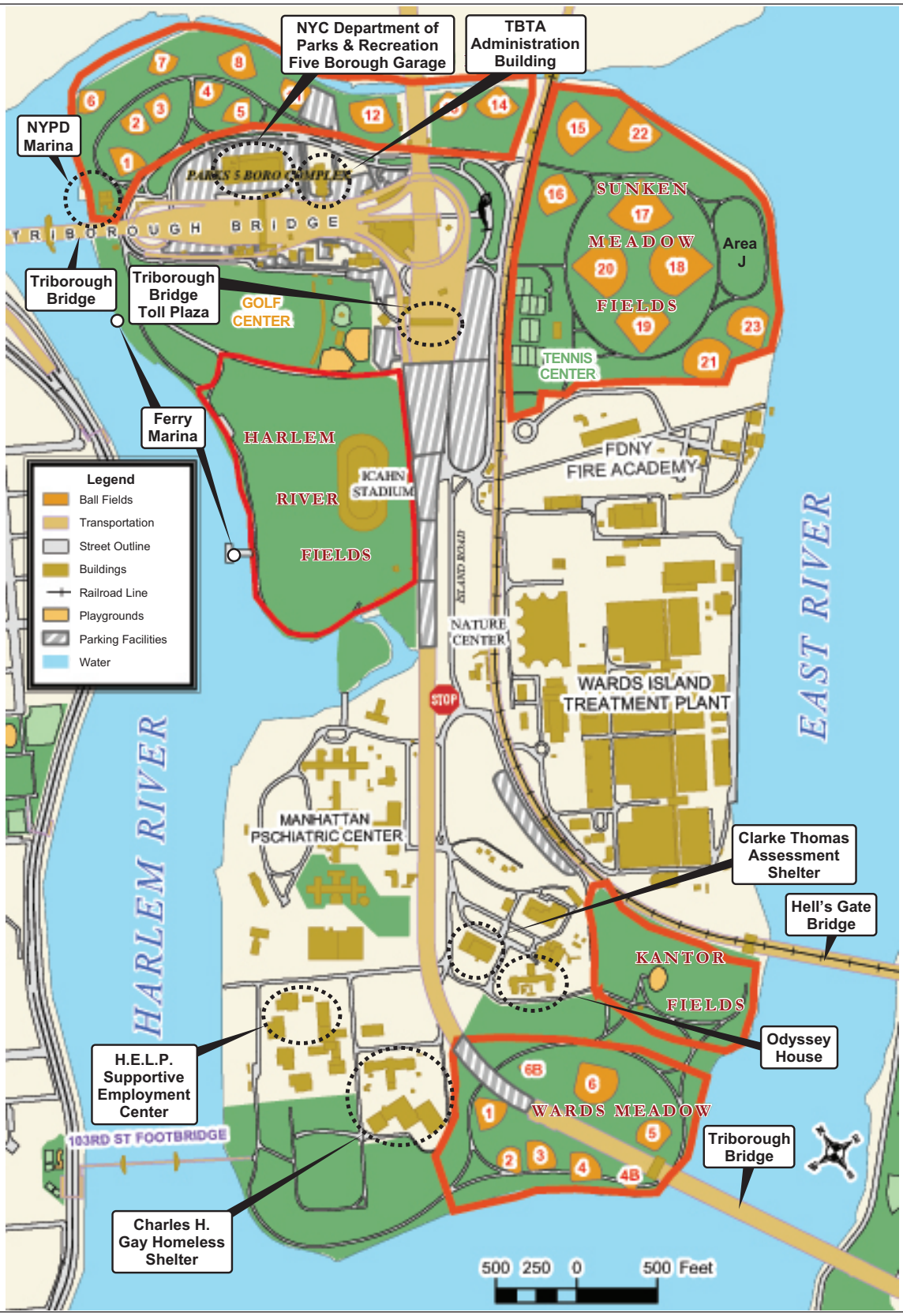


Figure 2.1-2 - Spring 2007 Existing Land Use Map

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

parking lots; tennis and golf centers; a premier soccer field; a playground; ferry dock; an event area; and Icahn Stadium.

The Tennis Center at Randall's Island, operated by Sportime, features seven Har-Tru[3] courts and four hard courts in "DecoColor", a clubhouse, lounge area, locker rooms and a pro shop. Sportime maintains and operates the courts year-round, during both the indoor and outdoor seasons. The existing golf center has batting cages, 80 hitting stalls, a chipping green, and two 18-hole miniature golf courses.

In April 2005, RISF opened Icahn Stadium on the site of Downing Stadium. The world-class track & field venue has a 400-meter running track, seating for 5,000, a modern scoreboard and timing system, and fitness, exercise and meeting rooms. The stadium is capable of hosting local, regional, national, and international events. There is also a FIFA-certified soccer field with lighting and bleachers adjacent to the stadium.

The Harlem River Event Area, which is located directly west of Icahn Stadium, includes 200,000 square feet of asphalt and 24 acres of adjacent lawn area. This site has hosted and will continue to host major performances, music festivals, and city-wide special events.

In addition to the parkland, the northern end of Randall's Island is home to the Triborough Bridge and Tunnel Authority (TBTA), the Triborough Bridge Toll Plaza, Five Borough Garage (used by DPR), a DPR garage/maintenance/storage facility, the FDNY Training Academy, and a NYC Police Department facility and marina. These uses are described in greater detail below.

NYPD Marina
Located north of the Manhattan span of the Triborough Bridge, the marina is one of the primary docking facilities for the NYPD's Harbor Patrol. Parking for the marina is on-site with some occasional overflow onto nearby parkland.

FDNY Training Academy
On 21 acres in the center of the island is a training center for firefighters. The center is made up of approximately 10 FDNY training buildings to practice fire fighting, an administrative office, and on-site parking for 300 cars.

New York Police Department Manhattan North Detective Unit
Located beneath the Manhattan span of the bridge is the office of the NYPD Manhattan North Detective Unit. Approximately 50 parking spaces surround the building. This unit will likely be relocated over the next few years.

Other Uses
There are several facilities beneath the Manhattan toll plaza of the Triborough Bridge. The 90,000 square foot Parks Department facility is used for storage for all types of park equipment, as well as metal working, carpentry, and sign decal work. Next door to the Parks facility is the NYPD Fleet Services Division Service Station 9, which serves as a repair shop for NYPD

[3] Har-Tru is a brand of "green clay" court surfacing material made of dark gray-green, crushed stone.

vehicles. Reachable from the south side of the bridge are a Parks Department Forestry office and a Parks Enforcement Police office. TBTA offices and facilities are also located within the space beneath the toll plaza.

Randall's Island South

There are eight baseball/softball fields, seven soccer fields, and two open play fields in the southern half of the park (formerly called Wards Island). Aside from the fields, the land use on the southern portion of the study area is dominated by several institutional facilities and the DEP Wastewater Treatment Plant. Social service facilities on Randall's Island South include the Manhattan State Psychiatric Hospital, the Department of Homeless Services' Charles H. Gay shelter, Odyssey House, and HELP USA. Several of these uses are described in further detail below.

Manhattan State Psychiatric Center

Located between the Harlem River and the Triborough Bridge, the Manhattan State Psychiatric Center is an in-patient, long-term care center operated by the NYS Office of Mental Health. The facility has been downsizing over the last few years and presently occupies approximately 45 acres.

*Charles H. Gay Homeless Men's Shelte*r

South of the Manhattan State Psychiatric Center is a Department of Homeless Services' shelter operated by the Volunteers of America. On 11 acres, it is the largest single, adult, male homeless shelter in New York City with a 953-bed capacity.

Odyssey House

Also south of the Psychiatric Center, Odyssey House is a drug rehabilitation and support center for single mothers and their infants, run by the NYS Office of Mental Health. On about two acres, the center includes approximately 200 beds.

H.E.L.P. Supportive Employment Center

The H.E.L.P. Supportive Employment Center, south of the Psychiatric Center, houses 200 homeless single adults. The facility occupies approximately 11 acres.

2.1.1.2 Future No-Action Scenario

In the future without the action, the fields on Randall's Island would remain in their current condition. No other projects on Randall's Island will be completed by the project's build year of 2010, except for the tennis center. The wetlands restoration efforts, as well as the other elements of the management, restoration, and development plan, will likely continue as planned.

2.1.1.3 Future Action Scenario

Under the Future Action Scenario, DPR would redevelop the sports fields on Randall's Island Park. DPR is proposing to reconstruct or create 63 new baseball, softball, and soccer fields, in addition to three existing fields, for a total of 66 fields. Fifty-one of the fields will be available for use in the fall and 57 will be available for use in the spring and summer (some overlap) to

replace 33 existing fields available in the fall and 40 existing fields available in the spring and summer. Some new fields would be synthetic turf while others would be grass. Specifically, the sports fields development project will yield 13 baseball fields, two little league fields, 20 softball fields, six 120-yard soccer fields, and 22 100-yard soccer/lacrosse fields. Nine of these new soccer fields will overlap with the new ball fields. These new fields will be in addition to the one existing 120-yard soccer field (near Icahn Stadium) and two existing 100-yard soccer/lacrosse fields (Hell Gate Fields) to result in a total of 66 fields on Randall's Island. As part of the proposed project, DPR has reclaimed the undeveloped Central Fields and Sunken Gardens areas in cooperation with the NY State Office of Mental Health.

In addition to the new fields, the proposed project includes new park amenities such as water fountains, bike racks, picnic areas, and comfort stations. These amenities will be scattered throughout the island, but concentrated along the waterfront and field areas. In addition to restrooms, the comfort stations will be staffed and provide convenient storage for maintenance equipment and central locations for general information, as well as generating electronic information about Park and field usage. Six comfort stations will be constructed on the island. The six stations will be located at: Bronx Shore, Sunken Meadow (2 stations), Central, Hell Gate (rehabilitated station), and between East River and Wards Meadow.

As described, the proposed project would greatly enhance existing recreational uses within Randall's Island Park. All other existing uses within other areas of Randall's Island would remain as is and are expected to benefit from the more attractive public space and improved infrastructure. The proposed action will involve shifts within the broad category of recreation land use and are not expected to have any significant adverse impacts.

2.1.2 Zoning

2.1.2.1 Existing Conditions

The *New York City Zoning Resolution* (ZR) controls the use, density, and bulk of development within the entire City. Additionally, the *Zoning Resolution* provides required and permitted accessory parking regulations. The City is divided into three basic zoning districts: residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low-, medium-, and high-density districts. As shown in **Figure 2.1-3,** portions of Randall's Island are mapped as parkland, or under DPR's jurisdiction and, therefore, not subject to zoning. The eastern and southern portion of the island, where the DEP Wastewater Treatment Plant and FDNY training academy are located, is zoned M3-1. M3-1 districts are defined as heavy-manufacturing, low-performance districts, and are generally for heavy industries which generate noise, pollution, and traffic. The western portion of the island, where the hospital-related uses and the homeless shelter are situated, is a R6 zoning district. R6 is a general residence district which permits community facilities in addition to residential uses.

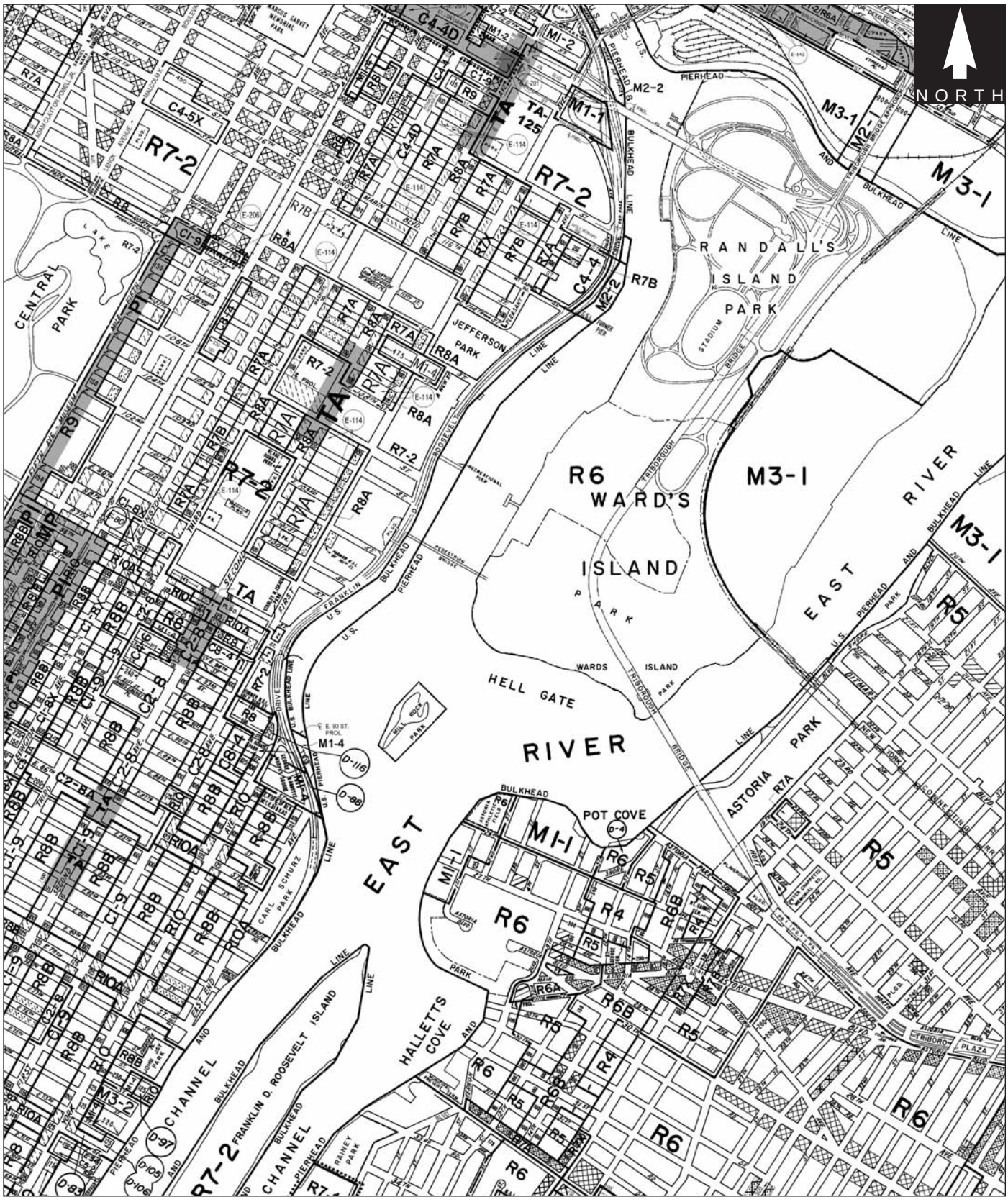


Figure 2.1-3 - Zoning Map

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

2.1.2.2 Future No-Action Scenario

In the future without the proposed action, the existing zoning would be retained. No development on the project site is anticipated in the Future No-Action Scenario by 2010. It is expected that the other elements of the management, restoration, and development plan will advance, but will be consistent with existing zoning regulations.

2.1.2.3 Future Action Scenario

In the future with the action, the proposed project would not change the zoning on Randall's Island, the project site, and would comply with existing zoning. Therefore, no significant adverse zoning impacts are expected.

2.1.3 Public Policy

2.1.3.1 Existing Conditions

The project site is within the target area of RISF's 2007 *Updated Management, Restoration and Development Plan for Randall's Island Park.* It is also within the City's Coastal Zone Boundary and is therefore subject to consistency review pursuant to the City's Local Waterfront Revitalization Program (LWRP). The island is included within the East Harlem Empire Zone. While Randall's Island is not a designated Economic Development Zone, park improvements will bring jobs to sites adjacent to the South Bronx, a NYC Empowerment Zone and Economic Development Zone; and East Harlem, an Economic Development Zone.

In terms of field usage, currently more than 75 percent of field permits are issued by the Parks Department to community youth and adult leagues, corporate teams, and parochial and public school groups, including those served by RISF's free Randall's Island Kids sports programs. The remaining 25 percent are secured by independent schools. This last 25 percent of permits accounts for 98 percent of after-school playing time, Monday through Friday after school hours, during the school season.

2.1.3.2 Future No-Action Scenario

In the future without the proposed action, no public policy changes are expected to occur.

2.1.3.3 Future Action Scenario

The proposed action would permit the use and construction of an open space resource that is consistent with the surrounding area. The proposed action is not likely to have impacts on public policy, as it does not conflict with any established public policy or plan, and is compatible with the general goals of the City and RISF's Management Plan, as well as the East Harlem Empire Zone.

The increased number of fields as a result of the sports field development project is intended to open up significant new opportunities for public school teams and community-based

organizations to play during after-school hours, when currently 98 percent of available time is permitted to independent school teams, as well as at all other times of the year. The new fields are expected to be utilized by school and community groups, including youth and adult sports clubs and leagues. DPR is proposing to grant a concession that will allow a group of independent school teams that currently use Randall's Island fields to use of a portion of the reconfigured fields. The proposed concession would reserve the use of certain of the fields during after-school hours throughout the school year to the schools in this group, in return for a concession fee.

The proposed concession would not change the nature or use of the fields, but would simply determine who would use certain fields at certain times. The percentage of the total number of fields that would be included in the concession is anticipated to be considerably smaller than the percentage of total fields currently used by the independent schools. DPR is also considering giving a priority to public school and community-based youth organizations for use of a portion of the remaining fields during the same after-school hours. The additional improved fields resulting from the sports fields development project are intended to open up significant new opportunities for public school teams and community-based organizations to play during those after-school hours, as well as at other times. DPR anticipates that outside these after-school hours, the fields will generally be available for use in accordance with DPR's existing permit practices.

The project site lies within New York City's Coastal Management Zone. As such, the project site is subject to an assessment for consistency with New York City's Local Waterfront Revitalization Program ("LWRP"). The LWRP includes policy objectives that prioritize the development of water-dependent and water-enhancing uses on Coastal Management Zone properties, mandate public access to the waterfront within certain zoning districts, offer construction guidelines for flood zones, and address the maintenance of water quality (see Section 2.11 for analysis related to the LWRP).

2.2 SOCIOECONOMIC CONDITIONS

A socioeconomic assessment may be necessary if the proposed action is expected to create substantial socioeconomic changes within the area that would not be expected to occur in the absence of the proposed action. Under CEQR, the principal issues of concern with respect to socioeconomic conditions are: direct residential displacement; direct business displacement; indirect residential displacement; indirect business displacement; and effects on specific industries.

Following the methodologies in the *CEQR Technical Manual*, an initial screening analysis was performed to determine whether the proposed action would require socioeconomic assessment. The initial screening identifies whether an action would be expected to create substantial economic changes. The *CEQR Technical Manual* identifies the following circumstances that would typically require a socioeconomic assessment.

- An action that would directly displace a residential population so that the socioeconomic profile of the neighborhood would be substantially altered;
- An action that would directly displace substantial numbers of businesses or employees; or one business or institution that is either integral to the community for its social or economic role or particularly important to neighborhood character, or is unusually difficult to relocate successfully;
- An action that would result in substantial new development that is markedly different from existing uses, development or activities within the neighborhood. Such an action could lead to indirect displacement, however residential developments of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts;
- An action that would affect conditions in the real estate market, not only within the site but indirectly in the larger area;
- An action that would adversely affect economic conditions of a specific industry.

DPR is proposing to reconstruct a series of sports fields and pursue a concession agreement for the use of a portion of the sports fields on Randall's Island Park. The proposed action is not expected to displace businesses or employees or require a detailed assessment of potential impacts from direct displacement caused by the proposed action. Furthermore, as the proposed action is not projected to introduce more than 200 new units of housing or more than 200,000 square feet of commercial development into the study area, a preliminary assessment of socioeconomic impacts due to indirect displacement is not necessary according to analysis thresholds of the *CEQR Technical Manual*.

No significant adverse socioeconomic impacts are expected as a result of the proposed action. By redeveloping a portion of Randall's Island and increasing the available recreational opportunities, the proposed action would have a positive socioeconomic impact. All other existing uses on the island would remain and would likely benefit from the more attractive open space and improved infrastructure.

2.3 COMMUNITY FACILITIES

The *CEQR Technical Manual* defines community facilities as public or publicly funded facilities, such as schools, hospitals, libraries, day care centers, and fire and police protection. An analysis of community facilities to examine the impact a proposed action would have on the provision of services provided by public or publicly funded facilities is recommended if an increase in local population is anticipated that would change community facility service delivery, or if the action physically alters or displaces a community facility.

2.3.1 Existing Conditions

A number of community facilities are currently located on Randall's Island and are described in detail below. They include the following:

Randall's Island North
- NYPD Marina
- New York Fire Department Training Academy
- NYPD Manhattan North Detective Unit
- NYC DPR Five Borough Shops
- TBTA Headquarters

Randall's Island South
- Manhattan State Psychiatric Center
- Odyssey House
- NYC Department of Homeless Services' Charles H. Gay Homeless Men's Shelter
- H.E.L.P. Supportive Employment Center

Randall's Island North

NYPD Marina

Located north of the Manhattan span of the Triborough Bridge, the marina is one of the primary docking facilities for the NYPD's Harbor Patrol. Parking for the marina is on-site with some occasional overflow onto nearby parkland.

FDNY Training Academy

On 21 acres in the center of the island is a training center for firefighters. The center is made up of approximately 10 FDNY training buildings, an administrative office, and on-site parking for 300 cars.

New York Police Department Manhattan North Detective Unit

Located beneath the Manhattan span of the bridge is the office of the NYPD Manhattan North Detective Unit. Approximately 50 parking spaces surround the building. This unit will likely be relocated over the next few years.

Randall's Island South

Manhattan State Psychiatric Center

Located between the Harlem River and the Triborough Bridge, the Manhattan State Psychiatric Center is an in-patient, long-term care center operated by the NYS Office of Mental Health. The facility has been downsizing over the last few years and presently occupies approximately 45 acres.

*Charles H. Gay Homeless Men's Shelte*r

South of the Manhattan State Psychiatric Center is a Department of Homeless Services' shelter operated by the Volunteers of America. On 11 acres, it is the largest single, adult, male homeless shelter in New York City with a 953-bed capacity.

Odyssey House

Also south of the Psychiatric Center, Odyssey House is a drug rehabilitation and support center for single mothers and their infants, run by the NYS Office of Mental Health. On about two acres, the center includes approximately 200 beds.

H.E.L.P. Supportive Employment Center

The H.E.L.P. Supportive Employment Center, south of the Psychiatric Center, houses 200 homeless single adults. The facility occupies approximately 11 acres.

2.3.2 Future No-Action Scenario

No development on the project site is anticipated in the Future No-Action Scenario by 2010. It is expected that the other elements of the management, restoration, and development plan will advance, but not affect existing community facilities.

2.3.3 Future Action Scenario

As the proposed action would not add any residents to the study area or displace any existing community facilities, a detailed analysis is unwarranted and no significant adverse impacts are anticipated. In fact, security and overall conditions surrounding the community facilities are expected to greatly improve and infrastructure upgrades, such as the electrical substation supporting the island, may also benefit the institutional uses in the near future.

2.4 OPEN SPACE

Open space is defined as publicly or privately-owned land that is publicly accessible and has been designated for leisure, play, sport, or land set aside for the protection and/or enhancement of the natural environment. A proposed action could result in a direct adverse impact on open space if it would cause physical loss, change of use, public access limitation, or shadows that would diminish usefulness of open space.

DPR is proposing to reconfigure and reconstruct the athletic playing fields at Randall's Island Park and improve access with reconstructed pathways, roadways, and designated parking. DPR is also proposing to grant a concession to allow independent school teams that currently use the fields to use certain of the fields after school. If DPR grants the concession, DPR is considering giving public schools and community-based youth organizations a priority to use a portion of the remaining fields during the same after-school hours.

2.4.1 Existing Conditions

Randall's Island comprises nearly 500 acres, of which a portion is mapped parkland and used for recreation. Randall's Island North contains approximately 273 acres of park, while Randall's Island South contains approximately 122 acres of park. The majority of the park is used for playing fields and assorted amenities.

The island attracts about 500,000 visitors per year, with approximately 1,200 visitors on an average summer weekday and approximately 2,900 visitors on an average summer weekend day.[4] The Park's primary use is active recreation and the playing fields are predominately used for organized sports by school teams and adult and youth leagues.

Randall's Island North
Randall's Island North contains 22 baseball/softball diamonds and 20 football/soccer/rugby fields (15 of which overlap with the baseball/softball diamonds). The balance of the island's parkland is devoted to recreational facilities. An 18-acre tract of parkland immediately south of the Manhattan toll plaza is licensed by DPR to North Shore Golf Group. The facility includes two 18-hole miniature golf courses, a driving range, batting cage, and parking lot. On the other side of the island, three acres of parkland are licensed to a private operator for use as a tennis center. There are 11 tennis courts at the facility and parking for six vehicles. The Tennis Center at Randall's Island, now operated by Sportime, features 7 Har-Tru courts and 4 hard courts in "DecoColor", a clubhouse, lounge area, locker rooms and a pro shop. Sportime will maintain and operate the courts year-round, during both the indoor and outdoor seasons. While operating the existing tennis facility, Sportime is constructing a state-of-the-art 20 court club adjacent to the existing facility.

Icahn Stadium is the newest recreational facility on the island and is managed by DPR. The world-class stadium is used for local, national, and international track and field events. The

[4] Konheim & Ketcham, Technical Memorandum #4, "Development of 2004 Traffic Networks for the Triborough Bridge," from report entitled "Cost/Benefit Analysis for Reconstruction of Toll Plazas: Triborough Bridge," Ammann & Whitney, January 2000.

stadium has a 400-meter Mondo surface running track with seating for 5,000 spectators. In addition, the facility has fitness, exercise, and meeting rooms. Adjacent to the stadium is a premier FIFA-certified soccer field with artificial surface, lighting, and bleacher seating.

Randall's Island South
Randall's Island South (formerly Wards Island) contains eight baseball/softball diamonds and seven football/soccer/rugby fields (five of which overlap with baseball/softball diamonds), and two open play fields. The existing fields lack adequate landscaping and drainage, are overutilized, and difficult to maintain. In addition, there is no electrical service and no functional comfort station.

There is an area of parkland which is less landscaped and has been used for illegal dumping and as makeshift homeless encampments, severely limiting public access and use. This area is located in the southwest corner of Randall's Island South – around the area of the 103rd Street footbridge.

2.4.2 Future No-Action Scenario

No development on the project site is anticipated in the Future No-Action Scenario by 2010. It is expected that the other elements of the management, restoration, and development plan will advance, such as the tennis center, and have a positive effect on existing open space resources. An ongoing four-acre wetland restoration project will also proceed.

2.4.3 Future Action Scenario

The proposed project is a reconstruction and reconfiguration of sports fields, on acreage primarily occupied by sports fields or used for recreational activities. Based on input from current users and the strong demand for recreation areas, DPR is proposing to reconstruct or create 63 new baseball, softball, and soccer fields to be joined with three existing fields, 51 which will be available for use in the fall and 57 which will be available for use in the spring and summer, to replace 33 existing fields available in the fall and 40 existing fields available in the spring and summer. The existing fields, many of which overlap, lack adequate landscaping and drainage, are overutilized, and are difficult to maintain. There will be a net increase of 18 fields during the fall season and 17 fields in the spring and summer seasons as a result of the proposed project. As shown in **Figure 1.2-1**, the sports fields development project will yield 13 baseball fields, two little league fields, 20 softball fields, six 120-yard soccer fields, and 22 100-yard soccer/lacrosse fields. Nine of these new soccer fields will overlap with the new ball fields. These new fields will be in addition to the one existing 120-yard soccer field (near Icahn Stadium) and two existing 100-yard soccer/lacrosse fields (Hell Gate Fields). To complement the new fields, DPR is proposing to construct new comfort stations, signage, lighting, and associated infrastructure.

The new fields are expected to be utilized by city residents including local school and community groups. A significant number of independent school groups that have historically held permits for use of the sports fields would be eligible to renew their existing permits with the DPR to use the fields during after-school hours on weekdays during the school year for after-

school sports programs. DPR is proposing to grant a concession for use of certain of the fields during these after-school hours to a group of these independent schools. DPR is also considering giving public schools and community-based youth organizations a priority for use of a portion of the remaining fields during the same after-school hours. Apart from these after-school hours, the fields will be available under DPR's existing permit system for other adult and youth leagues. Currently, less than 25 percent of the Randall's Island permits are held by New York City independent schools overall; however, they account for 98 percent of permits during after-school hours on weekdays during the school year. The remaining 75 percent of the Park's permits are held by a variety of adult and youth sports clubs and leagues and the new fields will open up the possibility of new weekday use for these groups.

Randall's Island North

There are two areas of redevelopment proposed for Randall's Island North: the Bronx Shore Fields and Sunken Meadow Fields. Bronx Shore Fields, located on the northwest corner of the island, is proposed to have two hydroseed baseball fields and three natural turf soccer fields. At Sunken Meadow Fields, on the northeast corner of the island, DPR is proposing to construct 10 baseball, 19 softball, two little league, and six 100-yard soccer hydroseed fields.

Randall's Island South

Randall's Island South has five main areas of redevelopment: Central Fields, Hell Gate Fields, Wards Meadow Fields, Sunken Garden Fields, and East River Fields. According to design plans, Central Fields will be located between the Manhattan State Psychiatric Hospital and the DEP Wastewater Treatment Plant. Central Fields will include two sod soccer/lacrosse fields, two hydroseed soccer/lacrosse fields, and one hydroseed baseball field. Hell Gate Fields, directly south of the Hell Gate Bridge's Queens span, will have one hydroseed softball field with an overlapping hydroseed 100-yard lacrosse/soccer field, and retain the two existing turf soccer fields. At the southernmost point of the island, Wards Meadow Fields is expected to have three synthetic and one natural turf 100-yard lacrosse/soccer fields and two synthetic turf 120-yard soccer fields. East River Fields will be located at the southwestern corner of the island and will consist of four synthetic and two natural soccer fields. One will be designed for 120-yard soccer games and the other five for 100-yard soccer fields. Lastly, directly south of the Manhattan State Psychiatric Hospital, DPR is planning to construct two synthetic 100-yard soccer fields to be known as Sunken Garden Fields.

As a result of the proposed project, there will be 66 sustainable fields on the island, some of which will overlap. In addition, due to field surface improvements and lighting, the fields will be available for use for more hours during the day and more days a year. DPR is proposing to grant a concession to a group of independent schools for use of a portion of the fields. The concession would reserve the use of some of the fields at certain times to the independent school teams which already hold permits for after-school play, in return for a concession fee. The concession would not change the nature or use of the fields from existing conditions, but would simply allocate use of certain fields by those who already use the existing fields and are assured use of the fields under the current DPR permit system. DPR is also considering giving a priority to public schools and community-based organizations for use of some of the remaining fields during the same after-school hours. For the above reasons, no significant adverse impacts on open space are expected.

2.5 SHADOWS

The *CEQR Technical Manual* defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and/or important landscaping and vegetation. In general, increase in shadow coverage makes parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive by obscuring the features or details which make the resources significant. Shadows occurring within an hour and a half of sunrise and sunset generally are not considered significant under CEQR.

DPR is proposing to reconstruct a series of sports fields and pursue a concession agreement for the use of certain of the sports fields on Randall's Island Park. As the proposed action does not involve the construction of any structures other than comfort stations and a substation, no significant shadow impacts are expected.

2.6 HISTORIC AND ARCHEOLOGICAL RESOURCES

An assessment of historic resources is usually necessary for projects that are located in close proximity to historic or landmark structures, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been recently excavated. The term "historic resources" defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural, and archeological importance.

In assessing both architectural and archeological resources, the findings of the appropriate City, State, and Federal agencies are consulted. Sources of information include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for inclusion on, the State and/or National Register of Historic Places; locations recommended by the New York State board for listings on the State and/or National Register of Historic Places and National Historic Landmarks; or properties not identified by one of the programs above, but that meet their eligibility requirements.

2.6.1 Historic and Architectural Resources

In 1830, New York City purchased Randall's Island and used it as a potter's field, an almshouse, a reformatory, and a hospital. Wards Island was purchased by the City between 1851 and 1855 and was successively used as a potter's field, a hospital for poor immigrants, and an insane asylum. In the 1920s, these institutional uses were transferred to Roosevelt Island to make room for the Triborough Bridge. In 1930, the Metropolitan Conference on Parks recommended that both islands be cleared of existing uses and devoted to recreational activities. However, the recommendation was not fully carried out as, among other facilities, the DEP wastewater treatment plant was built in 1937 and the construction of the Manhattan Psychiatric Hospital was approved in 1954. The City leased the land for the hospital to New York State.

The project site (Randall's Island) is not a designated New York City Landmark, is not listed in the State or National Register of Historic Places, and is not in a designated historic district. However, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) determined that the Triborough Bridge is eligible for listing on the National Register of Historic Places for its association with the transportation history and development of New York City. Built between 1929 and 1936 under the direction of Robert Moses, the bridge also meets the National Register's criterion as an outstanding example of engineering design. The bridge complex includes a vertical lift truss over the Harlem River between Manhattan and Randall's Island; a fixed truss bridge over the Bronx Kill between Manhattan and Randall's Island; a viaduct traversing Randall's and Wards Islands; a suspension bridge over the East River between Wards Island and Queens; and a viaduct in Queens which connects the bridge with the Grand Central Parkway and the Brooklyn Queens Expressway.

The proposed action is not expected to affect the Triborough Bridge. Therefore, no impacts on architectural resources are to be expected as a result of the proposed action.

2.6.2 Archeological Resources

A map of inventoried prehistoric archeological sites compiled by OPRHP indicates that there are no known prehistoric sites on either Randall or Wards islands. Historical records indicate both islands were only marginally occupied during colonial times with substantial institutional development taking place only during the middle of the 19th century.

Unlike the architectural evaluation of a study area that extends beyond the footprint of a project's block and lot lines, the analysis of archeological potential and project impact is controlled by the actual footprint of the limits of soil disturbance. Since buildings have historically covered portions of the project site, archeological resources may still exist on the project site. Potential archeological resources may include refuse pits, subsurface remnants of outbuildings and burials. Some areas of the islands have been previously identified for potential archeological sensitivity. A Phase IA archeological documentary study was prepared by Celia J. Bergoffen in May 2001 for the Randall's Island Aquatic Entertainment Center EAS. The study found no evidence of historic development on that project site, which encompassed the Bronx Shore Fields, and concluded that no further archeological testing was warranted. Another Phase IA archeological assessment report was prepared by Celia J. Bergoffen in March 2001 for the Triborough Bridge Rehabilitation Project. The study found that the likelihood of prehistoric use of the project sites was very low. However, it did indicate that two areas were potentially sensitive for archeological remains consisting of burials connected with potter's fields. One site, Site C, is generally located west of the bridge at the southern end of Randall's Island and the other, Site E, is located south of the Mabon Building on Wards Island, east of the Triborough Bridge. In response to the Phase IA assessment, TBTA reconfigured the project to avoid the area located west of the bridge on Randall's Island, Site C. However, the Site E required additional archeological testing. The Louis Berger Group conducted soil borings on Wards Island in May 2003. These borings were taken to determine the presence or absence of human remains and to determine depth of fill to facilitate any future archeological investigations. None of these borings uncovered evidence of archeological remains. Although Site C was not tested, it is located just beneath the Triborough Bridge and near Icahn Stadium and will not be affected by the proposed project.

In a May 27, 2008 statement, LPC determined that the proposed action would be located on an area potentially sensitive for human burials and remains from colonial occupation and a 19th century hospital. By letter dated May 28, 2008 the New York State Office of Parks, Recreation and Historic Preservation recommended that a Phase IA archeological survey is warranted. As a result, a third Phase IA archeological assessment report was prepared by Geoarcheology Research Associates (GRA) in August 2008 for the proposed action. GRA focused their research on the field areas that make up Randall's Island South, as this area had not been researched in the two aforementioned Phase IAs. During the Phase IA assessment research, GRA archaeologists also undertook a visual inspection of spoil piles discussed below, associated with more recent landscaping activities.

At the time GRA began its research for the Phase IA, excavation of the East River Fields, Central Fields, Sunken Garden Fields, and Wards Meadow Fields was largely complete and those field areas were already disturbed. No further significant excavations are planned for those

four field areas in connection with the sports field development project. Further, the soils on both the East River Fields and the Wards Meadow Fields were reused so that there are no stockpiled soils from these fields. Construction of these two field areas has largely been completed. Consequently, the East River Fields and the Wards Meadow Fields are no longer part of the scope of this assessment.

Upon researching the Hell Gate Fields area, GRA determined that a large hospital with basement was located on the site for nearly a century. However, the location and elevation of the area indicates a medium to high probability for archeological sensitivity. The Hell Gate parcel is the only segment of the landscape that remains intact. Central Fields has evidence of an elevated landform which was leveled between 1851 and 1887; again the elevation results in a medium to high probability for archeological sensitivity. The soil has already been removed from the Central Fields area and stockpiled in connection with the development of those fields. Finally, GRA suggests that the Sunken Garden Fields area may encroach on the location of the former Potter's Field, and has a medium to high probability for archeological sensitivity. Soil from the Sunken Garden Fields has also already been removed and stockpiled for the development of those fields. Although Central Fields and Sunken Garden Fields may have contained intact remains, these would have been compromised by previous landscaping operations. These operations have minimized archeological integrity and resulted in the accumulation of spoil piles possibly housing archeological debris in a secondary context. In November 2008, four spoil pits were tested and found to contain no significant cultural remains.

Conclusion

As recommended by GRA, DPR will conduct additional archeological work at Hell Gate Fields, Sunken Garden Fields and Central Fields. First, DPR will undertake field testing at Hell Gate Fields, Sunken Garden Fields and Central Fields, which could include geoprobing, in consultation with LPC and pursuant to the LPC's Archeological Guidelines. Second, based on the results of the field testing, DPR will submit to LPC for review and approval a protocol for any necessary follow up archeological work. If necessary, DPR will consult with LPC as to whether a redesign may be considered to avoid disturbing remains, or whether the remains may be archeologically removed, documented and appropriately preserved. Finally, DPR will retain detailed construction documents on file noting the lateral extent and depth of disturbance in advance of any future maintenance plans that may trigger additional compliance concerns.

Finally DPR proposes to create and make available pamphlets or other educational materials detailing the historic significance of the property, based on the GRA Phase IA background study and the results of the archeological testing program and report.

The proposed action is not expected to result in significant adverse impacts on archeological resources based on the following: 1) DPR will conduct archeological field testing at those sites where the work is not yet complete: Sunken Garden Fields Central Fields, and Hell Gate Fields. All aspects of the archeological work will be developed in consultation with LPC; 2) As necessary, and in consultation with the LPC, the DPR will conduct additional archeological work on these three parcels. This would include a more detailed sampling strategy and measures to be taken if archeological resources need to be protected or avoided; 3) DPR will memorialize the disturbed areas within the project area with pamphlets or other educational materials.

2.7 URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual,* an area's urban design components and visual resources contribute to the "look" of the neighborhood: its physical appearance, including the sizes and shapes of the buildings and their arrangement on the blocks, and the street patterns that give the neighborhood a distinctive character.

An assessment of urban design is generally appropriate if the proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, use, arrangement, size or scale than exists in the area or if the action would change block form, demap an active street, create a new street, or otherwise substantially alter the existing streetscape. A visual resources assessment is usually appropriate if an action would result in above-ground development or would change the bulk of above-ground development in areas that include significant visual resources.

DPR is proposing to reconstruct a series of sports fields and pursue a concession agreement for the use of certain of the sports fields on Randall's Island Park.

2.7.1 Existing Conditions

The project site is Randall's Island, which is mostly occupied by recreational and institutional uses (see **Figures 2.7-1** to **2.7-12**). As such, it does not have significant or established urban design characteristics. The most prominent visual resource is the Triborough Bridge. The Manhattan toll plaza's deck is approximately 40 feet above ground level and the towers over the Harlem River span rise to 210 feet. Another remarkable visual resource is the Hell Gate Bridge. The bridge, a steel railroad bridge between Astoria, Queens and Randall's Island, is 1,017 feet long and rises to 135 feet above the East River. The bridges divide up the island physically and are visual barriers as well as landmarks. Aside from the bridges, vistas of Midtown Manhattan and the Harlem and East Rivers are accessible from the island's perimeter.

2.7.2 Future No-Action Scenario

No development on the project site is anticipated in the Future No-Action Scenario by 2009. The wetlands restoration efforts, as well as the other elements of the management, restoration, and development, will likely continue as planned.

Sportime, a private developer, is constructing a new tennis facility on the northeastern portion of the island. On the northwestern section of the island, the golf center has reopened and consists of a two-tier driving range with approximately 80 stalls. Both of these projects are replacements of existing facilities and will not likely impact urban design or visual resources.

The RISF plan includes a five-mile long waterfront pathway system. These pathways along the island will allow for access not only to the waterfront, but the sports fields, tennis center, and salt marsh. The pathways will improve the streetscape and provide views of the three boroughs surrounding the island.

2.7.3 Future Action Scenario

The proposed project would be compatible with the existing recreational uses on Randall's Island, and would not change block form, demap an active street, or negatively affect the street hierarchy, street wall, curb cuts, pedestrian activity or street space elements. On the contrary, the proposed new roadways, pathways, signage, lighting, and park amenities will likely have a positive effect on the island's urban design.

Roadways
The locations of some access driveways serving the fields are anticipated to be modified slightly and vehicular access to and from the fields will continue to occur via stop-controlled driveways along the internal circulator road. Specifically, the main vehicular access driveway to the Sunken Meadow fields will be relocated to the north. A one-way roadway will provide for counter-clockwise vehicular circulation around the fields. In Randall's Island South, the existing roadway system will be expanded and resurfaced to support the new layout of fields in this area. The new roadway will have 12-foot wide lanes at the field entrances and two 16-foot wide travel lanes around the field areas.

Pathways
As part of the proposed project, dedicated bicycle and pedestrian pathways will travel nearly the entire five-mile circumference of the island, offering shoreline access and views in all directions. These new routes will redirect pedestrian and bicycle traffic away from the major roadways by creating a variety of safe, inviting non-vehicular routes, and will encourage non-vehicular travel by connecting access points to facilities and providing clear circulation for island visitors.

Signage
New directional signage will assist visitors in reaching all of the island's facilities. The island will feature both directional and identification signs. The directional signs will mark the primary loop and field loop roads, with the purpose of eliminating the confusing system that currently exists on the island. The signs, located throughout the island, will identify major facilities (Tennis Center, Golf Center, Icahn Stadium, etc.) and destinations including the various specific fields, comfort stations, and designated parking areas. There will also be a large sign at the entrance to the island welcoming visitors to the Randall's Island Sports Fields (see **Figure 2.7-13**).

Park Amenities
The proposed project includes park amenities such as comfort stations, water fountains, bike racks, lighting, and picnic areas. These amenities will be scattered throughout the island, but concentrated along the waterfront and field areas. Lighting will be provided, where possible, extending field use and improving safety. In addition to restrooms, the comfort stations will be staffed and provide convenient storage for maintenance equipment and central locations for general information, as well as generating electronic information about Park and field usage.

As the proposed project would not result in substantial above-ground development or change the bulk of above-ground development in areas that include significant visual resources, such as the Triborough and Hell Gate Bridges, no significant adverse impacts are expected.



Figure 2.7-1 - Key to Photos

Randall's Island Sports Field Development Project
New York City Department of Parks & Recreation

Prepared by Urbitran Associates



1. View of East River Fields



2. View of East River Fields

Figure 2.7-2 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



3. View of Pedestrian Bridge to East Harlem



4. View of Wards Meadow Fields

Figure 2.7-3 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



5. View of Wards Meadow Fields



6. View of reconstructed salt marsh

Figure 2.7-4 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



7. View of Hell's Gate Fields



8. View of Hell's Gate Fields

Figure 2.7-5 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



9. View of Existing Comfort Station



10. View of new pedestrian pathway

Figure 2.7-6 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



11. View of Garden Fields



12. View of Center Fields

Figure 2.7-7 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



13. View of parking lot near FDNY training center



14. View of existing tennis center

Figure 2.7-8 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



15. View of Sunken Meadows



16. View of Bronx Shore Fields

Figure 2.7-9 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



17. View of Bronx Shore Fields



18. View of Harlem River Event Area

Figure 2.7-10 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



19. View of Harlem River Event Area



20. View of Icahn Stadium from Harlem River Event Area

Figure 2.7-11 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates



21. View of Icahn Stadium's track



22. View of premier soccer field at Icahn Stadium

Figure 2.7-12 - Views of the Project Area

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

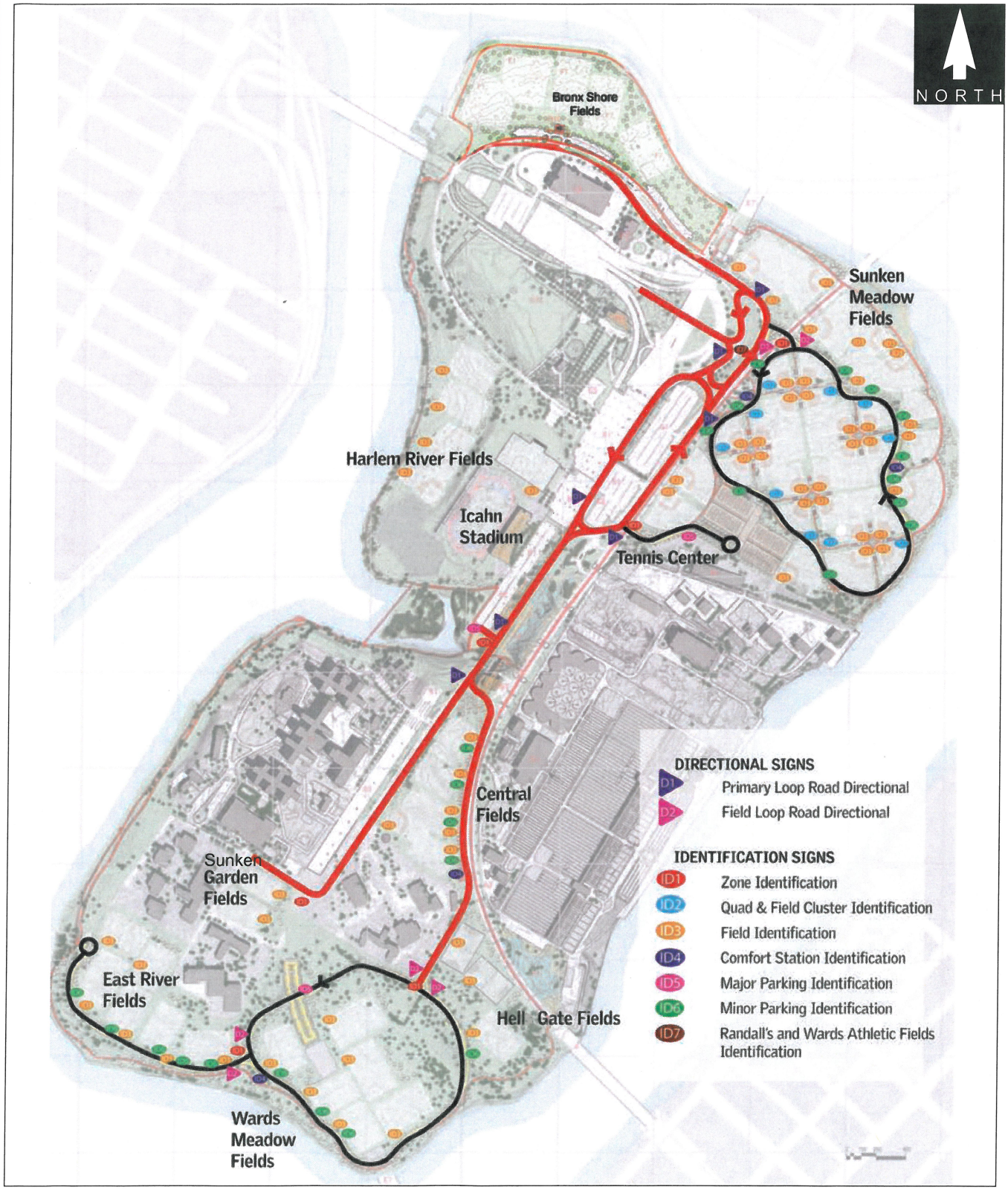


Figure 2.7-13 - Sign and Wayfinding

Randall's Island Sports Field Development Project
New York City Department of Parks & Recreation

Prepared by Urbitran Associates

2.8 NEIGHBORHOOD CHARACTER

According to the *CEQR Technical Manual,* an assessment of neighborhood character may be appropriate if the proposed project impacts land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic or noise within the neighborhood. As discussed above, the proposed project would maintain recreational use of the project site, and would not conflict with surrounding land uses or land use policies, nor result in significant adverse land use impacts. In addition, as discussed in the applicable sections of this attachment, the proposed project is not expected to result in any significant adverse impacts on the technical areas relating to neighborhood character. Therefore, the proposed project would not result in any significant adverse impacts to neighborhood character, and a detailed analysis is not necessary.

2.9 NATURAL RESOURCES

The *CEQR Technical Manual* defines a natural resource as an area "capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance." Included in the list of natural resources are surface water, groundwater, drainage systems and wetlands. Other resources to consider are dunes, beaches, coastal resources, grasslands, woodlands, landscaped areas, gardens, parks and built structures used by wildlife.

The *CEQR Technical Manual* recommends several screening criteria when determining whether an assessment of natural resource impacts should be performed. An area must be substantially devoid of natural resources or contain no built resources that are known to contain or may be used for protected species. An area must not contain subsurface conditions that affect neighboring natural resources, and the action must not disturb nearby natural resources for no further assessment to be warranted. Finally, a proposed action may be deemed to disturb a natural resource, but a regulatory agency with jurisdiction over the resource, under certain conditions may deem the disturbance environmentally insignificant, if for example, the action is considered a necessary improvement. If the action does not meet all of these conditions or if it is unknown whether it meets one or more of these conditions, then an assessment of natural resources is appropriate.

2.9.1 Existing Conditions

Randall's Island comprises nearly 500 acres and is located in the East River between the South Bronx, East Harlem, and Astoria, Queens. Of this, portions are mapped parkland or under the jurisdiction of DPR and used for recreation. Sports fields on the northern and southern ends of the island include: Bronx Shore Fields, Sunken Meadow Fields, East River Fields, and Wards Meadow Fields. In addition to sports fields, Icahn Stadium and the DEP Wastewater Treatment Plant, numerous buildings, bridges, road networks, and other park amenities are on the island. The most noticeable structures on the island are the three connecting legs of the Triborough Bridge and the viaduct of the New York Connecting Railroad. **Figure 2.9-1** shows the locations of all fields, structures, and facilities on Randall's Island.

Topography
The site is located on the United States Geological Survey (USGS) 7.5 Minute, Central Park NY-NJ Quadrangle, dated 1995, and all sites except the Central Fields are at an approximate elevation of 10 feet above mean sea level. The Central Fields are at an approximate elevation of 30 feet above mean sea level

Geology
According to the 1989 Geology and Engineering Geology of the New York Metropolitan Area, the area surrounding the site is underlain by fill material and subsequently an unstratified layer of Pleistocene glacial deposit. In the vicinity of the sites, metamorphic rocks of early Paleozoic



FIGURE 2.9-1

NATURAL RESOURCES EXISTING LAND USE

Randall's Island EAS

age called the Manhattan Formation, which consists of amphibolite and schist, lies underneath the glacial deposit. Based on information obtained in the Geotechnical Engineering Study of the Randall's Island Field Development Project, prepared by Langan Engineering in April 2006, the generalized subsurface profile of the site consists of fill material overlying sand and gravel which overlies bedrock.

Hydrogeology
Randall's Island is located within the East River, and is bordered by the Bronx Kills to the north, the Harlem River to the west, and the East River to the east and south. Groundwater flow at the sites is anticipated to flow in the following directions:

- Bronx Shore Fields – northeast toward the Bronx Kill;
- Sunken Meadow Fields – northeast toward the Bronx Kill and east toward East River;
- Central Fields – northwest toward the Harlem River;
- Sunken Garden Fields – south toward the East River;
- East River Fields – south toward the East River;
- Wards Meadow Fields – south toward the East River; and,
- Hell Gate Fields – southeast toward the East River.

Actual groundwater flow direction is often affected by local factors, the main such factor in this case is tidal influence.

Water Resources
As stated previously, surface water resources within the site are the Harlem River to the west of Randall's Island, and the East River to the east and south. The New York State Department of Environmental Conservation (NYDEC) classifies both of these water bodies as Class I saline surface waters which are best used for secondary contact recreation and fishing and are also suitable for fish propagation and survival.

Floodplain
Areas of the site that are within the 100-year floodplain are shown in **Figure 2.9-1** and include the outer edges of Wards Meadow Field, Sunken Meadow Field, East River Field, Bronx Shore Field, Harlem River Event Area, Icahn Stadium, DEP Wastewater Treatment Plant, and parking areas to the east of the Triborough Bridge.

Wetland Resources
As shown in **Figure 2.9-1**, freshwater wetlands are located in the center of the island, east of the Triborough Bridge. This wetlands area is roughly four acres and is dominated primarily by *Populus deltoids* (Cottonwood), *Robinia pseudoacacia* (Black Locust), and *Ailanthus altissima* (Tree of Heaven). Hydrological inputs are received from storm water drainage pipes from the south and precipitation.

Two newly planted salt marshes located on the island at the Little Hell Gate Inlet in the center of the island, west of the Triborough Bridge, and the Bronx Kill Salt Marsh located in the northeast of the island, north of Sunken Meadow Fields (Figure I-1). These salt marshes are approximately four acres and 0.86 acres, respectively. Dominant species here include *Populus deltoids* (Cottonwood), *Robinia pseudoacacia* (Black Locust), and *Ailanthus altissima* (Tree of Heaven) as well as the herbaceous species *Ambrosia artemisifolia* (Ragweed), *Toxicondendron radicans* (Poison Ivy), and *Phragmites australis* (Common Reed) among others. Hydrological inputs at Little Hell Gate Inlet are derived from tidal waters from the Harlem River and storm water culverts from around the salt marsh.

Upland Resources
The following is a description of the site's existing fields and upland resources:

- East River Fields is approximately 17 acres and is mostly cleared with the exception of a dense row of trees along the southwestern shore of the Harlem River and in the center.

- Wards Meadow Fields contains eight baseball and softball fields and five soccer fields and is a roughly 20-acre site consisting of several areas of dense canopy cover ranging from approximately 0.55 and with individual trees around the perimeter of the field.

- Sunken Meadow Fields is a roughly 60-acre site with many thin stands of trees and hedgerows in the center of the site surrounding several fields. Tree canopy cover is about 5 percent in this area.

- Central Fields will be constructed on a site of approximately 10.1 acres and has a dense tree canopy cover of about 25 percent throughout the site.

- Sunken Garden Fields will be constructed on a site of approximately 4.1 acres and has a tree canopy cover of about 20 percent. This site contains thin stands of trees and some hedgerows.

- Hell Gate Fields will be constructed on a site of approximately 13.5 acres and has a tree canopy cover of about 20 percent. There are two dense stands of trees on the site (approximately 1.32 acres and 0.45 acres) as well as several thin stands and hedgerows.

- Bronx Shore Fields is approximately 24 acres and currently consists of baseball and softball fields. This area has very sparse vegetation.

2.9.2 Future No-Action Scenario

Without the proposed actions, all existing fields on Randall's Island would remain in their current conditions, and no new fields would be constructed in undeveloped areas. In addition, improvements to infrastructures such as stormwater, sewer, gas, and electrical which currently are not adequate to support existing facilities will not occur. Proposals which encompass the construction or restoration of wetlands, seawalls and waterfront pathways, pedestrian bridges, and nature center are expected to continue as planned.

2.9.3 Future Action Scenario

With the proposed action, the existing sports fields will be reconfigured and redeveloped to regulation standards. Other developments will include convenient pocket parking lots closer to the fields, comfort stations, and park amenities such as picnic areas and water fountains.

The following is an assessment of the project related impacts:

Water Resources
Renovations of the existing sports fields have potential to impact surface water bodies during reconstruction due to increased sediment disturbances. Specifically, activities on Wards Meadow Fields, Hell Gate Fields, Sunken Garden Fields, and East River Fields, which drain into the East River; and Central Fields, which drain into the Harlem River; will have some temporary impacts to water resources from construction activities. However, the use of best management practices (BMPs) such as sediment control basins, temporary silt fences, anti-tracking aprons, and perimeter swales installed around each of the project sites listed above, will prevent significant negative impacts in these water bodies. Additionally, no negative impacts to the water quality in the Harlem River are anticipated as a result of the construction of the waterfront pathways and the reconstruction of seawalls due to the use of BMPs.

Wetlands
Temporary impacts to the site's freshwater wetlands may result from proposed construction activities, however, BMPs for sediment and erosion control such as sediment control traps, anti-tracking aprons, perimeter swales, and temporary silt fences to be put in place around Central Fields, which drains into this wetland, will prevent negative impacts to the wetland. Additionally, the restoration of wetlands for the treatment of stormwater throughout the island will enhance the function and services of existing wetlands by improving water quality, critical habitat for dragonflies and amphibians that will significantly decrease mosquito populations in areas frequented by youth from throughout the City, and feeding and nesting grounds for migratory birds. Proposed freshwater restoration sites coincide with proposed drainage basins in the following sites: an area immediately west of the DEP Wastewater Treatment Plant, an area adjacent to the Bronx Kill, and the salt marsh location. Wetland restoration involves removal of debris, restoration of base soils, and replacement of invasive plants with native species.

Temporary effects to the Bronx Kill Salt Marsh may result from renovations to Sunken Meadow Fields; however BMPs such as temporary silt fences and sediment control basins to be installed around Sunken Meadow Fields will prevent negative impacts. Little Hell Gate Inlet Salt Marsh also contains an important littoral zone as well as coastal shoals, bars, and mudflats. Restoration and enhancement of these wetland systems provide improved fisheries and wildlife habitats, improved water quality functioning as well as passive recreational and education opportunities provided by RISF to the surrounding communities. Potential impacts from the construction and reconstruction of surrounding fields are anticipated to be minimal because of the implementation of an appropriate sediment and erosion control plan with BMPs.

Upland Resources

Since the majority of the upland resources have been developed in the past, the proposed action is not expected to result in net negative impacts. Temporary impacts may result during the construction of the Central Fields, Hell Gate Fields, Sunken Garden Fields, and the reconstruction of East River Fields, Wards Meadow Fields, Sunken Meadow Fields, and Bronx Shore Fields where trees will be removed. The proposed project includes the removal of approximately 1230 trees and the relocation of 25 trees. The tree removals contain roughly 95 trees susceptible to Asian Long Horn Beetle and the removal of approximately 15 percent that were classified as invasive species by NYC Parks Division of Forestry. However, landscaping plans call for replanting of more than 5,000 native tree species and several hundred new shrubs in staggered rows. The upland species to be planted include *Cornus florida* (Flowering Dogwood), *Fagus sylvatica* (European Beech), *Magnolia virginiana* (Sweetbay Magnolia), Quercus rubra (Red Oak), *Pseudotsuga menziesii* (Douglas Fir), and one shrub species *Liriope muscari 'Variegata'* (Varigated Liriope) among others. A substantial number of trees will be added to Randall's Island. Many more trees will be on the island than what will be affected by the project. The landscaping plan indicates increased open picnic areas on many of the reconstructed sites particularly Wards Meadow Field and Sunken Meadow Field.

The following is a description of each site, and the potential impacts to its upland resources.

Parks

Central Fields

The proposed plans show that most of the trees in this area will be removed and converted to new ball fields. About one quarter of the removed trees will be replanted after construction; however the overcompensation of trees in other fields is expected to offset this loss.

Hell Gate Fields

The planned activities are not anticipated to result in a substantial loss of trees as most of the new fields will be constructed in previously cleared areas, and the existing trees will be protected. Typical tree protection structures include a basic 6 foot high wooden fence surrounding the tree trunk.

Sunken Garden Fields

The proposed plans show that most of the trees and hedgerows at this site will be impacted during construction of new ball fields with no significant replanting efforts planned. However, the overcompensation of trees in other fields is expected to offset this loss.

Wards Meadow Fields

The proposed plans for this site do not show a substantial loss of trees as the construction activities will take place in previously developed areas. The majority of trees at this site will be protected; additionally, a significant amount of new trees will be planted.

Sunken Meadow Fields
The proposed plans show that most of the trees here will be impacted during renovations. However, landscaping plans overcompensate for these losses by planting approximately 5,000 additional trees throughout the site.

Bronx Shore Fields
There was very minimal vegetation and/or trees along the Bronx Shore. All trees which will be affected by the project have been uprooted and relocated. Some additional trees will be planted along the sidewalk.

East River Fields
The planned activities are expected to result in impacts to the majority of the upland resources at this site; however, the overcompensation of trees in other fields is expected to offset this loss.

Built Resources

Piers and other Waterfront Structures
The existing and proposed docks and marinas on the western shore of Randall's Island can provide habitat for aquatic species. No permanent negative impacts are expected to result from the proposed action due to the implementation of BMPs.

Flood Protection Structures
The seawall surrounding most of Randall's Island is an important structure for flood and erosion control, but is also habitat for aquatic species. Separate from the proposed project, seawall repair is planned and involves reusing stones from collapsed segments of the wall as well as using comparable stone types rather than concrete (raw concrete is poisonous to fish). No significant adverse impacts are expected.

Other Structures
The site also has a number of tall buildings and bridges which are used as habitat for certain bird species including some that may be threatened such as *Falco peregrinus* (Peregrine Falcon). No impacts to these structures are expected during park renovation activities.

Significant, Sensitive, or Designated Resources

The City of New York regulates all surface and groundwater, as they are recognized as significant resources. Coastal resources would also be considered to be important under the Waterfront Revitalization Program. According to the City Environmental Quality Review (CEQR), no other significant designation is given to the Randall's Island site.

2.9.4 Determination of Impact Significance

As discussed above, the proposed Randall's Island Park site plan will not result in any direct or indirect impact to significant natural resources. Specifically, there will be no degradation of water quality resources, wetlands functions, upland resources or built resources of the island. The project will support the freshwater and tidal wetlands restoration plans that provide for

enhanced water quality, wildlife habitat and passive recreation opportunities due to the installation of stormwater management features throughout the site, which has the additional attribute of providing long term benefits for water retention, recharge and quality. Trees that will be removed to construct the sports fields will be replaced by the planting of over 5,000 native tree species and several hundred native shrubs. Additionally, short-term impacts will be reduced or eliminated by implementing a range of techniques and sediment and erosion control BMPs.

2.10 HAZARDOUS MATERIALS

The *CEQR Technical Manual* recommends an assessment of the potential impact from hazardous materials to examine whether or not a proposed action would lead to an increased exposure to people or the environment to any substance that poses a threat to human health. Substances of concern include, but are not limited to: heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds, methane, polychlorinated biphenyls (PCBs), pesticides, polychlorinated dibenzodioxins and dibenzofurans (dioxins) and hazardous wastes.

2.10.1 Existing Conditions

Site Description
Randall's Island is located in the East River, in the borough of Manhattan. Randall's Island's west side is separated from the Island of Manhattan by the Harlem River. The north end of the island is separated from the South Bronx by the Bronx Kill and it is separated from Astoria Queens by the East River. The southern shore of Randall's Island is bound by the main channel of the East River.

The Island is referred to in two main sections, Randall's Island North and Randall's Island South, divided along the Little Hell Gate Inlet, which is centrally located on the Island. The northern half of Randall's Island contains two of Randall's Island Park's field areas (Bronx Shore Fields and the Sunken Meadow Fields). The southern half of Randall's Island contains the remaining field areas (Central Fields, Sunken Garden Fields, Hell Gate Fields, East River Fields and Wards Meadow Fields) as well as ancillary facilities (parking, comfort stations, roads, etc.).

The main features common to both Randall's Island North and Randall's Island South include the Triborough Bridge, and the viaduct of the New York Connecting Railroad, both of which run north-south along the center of the island.

Phase I ESA
A Phase I Environmental Site Assessment (ESA) was conducted by PB Americas, Inc. (PB) in July 2008, following applicable ASTM Standard Practice E1527-05 as a guideline. The Phase I ESA identified Recognized Environmental Conditions (RECs) associated with hazardous substances, wastes, and petroleum products at or near the 209 acre Randall's Island Sports Field Development project site. Findings were based on information collected from field observations and from reasonably ascertainable information obtained from governing public agencies and private sources.

Review of the aerial photographs indicates that the site has been occupied by baseball fields, open space, and structures (similar to the existing ones). Historical aerial photographs show evidence that a channel between Randall's Island and Wards Island was filled in with non-native soil, sometime between 1955 and 1966, to connect the two islands. Historical topographic maps show that portions of the site have been developed with small buildings since at least 1947. Historic maps and aerial photos show surrounding properties to be similar to those which currently exist.

Using environmental database search reports provided by Toxics Targeting, Inc, PB reviewed standard Federal and State environmental record sources pertaining to the site and surrounding area. Due to the large scale of the site, two separate environmental database search reports were generated.

Review of regulatory environmental database search reports identifies the following numbers of listings within the ASTM search ranges of the site, which were organized into two groups:

- 338 listings for Randall's Island South Section 1, and
- 578 listings for Randall's Island North Section 2.

In addition, PB reviewed environmental and geotechnical testing documents dated between October 2000 and April 2006 that were provided by the client, their client's representatives, or were from PB archives in cases where PB was the author. A brief summary of the scope of work and the results are summarized in the Phase I ESA.

June 2008 Stockpiled Soil Characterization.
Since DPR is planning to use soil excavated from the field areas to achieve grades in landscaped and passive areas between the fields, the NYCDEP directed DPR to conduct a soil characterization study of any stockpiled soils they intend to reuse. DPR retained PB to characterize approximately 40,000 cubic yards of stockpiled soil to determine if these soils are environmentally suitable for reuse between the fields and pathway areas.

The evaluation included the collection of a series of composite and grab soil samples from every 2,000 cubic yards (cy) of stockpiled soil at the site. At the time of the PB evaluation in June 2008, three stockpiles were located on Randall's Island North and two piles located on Randall's Island South.

Soil composite samples were submitted for laboratory analysis of: NYSDEC TCL-BNA SVOCs by EPA Method 8270; pesticides by EPA Method 8081; polychlorinated biphenyls (PCBs) by EPA Method 8082; herbicides by EPA Method 8151; and Target Analyte List (TAL) metals by EPA Method 6010B (mercury by EPA Method 7471). Grab samples were submitted for laboratory analysis of NYSDEC Target Compound List (TCL) volatile organic compounds (VOCs) by EPA Method 8260.

PB submitted a Draft Soil Stockpile Characterization Study on July 11, 2008 which includes a summary of the field activities, figures showing sampling locations, and summary tables with comparison to both NYSDEC TAGM-4046) Recommended Soil Cleanup Objectives (RSCOs) as well as NYSDEC Part 375 SCOs for restricted residential use criteria, which are applicable to active recreational uses. The report documents that specific metals, SVOCs and pesticides are present at concentrations which are above various guidance values.

The PB report was reviewed by both DEP and DOHMH for a determination as to whether the field designs were adequate and whether the stockpiled soils were suitable for use in landscaped and passive areas outside of the fields and under paved pathways and roadways. Based on

DOHMH comments, DPR now plans to install new surfaces over the landscaped and passive areas consisting of imported fill and hydroseed and/or sod.

Existing Recognized Environmental Conditions
Based on the information and data collected to date for the Phase I ESA and soil characterization studies, PB identified the following RECs associated with the site and off-site properties:

On-site RECs
Randall's Island North
According to the database, the Sunken Meadow Field House, located on the Sunken Meadow Fields, has one 2,500-gallon No. 2 fuel oil UST (underground storage tank), reportedly in service. One 1,500-gallon No. 2 fuel oil UST was reportedly removed from this site in May 2002. A closed spill was also reported for this site. A 1,500-gallon No. 2 fuel oil tank failed a tightness test on March 3, 2001. Following the tank test failure, the tank was removed and contaminated soil was excavated and taken off site. According to the database, no VOC exceedances were reported and only minor SVOC contamination was reported. Based on the sampling, the NYSDEC closed the spill on June 29, 2006. Although the spill has a closed status there is still a potential for residual impacts to remain in the vicinity of the former tanks.

This REC should be taken into account during any future dewatering operations or subsurface excavation activities conducted in the Sunken Meadow fields. Measures are listed in section 2.10.2 below.

Randall's Island North and South
Review of historical aerial photographs, historical topographic maps, and previous reports show that Randall's Island was expanded by the placement of historic fill material over the years. This is especially true for the Sunken Meadow Fields, which are almost entirely composed of fill material. Historic fill typically consists of a mixture of soil, ash and cinder material from previous manufacturing operations and is widespread throughout the New York City area. Historic fill is an REC since the fill is typically contaminated with metals and SVOCs at concentrations above the NYSDEC TAGM No. 4046 (TAGM-4046) Recommended Soil Cleanup Objectives (RSCOs) and are generally classified as non-hazardous contaminated material.

As expected, in both recent and previous subsurface investigations conducted at Randall's Island where soil samples and laboratory analysis were conducted, the contaminants (primarily metals) that were detected above the TAGM and Part 375 RSCOs are typically associated with historic fill. The previous geotechnical investigations were extensive in the ball fields and historic fill was typically observed. Based on review of boring logs, no apparent anomalies (i.e. discoloration, buried waste, odors, etc.) were observed in the fill material.

Off-site RECs
The following off-site RECs will not present a significant adverse impact for hazardous materials since construction dewatering, which may facilitate transportation of contaminants though the groundwater, will not be part of the project.

Randall's Island North
Ten off-site open spill cases are considered off-site RECs for Randall's Island North, due to their open case status, as well as their relative proximity and assumed hydraulically upgradient position relative to the site. Eleven off-site PBS (Petroleum Bulk Storage) facilities are considered RECs for Randall's Island North, because of their inclusion in a violation-based database, and their relative proximity and assumed hydraulically upgradient position. Furthermore, one off-site RCRA Generator/Transporter facility is considered an REC for Randall's Island North, because this facility has open violations.

Randall's Island South
Three off-site open spill cases are considered RECs for Randall's Island South, due to their open case status, as well as their relative proximity and assumed hydraulically upgradient position relative to the site. Six off-site PBS facilities are considered RECs for Randall's Island South because of their inclusion in a violation-based database and their relative proximity and assumed hydraulically upgradient position. Finally, one off-site RCRA Generator/Transporter facility is considered an REC for Randall's Island South, because this facility has open violations.

2.10.2 Future No-Action Scenario

Without the proposed actions, all existing fields on Randall's Island would remain in their current conditions, and no new fields would be constructed in undeveloped areas. However, proposals which encompass the construction or restoration of wetlands, seawalls and waterfront pathways, pedestrian bridges, and nature center are expected to continue as planned. These fields will remain in poor condition with bare soils exposed in many locations. The unwatered fields create an ongoing potential for public exposure to fugitive dust and any contaminants present in the dust.

2.10.2.1 Future Action Scenario

The sports field development project includes the reconstruction or creation of 63 fields, occupying approximately 209 acres of parkland, along with six comfort stations, new parking areas, roadways, signage and utilities. The project will also add landscaping, drainage improvements, parking facilities, and new pathways to provide for improved recreational programming.

The new field construction requires compaction of the first one to two feet of native soil/fill material over which the new fields will be constructed. Other than fields designed for softball and baseball, the fields will typically be constructed (from the base to the surface) with 4 to 8 inches of a gravel drainage layer with drainage piping, a layer of geotextile fabric, and 8-12 inches of root zone mix soil covered with sod. Fields designed for softball/baseball will be constructed with a layer of geotextile fabric and 8 inches of root zone mix soil covered with sod. Select fields will be constructed with synthetic turf, and will contain a geo-textile fabric, 6 inches of crushed stone, and a synthetic field surface treatment.

The permeable geotextile fabric barrier will be used to "demarcate" or flag the transition between the new field material and native soil. This will help prevent unnecessary disturbance of native

soil during any future maintenance or renovation work. The geotextile material will not be installed around the base of new trees. The DEP reviewed these measures and found them to be acceptable.

In other recreation areas, the plans include the installation of new surfaces (including sod, hydroseed and synthetic turf) and the planting of thousands of trees. At DOHMH's recommendation, landscaped areas in between fields and roadway and pathway surfaces will either contain sod or 2 inches of new topsoil or compost material and will be hydroseeded.

2.10.2 Determination of Impact Significance

No significant adverse impacts from hazardous materials are expected as a result of the proposed action. The DEP concurs that the demarcation with geotextile fabric and the installation of vapor barriers beneath comfort stations are sufficient to minimize public exposure to existing contamination at the site. DOHMH agreed that sod or the addition of two inches of new topsoil with hydroseeding for the landscaped areas in-between field surfaces and under paved pathways and roadways sufficiently protects the public from exposure to existing contamination at the site.

In addition to the above mitigation measures, DPR is also committed to the following measures listed below during the construction period:

- Prior to any subsurface work at the site, the contractor should develop and submit a site-specific Health and Safety Plan (HASP) that meets the requirements set forth by OSHA, NYSDOH and other applicable regulations. The HASP should identify the possible locations and risks associated with potential contaminants that may be encountered during excavation/construction activities and the administrative and engineering controls that will be utilized to mitigate the concerns.

- Dust control procedures will be developed and put in place during any proposed excavation activities to minimize the creation and dispersion of fugitive airborne dust. The contractor, in accordance with their project HASP and contract dust control procedures, will implement strict dust control measures to protect the workers and the downwind community from potential airborne contaminants released as a direct result of construction activities

2.11 WATERFRONT REVITALIZATION PROGRAM

The project site lies within New York City's Coastal Management Zone (see **Figure 2.11-1**). As such, the project site is subject to an assessment for consistency with New York City's Local Waterfront Revitalization Program ("LWRP"). The LWRP includes policy objectives that prioritize the development of water-dependent and water-enhancing uses on Coastal Management Zone properties, mandate public access to the waterfront within certain zoning districts, offer construction guidelines for flood zones, and address the maintenance of water quality.

The LWRP was adopted in 1999 as a New York City Charter Section 197-a Plan in coordination with local, State, and Federal laws and regulations. Prior to its adoption, both local and State programs adhered to a list of 44 state and 12 local policies designed to protect and improve the waterfront. The revised waterfront program has streamlined the consistency review process in New York City. Under the revised program, there are ten policy objectives to address that fall under four categories of waterfront functions. A proposed project may be deemed consistent with the LWRP when it would not substantially hinder and, where possible, will advance one or more of the ten LWRP policies dealing with: (1) residential and commercial development; (2) water-dependent and industrial uses; (3) commercial and recreation boating; (4) coastal ecological systems; (5) water quality; (6) flooding and erosion; (7) solid waste and hazardous substances; (8) public access; (9) scenic resources; and (10) historical and cultural resources.

2.11.2 Future No-Action Scenario

In the future without the action, the fields on Randall's Island would remain in their current condition. No other projects on Randall's Island will be completed by the project's build year of 2010. The wetlands restoration efforts, as well as the other elements of the management, restoration, and development plan, will likely continue as planned.

2.11.3 Future Action Scenario

Actions located within New York City's Coastal Management Zone generally require submission of the New York City Waterfront Revitalization Program Consistency Assessment Form. This form is intended to assist an applicant in certifying that the proposed project is consistent with the LWRP. The completed form and accompanying information is used by New York City and State agencies to review the applicant's certification of consistency. A copy of the completed form has been attached (see **Appendix A**).

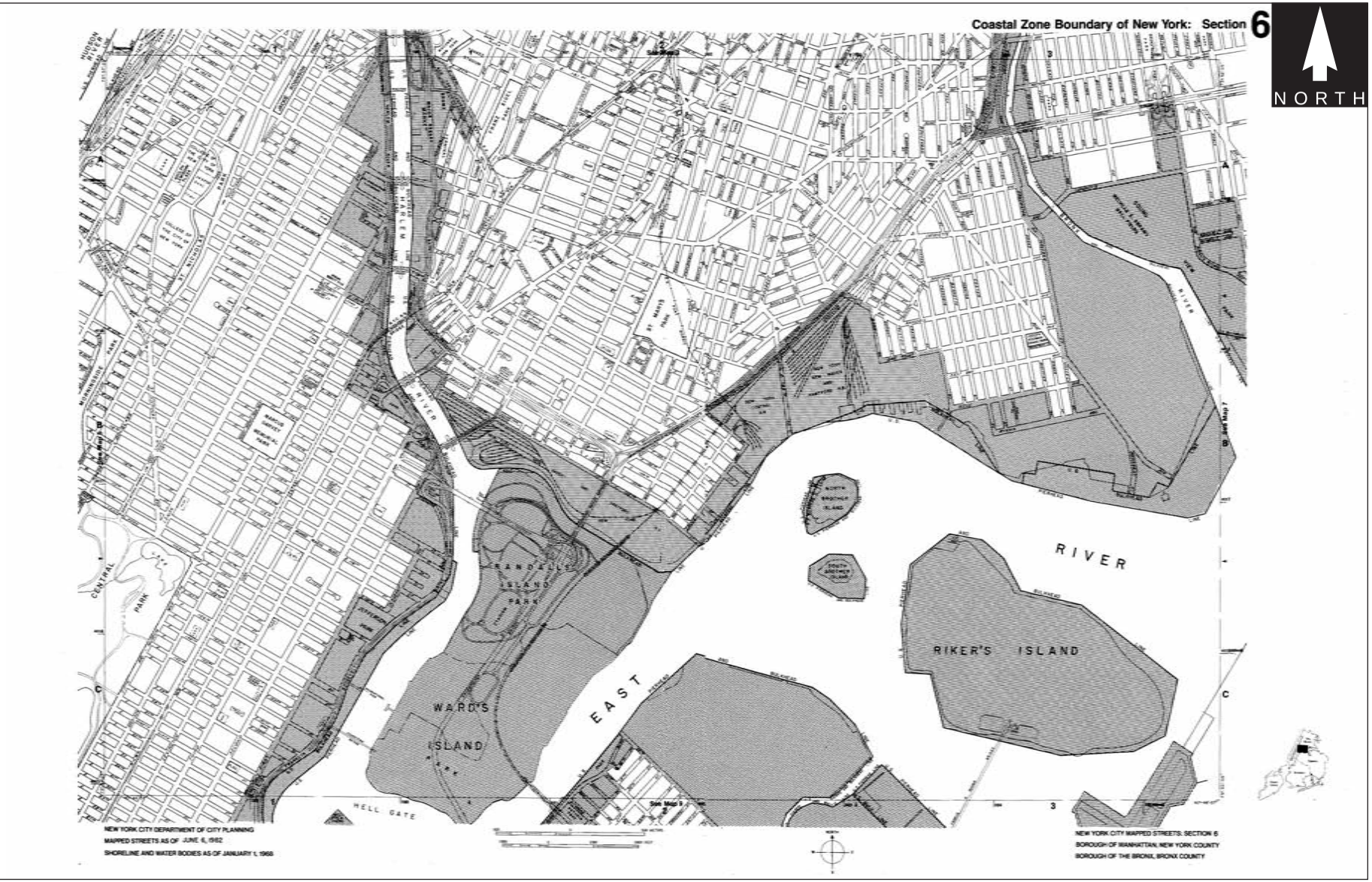


Figure 2.11-1 - Coastal Management Zone

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

The Consistency Assessment Form contains 52 yes/no location and policy questions to broadly represent the policies of the LWRP. An attachment assessing the effects of the proposed project is required for all responses that generate a positive (i.e. yes) response. The proposed project generated a positive response to nine questions on the form, as discussed in further detail below.

1. Is the project site on the waterfront or at the water's edge?

Yes. The project site is an island surrounded by the Harlem River to the west, the Bronx Kill to the north, the East River to the east and south.

2. Does the project site require a waterfront site?

Yes. The project site, Randall's Island, is primarily a waterfront site.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site?

Yes. The proposed project will revitalize Randall's Island's fields and amenities, many of which are located near the waterfront.

21. Would the action involve activity in or near a tidal or freshwater wetland?

Yes. The sports fields development project will occur near wetlands. Separate from the proposed action, but part of RISF's management, restoration, and development plan, wetlands restoration sites have been designed to encourage public access by students and visitors. DPR, RISF, and NYCEDC have worked together to restore the Little Hell Gate Inlet as a salt marsh. In addition, a salt marsh fringe in the Bronx Kill will be restored. In the center of the island, DPR, RISF and NYCEDC have also restored four acres of freshwater wetlands, through removal of fill and construction debris and native wetlands plantings. The restored wetlands will absorb and filter nonpoint source pollution from the island's parking lots and roads before runoff can reach the East River, and will also provide ideal breeding and migratory habitat for birds.

26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters?

As part of the proposed project, new storm sewers will be put in place in Randall's Island. In addition, new storm drainage outfalls will be installed. DPR is implementing comprehensive storm water management that will reduce pollutants entering the East and Harlem Rivers, helping to protect the natural environment of the island. As part of wetlands restoration efforts and the reconstruction of athletic fields, this park-wide effort will help minimize runoff and maximize groundwater recharge.

32. Would the action result in any activities within a federally designated flood hazard area or state designated erosion hazards area?

Areas of the site that are within the 100-year floodplain include the outer edges of Wards Meadow Field, Sunken Meadow Field, East River Field, Bronx Shore Field, Harlem River Event Area, Icahn Stadium, DEP Wastewater Treatment Plant, and parking areas to the east of the Triborough Bridge.

2.12 INFRASTRUCTURE

The infrastructure of New York City is comprised of physical systems that support the population, including water supply, wastewater, sanitation, energy, roadways, bridges, tunnels, and public transportation. Many of these categories are discussed individually elsewhere in this document (see **Sections 2.13-3.16**). This section covers only the effect of the proposed action on water supply, wastewater (sewage) treatment and stormwater management.

According to the *CEQR Technical Manual*, actions that require exceptionally large amounts of water, for example a power plant, may have their impact on the demand of the city's water supply evaluated. In addition, if an action results in very large flows of wastewater that could impact the capacity of sewage treatment plants, an assessment is recommended.

2.12.1 Existing Conditions

Water Supply
New York City obtains water from a network of three water supply systems composed of reservoirs and aqueducts. Water sources extend from as far north as the Catskill Mountains, about 125 miles from New York City. Water is conveyed through two tunnels, with a third under construction, to a grid of distribution units.

Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressure, few actions have the potential to cause significant impacts to the system. Therefore, only very large developments or actions having exceptionally large water demands (more than one million gallons per day) would warrant a detailed water supply assessment. Similarly, only projects with unusually large water flows could potentially affect wastewater treatment.

As shown in **Figure 2.12-1**, there are five existing water mains extending from Manhattan to the island. They are located near the Harlem River Event Area (3), Manhattan State Psychiatric Center, and H.E.L.P. Supportive Employment Center. The existing water mains carry water throughout Randall's Island North and Randall's Island south to service the existing buildings and fields.

Wastewater Treatment
The City is committed to adequately treating all wastewater generated in the City and to maintaining its wastewater treatment plants at or below the capacity permitted by applicable State and Federal permits, orders, and decrees. To achieve this goal, citywide programs and policies have been and would continue to be developed to accommodate expected flows through the City's plants and ensure they fall within authorized capacities. Therefore, only unusual actions with very large flows could have the potential for significant impacts on sewage treatment.

The sanitary sewer systems are shown in Figure **2.12-2**. There are two sanitary tunnels on Randall's Island (one from Manhattan and one from the Bronx), both leading to the collection

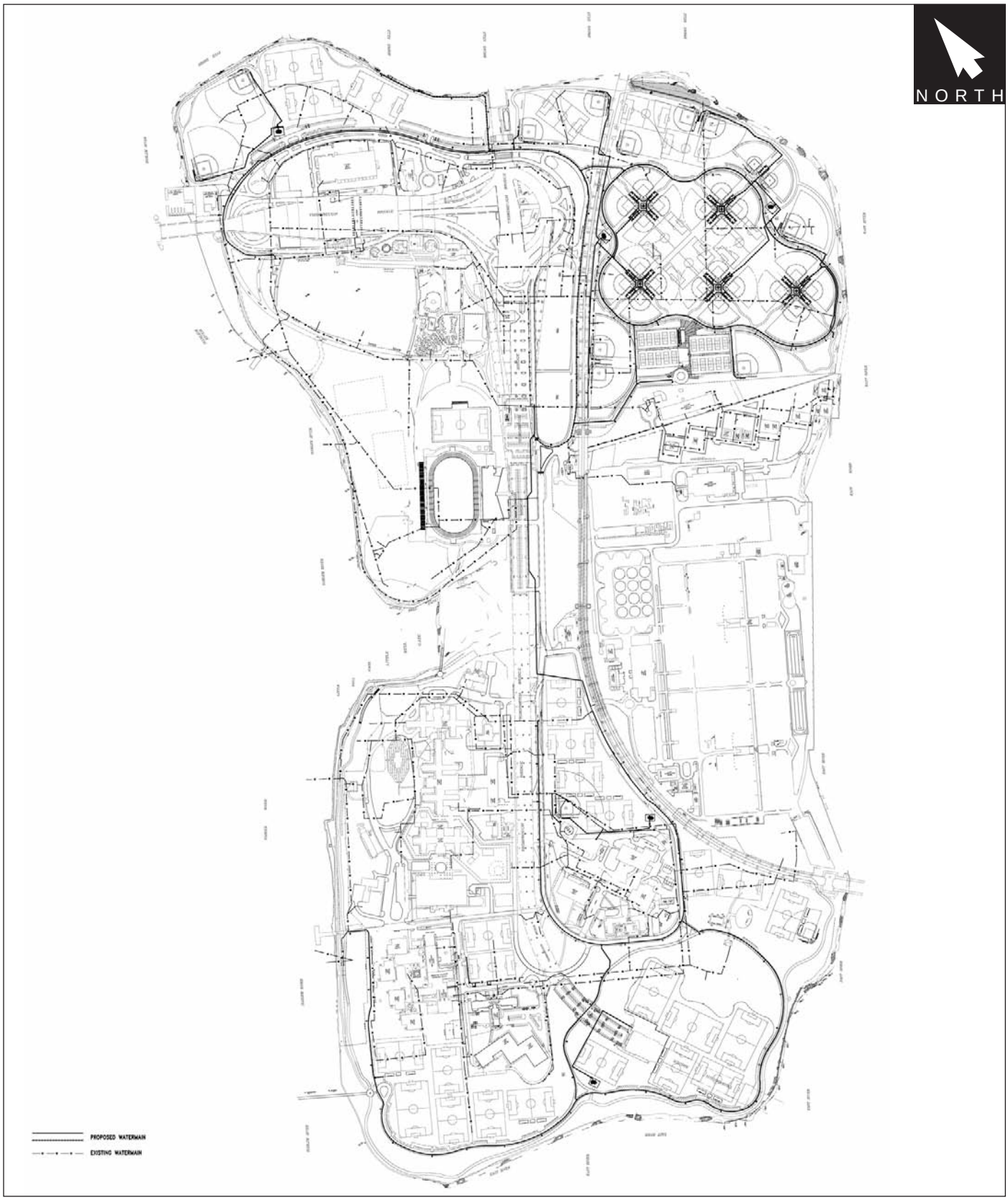


Figure 2.12-1 - Existing and Proposed Water Mains

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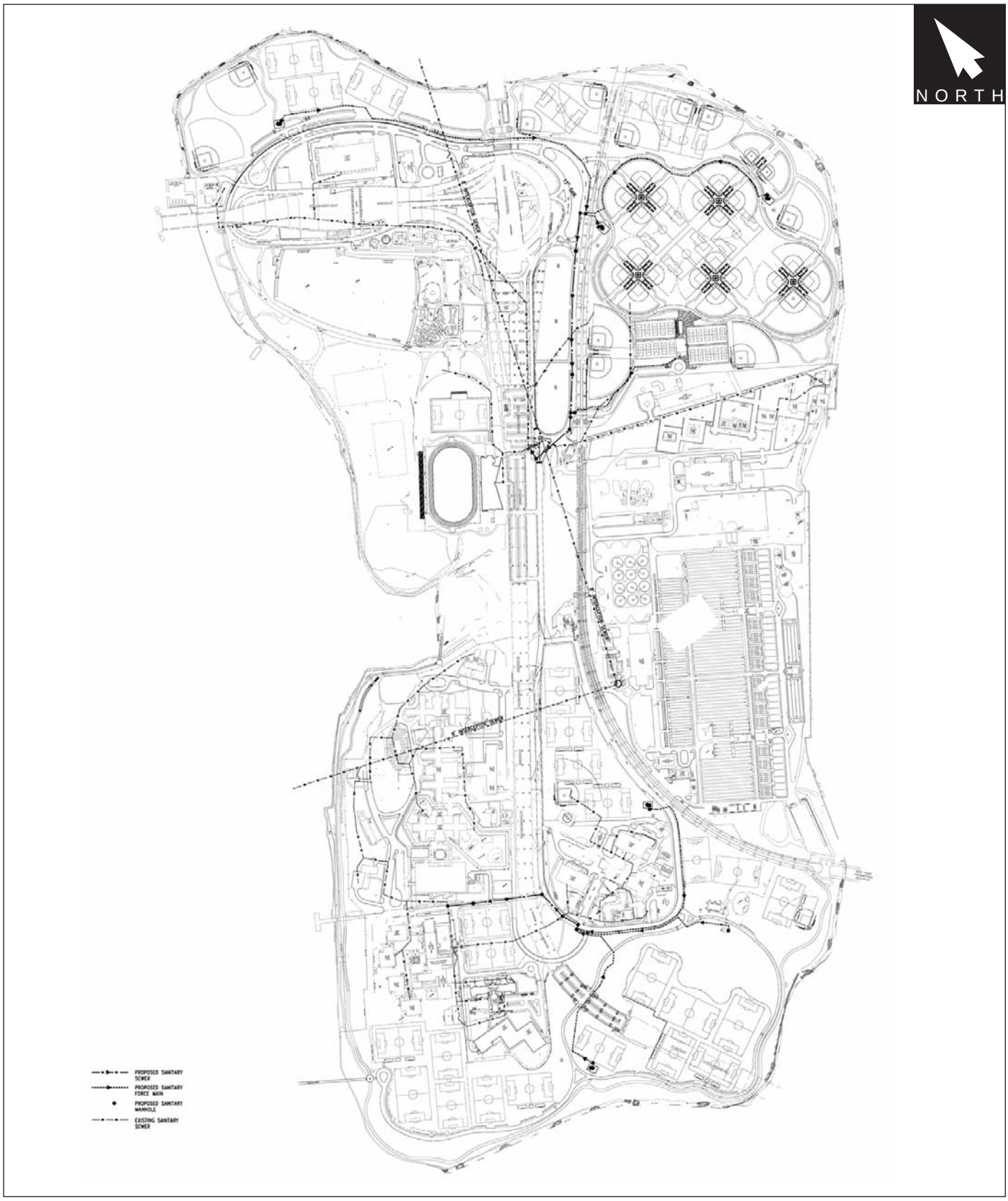


Figure 2.12-2 - Existing and Proposed Sanitary Sewers

Randall's Island Sports Field Development Project

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center of the DEP wastewater treatment plant. Sanitary waste from the Five Borough Garage and the tennis center is carried by smaller sewers to a connection point east of Icahn Stadium. For the most part, the sanitary sewer mains traverse the island by following the path of the Triborough Bridge. They connect with all the buildings on the island including the hospital, homeless shelter, DEP wastewater treatment plant, tennis center, NYPD Marina, and Icahn Stadium. There are also two eight-foot interceptor sewers which terminate at the DEP wastewater treatment plant. One travels east, from the East River and past the hospital, while the other goes south from the Bronx Kill. Interceptor sewers are large sewer lines that, in a combined system, control the flow of sewage to the treatment plant.

Stormwater Management
The *CEQR Technical Manual* suggests a detailed stormwater management assessment be undertaken if the proposed action involves certain manufacturing activities, would be served by separate sewer or stormwater systems, or involves the construction of a new stormwater outfall.

As shown in **Figure 2.12-3**, there are storm sewers throughout Randall's Island. Storm drainage around the Five Borough Garage, golf center, and the TBTA headquarters is discharged into the Harlem River. The storm sewer from Icahn Stadium is discharged to the Little Hell Gate.

2.12.2 Future No-Action Scenario

In the future without the action, the fields on Randall's Island would remain in their current condition. No other projects on Randall's Island will be completed by the project's build year of 2010.

2.12.3 Future Action Scenario

In order to support the aforementioned improvements, the island's utilities, including water, sewers, and electric, will be upgraded and new gas service may be added.

Water Supply
As illustrated in **Figure 2.12-1**, new water mains will be installed on the island to irrigate the new natural sport fields and landscaping and provide water to the comfort stations and drinking fountains. Water saving measures for the comfort stations and irrigation systems will be included in their design. While the exact location of the proposed water mains can be seen on the aforementioned figure, the new lines will generally encircle the field areas, comfort stations, and connect the northern and southern portions of the island.

While exact future usage numbers are not available, it is estimated that the maximum flow for field irrigation will be 1,400 gallons per minute (gpm). Water usage from the comfort stations and drinking fountains will likely be negligible. The proposed water mains will be able to accommodate the new fields and amenities; therefore, no significant adverse impacts are expected.

Wastewater Treatment
Figure 2.12-2 shows the proposed sanitary sewers and sanitary force mains. In Randall's Island North, new sanitary sewers will be placed from the area just east of Icahn Stadium to the Sunken

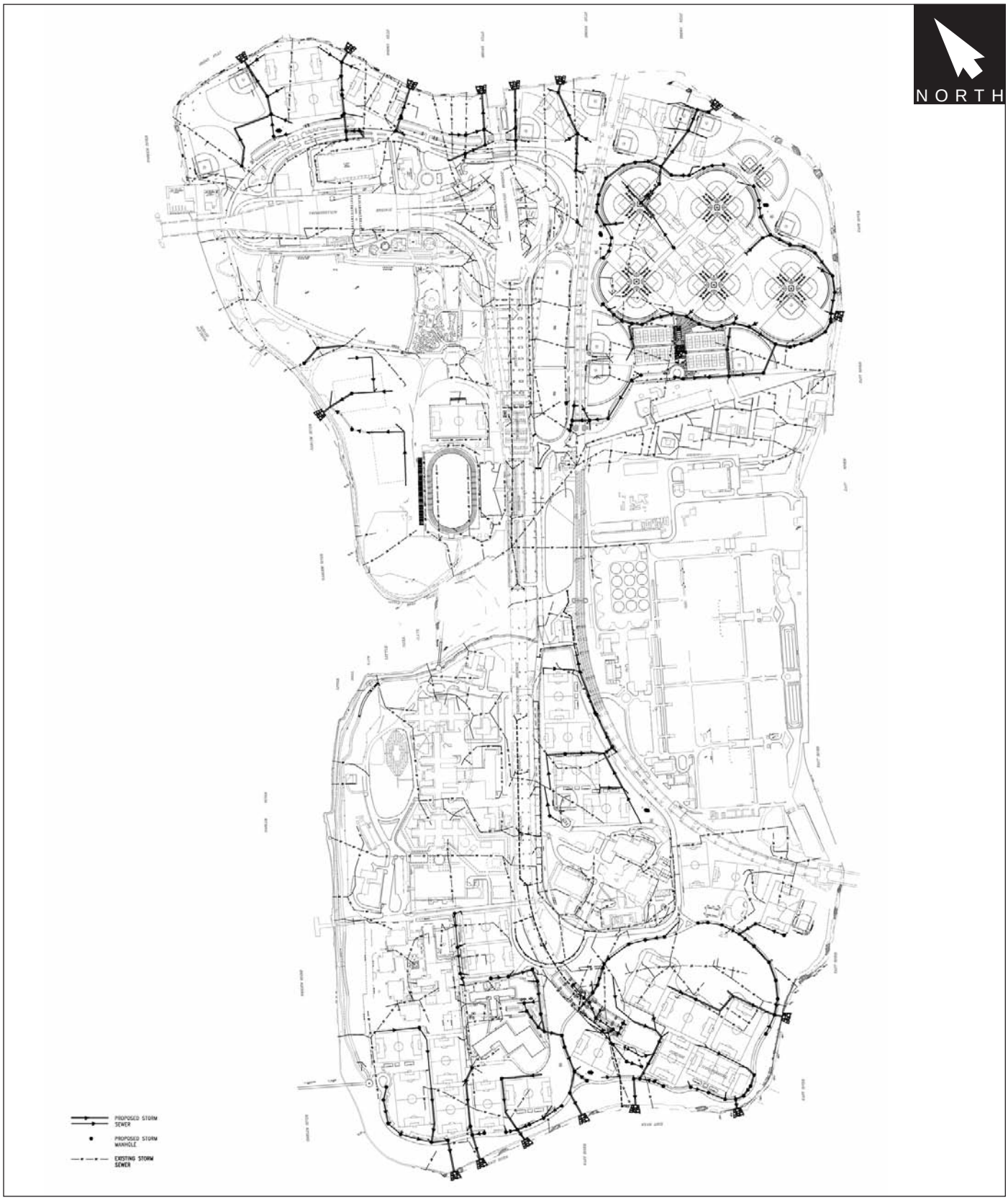


Figure 2.12-3 - Existing and Proposed Storm Sewers

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Meadow Field area. Sanitary force mains will connect the two comfort stations in the Sunken Meadow Field area and one comfort station in the Bronx Shore Field area to the existing sewer system. In Randall's Island South, new sanitary sewers will be placed from the Central Fields to Sunken Garden Fields areas. New sanitary force mains will link the flows from the comfort stations near Wards Meadow Fields, Hell Gate Fields, and Central with the sanitary sewer system. It is expected that the comfort stations will have between .08 and 0.15 cubic feet per second (cfs) of sanitary flows. As a result of the improvements to the system, no significant adverse impacts are anticipated.

Storm Water Management

As part of the proposed project, new storm sewers will be put in place in both Randall's Island North and Randall's Island South (see **Figure 2.12-3**). These new storm sewers are concentrated around the field areas. In addition, new storm drainage outfalls will be installed. These new outfalls are listed in **Table 2.12-1** below.

TABLE 2.12-1
PROPOSED STORM DRAINAGE OUTFALLS

Description	New Outfall Number	New Outfall Diameter	10-Year Discharge (cfs)	10-Year Velocity (fps)
East River Fields	1	24"	14.3	14.3
	2	30"	30.7	6.3
	3	24"	15.4	5.8
Central Fields	*By Others	30"	24.3	6.5
Sunken Meadow Fields	8	30"	26.2	6.7
	9	36"	42.2	7.0
	10	30"	28.3	6.7
	11	24"	13.2	5.8
	12	24"	14.3	6.4
	13	36"	37.0	7.3
	14	38"x60"	74.4	9.3
Wards Meadow Fields	4	24"	21.1	7.6
	5	24"	11.8	5.7
	6	24"	8.9	5.1
	7	30"	26.3	6.6

Note: All outfall pipes are Reinforced Concrete Pipe
* Outfall presently installed.

DPR is implementing comprehensive storm water management that will reduce pollutants entering the East and Harlem Rivers, helping to protect the natural environment of the island. As part of wetlands restoration efforts and the reconstruction of athletic fields, this park-wide effort will help minimize runoff and maximize groundwater recharge. Proposed freshwater restoration sites coincide with proposed drainage basins in an area immediately north of the DEP Wastewater Treatment Plant, an area adjacent to the Bronx Kill, and the existing freshwater wetland location. In addition, the use of best management practices (BMPs) such as sediment control basins, temporary silt fences, anti-tracking aprons, and perimeter swales installed around the field areas, will prevent significant negative impacts in the surrounding water bodies.

As a result of these improvements, no significant storm water management impacts are likely from the potential effect of the proposed project.

2.13 SOLID WASTE AND SANITATION SERVICES

The New York City Department of Sanitation (DSNY) collects and disposes of all solid wastes generated by residents and public institutions (such as schools) in the city, as well as trash collected in curbside bins. Private institutions and businesses are obliged to contract with private carters to dispose of their wastes. However, because all solid wastes must be managed in conformance with the City's Comprehensive Solid Waste Management Plan, the *CEQR Technical Manual* recommends that the expected amount of waste generated by a proposed action be disclosed to allow the lead agency to confirm that the proposed action conforms to the Plan. The exact amount of waste to be generated has not been estimated, but it will likely be of a similar amount as is currently managed by DPR. As DPR manages its own waste, no significant impacts on sanitation services are expected as a result of the proposed action.

2.14 ENERGY

DPR is proposing to reconstruct a series of sports fields and pursue a concession agreement for the use of a portion of the sports fields on Randall's Island Park. As part of the proposed project, a new electrical substation would be constructed on the northern part of the island, beneath the Bronx ramp of the Triborough Bridge. The substation would be approximately 5,860 square feet, 17 feet tall, and feature four transformers, incoming sections, distribution sections, 15 kilowatt switchgear, and associated equipment. Presently, there are two vaults, with no spare capacity, that service DPR and other facilities. The first services Icahn Stadium, the premier soccer field, and tennis center. The second vault services the Five Borough Garage, NYPD Manhattan Detective Unit, and lighting on existing roadways and pathways. The existing system barely has sufficient capacity to maintain the existing tennis bubble and ball field lights. The new substation would help to alleviate the strain on the existing network and provide power for the new park amenities and lighting throughout the island. Therefore, the proposed action would not create adverse energy impacts and would not require a detailed assessment.

2.15 TRAFFIC AND PARKING

The objective of traffic and parking analyses is to determine whether a proposed action is expected to have a significant impact on street and roadway conditions or on parking facilities. This section endeavors to evaluate the ability of street and highway elements to adequately process traffic fluctuation, the operating conditions expected to result from the proposed action, and the effect of the proposed action on parking resources in the area.

2.15.1 Traffic

Vehicular access to the island from Manhattan, Queens, and the Bronx is available via the Triborough Bridge. Vehicles traveling east from Manhattan pay the toll at the Manhattan Plaza, and then continue straight along a ramp that crosses under the junction structure and touches down east of the structure. Vehicles traveling to the island from the Bronx must exit to the right after crossing the Bronx Kill. These vehicles pay the toll at the Manhattan plaza and exit to the far right via a ramp, the loop back under the bridge structure to meet grade just north of the structure. This same exit ramp is used by vehicles traveling from Queens to Randall's Island, who also pay the toll at the Manhattan plaza before exiting the island.

No toll is charged to vehicles exiting the island. From Randall's Island, Queens-bound vehicles access the bridge via a ramp that originates west of the Manhattan toll plaza, adjacent to the ramp that provides access to Randall's Island from Queens and the Bronx. Bronx-bound vehicles ma do the same to access the junction structure and head toward the Bronx. Alternative access for Bronx-bound vehicles is available via a ramp that originates beneath the Bronx toll plaza, looping around to join the Bronx-bound traffic from Manhattan. Access from Randall's Island to Manhattan is available at the junction structure immediately adjacent to the ramp providing access from Manhattan to Randall's Island.

2.15.1.1 Study Area and Study Intersections

The traffic study area, shown in **Figure 2.15-1**, was defined to include seven (7) key intersections on Randall's Island that may experience potentially significant changes in traffic operations due to the proposed Action. Because the streets on Randall's Island are not named, these seven study intersections are identified as follows:

- Entrance to Five Borough Garage/Circulator Road;
- Entrance to TBTA Parking Lot/Circulator Road;
- Exit Ramp/Circulator Road;
- Ramp to/from Manhattan via Triborough Bridge/Circulator Road;
- Entrance to Sunken Meadow Fields/Circulator Road; and
- Entrance to Tennis Courts/Circulator Road.

All of the study intersections are unsignalized.

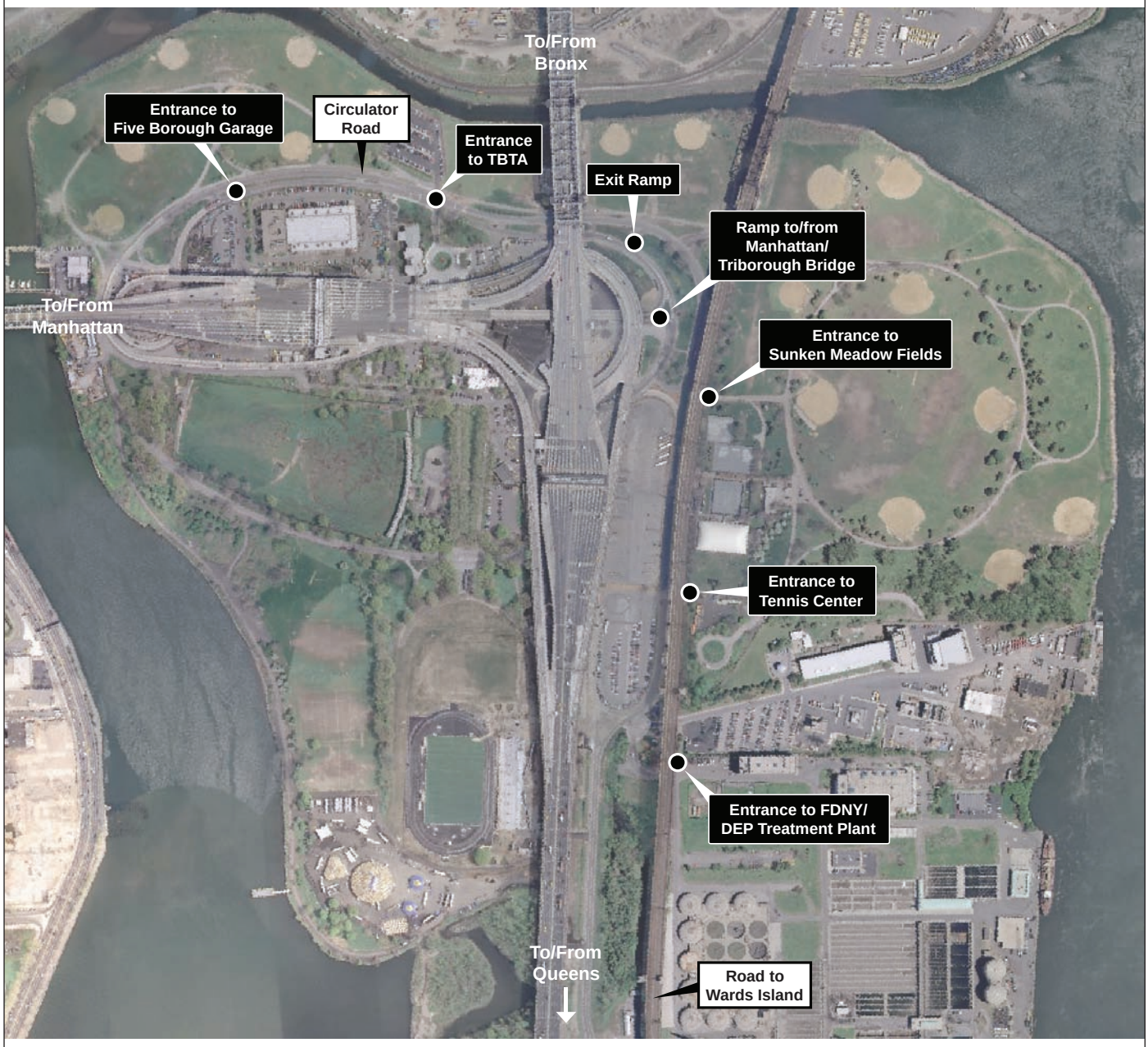


Figure 2.15-1 - Study Intersections

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New York City Department of Parks & Recreation

Prepared by Urbitran Associates

2.15.1.2 Traffic Data Collection

At the time this traffic study was initiated, construction activities were on-going at the Randall's Island sports fields, resulting in atypical traffic volumes throughout the study area. Therefore, because of the on-going construction, no new turning movement count data was collected as part of this study. Instead, the forecast year 2006 No-Action traffic volumes shown in Figure E-5 of the *"Randall's Island Aquatic Entertainment Center"* study were assumed to approximate baseline year 2007 "existing conditions" (i.e. pre-construction) traffic volumes. These turning movement volumes, for the weekday midday and Saturday midday peak hours, are shown in **Figures 2.15-2** and **2.15-3**, respectively.

The traffic data collection effort did include the collection of automatic traffic recorder (ATR) counts to determine general traffic patterns during construction. For the one-week period beginning Tuesday June 17, 2008 ATR counts were conducted continuously at 15-minute intervals at the following mid-block locations:

- Ramp from/to Manhattan (Eastbound and Westbound directions)
- Circulator Road in front of the TBTA building (Eastbound and Westbound directions)

A summary of the ATR data is presented in Section B1 of the Appendix.

Because the current roadway network remains largely unchanged despite the construction activities, a comprehensive inventory of roadway geometrics and physical operating characteristics was conducted in the field at each of the seven study intersections. This inventory specifically included:

- Street directions;
- Number and configuration of lanes;
- Crosswalk locations;
- Turning restrictions and prohibitions;
- Type of intersection traffic control;
- Bus stop locations; and

The intersection geometries are provided in Section B2 of the Appendix.

2.15.1.3 Existing Conditions

Roadway Network
The roadway network on Randall's Island is primarily comprised of a divided circulator roadway, with access to individual properties provided via driveways or local cross streets intersecting with this circulator roadway. Ramps to and from the Triborough Bridge—which is elevated over Randall's Island—provide direct connections to Manhattan, the Bronx, and Queens.

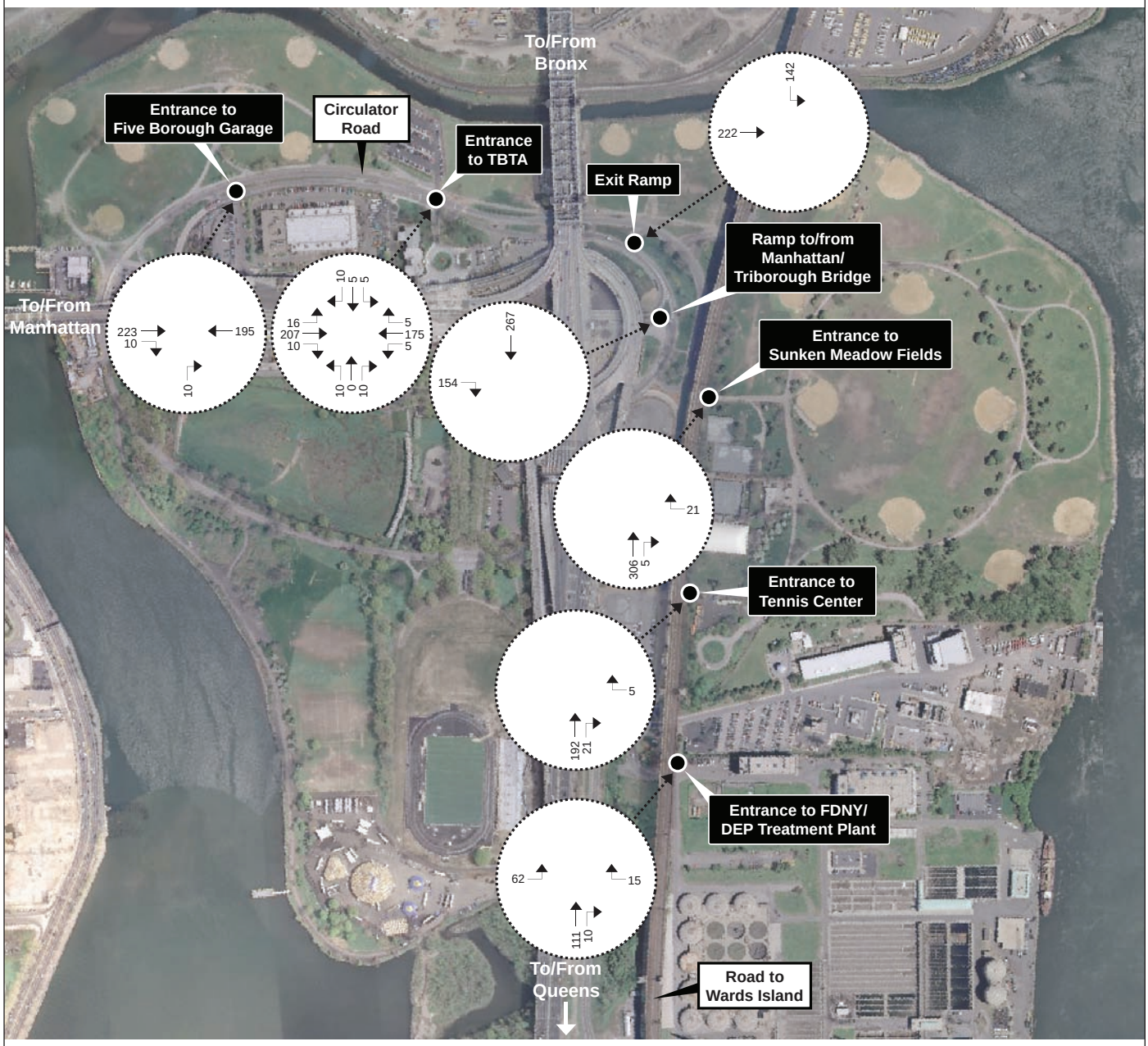


Figure 2.15-2 - 2007 Existing Traffic Volumes, Weekday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

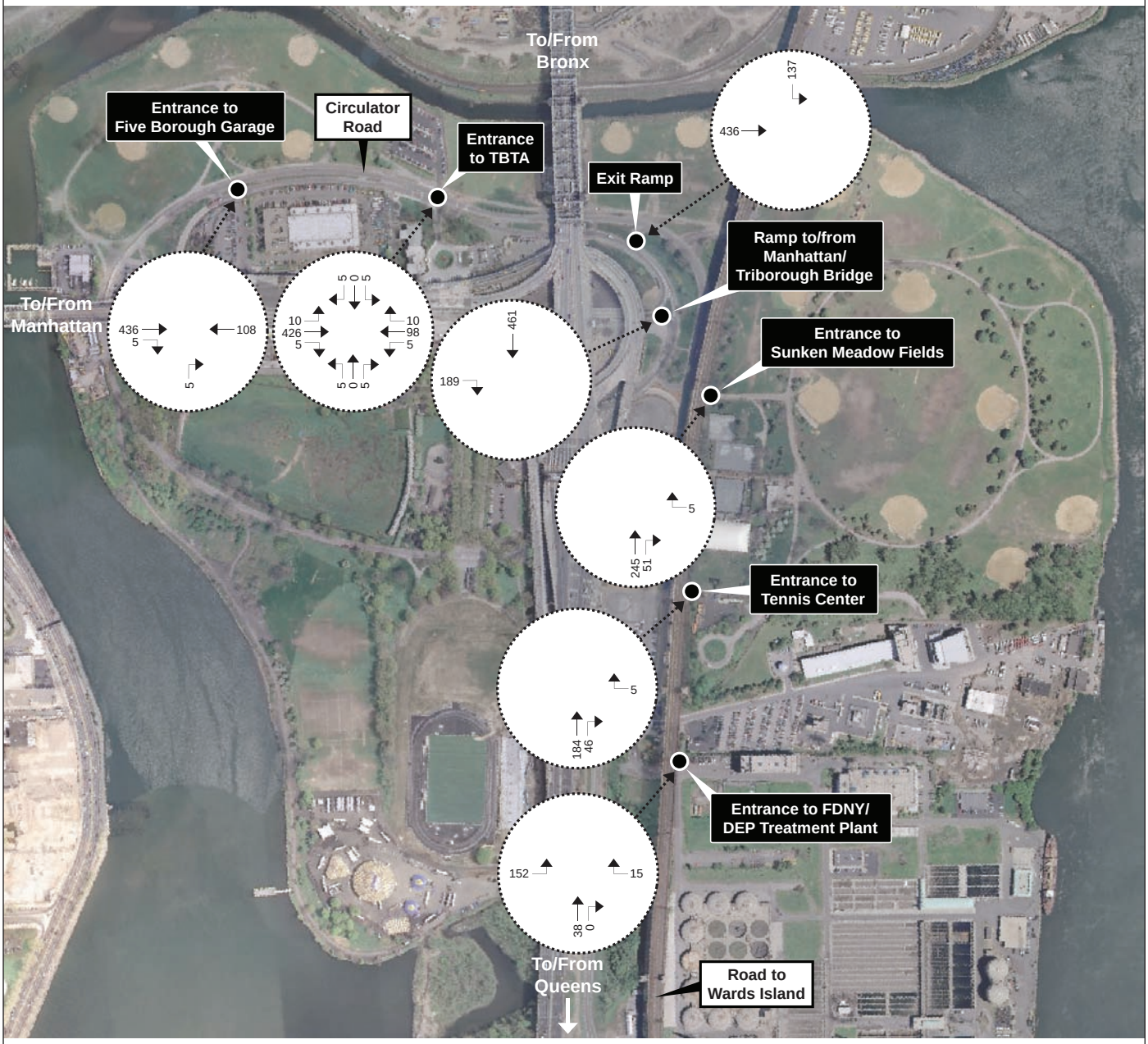


Figure 2.15-3 - 2007 Existing Traffic Volumes, Saturday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

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Analysis Methodology

Peak hour traffic operations at all study intersections were analyzed using the methodologies described in the year 2000 version of the *Highway Capacity Manual (HCM)*. Intersection level-of-service (LOS) is defined in terms of the "average control delay" (in seconds per vehicle) encountered by vehicles traveling through the intersection during the peak 15-minute period within each peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The corresponding LOS grades are expressed by the letters "A", "B", "C", "D", "E" and "F", with successive letters representing increasing average control delay at the intersection. The relationships between LOS and average control delay for unsignalized intersections are shown in Table 2.15-1 below.

TABLE 2.15-1
LEVEL-OF-SERVICE AND DELAY RELATIONSHIP
FOR UNSIGNALIZED INTERSECTIONS

LOS	Average Control Delay (seconds per vehicle)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Source: Year 2000 Highway Capacity Manual

For unsignalized intersections, the HCM methodology generally assumes that traffic on the major street is not influenced by traffic on the minor street. Left-turns from the major street are assumed to be influenced by the volume of opposing, or oncoming, traffic on the major street. Minor street traffic is affected by all conflicting higher-priority movements, such as major street through and left-turning traffic. A detailed description of levels-of-service, and the criteria by which they are determined, is provided in Section B3 of the Appendix.

Existing Levels-of-Service

Using the existing turning movement volumes shown in **Figures 2.15-2** and **2.15-3**, traffic operations analyses were conducted for each of the study intersections for the weekday midday and Saturday midday peak hours. Due to the absence of detailed vehicle classification and 15-minute count data in the *"Randall's Island Aquatic Entertainment Center"* study, a default peak hour factor of 0.90 was applied globally to all movements at each study intersection, and the vehicle mix for all movements was assumed to be comprised of 10 percent heavy vehicles. **Table 2.15-2** shows the results of the existing conditions analyses, including volume-to-capacity (v/c) ratios, average control delays, and corresponding levels-of-service.

As shown in **Table 2.15-2**, all lane groups at each study intersection operate at LOS "B" or better during both peak hours analyzed. The Highway Capacity Software (HCS) analysis worksheets are provided in Section B4 of the Appendix.

Table 2.15-2
Peak Hour Levels-of-Service
Year 2007 Existing Traffic Conditions

#	Intersection	Approach	Movement	Weekday Midday Peak Hour			Saturday Midday Peak Hour		
				v/c	Average Control	LOS	v/c	Average Control	LOS
1	Entrance to Tennis Center / Circulator Road	WB	R	0.01	9.6	A	0.01	9.4	A
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	0.03	10.5	B	0.01	9.7	A
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L1	0.18	8.8	A	0.33	9.9	A
			L2	0.17	8.6	A	0.32	9.7	A
		WB	L1	0.14	8.5	A	0.08	8.3	A
			L2	0.14	8.5	A	0.09	8.2	A
		NB	L1	0.03	8.1	A	0.01	8.2	A
		SB	L2	0.03	8.0	A	0.01	8.6	A
4	Entrance to Five Borough Garage / Circulator Road	NB	R	0.01	9.6	A	0.01	11.2	B
5	Entrance to FDNY Training Center and Wastewater Treatment Plant / Circulator Road	EB	L	0.04	0.12	A	0.09	7.4	A
		NB	T	0.17	11.1	B	0.08	12.2	B
			R	0.01	8.4	A	0.00	8.4	A
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	0.24	11.5	B	0.19	9.1	A
7	Exit Ramp / Circulator Road	SB	L	0.22	11.3	B	0.00	11.6	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
L = Left-Turn; T = Through; R = Right-Turn;
LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn;
LTR = Left-Turn/Through/Right-Turn

2.15.1.4 Future No-Action Scenario

Projected Future No-Action Traffic Volumes
The majority of planned modifications to the Randall's Island sports fields are expected to be fully constructed and operational by 2009. Therefore, all future conditions analyses (i.e. No-Action and Action conditions) were performed for the year 2009. The analysis of year 2009 No-Action conditions was conducted to serve as a baseline against which the future Action condition could be evaluated. The future No-Action condition includes future traffic growth from two components:

1) Growth in traffic volumes associated with specific planned developments within the project study area, and

2) Projected increases in traffic volume due to background traffic growth.

Other than the planned changes to the sports fields (i.e. the proposed Action), Randall's Island is not expected to undergo any significant development, redevelopment, or changes in land use within the next year. Therefore, the only change in traffic volume anticipated within the next year is expected to be as a result of general background growth. To estimate the projected increase in traffic volumes due to general background traffic growth, the existing weekday peak hour turning movement volumes (shown in **Figures 2.15-2** and **2.15-3**) were increased by 0.5 percent per year over two years (i.e. 1 percent total growth) as recommended by *CEQR*. The resulting turning movement volumes for the year 2009 No-Action traffic condition during the weekday midday and Saturday midday peak hours are shown in **Figures 2.15-4** and **2.15-5**, respectively.

Year 2009 No-Action Level-of-Service Analysis Results
Level-of-service analyses for the year 2009 No-Action condition for each of the study intersections were then conducted for the weekday midday and Saturday midday peak hours using the projected year 2009 No-Action traffic volumes shown in **Figures 2.15-4** and **2.15-5**. **Table 2.15-3** presents the year 2009 No-Action analysis results for each of the study intersections, including v/c ratios, average control delays, and corresponding levels-of-service. As shown in **Table 2.15-3**, all of the study intersections are projected to continue to operate at LOS "B" or better during the weekday midday and Saturday midday peak hours.

2.15.1.5 Future Action Scenario

Proposed Development Actions
The proposed Action involves reconfiguring and improving selected open areas on Randall's Island, resulting in an overall increase in the number of sports fields. The Sports Fields Development Project includes the reconstruction or creation of 63 fields for a total of 66 fields on Randall's Island; six comfort stations; new parking areas and roadways; park amenities; signage; and upgraded utilities.

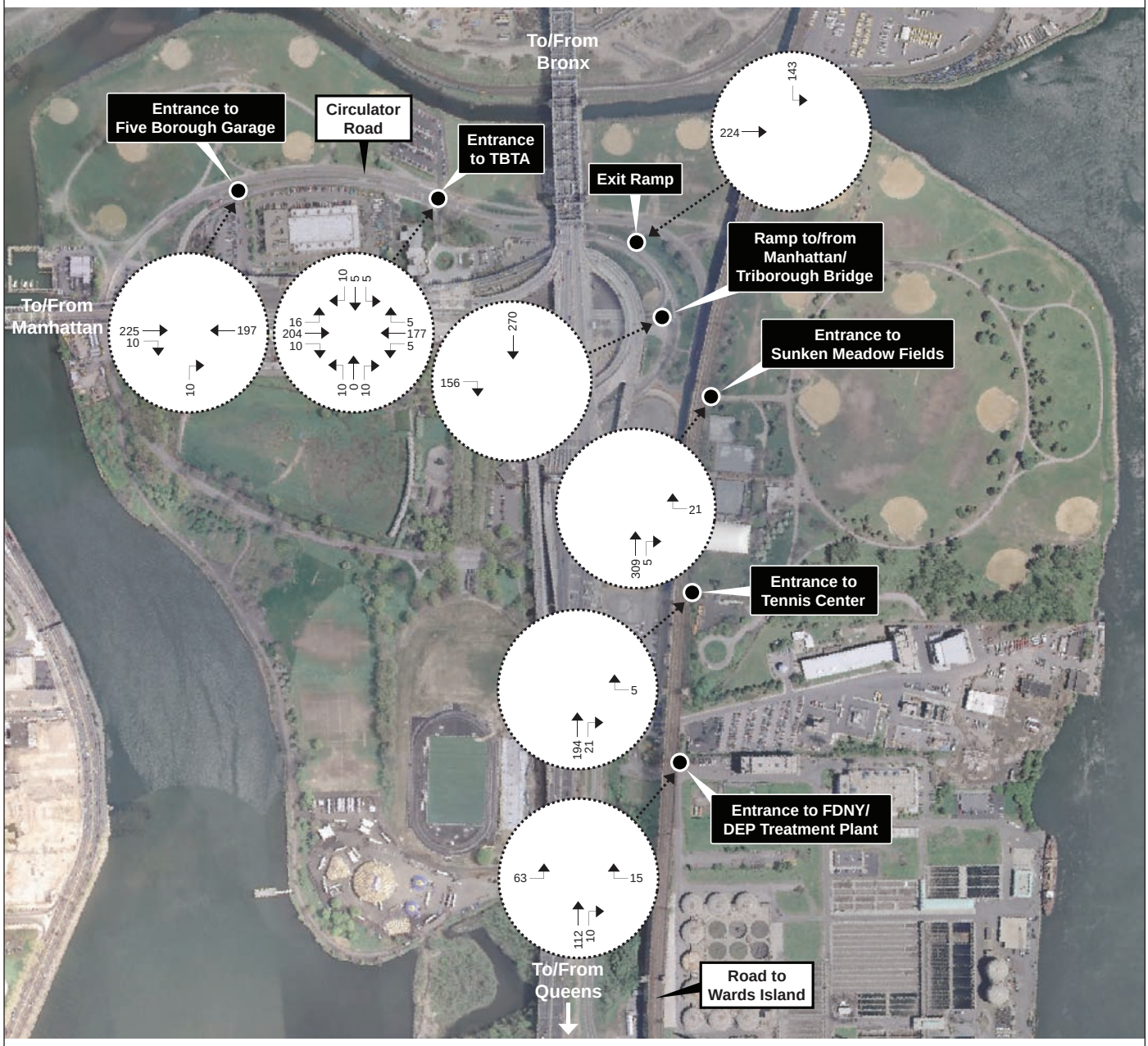


Figure 2.15-4 - 2009 No-Action Traffic Volumes, Weekday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

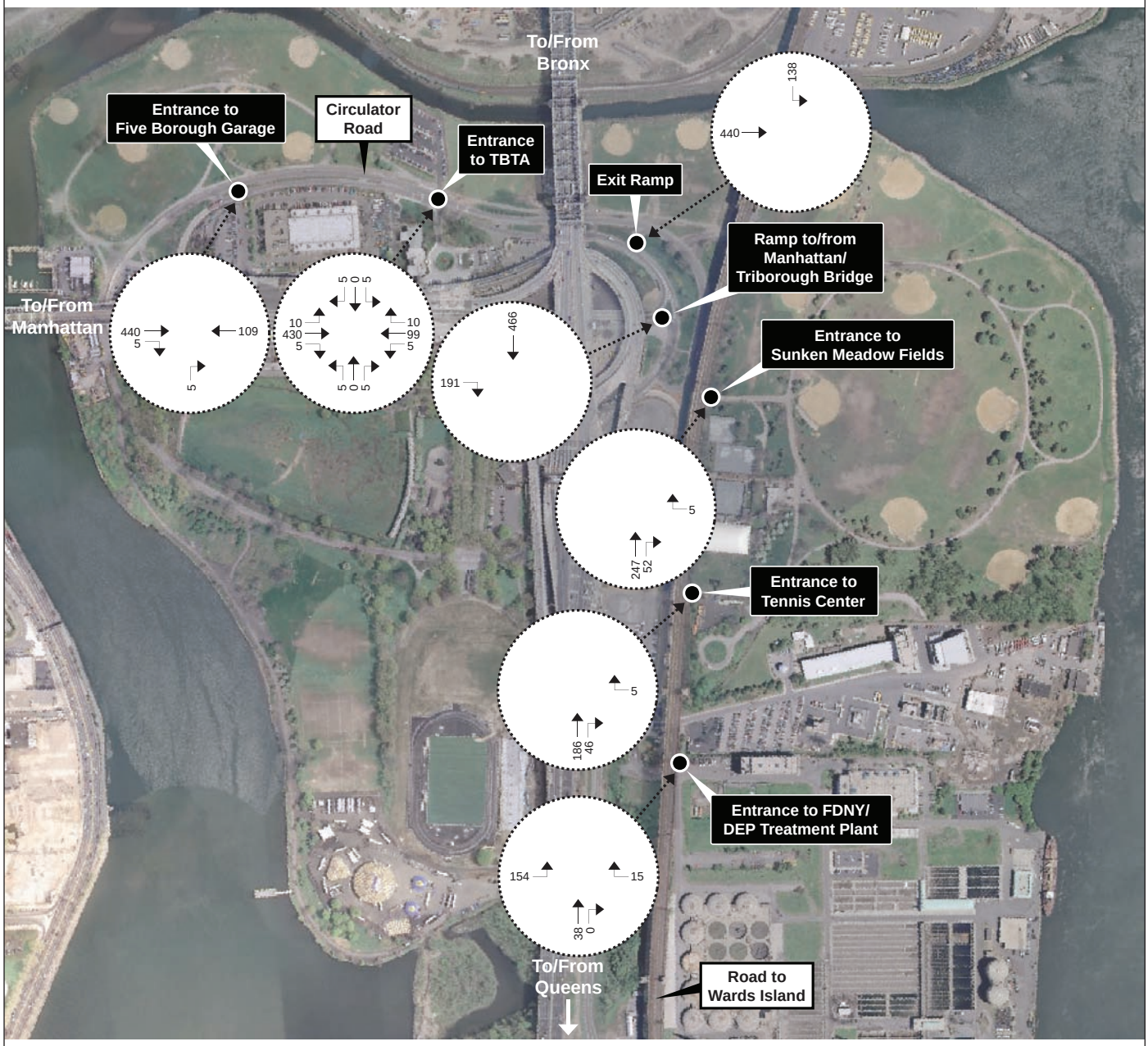


Figure 2.15-5 - 2009 No-Action Traffic Volumes, Saturday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

Table 2.15-3
Peak Hour Levels-of-Service
Year 2009 No-Action Traffic Conditions

#	Intersection	Approach	Movement	Weekday Midday Peak Hour			Saturday Midday Peak Hour		
				v/c	Average Control	LOS	v/c	Average Control	LOS
1	Entrance to Tennis Center / Circulator Road	WB	R	0.01	9.5	A	0.01	9.4	A
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	0.03	10.3	B	0.01	9.7	A
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L1	0.18	8.8	A	0.33	9.9	A
			L2	0.17	8.6	A	0.32	9.8	A
		WB	L1	0.14	8.5	A	0.08	8.3	A
			L2	0.14	8.4	A	0.09	8.2	A
		NB	L1	0.03	8.1	A	0.01	8.2	A
		SB	L1	0.01	8.3	A	0.01	8.6	A
4	Entrance to Five Borough Garage / Circulator Road	NB	R	0.00	9.5	A	0.00	11.2	B
5	Entrance to NYFD Training Center and Wastewater Treatment Plant / Circulator Road	EB	L	0.04	7.3	A	0.10	7.5	A
		NB	T	0.18	11.2	B	0.08	12.4	B
			R	0.01	8.4	A	0.00	8.4	A
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	0.16	8.9	A	0.19	9.1	A
7	Exit Ramp / Circulator Road	SB	L	0.00	9.8	A	0.00	11.6	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
L = Left-Turn; T = Through; R = Right-Turn;
LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn;
LTR = Left-Turn/Through/Right-Turn

It should be noted that several of the open areas on Randall's Island are planned to be configured for dual-use sporting activities. Because the soccer fields are considerably larger than the baseball/softball fields, the "soccer configuration" would result in a less intense usage of these open areas. Conversely, the "baseball/softball configuration" has the potential for more intense usage, due to the increased density of fields and the potential to accommodate a greater number of sporting activities at one time.

The locations of some access driveways serving these fields are anticipated to be modified slightly, vehicular access to and from these fields will continue to occur via stop-controlled driveways along the internal circulator road. Specifically, the main vehicular access driveway to the Sunken Meadow fields will be relocated to the north. A one-way roadway will provide for counter-clockwise vehicular circulation around the fields. In Randall's Island south, the existing roadway system will be expanded and resurfaced to support the new layout of fields in this area. The new roadway will have 12-foot wide lanes at the field entrances and two 16-foot wide travel lanes around the field areas.

Estimated Vehicle Trip Generation

In general, traffic volumes on Randall's Island are projected to increase as a result of the overall increase in the density of sports fields under the planned reconfiguration. Vehicular trip generation rates for the weekday midday and Saturday midday peak hours were estimated on a per-field basis using the inbound and outbound traffic volumes at the Sunken Meadow Fields driveway (study intersection #2) during these peak hours. Based on these rates, the number of inbound and outbound trips generated by each cluster of fields on Randall's Island was estimated. As shown in **Table 2.15-4**, the proposed development is projected to generate approximately:

- 81 vehicle trips during the weekday midday peak hour, and
- 174 vehicle trips during the Saturday midday peak hour.

Estimated Trip Distribution and Assignment

The distributions of newly generated vehicle trips onto the study area roadway network were estimated based on the existing distributions of traffic volumes on the Triborough Bridge ramps to/from Randall's Island. These distributions, for the weekday midday and Saturday peak hours, are shown in **Figures 2.15-6** and **2.15-7** respectively. The site-generated vehicle trips shown in **Table 2.15-4** were then assigned to the roadway network based on these distributions. The corresponding site-generated vehicle trip assignments are shown in **Figures 2.15-8** and **2.15-9**, for the weekday midday and Saturday midday peak hours, respectively.

Projected Future Action Traffic Volumes

The site-generated traffic assignments (shown in **Figures 2.15-8** and **2.15-9** for the weekday midday and Saturday midday peak hours) were added to the corresponding No-Action traffic volumes (shown in **Figures 2.15-4** and **2.15-5**) to arrive at the total traffic volumes under the Action condition, shown in **Figures 2.15-10** and **2.15-11**.

Year 2009 Action Level-of-Service Analysis Results

Using the Action condition traffic volumes shown in **Figures 2.15-10** and **2.15-11**, traffic operations analyses of each study intersection under year 2009 Action conditions were conducted for both analysis peak hours. **Table 2.15-5** shows the results of these analyses.

Table 2.15-4
Estimated Trip Generation Characteristics

Open Area	Number of Existing Fields	Number of Proposed Fields [1]	Net Change in Number of Fields	Trip Rate Per Field [2]				Trips Generated [3]					
				Weekday Midday		Saturday Midday		Weekday Midday			Saturday Midday		
				IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
Bronx Shore	12	5	-7	0.6	2.3	5.7	0.6	-20	-4	-16	-44	-40	-4
Sunken Meadows	9	31	22	0.6	2.3	5.7	0.6	64	12	51	137	125	12
Central Fields	0	3	3	0.6	2.3	5.7	0.6	9	2	7	19	17	2
Hell Gates	1	3	2	0.6	2.3	5.7	0.6	6	1	5	12	11	1
Ward Meadow	6	6	0	0.6	2.3	5.7	0.6	0	0	0	0	0	0
East River	0	6	6	0.6	2.3	5.7	0.6	17	3	14	37	34	3
Sunken Garden	0	2	2	0.6	2.3	5.7	0.6	6	1	5	12	11	1
TOTAL =	**28**	**56**	**28**					**81**	**16**	**65**	**174**	**159**	**16**

Notes:
(1) Total baseball/softball fields (not including overlapping soccer fields)
(2) The trip rate per field was calculated based on existing inbound and outbound volumes at study intersection #2 (i.e. driveway to Sunken Meadow Fields).
(3) Trip generation estimates rounded to the nearest one (1) vehicle per hour.

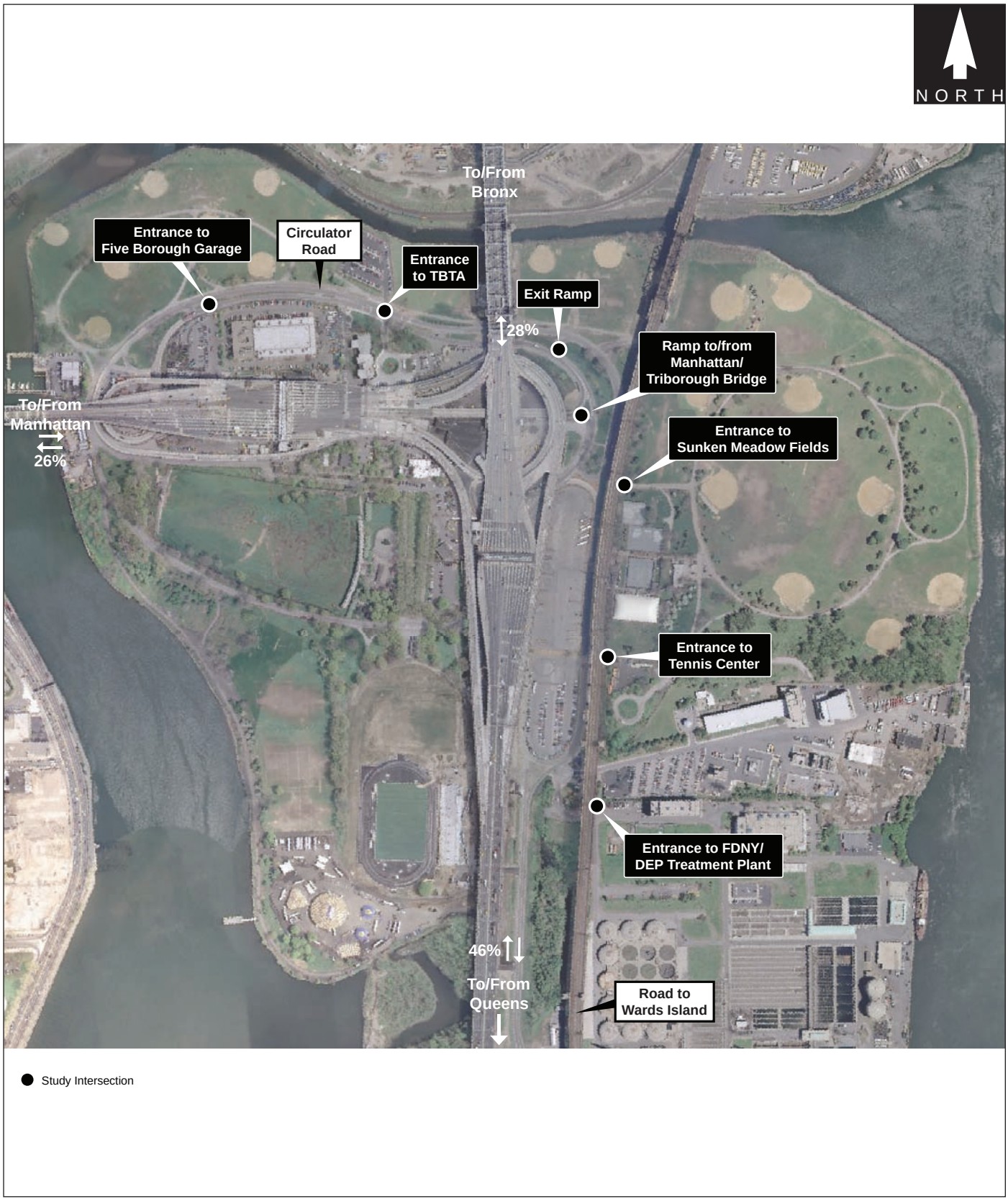


Figure 2.15-6 - Estimated Vehicle Trip Distribution, Weekday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

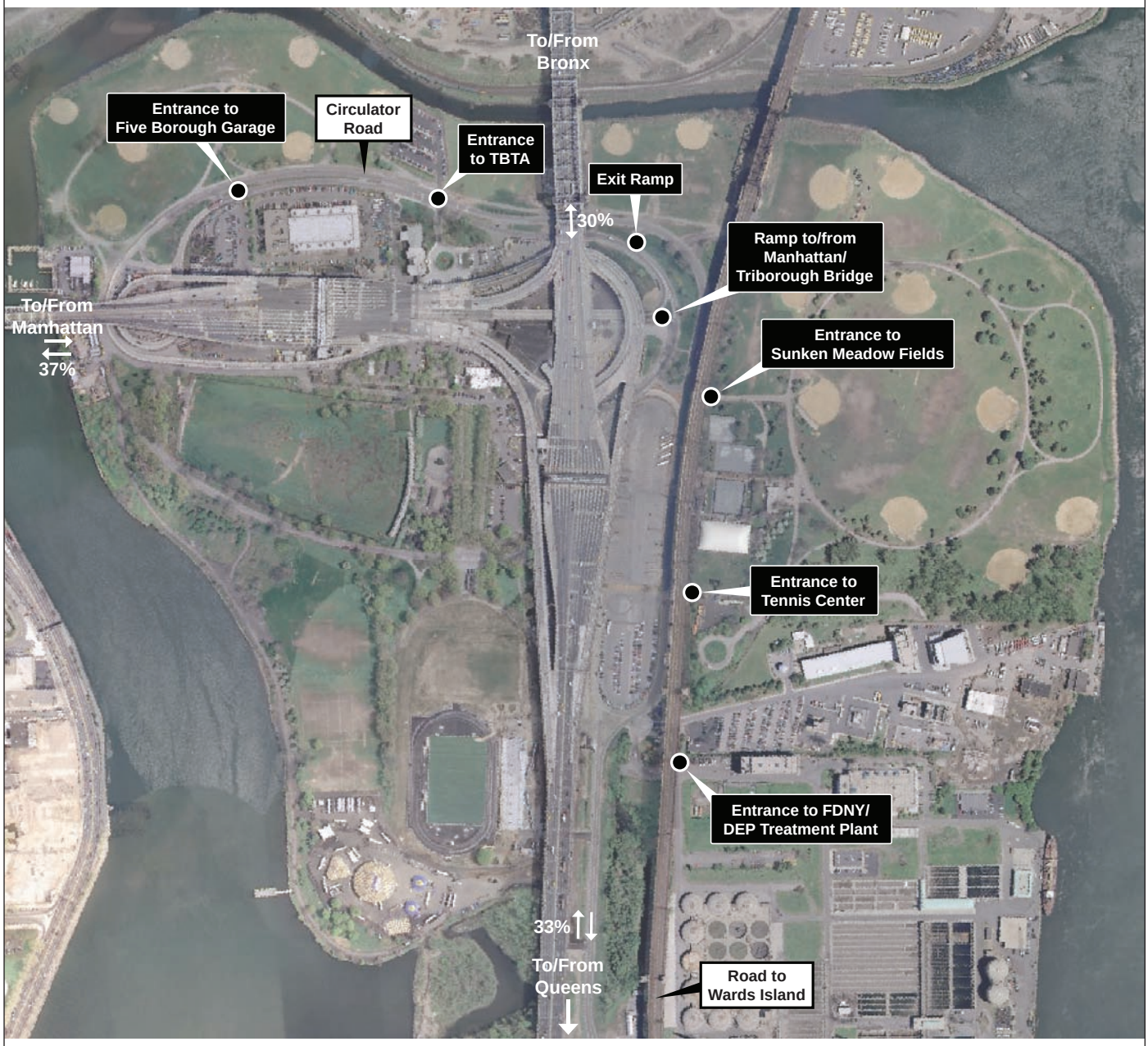


Figure 2.15-7 - Estimated Vehicle Trip Distribution, Saturday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

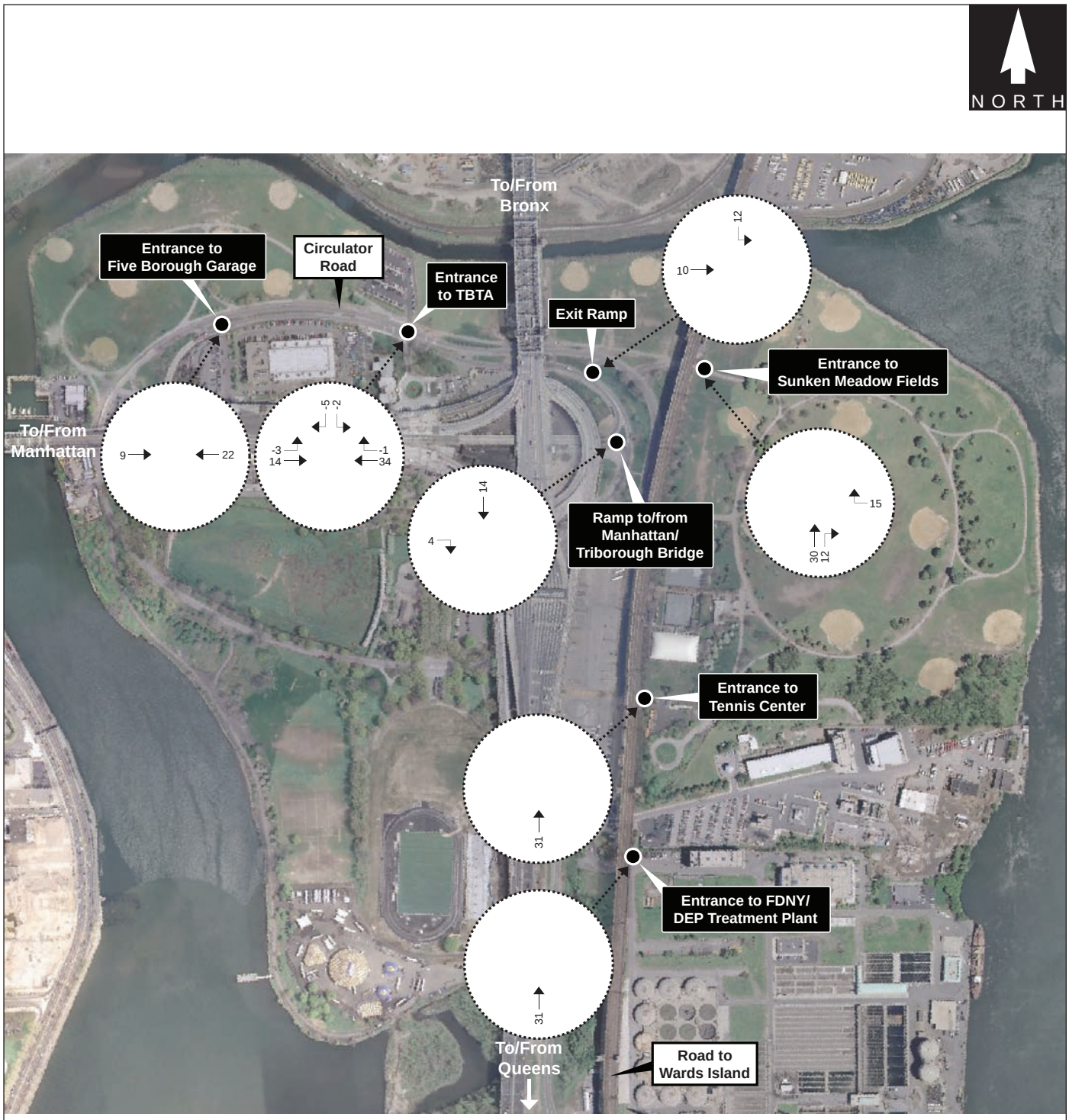


Figure 2.15-8 - Project-Generated Traffic Assignment, Weekday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

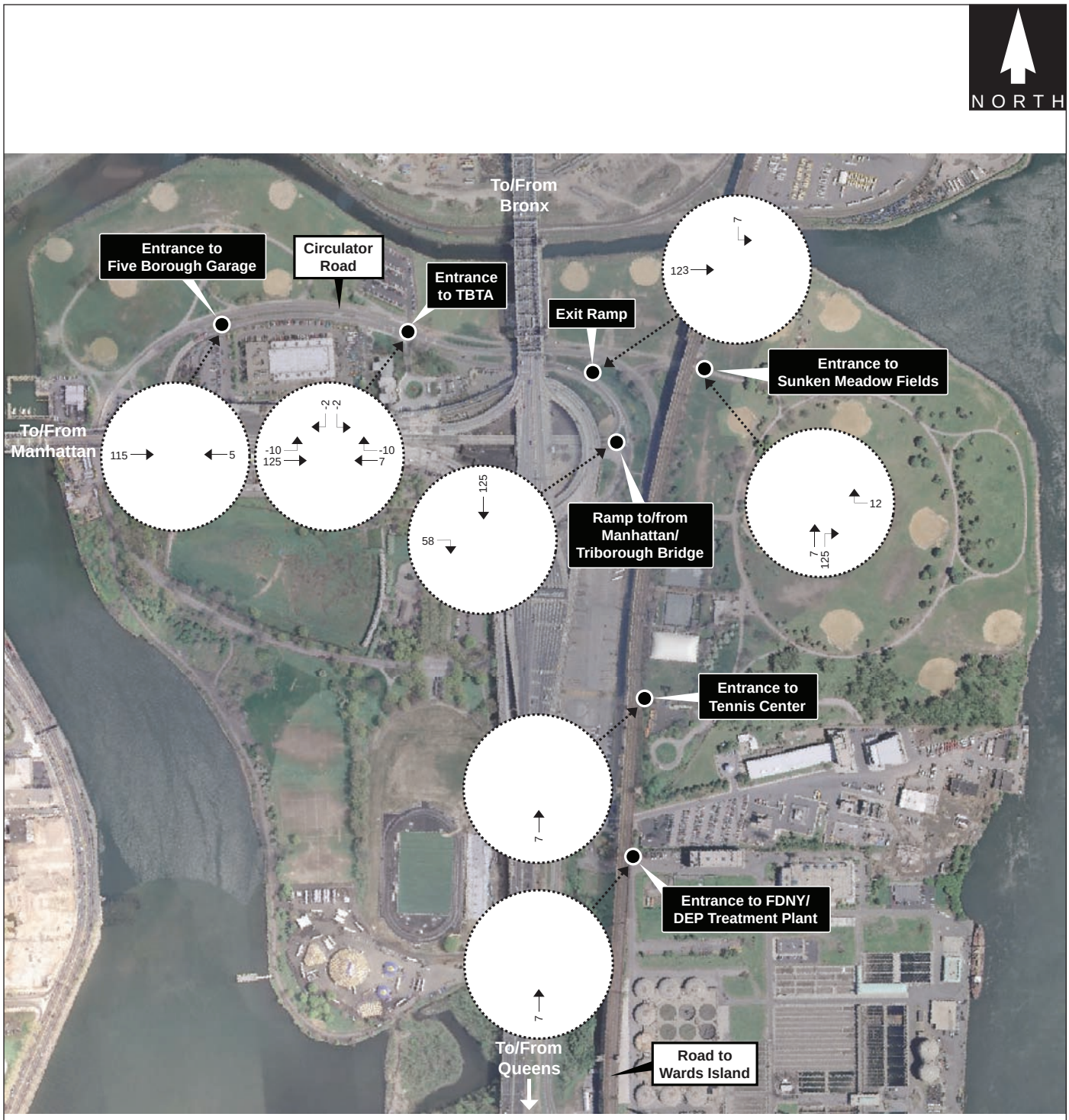


Figure 2.15-9 - Project-Generated Traffic Assignment, Saturday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

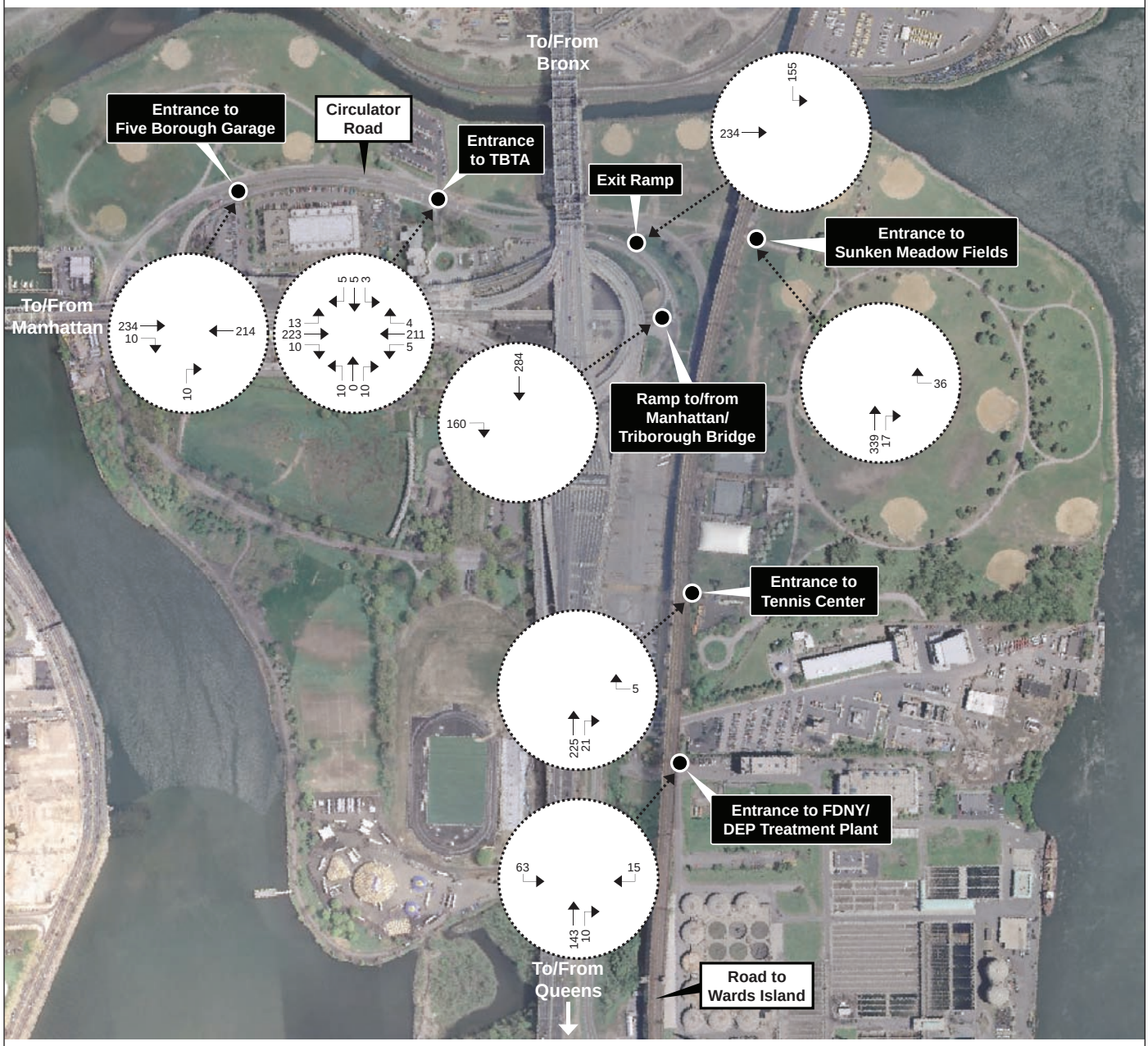


Figure 2.15-10 - 2009 Action Traffic Volumes, Weekday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

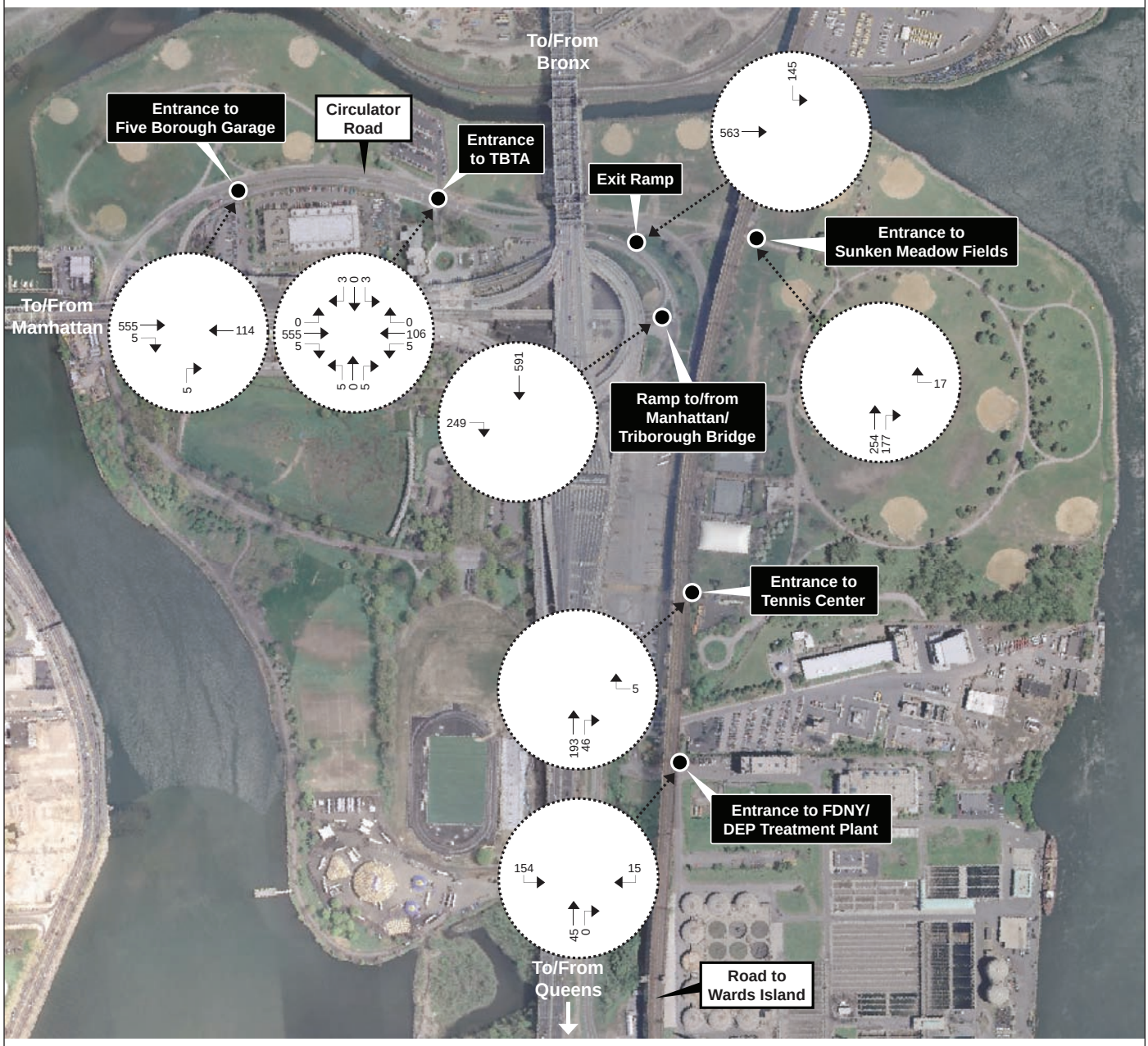


Figure 2.15-11 - 2009 Action Traffic Volumes, Saturday Midday Peak Hour

Randall's Island Sports Field Development Project

New York City Department of Parks & Recreation

Prepared by Urbitran Associates

Table 2.15-5
Peak Hour Levels-of-Service
Year 2009 Action Traffic Conditions

#	Intersection	Approach	Movement	Weekday Midday Peak Hour			Saturday Midday Peak Hour		
				v/c	Average Control	LOS	v/c	Average Control	LOS
1	Entrance to Tennis Center / Circulator Road	WB	R	0.02	9.8	A	0.01	9.6	A
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	0.06	10.7	B	0.02	9.8	A
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L1	0.19	8.9	A	0.41	10.8	B
			L2	0.18	8.7	A	0.42	10.9	B
		WB	L1	0.17	8.7	A	0.09	8.5	A
			L2	0.17	7.7	A	0.08	8.4	A
		NB	L1	0.03	7.2	A	0.01	8.4	A
		SB	L1	0.02	8.1	A	0.00	8.8	A
4	Entrance to Five Borough Garage / Circulator Road	NB	R	0.04	9.7	A	0.00	12.3	B
5	Entrance to NYFD Training Center and Wastewater Treatment Plant / Circulator Road	EB	L1	0.09	8.1	A	0.21	8.6	A
		WB	L1	0.02	7.0	A	0.02	6.8	A
		NB	L1	0.19	8.3	A	0.06	7.8	A
			L2	0.01	6.7	A	0.00	7.5	A
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	0.24	11.5	B	0.59	23.1	C
7	Exit Ramp / Circulator Road	SB	L	0.23	11.4	B	0.00	13	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
L = Left-Turn; T = Through; R = Right-Turn;
LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn;
LTR = Left-Turn/Through/Right-Turn

Determination of Significant Traffic Impacts
According to the thresholds established in the *CEQR Technical Manual*, the following situations represent significant traffic impacts:

1) A No-Action LOS "A", "B" or "C" that deteriorates to mid-LOS "D" or worse under the Action condition is considered significant. (The *CEQR Technical Manual* further states that for a No-Action LOS "A", "B" or "C", which declines to mid-LOS "D" or worse under the Action condition, mitigation to mid-LOS "D" is required.)

2) For a No-Action mid-LOS "D", an increase of five or more seconds of delay in a lane group under the Action condition is considered significant.

3) For No-Action LOS "E", an increase of four or more seconds of delay in a lane group under the Action condition is considered significant.

4) For No-Action LOS "F", an increase of three or more seconds of delay in a lane group under the Action condition is considered significant. However, if the delay exceeds 120 seconds under the No-Action condition, an increase of 1.0 second in delay is considered significant, unless the proposed action would generate fewer than five vehicles through that lane group during the peak hour under consideration.

As shown in **Table 2.15-5**, all of the study intersections will continue to operate at LOS "A" or "B", with the exception of the Triborough Bridge off-ramp from Manhattan onto the circulator road (study intersection #6), which is projected to operate at LOS "C" during the Saturday midday peak hour. Nevertheless, because all study intersections are projected to operate at LOS "C" or better, no significant traffic impacts are projected at any of the study intersections during either the weekday midday peak hour or Saturday midday peak hour.

2.15.1.6 Conclusions and Recommendations

This chapter analyzes the effects of added traffic demand resulting from the proposed Action on the study area roadway system during the weekday midday and Saturday midday peak hours. The results of these analyses show that the additional traffic demand generated by the proposed Action would not generate any significant adverse traffic impacts at the seven (7) key study intersections analyzed on Randall's Island during either the weekday midday or Saturday midday peak hours.

2.15.2 Parking

2.15.2.1 Existing Conditions

Public parking is currently available for approximately 980 vehicles. The majority of these spaces are located in a large parking lot adjacent and to the east of the bridge structure in the vicinity of the Bronx Toll Plaza, and are utilized most heavily during the periods when there are large events occurring in the Harlem River events area. There are approximately 129 parking spaces near the TBTA headquarters, 54 parking spaces near the homeless shelter (Sunken

Gardens site) and 797 spaces in the Central Fields area. Vehicles accessing Wards Island Park or playing fields far removed from the parking lots frequently park along the park access/maintenance roadways or on the fields.

2.15.2.2 Future No-Action Scenario

In the future no-action scenario, there will be no change to existing parking facilities on Randall's Island.

2.15.2.3 Future Action Scenario

The proposed project includes small, designated parking areas closer to field areas that are intended to help discourage parking on the new fields. Near the Bronx Shore Fields, there are plans for two designated parking areas for a total of 220 parking spaces. Around Sunken Meadow Fields, the loop road will have approximately 124 perpendicular parking spaces for visitors. There will also be roughly 75 spaces available in front of the new tennis center and along the access road to this field area. On the southwestern portion of the island, about 84 parking spaces will be included in the roadway design for the loop road accessing the East River Fields and 24 spaces around Sunken Garden Fields. In the southeast, nine spaces will also be included in the loop roads circling Hell Gate Fields. There will also be a larger designated parking lot for Wards Meadow Fields with about 230 spaces. Therefore, about 766 spaces will be available on the island. This is a net decrease of 214 spaces. While there will be fewer available parking spaces, it is anticipated that there will no longer be large-scale events which depend upon parking at Randall's Island Park; most events will be smaller than in the past, and will be planned alongside mass transit options, including buses and ferries. Furthermore, because these spaces were over-concentrated in a few large facilities and too far from many of the field areas, they were under-utilized. No significant impacts are therefore expected.

2.16 TRANSIT & PEDESTRIANS

The objective of the transit and pedestrian analyses is to determine whether a proposed action can be expected to have a significant impact on public transportation facilities and services as well as on pedestrian flows. According to the *CEQR Technical Manual*, a proposed action below the minimum development densities would typically not require further transit and pedestrian analyses.

A screening analysis was performed in order to determine the proposed actions' potential to significantly impact transit and pedestrian conditions within the study area. The results are summarized below.

2.16.1 Public Transit

2.16.1.1 Existing Conditions

There are no subway stations on Randall's Island; the nearest subway station is the 125th Street Station on Lexington Avenue in Manhattan (across the Harlem River from the project site). This station provides service to the #4, #5, and #6 subway lines. As this subway station is approximately ¾ of a mile west of the project site, it exceeds the distance specified by CEQR for warranting an analysis and no subway lines will be analyzed in this report.

Randall's Island is only regularly served by one New York City Transit (NYCT) bus route, the M35. The M35 travels across the Triborough Bridge between 125th Street/Lexington Avenue in Manhattan and Randall's Island. On the island, the M35 travels along the circulator road and passes by the TBTA office, ball fields, tennis courts, Icahn Stadium, Manhattan State Psychiatric Center, and DHS homeless facilities. The M35 operates 7 days a week, from 5:20 a.m. to 1:04 a.m. on weekdays, from 5:30 a.m. to 12:41 a.m. on Saturdays, and from 5:30 a.m. to 12:39 a.m. on Sundays. Service operates every 8 minutes during the morning peak, every 15 minutes during the midday peak, and every 12 minutes during the afternoon peak, and 20 minutes in the evenings. Saturdays and Sundays service operates every 15 minutes.

In addition to the M35, express event bus service provides access to Randall's Island from both Manhattan and Queens. New York Waterway also operates ferry service to major events. These are express services that are used to access special events at Icahn Stadium. Because these routes are currently unique "special event only" services, they have not been analyzed as part of the transit network serving the island and the sports fields. Separate from the proposed action, RISF seeks, however, to expand these services and to add Bronx service.

Besides transit buses, access to Randall's Island is provided by numerous private bus operators. These operators are primarily school buses that provide access to the ball fields. There are some private shuttles that are geared to specific generators at certain times of day.

2.16.1.2 Future No-Action Scenario

In the future without the proposed action, no other projects in the study area will be completed by the 2009 build year.

2.16.1.3 Future Action Scenario

The proposed changes to the Randall's Island sports fields should not have a significant impact on the M35. The roadways will not be reconfigured in a manner that significantly alters running times. As such, the proposed changes should not result in a significant change in ridership on the M35. New York City Transit continuously monitors the bus routes and adjusts service when needed.

As indicated in the Traffic section of this report, it is anticipated that the number of private buses traveling to and from Randall's Island may increase slightly as a result of the net increase in the number of sports fields associated with the proposed re-configuration.

2.16.2 Pedestrians

2.16.2.1 Existing Conditions

The main point of pedestrian access to Randall's Island is via the 103rd Street Footbridge on the southern end. This bridge is open to bicyclists and pedestrians during daylight hours from April to October and connects Randall's Island with East 103rd Street in Manhattan. In addition to this bridge, there are six-foot walkways along the Triborough Bridge which permit bicycle and pedestrian traffic. These walkways are accessible via ramps at Second Avenue and East 124th and 126th streets in Manhattan; stairs at First Avenue and East 124th and 126th Streets; stairs at Hoyt Avenue and 26th Street in Queens; and stairs at 134th Street and Cypress Avenue in the Bronx. The Bronx walkway meets Randall's Island in the north, the Manhattan walkway near the Manhattan and Bronx toll plazas, and newly-constructed Queens walkway near the Central Fields area.

2.16.2.2 Future No-Action Scenario

As part of the TBTA's rehabilitation plan, the pedestrian walkways on the Triborough Bridge would be upgraded, providing better access to the Island.

2.16.2.3 Future Action Scenario

DPR's plan proposes a multi-use trail system consisting of separate pedestrian and bicycle/in-line skating paths. The trail system is designed as an approximately 4.5 mile loop along the island's perimeter and will facilitate access to all field areas. Connections to the trail exist from the 103rd Street footbridge and walkways from the Triborough Bridge. The new trails would be created to encourage visitors to walk instead of drive to the island's destinations. In addition, these new routes will redirect pedestrian traffic away from the major roadways by creating a variety of safe, inviting non-vehicular routes, and will encourage non-vehicular travel by connecting access points to facilities and providing clear circulation for island visitors. These improvements will have a positive effect on pedestrians on the island.

2.17 AIR QUALITY

According to the *CEQR Technical Manual*, an analysis of air quality impacts is undertaken to determine a proposed action's effects on ambient air quality, as well as effects on development induced by the proposed project because of ambient air quality.

Air pollution is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants degrade the atmosphere by reducing visibility, damaging property, reducing the productivity or vigor of crops or natural vegetation, or harming human or animal health.

2.17.1 National and State Ambient Air Quality Standards

As required by the Clean Air Act (CAA), National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants. These pollutants, known as criteria pollutants, are:

- Carbon monoxide
- Nitrogen dioxide
- Ozone
- Particulate matter
- Sulfur dioxide
- Lead

The State of New York has also established ambient air quality standards. These standards are either the same or more stringent than the corresponding federal standards.

Both State and Federal standards are summarized in Table 2.17-1. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare.

2.17.2 Mobile Source Air Toxics

In addition to the criteria pollutants for which there are NAAQS, EPA also regulates air toxics. Toxic air pollutants are those pollutants known or suspected to cause cancer or other serious health effects. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries). The CAA identified 188 air toxics. In 2001 EPA identified a list of 21 Mobile Source Air Toxics (MSAT) and highlighted six of these MSATs as priority MSATs. Since 2001, EPA has conducted an extensive review of the literature to produce a list of the compounds identified in the exhaust or evaporative emissions from on-road and non-road equipment, as well as alternative fuels. This list currently includes approximately 1,000 compounds, many emitted in trace amounts.

TABLE 2.17-1
STATE AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Avg. Period	Federal Air Quality Standards				New York State Standards [1]	
		Primary Standard		Secondary Standard			
		Level [3]	Statistic [2]	Level	Statistic	Level	Statistic
Carbon Monoxide	8-hour	9 ppm	Maximum	None		9 ppm	Maximum
	1-hour	35 ppm	Maximum			35 ppm	Maximum
Lead [4]	Quarterly Average	1.5 µg/m³	Maximum	Same as Primary		None	
Nitrogen Dioxide	Annual	0.053 ppm	Arithmetic Mean	Same as Primary		0.05 ppm	Arithmetic Mean
Total Suspended Particulates (TSP) [5]	12 consecutive months	None		None		75 µg/m³	Geometric Mean
	24-hours	260 µg/m³	Maximum	150 µg/m³	Maximum	250 µg/m³	Maximum
Particulate Matter (PM_{10}) [6]	24-hour	150 µg/m³	Maximum	Same as Primary		None	
Particulate Matter ($PM_{2.5}$)	Annual	15 µg/m³	Arithmetic Mean	Same as Primary		None	
	24-hour	35 µg/m³ [7]	3 year avg	Same as Primary			
Ozone [8]	8-hour (2008 std)	0.075 ppm	3 year avg	Same as Primary		None	
	8-hour (1997 std)	0.08 ppm	3 year avg	Same as Primary		0.08 ppm	Maximum
	1-hour	0.12 ppm	Not Applicable in NYS	Same as Primary		0.12 ppm	Maximum
Sulfur Dioxide	Annual	0.03 ppm	Arithmetic Mean	None		0.03 ppm	Arithmetic Mean
	24-hour	0.14 ppm	Maximum			0.14 ppm	Maximum
	3-hour	None		0.5 ppm	Maximum	0.50 ppm	Maximum
Hydrocarbons (non-methane)	3-hour (6-9 am)	None		None		0.24 ppm	Maximum

Footnotes

Number	Description
1	New York State also has standards for beryllium, fluorides, hydrogen sulfide, and settleable particulates (dustfall). Ambient monitoring for these pollutants is not currently conducted.
2	All maximum values are concentrations not to be exceeded more than once per calendar year. (Federal 1 hour Ozone Standard not to be exceeded more than three days in three calendar years).
3	Gaseous concentrations for Federal standards are corrected to a reference temperature of 25°C and to a reference pressure of 760 millimeters of mercury.
4	Federal standard for lead not yet officially adopted by NYS, but is currently being applied to determine compliance status.
5	New York State also has 30, 60, and 90-day standards as well as geometric mean standards of 45, 55, and 65 µg/m³ in Part 257 of NYCRR. While these TSP standards have been superseded by the above PM_{10} standards, TSP measurements may still serve as surrogates to PM_{10} measurements in the determination of compliance status.
6	Federal standard for PM_{10} not yet officially adopted by NYS, but is currently being applied to determine compliance status.
7	Federal standard was changed from 65 to 35 µg/m³ on December 17, 2006. Compliance with the Federal standard is determined by using the average of 98th percentile 24 hour value during the past three years, which can not exceed 35 µg/m³.
8	Former NYS Standard for ozone of 0.08 PPM was not officially revised via regulatory process to coincide with the Federal standard of 0.12 PPM which is currently being applied by NYS to determine compliance status. Compliance with the Federal 8 hour standards is determined by using the average of the 4th highest daily value during the past three years - which can not exceed 0.084 PPM or 0.075 PPM, effective May 27, 2008).

Source: New York State Department of Environmental Conservation; http://www.dec.ny.gov/chemical/8542.html

In February 2007, EPA finalized a rule to reduce hazardous air pollutants from mobile sources (*Control of Hazardous Air Pollutants from Mobile Sources*, February 9, 2007). The rule limits the benzene content of gasoline and reduces toxic emissions from passenger vehicles and gas cans. EPA estimates that in 2030 this rule would reduce total emissions of MSATs by 330,000 tons and VOC emissions (precursors to ozone and $PM_{2.5}$) by more than one million tons.

By 2010, EPA's existing programs will reduce MSATs by more than one million tons from 1999 levels. In addition to controlling pollutants, such as hydrocarbons, particulate matter, and nitrogen oxides, EPA's recent regulations controlling emissions from highway vehicles and non-road equipment will result in large air toxic reductions. Furthermore, EPA has programs under development that would provide additional benefits from further controls for small non-road gasoline engines and diesel locomotive and marine engines. Finally, EPA has developed a variety of programs to reduce risk in communities, such as Clean School Bus USA, the Voluntary Diesel Retrofit Program, Best Workplaces for Commuters, and National Clean Diesel Campaign.

2.17.3 Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are necessary to life as we know it because they keep the planet's surface warmer than it otherwise would be. This is referred to as the Greenhouse Effect. As concentrations of greenhouse gases increase, however, the Earth's temperature increases. According to National Oceanic and Atmospheric Administration (NOAA) and National Aeronautics and Space Administration (NASA) data, the Earth's average surface temperature has increased by about 1.2 to 1.4ºF in the last 100 years. Eleven of the last twelve years rank among the twelve warmest years on record (since 1850), with the warmest two years being 1998 and 2005. Most of the warming in recent decades is very likely the result of human activities. Other aspects of the climate are also changing, such as rainfall patterns, snow and ice cover, and sea level. Some greenhouse gases, such as carbon dioxide, occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are:

- Carbon dioxide
- Methane
- Nitrous Oxide
- Fluorinated Gases

Greenhouse gases differ in their ability to trap heat. For example, one ton of CO_2 emissions has a different effect than one ton of methane emissions. To compare emissions of different greenhouse gases, inventory compilers use a weighting factor called a "Global Warming Potential" or "GWP." To use a GWP, the heat-trapping ability of one metric ton (1,000 kilograms) of CO_2 is taken as the standard, and emissions are expressed in terms of CO_2 equivalent, but can also be expressed in terms of carbon equivalent. For mobile source analyses based on fossil fuel consumption, CO_2 is the predominant greenhouse gas emitted; therefore this analysis will focus on CO_2 emission burdens generated by the project's energy consumption.

2.17.4 Existing Conditions

2.17.4.1 Monitored Air Quality

Monitored air quality data near the project area for the years 2005-2007 are presented in **Table 2.17-2**. The monitoring locations are shown in **Figure 2.17-1**.

2.17.4.2 Attainment Status

Section 107 of the 1977 CAA requires that EPA publish a list of all geographic areas in compliance with the NAAQS, as well as those areas not in attainment of the NAAQS. The designation of an area is made on a pollutant-by-pollutant basis.

The project is located in New York County, which is listed as a non-attainment area for $PM_{2.5,}$ a moderate non-attainment area for 8-hour ozone and $PM_{10,}$ and a maintenance area for CO (the area was previously a CO non-attainment area but has recently been re-designated as attainment for CO). The County is in attainment for all other pollutants.

FIGURE 2.17-1
AIR QUALITY MONITORING LOCATIONS

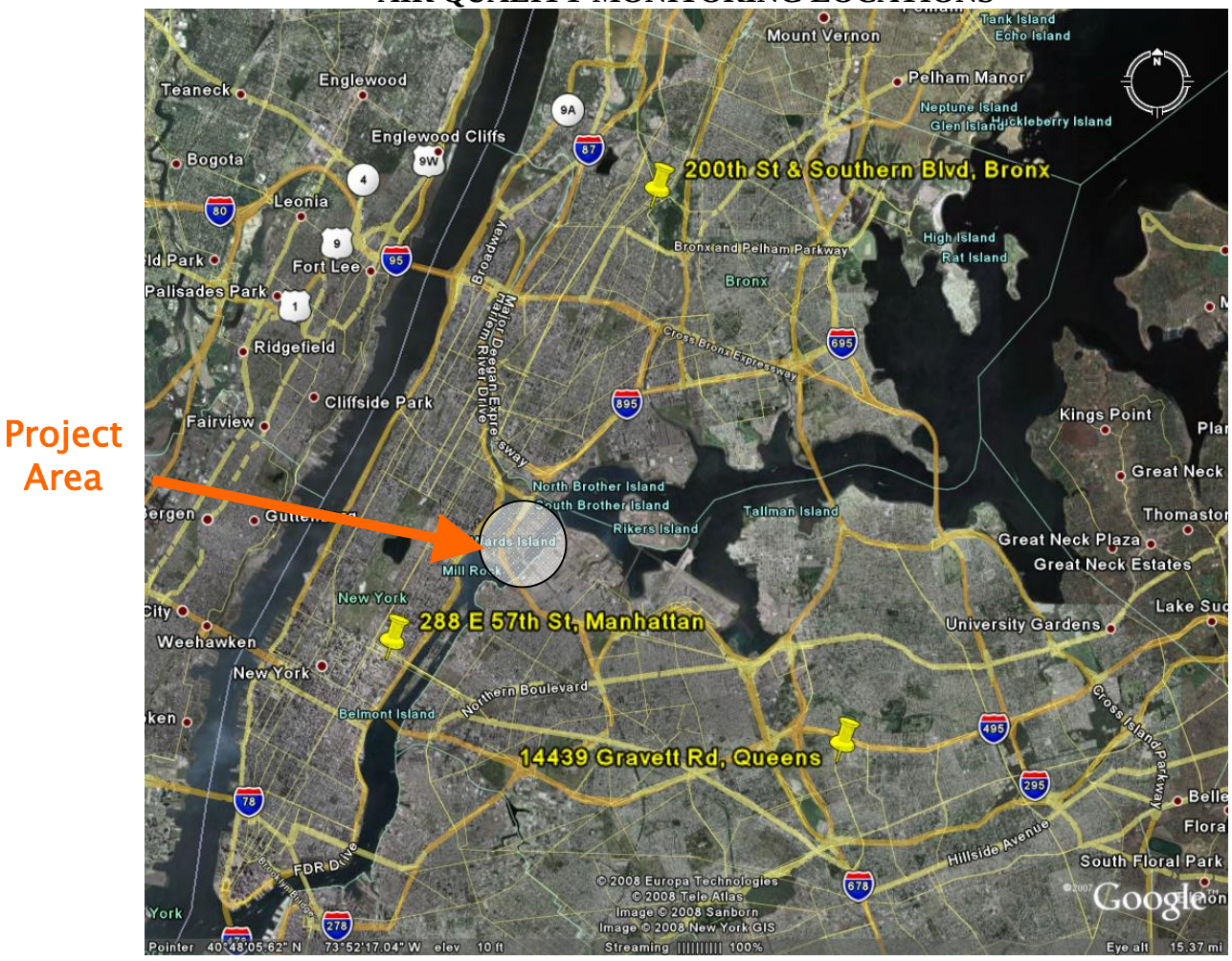


TABLE 2.17-2
AMBIENT AIR QUALITY MONITORED DATA 2005-2007

			200th Street & Southern Blvd, Bronx			288 E. 57th St Manhattan			14439 Gravett Road Queens		
			2005	2006	2007	2005	2006	2007	2005	2006	2007
Carbon Monoxide (CO) [ppm]	1-Hour	Maximum	3.9	2.6	3.1	2.3	2.3	2.5	3.1	2.5	3.4
		Second Maximum	3.5	2.2	2.7	2.2	2.3	2.3	2.4	2.3	3.1
		# of Exceedances	0	0	0	0	0	0	0	0	0
	8-Hour	Maximum	2.5	1.9	2.0	1.6	1.9	1.5	2.1	1.8	2.8
		Second Maximum	2.2	1.6	1.9	1.5	1.7	1.4	1.6	1.6	2.4
		# of Exceedances	0	0	0	0	0	0	0	0	0
Particulate Matter [µg/m^3]	PM_{10}	Maximum 24-Hour	-	-	-	-	-	-	-	-	-
		Mean Annual	-	-	-	-	-	-	-	-	-
		# of Exceedances	-	-	-	-	-	-	-	-	-
	$PM_{2.5}$	Maximum 24-Hour	42	41	37	44	43	53	40	38	42
		Mean Annual	13.9	12.0	13.2	17.0	14.4	16.1	12.4	11.6	11.4
		# of Exceedances	0	0	0	1	0	1	0	0	0
Ozone (O_3) [ppm]	8-Hour	First Highest	0.109	0.109	0.106	-	-	-	0.123	0.110	0.114
		Second Highest	0.105	0.107	0.106	-	-	-	0.118	0.104	0.094
		Third Highest	0.100	0.106	0.100	-	-	-	0.114	0.100	0.092
		Fourth Highest	0.095	0.101	0.096	-	-	-	0.111	0.100	0.089
		# of Days Standard Exceeded	0	0	0	-	-	-	0	0	0
Nitrogen Dioxide (NO_2) [ppm]		One-Hour Maximum	0.092	0.092	0.063	0.100	0.086	0.091	0.086	0.086	0.101
		One-Hour Second Maximum	0.089	0.080	0.049	0.099	0.085	0.089	0.083	0.083	0.095
		Annual Mean	0.027	0.025	0.027	0.037	0.034	0.034	0.025	0.024	0.023
		# of Days Standard Exceeded	0	0	0	0	0	0	0	0	0
Sulfur Dioxide (SO_2) [ppm]		One-Hour Maximum	0.070	0.088	0.048	0.081	0.088	0.072	0.085	0.074	0.064
		Three-Hour Maximum	0.061	0.067	0.044	0.058	0.070	0.058	0.048	0.046	0.035
		24-Hour Maximum	0.042	0.032	0.027	0.042	0.039	0.030	0.030	0.025	0.021
		Annual Mean	0.009	0.007	0.013	0.011	0.010	0.010	0.007	0.005	0.005

Source: EPA Office of Air Quality Planning and Standards (AIRSData);
http://www.epa.gov/air/data/geosel.html

2.17.5 Future No-Action Scenario

No air quality impacts are expected with the future no-action scenario, as no additional development will take place on Randall's Island.

2.17.6 Future Action Scenario

2.17.6.1 CO Analysis

A screening evaluation was performed on intersections (sites) in the project area. Sites fail the screening evaluation if the level-of-service (LOS) decreases below "D" in the Action Scenario as compared to the No-Action Scenario, or if the delay and/or volume increase from the No-Action to Action scenario along with a LOS below D.

As shown in **Tables 2.17-3** and **2.17-4**, LOS decreases slightly at the following locations:

- Eastbound (EB) Entrance to TBTA Parking Lot
- Internal Road/Ramp from/to Manhattan/Triborough Bridge
- Exit Ramp/Circulator Road

However, LOS improves slightly at the northbound (NB) entrance to the NYFD Training Center and DEP Wastewater Treatment Plant / Circulator Road.

Overall, with the proposed action, LOS changes are minimal; they do not decrease below LOS C. As a result, there would be no effect on traffic congestion in the area and no CO impacts are expected.

TABLE 2.17-3
FUTURE NO-ACTION 2009 PEAK HOUR LEVELS OF SERVICE

#	Intersection	Approach	Movement	Weekday Midday Peak Hour			Saturday Midday Peak Hour		
				v/c	Average Control	LOS	v/c	Average Control	LOS
1	Entrance to Tennis Center / Circulator Road	WB	R	0.01	9.5	A	0.01	9.4	A
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	0.03	10.3	B	0.01	9.7	A
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L1	0.18	8.8	A	0.33	9.9	A
			L2	0.17	8.6	A	0.32	9.8	A
		WB	L1	0.14	8.5	A	0.08	8.3	A
			L2	0.14	8.4	A	0.09	8.2	A
		NB	L1	0.03	8.1	A	0.01	8.2	A
		SB	L1	0.01	8.3	A	0.01	8.6	A
4	Entrance to Five Borough Garage / Circulator Road	NB	R	0.00	9.5	A	0.00	11.2	B
5	Entrance to NYFD Training Center and Wastewater Treatment Plant / Circulator Road	EB	L	0.04	7.3	A	0.10	7.5	A
		NB	T	0.18	11.2	B	0.08	12.4	B
			R	0.01	8.4	A	0.00	8.4	A
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	0.16	8.9	A	0.19	9.1	A
7	Exit Ramp / Circulator Road	SB	L	0.00	9.8	A	0.00	11.6	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
L = Left-Turn; T = Through; R = Right-Turn;
LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn;
LTR = Left-Turn/Through/Right-Turn

TABLE 2.17-4
FUTURE ACTION 2009 PEAK HOUR LEVELS OF SERVICE

#	Intersection	Approach	Movement	Weekday Midday Peak Hour			Saturday Midday Peak Hour		
				v/c	Average Control	LOS	v/c	Average Control	LOS
1	Entrance to Tennis Center / Circulator Road	WB	R	0.02	9.8	A	0.01	9.6	A
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	0.06	10.7	B	0.02	9.8	A
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L1	0.19	8.9	A	0.41	10.8	B
			L2	0.18	8.7	A	0.42	10.9	B
		WB	L1	0.17	8.7	A	0.09	8.5	A
			L2	0.17	7.7	A	0.08	8.4	A
		NB	L1	0.03	7.2	A	0.01	8.4	A
		SB	L1	0.02	8.1	A	0.00	8.8	A
4	Entrance to Five Borough Garage / Circulator Road	NB	R	0.04	9.7	A	0.00	12.3	B
5	Entrance to NYFD Training Center and Wastewater Treatment Plant / Circulator Road	EB	L1	0.09	8.1	A	0.21	8.6	A
		WB	L1	0.02	7.0	A	0.02	6.8	A
		NB	L1	0.19	8.3	A	0.06	7.8	A
			L2	0.01	6.7	A	0.00	7.5	A
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	0.24	11.5	B	0.59	23.1	C
7	Exit Ramp / Circulator Road	SB	L	0.23	11.4	B	0.00	13	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
L = Left-Turn; T = Through; R = Right-Turn;
LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn;
LTR = Left-Turn/Through/Right-Turn

2.17.6.2 $PM_{2.5}$ Analysis

Following the guidelines in EPA's *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (March 29, 2006, referred to as "PM10 Guidance")*, a $PM_{2.5}$ hot-spot analysis should be conducted according to qualitative guidance only if the project is a project of air quality concern, defined in 40 CFR 93.123(b)(1) as follows:

i. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
ii. Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles;
iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
v. Projects in or affecting locations, areas, or categories of sites which are identified in the $PM_{2.5}$ or PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

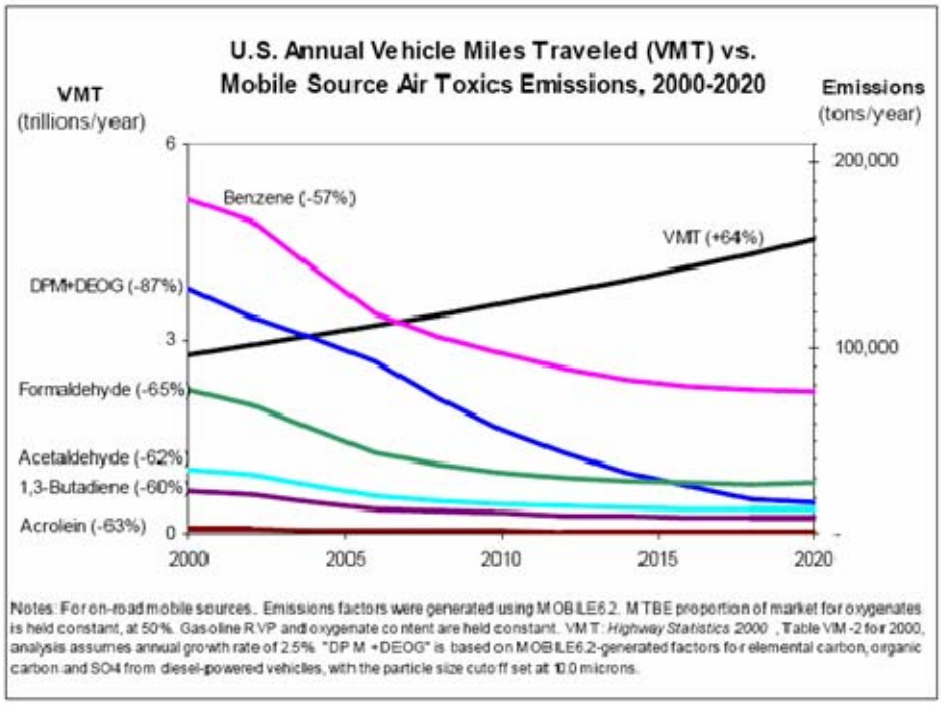
The proposed action is not predicted to affect $PM_{2.5}$ levels in the project area, as there are no significant increases in diesel vehicles or significant decreases in LOS.

2.17.6.3 MSAT Analysis

Technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions with the proposed action compared to alternatives (including the future no-action scenario). The qualitative assessment presented below is derived in part from a study conducted by the FHWA titled *A Methodology for Evaluating Mobile Source Air Toxic Emissions among Transportation Project Alternatives*, found at: www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm.

Since there is no overall change in regional VMT associated with the proposed action, it is predicted to generally produce no meaningful regional MSAT effects. Furthermore, on a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover will cause region-wide MSAT levels (as shown in **Figure 2.17-2**) to be significantly lower than today in almost all cases.

FIGURE 2.17-2
PROJECTED MSAT EMISSIONS AND TRAFFIC VOLUMES (2000-2020)



2.17.6.4 Greenhouse Gas Analysis

CO_2 emission estimates are based on the amount of direct energy required for each alternative. The direct energy values represent the energy required for vehicle propulsion. This energy is a function of traffic characteristics such as volume, speed, distance traveled, vehicle mix, and thermal value of the fuel being used.

Since there is no overall change in regional VMT associated with this project, CO_2 emission burdens with the proposed action are predicted to demonstrate no change from the future no-action scenario.

2.18 NOISE

Noise is defined as unwanted sound perceived subjectively by individuals. Environmental noise varies from place to place. It also varies during different times consistent with the daily cycle of human activities. For reference and orientation to the decibel scale, representative environmental noise sources and their respective dBA levels are shown **Figure 2.18-1**.

The average individual's ability to perceive changes in community noise levels varies with the intensity of the sound. Generally, changes in noise levels on-the-order-of 3 dBA or less will be barely noticed by most listeners, a change of 5 dBA is readily perceptible, whereas a 10-dBA change will be perceived as doubling (or halving) of loudness.

2.18.1 Sound Descriptors

Noise levels are measured in units called decibels. Since the human ear does not respond equally to all frequencies (or pitches), measured sound levels are often adjusted or weighted to correspond to human response to the range of frequencies of sound and the human perception of loudness. One of the weighting systems used in noise measuring equipment (sound level meter) is called "A-weighting;" and the resultant noise level, as measured by a sound level meter, is called the "A-weighted noise level" (dBA).

Traffic noise levels are expressed in terms of hourly equivalent continuous noise level, which is abbreviated as L_{eq} (1-hr) dBA. L_{eq} (1-hr) is defined as the equivalent steady-state sound level that, in a period of one hour, contains the same acoustic energy as the time-varying sound level during that hour. This descriptor correlates well with human response to changes in noise levels.

2.18.2 Existing Conditions

The primary source of noise on Randall's Island is the traffic on the Triborough Bridge overpass that bisects the island. Local street traffic accounts for a relatively small amount of existing background noise levels. Overall, the existing noise levels on Randall's Island are consistent with those of an urban park.

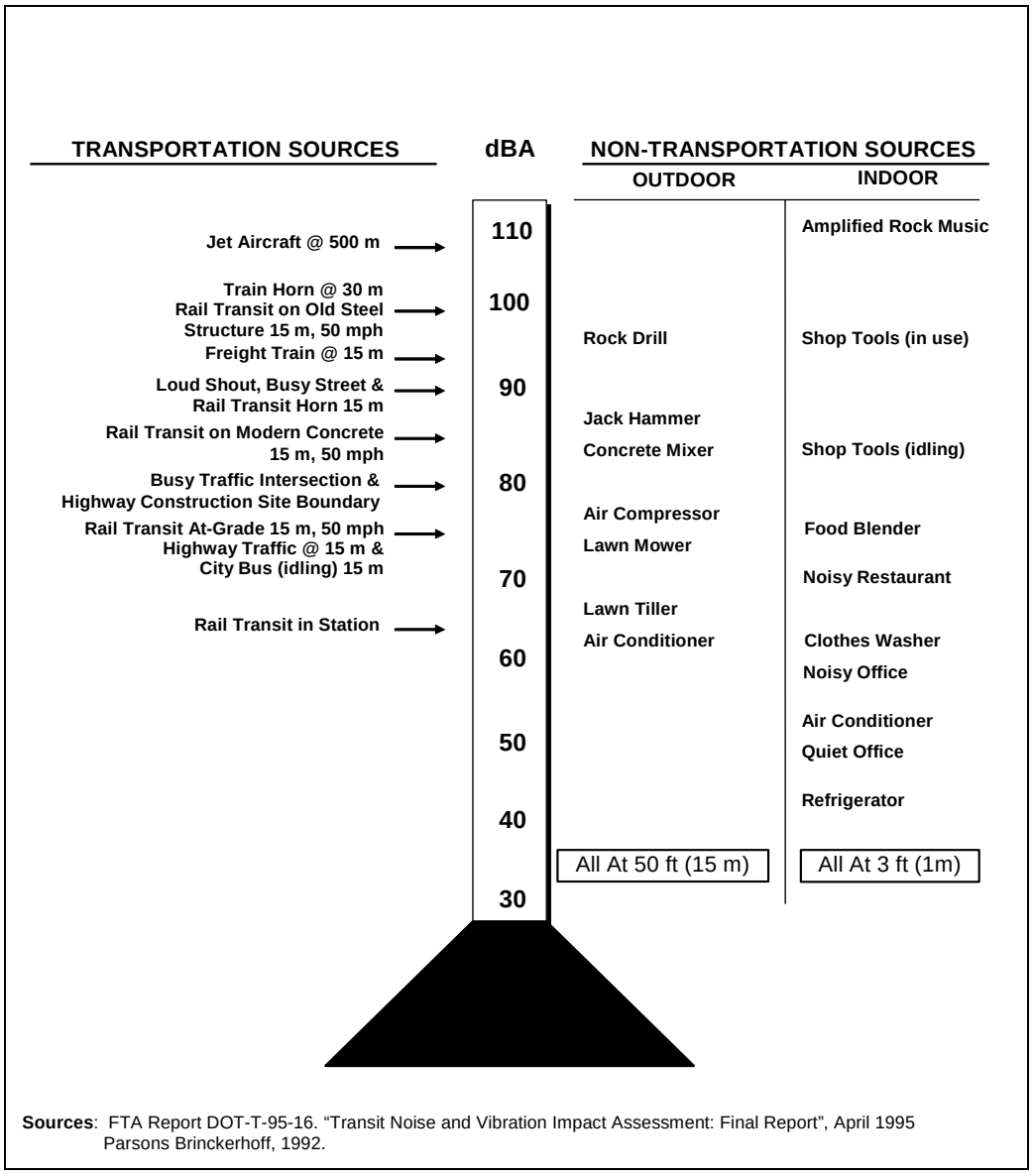
2.18.3 Future No-Action Scenario

No noise impacts are expected in the future no-action scenario, as no additional development is proposed to take place on Randall's Island that would generate significant new levels of noise.

2.18.4 Future Action Scenario

The general rule with traffic noise is that a doubling of traffic (100 percent increase) results in a 3-dBA noise increase. As described in the **Section 2.15** of this EAS(and shown in **Table 2.18-1**), when compared to the No Action Scenario, overall mid-day traffic would increase nine percent and Saturday traffic would increase 22 percent with the proposed RISFD project. As mentioned earlier, changes in noise levels on-the-order-of 3 dBA or less will be barely perceptible by most listeners. Therefore, the proposed action will not cause a noticeable increase in noise levels on Randall's Island and no significant adverse impacts are expected.

FIGURE 2.18-1
COMMON INDOOR AND OUTDOOR NOISE LEVELS



Sources: FTA Report DOT-T-95-16. "Transit Noise and Vibration Impact Assessment: Final Report", April 1995
Parsons Brinckerhoff, 1992.

TABLE 2.18-1
EXISTING, 2009 NO-ACTION AND 2009 ACTION TRAFFIC VOLUMES

#	Intersection			2007 Existing Traffic Volumes		Background Growth (1%)*		2009 No Action Traffic Volumes		Trip Assignment		2009 Action Traffic Volumes	
				Midday	Saturday	Midday	Saturday	Midday	Saturday	Midday	Saturday	Midday	Saturday
1	Entrance to Tennis Center / Circulator Road	WB	R	5	5	5	5	5	5			5	5
		NB	T	192	184	194	186	194	186	31	7	225	193
			R	21	46	21	46	21	46			21	46
2	Entrance to Sunken Meadow Fields / Circulator Road	WB	R	21	5	21	5	21	5	15	12	36	17
		NB	T	306	245	309	247	309	247	30	7	339	254
			R	5	51	5	52	5	52	12	125	17	177
3	Entrance to TBTA Parking Lot / Circulator Road	EB	L	16	10	16	10	16	10	-3	-10	13	0
			T	207	426	209	430	209	430	14	125	223	555
			R	10	5	10	5	10	5			10	5
		WB	L	5	5	5	5	5	5			5	5
			T	175	98	177	99	177	99	34	7	211	106
			R	5	10	5	10	5	10	-1	-10	4	0
		NB	L	10	5	10	5	10	5			10	5
			T	0	0	0	0	0	0			0	0
			R	10	5	10	5	10	5			10	5
		SB	L	5	5	5	5	5	5	-2	-2	3	3
			T	5	0	5	0	5	0			5	0
			R	10	5	10	5	10	5	-5	-2	5	3
4	Entrance to Five Borough Garage / Circulator Road	EB	T	223	436	225	440	225	440	9	115	234	555
			R	10	5	10	5	10	5			10	5
		WB	T	195	108	197	109	197	109	22	5	219	114
		NB	R	10	5	10	5	10	5			10	5
5	Entrance to NYFD Training Center and Wastewater Treatment Plant / Circulator Road	WB	R	15	15	15	15	15	15			15	15
		EB	L	62	152	63	154	63	154			63	154
		NB	T	111	38	112	38	112	38	31	7	143	45
			R	10	0	10	0	10	0			10	0
6	Internal Road/Ramp from/to Manhattan / Triborough Bridge	EB	R	154	189	156	191	156	191	4	58	160	249
		SB	T	267	461	270	466	270	466	14	125	284	591
7	Exit Ramp / Circulator Road	EB	T	222	436	224	440	224	440	10	123	234	563
		SB	L	142	137	143	138	143	138	12	7	155	145

2.19 CONSTRUCTION IMPACTS

According to the *CEQR Technical Manual*, an action may cause three types of construction impacts: traffic-related impacts, air-quality related impacts, or noise associated impacts. The determination of significance is generally based on the duration and magnitude of the action. The Traffic, Air Quality, and Noise Screenings completed in *Sections 2.15, 2.17, and 2.18* have indicated that no adverse impact is expected, thus it can be determined that no significant adverse construction impacts will occur and no further analysis is warranted.

2.20 PUBLIC HEALTH

According to the *CEQR Technical Manual* guidelines, a proposed action should require a public health assessment if the project:

- Increases vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts;
- Increases exposure to heavy metals and other contaminates in the soil/dust;
- Exposes contamination of historic spills or releases of harmful substances;
- Utilizes solid waste management practices that could attract vermin and result in an increase in pest populations; or
- Negatively impacts sensitive receptors from noise or odors

In this case, the project would not significantly increase vehicular traffic, or related air quality impacts, noise, odors, or vermin populations as a result of proposed solid waste management practices. Due to concern for potential exposure to hazardous materials in the soil and groundwater and potentially adverse impacts from the synthetic turf proposed to be installed on some of the ballfields, these topics were evaluated in greater detail and their impacts summarized below.

2.20.1 Hazardous Materials

Based on the 2008 Phase I Environmental Site Assessment and 2008 Soil Stockpile Study conducted for this project, it was determined that no significant adverse impacts from hazardous materials would be expected as a result of the proposed action. The DEP concurs that the demarcation with geotextile fabric and the installation of vapor barriers beneath comfort stations are sufficient to minimize public exposure to existing contamination at the site. DOHMH agreed that installation of new field surfaces over the recreation areas also sufficiently protects the public from exposure to existing contamination at the site. The off-site RECs will not present a significant adverse impact for hazardous materials since construction dewatering, which might otherwise facilitate transportation of contaminants though the groundwater, is not proposed for this project.

Parsons Brinckeroff (PB) submitted a Draft Soil Stockpile Characterization Study on July 11, 2008 which includes a summary of the field activities, figures showing sampling locations, and summary tables with comparison to both NYSDEC TAGM-4046 Recommended Soil Cleanup Objectives (RSCOs) as well as NYSDEC Part 375 SCOs for restricted residential use criteria, which are applicable to active recreational uses. The report documents that specific metals, SVOCs and pesticides are present at concentrations which are above various guidance values.

The PB report was reviewed by both DEP and DOHMH for a determination as to whether the field designs were adequate and whether the stockpiled soils were suitable for use in landscaped and passive areas outside of the fields and under paved pathways and roadways. Based on DOHMH comments, DPR now plans to install new field surfaces over the landscaped and passive areas consisting of imported fill and hydroseed and/or sod.

2.20.2 Synthetic Turf

Randall's Island Park is scheduled to have a number of synthetic turf fields installed as part of the proposed renovations. Synthetic turf fields have already been installed in numerous New York City parks. Various studies have been published on the impact of exposure to chemicals found in the crumb rubber material and synthetic grass fibers used for some synthetic turf fields, including the May 2008 report prepared for DOHMH by TRC entitled *A Review of the Potential Health and Safety Risks from Synthetic Turf Fields Containing Crumb Rubber Infill* and by the U.S. Consumer Product Safety Commission – "CPSC's Staff Analysis of Synthetic Turf 'Grass Blades'" (July 2008). Potential public health issues evaluated in this report included heat exposure, exposure to chemicals of potential concern, physical injuries, infections and allergies.

2.20.2.1 Heat Exposure

One concern of synthetic turf fields is the heat-absorbing properties of their crumb rubber components. Absorbed heat can increase the surface temperature of the synthetic turf and the ambient air overlying the field from the radiant heat emitted by the crumb rubber. Temperatures that may be reached under conditions of prolonged sunshine and high ambient temperatures could result in burns and blisters from direct unprotected contact with the turf, and the elevated heat from the fields could contribute to heat stress and dehydration, especially in children.

The DOHMH report prepared by TRC recommends that those who use synthetic turf fields are educated on the dangers of heat stress and dehydration, and that ample drinking water and shade are provided in the vicinity of the synthetic turf fields. The use of alternate infill material to lower the heat absorption properties of field surfaces is another way in which the heat factor can be addressed.

2.20.2.2 Chemical Exposure

Crumb rubber consists of ground rubber particles from recycled waste tires and as such, contains several chemicals of potential concern (COPCs). These chemicals include polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), benzothiazole, phthalates, alkylphenols, and certain metals. The synthetic green grass fibers used in the 'carpet' layer of the turf are made of polyethylene materials and in the past were made of nylon. Lead chromate has been identified as a coloring agent in these fibers, particularly in the older nylon ones.

Exposure to chemicals contained within crumb rubber may be possible through inhalation, ingestion, or dermal absorption. Inhalation is possible through dust kicked up from the playing field or vapors that are volatized from the turf; ingestion from hand to mouth activity particularly among small children, and dermal absorption through direct skin contact.

The concentrations of COPCs in crumb rubber vary by manufacturer and source of the tires. As mentioned in the DOHMH report prepared by TRC, various human health risk assessments have been conducted on different chemical concentrations of crumb rubber. All studies came to a similar conclusion: that exposure to COPCs from crumb rubber may occur, but that, the degree

of exposure through ingestion, dermal absorption or inhalation is likely to be too small to increase the risk of adverse health effects.

The DOHMH report prepared by TRC states that inhalation may be the most likely type of exposure to the chemicals in crumb rubber, although air measurements at both indoor and outdoor synthetic turf fields have shown levels to be non-detectable or similar to background levels. The report recommends that additional air measurements be performed for both newly installed and older synthetic turf fields to compare with background ambient air levels in New York City. DPR is currently working with the DOHMH to conduct the recommended air measurements and the results will be released to the public when available.

The U.S. Consumer Product Safety Commission analysis and assessment centered on the exposure to lead present in the pigments of some of the green grass fibers used in some synthetic turf products. The CPSC report recognized that use of the turf over time, weathering, exposure to sunlight, and wear and tear could release lead dust onto the surface of the synthetic turf. The assessment described hand to mouth activity as the most likely way that young children would be exposed but concluded that the amounts of lead released from the turf that was tested would not be harmful for children.

DPR, in consultation with DOHMH, has tested the crumb rubber on ten of the synthetic turf fields (one existing and nine new) on Randall's Island for lead. None of those tests showed elevated lead levels. DPR will also test the crumb rubber on the two remaining synthetic fields before they are used. These two fields are being constructed with the same materials from the same supplier as the nine new fields that were already tested.

Because the maintenance of synthetic turf fields requires no weed control, soil maintenance, insect or fungal control, the selection of synthetic turf over grass has the potential to reduce exposures to pesticides that are typically used to maintain turf under conditions of duress.

2.20.2.3 Other Related Concerns

The DOHMH report prepared by TRC reviewed various studies that analyzed the incidence of physical injuries on synthetic turf fields as compared to other field types and concluded that there is no greater risk for injury associated with synthetic turf as compared to natural turf fields, or that injury rates are similar but that the types of injuries vary between the two.

The DOHMH report prepared by TRC found that, although abrasions from play on synthetic turf may provide a means of access for infections, transmission of infection actually occurs via physical contact, sharing of equipment, and poor sanitary practices. Another study found that synthetic turf systems are not a hospitable environment for microbial activity. The DOHMH report recommends that coaching staff be aware of the potential for transmission and infection among athletes and a protocol for abrasions be established, which would include washing abrasions with soap and water with coverage.

The New Jersey Department of Environmental Protection states that there is a small potential for those individuals sensitized to latex, rubber and related products to experience some type of

allergic reaction through dermal contact with the crumb rubber in synthetic turf. Tests performed during a 2007 study by the California Office of Environmental Health Hazard Assessment, however, concluded that the rubberized surfaces would not cause skin sensitization in children, nor would they be expected to elicit skin reactions in children already sensitized to latex.

2.20.3 Summary

The proposed action will include the construction of 11 additional synthetic turf fields as shown in **Table 2.20-1.** Based on the findings in the literature assessing the concerns centered on artificial turf, DPR has committed to the following measures to aid in the reduction of the heat effect known to occur with synthetic turf treatment:

- Use of alternative synthetic material (CoolFill);
- Additional shade and water infrastructure (comfort stations and water fountains);
- Planting of more than 5,000 trees to add shaded area; and
- Education for staff, coaches, and permit holders.

TABLE 2.20-1
PROPOSED FIELDS

Field Area	Baseball	Softball	Little League	100-Yard Soccer/ Lacrosse	120-Yard Soccer
Bronx Shore	2 natural turf				3 natural turf
Sunken Meadow	10 natural turf	19 natural turf	2 natural turf	6 natural turf	
Central	1 natural turf			4 natural turf	
Hell Gate		1 natural turf		1 natural turf 2 natural turf*	
Wards Meadow				1 natural turf, 3 synthetic	2 synthetic
East River				3 synthetic, 2 natural turf	1 synthetic
Sunken Garden				2 synthetic	
Harlem River Event Area					1 synthetic*

*These 3 fields are existing, but may be part of the potential concession agreement.

As recommended by DOHMH's report, the proposed action incorporates the use of an alternative infill material to reduce heat absorption by the crumb rubber component of the synthetic turf. "CoolFill" is a commercially available product designed to reduce the heat effect. Coolfill technology reduces the temperature of playing surfaces by up to 30% based on studies conducted by the manufacturer. This technology utilizes green rubber granules to reflect heat normally absorbed through the surface.

The installation of more drinking water sources and additional comfort stations will aid in the reducing the potential for heat related illness because recreational users will have available water sources to hydrate. Many additional trees are being planted through the project site, allowing for

many areas of shade to cool down. Lastly, all permit holders and concession agreements will be issued with an understanding that synthetic fields can result in heat stress and dehydration and that all players and coaches should be monitored and aware of proper hydration.

No factor related to public health in relation to noise and odors for a sensitive receptor are expected to result in a significant adverse impact as a result of the proposed action. No significant health impact is anticipated from the exposure to heavy metals and other contaminants in the soil and no exposure to contamination related to historic spills or releases of harmful substances are anticipated. As DPR and RISF are committed to following the above described measures, no significant adverse public health impacts are expected as a result of the proposed action.

APPENDICES

APPENDIX A

Waterfront Revitalization Program Consistency Assessment Form

For Internal Use Only:
Date Received: _____

WRP no._____
DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Department of Parks and Recreation
2. Address: The Arsenal 830 Fifth Avenue New York, NY 10021
3. Telephone: 212-360-3402 Fax: 212-360-3453 E-mail: joshua.laird@parks.nyc.gov
4. Project site owner: New York City Department of Parks and Recreation

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The New York City Department of Parks and Recreation (DPR) along with the New York City Economic Development Corporation (NYCEDC), and the Randall's Island Sports Foundation (RISF), is proposing to reconstruct or create 63 sports fields on Randall's Island Park and pursue a concession agreement for the use of a portion of the 66 sports fields on Randall's Island Park by a group of independent schools during the academic school year (approximately September through June).

2. Purpose of activity:

   The proposed project would reconfigure and restore the worn and non-regulation size fields, as well as add landscaping, drainage improvement, park amenities, and key infrastructure improvements throughout Randall's Island Park. The new fields will enable increased soccer, baseball, and softball programming, as well as additional field days for local public schools in communities in need of active recreation facilities. The proposed project will have a positive impact on New York City by helping to satisfy the demand for playing fields by the City's youth and adult leagues.

3. Location of activity: (street address/borough or site description):

   The project site consists of Randall's and Wards Island Park (approximately 500-acres), which is located on an island in the East River beneath the Triborough Bridge, south of the South Bronx, west of East Harlem in Manhattan, and east of Astoria, Queens.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   - NYSDEC: Tidal Wetland Protection Permit
   - NYSDEC: SPDES Permit
   - NYSDOS: CZM Consistency Determination
   - USACE: Joint Application Permit

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   Not applicable.

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes _____ No ✔ If yes, identify Lead Agency:

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   The proposed project requires approval by the Franchise and Concession Review Committee (FCRC), also a direct undertaking by DPR.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?	✔	
2. Does the proposed project require a waterfront site?	✔	
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	✔	
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)		✔
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✔

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	✔	
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	✔	
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✔	
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✔
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✔

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: New York City Department of Parks & Recreation

Address: 830 Fifth Avenue, Room 401, New York, NY 10065

Telephone 212-360-3402

Applicant/Agent Signature: _____ Date: 12/15/04

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