

**FEDERAL EMERGENCY MANAGEMENT AGENCY  
FINDING OF NO SIGNIFICANT IMPACT  
ENVIRONMENTAL ASSESSMENT  
TOMPKINSVILLE ESPLANADE AND NYCDOT DOCKBUILDERS PIER  
STATEN ISLAND, RICHMOND COUNTY, NEW YORK  
FEMA-4085-DR-NY**

**BACKGROUND**

On October 29, 2012, Hurricane Sandy caused storm damage to several areas of New York State, including portions of Richmond County, New York. President Barack Obama declared Hurricane Sandy a major disaster on October 30, 2012. The disaster declaration authorized federal assistance to affected communities and certain non-profit organizations through FEMA and in accordance with the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974 (42 U.S.C. 5172) as amended, the Sandy Recovery Improvement Act (SRIA) of 2013, and the accompanying Disaster Relief Appropriations Act of 2013. The Recipient for the Proposed Action is the New York State Division of Homeland Security and Emergency Services (NYSDHSES), and the New York City Economic Development Corporation (NYCEDC) under the New York City Mayor's Office of Management and Budget (NYCOMB) is the Subrecipient. NYCOMB has applied for FEMA Public Assistance funding for the Tompkinsville Esplanade and New York City Department of Transportation (NYCDOT) Dockbuilders Pier project.

FEMA prepared an Environmental Assessment (EA) in accordance with Section 102 of National Environmental Policy Review Act of 1969, as amended; FEMA Directive 108-1-1; and the DHS Instruction Manual 023-1-1. The EA analyzed the potential environmental impacts of the Proposed Action and alternatives.

The purpose of this project is to rehabilitate portions of the waterfront and waterfront infrastructure within the project area by repairing damage caused by Hurricane Sandy and providing improved flood protection measures; thereby, reducing impacts from tidal and storm surge flooding caused by storms such as nor'easters, tropical storms, and hurricanes. The primary need is to provide protections against flooding for residents, address damage that the area sustained during Hurricane Sandy and improve resiliency of the adjacent community to withstand future flooding and coastal storms. Other needs are to provide a protected, fortified, and strategically located pier that enables the NYCDOT Dockbuilders to conduct operations more effectively and efficiently and to provide a critical, walkable/bikeable link along the waterfront that would connect activity nodes including to that of the St. George Ferry Terminal, and generally increase waterfront accessibility.

**ALTERNATIVES**

FEMA considered alternatives in the EA in accordance with NEPA based on engineering constraints, environmental impacts, and the purpose and need for the project. Under the No Action Alternative, no federal funds would be provided to rehabilitate and protect the project area from flooding and coastal storm surge damages. The deteriorated steel bulkhead, wooden piers, and

other derelict infrastructure and debris would remain in place. Shoreline hardening and other protection measures would not be constructed leaving the project area susceptible to future storms and flooding events. Additionally, the shoreline would continue to remain closed and be inaccessible to the public. The NYCDOT Dockbuilders operation would continue to remain temporarily located within the New Stapleton Waterfront Redevelopment area. This location is not ideal given the distance from the ferry terminal and the maritime function the workers perform. The project site and the greater Tompkinsville waterfront would remain vulnerable to storm surge and flooding. Over time, waterfront deterioration would likely be inevitable under the No Action Alternative and could potentially result in further damage to critical infrastructure. Eleven other alternatives for the alignment of the esplanade and the location of the NYCDOT Dockbuilders Pier were dismissed as they did not meet the purpose and need for the project.

## **PROJECT DESCRIPTION**

The proposed project consists of the rehabilitation, fortification, and overall improved protection of the waterfront by demolishing and removing storm debris, damaged bulkheads, and derelict structures such as damaged platforms and pier remnants and constructing a new 2,100 linear-foot waterfront esplanade as well as a new pier proposed to serve the NYCDOT Dockbuilders operations. The esplanade and pier together comprise the Proposed Action being undertaken by NYCEDC.

The waterfront esplanade will extend along Bay Street Landing, Victory Peninsula, a segment of Murray Hulbert Avenue, and then through Miller's Launch and past the proposed location of the new NYCDOT Dockbuilders Pier to the continuation of Swan Street, where the esplanade's southern terminus would link with the northern-most extent of the New Stapleton Waterfront Redevelopment Project. The esplanade would promote public access to the waterfront by including bike lanes, pedestrian paths, furnishings/seating areas, lighting, tree and plant beds, and other landscape beautification elements, as well as interpretive signage to illustrate the site's history as a working waterfront.

The new pier will serve NYCDOT Dockbuilders operations and would provide key infrastructure for the Dockbuilders to effectively conduct routine water dependent activities including maintenance and repair of NYCDOT's maritime assets, particularly maintenance of the St. George and Whitehall ferry terminals and associated vessels that comprise the Staten Island Ferry system. The new pier would be at the southern terminus of the proposed esplanade just south of Miller's Launch.

## **SUMMARY OF IMPACTS**

FEMA determined that the Proposed Action as described in the EA would have no impacts on geology or biological resources (threatened and endangered terrestrial species). The Proposed

Action would have temporary negligible adverse impacts on water quality, wetlands, floodplains, architectural and archaeological cultural resources. The Proposed Action would have temporary negligible to minor adverse impacts on biological resources (threatened and endangered aquatic species) and essential fish habitat. The Proposed Action would have temporary minor adverse impacts on air quality, coastal resources, aesthetics, noise, and hazardous materials.

The Proposed Action would have no long-term impacts on air quality. The Proposed Action would have long-term negligible adverse impacts on water quality, architectural and archaeological cultural resources, and noise. The Proposed Action would have long-term negligible to minor adverse impacts biological resources (threatened and endangered aquatic species) and essential fish habitat.

The Proposed Action would have temporary and long term moderate beneficial impacts on topography and soils. The Proposed Action would have long-term minor beneficial impacts on hazardous materials. The Proposed Action would have long term moderate beneficial impacts on wetlands, floodplains, coastal resources, and aesthetics.

## **PROJECT CONDITIONS**

The Subrecipient is responsible for obtaining and adhering to all applicable federal, state, and local permits, permit conditions, regulatory compliance, and authorizations for project implementation. Any substantive change to the approved scope of work will require re-evaluation by FEMA for compliance with NEPA and other laws and executive orders. The Subrecipient must also adhere to the following conditions during project implementation:

1. Any proposed construction in a floodplain must be coordinated with the local floodplain administrator and must comply with federal, state, and local floodplain laws and regulations.
2. Excavated soil and waste materials, including potentially hazardous wastes, must be managed and disposed of in accordance with applicable federal, state, and local regulations. Solid waste haulers will be required to have a NYS Department of Environmental Conservation waste hauler permit, and all waste will need to be disposed of or processed at a permitted facility.
3. If any threatened or endangered species are encountered in the project area, the Subrecipient must stop work and notify FEMA to continue consultation with US Fish and Wildlife Service (USFWS).
4. Preparation of a Stormwater Pollution Prevention Plan and adherence to the conditions of State Pollutant Discharge Elimination System General Permit for Stormwater Discharges is required on project sites where the soil disturbance would be greater than or equal to one acre.

5. The Subrecipient and its contractors are required to use appropriate best management practices (BMPs) for construction not limited to sedimentation and erosion control measures, dust control, noise abatement and restriction of work areas to limit vegetation removal and habitat impacts.
6. In the event that unmarked graves, burials, human remains, or archaeological deposits are uncovered, the Subrecipient and its contractors will immediately halt construction activities in the vicinity of the discovery, secure the site, and take reasonable measures to avoid or minimize harm to the discovery. The Subrecipient will immediately inform NYSDHSES and FEMA. Work in sensitive areas may not resume until consultations are completed or until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards determines the extent and historic significance of the discovery as per 36 CFR 79 standards.
7. Occupational Safety and Health Administration standards shall be followed during construction to avoid adverse impacts to worker health and safety.
8. BMPs will be used to limit National Ambient Air Quality Standards emissions during and after construction under US Environmental Protection Agency (USEPA) guidelines.
9. Copies of all permits obtained must be submitted to NYSDHSES and FEMA at or prior to final closeout of the grant.
10. Construction activities must not be initiated until fifteen (15) days after the date the FONSI has been signed as "APPROVED."

## **PUBLIC ENGAGEMENT**

The Subrecipient published a public notice in the *Staten Island Advance* newspaper on May 1, 2025, to notify the public of the thirty-day public review and comment period for the EA. Accordingly, FEMA posted an electronic version of the EA to the FEMA website at <https://www.fema.gov/emergency-managers/practitioners/environmental-historic/nepa-repository>. DHS-FEMA's requirement of addressing floodplain management and wetlands protection in accordance with 44 CFR Part 9 is incorporated within the EA. Hard copies of the EA were also made available at the Stapleton Library, 1322 Canal Street, Staten Island, NY 10304. Public comments were received during the 30-day comment period that ended May 31, 2025. Substantive comments were addressed in the attached table below.

FEMA has taken into consideration the comments received during the public review period to inform the decision regarding grant approval and project implementation. The Environmental Assessment reflects the evaluation and assessment of the federal government, the decision maker for the federal action.

**FINDINGS**

In accordance with NEPA of 1969, as amended, FEMA Directive 108-1 and FEMA Instruction 108-1-1, FEMA has determined that the proposed action will have no significant adverse impact on the quality of the human environment. As a result of this FONSI, an Environmental Impact Statement will not be prepared, and the proposed project as described in the EA may proceed. This FONSI serves as the final public notice for the proposed project.

**APPROVED:**

**JOHN J MCKEE** Digitally signed by JOHN J  
MCKEE  
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John J. McKee  
Regional Environmental Officer  
Federal Emergency Management Agency, Region 2

Date

**FOR AWARENESS:**

**JENNIFER A  
DILORENZO** Digitally signed by JENNIFER A  
DILORENZO  
Date: 2025.06.09 15:57:43 -04'00'

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Jennifer DiLorenzo  
Recovery Division, Public Assistance Branch Chief  
Federal Emergency Management Agency, Region 2

Date

**Attachment A: Comment and Response Summary**

<b>Commenter</b>	<b>Comment</b>	<b>FEMA Response</b>
USEPA	Based on the Purpose and Need, is this project a part of a larger plan for resiliency and waterfront access for the community?	The Cumulative Impacts section of the EA discusses other publicly and privately funded projects that are on-going, and/or planned within the vicinity of the Proposed Action. While they are physically adjacent, they are independent of the Proposed Action. Since the Tompkinsville Esplanade and NYC Dockbuilders Pier project is not a Direct Action undertaken by FEMA, the entities leading those projects are responsible for consulting with relevant federal, state, and local planning and regulatory agencies, and determining other actions that are underway or proposed, at or near the project site that, in combination with the proposed project, could result in substantive cumulative effects. A more expansive overview and presentation of such projects is beyond the scope of the FEMA EA.
USEPA	Could more be discussed about the temporary status of the Dockbuilders location at the New Stapleton Waterfront Redevelopment Project, and why this was not chosen as a potential permanent location as part of the redevelopment, especially since the Homeport Pier appears to be included in the approved redevelopment plan? Could the maritime role/function the workers perform be clarified, especially what about this location makes it “not ideal”, other than the “poised” redevelopment project?	The NYCDOT currently leases space from the operator of the Homeport Pier. The requirements of the Homeport Pier’s other uses are not compatible in the long-term with the requirements of the NYCDOT Dockbuilders (including proximity and operational requirements) and thus was not included in the nine (9) pier alternatives FEMA considered (see Section 4.3.2). Following the relocation to the proposed pier, the Homeport Pier will be subject to the New Stapleton Waterfront Master Plan.
USEPA	Could a section summarizing all of the proposed mitigation be included in this document?	FEMA uses a standard template for its EAs. Proposed mitigation measures are discussed within the context for each resource topic in Section 5.0.

<b>Commenter</b>	<b>Comment</b>	<b>FEMA Response</b>
USEPA	We encourage that some of the visual aids provided in the Appendix are included in the main body of the document and/or be linked to in the main document.	FEMA uses a standard template for its EAs. Placement of photographs and other visual aids in document appendices is, in part, to help assure compliance with Section 508 of the Rehabilitation Act of 1973 when documents are posted to public and non-public websites. Using the Appendices for visual aids also serves to consolidate images that may be “duplicated” in text references, completed agency consultations, etc.