

FreshkillsPark

East Park Roads

Public Hearing on Draft Scope of Work

Supplemental Environmental Impact Statement (SEIS)

March 25, 2009

City of New York
Parks & Recreation
Michael R. Bloomberg, Mayor
Adrian Benepe, Commissioner



The purpose of this presentation was to outline the various road alternatives that are proposed to be evaluated in the SEIS - the “Draft Scope of Work to prepare a Draft SEIS”.

The purpose of the SEIS is to disclose the potential environmental impacts of the proposed project so that City and State decision-makers can weigh the benefits provided versus the impacts caused.

The SEIS is a disclosure document, not an approval.

The Scope of Work for the SEIS outlines the analysis that will be conducted in order to evaluate the potential impacts.

As required by City and State environmental regulations, the SEIS must consider alternatives to the original proposal. The SEIS does not favor one alternative over the others but simply presents the impacts caused by each alternative and their ability to meet the project objectives.

Fresh Kills Park - East Park Roads SEIS

OVERVIEW

The Fresh Kills Park Generic Environmental Impact Statement (GEIS), completed in March 2009, examined the build out of the entire 2,200 acre park including a general analysis of the construction of the entire roadway system.

The Supplemental Environmental Impact Statement (SEIS) will review, in detail, the roads through East Park, a portion of the site with many constraints.



East Park

Sanitation name:
Landfill Section 6/7

Approximately 482 Acres

Bounded by:
Main Creek
Richmond Creek
Richmond Avenue

Currently undergoing final
landfill closure.

No roads can be opened until
after closure is completed
(approximately 2011)

Fresh Kills Park - East Park Roads SEIS

PURPOSE

Based on comments received on the Draft GEIS, it was determined that a Supplemental Environmental Impact Statement (SEIS) would be necessary for the proposed roads through East Park because:

- modification of the final cover plan would be required on Landfill Section 6/7 for construction of public roads;
- a number of new alternatives are being considered, including the reuse of the service road alignment;
- a finer level of detail was needed to fully understand the potential environmental impacts at East Park of the proposed roads and the alternatives.

FRESH KILLS PARK MASTER PLAN AND GEIS

Fresh Kills Park Draft Master Plan, March 2006



Proposed connections between West Shore Expressway and Richmond Avenue.

Roads are a critical component of Master Plan.

Provides connections for through-traffic and access to park facilities.

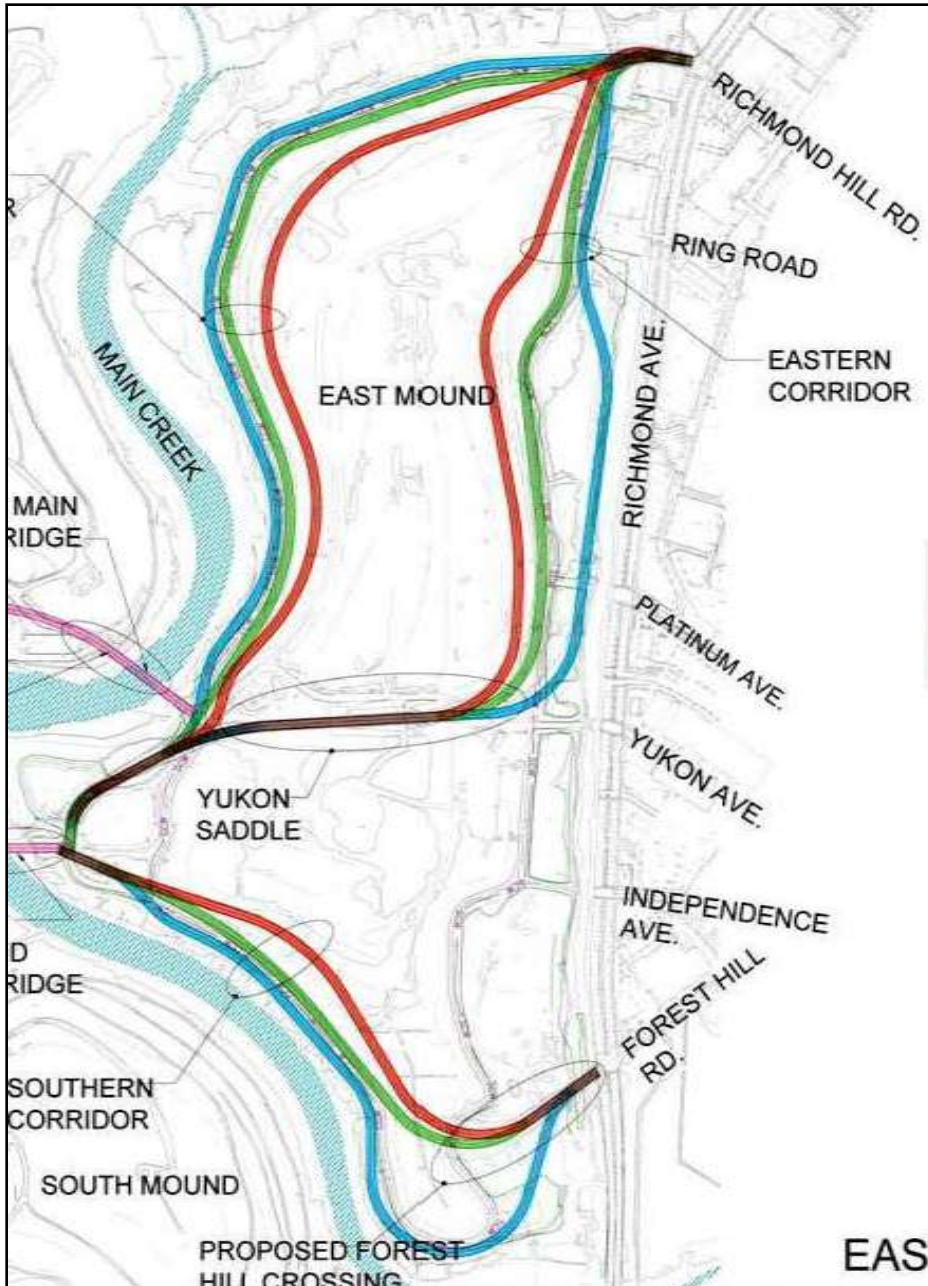


East Park Roads

Challenges for any alignment:

- cross over Section 6/7 of the landfill
- cross wetlands

(pictured: 2006 Draft Master Plan possible alignments)



DGEIS alternative road alignments

- on- mound
- off-mound
- on-service road alignments

Assumptions:

- 4-lane road, two lanes in each direction;
- 35 miles per hour design speed



FGEIS Alternative road alignments

- Reuse of the general alignment of the existing DSNY service roads as one-way loop.
- crosses wetlands
- may impact landfill infrastructure

Assumptions:

- 2-lane loop road, one-way loop
- 4-lane Yukon Crossing, two lanes each direction.
- 35 miles per hour design speed

**FRESH KILLS PARK
EAST PARK ROADS SEIS
PROPOSED PROJECT**



PROPOSED PROJECT 2011: Closure of Fresh Kills Park Section 6/7 (East Mound)

Modifications of already-approved Closure Plan are needed to accommodate future roads through East Park.

This modification alters the grading of landfill section 6/7 to accommodate the roadbed. The road itself would be constructed thereafter.

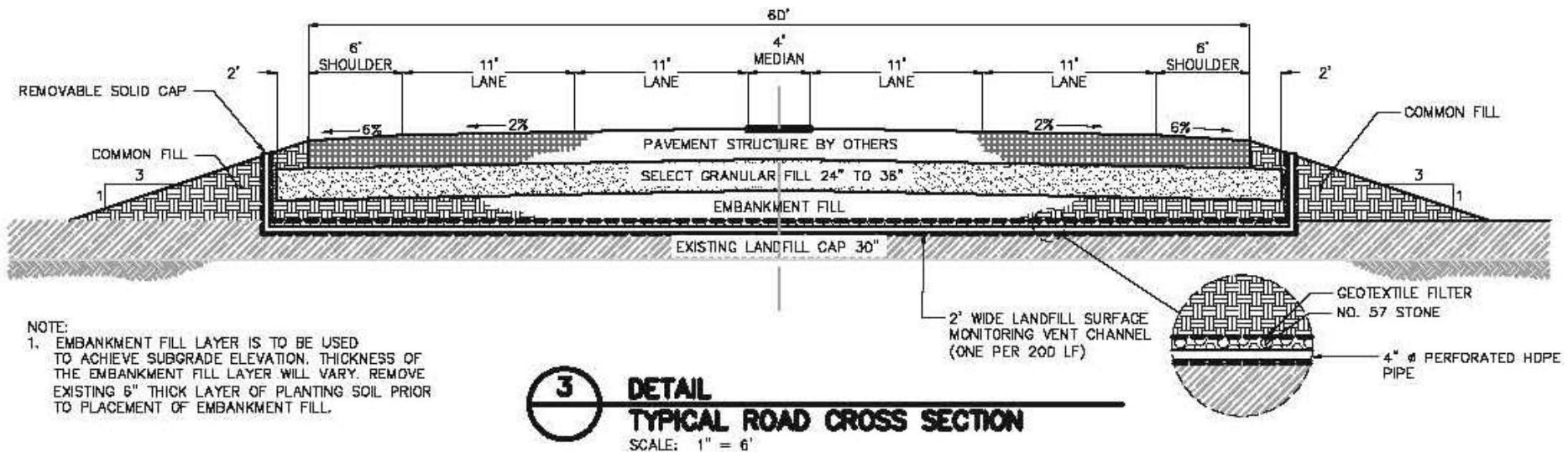
Modifications allow for significant time and cost savings of road construction.

Modifications are needed for proposed alignment as well as alternatives. Keeps all options open.

PROPOSED PROJECT

Road design assumptions

- 35 mile per hour design speed
- 4-lane road





PROPOSED PROJECT

2016: Connection to Yukon Avenue

Public road to connect Richmond Avenue at Yukon Avenue to center of the site and connections to West Shore Expressway.

Yukon Avenue connection likely the easiest and cheapest connection to build, given little potential impacts on wetlands and nature of landfill crossing.



PROPOSED PROJECT

2036: Full build-out

Public roads opened with connections to:

- Richmond Hill Road
 - Yukon Avenue
 - Forest Hill Road
-
- Provides for full circulation and greatest options.

SEIS ROADS ALTERNATIVES

SEIS Alternatives



PROPOSED (4-LANE) PROJECT



NO ACTION ALTERNATIVE



TWO-LANE ALTERNATIVE



SERVICE ROAD ALIGNMENT



YUKON AVE CONNECTION ONLY



ALTERNATIVE PHASING OF PROPOSED PROJECT



PROPOSED PROJECT

Public roads opened with connections to:

- Richmond Hill Road
- Yukon Avenue
- Forest Hill Road

Provides for full circulation and options.



NO ACTION ALTERNATIVE

Assumes no roads were to be constructed.

This alternative is necessary to demonstrate the benefit of the roads project.

This alternative is required under City and State Environmental Quality Review regulations.



TWO-LANE ALTERNATIVE

This alternative follows the same alignment as the proposed project.

Smaller footprint of the roadway.

This alternative is necessary to demonstrate trade-offs of road capacity versus potential environmental impact.



SERVICE ROAD ALIGNMENT

Allows for reuse of existing DSNY service road alignment as one-way, two lane loop around the base of the landfill mound.

Provides four-lane, two way connection across Yukon Avenue.



YUKON AVENUE CONNECTION ONLY

Assumes the only connection to Richmond Avenue is via Yukon Avenue.

Necessary to understand tradeoffs of the benefits provided by the connections to Richmond Hill Road and Forest Hill Road versus the potential environmental impacts.



ALTERNATIVE PHASING

Assumes that landfill Section 6/7 closure plan occurs as currently planned without modifications to accommodate proposed roadbed.

This alternative is necessary to disclose the extent of regrading required if landfill Section 6/7 were to be completed as currently planned and road construction were not to begin until after final closure was completed.

SEIS Alternatives



PROPOSED (4-LANE) PROJECT



NO ACTION ALTERNATIVE



TWO-LANE ALTERNATIVE



SERVICE ROAD ALIGNMENT



YUKON AVE CONNECTION ONLY



ALTERNATIVE PHASING OF PROPOSED PROJECT

Fresh Kills Park – East Park Roads SEIS Chapters

1. Project Description
2. Land Use, Zoning, and Public Policy
3. Socioeconomic Conditions
4. Community Facilities and Services
5. Open Space
6. Shadows
7. Historic Resources
8. Urban Design and Visual Resources
9. Neighborhood Character
10. Natural Resources
11. Hazardous Materials
12. Waterfront Revitalization Program
13. Infrastructure
14. Solid Waste and Sanitation Services
15. Energy
16. Traffic and Parking
17. Transit and Pedestrians
18. Air Quality
19. Noise
20. Construction Impacts
21. Public Health
22. Alternatives
23. Mitigation and Impact Avoidance
24. Unavoidable Adverse Impacts
25. Growth-Inducing Aspects
26. Irreversible and Irretrievable
Commitment of Resources
27. Environmental Justice

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Intended schedule for SEIS

- Scoping Hearing on March 25
- Written comments on Scope accepted until April 25
- Draft SEIS Completed in May
- Public Hearing on Draft in June
- Final SEIS completed by October

This schedule is necessary so that DSNY can complete closure of Section 6/7 without further delay.

Completion of SEIS allows:

Closure of Section 6/7 to be modified to accommodate roadbed, making the construction of the roads significantly faster and cheaper.

Construction of roads through East Park can begin after landfill closure is complete, pending permits and approvals.

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