

GATEWAY NATIONAL RECREATION AREA

ENVIRONMENTAL ASSESSMENT



Prepared by the
U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division

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Prepared for the
U.S. Department of the Interior
National Park Service
Gateway National Recreation Area

*Prepared pursuant to the Council on Environmental Quality's regulations for implementing the
National Environmental Policy Act (43 CFR 1500) and 42 U.S.C. 4332 (2)(C)*

ABSTRACT

The National Park Service (NPS) proposes to construct a new access road from Father Capodanno into the north end of the park, and to increase the parking capacity for the Miller Field area. The Park would also like to consider constructing a paved bike/pedestrian trail which would connect the existing trail along Father Capodanno Boulevard to the WWII Memorial and the existing trail located along the east side of Sanchez Drive.

The parking improvements include the addition of a new parking area adjacent to the newly proposed northern access road, reconstruction of Parking Lot E, reconstruction of Parking Lot F, and expansion of Parking Lot B to add a third row to the northeast. A pedestrian trail is also proposed at the east end of the Park.

TABLE OF CONTENTS

I.	Introduction.....	1
A.	Project Location.....	3
B.	Description of Proposed Action.....	3
C.	Need for Proposed Action.....	5
D.	Decisions to be Made	5
E.	Scoping and Issues.....	5
F.	Issues Evaluated in Detail.....	5
G.	Definitions.....	6
H.	Permits	7
II.	Alternatives.....	8
A.	No Action Alternative.....	8
B.	Build Alternative.....	8
C.	Preferred Alternative.....	15
III.	Affected Environment.....	16
A.	General Environmental Setting.....	16
B.	Natural Resources	16
1.	Vegetation.....	16
2.	Threatened and Endangered Species	18
3.	Birds, Fish, and Wildlife.....	18
4.	Wetlands	20
C.	Physical Environment.....	20
1.	Air Quality	21
2.	Water Quality/Hydrology	21
3.	Soils/Geology.....	21
4.	Noise	22
D.	Socio-Economic Environment.....	22
E.	Cultural Resources	23
1.	Archeological Resources	23
2.	Historic Resources	23
3.	Tribal Resources	23
F.	Visitor Use and Experience	23
IV.	Environmental Effects	24
A.	General Environmental Effect	24
B.	Natural Resources	24
1.	Vegetation.....	24
2.	Threatened and Endangered Species	25
3.	Birds, Fish, and Wildlife.....	26
4.	Wetlands	26
C.	Physical Environment.....	27

1.	Air Quality	27
2.	Water Quality/Hydrology	27
3.	Soils/Geology.....	28
4.	Noise	28
5.	Floodplains.....	29
D.	Cultural Resources	29
1.	Archeological Resources	29
2.	Historic Resources	30
3.	Tribal Resources	30
E.	Socio-Economic Environment.....	31
F.	Visitor Use and Experience	31
G.	Energy Requirements and Conservation.....	32
H.	Natural or Depletable Resources	32
I.	Cumulative Impacts	32
J.	Comparison of Alternatives	33
K.	Irreversible and Irretrievable Commitment of Resources.....	34
L.	Unavoidable Adverse Environmental Effects.....	34
M.	Local Short-Term Uses and Maintenance/Enhancement of Long-Term Productivity.....	35
V.	Environmentally Preferred Alternative.....	36
VI.	Mitigation.....	37
VII.	Compliance with Environmental Requirements	38
1.	National Environmental Policy Act (NEPA)	38
2.	Endangered Species Act of 1973	38
3.	Clean Water Act of 1972	38
4.	National Historic Preservation Act of 1966.....	39
5.	The National Park Service Organic Act of August 25, 1916.....	40
6.	Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations	40
VIII.	List of Preparers.....	41
IX.	Coordination	42
X.	References.....	43
XI.	Appendix A B Documentation of Agency Consultation.....	44

I. Introduction

Gateway National Recreation Area is located in the heart of the New York City metropolitan area. The park, which extends through three New York City boroughs and into New Jersey, consists of more than 26,000 acres and has been assembled from city parks, military sites, and undeveloped land (see Location map). Congress established Gateway National Recreation Area in 1972 as one of the first urban parks in the national park system. Gateway National Recreation Area is composed of three distinct units: Jamaica Bay, Staten Island, and Sandy Hook.

Jamaica Bay Unit — Jamaica Bay is the largest unit of Gateway National Recreation Area and is located along the southern shore of Brooklyn and Queens. This unit contains a variety of activity areas, including Frank Charles Memorial Park, Canarsie Pier, Bergen Beach, Plumb Beach, Breezy Point, Fort Tilden, Jacob Riis Park, Floyd Bennett Field, and the Jamaica Bay Wildlife Refuge. Some of the activities include biking, bird watching, exhibits, gardening, group camping, hiking, military history, nature study, picnicking, basketball, golf, paddle tennis, sunbathing, swimming, volleyball, art exhibits, music and theater performances, playgrounds, and fishing.

Staten Island Unit — Located along the eastern shore of Staten Island, this unit contains Fort Wadsworth, Miller Field, and Great Kills Park. In addition, two man-made islands offshore of the unit — Hoffman and Swinburne Islands — are under NPS jurisdiction. Fort Wadsworth is located beneath the Verazzano Narrows Bridge. Miller Field is a 187-acre park with numerous opportunities for biking, hiking, and picnicking. Miller Field contains several athletic fields. The Miller Field Area was originally used by the Federal government as an airfield. ~~Miller Field was originally established as Great Kills Park and~~ offers many coastal activities, including sunbathing, biking, bird watching, boating, fishing, hiking, in-line skating, flying model airplanes, jogging, nature study, picnicking, and swimming. Great Kills Park has a public launch that is very popular among users of personal watercraft and other watercraft. ~~This marina is one~~ ^{AT GKP} of two available on Staten Island. ~~The~~

Sandy Hook Unit — Located on a largely undisturbed peninsula at the northern end of the New Jersey coast, this unit encompasses approximately 1,665 land acres, including 7.5 miles of ocean beaches and sheltered bayside coves and hundreds of acres of ecologically significant barrier beach vegetation (NPS 1979). The area features ocean beaches, Sandy Hook Bay, salt marshes, historic Fort Hancock, and Sandy Hook lighthouse (Law Engineering et al. 2002). At the north end of the unit is the Fort Hancock complex. Hiking trails lead to dunes, ponds, a maritime holly forest, and some of the richest bird habitat in New Jersey.

These units comprise a seashore ecosystem of wildlife, private communities, and outdoor recreational

Congress created Gateway NRA in April 1972. Much of the land comprising the park was formerly managed by the Department of Defense. Over the years, numerous projects were planned and completed to provide for visitor use, enhance the visitor experience, and resource protection and management.

Miller Field is a popular recreation site on Staten Island's eastern shore and a recreation hub for surrounding communities. A former Army Air Corps base, the 187-acre site has been managed by the National Park Service (NPS) since 1975.

Miller Field is bordered largely by middle-class neighborhoods, whose residents make heavy use of the area's recreational facilities.

History of Miller Field:

Miller Field has seen many uses over the years. Early uses by European colonists were for farming. In 1836 Cornelius Vanderbilt began purchasing land in the New Dorp area. The property was deeded to his son, William Henry, who began construction on a three-story 24-room mansion in 1855. The mansion moved to the center of the property in 1906.

The family sold the 186.7-acre estate to the U.S. Government on March 12, 1919. In 1918, the Secretary of War approved the construction of several seaplane stations along the Atlantic coast including the Vanderbilt farm. Construction was completed in July of 1921. The station featured a sod runway, a concrete seaplane ramp, a pair of seaplane hangars, a pair of land plane hangars, a pier and boathouse, post exchange, fuel station, barracks, radio masts, and various shops and warehouse facilities.

Several of the older Vanderbilt buildings were incorporated into the air facility. The 24-room mansion became the Officers Club, the dairy house converted into the Radio Receiving Building, and the stables into a garage and storehouse.

Miller Field was named in December 1919 for Captain James Ely Miller who was the first aviator killed during World War I while serving with an American unit. After World War I, Miller Field's use as an airfield declined. By October of 1922 the Army had withdrawn all Air service personnel and replaced them mostly with land-based units.

With America's entry into World War II, Miller Field was transformed from an airfield into a major supply depot. Jeeps, trucks and other equipment were stored and prepared for shipment overseas. Addition structures were built in the Miller Field Area including concrete emplacements for anti-aircraft guns adjacent to the beach.

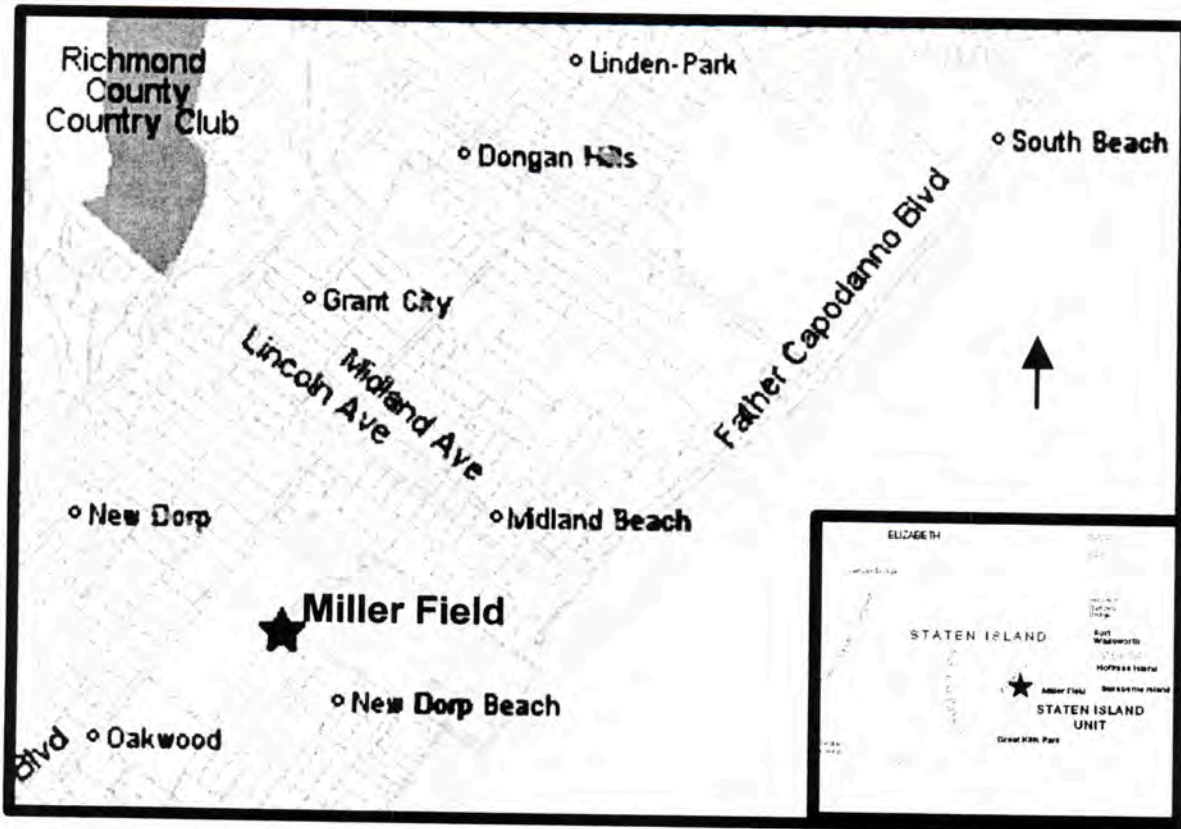
After the war, Miller Field was once again used as an airfield and aircraft repair center. During the 1950s and 1960s, maintenance was conducted on helicopters and fix winged aircraft from 29 Army units.

Because of the rapid growth of the nearby South Shore communities, combined with the limited size of the airfield, one by one, the Army units at Miller Field were deactivated or reassigned. After nearly fifty years of military service, Miller Field was closed as a military post in November 1969.

A new chapter in Miller Field's history opened in 1974 when it became part of the Gateway National Recreation Area. Consisting of 187.2 acres and 1739 linear feet of beachfront, Miller Field is today widely know for its many athletic fields. Each year approximately one million people visit Miller Field making it one of the most heavily visited national park units in the country.

A. Project Location

The project is located at Miller Field within the Staten Island Unit of the Gateway National Recreation Area.



Location Map

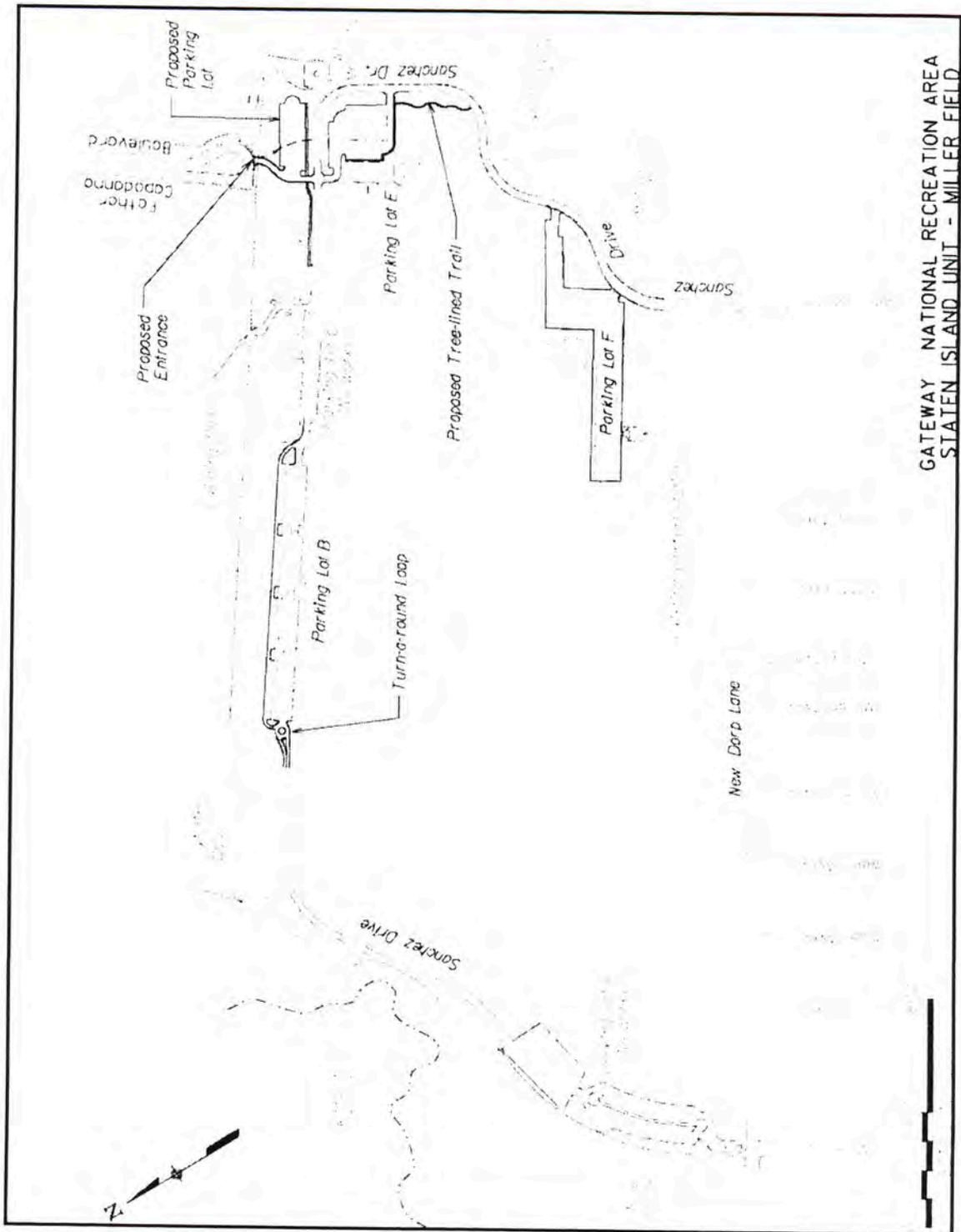
B. Description of Proposed Action

The National Park Service (NPS) proposes to construct a new access road from Father Capodanno into the north end of the park, and to increase the parking capacity for the Miller Field area.. Repairs are needed to improve access to the park and increase the parking capacity.

The principle proposals of the project are (see map):

1. Construct a new entrance and parking lot at Father Capodanno Boulevard.
2. Reconstruct Parking Lot E.
3. Reconstruct Parking Lot F
4. Construct a new pedestrian trail of approximately 225 feet in length
5. Expand Parking Lot B to add a third row of parking
6. Redesign the traffic circle to improve traffic flow on the west end of the Parking Lot B.

7. Construct a new pedestrian trail of approximately 600 feet in length along the full length of the Capodanno parking area, then west along Sanchez Drive.



Map of Proposed Project Area

C. Need for Proposed Action

The action is being proposed to provide a northern access to the park. The purpose of this project is to improve access to the NRA and increase parking within the Miller Field area to accommodate the existing heavy use. Miller Field currently experiences heavy congestion at the two existing access roads.

D. Decisions to be Made

The National Environmental Policy Act of 1969 (NEPA) requires consideration of the environmental effects of proposed Federal actions. This Environmental Assessment (EA) provides the required environmental, socioeconomic analysis for the proposed work. As part of the planning and analysis, this EA has been prepared to evaluate alternatives and options for accomplishing this work with the least impact to Park resources and Park visitors. The Eastern Federal Lands Highway Division of the Federal Highway Administration (FHWA) has prepared this EA in conjunction with the National Park Service.

A public information meeting was held on March 10, 2004, at Fort Wadsworth in Staten Island, New York. The meeting was an open forum with displays providing an overview of the purpose and need for the project as well as proposed project components. Representatives of the NPS and FHWA were available to discuss the proposed project, answer questions, and solicit comments.

E. Scoping and Issues

Issues and concerns related to roadway rehabilitation and construction were identified by Park, State and other Federal agencies, and through review of similar NPS road projects. These issues are specific to historic and commemorative elements, prehistoric cultural resources, as well as water quality and special status species (threatened, endangered, species of concern, and designated critical habitats).

F. Issues Evaluated in Detail

Specific impact topics were developed to address potential natural, cultural, and social impacts that might result from the construction. These topics are derived from the issues identified above and address federal laws, regulations and orders, Gateway NRA management documents, and NPS knowledge of limited or easily impacted resources. They are used to focus the information presented and discussed in the affected environment and environmental consequences sections. A brief rationale for the selection of each impact topic is given below.

1. Special Status Species

Section 7 of the Endangered Species Act directs all Federal agencies to use their authority in furtherance of the purposes of the Act by carrying out programs for the conservation of rare, threatened, and endangered species. Federal agencies are required to consult with the U. S. Fish and Wildlife Service (FWS) to ensure that any actions authorized, funded,

and/or carried out by the agency does not jeopardize the continued existence of any listed species or critical habitat. Protection and preservation of special status species at the Park are of critical importance and will be discussed as part of this analysis.

2. Water Quality

NPS Management Policies (1988) require protection of water quality consistent with the Clean Water Act (CWA).

A Storm Water Management Pollution Permit will be obtained from the New York State Department of Environmental Quality to control and treat runoff water. An erosion and sediment control plan would be implemented if the build alternative is selected.

3. Wetlands

Section 404 of the Clean Water Act requires that a permit be obtained from the U.S. Army Corps of Engineers prior to the placement of dredge or fill material in waters of the United States, including wetlands.

Executive Order 11990 (Protection of Wetlands) requires Federal agencies to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

No wetlands or streams are located within the project area that will be impacted by the proposal. A swamp White Oak Stand is located in the northwestern portion of Miller Field; however, no work is proposed in the wetland area.

4. Cultural Resources

The National Historic Preservation Act of 1966, the National Environmental Policy Act of 1969 (NEPA), the 1916 NPS Organic Act, NPS Management Policies, and NPS-28 require Federal agencies to consider the effects of their proposed actions on cultural resources. The proposed project has the potential to affect prehistoric and historic archeological resources, and features of the Park's cultural landscape. Protection and preservation of cultural resources at the Park are of critical importance and will be discussed as part of this analysis.

G. Definitions

Temporary impacts -

Impacts anticipated occurring during construction only. Upon completion of the construction activities, conditions are likely to return to those that existed prior to construction.

<u>Short-term impacts</u> -	Impacts that may extend past the construction period, but are not anticipated lasting more than a couple years.
<u>Long-term impacts</u> -	Impacts that may extend past the construction period, and are anticipated lasting more than a couple of years.
<u>Negligible</u> -	Little or no impact (not measurable).
<u>Minor</u> -	Changes or disruptions may occur, but does not result in a substantial resource impact.
<u>Major</u> -	Easily defined and measurable. Results in a substantial resource impact.

H. Permits

The U.S. Army Corps of Engineers regulates the deposition of dredge and fill material into waters of the United States pursuant to Section 404 of the Clean Water Act. Structures and work performed in navigable waters are also regulated by the Section 10 of the Rivers and Harbors Act of 1899. No Corps of Engineers' jurisdictional areas would be impacted by the project.

The U.S. Fish and Wildlife Service (FWS) has been consulted regarding the presence of federally listed threatened or endangered species within the study area. If any such species were known to inhabit the area, appropriate measures would be developed to protect the species from harm.

A Storm Water Pollution Prevention Plan permit is required from the New York State Department of Environmental Conservation. The permit ensures that storm water runoff from areas such as parking lots are appropriately treated prior to discharge into natural water bodies and in accordance with New York water quality standards.

A Coastal Zone Management consistency certificate is required from the New York Department of City Planning. The consistency certification verifies that the project proposal is consistent with the State's coastal zone management plan. The New York City Department of City Planning has concurred that the project will not affect the coastal zone and is consistent with the management plans.

II. PROPOSED ALTERNATIVES

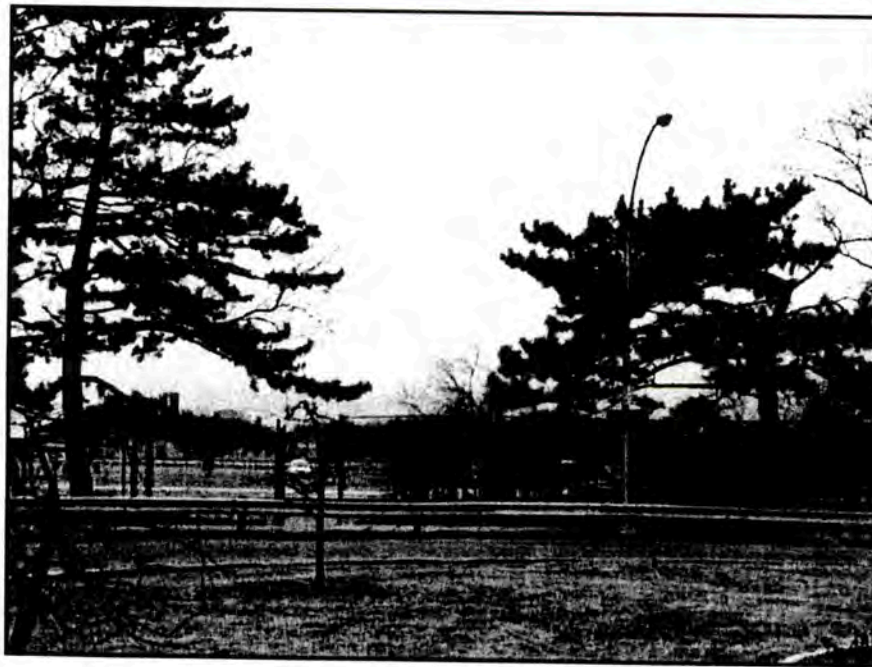
A. No Action Alternative:

The no-action alternative would result in the roadway and parking improvements not being performed. No northern route would be available to access the park. Parking capacity would remain at existing level of service. Pedestrians would continue to use available road pavement.

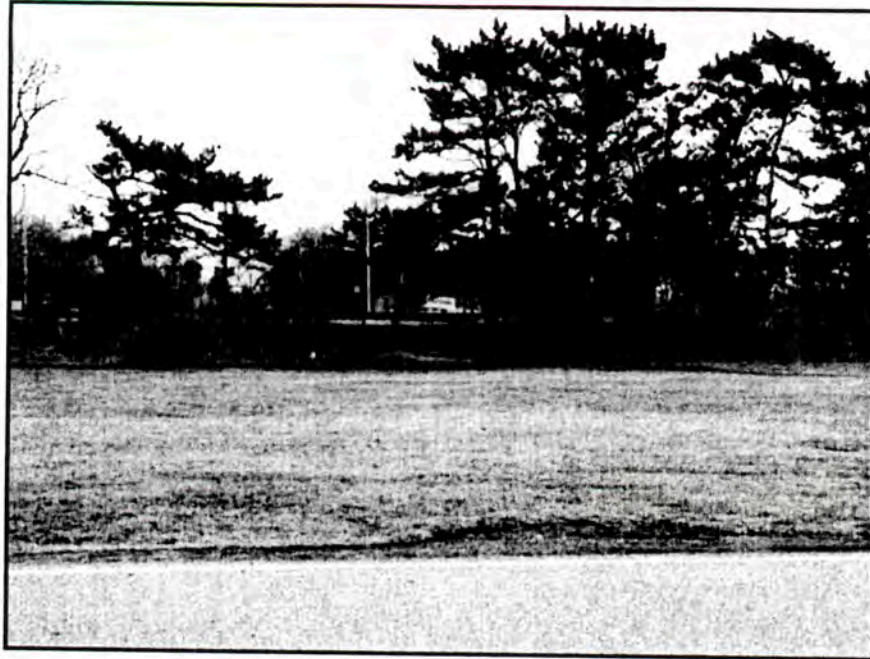
B. Build Alternative:

1. Construct a new Park entrance from Father Capodanno Boulevard and a new parking area adjacent to the new entrance.

A new access road would be constructed from Father Capodanno Boulevard into the Park at the northeastern end of Miller Field. The proposed two-lane entrance road would be approximately 250 feet in length and terminate in the new parking area. The new parking lot would contain about 66 new spaces.



View from traffic circle at Father Capodanno Boulevard looking into Park. The proposed road would be located between the two evergreen trees and continue into the park.



View from Park grounds of proposed access road route. Note guardrail of existing Father Capodanno Boulevard in background.



Newly proposed parking lot area. View towards beach.

2. Reconstruct Parking Lot E.

Parking Lot E would be relocated in order to improve the configuration. A portion of the existing footprint would be utilized for the new parking. The remnants of the existing gravel parking area outside the footprint of the proposed

parking area would be converted into green-space. The new parking area would be paved and contain approximately 98 spaces.



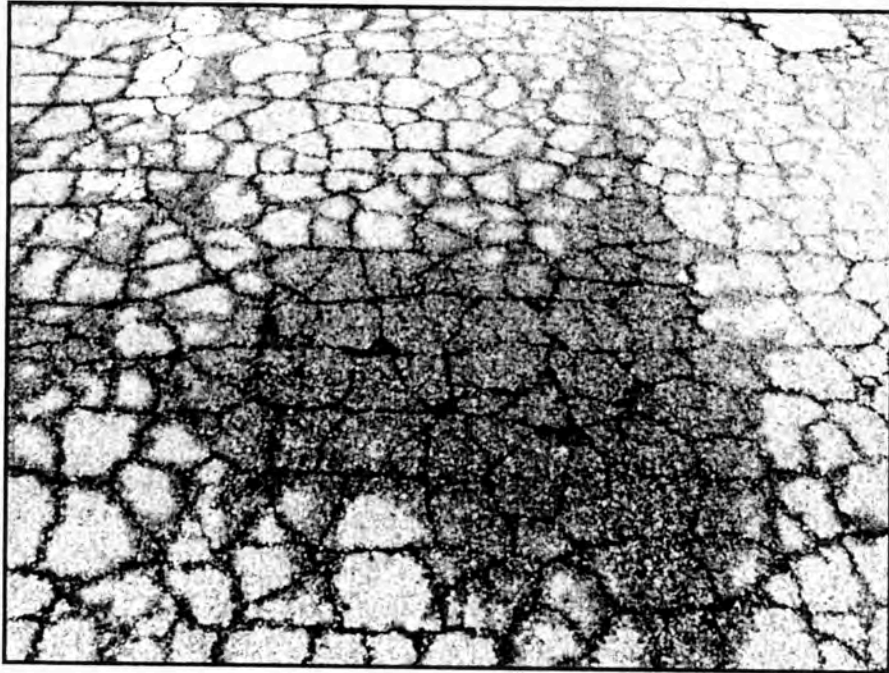
Existing Parking Lot E.

3. Reconstruct and re-stripe Parking Lot F.

The parking lot would be reconfigured to expedite traffic flow in and out of the parking area, and to maximize the number of parking spaces. Currently upon the end of games and/or special events, there is a bottleneck problem at the parking area exit. The proposed parking area would contain approximately 321 total spaces.



Existing Parking Lot F.



Parking Lot F. Note alligator cracking.



Parking Lot F. Comfort Station. Note patches on parking lot surface.



Proposed location for new Parking lot F entrance.

4. Construct a new pedestrian trail of approximately 225 feet in length.

A tree lined trail is proposed. The trail would provide green space mitigation as well as a safe passage for elderly patrons who may want to park at the proposed Parking Lot E and walk to the pavilion area. The proposed path would include curves turns to discourage use by cyclists and skaters who may endanger pedestrians. Oak trees of larger caliper and flowering shrubs would border the path. Park benches would be installed at various locations to provide a shaded respite area.



General location of proposed trail. Trail would roughly parallel Sanchez Drive.

5. Expand Parking Lot B to add a third row of parking.

Parking Lot B would be expanded to three rows. This expansion is proposed to occur on the north side and would require the relocation of several smaller caliper (6") trees. About 48 new spaces would be created in addition to the 176 existing spaces in parking lot B.



Parking Lot B. Facing West. The lot would be extended towards the houses to the north. Some of the trees may have to be relocated



Parking Lot B. Facing East.

6. Redesign the traffic circle to improve traffic flow on West end of Parking Lot B.

The Park proposes to redesign the traffic circle to improve traffic flow. The circle would be controlled in such a way as to eliminate users bypassing traffic restrictions (i.e. driving on grass to bypass the bollards). Access would be maintained for emergency vehicles to pass through this circle unimpeded in either direction. The roadway in this area would also need to be reconstructed in order to provide an adequate pavement structure.



Traffic circle. Photo taken from Parking Lot B.

7. Construct a new pedestrian trail along the Capodanno parking area, then west along Sanchez Drive.

The Park proposes to construct a new pedestrian trail of approximately 600 feet in length along the full length of the Capodanno parking area, then west along Sanchez Drive. A walkway system combined with shrub plantings and/or bollards will connect the proposed Capodanno Parking Area to the existing picnic area to the west.



Approximate location of trail connecting parking area to picnic area

C. Preferred Alternative

The preferred alternative is the Build Alternative. The proposed components of the Build Alternative are as follows:

1. Construct a new entrance and parking lot at Father Capodanno Boulevard.
2. Reconstruct Parking Lot E.
3. Reconstruct Parking Lot F
4. Construct a new pedestrian trail of approximately 225 feet in length
5. Expand Parking Lot B to add a third row of parking
6. Redesign the traffic circle to improve traffic flow on the west end of the Parking Lot B.
7. Construct a new pedestrian trail of approximately 600 feet in length along the full length of the Capodanno parking area, then west along Sanchez Drive.

III Affected Environment

A. General Environmental Setting

The geographic position of Staten Island, including Miller Field, is considered the center of the urban core of the New York – New Jersey Harbor estuary (U.S. Fish and Wildlife Service, 1996). The urban core is defined as the region within a 25-mile radius of Central Park, Manhattan, New York. The urban core area has ecological significance, regionally as well as nationally, due to its importance to a great many migratory species. All of the migratory and resident species that are concentrated by the geography of the area are, as a consequence, further concentrated into the small amount of remaining terrestrial and aquatic open space of the urban core (U.S. Fish and Wildlife Service, 1996).

The southern end of Miller Field is comprised of recreational fields (i.e., baseball, soccer, softball, and football), community gardens, children's playground, beach-dune complex, parking areas, roads, park buildings, and cultural features (including two aviation hangars and a World War II Memorial). The recreational fields are maintained as large expanses of turf grass. A picnic area with shade trees, tables, and grills is located due north of the proposed new parking area near the proposed Park entrance at the terminus of Father Capodanno Boulevard. With the exception of the large aviation hangars and paved areas, the southeastern portion of Miller Field is an open landscape, with relatively few trees or structures obstructing the line of vision from any park boundary.

B. Natural Resources

1. Vegetation

Vegetation was surveyed throughout the proposed project area, which includes the southeastern third, and northeastern edge of the rectangular-shaped Miller Field. This is the portion of the unit that lies to the southeast of the unit headquarters building and is bordered by New York Bay waters (Atlantic Ocean and Raritan Bay) at the southeastern end. The area is bounded to the southwest by the unit (Park) boundary that runs along New Dorp Lane.

The majority of Miller Field is devoted to athletic fields, with an approximately 6-acre mesophytic forest (Swamp White Oak Forest) located in the northern portion of the unit. The vegetation survey area includes a picnic area, fence line, beach-dune / littoral zone complex, and a children's playground area.

a. Picnic Area

The picnic area is located to the east of the unit headquarters building and northeast of Sanchez Drive. It extends southeasterly

to the area proposed for the new entrance parking area at Father Capodanno Boulevard. Vegetation consists primarily of turf grass with fairly widely spaced, mature trees that create a park-like effect. Tree species in this area include Pin oak (*Quercus palustris*), Red maple (*Acer rubrum*), Black cherry (*Prunus serotina*), Hackberry (*Celtis occidentalis*), and Sweet gum (*Liquidambar styraciflua*).

b. Northeast Boundary Fence line

A fence approximately 12-foot-high separates the northeast border of the picnic area from the adjacent residential properties. Trees of various heights found along the fence line include White mulberry (*Morus alba*), Tree of heaven (*Ailanthus altissima*), Black cherry (*Prunus serotina*), and Red maple (*Acer rubrum*). Two American hollies (*Ilex opaca*) and 2 Pitch pines (*Pinus rigida*), ranging in height from five to ten feet, are located approximately 30 feet from the fence line. A strip of herbaceous vegetation is interspersed among the trees located nearer to the fence line. This area is dominated by Mugwort (*Artemisia vulgaris*) along with a small patch of Japanese knotweed (*Polygonum cuspidatum*). Climbing the fence in some places are Japanese honeysuckle (*Lonicera japonica*) and English ivy (*Hedera helix*). The southeastern portion of the fence separates Gateway property from a city park. It is bordered, on the city park side, by a row of large Japanese black pines (*Pinus thunbergii*). The Park property adjacent to this portion of the fence line is an open area consisting of turf grass.

c. Beach Strand / Littoral Zone

A strip measuring approximately 150-foot-wide, consisting of vegetated dunes, beach strand, and surf zone, contains some of the only endemic self-sustaining vegetation in the vicinity of the proposed project area. The vegetation of this area is typical of littoral vegetation found elsewhere in the region. The area includes a strip of bare sand in the inter-tidal area and is contiguous with a zone of Dune grass (*Ammophila breviligulata*) and a sand berm at slightly higher elevation dominated by Seaside goldenrod (*Solidago sempervirens*). Behind the berm, the vegetation is sparse. The species of small trees that grow amongst the aforementioned Dune grass and Seaside goldenrod include Black cherry (*Prunus serotina*), Tree of heaven (*Ailanthus altissima*), White mulberry (*Morus alba*), Shining sumac (*Rhus copallina*) and Black locust (*Robinia pseudoacacia*).

Shrubs identified in this area include Bayberry (*Myrica pensylvanica*), Beach plum (*Prunus maritima*), and False indigo (*Amorpha fruticosa*). False indigo is not typically found in a littoral habitat. Abundant forbs include Mugwort (*Artemisia vulgaris*), Pinweed (*Lechea maritima*), and scattered individuals of Evening primrose (*Oenothera biennis*).

In addition to *Ammophila*, grasses abounding in the area include Little bluestem (*Schizachyrium scoparium*), Broom sedge (*Andropogon gerardii*), Switch grass (*Panicum virgatum*), and Salt meadow cord grass (*Spartina patens*).

A dense grove of *Ailanthus* with patches of *Rhus copallina* and a patch of Japanese knotweed (*Polygonum cuspidatum*) is located near the asphalt parking lots associated with the historic aviation hangars. Ground cover in this area consists primarily of Broom sedge (*Andropogon gerardii*) and Pinweed (*Lechea maritima*).

d. Turf grass / Playground Area

This playground area is located adjacent to the existing parking lot E. The playground area is bordered by several groups of trees immediately to the southwest. These trees include a group of about 25 Japanese black pines (*Pinus thunbergii*), 2 to 3 Pin oaks (*Quercus palustris*), and 1 young London plane tree (*Platanus occidentalis X orientalis*). To the northeast of this group is a grove of oaks comprised of 2 Swamp white oaks (*Q. bicolor*), 5 Pin oaks (*Q. palustris*), and 4 unidentified oaks (*Quercus sp.*). A row of about 15 Russian olive (*Eleagnus angustifolia*) trees averaging about 9 feet high, form a border along the north side of Sanchez Drive near parking lot E.

The section of Sanchez Drive between parking lots E and F is curvilinear and is bordered by Salt spray rose (*Rosa rugosa*) and bollards.

2. Threatened and Endangered Species

No threatened or endangered species are located within the project area.

3. Birds, Fish, and Wildlife

While there are no federally listed, threatened or endangered bird species that inhabit Miller Field, rare species have been observed using the open upland areas. These species include Upland

Sandpiper (*Bartramia longicauda*), Buff-breasted Sandpiper (*Tryngites subruficollis*), American Golden Plover (*Pluvialis dominica*), Barn Owl (*Tyto alba*), Snow Goose (*Chen caerulescens*), and Blue Goose (dark phase of Snow Goose) (Matarazzo, pers. comm., 2004).

Local bird enthusiasts and naturalists from the Staten Island Institute of Arts and Sciences have conducted bird surveys of Miller Field. Information from these surveys and observations from National Park Service staff indicate a fairly diverse species list of birds for the area. Birds that are commonly observed resting or feeding in the vicinity of the project area generally occur along the Staten Island shoreline.

Due to its adjacency to Raritan Bay and the Atlantic Ocean, bird species that forage and rest in beach strand habitats are also commonly observed. These species include Canada goose (*Branta canadensis*), Great blue heron (*Ardea herodias*), Herring gull (*Larus argentatus*), Laughing gull (*Larus atricilla*), and Great black-backed gull (*Larus marinus*).

Birds that commonly occur further inland, within the open and sparsely vegetated areas and that visit from the adjacent suburban neighborhoods include Killdeer (*Charadrius vociferous*), Mourning dove (*Zenaidura macroura*), Rock dove (*Columba livia*), Common nighthawk (*Chordeiles minor*), American robin (*Turdus migratorius*), Eastern kingbird (*Tyrannus tyrannus*), Fish crow (*Corvus ossifragus*), American crow (*Corvus brachyrhynchos*), Eastern bluebird (*Sialia sialis*), Northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), Northern cardinal (*Cardinalis cardinalis*), Savannah sparrow (*Passerculus sandwichensis*), Song sparrow (*Melospiza melodia*), House sparrow (*Passer domesticus*), Eastern meadowlark (*Sturnella magna*), Common grackle (*Quiscalus quiscula*), Evening grosbeak (*Coccothraustes vespertinus*), House finch (*Carpodacus mexicanus*), and American goldfinch (*Carduelis tristis*).

Small mammals that typically inhabit open fields, beach dune areas, and small shrubby areas of Miller Field include white-footed mouse (*Peromyscus leucopus*), House mouse (*Mus musculus*), Meadow vole (*Microtus pennsylvanicus*), Eastern chipmunk (*Tamias striatus*), Cottontail rabbit (*Sylvilagus floridanus*), Gray squirrel (*Sciurus carolinensis*), raccoon (*Procyon lotor*), Norway rat (*Rattus norvegicus*), and feral dogs (*Canis domesticus*) and cats (*Felis silvestris*).

Bats that migrate through the area include the Little brown bat (*Myotis lucifugus*), Silver-haired bat (*Lasionycteris noctivans*), Red bat (*Lasiurus borealis*), and Hoary bat (*Lasiurus cinereus*). Large mammals are absent from the urban core area (U.S. Fish and Wildlife Service, 1996).

Reptiles that may inhabit some of the areas of taller grass and shrub thickets along fencelines of the project area include Common garter snake (*Thamnophis sirtalis*), Brown snake (*Storeria dekayi*), and Fowler's toad (*Bufo woodhousei fowleri*).

4. Wetlands

There is a 6-acre forest in the North end of the Park dominated by Swamp white oak (*Quercus bicolor*). Swamp white oak is a facultative wetland species occurring mostly in wetland areas. However, no work is proposed within this forested area.

C. Physical Environment

1. Air Quality

New York City, including Staten Island, is located in an ozone non-attainment area. This means that the City means the city does not meet the air quality standards set by the EPA. Smog is formed on hot, sunny days, when sunlight causes nitrogen oxides (NOx) and volatile organic compounds (VOCs) to react and form ozone. These pollutants come from cars, trucks, diesel construction equipment, power plants, refineries, other large industrial facilities, and from paints and some consumer products. When inhaled, even at very low levels, ozone can make people more susceptible to respiratory infection, result in inflammation of lung tissue, aggravate existing respiratory diseases such as asthma, and lead to increased hospital admissions and emergency room visits. Ozone can cause significant decreases in lung function and increased respiratory symptoms such as chest pain and cough. EPA's new ozone standard is protective of the most vulnerable members of the population – children, people with asthma and the elderly.

As of May 2002, New York City has met air quality standards for carbon monoxide according to the EPA Region II.

2. Water Quality/Hydrology:

Runoff water from Miller Field currently infiltrates into Miller Field or transported through an underground drainage directly into the ocean. No storm water treatment measures or devices are currently in use at Miller Field.

A Storm Water Pollution Prevention Plan permit will be obtained from the New York State Department of Environmental Conservation. Storm water will be treated for pollutants as well as water quantity if necessary and feasible.

3. Soils/Geology

Geologically, Staten Island is underlain by a terminal moraine of the most recent (Wisconsin) glacial advance. The moraine includes the southernmost tip of the Staten Island before it trends northwesterly into the New York – New Jersey Highlands (U.S. Fish and Wildlife Service, 1996). Weathering of this glacial parent material resulted in the formation of predominantly coarse-textured (i.e., sandy and gravelly loams) soils.

Soils within the proposed project area are comprised primarily of the Branford series. The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) has identified two soil map units of Branford loam within the proposed project area: Branford loam, 0 to 3 percent slopes; and Branford loam, extremely gravelly loam, 0 to 3 percent slopes. These map units are represented on the soil map by legend symbols 149 and 149g, respectively (Map 1), and comprise approximately 60 percent of the project area. All turf grass fields in the proposed project area are within the nearly level (0 to 3 percent slope) Branford loam map unit.

The Branford soil series consists of very deep to bedrock, well drained soils formed in loamy over sandy and gravelly glacial outwash material. The glaciofluvial parent materials of Branford loam are derived primarily from red sedimentary rock and basalt. The thickness of the solum (generally, the upper portion of the soil profile that supports living roots and biological activity) ranges from 20 to 40 inches and typically corresponds to the depth of contrasting sand or sand and gravel. Rock fragments, mainly rounded pebbles, range from 0 to 30 percent in the solum and from 10 to 65 percent in individual layers of the substratum (Hernandez, 2004).

Due to the relatively coarse textures of the parent material, Branford soils are in hydrologic group A, indicative of a high rate of water infiltration. These soils have a low runoff potential and drain freely.

The soil map unit, Pavement and Buildings, 0 to 5 percent slopes, sand substratum; comprises approximately 40 percent of the project area. This map unit represents nearly 100 percent impermeable surfaces. Some water infiltrates to the soil via cracks in the asphalt but most is lost as runoff. The dark surfaced asphalt of these areas absorb solar radiation and create a “heat island” effect. During high temperature days, these areas cause marked increases in local temperatures and raise average regional temperatures.

A beach/dune complex is adjacent to the southeast portion of the project area. The NRCS (2004) has identified four narrow soil map units within this landscape complex: Hooksan fine sand, 3 to 8 percent slopes; Hooksan-Dune land complex, 3 to 8 percent slopes; Blown out land, and Beaches are mapped sequentially from northeast to southwest. The beach area separates the complex from the littoral zone and open waters of the Atlantic Ocean and Raritan Bay.

The Hooksan soil series consists of very deep, excessively drained soils adjoining beaches along the Atlantic coast (NRCS 2004). The Hooksan soils formed in thick sandy sediments that have been reworked by wind and wave action. Hooksan soils are classified (Soil Survey Staff, 1990) as Mesic, uncoated Typic Quartzipsamments. Map units containing this series are typically located on nearly level to moderately steep dunes from 5 to 25 feet above sea level.

4. Noise

Noise levels are not expected to significantly increase from present levels. During construction, work will be limited to daylight hours during weekdays. No weekend or holiday work will be permitted.

D. Socio-Economic Environment

The project site is entirely on National Park Service property.

E. Cultural Resources

1. Archeological Resources

To be finalized upon completion of the Archeological investigation.

2. Historic Resources

To be finalized upon completion of the Archeological investigation.

3. Tribal Resources

To be finalized upon completion of the Archeological investigation.

F. Visitor Use and Experience

The Park is open daily from 8:00 am to dusk all year long, except for December 25th. The peak visitation season runs from April through November.

~~DARK~~

IV. Affected Environment and Environmental Consequences

This section forms the scientific and analytical basis for comparison of the alternatives discussed in Section III, and describes the probable consequences (impacts and effects) of each alternative on selected environmental resources. The following impacts were derived and quantified through numerous field reviews, preliminary design efforts, and coordination with applicable resource agencies.

A. General Environmental Setting

1. No Action Alternative

No change from the existing conditions is anticipated. An inadequate amount of parking and limited access would continue under the no action alternative.

2. Build Alternative

Some change in the Park layout would result from the roadway realignments and improved road conditions. Approximately 1.73 acres of total green space would be lost, but approximately .15 acres of new green space would be created in sections where the existing roadway is being obliterated.

Conclusions

Minor impacts to the general environmental setting are anticipated under the Build Alternative, however these impacts are expected to benefit the Park through improved visitor access and safety. The No Action alternative would have no impact on the general environmental setting. No impairment to the Park's general environmental setting would occur.

B. Natural Resources

1. Vegetation

a. No Action Alternative

The existing species abundance would remain relatively the same.

- b. Build Alternative
Green space, in areas where other roadways are to be realigned, would be impacted; however, the obliterated pavement sections would be revegetated with native species and permitted to return to a natural environment. Every effort to minimize disturbance for woody and turf vegetation would be made. Since the park consists mainly of ball fields, not many trees are present. Nearly all of the impact would occur to turf grass areas.

Preliminary quantity computations estimate that approximately 68,823 square feet (1.58 acres) of additional impervious area would be created by the build project. The impervious area includes the parking lots, access road, and trails.

- c. Conclusions

Neither alternative would have a significant effect on the amount of vegetation present within the Park. Most of the impacts will occur on existing grassy areas. A few small caliper trees would have to be relocated for the expansion of Parking Lot B.

2. Threatened and Endangered Species

- a. No Action Alternative

No impact to threatened or endangered species is anticipated.

- b. Build Alternative

No threatened or endangered species are present in the study area. The project will, therefore, not impact any threatened or endangered species.

c. Conclusions

As there are no threatened or endangered in the Miller Field area, neither alternative would have an adverse affect on threatened or endangered species.

3. Birds, Fish and Wildlife

a. No Action Alternative

There would be no additional impacts to wildlife species and aquatic habitats associated with this alternative.

b. Build Alternative

There would be no significant impact to birds, fish, or wildlife caused by the build alternative.

c. Conclusions

The No Action Alternative does not affect birds and other wildlife. Under the Build Alternative any negative affects caused by construction would be temporary and would cause no significant damage in the future. No impairment to the Park ' s birds, fish, or wildlife would occur.

4. Wetlands

a. No Action Alternative

This alternative would have no impacts on wetlands within the study area.

b. Build Alternative

There is a Swamp White Oak Forest Stand located in the north portion of the park consisting of approximately 6 acres. The proposed work does not occur or encroach upon the forest. No wetlands would be impacted by the proposed build alternative.

c. Conclusions

Under either alternative, there would be no impact to wetlands.

C. **Physical Environment**

1. Air Quality

a. No Action Alternative

Air quality levels would remain essentially in the same condition as they are under present conditions.

b. Build Alternative

Air quality levels would remain essentially in the same condition as they are under present conditions. The temporary air quality impacts from construction are not expected to be significant. Construction activities would be conducted in accordance with the FHWA's *Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, 1996*; and would require compliance with all applicable local, state, and federal regulations. There are no long-term air quality impacts associated with this alternative.

c. Conclusions

Temporary and minor impacts to air quality may occur under the Build Alternative during construction. No impacts are anticipated under the No Action Alternative. No impairment to the Park's air quality would occur.

2. Water Quality/Hydrology

a. No Action Alternative

No changes from the existing conditions are anticipated.

b. Build Alternative

Potential short-term impacts to water quality due to erosion may exist during construction; however, best management practices would be utilized to minimize the potential impacts. Should this alternative be selected, a sediment and erosion control plan, including the use of best management practices, would be prepared by the FHWA and included in the final construction plans.

c. Conclusions

Water quality and hydrology would not be affected under the No Action Alternative. Under the Build Alternative, there are potential effects to the water quality. However, these impacts would be minimized with the implementation of a sediment and erosion control plan. The addition of storm water management controls will effectively treat storm water. No impairment to the Park's water quality or hydrology would occur.

3. Soils/Geology

a. No Action Alternative

There would be no change to the regional geology or soils.

b. Build Alternative

Since the proposed construction consists primarily of reconstruction and rehabilitation efforts, there would be no new geology introduced to the Park.

c. Conclusions

Neither alternative would affect the present condition of the soils or geology. No impairment to the Park's soils or geology would occur.

4. Noise

a. No Action Alternative

Selection of the No Action alternative would not result in any significant increase in noise levels; however, a minimal or imperceptible increase (less than 3dBA) in the noise level may result due to the gradual growth of vehicular traffic transporting users to the Park. An increase in noise levels caused by increased use of the park would result irrespective of whether improvements are made.

b. Build Alternative

Existing noise levels would temporarily increase during construction. Park visitors and surrounding residents in the

immediate vicinity of the project area would be subject to the noise pollution generated from construction. Moving the Park traffic and associated noise may also impact the neighborhood on the northern boundary of the park.

However, to mitigate noise impacts construction would occur only during the hours of 8:00 am to 7:00 pm Monday to Friday and not on holidays and weekends.

Since the project does not substantially increase the capacity of the roadways, noise levels caused by traffic are not expected to substantially increase.

c. **Conclusions**

The No Action Alternative maintains current noise levels or sustains a gradual increase due to increased park users. Under the Build Alternative noise levels would increase temporarily during construction, but once construction is complete, noise would resume to previous levels. No impairment to the level of noise within the Park would occur.

4. **Floodplains**

Generically, the term “floodplain” refers to the area near streams that may be submerged by floodwaters. The Federal Emergency Management Agency (FEMA), for purposes of the National Flood Insurance Program, defines “flood plain” as the area that would be expected to submerge during a 100-year flood. The 100-year flood serves as a base for flood plain management measures.

D. **Cultural Resources**

1. **Archeological Resources**

Potential impacts on cultural resources must be addressed under the provisions for assessing effects outlined in 36 CFR, Part 800, regulations issued by the Advisory Council on Historic Preservation implementing Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470 et seq.). Under the “Criteria of Effect” (36 CFR Part 800.9[a]), Federal undertakings are considered to have an effect when they alter the character, integrity, or use of a cultural resource, or the qualities that qualify a property for listing on the National Register of Historic Places.

The National Park Service has consulted will submit compliance documentation to the State Historic Preservation Office SHPO.

a. No Action Alternative

It is not anticipated that archeological resources would be disturbed or lost under the No Action Alternative.

b. Build Alternative

To be finalized upon completion of the Archeological investigation.

c. Conclusions

To be finalized upon completion of the Archeological investigation.

2. Historic Resources

a. No Action Alternative

No historical resources would be disturbed or lost under the No Action Alternative.

b. Build Alternative

To be finalized upon completion of the Archeological investigation.

c. Conclusions

To be finalized upon completion of the Archeological investigation.

3. Tribal Resources

a. No Action Alternative

No tribal resources would be disturbed or lost under the No Action Alternative.

b. Build Alternative

To be finalized upon completion of the Archeological investigation.

c. **Conclusions**

To be finalized upon completion of the Archeological investigation.

E. **Socio-Economic Environment**

1. **No Action Alternative**

The use of Federal funds for construction would not be required; however it is likely that additional maintenance effort and expenses would be required in order to keep the roads from declining to an increasingly unsafe or impassable condition. Any potential short-term benefits for construction workers would not occur under this alternative.

2. **Build Alternative**

If the Build Alternative were adopted, there would be some short-term economic gains for construction workers performing the work.

3. **Conclusions**

Although minimal, the Build Alternative would result in some socio-economic benefits for the community and Park. The No Action alternative would preclude these benefits. No impairment to the Park's socio-economic environment would occur.

F. **Visitor Use and Experience**

1. **No Action Alternative**

Visitor use and experience would remain essentially the same. Lack of sufficient parking and restricted traffic flow would continue.

2. **Build Alternative**

Visitors would experience improved travel conditions throughout the Park and increased parking. Improved access and additional parking spaces would enhance the visitor's experience.

3. Conclusions

With the No Action Alternative, visits to the Park remain unchanged. Under the Build Alternative, the experience would be enhanced with improved travel options, new vistas, and safer roads. No impairment to the visitor use and experience of the Park would occur.

G. Energy Requirements and Conservation

Neither alternative would have a significant impact on energy resources or conservation issues.

H. Natural or Depletable Resources

The elimination of some existing green space would be required under the Build Alternative in order to complete construction operations, however no significant natural resources would be depleted.

I. Cumulative Impacts

Cumulative impacts are those impacts on the environment that result from the incremental effect of the project when considered with interrelated past, present, and reasonably foreseeable future projects.

No Action Alternative

The No Action Alternative would have little impact on future Park development plans. Under the No Action Alternative, the Park as a whole would remain relatively unchanged. However, the continued degradation and insufficient access could possibly have a negative impact on the overall visitor experience

Build Alternative

The Build alternative would result in an additional 1.58 acres of pavement over the 184-acre Miller Field.

The total cumulative impacts associated with this project are anticipated to be minor considering the limited extent of the proposed construction. Impacts associated with the removal of vegetation and water quality would not be significant, nor would the short-term disruption to the wildlife species. This alternative would not prohibit or disrupt future Park planning efforts or projects. In addition, because Miller Field is an area dedicated to

recreation, no future significant impacts are foreseen that would change its use as a recreation area.

3. Conclusions

The No Action Alternative maintains the present condition of the Park, with the exception of increased future maintenance expenditures. Under the Build Alternative the effects are minimal, and any adverse impacts would only occur during construction and are not likely to continue once construction is complete.

J. Comparison of Alternatives

The following Chart summarizes and compares the likely results of implementing the No Action Alternative and the Build Alternative as they relate to the environment.

Factor	No Action Alternative	Build Alternative
Soils/Geology	No earth disturbance would be required.	Potential impacts would be mitigated through the development and implementation of sediment and erosion control plan and best management practices.
Vegetation	No impacts to vegetation would occur.	Approximately 1.58 acres of impervious surface will be added to the park. Native vegetation would be planted in areas exposed during construction
Wildlife	No impact to wildlife species is anticipated.	No impact to wildlife species is anticipated.
Threatened & Endangered Species	No impact to threatened or endangered species is anticipated.	No impact to threatened or endangered species is anticipated.
Water Resources & Wetlands	No impact to water quality or wetlands is anticipated.	Potential impacts would be mitigated through the development and implementation of sediment and erosion control plan and best management practices.
Air Quality	Existing air quality levels would remain essentially the same.	Minor temporary impacts may occur during construction.
Noise	No change in the level of noise is expected.	Minor temporary impacts are anticipated during

Factor	No Action Alternative	Build Alternative
		construction.
Socioeconomic Environment & Park Operations	Local workers would not benefit from short-term jobs provided by construction. No impact to neighboring landowners would occur.	There would be some short-term economic gains for construction workers performing the work.
Public Use & Experience	No change in the existing conditions.	The increase in parking would better allow the Park to better satisfy visitors. Pedestrian and ADA accessibility would also be improved.
Cultural Resources	No impacts to cultural resources are anticipated.	TBD
Cumulative Impacts	Safety concerns & pedestrian/motorist conflicts would continue.	Cumulative impacts would be minor. The Build Alternative in combination with planned future projects would facilitate NPS efforts to improve operational efficiency, improve visitor, and protect and maintain the Park's natural and cultural resources

K. Irreversible and Irretrievable Commitment of Resources

In accordance with the Federal Lands Highway Program, to date, approximately \$1,437,500 in Federal Lands Highway Program funds, have been set aside for planning, design, and construction of the proposed action. If it is determined that the preferred alternative would not result in significant impacts, then construction would be expected to begin in the Month of 2006.

L. Unavoidable Adverse Environmental Effects

No significant adverse environmental effects are anticipated; however, the potential exists for archeological resources to be encountered during construction. If this occurs, construction would be halted immediately, so that the resources may be logged and retrieved. An archeologist provided by the NPS would be on-site full-time during any excavation operations.

M. **Local Short-Term Uses and Maintenance/Enhancement of Long-Term Productivity**

Short-Term maintenance costs would decline if the roads are rehabilitated and/or reconstructed in the near future. As a result, the Park may allocate more time and personnel to the protection of the Park's more prominent cultural, natural, and recreational resources.

V. Environmentally Preferred Alternative

The environmentally preferred alternative is determined by applying the criteria suggested in NEPA, which is guided by CEQ regulations. CEQ regulations provide direction that “[t]he environmentally preferable alternative is the alternative that will promote the national environmental policy as expressed in NEPA’s Section 101. Generally, this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative that best protects, preserves, and enhances historic, cultural and natural resources.” [Question 6a, “Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations” (40 CFR 1500-1508), Federal Register Vol. 46, No. 55, 18026-18038, March 23, 1981].

The Build Alternative is the most environmentally preferred alternative. The Build Alternative would provide for the preservation, enhancement, and increased understanding of the Park’s natural, historic, and cultural resources; as well as, remove human health and safety concerns, and increase visitor use and enjoyment of Miller Field while meeting the project purpose and need. The Build Alternative would not provide for maximum protection of the biological and physical environment as compared to the No Action Alternative. However, through mitigation and the use of best management practices, it is believed that any impacts to the natural environment would be minimized and considered insignificant.

VI. Mitigation

The No Action Alternative does not meet the purpose and need for the action. Therefore, the Build Alternative has been selected as the preferred alternative since it addresses the roadway, traffic, and safety concerns within the Park. In order to minimize the environmental impacts associated with the preferred alternative, the following measures are recommended for implementation:

1. An Erosion and Sediment Control Plan should be prepared and included in the final construction plans.
2. The final construction plans should include directions to the Contractor for minimizing disturbance of woody and turf vegetation.
3. If additional archeological artifacts are encountered during excavation operations, construction should be halted immediately. The Northeast Archeological Center and the State Historic Preservation Office should be notified immediately.
4. The final construction plans should include directions and specifications to the Contractor for revegetating disturbed areas with non-invasive native plant species.

VII. Compliance with Environmental Requirements

1. *National Environmental Policy Act (NEPA)*

This Environmental Assessment (EA) and resultant decision documents provide disclosure of the decision-making process and potential environmental consequences of the alternatives. This EA will be available for a 30-day public review and comment period, after which the NPS will decide if the proposed action is significant enough to prepare an Environmental Impact Statement (EIS). If an EIS is not required, the NPS's Northeast Regional Director may sign a Finding of No Significant Impact (FONSI). Together this EA and the FONSI would complete the NEPA compliance for this project.

All comments and/or questions can be directed to:

Shirley McKinney
Superintendent
Gateway National Recreation Area - Staten Island Unit
210 New York Avenue
Staten Island, NY 10305

Telephone: (718) 354-4500

2. *Endangered Species Act of 1973*

Section 7 of the Endangered Species Act directs all Federal agencies to use their authority in furtherance of the purposes of the Act by carrying out programs for the conservation of rare, threatened, and endangered species. Federal agencies are required to consult with the U. S. Fish and Wildlife Service (FWS) to ensure that any actions authorized, funded, and/or carried out by the agency does not jeopardize the continued existence of any listed species or critical habitat.

3. *Clean Water Act of 1972*

This Act seeks to restore and maintain the chemical, physical, and biological integrity of the nation's water by a variety of means. Section 404 of the Act directs wetlands protection by authorizing the Army Corps of Engineers to prohibit or regulate, through a permit process, discharge of dredged or fill material into the waters of the United States, including wetlands. Actions described in this document comply with the requirements of Section 404 of the

Clean Water Act and all other applicable federal, state, and local agencies.

Water quality in the project area would be protected by the implementation of erosion and sediment controls, such as silt fencing, straw bales, and sediment traps, as needed. Due to the potential for disturbance of archeological resources, silt fencing would only be used near streams and where steeper grades are present and not used in flatter areas with minimal shoulder disturbance. Reseeding and mulching would quickly stabilize disturbed areas. Staff at the Federal Highway Administration (FHWA) would prepare the *Erosion and Sediment Control Plan* for inclusion in the construction plans.

4. *National Historic Preservation Act of 1966*

This Act requires Federal agencies to establish programs for evaluating and nominating properties to the National Historic Register of Historic Places, and to consider the effects of undertaking a proposal on listed or eligible properties. Section 106 mandates that Federal agencies take into account the effects of their actions on properties listed or eligible and to give the Advisory Council on Historic Preservation a reasonable opportunity to comment on said actions, if appropriate.

The NPS has consulted with the State Historic Preservation Officer (SHPO) and would complete any proposed roadway improvements in accordance with National Register of Historic Places standards and criteria. On Month Day, 2005, the SHPO concluded that the Build Alternative would “not adversely effect any property that is eligible for listing in the National Register of Historic Places.” All ground disturbing activities associated with the project would be reviewed for archeological needs. Completion of compliance with Section 106 of the National Historic Preservation Act would be carried out in accordance with the National Park Service’s Cultural Resources Management Guidelines (RM-28), and appropriate documentation and consultations undertaken.

Although no adverse effects to cultural resources are anticipated with the implementation of the proposed action, measures would be taken to ensure that adequate protection and consideration of cultural resources are carried out throughout the design and construction phases of the project.

5. *The National Park Service Organic Act of August 25, 1916*

This Act states that the fundamental purpose of national parks is “to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.” The preferred alternative is supportive of this Act because it is the least intrusive on the natural and historic environment, and maintains the historic road corridor and vista for future Park visitors.

6. *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, requires Federal agencies to promote “nondiscrimination in Federal programs substantially effecting human health and the environment.” In response to this direction, Federal agencies must implement actions to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies and activities on minority and low-income populations. The proposed project is located within the boundaries of the National Park, and thus, would not cause the displacement of any residents, nor would it eliminate jobs, low wage or otherwise. The proposed project would be preserving a resource that is important to society as a whole, including low income and minority populations. No minority or low-income populations would be disproportionately affected by the project and it is therefore in compliance with this Executive Order.

VIII. List of Preparers

The following individuals contributed to the development of this document:

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IX. Coordination

As required by NPS policies and planning documents, it is the Park ' s objective to work with state, federal, and local governmental and private organizations to ensure that the Park and its programs are coordinated with theirs, and are supportive of their objectives, as far as proper management of the Park permits, and that their programs are similarly supportive of Park programs.

Consultation and coordination have occurred with numerous agencies for the development of the alternatives and preparation of the EA. The following people, organizations, and agencies were contacted for information, which assisted in identifying important issues, developing alternatives, and analyzing impacts:

U. S. Fish and Wildlife Service

U. S. Army Corps of Engineers

New York Department of Environmental Conservation

New York State Historic Preservation Office

In order to give the public and all interested parties a chance to review the EA, it will be noticed for public comment for a minimum of 30 days through local newspapers. During this 30 day period, the EA will be available for review at _____. Copies of the EA will also be sent to applicable Federal, State, and local agencies for their review and comment.

X. References

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XI. Appendix A B Documentation of Agency Consultation